

United States Department of the Interior  
National Park Service



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### 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 Brooklyn Navy Yard Historic District

other names/site number New York Navy Yard, New York Naval Shipyard, Naval Base Station, Brooklyn 1, NY

#### 2. Location

street & number Little Street, Evans Street, Hudson Avenue, Navy Street, Flushing Avenue, Williamsburg Street W, Wallabout Bay [ ] not for publication

city or town Brooklyn [ ] vicinity

state New York code NY county Kings code 047 zip code 11205

#### 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 as 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.)

Ralph J. Puopert DSHPO

3/31/14

Signature of certifying official/Title

Date

New York State Office of Parks, Recreation & Historic Preservation  
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:

- 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) \_\_\_\_\_

for Signature of the Keeper  
Alexis Abernathy

date of action  
5/22/14

**Brooklyn Navy Yard Historic District**  
Name of Property

**Kings County, New York**  
County and State

**5. Classification**

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

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

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

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

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

Contributing	Noncontributing	
68	51	buildings
2	0	sites
23	32	structures
5	0	objects
<b>98</b>	<b>83</b>	<b>TOTAL</b>

**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**

1 building (Commandant's House/Quarters A)

**6. Function or Use**

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

- DEFENSE/naval facility
- INDUSTRY/industrial storage
- INDUSTRY/manufacturing facility
- DOMESTIC/single and multiple dwelling
- HEALTH CARE/hospital
- FUNERARY/cemetery

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

- COMMERCE/warehouse
- COMMERCE/office building
- INDUSTRY/manufacturing facility
- INDUSTRY/shipyard
- CULTURE/museum

**7. Description**

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

- EARLY REPUBLIC/Federal, Georgian
- MID-19<sup>th</sup> CENTURY/Greek Revival
- LATE VICTORIAN/Italianate, Second Empire, Romanesque
- MODERN MOVEMENT/Moderne, Art Deco
- OTHER/Industrial

**Materials**  
(Enter categories from instructions)

- foundation CONCRETE, STONE
- walls BRICK, STONE, CONCRETE, WOOD
- roof ASPHALT, SYNTHETICS
- other

**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.)

- A** Property 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 that 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 boxes that apply.)

- 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 Building Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal Agency
- Local Government
- University
- Other repository: \_\_\_\_\_

**Areas of Significance:**

(Enter categories from instructions)

- MILITARY
- INDUSTRY
- ARCHITECTURE
- MARITIME HISTORY

**Period of Significance:**

1805 - 1966

**Significant Dates:**

1805, 1824, 1830 - 1838, 1841 - 1851, 1853,  
1890s, & 1939 - 1945

**Significant Person:**

N/A

**Cultural Affiliation:**

N/A

**Architect/Builder:**

various

**Brooklyn Navy Yard Historic District**  
Name of Property

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## 10. Geographical Data

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**Acreeage of Property** 225.15

**UTM References SEE CONTINUATION SHEET**

(Place additional UTM references on a continuation sheet.)

1 1|8| 5|8|6|7|8|4| 4|5|0|6|9|3|7|  
Zone Easting Northing

3 1|8| 5|8|7|5|3|6| 4|5|0|6|0|3|2|  
Zone Easting Northing

2 1|8| 5|8|6|9|5|8| 4|5|0|6|7|3|7|

4 1|8| 5|8|7|5|8|4| 4|5|0|5|9|8|7|

**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.)

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## 11. Form Prepared By

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name/title Lindsay Peterson contact: Daniel McEneny, NYSHPO

organization Higgins Quasebarth & Partners, LLC date February 20, 2014

street & number 11 Hanover Square, 16<sup>th</sup> Floor telephone 212-274-9468

city or town New York state NY zip code 10005

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## Additional Documentation

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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 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 \_\_\_\_\_

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**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, D.C. 20503



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**Brooklyn Navy Yard Historic District**

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The New York Navy Yard (or Brooklyn Navy Yard as it has been largely known and referenced since the turn of the twentieth century) is located on the western tip of the coast of Long Island at a bend in the East River between the Williamsburg and Manhattan Bridges in Kings County. The property is situated on the north side of Flushing Avenue, a major east-west thoroughfare in the borough of Brooklyn, which acts as a spine for the whole property. The 236-acre historic district embraces 140 years of naval history at this location and includes resources representing six significant periods in the navy yard's history, which correspond with important periods in the history of the U.S. Navy itself. As it exists today, the historic district most clearly illustrates its significance during World War II, when it reached its largest and most fully developed extent. However, its plan retains features dating to its establishment in 1801, and its pattern of development can be understood despite changes in time, land use and configuration, and naval technology.

Beginning with an initial purchase of forty-two acres at the western end of the district in 1801, the land for the navy yard was acquired in seven major phases, reaching its largest size during World War II, when it covered approximately 356 acres. The second major phase occurred in 1810 when the City of New York ceded 131 acres to the navy. This acquisition consisted of lands both underwater and exposed at low tides, all adjacent to the original acquisition. In 1824, the navy purchased a non-contiguous parcel of twenty-five acres on a hill at the eastern end of yard for use as a hospital. These two sections—at the west and east ends of the present district—were joined in 1848 when seventy-eight acres of marshland were acquired in between them.<sup>1</sup> In 1853, thirty-six additional acres—a portion of the bed of Wallabout Creek between the hospital and the 1848 parcel—were acquired. In the 1890s the Navy sold a large portion of its land to the City of New York for use as a wholesale market. During World War II, the navy reclaimed the market site in preparation for a massive building campaign. This included filling in the part of the Wallabout basin and fully reconfiguring the Cob Dock area.<sup>2</sup>

The boundary of the historic district was drawn to include the largest intact area that was associated with the shipyard during the period of significance, from 1805-06 to 1966. The district generally encompasses all the area associated with the yard since its establishment, with the exception of areas in the northwest corner and along its eastern edge that have lost integrity. The district is generally bounded by Wallabout Bay and the East River to the north and by Flushing Avenue, the yard's consistent boundary over time, on the south. On the west, the boundary generally follows the border of the navy yard as indicated on historic maps, but excludes a section of the northwest corner that lost integrity when it was redeveloped into the Red Hook Water Pollution Control Plant in 1987. In the southeast corner, the boundary includes the naval hospital, a part of the navy yard since 1824. The rest of the eastern boundary is irregular and was drawn to exclude an area that was historically part of the navy yard but has suffered a near complete loss of integrity. A large part of this excluded area was the location of two massive sub-assembly shops—Buildings 294 and 296—which were demolished in the 1990s after a fire. Another area along Kent Avenue, which was densely developed during World War II, is also now largely vacant and has been excluded.

Buildings in the district include several basic types: fabrication and shop buildings, warehouses, office buildings, officers' quarters and barracks, service buildings, and hospital buildings. Structures in the district include piers, dry docks, and

<sup>1</sup> The navy reacquired the property in 1941.

<sup>2</sup> The term "Wallabout basin" refers to the channel that separated the mainland shipyard from the Cob Dock, as well as its two smaller off-shoot channels: the Marine Channel and the Kent Avenue Basin.

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cranes. Objects in the district include flagpoles and monuments. The earliest building in the district was constructed in the first decade of the nineteenth century and the newest buildings were built as recently as 2013. A majority of the district's buildings are of brick, steel-framed, or reinforced-concrete construction, and a smaller number are of granite or wood-framed construction. Most buildings are from one to three stories, with a smaller number of buildings that range from six to eighteen stories. The buildings incorporate a variety of styles and influences, including Greek Revival, Romanesque Revival, Italianate, Second Empire, Art Deco, Moderne, as well as modern industrial design. Although many buildings have undergone alterations, relatively few have been sufficiently major to obscure the building's historic character. In terms of circulation, remnants of an internal rail system—primarily in the form of partially exposed tracks—can be found at various points in the district. These fragments, which are scattered throughout the yard, are not counted in the resources below.

The navy yard can be divided into three functional groupings, which can be roughly distinguished by geographical area and period(s) of development. The areas are: 1. the residential sections of the commandant's house and grounds, and officer's row, both at the western edge of the district; 2. the shipyard, in the center of the district; 3. and the U.S. Naval Hospital, in the southeastern corner of the district. It must be noted, however, that there are exceptions to these functional groupings; they are noted below.

Area 1: Residential—Commandant's House and Grounds & Officers' Row

The earliest phase of development at the navy yard includes two residential areas, both located on land at the western edge of the yard that was part of the navy's original purchase in 1801. The two areas are physically separated, but represent a common history of naval officer housing in the oldest sections of the navy yard property.

The commandant's house (also known as Quarters A) is situated on a western hill that once provided excellent views of the shipyard and harbor. The two-story Federal-style frame residence was built in 1805-06 and has several later additions. The house was originally approached from the south via a ceremonial drive, High Street, inside the navy yard. The current entrance to the house from the cul-de-sac at the end of Evans Street was created in 1940 several years after a large structural shop (demolished) was constructed over the street bed of the former approach. A 1930s WPA-built greenhouse and conservatory, referred to as Building 383 and 382, respectively, are attached to the south facade of Quarters A. An 1860s carriage house and stable (Building 133) and a 1940 coal house (Building 454) also occupy the grounds.

Officers' row is located in the southwest corner of the district and consists of a group of ten brick residential buildings oriented to Flatbush Avenue, as well as Building 16, a non-residential structure running parallel to Navy Street that functioned as a timber shed. All of these structures were built on what was once an eighteenth-century mill and mill pond, where timbers were stored and cured before being transformed into ships. Building 16 (ca. 1841)—a long brick and heavy timber frame building—functioned as a shed to store the cured timbers. It is the yard's, and possibly the nation's, only surviving timber shed. The shed was shortened in 1963. The officers' row residences were constructed on the infilled mill pond land around the time of the Civil War. The houses are two and three stories tall and were built in the 1860s and 1870s to serve as quarters for naval officers. Several are detached, while others are grouped in rowhouses. The houses represent a variety of styles including Greek Revival, Italianate and French Second Empire.

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Area 2: Shipyard

The main shipyard comprises the district's historic core of nineteenth and twentieth century industrial buildings and is located in the central section of the district. Contributing buildings in this section date from the 1850s to the 1940s and make up the bulk of the historic district's resources. This large area can be roughly divided into sub-sections based on their development history. The west end of the shipyard, which grew out of the earliest land acquisitions and infill, contains many of the yard's nineteenth-century buildings and structures. These are characterized by their low scale, as well as their use of brick and granite construction. Moving east in the shipyard, one encounters taller buildings and larger structures that were built on later land acquisitions—the site of the former U.S. Marine Barracks Grounds and the site of the former Wallabout Market—to accommodate the construction and launching of increasingly massive ships.

The western end of the shipyard was laid out in the early nineteenth century with rectilinear blocks following a northwest-southeast axis.<sup>3</sup> Despite later additions, this early plan is still evident. It is from this area that the majority of ships were constructed and launched until the yard's major expansion during World War II. Here smitheries, foundries, timber sheds, and machine shops manufactured ship components that were transferred to assembly and launching sites such as Dry Dock No. 1 (1841-51), the oldest structure in the main shipyard, as well as Dry Dock No. 2 (1887-90), Dry Dock No. 3 (1893-97) and Dry Dock No. 4 (1913). The oldest building in the western shipyard is Building 10 (1849-51), a granite structure that functioned as the engine/pump house for Dry Dock No. 1. Other significant buildings include the Building 11, 11A, 12 and 12B complex (smithery & forge shop, plumbers & boiler shop, ca. 1855), Building 20 (iron plating shop, 1865) and the Building 28, 123 and 128 complex (machine & boiler shops, ca. 1895 and 1900 with several additions), which represent various building technologies (brick; steel and glass) as well as a variety of inter-related industrial uses. The Medieval Revival style Sands Street Gate (Building 200, 1895) at the western boundary of the yard acts as the ceremonial entrance to the shipyard. The Richardsonian Romanesque style Building 121 (paymaster's office, 1900; moved 1918) is also significant as a highly ornamented administrative structure. Nearly all of the buildings in the western end of the shipyard are low-scale, with the exception of a few, including Building 280 (ordnance machine shop, 1942), an eight-story structure that replaced a nineteenth-century foundry during World War II.

Another sub-section of the shipyard is the rectangular site—fronting onto Flushing Avenue, between 7<sup>th</sup> and 9<sup>th</sup> streets—occupied by Building 3 (supply storehouse, 1918), Building 5 (light machine shop, 1920) and Building 77 (general storehouse, 1942). These buildings occupy the former site of the U.S. Marine Barracks Grounds (established ca. 1858), which up until World War I housed and trained marines and provided security for the navy yard. These three buildings represent the beginning of large-scale building construction at the yard. The navy acquired the site during World War I and demolished all of the marine buildings, save Building 92 (Marine Corps. officer's quarters, 1858), which is still extant. On the site they built industrial structures to accommodate the increasing activity at the yard. The buildings follow

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<sup>3</sup> The axis of these buildings possibly reflects the edge of the old mill pond (sometimes referred to as the timber dock or pond), which originally occupied the southeastern portion of the yard. Several surveys from the 1820s through the 1840s indicate that the navy contemplated keeping the pond and arranging the buildings next to its northwest-southeast edge. As it became clear that ships were soon going to be made out of metal and not wood, the navy chose to fill in the mill pond. Even though this plan was outdated almost as soon as it was created, the spirit of its organization continued to be used for several decades.

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a north-south axis, contrasting the diagonal axis of the western end of the yard. Additionally, they represent the navy's use of new types of construction, such as Building 3, which was the yard's first building constructed of reinforced concrete.

The eastern end of the shipyard consists almost exclusively of World War II-era buildings and structures. Some of these buildings were constructed in the immediate build-up to World War II, but most were built during the war itself. Contributing buildings in this section are primarily industrial and office structures of one to eight stories, made of brick and of utilitarian design. These include: Building 51 (garbage incinerator, 1938), Building 2 (former Building 290, foundry, 1941), and Building 292 (production utility building, 1942). One notable example of design includes Building 1 (former Building 291, materials testing laboratory, 1941-42), a Moderne-style structure that is referential of the Starrett-Lehigh Building (Cory & Cory, 1932). The significant structures in this section include two massive dry docks, Dry Docks No. 5 and No. 6 (1942). Originally, this eastern section of the district consisted of two separate areas: the Cob Dock, a navy-occupied island in Wallabout Bay dedicated primarily to the storage of ordnance, and a marshy stretch of land acquired by the navy in 1848 and not developed until the 1890s, when it was sold by the navy to the City of Brooklyn to become Wallabout Market. With the arrival of the World War II, the formerly marshy land was reclaimed by the navy, the market demolished, and the land densely developed. In addition, the former Cob Dock was reduced in size and physically connected to the mainland yard with the construction of the two new dry docks (No. 5 and No. 6). Building 292 is the largest building situated on what once was the island Cob Dock. There is no trace of these earlier features today.

Area 3: U.S. Naval Hospital

The U.S. Naval Hospital consists of a complex of buildings at the southeastern end of the historic district. This section was laid out and developed beginning in 1824. The hospital itself occupied an elevated site and by 1850 the grounds were walled in with a gatehouse, laboratory (demolished) and cemetery. Additional buildings, such as the surgeon's house (Building R1, 1863), were added during the Civil War. Contributing buildings within the hospital grounds date from the 1830s (Building R95, the naval hospital, 1830-38) to the 1940s (Building 103A, garage, ca. 1947). The majority of extant buildings are organized around Hospital Road, a north-south spine onto which Building R95, the naval hospital, faces. Besides the main hospital building, most of the other structures within this area were constructed as residential buildings. These include the nurses' quarters (Building RG, 1919), the bachelor officers' quarters (Buildings R8 and R9, 1926) and the infectious diseases quarters (Buildings R5, R6, R7, 1915). These residences tend to be located at the periphery of the hospital grounds, reflecting the importance of the hospital buildings (the Building R95 is the only extant example) in the center. Additional types of buildings within this complex include a gatehouse (Building R104, 1850) and a medical supply depot (Building RD, 1910). The motion picture exchange (Building 311, 1942), located at the far eastern edge of the district, was built on land acquired during World War II, outside of the original hospital walls. Originally this land and the cemetery were separated from the hospital by Williamsburg Road, which later became Hospital Lane and was closed off in 1865. Due to its location, Building 311 is considered part of the hospital area.

Overall, the buildings and structures within the Brooklyn Navy Yard Historic District retain a high level of integrity and strongly reflect its period of significance.

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**RESOURCE INVENTORY**

This list is broken into two parts. The first is simply a list of contributing and non-contributing resources. The second contains a full description of each resource and a brief history if available. The name given for each building represents its original name or function, and the dates are the date of its original construction and of any major addition or alteration. All resources are contributing unless otherwise indicated. Contributing resources are those judged to be significant in the historical development of the Brooklyn Navy Yard and that retain sufficient integrity to illustrate their significance. Buildings that have been previously listed in the National Register are indicated by NR. Buildings known historically by other numbers have been noted in the inventory below; buildings are referred to by their contemporary designations in the description of significance.

The resource inventory is organized according to the three functional groupings detailed above. The areas are: 1. the residential sections of the commandant's house and grounds, and officer's row, both at the western edge of the district; 2. the shipyard, in the center of the district; 3. and the U.S. Naval Hospital, in the southeastern corner of the district.

**Summary List of Contributing Resources**

Area 1: Residential—Commandant's House and Grounds & Officers' Row

1. Quarters A. Commandant's House (1805-06). (NR)
2. Building 133. Carriage House and Stable (ca. 1864).
3. Building 454. Coal House (1940).
4. Building B. Residence of the Captain of the Yard (1872, 1931 addition).
5. Building D. Residence of the Ordnance Officer (1873).
6. Buildings E. Residence of the Naval Constructor, Chief Engineer, Surgeon's Quarters (1864).
7. Buildings F. Residence of the Naval Constructor, Chief Engineer, Surgeon's Quarters (1864).
8. Buildings G. Residence of the Naval Constructor, Chief Engineer, Surgeon's Quarters (1864).
9. Building H. Residence of the General Storekeeper (1881).
10. Building C. Residence of the Equipment Officer (1872).
11. Building I. Residence of the Civil Engineer (1889).
12. Building K. Residence of the Senior Member, Board of Inspectors (1901).
13. Buildings L. Residence of the Senior Member, Board of Inspectors (1901).
14. Building 16. Timber Shed (ca. 1841).
15. Structure. Brick and Metal Fence and Gate, Evans Street (1940).
16. Structure. Brick Wall, Navy Street from Evans Street to just north of York Street (pre-1966).
17. Structure. Brick Wall, from Sands Street Gate (Navy Street) to Buildings H, C (Flushing Avenue) (pre-1966).
18. Structure. Metal Fence and Gate, Flushing Avenue from in front of Buildings H,C to east side of Building 275 (ca. 1930).

Area 2: Shipyard

19. Building 1 (former Building 291). Materials Testing Laboratory (1941-42).
20. Building 2 (former Building 290). Foundry (1942).
21. Building 3. Supply Storehouse, General Offices (1918).
22. Building 5. Light Machine Shop, Electrical & Ordnance, Radio Station & Laboratory (1920).
23. Building 10. Engine/Pump House for Dry Dock No. 1 (1849-51; additions 1903 and 1936).
24. Buildings 11/11A, 12 and 12B complex (various dates).

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25. Building 20. Iron Plating Shop (1865; additions ca. 1882 and ca. 1909).
26. Building 22. Timber Shed, Mold Loft (ca. 1855).
27. Building 27. Administration Building (1899; addition ca. 1919).
28. Buildings 28, 123 and 128 complex (various dates).
29. Building 30. Pattern Shop (1899; addition 1903).
30. Building 41. Central Power Plant (1941).
31. Building 50/50A. Yard Garage, Auto Repair Shop (1936; addition ca. 1970).
32. Building 51. Garbage Incinerator (1938).
33. Building 52. Coal Plant Office (1938).
34. Building 58. USMC Non-Commissioned Officers' Quarters (1940).
35. Building 62. Paint Shop (1940).
36. Building 74. Lime, Pitch and Coal House (ca. 1862; moved 1916; second story added 1926).
37. Building 77. General Storehouse, Administration Building (1942).
38. Building 92 complex. Marine Corps. Officer's Quarters (1858) and Visitors Center extension (2011).
39. Building 120. Oil Storehouse (1899).
40. Building 121. Paymaster's Office (1900; moved 1918).
41. Structure 124. Pump Well for Dry Dock No. 1 (1901).
42. Building 127. Boat Storehouse (1903).
43. Building 131. Construction & Repair Storehouse and Shops (1902; addition ca. 1904).
44. Building 132. Locomotive Shed (1905).
45. Building 152. Chemical Lab (1920).
46. Building 200. Sands Street Gate (1895; partially reconstructed 2012).
47. Building 234/313. Motor Generator, Sub-Station No. 6 (ca. 1929; extended 1936 and 1941) and Ship Superintendent's Office (1942).
48. Building 249. Electric Sub-Station No. 13 (1938).
49. Building 269. Sub-Assembly Shop No. 2 (1941-42).
50. Building 270/594. Compressor Building (1941-42) and Field Cafeteria (1943).
51. Building 275. Building Trades Shops (1942).
52. Building 280. Ordnance Machine Shop (1942).
53. Building 292. Production Utility Building (1942).
54. Building 314. Canteen (1942).
55. Structure 510. Pumpwell for Dry Dock No. 4 (ca. 1913).
56. Building 542. Motor Generator (1918).
57. Building 614. Motor Generator house (1945).
58. Structure 713. Transfer Bridge (1941).
59. Object 717. Flagpole, inside Cumberland Street Gate (1937).
60. Structure 761. Pier C (1916).
61. Structure 762. Pier D (1912; extended 1915, shortened ca. 2010).
62. Site 763. Pier G (1941).
63. Structure 801. Pier J (1942).
64. Structure 802. Pier K (1942).
65. Structure 809. Dry Dock No. 1 (1841-51).
66. Structure 810. Dry Dock No. 2 (1887-90; rebuilt 1901 and 1932).
67. Structure 811. Dry Dock No. 3 (1893-97; rebuilt 1959).
68. Structure 812. Dry Dock No. 4 (1913).
69. Structure 813. Dry Dock No. 5 (1942).

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70. Structure 814. Dry Dock No. 6 (1942).
71. Structure. Metal Fence, Flushing Avenue from east side of Building 275 to the Cumberland Street Gate (1919).
72. Structure. Metal Fence and Gates, Flushing Avenue from Cumberland Street Gate to Vanderbilt Avenue (1919).
73. Structure. Brick Wall, Flushing Avenue in front of Building 77 (ca. 1860).
74. Structure. Clinton Avenue Gate, including flanking walls and fence (ca. 1942).

Area 3: U.S. Naval Hospital

75. Building R1. Surgeon's House (1863).
76. Building R2. Quarters No. 2 (1905).
77. Building R3. Quarters No. 3 (1905).
78. Building R4. Quarters No. 4 (ca. 1864; northern addition ca. 1900, third story 1917, northwest porch ca. 1947).
79. Building R5. Infectious Diseases Quarters (1915).
80. Building R6. Infectious Diseases Quarters (1915).
81. Building R7. Infectious Diseases Quarters (1915).
82. Building R8. Bachelor Officers' Quarters (1926).
83. Building R9. Bachelor Officers' Quarters (1926).
84. Building R95. United States Naval Hospital (1830-38).
85. Building R103/R109. Stable (ca. 1872) and Carriage House (ca. 1900).
86. Building 103a. Garage (ca. 1947).
87. Building R104. Guard House and Gate Keeper Lodge (1850).
88. Building 311. Motion Picture Exchange (1942).
89. Building R426. Lumber Shed (1909).
90. Site R448. Greenhouse (ca. 1928).
91. Object R463. Flagstaff (ca. 1921).
92. Object 999. Barrier Forts Monument (1858, relocated to hospital in 1979).
93. Building RD. Medical Supply Depot (1910).
94. Building RG. Nurses' Quarters (1919; addition ca. 1980).
95. Object. Sun Dial (ca. 1936).
96. Object. Birdbath (ca. 1936).
97. Structure. Brick Wall, West, North and East Side of the Hospital Grounds (ca. 1850).
98. Structure. Stone Wall and Gates, Flushing Avenue (ca. 1850).

**Summary List of Non-Contributing Features**

Area 1: Residential—Commandant's House and Grounds & Officers' Row

1. Building 429. Buildings E-F-G Garage (pre-1966)
2. Building 463. Building B Garage (pre-1966).
3. Building 464. Building D Garage (pre-1966).
4. Building 452. Buildings H-C Garage (pre-1966).
5. Building 639. Buildings H-C Garage (pre-1966).
6. Building 437. Building I Garage (pre-1966).
7. Building 438. Building I Garage (pre-1966).
8. Building 450. Buildings K-L Garage (pre-1966).
9. Building J. Married Officers Quarters (pre-1966).
10. Structure. Tennis Courts (ca. 1912).



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Area 2: Shipyard

11. Building 4 (former Building 424). Ordnance/Gun Shed (1944).
12. Building 6 (former Building 666). Acetylene House (1955).
13. Building 25. Perry Building (2009).
14. Building 42/46. Chipping Shed (1919) / Sand House (1922; remodeled 1942).
15. Structure 156. GMD Shipyard - Pumpwell for Dry Dock No. 5 and Dry Dock No. 6 (1943).
16. Building 268. Sub-Assembly Shop No. 1 (1941; renovated 2012).
17. Building 293. Paint Fabrication Facility (1970).
18. Building 386. GMD Shipyard - Substation G, Latrine (1942).
19. Structure 390. Substation L (1942).
20. Building 500. Duggal Visual Solutions (ca. 2000).
21. Building 578. Mobile Pump Shelter for Dry Dock No. 4 (1942).
22. Structure 585. Motor Generator House (1944).
23. Structure 589. Motor Generator House (1944).
24. Building 595. GMD Shipyard - Field Cafeteria (1943) and various connected buildings (ca. 2000).
25. Building 663. GMD Shipyard - Welding Station, Tool Room (1955).
26. Building 665. GMD Shipyard - Latrine (1955).
27. Building 686. Navy Boat House (ca. 1979).
28. Building 991. Pump House (1961).
29. Structure. Brick and Concrete-Block Wall and Gate, Navy Street from just north of York Street to the Sands Street Gate.
30. Building X1. New York Police Department Tow Pound Operations (2009).
31. Building X2. New York Police Department Tow Pound Misc. Building (unknown).
32. Building X3. Miscellaneous Mechanical Building (post-1966).
33. Building X4. Miscellaneous Mechanical Building (post-1966).
34. Building X5. Miscellaneous Mechanical Building (post-1966).
35. Building X6. Miscellaneous Mechanical Building (post-1966).
36. Building X7. Power Plant-related Building, north corner of Fourth Street and Perry Avenue (unknown).
37. Building X8. Power Plant-related Building, west corner of Fourth Street and Warrington Avenue (unknown).
38. Structure X9. Mechanical enclosure, next to Building 50/50A (unknown).
39. Structure X10. Mechanical enclosure, near Building 50/50A (unknown).
40. Building. Cumberland Street Guard Booth (unknown).
41. Structure. Cumberland Street Gate (ca. 1990).
42. Building X11. Cumberland Street Gate House (unknown).
43. Structure. Vanderbilt Street Gate (unknown).
44. Structure X12. North of Building 131 (unknown).
45. Building X13. Fire Pump Building, southwest side of Dry Dock No. 2 (unknown).
46. Building X14. Southeast side of Dry Dock No. 2 (unknown).
47. Structure X15. Circular blue tank, southwest side of Dry Dock No. 2 (unknown).
48. Building X16. GMD Shipyard - Gatehouse (post-1966).
49. Structure. GMD Shipyard - Gate and Fence (post-1966).
50. Building X17. GMD Shipyard - Shed (post-1966).
51. Building X18. GMD Shipyard - Barrel Vault Plate-Bending Shed (post-1966).
52. Building X19. GMD Shipyard - Blasting Shed (post-1966).
53. Building X20. GMD Shipyard - Warehouse, east of Shipyard entry (unknown).

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54. Building X21. GMD Shipyard - Miscellaneous Building (post-1966).
55. Building X22. GMD Shipyard - Miscellaneous Building (post-1966).
56. Building X23. GMD Shipyard - Miscellaneous Building (post-1966).
57. Structure X24. GMD Shipyard - Miscellaneous Structure (post-1966).
58. Building X25. GMD Shipyard - Miscellaneous Building (post-1966).
59. Building X26. GMD Shipyard - Miscellaneous Building (post-1966).
60. Building X27. F.D.N.Y. Marine Co. 6 Station House and Maintenance Shop (ca. 2000).
61. Structure X28. F.D.N.Y. Mechanical Enclosure (ca. 2000).
62. Structure X29. Sand Shed (post-1966).
63. Building X30. Norval, Inc. Building (post-1966).
64. Structure. Portal Crane, next to Dry Dock No. 1 (unknown).
65. Structure. Portal Crane, at end of Dry Dock No. 1 (unknown).
66. Structure. Portal Crane, northwest side of Dry Dock No. 4 (unknown).
67. Structure. Portal Crane, southeast side of Dry Dock No. 4 (unknown).
68. Structure. Portal Crane, southwest side of Dry Dock No. 5, closest to water (unknown).
69. Structure. Portal Crane, between Dry Docks No. 4 and No. 5, closest to water (unknown).
70. Structure. Portal Crane, between Dry Docks No. 4 and No. 5, closest to yard (unknown).
71. Structure. Portal Crane, northeast side of Dry Dock No. 5 (unknown).
72. Structure. Portal Crane, southwest side of Dry Dock No. 6 (unknown).
73. Structure. Portal Crane, northeast side of Dry Dock No. 6 (unknown).
74. Structure. Chain-Link Fence, Flushing Avenue from Bldg 77 to Ryerson Street (unknown).
75. Building. Clinton Avenue Guard Booth (unknown).

Area 3: U.S. Naval Hospital

76. Structure R464 and R474. Tennis Courts (ca. 1920).
77. Structure 671. Pool (1978).
78. Building 672. Bathhouse (1978).
79. Building X31. Pool Shed (1978).
80. Building X32. Steam Reducing Station (ca. 1980).
81. Structure X33. Gazebo (ca. 1980).
82. Structure X34. Chicken Coop (unknown).
83. Structure. Chain-Link Gate and Fence, Williamsburg St. W and Williamsburg Pl (unknown).

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**RESOURCE DESCRIPTIONS**

**Area 1a: Residential—Commandant's House (Quarters A) and Grounds**

**Quarters A. Commandant's House (1805-06). (NR)**

Reputedly designed by Charles Bulfinch, architect, in association with John McComb, Jr.

**Description:** The commandant's house (a National Historic Landmark, also known as the Matthew C. Perry House) was constructed on a hill overlooking the navy yard in 1805-06. The building is approached by a long driveway leading from Evans Street, to the north. Originally the house was approached by High Street (no longer extant) to the south, which connected with York Street outside the walls. The two-story, gable-roofed frame house was designed in the Federal style. The building features a Federal style main entrance with leaded-glass fan and sidelights, rounded and quarter-round windows at the gable ends, pedimented dormer windows, and a large, wrap-around two-story open porch on the southeast side of the building. Several additions surround the building. In 1860 a butler's pantry was added on the rear. In 1904 a two-story addition, which also accommodated a sleeping porch, was built on the northeast side of the house. A one-story conservatory and one-story greenhouse (known as Building 382 and 383, respectively), both built in 1936, are attached to the southwest side of Quarters A. Significantly altered from its 1930s appearance, the conservatory now has solid lower walls with square-headed windows, and glass upper walls, all capped by a pitched glass roof. The greenhouse is a one-story metal-and-glass, gable-roofed building.

**Building 133. Carriage House and Stable (ca. 1864).**

**Description:** Building 133 is an irregularly shaped two-story brick building, originally constructed as a carriage house and stable, later used as a garage. The building features a large round-headed garage entrance on the first story and single and double round-headed windows at the second story. The low-pitched hipped roof is capped by a ventilation tower at the roof ridge.

**Building 454. Coal House (1940).**

**Description:** This small one-story hipped-roof building was constructed for storage purposes.

**Structure. Brick and Metal Fence and Gate, Evans Street (1940).**

**Description:** This cul-de-sac at the end of Evans Street, which leads to the commandant's house, was created in 1940. The metal fence, most of which rests on a concrete base, consists of narrow posts and rails with circles and metal overhang above that acts as an intruder barrier. The fence and gate posts, also resting on concrete bases, date to 1940 and are square, with cut out corners, and capped by concrete cornices. The gateposts, larger than the fence posts, are also topped by metal lanterns.

**Structure. Brick Wall, Navy Street from Evans Street to just north of York Street (pre-1966).**

**Description:** This tall brick wall, laid in common bond, extends from the gate at Evans Street south to a spot on Navy Street just north of York Street.

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Area 1b: Residential—Officers' Row

**Building B. Residence of the Captain of the Yard (1872, 1931 addition).**

**History:** Building B is located on Flushing Avenue on what was once known as officers' or admiral's row. Building B was constructed in 1872 to be the residence of the captain of the yard and was the largest single residence on officers' row. The house contains ten bedrooms, four full and two half-bathrooms. In 1912 the building received a new stoop and a stucco finish throughout. A kitchen extension was added to the rear in 1931. By 2011, the buildings and its garages and other ancillary structures were in an advanced state of disrepair. The rear wall of Quarters B collapsed in the winter of 2010-11. Although in the state of disrepair, this building retains its character-defining features and continues to convey its significance to the district.

**Description:** This three-story and basement, hip-roofed brick and stucco house, constructed 1872, features elements associated with a mid-nineteenth century transition period between the Greek Revival and Italianate style. The main, Flushing Avenue facade contains four bays and consists of a rusticated stone base and brick upper walls coated with stucco. A non-centered entrance is approached by a non-original stoop with concrete cheek walls. The door surround is composed of a denticulated entablature supported by square pilasters. The double-leaf wood paneled door is topped by a transom light. The window openings at the first and second stories have bracketed crowns and projecting bracketed sills. The smaller third story windows have unbracketed crowns. On the east and west elevations, the rusticated base transitions into a stone beltcourse between the basement and first story. The building terminates with a bracketed cornice elaborated with panels and a widow's walk at hipped-roof ridge. The 1931 rear kitchen addition is one- and two-stories tall.

**Building 463. Building B Garage (pre-1966). (NC)**

**Description:** One-story, concrete-block garage building for Building B. This building no longer retains its roof, doors or windows, or any other character-defining features. This building does not retain its historic integrity.

**Building D. Residence of the Ordnance Officer (1873).**

**Description:** Building D is a detached two-story plus basement and attic dwelling located in the central eastern half of officer's row. The building represents elements associated with mid-nineteenth century transitional Greek Revival and Italianate styles. The building features a three-bay wide front facade, a non-centered stone entranceway, stone front stoop with steps and stone trim, and a broken, bracketed cornice. The building has three two-story additions on its east, west and south elevations. Stucco was applied to the building's exterior brick masonry walls in 1912.

**Building 464. Building D Garage (pre-1966). (NC)**

**Description:** One-story, concrete-block garage building for Building D. This building no longer retains its roof, doors or windows, or any other character-defining features. This building does not retain its historic integrity.

**Buildings E-F-G. Residence of the Naval Constructor, Chief Engineer, Surgeon's Quarters (1864).**

**Description:** Buildings E-F-G are three attached three-story brick dwellings located in the eastern half of officer's row. The buildings share a unified facade designed in the Second Empire style. Each three-bay wide building

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features a raised finished basement, a non-centered stone entranceway, stone front stoop with steps, stone trim, and a mansard roof with dormers. Two-story additions are located on the east and north elevations. Stucco was applied to the building's exterior brick masonry walls in 1912.

**Building 429. Building E-F-G Garage (pre-1966). (NC)**

**Description:** One-story, concrete-block garage building for Buildings E-F-G. This building no longer retains its roof, doors or windows, or any other character-defining features. This building does not retain its historic integrity.

**Buildings H-C. Residence of the General Storekeeper and Equipment Officer (1881 and 1872).**

**Description:** Buildings H-C are attached dwellings located at the western end of officer's row. Designed in the French Second Empire style, each building features a three-bay stuccoed facade, a mansard roof with dormers, a raised rusticated stone foundation, stone entranceway, stone front stoop with steps and stone trim. Stucco was applied to the brick exterior masonry in 1912 and a later received a two-story wing on its east elevation.

**Building 452. Buildings H-C Garage (pre-1966). (NC)**

**Description:** One-story, concrete-block garage building for Buildings H-C. This building no longer retains its roof, doors or windows, or any other character-defining features. This building does not retain its historic integrity.

**Building 639. Buildings H-C Garage (1943). (NC)**

**Description:** One-story, concrete-block garage building for Buildings H-C. This building no longer retains its roof, doors or windows, or any other character-defining features. This building does not retain its historic integrity.

**Buildings I. Residence of the Civil Engineer (1889).**

**Description:** Building I is a detached dwelling located at the eastern end of officer's row. This French Second Empire style building has a brick masonry exterior, a non-centered stone entranceway, stone front stoop with steps, stone trim, and once had a Mansard roof with dormers. The house is fenestrated with single and grouped windows, capped by segmental arches. A two-story addition projects from the south elevation. Stucco was applied to the building's exterior brick masonry walls in 1912.

**Building 437. Building I Garage (pre-1966). (NC)**

**Description:** One-story, concrete-block garage building for Building I. This building no longer retains its roof, and is missing most doors and windows. Due to its lack of character-defining feature, this building does not retain its historic integrity.

**Building 438. Building I Garage (pre-1966). (NC)**

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**Description:** One-story, concrete-block garage building for Building I. This building no longer retains its roof, doors or windows, or any other character-defining features. This building does not retain its historic integrity.

**Buildings K-L. Residence of the Senior Member, Board of Inspectors (1901).**

**Description:** Buildings K-L are attached dwellings located at the western end of officer's row. Each French Second Empire-style building features a three-bay brick facade, a mansard roof with dormers, a raised rusticated stone foundation, stone entranceway, stone front stoop with steps and stone trim. Twentieth-century alterations include a basement and first-story addition on the rear elevation, a basement and first-story porch on the east elevation, and a basement and first-story living space addition on the west elevation.

**Building 450. Buildings K-L Garage (pre-1966). (NC)**

**Description:** One-story, concrete-block garage building with a frame roof system for Buildings K-L. This building no longer retains its roof, doors or windows, or any other character-defining features. This building does not retain its historic integrity.

**Building J. Married Officers Quarters (pre-1966). (NC)**

**Description:** Building J is located off of Sands Street, north of the other officers' row dwellings. It is a gable-roofed structure, obscured from the road by a fence. This building has severely deteriorated over time and no longer retains any character defining features. This building does not retain its historic integrity.

**Building 16. Timber Shed (ca. 1841).**

**History:** The timber shed, which functioned as a storehouse for cured timbers, is a long brick and heavy timber frame building constructed circa 1841 as one of a pair; the second one, known as Building 15 (now demolished) was located just north of Building 16. In the nineteenth century, wood for shipbuilding was subject to a complex curing and storing process before it was ready to be employed on a ship. First, tree trunks were de-limbed, then the "sticks" were stored and cured in an artificial pond. Building 16 was constructed immediately next to Rem A. Remsen's old mill pond (part of the original 1801 purchase by the navy), which until about the 1840s was used as a place to store and cure timber. Both timber sheds were substantial. Building 16 originally measured 400' in length, Building 15 was 300' in length, and both were 60' wide. Both buildings continued to function as timber sheds, or "lumber storage," through the late 1930s. In 1963 Building 16 was shortened, becoming 103 feet long. In this period the building was renovated for use as an ice skating rink for officers. When the navy yard was decommissioned in 1966, the timber shed remained under federal jurisdiction. Sometime after 1979 the remaining portion of Building 15 was demolished. The long period of vacancy has had a significant impact on the Building 16's condition. It is the only still-standing timber shed in the country.

**Use History:** Ca. 1841: Timber Shed; 1946: Lumber Storage, Police Station; 1952: Storage; 1962: Storage, Garage.

**Description:** This long, brick and heavy timber frame building is located at the southwestern corner of the navy yard. The building consists of an ashlar stone base and brick upper walls. Rounded arched doorways and windows with heavy iron hardware are set within the solid brick sidewalls and south end wall. Many heavy plank doors remain in place. On the side elevations the large round-arched doorways alternate with rectangular-headed

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window openings with projecting stone lintels. The gable roof has a large clerestory with windows on each side extended the length of the building. The interior is open space with two rows of large timber posts supporting a series of huge timber girts with diagonal bracing. The north side of the building, which was shortened in the 1960s, now has four garage-door entrances and is covered with bituminous shingles.

**Structure. Tennis Courts (ca. 1912). (NC)**

**Description:** These tennis courts are located just north of officers' row. The tennis courts have deteriorated over time and are now comprised of a non-historic paving surface and chain-link fence. Without historic fabric, they no longer retain their integrity.

**Structure. Brick Wall, from Sands Street Gate (Navy Street) to Buildings H, C (Flushing Avenue) (pre-1966).**

**Description:** This red brick wall extends from the Sands Street Gate on Navy Street to approximately Buildings H and C on Flushing Avenue. It has a concrete base and concrete coping and in some sections a metal fence on top.

**Structure. Metal Fence and Gate, Flushing Avenue from in front of Buildings H, C to east side of Building 275 (ca. 1930).**

**Description:** This metal fence begins in front of Buildings H and C, in officer's row, and extends down Flushing Avenue to the east side of Building 275. The fence is composed of simple vertical posts and rails and sits on a granite base with brick backing. In front of Building B there is a metal gate (in 1930 called the Officer's Gate) with two squared metal gateposts. Much of the stone has been lost, and at the eastern end of the fence, the base has largely been replaced or covered with concrete. Several sections are also topped with metal posts with barbed wire spanned between them. These alterations do not detract from the historic character of the wall and fence. Therefore, it retains its integrity.

**Area 2: Shipyard**

**Building 1 (former Building 291). Materials Testing Laboratory (1941-42).**

Thompson-Starrett Co., contractor. Lockwood Greene, engineers.

**History:** Building 1 (former Building 291) housed naval testing facilities for materials and electronics. Constructed on the site of the former Wallabout Market as part of a massive building campaign to prepare for World War II, the structure contained testing chambers specifically tailored to contain high temperatures and electronic output, meant for items such as aircraft engines, gyros, and chronometers. The building's design is referential of the Starrett-Lehigh Building (Cory & Cory, 1932), an industrial structure located on Manhattan's west side, built by William A. Starrett, a financier-builder, for the Lehigh Railroad. The Starrett-Lehigh building marked a Modernist high point for industrial construction with its long, continuous red brick bands and ribbon windows. Building 1, notably, was also built by a Starrett concern, the Thompson-Starrett Company, run by William A. Starrett and one of his brothers. The Thompson-Starrett Company built major skyscrapers across the U.S. between 1901-40 including the Woolworth Building (New York, 1913), the Palmer House Hotel (Chicago, 1927) and the Waldorf-Astoria Hotel (New York, 1931).

**Use History:** 1941: Materials Testing Laboratory; 1961: U.S. Naval Applied Science Laboratory; 1967: Headquarters of the Naval Station New York; 1994: Vacant.



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**Description:** This seven-story brick and concrete Moderne style building is vertically organized into a two-story base and a five-story shaft separated by a discontinuous concrete stringcourse. Metal multi-light ribbon windows and red-brick bands connect the elevations at the northwest, southwest and southeast curved corners of the building. The ribbon windows are punctuated by projecting brick piers that rise above the cornice line and delineate three bays on the north and south elevations, and flank one bay at either end of the east and west elevations. The base has a concrete watertable and is fenestrated with a combination of metal ribbon windows at the curved corners and rectangular window openings of various sizes with concrete sills. The west elevation has a centered, double-height, slightly projecting and painted cinderblock entrance, surmounted by a suspended metal canopy. The entrances on the north and south elevations have a centered door surmounted by a cantilevered curved concrete canopy. The east elevation has two double-height loading entrances with transoms. The building is capped by concrete coping. Two discrete, one-story penthouses, and a larger penthouse at the north end that has glazing on the east and west elevations, make up the rooftop level. The structure is topped by a large catenary antenna array and a water tower.

**Building 2 (former Building 290). Foundry (1942).**

Thompson-Starrett Co., contractor.

**History:** Building 2 (former Building 290) was the first building to be finished in the area where the Wallabout Market was located, prior to it being razed and reclaimed by the navy before World War II. The building was erected in four and a half months and functioned as a foundry. According to the *Shipworker*, the yard's magazine, the building boasted the latest systems of foundry ventilation and was served by six sets of railroad tracks.<sup>4</sup> It also had five overhead cranes, one with a span of 100 feet. Seven fans of fourteen-foot diameter provided ventilation to remove foundry fumes.

**Use History:** 1942: Foundry; 1964: Foundry/Woodworking Shop; 2012: Mixed Industrial Uses.

**Description:** This 350-foot long Moderne style industrial building is organized into three bays: a tall central bay surmounted by a setback, flanked by two shorter bays. The building has a concrete watertable and is faced in brick. At the north and south elevations all three bays feature recessed brick bands, large multi-light awning windows with metal spandrels and concrete sills, and non-historic metal loading bay doors. Each bay is separated by a slightly recessed vertical section with a narrow vertical opening. Below this is a double-leaf metal door framed by a curved concrete surround with incised details. On the east and west elevations, projecting brick piers with recessed brick bands frame the two outer window bays, which contain tall vertical window openings. The central two-story window bays on the side elevations are separated by slightly projecting brick piers with elevated concrete bases. The larger ground-story windows are separated from the second-story windows by recessed brick spandrels. The building is capped by concrete coping and has sawtooth skylights at roof of the western bay. Several additional stair bulkheads also exist at this lower roof level. Two one- and two-story additions adjoin the building at the east elevation: the larger addition at the south end is partially made of concrete, with a two-story concrete elevator tower, and partially built of brick, with metal multi-light windows. A smaller, one-story brick addition is connected to the building at the north end of the east elevation.

**Building 3. Supply Storehouse, General Offices (1918).**

Howard Times of Times & Chapman, consulting architect. Turner Construction Co. and W.J. Barney Construction Co., contractors. Leonard M. Cox, civil engineer.

<sup>4</sup> "Foundry First Building in New Area to Open," *The Shipworker* (June 1, 1942): 3.

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**History:** One of the largest undertakings of the World War I years was the construction of Building 3, a reinforced-concrete structure located on Flushing Avenue on the site of the former U.S. Marine Barrack Grounds (established circa 1858). At eleven stories, Building 3 was at that point the tallest building and the first structure built of reinforced concrete at the yard. Turner Construction Company was already well established within Brooklyn, having been the builders of several structures in DUMBO (for more information, see the National Register nomination for the DUMBO Historic District). The building was completed in an astounding eleven weeks. Due to the success of its construction, the navy awarded supplemental contracts to the Turner Construction Company for a chemical laboratory (Building 152). Like many buildings at the yard, Building 3 was altered over time to accommodate the new needs of the navy. Just prior to World War II a covered foot bridge was constructed between Buildings 3 and 5; another bridge connected it to Building 77 (both were removed after decommissioning in 1966). During World War II the structure housed radio and radar laboratories. In 2012 it houses close to fifty companies in a wide variety of fields.

**Use History:** 1918: Supply Storehouse; ca. 1941: Storehouse, Laboratories, Offices; 2012: Commercial Offices.

**Description:** Building 3 is an eleven-story and penthouse former warehouse constructed with a reinforced concrete frame. The rectangular Neo-Classical style building is vertically organized into a one-story base, nine-story shaft, and one-story attic level. A concrete loading platform surrounds the perimeter of the entire building and is shaded by a continuous flat-roofed suspended metal canopy. Railroad sidings originally adjoined the west and north sides of the building. At the south elevation, two concrete decorative posts flank a set of metal stairs that lead to the loading platform. The ground story consists of several loading dock entrances, as well as brick bulkheads with metal multi-light windows above. Each upper facade is fenestrated with wide rectangular window openings with projecting concrete sills and lintels above recessed brick spandrels, each bay separated by smooth concrete piers that rise to the tenth story and terminate at a simple concrete cornice. The windows are all non-historic, and today contain metal multi-light sash filled with Kalwall glazing and translucent ten-light awnings. The four corner bays are articulated with single rectangular eight-over-eight windows with recessed frames and projecting concrete sills, framed by projecting piers, set in a blank concrete wall. A stairwell and bulkhead project from the east facade. The eleventh story, or attic level, is rusticated and with triple-windows in each bay, mostly filled Kalwall glazing. A modest concrete cornice crowns the eleventh story. Multiple discrete stair and elevator bulkheads and sawtooth skylights exist at the roof level.

**Building 4 (former Building 424). Ordnance/Gun Shed (1944). (NC)**

Gotham Construction, contractor.

**History:** This building, originally an ordnance and gun shed built in 1944, is located on Federal property owned by the U.S. Department of Justice, Federal Bureau of Prisons. When other land in the vicinity was repurchased by the City of New York in 1969, this property, including Building 4 and a large parking lot adjacent remained under federal jurisdiction. In 2007, Building 4 was renovated for the Federal Bureau of Prisons.

**Use History:** 1944: Ordnance/Gun Shed; 1946: Garage/Transportation/Storage; 1962: Storage; ca. 2005: U.S. Department of Justice, Federal Bureau of Prisons.

**Description:** Building 4 is located behind a chain link fence on the east end of a lot that borders Flushing Avenue, Clinton Avenue, and Paulding Street, and Washington Avenue. The fence encapsulates the Federal property, including Building 4 and a large parking lot. Building 4 is a simple shed structure that is 350-foot long, 174-foot

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wide and 56-foot tall. It is composed of a concrete watertable, brick upper walls, and corrugated metal facing and vents on upper facades. In 2007 the building was completely reclad and no longer retains visible historic fabric. Therefore, the building lacks historical integrity.

**Building 5. Light Machine Shop, Electrical & Ordnance, Radio Station & Laboratory (1920).**

Lustbader Construction Co., contractor.

**Use History:** 1920: Light Machine Shop, Electrical & Ordnance, Radio and Radio Lab.; 1943: Machine Shop & Schools; 1965: Machine Shop, Central Tool Shop, School, Photo Reproduction; 2012: Printing and Packaging, Offices.

**Description:** This six-story and penthouse daylight factory has steel and concrete framing, a concrete watertable and brick upper walls. Five large bay doors with transom lights allow access to the double-height first floor spaces. Additional entrances are located at the north facade's east end, and consist of double-leaf metal doors surmounted by a square multi-light window. Fenestration at the ground story (and mezzanine level) consists of a combination of double-height windows with a horizontal steel I-beams, single vertical windows, and large horizontal windows. Fenestration on the south elevation's upper facade consists of a combination of large rectangular multi-light windows and single vertical windows (four bays in the center and three bays at the far ends). The east and west elevations consist of four bays of large rectangular windows. Nearly all windows have been replaced with translucent Kalwall panels set in aluminum framing. Some original steel windows remain on the east and west elevations in the southernmost bay, on the north elevation in one central bay and in two bays of smaller, vertical openings at either end. All of the windows have flush concrete sills. A simple brick cornice separates the fifth story from the sixth story. The building is capped by metal coping and a flat monitor roof, which offers extra light and air and is highly visible from below.

**Building 6 (former Building 666). Acetylene House (1955). (NC)**

**Description:** This one-story building is constructed of concrete and concrete block. Constructed in 1955, this building replaced (or substantially rebuilt) a World War II-era structure of similar size. Alterations include concrete block additions and a concrete ramp, both of which obscure the front facade. Therefore, the building no longer retains its historic integrity.

**Building 10. Engine/Pump House for Dry Dock No. 1 (1849-51; additions 1903 and 1936).**

U.S. Government National Work, contractor.

**History:** Constructed in 1849-51, Building 10 functioned as an engine house that contained pumping facilities for Dry Dock No. 1 (1841-51). Work began on the building in the spring of 1849. The cornerstone was laid in 1850 and completed on August 31, 1851. At the time, the pumps, which were manufactured by the West Point Foundry in Cold Spring, NY, were the largest in America. According to the *Brooklyn Eagle*, the building was also the first strictly fireproof building on the American continent.<sup>5</sup> Besides the dock pumps, the building housed a machine shop to supply the means for repairing steamers and for fabricating articles required by the navy yard and by ships. The building was originally constructed as a four- and three-story structure with a large central chimney. In 1936 the building was remodeled and was reduced from four and three stories to two stories.

<sup>5</sup> *Brooklyn Eagle* (Dec. 31, 1911).

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**Use History:** 1851: Engine/Pump House for Dry Dock No. 1, Machine Shops, Construction and Repair Office, and Construction Stores; 1880: Forge Shop and Storage; ca. 1901: Joiners, Acetylene Paint Testing Lab, Tool Room, Varnish Room, Hull Division, Old Air Compression Room, Boiler Room, Machine Division; and Storage; 1965: Material Identification Control; 2012: Prop Store; Set Designer Office.

**Description:** Building 10 is a two-story, hipped-roof, granite industrial building with one- and two-story abutments at its southwest (Morris Avenue) elevation. The building has a stone and concrete foundation on wood piles and exterior facing of granite ashlar. The 300-foot long structure is 60-foot wide. The short northwest (Second St.) and southeast (Third St.) elevations have door and window openings that have been infilled with granite and CMU. Single-leaf metal doors allow access through the CMU-filled openings on Second Street. Several types of loading entrances are set in the long northeast (Dock Avenue) wall: a tall opening that partially cuts into the second-story level, a round-arched entrance with granite voussoirs, and two rectangular entrances at the south end, one with a granite lintel. The building's window openings have projecting granite sills, and are filled with four-over-four double-hung wood sash. Some have been filled with CMU. The building terminates with a simple projecting granite cornice and metal coping. On the northwest elevation, a metal truss connects Building 10 to Building 20. The one- and two-story addition that adjoins the southwest facade of the building is two bays wide. Portions made of concrete block were constructed in 1903-05. The rest of the one-story addition was built around the same time that the building was cut down from three- and four-stories, to two stories, in 1936. Its granite ashlar was presumably reused from the original structure. It features a simple corbeled cornice and its double-height entrance is now infilled with CMU and contains a single-leaf metal door.

**Buildings 11/11A, 12 and 12B. (1 Building)**

**Buildings 11/11A. Smithery & Forge Shop (ca. 1855, remodeled 1934-36).**

**Building 12. Plumbers & Boiler Shop (ca. 1855; addition 1936).**

**Building 12B. Pipe & Copper Shop (1940).**

**History:** Buildings 11/11A/12B/12, all physically connected but demarcated as separate buildings, were constructed in two distinct phases. Around 1855 (possibly earlier), Buildings 11 and 12 were built separately as nearly identical rectangular structures: Building 11 as a smithery and Building 12 as a plumbers and boiler shop. Shortly after construction, Building 11 received two additions that made the building C-shaped. The two buildings were separated by Warrington Avenue. Around 1934-36, both Buildings 11 and 12 were significantly altered and joined with a new addition. A 1937 map shows that the long portion of Building 11 remained a smithery and the south wing of the "C" functioned as a forge shop (this small portion is now known as Building 11A). The central addition, today known as Building 12B (then known as Building 11A), became a pipe and copper shop. This addition filled in the C-shape of Building 11 and the former street-bed of Warrington Avenue. As part of this 1934-36 alteration, another addition was added on the southwestern elevation of Building 12. This addition, now simply known as part of Building 12 (then known as Building 12A), functioned as offices and wash room and later pipe and copper shops. Today, these buildings function as offices and manufacturing space for sustainable/green-oriented companies, like Ice Stone, maker of recycled countertops.

**Use History:**

Building 11 — 1862: Smithery & Foundry; 1911: Shops Hull Division, Off. Mach. Division, Steel Foundry; 1913: Smithery, Hull Division, Steel Foundry, Machine Division; 1917: Smithery, Hull Division; 1924: Smithery.

Building 11A — Connected to Building 11; 1936: Forge Shop.

Building 12 — 1862: Plumbers Shop, Boiler Shop; 1895: Plumbers & Pattern Makers Shop; 1909: Galvanized Iron Shop; 1913: Roofers, P.W. and Sheetmetal Shop; 1917: Sheetmetal Shop; 1943: Pipe & Copper Shop.

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*Building 12B* — 1936: Pipe & Copper Shop

**Description:**

*Building 11 and 11A:* Building 11 is a one-story and mezzanine, American Round Arch style brick industrial building constructed circa 1855 and remodeled in 1934-36. The longest portion of the building, along Morris Avenue, is a gable-roofed structure with a granite watertable, brick upper walls, granite quoins at the corners, rectangular window openings with granite sills and lintels, and five loading entrances with round-arched granite surrounds giving access to the first floor, one on each gable-end facade and three on the longer facade. The Second Street gable-end loading entrance has been altered, and three non-historic entrances have been added to this facade. Some of the window openings are filled with twelve-over-twelve double-hung wood sash. The building is capped by a simple denticulated cornice and altered roundels with keystones in a starburst pattern appear in the center of the pediments. Small roundels on the first story have also been infilled with brick. The two additions along Third and Fourth streets, which made Building 11 C-shaped, largely follow the design of the earlier section of the building.

*Building 12:* Building 12 is a one-story and mezzanine, gable-roofed, brick industrial building construction circa 1855 and remodeled in 1934-36. This building is rectangular-shaped and has a 1936 addition at its southwestern (Chauncey Street) elevation. Similar to Building 11, this gable-roofed structure has a granite watertable, brick upper walls, granite quoins at the corners, rectangular window openings with granite sills and lintels. Non-historic loading entrances consume large portions of the facade on each gable-end. Roundels with keystones in a starburst pattern appear at the gable ends and the building is capped by simple denticulated cornice. The 1936 brick two-story addition is flat-roofed with horizontal multi-light window openings with cast-stone sills, separated by brick piers. The cornice detail is repeated from the other buildings; the addition rises slightly taller at the southern end where it is windowless and surmounted by a brick parapet.

*Building 12B:* Building 12B is a one-story and mezzanine brick industrial building composed of two sections: part of its northwest (Second Street) elevation was constructed ca. 1855 (originally part of Building 11) and the rest was constructed in 1934-36. The 1934-36 portion of the building physically connected Buildings 11 and 11A to Building 12. The ca. 1862 section has a gable roof, granite watertable, brick walls, two loading entrances with original round-arched granite surrounds, rectangular windows filled with twelve-over-twelve double-hung wood sash with granite sills and lintels, and roundels filled with vents. The 1934-36 section of the building has a gambrel-style roof set back from the main building line. This building has a utilitarian design with simpler ornament than the flanking buildings. Both elevations have large bay doors with window openings that match the height and size of the older buildings.

**Building 20. Iron Plating Shop (1865; additions ca. 1882 and ca. 1909).**

**History:** Building 20 was constructed in 1865 as an iron plating shop, which was responsible for building and repairing iron and steel ships and their components. Following the Civil War, new technologies in iron plating and metal-clad ships made wooden warships virtually obsolete. The metal warships offered greater protection from exploding shells. Often they were steam-powered ships, with heavy naval guns. Items that were made in Building 20 included iron deck-frames for boilers, hatch canopies and fittings, components for rigging and masts, water tanks, and frames, beams and plates. In 1883 the iron plating shop was responsible for building the turret frames and making alterations to the hull of the double-turreted monitor USS *Miantonomoh* (BM-5), which had been begun in Philadelphia in 1874. As ship technology changed its focus from iron to steel, Building 20 changed with the needs of the yard.

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**Use History:** 1865: Iron Plating Shop; 1911: Machine Shop - Hull Division; 1917: Storage Hull and Machine Division; 1920: Auto Repair Shop; 1927: Steel Storage; 1943-ca. 1965: Outside Machine Shop; 2011: Set Construction.

**Description:** Building 20 is a three-story and mezzanine, brick Romanesque Revival style industrial building. The gambrel-roofed structure is of steel and wood construction and measures 302-foot long and 80-foot wide with a small addition on its northeast (Dock Avenue) elevation. The building features heavy corner brick piers; narrow round-arched windows with brick hood molds, stone sills and sixteen-over-sixteen double-hung wood sash along each elevation; brick-infilled roundels; and a substantial brick corbeled cornice. The southeast (Fourth Street) elevation has a central segmental-arched entrance with hood mold that once accommodated railroad siding. The entrance is flanked by three round-arched windows and surmounted by three infilled roundels at the pediment level. The northwest (Third Street) elevation consists of a pair of segmental-arched entrances with hood molds, each flanked by two round-arched windows, all surmounted by three infilled roundels. Here a modern metal truss connects Building 20 to Building 10. The long elevations repeat most of these details and each have a centered, segmental-arched, recessed entrances. A metal truss connects Building 20 to Building 127 on the southwest (Morris Avenue) elevation. The building is capped by an elaborate cornice with a corbeled blind arcade, incised cross-shapes, and dentils, all capped by stone coping. The two brick additions on the northeast elevation consists of a simple one-story section with rectangular windows built ca. 1882 and a longer, taller section with triple windows with clerestories separated by brick piers, built ca. 1909.

**Building 22. Timber Shed, Mold Loft (ca. 1855).**

**History:** Building 22 was constructed ca. 1855 as a timber shed. It was originally located alongside a canal that ran in between and parallel to today's Fourth and Fifth streets. This canal likely allowed timbers to be conveniently transported from the Building 22 (and Building 21, now demolished, also a timber shed) to the shipways where vessels were being constructed.

**Use History:** 1862: Timber Shed, Mold Loft; 1882: Timber Shed; 1895: Paint Shop & Oil Storehouse; 1902: Equipment Office & Storehouse; 1910: Office & Laboratory; 1913: Test Cab, Flag Shop, Commandant Captain of the Yard, Accounting Office; 1925: Test Lab, Telephone Exchange; 1933: Material Lab; 1943: Pipe Shop, Locker Room; 1965: Pipe Shop, Food Services, Office, Storage, Misc.; 2012: Manufacturing and Distributing.

**Description:** Building 22 is a three-story and mezzanine brick industrial building measuring 300 by 60 feet. Constructed with a concrete foundation on wood piles, the building consists of a rectangular gable-roofed block, fifteen bays long and seven bays wide. The ground story has been substantially altered over time and features rectangular triple windows with projecting cast-stone sills and flush bluestone lintels, capped by flattened brick segmental arches. The upper stories feature segmental-arched triple window openings with projecting stone sills topped by discontinuous brick beltcourses at the second story and a continuous one at the third story. The building terminates with a simple denticulated cornice, metal coping and a simple brick roundel filled with a vent. The southwest (Warrington Avenue) elevation has a modern flat-roofed metal canopy anchored into the second floor and a loading dock entrance. A one-story, flat-roofed CMU addition is attached at the south facade.

**Building 25. Perry Building (2009). (NC)**  
Stantec, architect.

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**History:** Constructed in 2009 for SurroundArt, a fine arts services firm, the Perry Building was the nation's first multi-story green industrial facility and featured the first permanent building-mounted wind turbines to be operating anywhere in New York City. The \$25 million building achieved LEED Gold certification for its many green features such as reflective roofing and pavement, use of recycled rain water, recycled building materials, high-efficiency lighting fixtures, natural ventilation systems, and accommodation for bicyclists and low-emission vehicles. The building also harnesses solar and wind energy.

**Description:** The Perry Building is composed of two multi-story blocks, a taller one along Perry Avenue and a shorter one facing Warrington Avenue. The building is sheathed in corrugated metal and masonry with a variety of fenestration including single-light openings of various sizes, large square and rectangular multi-light windows, and a series of discontinuous ribbon windows that wrap the corners and extend around the whole building's base. The main recessed and glazed entrance is located near the north-west corner. The southwest elevation also features a flat-roofed metal canopy that shelters a loading dock and secondary entrances.

**Building 27. Administration Building (1899; addition ca. 1919).**

Works Progress Administration and Yard Labor, contractors.

**History:** Building 27 was constructed shortly after a devastating fire destroyed most of Building 28, the machine shop, in 1899. The new building was constructed to be fireproof and contained offices and a library on the first floor and drawing rooms, blueprint rooms, and a dark room on the second floor. This building also contained a yard-wide telephone service, a watchman's clock and a fire alarm connected to all of the buildings. During World War I the building received a one-story addition while occupied by the machine division.

**Use History:** 1899: Administration Building; 1911: Offices, Machine Division; 1926: Post Office, Police Station, Labor Board; 1940: Post Office, Photographer, Officers' Mess, WPA; 1943: Post Office, Officers' Mess, Identification; 1946-65: Commissioned Officers' Club; 2012: Offices.

**Description:** This one- and two-story, irregularly shaped, American Round Arch style building was constructed in two parts: a two-story section five bays wide and nine bays long (originally L-shaped), built in 1899; and a one-story addition on the east side, constructed ca. 1919 to fill the triangular lot. The gable-roofed building features a stone watertable, corner piers, segmental-arched window openings with brick hood molds on the first story and splayed soldier-course lintels on the second story. There are several altered entrances to the building: a single-leaf metal door approached by a non-historic stair on the southwest elevation and two single-leaf entrances on the northwest (Sixth Street) elevation. The building terminates with a simple denticulated and corbeled cornice, and a brick roundel filled with a vent. The one-story addition, which added one bay on the south elevation and nine bays on the north elevation, largely follows the design of the 1899 building, with additional details such as pilasters and some corbeling between the first and second stories. The eastern elevation of the building has raised concrete platform covered by a sloped metal canopy supported by two metal posts.

**Buildings 28, 123 and 128. (1 Building)**

**Building 28. Boiler Shop (ca. 1895; additions 1900 and 1940-41).**

Walter Kidde Construction Co., contractor for 1940-41 addition.

**Building 123. Power House (1900).**

**Building 128. Machine Shop, Erecting Shop (1900; additions 1917-18).**

Bureau of Steam Engineering, Washington DC, under the supervision of Rear Admiral George W. Melville.



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**History:** Buildings 128, 28, and 123 are located on the site of the original machine shop (ca. 1872), which was largely destroyed by fire at the very end of the nineteenth century. At the time of the fire, in 1899, the machine shop was a U-shaped structure with two wings, a boiler shop (ca. 1891 and ca. 1895) to the west and an erecting shop (ca. 1891) to the east. After the fire only a small section of the ca. 1895 boiler shop remained and plans were made to extend that part of the building (to be called Building 28) and rebuild the L-shaped machine shop and erecting shop entirely (to be called Building 128). Although initially perceived as a devastating event, navy officials later referred to the fire as a “blessing in disguise,” since it allowed them to tear down the “old gloomy shops,” remove antiquated tools and equipment, and rebuild a modern, fireproof structure out of steel, masonry and glass. In 1900, as part of this modernization, Building 123, a power house, was also constructed as a free-standing brick structure near Dry Dock No. 2. The building housed engines, boilers, and generators that supplied the current by which the shops were driven. By 1918, a large addition was added onto the erecting wing of Building 128 and in the early 1920s the interior courtyard between Building 28 and 128 was covered so that it could function as the central tool shop. World War II brought one last addition addition to the structure: a 1940-41 extension that connected Building 28 to Building 123. In the years after 1966, the building served a variety of industrial and warehouse uses, but fell into disrepair. The entire complex was rehabilitated starting in 2012.

**Use History:**

Building 28: Ca. 1895: Boiler Shop; 1940: Boiler Shop, Sub-Station No. 9; 1963: Machine Shop; 2012: Vacant.

Building 128: 1899: Machine Shop, Erecting Shop; 1940: Machine Shop; 1946: Machine Shop, Central Tool Shop, Sub-Station No. 9; 2012: Vacant.

Building 123: 1900: Power House; 1911: Storeroom and Machine Division Office; 1920: Copper Shop, Machinists Office; 1938: Outside Machine Shop; 1943: Central Tool Shop; 1963: Machine Shop; 2012: Vacant.

**Description:**

Building 28: Building 28, the boiler shop, is composed of three sections dating from ca. 1895, 1900 and 1940-41. This building is a one-story and mezzanine steel-framed industrial building with a gabled monitor at the roof. The ground story on Building 28’s northwest elevation is visually divided into two distinct sections: the longer westernmost portion, ca. 1895 and 1900, was constructed in the Italianate style with brick bearing walls, granite quoins, segmental-arched entrances with granite surrounds, arched windows with cast-iron hoods and granite sills, and a modest brick cornice. The monitor of the brick portion has both vertical multi-light wood and metal ribbon windows. The easternmost section to the north, dating to 1940-41, is composed of a low brick bulkhead, concrete watertable and sill course beneath a large band of windows, and capped bay corrugated metal spandrel and simple metal cornice. The windows at the monitor of this section of Building 28 match those of the adjacent 1900 portion of the building. The corrugated metal-clad gable end of Building 28 has a large double entrance with a non-historic metal roll-down gate. This end also features bands of longitudinal openings at either side of the monitor. Building 28 is capped by a ridge vent.

Building 128: Building 128 is a L-shaped structure built in 1900, with an addition dating to World War I. Built on concrete foundations, this is one-story and mezzanine, steel-framed, gable monitor-roofed structure is constructed of steel, masonry, and glass. The machine shop, oriented northwest to southeast, contained large machinery and an upper and lower traveling crane. This portion of the building is characterized by large quantities of glazing at the ground story. The ground story is composed of a low brick bulkhead with a stone watertable, stone sillcourse, and three rows of large on three sides. There are two large loading entrances with double-sliding doors on Morris Avenue, and one on each gable end. The clerestory level is composed of a continuous ribbon window above a corrugated metal spandrel. A simple metal cornice terminates the building. Building 128’s “L” wing (the erecting shop, oriented southwest to northeast) is connected to the machine shop by a cross-hipped roof. It is composed of

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two sections, one built in 1900 and an extension built in 1917-18, and five major openings. The westernmost portion of the wing was built in conjunction with the machine shop and had the same materials and configuration. The western portion of the original wing was modified in the 1940s with a brick spandrel at the mezzanine level and multi-light windows. The 1918, easternmost portion of the erecting wing has a low brick bulkhead, but uses concrete for the watertable and sillcourse. Three rows of ganged windows are capped by a simple metal cornice. The east gable end is characterized by a large central entrance with a narrow "high-lift" door, installed ca. 1940. Both sections of this wing are topped by a uniform monitor, which is characterized by a single band of windows on three sides, a corrugated metal spandrel and simple metal cornice. Building 128 is capped by a ridge vent.

*Building 123:* Constructed as the power house for the machine, erecting and boiler shops in 1900, this three-story, brick gable-roofed industrial building is partially concealed by Building 28. The American Round Arch style building features segmental-arched grouped openings with brick hood lintels and granite sills, granite quoins, and a denticulated cornice. In the center of the pediment is a stepped group of seven segmental-arched windows.

**Building 30. Pattern Shop (1899; addition 1903).**

**History:** Building 30 was constructed shortly after a devastating fire destroyed most of Building 28, the machine shop, in 1899. The new building was constructed to be fireproof and well-lit on the upper floors, where an assortment of woodworking machinery and workbenches were located. An advanced exhaust system allowed shavings and sawdust to be delivered to a crematory, where they were burned or carted away. The lower story contained metal racks for storing patterns and lumber, which was covered by an extensive set of iron pipes which could flood the whole building in case of fire.

**Use History:** 1899: Erecting Shop for Patterns (Pattern Shop); 1962: Storage Kitchen for Officers' Club; 2012: Artist Studios.

**Description:** This two-story, rectangular, American Round Arch style brick building is three bays wide and twelve bays deep and has a hipped roof. Building 30 is constructed of steel framing with concrete foundations on wood piles. Bays are delineated by brick pilasters and the building features brick hood molds on the first story and splayed soldier-course lintels on the second story. A single-leaf, metal door with a brick frame is centered on the south wall; a double-leaf, glass door with a metal frame is located on the east side of the north elevation; and a double-leaf metal door is located on the east elevation. The north elevation has a 40-foot-long brick addition, built ca. 1903, that functions as a shaftway, and has a freight elevator loading entrance at its base. The building terminates with a simple denticulated and corbeled cornice, and features a simple brick-infilled roundel at the gable ends.

**Building 41. Central Power Plant (1941).**

J.G. White Engineering Co., contractor.

**History:** Built on the former site of the yard's electric light station (1899, demolished), Building 41 has long served as the yard's power plant. The central power plant was constructed during World War II in a complicated sequence of successive piecemeal steps, incredibly never interrupting service to the yard. In 1995 the building was retrofitted into a cogeneration facility, which means that it recovers and reuses the heat that is produced during electricity generation instead of emitting the heat into the environment. When retrofitted, it took one of the largest cranes in the world, at 393-feet tall, to complete the job. The plant currently provides steam and electricity to the yard as well as residents and businesses in New York City. In 2006 the yard's cogeneration facility was honored

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by the Occupational Safety and Health Administration (OSHA) for its outstanding safety and health programs, the first physical site in New York to receive the honor.

**Use History:** 1899: Electric Light Station; 1904: Y&D Electric Power House; 1941: Central Power Plant; 1995: Co-Generation Facility.

**Description:** This four-story and mezzanine brick industrial building is composed of two masses: a taller block at the north end with projecting bays at its north elevation and two tall smoke-stacks and two non-historic mechanical towers at the roof; and a shorter block on the south end, near Dry Dock No. 4. Constructed of brick and steel with concrete foundations on wood and concrete piles, the building has a concrete watertable and brick upper stories. The building is fenestrated with vertical openings, almost all of which have been infilled with brick or metal vents. Several additional openings with vents or roll-down doors have also been added. The building is flanked to the southeast and northwest by a variety of large pipe and ventilation systems, most likely added during the 1995 rehabilitation. Despite interior and exterior alterations, the building clearly expresses its function and therefore conveys its significance to the district.

**Building 42/46. Chipping Shed (1919) / Sand House (1922; remodeled 1942). (NC)**

**Description:** This one-story brick and concrete structure lacks physical integrity. It consists of two sections dating from the 1910s and 1920s and several later additions. The original fabric of Building 42—once a discrete, gable-roofed, brick rectangular building—is now only visible at the northeast (Ordnance Avenue) portion of Building 42/46. Its recently stuccoed gable-end consists of a single, metal door and transom, a metal roll-down gate in a loading bay, and a horizontal window. The northeast elevation is brick with regularly-spaced CMU-filled openings. The southeast portion of the building is a CMU addition built ca. 1990. Building 46 has been similarly altered. It was once a discrete, long and narrow, flat-roofed concrete structure, the original section of which is now visible at the southwest portion of Building 42/26. This building was extended in the 1970s to meet the front elevation of Building 42. At this recently stuccoed north elevation are two raised metal roll-down gates in loading bays. The rest of the elevations are composed of CMU. This building does not express its function or convey any significance to the district.

**Building 50/50A. Yard Garage, Auto Repair Shop (1936; addition ca. 1970).**

**Use History:** 1936: Garage and Auto Repair Shop; 1960: Auto Maintenance Shop & Garage; 2012: Plumbing (Building 50) and Construction (Building 50A)

**Description:** Building 50/50A is a one-story and mezzanine brick garage building constructed on concrete foundations, with a small addition (Building 50A) constructed in the 1970s. The simplified design of this building, typical of the era, consists of a concrete watertable, large steel multi-light windows with concrete sills, and four loading bays with roll-down garage doors on the primary elevation; three are working, one has been infilled with brick. The first story is separated from the mezzanine level by a header-brick beltcourse and a soldier- and header-brick beltcourse. The mezzanine level is fenestrated with double and single steel multi-light windows, with masonry sills and a soldier-brick lintel course. The building is capped by concrete coping and a row of sawtooth skylights at the roof level. Building 50 A, constructed in the 1970s, is a one-story brick addition with two entrances and metal coping.

**Building 51. Garbage Incinerator (1938).**

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Works Progress Administration and Yard Labor, contractor.

**History:** Constructed in 1938 as a garbage incinerator, Building 51 reflects the significant changes made to the northern portion of the former Cob Dock before and during World War II. Built with railroad siding that allowed cars to enter the building, and presumably dispose of trash, the structure was remodeled by the Works Progress Administration in 1943, when the building transitioned to providing diesel engine repair. At this time, the building also gained facilities for reclaiming industrial oils.

**Use History:** 1938: Garbage Incinerator; 1943: Pancaked Diesel Engine Repair; 1952: Central Toolroom, Repair Shop; 1962: Vacant; 1963: Storage; 2012: Scene and Display Construction.

**Description:** This one-story and mezzanine rectangular building—composed of two blocks of different heights—has a concrete base and brick upper walls. The building is physically attached to a tall brick smoke stack. Fenestration consists of single and grouped steel multi-light windows with projecting stone sills and brick, soldier-course lintels. A flush stone sill course wraps around the building at the mezzanine level. A suspended gable-roofed metal awning is attached to the east elevation. A loading dock allows access through the rear. The building is capped by a simple brick cornice with a brick soldier course, dentils and stone coping.

**Building 52. Coal Plant Office (1938).**

Works Progress Administration, contractor.

**Use History:** 1940: Coal Plant Office; 1946: Toolroom; 1952: Public Works Storage; 1962: Weapons Division; 1964: Recreation Facilities for Service Craft Personnel.

**Description:** This one-story, gable-roofed brick shed is built on concrete foundations. Fenestration consists of simple punched openings with non-historic one-over-one double-hung windows, with projecting brick sills and brick soldier-course lintels. A double-leaf metal door allows entry at the southeastern elevation.

**Building 58. USMC Non-Commissioned Officers' Quarters (1940).**

**History:** This apartment house, built for non-commissioned marine officers, is located on the former site of the U.S. Marine Corps Barracks Grounds. The Barracks Grounds were established circa 1858, but largely removed during World War I.

**Use History:** 1940: USMC Non-Commissioned Officers' Quarters; 2012: Offices.

**Description:** Building 58 is a three-story and basement, flat-roofed, brick apartment house. The building features Art Deco and Modernistic details such as a stepped vertical roof projection (for a stair bulkhead) on the east elevation and metal corner windows. The primary east elevation is arranged into nine bays: a central projecting bay with a long vertical window, flanked on each side by four bays of two-over-two windows with brick-header spandrels separated by projecting brick piers. The outermost windows wrap the corner. Some windows have been replaced with aluminum one-over-one sash. The central entrance is composed of a single-leaf metal door framed by multi-light sidelights.

**Building 62. Paint Shop (1940).**

Walter Kidde Construction Co., contractor.

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**Use History:** 1940: Paint Shop; 1962: Service Trades Group; 2012: Duggal Visual Solutions.

**Description:** Located next to Dry Dock No. 4, Building 62 is a three-story, flat-roofed brick structure 140-feet long and 60-feet wide. The first and second stories are arranged into window bays grouped with concrete sill courses and brick soldier lintel courses. The single, double and triple openings these sill courses connect are all aluminum two-over-two windows. The third story is marked by a concrete sill course that wraps the whole building, and a mixture of single, double and triple openings. An elevated concrete loading dock spans the southwest elevation and is capped by a metal canopy tied back into the second floor. The two main entrances on the southeast elevation are composed of metal double-leaf swinging doors. A brick stair bulkhead projects above the southern corner of the building. Two non-original additions—one constructed of concrete block, the other of brick—project from the first story of the southeastern elevation.

**Building 74. Lime, Pitch and Coal House (ca. 1862; moved 1916; second story added 1926).**

**History:** Funds for the lime, pitch and coal house were appropriated in 1852 and it was constructed sometime between then and the early 1860s. Maps show that in 1916 the building was moved a short distance for the construction of the locomotive roundhouse, which was situated along Flushing Avenue. In 1926 a second story was added.

**Use History:** 1862: Lime, Pitch and Coal House; 1890: Lime, Pitch & Coal House and Cart Shed; 1894: Tin Shop; 1902: Paint Shop; 1911: Office of Public Works; 1913: Master Mason's Office; 1914: Police Station, Captain of the Yard; 1924: Storage; 1927: Fire House; 1965: Fire Engine House; 2012: Cleaners and Tailors.

**Description:** Building 74 is a two-story gable-roofed brick structure with concrete footings and wood framing, measuring 66-feet long by 30-feet wide. This former fire house features three large openings with brick soldier-course lintels at the ground story of its northwest elevation, all of which contain non-historic infill. A metal single-leaf door and a metal-and-glass double-leaf door allow access to the building on this elevation. The second story contains two-over-two aluminum windows with projecting brick sills and brick soldier-course lintels. The northeast elevation contains two-over-two windows and a vent in the gable; the southwest elevation has no openings except a hooded vent in the gable.

**Building 77. General Storehouse, Administration Building (1942).**

George T. Bassett for the Bureau of Yards and Docks Administration, architect. Turner Construction Co., contractor.

**History:** Building 77 was constructed during World War II as a sixteen-story office and storage structure that would house the yard headquarters and several other critical spaces including blueprint rooms, a library, a model shop, a photographic laboratory, administrative and supply departments, the Public Works Design Branch, and the Naval Intelligence Office. The building, designed by George T. Bassett of the Bureau of Yards and Docks, was estimated to cost \$4 million and was completed by the summer of 1941. The contract was awarded to the Turner Construction Company, the same firm that had astounded the navy with its quick construction of Building 3 (to which Building 77 would later be connected by bridges at the third and eleventh stories) during World War I.

**Use History:** 1942: Commandant's Office, Planning & Estimating Division; Design Division; Production Department, Comptroller Department, Supply Department, Public Works, Telephone Exchange, Cafeteria, M.E.O. Department, Combat Division, Navy Audit, Sub-Station 22. 2012: Warehouse.

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**Description:** This sixteen-story and penthouse flat-roofed storehouse has concrete foundations on concrete and wood piles and a reinforced-concrete frame. The building is vertically organized into a one-story base, a ten-story concrete shaft with blank concrete walls, capped by seven fenestrated stories. On the ground story, the east and west elevations have concrete loading platforms with two elevator doors, topped by cantilevered concrete canopies. Historically, railroad siding paralleled these platforms. The north and south elevations each have centered entrances with wood-and-glass single-leaf doors covered by a concrete cantilevered canopy, flanked by two 14-foot wide, 15-foot high bay doors with metal roll down gates. The lower eleven stories contain unfinished warehouse space. The nine bays on the north and south elevations, and seventeen bays on the east and west elevations, are separated by flush concrete piers. On the north and south elevations these floors are topped by four fenestrated stories (former office space) with multi-light steel windows in groups of four. The east and west elevations are organized into three fenestrated sections: a central nine-bay section with setbacks above the thirteenth and sixteenth stories flanked by two two-bay sections with no setbacks. These three sections are separated by two bays—one blank and the other with punched single windows—that contain stairwells and elevators and rise to the fifteenth and sixteenth story. The building terminates with a flat roof and a tall radio antennae.

**Building 92. (1 Building)**

**Marine Corps. Officer's Quarters (1858).**

Thomas Ustick Walter, architect.

**Building 92. Visitors Center extension (2011).**

Beyer Blinder Belle Architects & Planners in partnership with workshop/apd, architects; D.I.R.T. Studio, courtyard designers.

**History:** Building 92 is the only remaining structure of the U.S. Marine Barrack Grounds, a 3.5-acre complex that was once located on Flushing Avenue. This complex, begun just prior to the Civil War, included marine officers' quarters, barracks and a gate house, all arranged around a formally-landscaped parade ground. Building 92 was designed by Thomas Ustick Walter (1804-1887) and erected in 1858 as officer's quarters. The U.S. Marines provided security to the navy yard for over 150 years. Building 92 was constructed on the west side of the parade grounds, with a nearly identical building, called Building 93 (demolished), on the opposite end. These buildings were designed in the Greek Revival style, built of brick with cast-iron quoins and lintels. In the second half of the twentieth century, Building 92 fell into disrepair. In 2011, the structure was fully rehabilitated and given a modern addition by Beyer Blinder Belle Architects & Planners in partnership with workshop/apd. Today, the building functions as the Brooklyn Navy Yard Center, which provides access to exhibits, public tours, education programs, archival resources and workforce development services.

**Use History:** 1858: Marine Corps. Officer's Quarters; 1862: Commandant's House (Marine Corps); 1911: Commissioned Officer's Marine Barracks; 1918: Officer's Quarters; 1925: P.W. Storage; 1933: Marine Officer's Quarters; 1965: Marine Officer's Quarters; 2012: Brooklyn Navy Yard Center.

**Description:** This three-story, square-planned, hip-roofed Greek Revival style building is a brick and wood-joint structure on concrete and stone foundations. The primary facade, facing Flushing Avenue, is divided into three evenly-spaced window bays and composed of a stone basement level and upper stories of red brick laid in common bond. Cast-iron quoins frame the corners and the six-over-six wood windows have projecting cast-iron sills and lintels. The pedimented stone entrance is recessed and accessed by a stair with railings. The east elevation contains four window bays; the west elevation is organized into three narrowly-spaced window bays.

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The rear facade is almost entirely enclosed by a glass atrium, part of the new four-story metal and glass addition designed by Beyer Blinder Belle. The addition is largely covered by laser-cut perforated metal screens with a 1936 image of the U.S.S. Brooklyn. The addition's north and east elevations are clad in corrugated metal. The intersection of Building 92 and the addition creates a south-facing forecourt, designed by D.I.R.T. Studio, with access for visitors from Flushing Avenue.

**Building 120. Oil Storehouse (1899).**

**Use History:** 1899: Oil Storehouse; 1943: Salvage, Ordnance & Electrical Equipment Storage; 1946: Salvage, Post Office, Services to Ships Afloat; 1953: Post Office, Supply Sales, Cafeteria; 2012: Multiple Tenants, Manufacturing.

**Description:** This two-story, rectangular, gable-roofed brick building is three bays wide and twenty bays deep. Building 120 has steel framing with concrete foundations on wood piles. Bays are delineated by brick pilasters and each story is capped by a simple brick cornice with modest corbeling. Each window bay contains projecting brick segmental-arched hooded openings on the first story and segmental-arched openings with flush lintels on the second story, all with stone sills and one-over-one aluminum windows. The north elevation contains a large brick-hooded entrance infilled with double-leaf glass doors and fixed windows. Several non-historical loading entrances and platforms have been added to the east and west elevations. The building terminates with a simple denticulated and corbeled cornice.

**Building 121. Paymaster's Office (1900; moved 1918).**

**History:** Building 121 was originally constructed in 1900 at the north corner of Perry and First streets, not far from the commandant's house at the west end of the yard. The paymaster's office served as a bank for the military and civilian personnel. In 1918, Building 121 was moved from its original location to make way for the construction of Building 4 (demolished), a structural shop built immediately to the east of the commandant's house. In that year the paymaster's office was laboriously transported to its present location at the south corner of Third Street and Perry Avenue.

**Use History:** 1900: Pay Office; 1943: Disbursing Office, War Savings Bond Office; 1946: Registered Publication Office; 1953: Senior Petty Officers' Club; 2012: Multi-Use and Distillery.

**Description:** This two-story, gable-roofed structure is of frame and masonry construction on concrete foundations. The building features Richardsonian Romanesque elements such as the use of deep-red brick, a monumental round-arch entrance and round-arched windows. The main facade, faced in brick with a stone watertable, is organized into three bays separated by projecting brick pilasters with Corinthian capitals, a device that is repeated on the other facades. The central, deeply-recessed entrance, which contains double wood doors with sidelights and an elliptical fanlight, is accessed by a short flight of three stairs. The red-brick monumental round-arch entrance is supported by two squat columns composed of a red terra-cotta shaft and Corinthian capital, sitting on a granite base. Above this entrance is a terra-cotta plaque that reads "Paymaster of the Navy Yard." The round-arched windows at the first story are organized into groups of three, with a projecting bluestone sillcourse. At the second story, segmental-arched windows with splayed lintels, projecting stone sills, and flush sillcourse, frame a central recessed window arcade supported by thin Corinthian columns made of terra cotta. The building terminates with a simple denticulated and corbeled cornice. In the center of the pediment is a half-circle



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window with a projecting stone sill. On each side elevation one first story window is a single opening, with a flattened round arch. A two-story metal stair on the rear elevation acts as a fire escape.

**Structure 124. Pump Well for Dry Dock No. 1 (1901).**

**Description:** This one-story gable-roofed structure contains a pump well for Dry Dock No. 1. It is built on concrete foundations and clad with corrugated metal walls. The building measures 33-feet long and 22-feet wide.

**Building 127. Boat Storehouse (1903).**

Walter Kidde Construction Co., contractor.

**Use History:** 1903: C&R and Boat Storehouse; 1911: Boat Shop, El. Sub-station; 1929: Boat Shop, Supply Department Storage; 1943: Electric Shop; 1963: Garage, Storage, Sub-station 24, Battery Charging; 2012: Manufacturing and Distributing.

**Description:** This three-story brick industrial building has concrete foundations, brick exterior walls with steel framing and a gable roof. The northwest elevation is divided into four bays separated by projecting brick pilasters, each with openings (now infilled with CMU and brick) with projecting stone sills. The ground story has a stone watertable and three non-historic metal roll-down loading doors. The upper stories are separated by recessed brick spandrel panels with modest corbeling. A thin beltcourse and discontinuous stone sillcourse separate the second and third stories. The building terminates with a simple denticulated and corbeled cornice. The gable contains a simple roundel flanked by two rectangular openings, all now infilled with CMU. Railroad siding through the loading bay doors allowed train cars to enter the building. On the north side of the building is an enclosed metal fire escape.

**Building 131. Construction & Repair Storehouse and Shops (1902; addition ca. 1904).**

**Use History:** 1902: C&R Storehouse and Shops; 1913: Riggers, Shipwright, Sawmill & Electrical Machine Shop; 1920: Yard Basin Office, Shipwright, Spar & Block House; 1933: Shipwright, Duty Office; 1940: Also Joiner Shop & Paint Shop; 1943: Sheetmetal Shop; 1952: P.W. Storage, 72 Shop, Progress & Rigger Office; 1962: Rigger Shop, Storage, Sail Loft.

**Description:** This three story, American Round Arch style industrial structure has a concrete foundation, steel framing, brick exterior walls and a gable roof. Fenestration at the north and south elevations consists of five window bays (some upper story openings are larger indicating that they were probably intended for hoist-assisted loading and are now infilled with brick); the long east and west elevation have paired window openings separated by projecting brick piers. The first story contains segmental-arched loading bay entrances with hood lintels. Fenestration consists of segmental-arched openings with hood lintels at the first and second stories and splayed lintels at the third story. The window openings are filled with one-over-one aluminum sash with fixed transoms. The building terminates with a simple denticulated and corbeled cornice. A simple roundel, now infilled with fixed sash, fills the gable. Some skylights adorn the roof. There are several small additions and abutments: on the east elevation a three-story brick addition with glass block windows dates to ca. 1904; at the southeast end of the structure a corrugated-metal and brick lean-to adjoins the main building.

**Building 132. Locomotive Shed (1905).**

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**Use History:** 1905: Locomotive Shed; 1917: Pattern Storage; 1943: Storage, Garage, Transportation; 1946: Locomotive Repair Shed; 1962: Material Handling Equipment, Locomotive Repair Shop; 1966: Railroad Equipment Maintenance Shop; 2012: Vacant.

**Description:** This one-story and mezzanine, Neo-Classical style masonry and steel industrial building has concrete foundations and terra-cotta block exterior walls. Each bay—three bays on the short elevations, and eight on the long elevations—contains arched openings with terra-cotta keystones and imposts with terra-cotta sills of varying heights, separated by terra-cotta pilasters. The base consists of a concrete bulkhead. Although almost all of the openings have been infilled with concrete and stucco or non-historic loading bay doors, some original metal multi-light windows remain on the southwest elevation at the mezzanine level. The primary northwest facade features terra-cotta piers at the corners, a simple infilled roundel and a metal-sheet cornice at the pediment level. A non-historic metal stair allows access to two non-historic entrances at the ground story. The northeast elevation is largely obscured by equipment related to the central power plant in Building 41, but all of the physical fabric besides the cornice and windows appears intact. The southeast elevation has been completely rebuilt with concrete block. It now has projecting corner piers, three large loading bay doors and three infilled openings at the mezzanine level with concrete sills and lintels. A row of metal vents top the gable roof ridge.

**Building 152. Chemical Lab (1920).**

Turner Construction Co., contractor.

**Use History:** 1920: Chemical Lab; 1965: Offices and Storage for Marine Personnel.

**Description:** This 35- by 60-foot two-story and basement, flat-roofed Art Deco style building has concrete foundations, reinforced-concrete framing and brick walls. Three bays wide on all elevations, the building features a concrete base, heavy concrete piers at the corners with stylized capitals, multi-light metal windows, concrete sills and lintels, and brick spandrels. On the north elevation, a center entrance is composed of a double-leaf metal door and transom with a concrete door surround that consists of Art Deco stylized motifs and a small cornice. Fenestration consists of grouped bays of windows with one-over-one aluminum double-hung sash with fixed transoms; openings on the ground story have been infilled with CMU and non-historic loading bays. The parapet is capped by metal coping.

**Structure 156. GMD Shipyard - Pumpwell for Dry Dock No. 5 and Dry Dock No. 6 (1943). (NC)**

**Description:** A one-story steel enclosure consisting of metal posts with corrugated metal walls and roofs. The building is open on the south side.

**Building 200. Sands Street Gate (1895; partially reconstructed 2012).**

**History:** Constructed in 1895 and opened in 1896, the Sands Street Gate served as a primary entry point to the navy yard during the twentieth century. This Medieval Revival style gateway features plinths, turrets and crenellations. Historically flanked by Buildings 15 and 16, the two long timber sheds, the Sands Street Gate offered a ceremonial entrance to the yard near officers' row and the commandant's house. The gate cost \$24,000 and officially opened on the occasion of the visit of China Minister, Li Hung Chang. During World War I and World War II, the Sands Street Gate became an icon of the changing yard. Images of the period showed lengthy lines outside the gate as thousands of men sought jobs working on ships. In 1942, women were photographed entering through the gate, walking by dozens of curious men. In the 1930s and 1940s, the structure was

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substantially altered. At that time the turrets, cornice and several other features were removed. It was during these years as well that the gate underwent an extensive changes, including the construction of a wooden bridge that connected the two sides of the gatehouse. As part of the 2012 renovation of Building 200 by architects Beyer Blinder Belle, the Navy Street facade turrets, cornices and other decorative elements such as corner metal finials, were reconstructed. The rest of the structure was restored.

**Use History:** 1895: Gate House; 1937: Gate House, Labor Board; 1965: Gate House, Industrial Relations Department; 2012: Vacant.

**Description:** Building 200 consists of two discrete, one-story and basement structures that straddle Sands Street and mirror each other. Composed of tan rock-faced brick walls with a granite watertable and trim, each building has two Sands Street-facing recessed entrances. Fenestration consists of rectangular one-over-one double-hung sash aluminum windows. A continuous granite beltcourse visually connects the window and door openings. The structures are capped with corbelled blind arches and stone coping. Each Sands Street facade features a squat rectangular corner column with a granite shaft and base and Corinthian capital. These corners are topped by a black stone ornamental cylinder capped with a small sphere. The south and north corners of the Navy Street facades consists of two round corner turrets with crenellations, substantial corbeling, blind arches and granite-bordered roundels.

**Building 234/313. Motor Generator, Sub-Station No. 6 (ca. 1929; extended 1936 and 1941) and Ship Superintendent's Office (1942).**

**History:** Constructed ca. 1929, Building 234 acted as a motor generator house and an electric sub-station, providing power to nearby structures. In 1936, the building was extended to the northwest, achieving its current length of 63 feet. By 1939, two brick abutments were constructed on the southwest side of the building. In 1941, the southern abutment was extended to its present length. In 2014, Building 234 is connected via a non-historic one-story addition to Building 313.

**Use History:** 1930: Motor Generator, Sub-Station No. 6; 1938: Electric Sub-Station No. 6; 1940: Offices and Sub-Station No. 6; 1946: Civilian Fire Marshall, Sub-Station No. 6; 1963: Pipe Shop Office, Sub-Station.

**Description:** Building 234 is a one-story brick gable-roofed building is built on concrete foundations and is 63-foot long and 41-foot wide. The structure has a loading dock entrance on Second Street, above which is a small stone plaque that reads "234." Fenestration consists of vertical and horizontal openings with multi-light pivot windows and transoms, with projecting brick sills and brick soldier-course lintels. At the gable ends the building is capped with stone coping. On the southwest elevation there are two brick abutments: the south one, built in 1941, is one story, flat roofed and flush with the main building's facade; the north one has an open roof. The 1941 addition largely follows the design of the main building except for having lighter red brick and tilted brick sills. An additional loading dock entrance is located on this addition's southwest elevation. Building 313 is a two-story brick industrial structure with a raised first floor located adjacent to the bulkhead between Piers C and D. There are loading docks on the east and south elevations, with a projecting canopy that wraps the two elevations. The east elevation has a metal enclosure at the south end. The south elevation loading dock is enclosed in non-historic wood and metal panels. Fenestration consists of one-over-one double-hung aluminum sash with cast-stone sills and lintels. A metal railing is set directly behind the roof parapet.

**Building 249. Electric Sub-Station No. 13 (1938).**

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**Description:** This 40- by 57-foot one-story, gable-roofed industrial building is built on concrete foundations on wood piles. The building features a concrete base, brick walls, and rectangular multi-light steel pivot windows with projecting concrete sills and brick lintels. The north elevation has a central loading entrance with a non-historic metal roll-down gate, accessible by a concrete ramp and raised loading dock. The windowless south elevation contains horizontal vent openings, covered by suspended metal canopies. An historic light fixture is anchored to the west end of this facade. Both gable ends originally had three window openings; one opening on the west facade has been infilled and is now topped by a suspended metal canopy. The north and south elevations are capped by a simple brick soldier brick course; the gable ends have parapets and stone coping. There are three large metal vents at roof ridge.

**Building 268. Sub-Assembly Shop No. 1 (1941; 2012-13 renovation). (NC)**

Walter Kidde Construction Co., contractor (1941); Gregory Okshteyn of Studio OS (2012-13 renovation).

**History:** Constructed in 1941-42 as part of the massive building campaign to prepare for World War II, Building 268 functioned as a sub-assembly shop where large-scale ship components were pre-assembled before being transported to the nearby ship hulls and lifted up in place by large cranes. Other sub-assembly shops at the yard included Buildings 294 and 296 (built 1942 and 1943, respectively, both demolished) and Building 269, which is located near Building 268 and is extant. In 2013, the building was transformed into an event space.

**Use History:** 1941: Sub-Assembly Shop No. 1; 1946: Sub-Assembly Shop No. 1 and Storage; 1952: Storage, Battery-Powered Short Circuit Station; 2012: Duggal Visual Systems "Greenhouse."

**Description:** This three-story and mezzanine steel industrial building is located at the northwest corner of the navy yard, at the foot of Pier C. The 253-foot-long steel-framed building contains a clear-span space where large ship components were assembled. The 2013 building renovation included recladding the entire building with a contemporary glazed wall system. This building does not retain its integrity due to loss of original fabric.

**Building 269. Sub-Assembly Shop No. 2 (1941-42).**

Walter Kidde Construction Co., contractor.

**History:** Constructed in 1941-42 as part of the massive building campaign to prepare for World War II, Building 269 functioned as a sub-assembly shop where large-scale ship components were pre-assembled before being transported to the nearby ship hulls and lifted up in place by large cranes. Other sub-assembly shops at the yard included Buildings 294 and 296 (built 1942 and 1943, respectively, both demolished) and Building 268, which is located near Building 269 and is extant (see above). In 2008 the building was occupied by Ferra Design, a metalworking company, when the structure caught on fire. The fire badly damaged the north adjoining structure on the southeast facade. It was believed the fire was a result of welding activity. In 2009, BNYDC announced that the Agger Fish Corp., another existing tenant, would turn Building 269 into a \$5 million fish manufacturing and processing center designed by Cybul and Cybul Architects of Edgewater, N.J.

**Use History:** 1942-1946: Sub-Assembly Shop; 1946-1952: Sub-Assembly Shop, Machine Shop and Storage; 1952-ca.1967: Storage; ca. 2000-2008: Metalworking Shop; ca. 2009-2012: Fish Manufacturing and Processing Center.

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**Description:** This three-story and mezzanine industrial building is located at the northwest corner of the navy yard near Piers C and D. The 253-foot-long steel-framed building contains a clear-span space where large ship components were assembled. The building is faced with corrugated metal and asbestos siding. The east and west facades feature long ribbon windows made up of opaque fluted glass in metal frames. The gabled facades at the north and south elevations each contain a large bay door that is flanked by additional multi-light windows. The north bay door, which has been reduced in size, originally gave access to a railroad siding. Adjoining the southeast facade are two additional structures. One is a narrow three-story building of frame construction, covered with bituminous shingles. The other is a two-story concrete-block structure with a loading bay door at the south end of the building. Sawtooth skylights cap the gabled roof.

**Building 270/594. Compressor Building (1941-42) and Field Cafeteria (1943)**

J.B. White Engineering Corporation, engineer.

**History:** Building 270 is located at the northeast corner of the yard and was built as part of a massive building campaign to prepare for World War II. It likely functioned as a supporting structure for the nearby Hammerhead Crane (demolished), which was located immediately adjacent to Building 270. In 1943 a field cafeteria (called Building 594) was attached to the northeast facade of Building 270.

**Use History:** 1941-1946: Compressor Building; 1946-1952: Diesel Building; 1952-1964: Internal Combustion Engine Repair Center; 1964-?: Maintenance Shop; 2012: Storage.

**Description:** Building 270 is a one-story industrial structure erected in 1942. The rectangular steel-framed building has a concrete foundation and watertable, and brick upper walls. A double-leaf metal door leads to a 24-foot-tall interior space. Fenestration consist of double-height openings with multi-light steel pivot windows with wire glass. These openings have projecting concrete sills and brick lintels. The cornice is made up of brick soldiers and headers, capped by concrete coping. Adjoining the south facade is a half-domed metal Quonset hut and a small one-story CMU structure. The building is surmounted by a large metal flue. The field cafeteria (referred to as Building 594) is a one-story concrete-block red-painted structure. It has a pitched roof with non-historic residential-grade asphalt-shingle roofing, and non-historic windows and doors.

**Building 275. Building Trades Shops (1942).**

**Use History:** 1942: Building Trades Shop; 1949: Building Trades Shop, Public Works Department; 1963: Building Trades Shop.

**Description:** This four-story (plus basement and penthouse) rectangular industrial building is located on Flushing Avenue, directly east of officers' row. Built with concrete foundations on wood piles and steel framing, the structure is composed of a concrete base and brick upper walls. The base of the east elevation, consists of a number of small and large entrances, some for loading and others for pedestrian access. Most of these contain non-historic infill. The central entrance is surmounted by a suspended concrete canopy. The north elevation ground story contains a large brick corbeled door surround that has been infilled with brick and a double-leaf metal door, as well as a non-historic loading dock and entrance. Fenestration consists of single and grouped openings with one-over-one double-hung metal windows, some with fixed transoms. Each window bay is separated by projecting horizontal brick bands, with projecting concrete sill courses and brick lintels. The east facade is surmounted by a stepped brick bulkhead. The building is capped by metal coping.

**Building 280. Ordnance Machine Shop (1942).**

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**Use History:** 1942: Ordnance Machine Shop; 1946: Ordnance Machine Shop, Sub-Station; 1952: Ordnance Machine Shop, Substation, Cafeteria, Inside Machine Shop; 1963: Ordnance, Electronics, Machine and Electric Shops, Sub-Station D; 2012: Multiple Tenants.

**Description:** Building 280 is an eight-story and basement rectangular industrial building with concrete foundations on concrete piles, a concrete base and brick exterior walls. The building's base has several large loading entrances with metal frames and transoms. A loading dock with a concrete platform and metal canopy occupies the southwest facade. The fenestration consists of large aluminum multi-light windows that operate in awning fashion. The ground story windows are a combination of sizes, but most are large openings with two wide horizontal muntins. Upper stories on the northeast elevation are organized into twelve bays of grouped windows consisting of five three-light windows (two-light at the fourth and eight stories) flanked at either end by two bays of projecting brick piers and narrow vertical three-light windows that terminate at the seventh story. The building has a large bridge crane on roof.

**Building 292. Production Utility Building (1942).**

**Use History:** 1942: Production Utility Building; 1946: Production Utility Building and Sub-Station K; 1963: Production Services, Substation K, Cafeteria, First Aid Station, Misc.; 2012: Brooklyn Navy Yard Development Corporation Offices and other offices on the upper floors; Various industrial tenants and FDNY at ground floor.

**Description:** Building 292 is a four-story and penthouse, flat-roofed office building located near Piers G, J, and K. The structure has concrete foundations on concrete and steel piles and brick upper walls. Both the Hammerhead and Railroad Street, or southwest and northeast, facades are organized into three sections, each divided by two window-less wall surfaces and bulkheads that mark the location of elevators within. The northeast facade has a windowless penthouse that fills in the area between these two bulkheads. The building's ground story consists of several loading entrances on each long elevation and is fenestrated with large multi-light metal windows which are awning-operable. Both the loading entrances and windows are surmounted by a concrete sillcourse. Several building entrances are located in the windowless bays on both long elevations, situated beneath cantilevered concrete canopies. On the upper stories, the building is fenestrated with a combination of single, paired and grouped windows. Six bays on the second story near the northwest corner are original windows, but the most of the rest of the structure's windows are aluminum one-over-one double-hung sash with fixed transoms. Window openings on the upper stories have projecting concrete sills and lintel courses. The building is capped by a brick parapet, metal coping, and two unused concrete-clad water tower superstructures situated on the penthouse. A brick ground-story irregular-shaped extension at the north west facade contains Sub-Station K, which is original to the building. The structure has a concrete base, red brick walls, projecting piers, and a single-leaf door above the base on the northwest elevation.

**Building 293. Paint Fabrication Facility (1970). (NC)**

**History:** This building was constructed in 1970 for SeaTrain Shipbuilding Corp. According to Frank Trezza, who worked there in the 1970s, the building was intended to be a climate controlled paint facility, and was built over a former sub-assembly yard. Inside, workers were meant to spray paint fabricated sections before they were assembled on the ship, presumably located in nearby Dry Docks No. 5 and 6. However, according to Trezza, the building was never able to be used as a paint facility. The NYC Fire Department refused to give SeaTrain permits

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to use the building based on various fire-safety hazards they found in the building. After this, the building became a supply and distribution center.

**Description:** This 1,000- by 100-foot gable-roofed shed structure is built of steel framing and is faced with corrugated metal. A large metal superstructure with tracks runs along the top of the building.

**Building 314. Canteen (1942).**

**Description:** Building 314 is a simple one-story brick structure with concrete base, sills and coping. The primary facade is seven bays wide with a slightly projecting center bay containing the main entrance. The entry door is covered by a non-historic roll-down gate. The window openings have soldier-course brick lintels and wrought-iron grilles; most of the window sash have been removed. A low one-story unfenestrated wing with a projecting flat concrete roof extends from the east side of the building.

**Building 386. GMD Shipyard - Substation G, Latrine (1942). (NC)**

**Description:** A two-story brick and CMU structure with a pitched roof, with a concrete-block substation attached to the south side of the building. The first story and gable ends of the building are constructed of brick, with cast-stone lintels. The main entries to the building are at the second-story level on the gable ends. The second story, which appears to have been reconstructed at some point, is built of CMU. Due to this alteration, this building does not retain its historic integrity.

**Structure 390. Substation L (1942). (NC)**

**Description:** Building 390 is a one-story brick walled enclosure located on Pier K. One of several substation enclosures erected during World War II, the four walls have a concrete watertable, a brick upper portion and concrete or cast-stone coping. The brick and concrete piers project from the wall surface at the corners and along the side elevation. There are two openings in the wall, one on the northwest wall and one on the southeast wall. A set of metal stairs leads to the northwest entrance; the southeast entrance has no stair and is therefore not accessible. The wall encloses electrical substation equipment.

**Building 500. Duggal Visual Solutions (ca. 2000). (NC)**

**Description:** Building 500 is a tall single-story metal-clad warehouse at the northwest border of the navy yard.

**Structure 510. Pumpwell for Dry Dock No. 4 (ca. 1913).**

**Description:** Building 510 is a small (roughly 10-foot square) one-story reinforced-concrete pumpwell located on the west side of Dry Dock No. 4. This Neo-Classical style structure is set on a raised concrete platform and is surrounded by a series of tar-papered wood pitched-roof structures that contain the pump machinery for the dry dock, which sits within the raised platform that carries the structure. The structure itself is reached via a small concrete stair with four risers. The primary facade of the structure has simple projecting Doric pilasters on either side of a doorway. A stepped concrete cornice caps the structure on all four sides, with a pedimented concrete roof above.

**Building 542. Motor Generator (1918).**

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**Description:** Building 542 is a one-story brick building located on the east side of Dry Dock No. 4, across the street from the Building 128 complex. This pitched-roof building has nine punched masonry openings with cast-stone sills along the east and west elevations, all of which contain louvers to ventilate the equipment within the building. The gable ends of the building have a stepped, corbelled cornice with cast-stone coping and a large blank roundel in the center of the gable. Corbelled modillions form the cornice of the building on the long side elevations. A large garage opening is located on the east elevation, and smaller pedestrian doors are located on the east and south elevation. The building has a new (post-2000) standing-seam green-colored metal roof with three large smoke-purge vents at the north end of each roof. A modern CMU wall runs along the entire west elevation of the building.

**Building 578. Mobile Pump Shelter for Dry Dock No. 4 (1942). (NC)**

**Description:** A brick pump shelter, located directly to the north of the pumpwell platform of Building 510. This building consists of four unrelieved brick walls with a concrete roof. This building does not express its function or convey any significance to the district.

**Structure 585. Motor Generator House (1944). (NC)**

**Description:** A two-story concrete structure with a low pitched roof located at the end of Pier K. The building has replacement windows and doors throughout and has been painted blue. The building retains little historic fabric and does not express its function or convey any significance to the district.

**Structure 589. Motor Generator House (1944). (NC)**

**Description:** A one-story concrete structure with a flat roof located at the end of Pier C. This building consists of four unrelieved CMU walls. This building does not express its function or convey any significance to the district.

**Building 595. GMD Shipyard - Field Cafeteria (1943) and various connected buildings (ca. 2000). (NC)**

**Description:** Bldg 595 is a series of contemporary industrial buildings, which includes the Field Cafeteria, a 1942 structure. The 1942 building has been subsumed by the contemporary buildings, which all together now consists of one large structure located on the bulkhead between Dry Dock No. 5 and No. 6. Through alterations over time, this building has lost its character-defining features so that it no longer conveys its significance to the district.

**Building 614. Motor Generator House (1945).**

**Description:** Building 614 is a one-story structure located between Dry Dock No. 3 and No. 5.

**Building 663. GMD Shipyard - Welding Station, Tool Room (1955). (NC)**

**Description:** A one-story shed structure, located between Dry Dock No. 5 and Dry Dock No. 6.

**Building 665. GMD Shipyard - Latrine (1955). (NC)**



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**Description:** A one-story concrete-block structure with raised windows, located between Dry Dock No. 5 and Dry Dock No. 6.

**Building 686. Navy Boat House (ca. 1979). (NC)**

**Description:** This one-story gable-roofed structure is located on piles in the water between Dry Dock No. 6 and Hammerhead Street. It is clad in corrugated metal.

**Structure 713. Transfer Bridge (1941).**

**History:** This transfer bridge was constructed during World War II as a contained-apron type, pioneered first in 1911 by James B. French at the West 69<sup>th</sup> Street Transfer Bridge (NR-listed, 2003). Transfer bridges were used for the purpose of loading and unloading railroad freight cars from barges (or carfloats) to land. The transfer bridge at the navy yard replaced two pontoon-type transfer bridges nearby, built about 1910. This bridge was constructed to carry out freight transfer activities that were eliminated with the demolition of Wallabout Market and its associated transfer installations. The bridge was not associated with the operation of the navy yard itself. It was operated by a navy yard employee, but actual carfloat service was contracted to the Brooklyn Eastern District Terminal (BEDT) on a renewable yearly basis. It was converted to a pontoon bridge in 1977, and in the 1980s was used for the delivery of new subway cars built in Japan. It has been out of use since 1992.

**Description:** This abandoned, half-sunk transfer bridge was originally constructed with an overhead suspension, contained apron design. The structure originally consisted of a machinery house (sometimes called a tower gantry) supported by two steel truss towers and two bridge spans suspended from a cross beam, both raised and lowered by mechanisms in the machinery house above them. Each bridge span had railroad tracks and a flexible platform called an "apron," contained at the outer end of each span floor. The machinery house, a gable-roofed structure faced with corrugated metal and fenestrated with multi-light horizontal-pivot windows, contained a system of motors, lifting jacks, cables and counterweights. The two cylindrical shapes at the roof ridge, which resemble chimneys, are protective caps for the threaded rods when they rise to their maximum height. A sloped-roof cabin supported about halfway up one of the towers, also faced with corrugated metal, contained the controls for the motors and gave the operator a good view of the outer ends of the two bridges. In 1977, the transfer bridge was converted to a "pontoon" type, the simplest type of transfer bridge, where one end is attached to the shore by a hinge and the other is supported by a floating pontoon that automatically rises and falls with the tide. The machinery house (or tower gantry) and the steel crossbeam from which the spans had been suspended remained, despite having been converted to a pontoon bridge. The 1977 alterations, which changed the operation of the transfer bridge, do not impact the character-defining features. The transfer bridge continues to convey its significance to the district.

**Object 717. Flagpole, inside Cumberland Street Gate (1937).**

**Description:** This flagpole consists of a hexagonal concrete and metal base and a tall metal pole. It was installed in 1937, when the Cumberland Street Gate was moved west, creating a small triangular park next to Building 27.

**Structure 761. Pier C (1916).**

**Description:** Pier C is located at the far western end of the present navy yard waterfront. This open-type berthing pier measures 700-feet long and 80-feet wide and is nine inches above mean low water. It is composed of concrete

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columns on timber piles supporting a reinforced concrete deck. It is paved in Belgian block and concrete. Tall wood piles now surround the pier.

**Structure 762. Pier D (1912; extended 1915, shortened ca. 2010).**

**Description:** Pier D is located at the western end of the present navy yard waterfront. This 75-foot wide open-type berthing pier has wood foundations on wood piles and a wood and concrete superstructure. It rises nine inches above mean low water. The pier has earth fill and metal stanchions surround the structure. Despite the recent shortening, the pier clearly expresses its function and therefore conveys its significance to the district.

**Site 763. Pier G (1941).**

**Description:** The remains of Pier G are located at the eastern end of the present navy yard waterfront. Originally, 630-foot long and 115-foot wide, this structure has lost its historic configuration through deterioration and can be considered a ruin. Pier C was built with concrete foundations on wood piles, and a concrete superstructure, but all that remains is loose concrete blocks, paving and earth fill. Almost all of the original structure has sunk or has been removed.

**Structure 801. Pier J (1942).**

**Description:** Pier J is located at the eastern end of the present navy yard waterfront. This 150- by 800-foot open-type berthing pier today provides storage for the New York Sand Company. It is composed of a concrete foundation on steel piles and a bituminous concrete and concrete superstructure. It rises nine inches above mean low water.

**Structure 802. Pier K (1942).**

**Description:** Pier K is located at the far eastern end of the present navy yard waterfront. The angled open-type berthing pier measures approximately 815-foot long and 150-foot wide and is nine inches above mean low water. The pier is presently occupied by Norval, Inc. a cement company. They use Berth No. 19 (the southwest side of Pier K) for receipt of cement by the bulk-cement storage vessel, *Matilde*, which is permanently moored there and has a storage capacity of 40,000 tons. Pier K is built of concrete foundations on steel piles and has a bituminous concrete and concrete superstructure.

**Structure 809. Dry Dock No. 1 (1841-51).**

**History:** Dry Dock No. 1 was constructed over a ten year period between 1841-1851 and is the third oldest naval dry dock in the country, after Boston and Norfolk, which were both completed in 1833. The project cost over \$2 million and faced several technical and financial setbacks, but it ended up being one of most reliable, physically sound dry docks at the navy yard and is still in use today. It was the first permanent dry dock, or graving dock, in New York. Excavation of the site began in 1841 under Edward H. Courtney, a professor of civil engineering at West Point. The project was run by a number of civil engineers, including General William Gibbs McNeill and W.P.S. Sanger, until it came under control of William Jarvis McAlpine (1792-1879). In 1849 McAlpine was dismissed for unknown reasons. The next year Dry Dock No. 1 received its first ship for repairs, the *Dale*. Work on the dry dock was finally completed in the spring of 1851 and turned over to the commandant of the yard. The dry dock can receive ships up to 320 feet in length. Notable ships that have undergone work in Dry Dock No. 1

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include the *Monitor*, of Civil War fame, and the *USS Niagara*, which launched in 1857 and is famous for laying the Trans-Atlantic Cable. Today, it is the smallest dry dock in the navy yard.

**Description:** Built on piles and concrete, Dry Dock No. 1 contains nearly 80,000 tons of stone that was used in forming the foundation, superstructure and appurtenances of the dock. It has crushed rock foundations and is of granite and concrete construction. Dry Dock No. 1 was built as an inverted arch with stepped sides (or altars), each step of which alternates between header- and stretcher-laid granite blocks. The landward side ends with a flat head, while the seaward side accommodates a large metal floating gate. The metal floating gate (also known as a steel dry-dock caisson) was erected in 1896 (also known as Structure 803) and has a length of 69 feet, a width of 18 feet and height of 31 feet. Dry Dock No. 1's overall dimensions are 349-feet long (from head to caisson), 98-feet wide, and 32-feet deep. It is the oldest and westernmost dry dock at the navy yard.

**Structure 810. Dry Dock No. 2 (1887-90; rebuilt 1901 and 1932).**

**History:** Dry Dock No. 2 was originally built as an entirely wood dock resting on piles. When this proved a failure, it was rebuilt in 1901 with concrete instead of wood. Over time, the concrete began to fail and had to be renewed in 1910 and completely replaced in 1932. In 1932 additional work was done including lining the entrance with granite and extending the dock 27 feet.

**Description:** Dry Dock No. 2 is a concrete dry dock, mostly dating from 1932. It is 465-feet long, 75-feet wide and 25-feet deep. This structure is oriented northwest to southeast. It is trapezoidal-headed on its landward side, while the seaward side accommodates a large metal floating gate. The metal floating gate (also known as a steel dry-dock caisson) was modernized in 1955 (also known as Structure 804) and has a length of 92 feet, a width of 20 feet and height of 32 feet.

**Structure 811. Dry Dock No. 3 (1893-97; rebuilt 1959).**

**History:** This dry dock was constructed as a patented "Simpson" wooden dry dock similar to Dry Dock No. 2. In 1928 top wooden altars were replaced with concrete and a considerable portion of the timber work renewed. In 1959 the dock was completely rebuilt.

**Description:** Dry Dock No. 3 was built in 1893-97, but was completely rebuilt in 1959. At that time the dry dock was built with concrete foundations and concrete construction. It is 765-feet long, 104-feet wide, and 36-feet deep. It is trapezoidal-headed on its landward side, while the seaward side accommodates a large metal floating gate. The steel dry-dock caisson (or gate) was erected in 1955 (also known as Structure 805) and has a length of 113 feet, a width of 16 feet and height of 43 feet.

**Structure 812. Dry Dock No. 4 (1913).**

Contractors include George Spearin, Williams Engineering Co., and Cabot, Holbrook & Rollins.

**History:** Known as the "Hoodoo Dock," this basin was notorious for the difficult problems, delays and deaths that occurred during construction. Quicksand beds plagued construction firms that took the job, killing twenty men and injuring around 400 others. It was only after five private builders abandoned the project that the government took over and completed it in 1913. It holds a ship of 717 feet, which is remarkable compared to Dry Dock No. 1 (1841-51). The latter, sixty years old at that time, could hold at most a ship 320-feet long.

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**Description:** Dry Dock No. 4, located next to Dry Dock No. 1, has concrete foundations and is of concrete and brick construction. It also has granite sills and coping. Overall, the dry dock measures 727-feet long, 11-feet wide, and 35-feet tall. It is curved on its landward side, while the seaward side accommodates a large metal floating gate. The steel dry-dock caisson (or gate) was erected in 1914 (also known as Structure 806) and has a length of 124 feet, a width of 20 feet and height of 42 feet.

**Structure 813. Dry Dock No. 5 (1942).**

Contractors include Walsh Construction Co., Caldwell-Wengate Co., Raisler Corp., and J. Rich Steers, Inc.

**History:** Built during World War II on land that formerly contained the Wallabout Market, Dry Docks No. 5 and No. 6, both built in 1942, are still the largest dry docks at the navy yard. Contracts for both were awarded in the spring of 1941 and soon after work began on dredging some 2.3 million cubic yards of sandy silt from the bay. Next 13,000 steel piles were driven into the underwater excavation to support the bases of the dry docks and the 200 steel concrete forms that would support the poured concrete of the dry dock's outer layer. At a concrete pouring rate of 350 yards per hour, Dry Dock No. 5 was completed in just under a year.

**Description:** Dry Dock No. 5 has concrete foundations and concrete construction. Overall, it measures 1,092-feet long, 143-feet wide and 41-feet deep. It is flat-headed on its landward side, while the seaward side accommodates a large metal floating gate. The steel dry-dock caisson (or gate) was erected in 1943 (also known as Structure 807) and has a length of 156 feet, a width of 20 feet and height of 48 feet.

**Structure 814. Dry Dock No. 6 (1942).**

Contractors include Walsh Construction Co., Caldwell-Wengate Co., Raisler Corp., and J. Rich Steers, Inc.

**History:** Built during World War II on land that formerly contained the Wallabout Market, Dry Dry Docks No. 5 and No. 6, both built in 1942, are still the largest dry docks at the navy yard site. Contracts for both were awarded in the spring of 1941 and soon after work began on dredging some 2.3 million cubic yards of sandy silt from the bay. Next 13,000 steel piles were driven into the underwater excavation to support the bases of the dry docks and the 200 steel concrete forms that would support the poured concrete of the dry dock's outer layer.

**Description:** Dry Dock No. 6 has concrete foundations and concrete construction. Overall, it measures 1,092-feet long, 143-feet wide and 41-feet deep. It is flat-headed on its landward side, while the seaward side accommodates a large metal floating gate. The steel dry-dock caisson (or gate) was erected in 1942 (also known as Structure 808) and has a length of 156 feet, a width of 20 feet and height of 48 feet.

**Building 991. Pump House (1961). (NC)**

**Description:** This irregularly shaped, one-story, flat-roofed building has concrete foundations on concrete piles, a concrete watertable and concrete walls. Two single-leaf doors on the south elevations and a loading dock entrance on the north elevation provide access to the building. Fenestration consists of punched openings, some filled with multi-light sash and metal grates, others with vents. The concrete is in very poor condition and exposed areas of the concrete indicate that a portion of the building has been removed. The building does not express its function or convey any significance to the district.

**Structure. Brick and Concrete-Block Wall and Gate, Navy Street from just north of York Street to the Sands Street Gate. (NC)**

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**Description:** This non-historic wall now encloses the N.Y.P.D. Tow Pound Lot. its southern end, it is composed of a low brick wall with concrete coping, most of it topped by a metal fence with narrow posts and rails. There is a large non-historic metal gate; the rest of the wall is concrete block with a painted mural concrete coping.

**Building X1. New York Police Department Tow Pound Operations (2009). (NC)**

Spacesmith, LLP, architect.

**Description:** This two-story LEED-Gold certified building has a steel frame and is clad with corrugated metal siding plus concrete panels on two of the building sides for rainscreen walls. Large perforated steel signage on the latticework on the front of the building reads "NYPD." This building is unrelated to the historic function of the district.

**Building X2. New York Police Department Tow Pound (unknown). (NC)**

**Description:** This one-story structure has a hip roof with a hip-roofed clerestory level.

**Building X3. Miscellaneous Mechanical Building (post-1966). (NC)**

**Building X4. Miscellaneous Mechanical Building (post-1966). (NC)**

**Building X5. Miscellaneous Mechanical Building (post-1966). (NC)**

**Building X6. Miscellaneous Mechanical Building (post-1966). (NC)**

**Building X7. Power Plant-related Building, north corner of Fourth Street and Perry Avenue (unknown). (NC)**

**Description:** This rectangular one-story, flat-roofed structure is associated with Building 41, the power plant. It has several loading dock entrances and is faced with corrugated metal. Most of the facades are blank.

**Building X8. Power Plant-related Building, west corner of Fourth Street and Warrington Avenue (unknown). (NC)**

**Description:** This square one-story, flat-roofed structure is associated with Building 41, the power plant. It has several loading dock entrances and is faced with corrugated metal.

**Structure X9. Mechanical enclosure, next to Building 50/50A (unknown). (NC)**

**Description:** This mechanical enclosure is constructed of concrete block. It is topped with a metal and chain-link fence and roof.

**Structure X10. Mechanical enclosure, near Building 50/50A (unknown). (NC)**

**Description:** This mechanical enclosure is composed of a chain-link fence interwoven with green material that blocks the view within.

**Structure. Metal Fence, Flushing Avenue from east side of Building 275 to the Cumberland Street Gate (1919).**

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**Description:** The metal fence, composed simple vertical posts and rails, sits on a base of concrete or cast stone. It is slightly taller than the fence to the west. It is evenly dispersed with more substantial posts with simple decorative finials.

**Building. Cumberland Street Guard Booth (unknown). (NC)**

**Description:** Small metal booth.

**Structure. Cumberland Street Gate (ca. 1990). (NC)**

**Description:** The Cumberland Street Gate is composed of two square brick gateposts with concrete bases and metal coping, flanked on either side by slightly lower brick walls. The two gateposts are connected by a large metal sign that reads "Brooklyn Navy Yard Industrial Park." Pedestrian access to a gate house inside the yard is given though an opening in the east wall, which is topped by a long cantilevered canopy that acts as a bus shelter.

**Building X11. Cumberland Street Gate House (unknown). (NC)**

**Description:** This gate house, attached to the inside of the Cumberland Street Gate wall, is a single-story stuccoed structure with a cantilevered flat roof.

**Structure. Metal Fence and Gates, Flushing Avenue from Cumberland Street Gate to Vanderbilt Avenue (1919).**

**Description:** This metal fence, which dates to World War I and the construction of Building 3, consists of simple thin vertical posts and rails, evenly interspersed with more substantial posts, each of which has a decorative finial. The fence sits on a base of concrete or cast stone. This section of the fence is interspersed with substantial iron gate posts and double-leaf gates of various sizes. The gateposts consist of a plinth, a paneled square column, and a simple cornice. Some gateposts are capped with a decorative finial. Their design matches similar posts located at Building 3. All but one of the iron gates are double-leaf with curved profiles, two cross beams on each leaf, and arrow finials.

**Structure. Vanderbilt Street Gate (unknown). (NC)**

**Description:** This metal gate consists of several turnstile entrances, and blue-painted metal structure. It has a flat wood roof and a large parapet sign that reads "Brooklyn Navy Yard Industrial Park."

**Structure X12. North of Building 131 (unknown). (NC)**

**Description:** This small structure is located north of Building 131 and east of Dry Dock No. 1. It is a flat-roofed structure clad with metal siding. It has a loading dock entrance and a single-leaf metal door.

**Building X13. Fire Pump Building, southwest side of Dry Dock No. 2 (unknown). (NC)**

**Building X14. Southeast side of Dry Dock No. 2 (unknown). (NC)**

**Structure X15. Circular white tank, southeast side of Dry Dock No. 2 (unknown). (NC)**

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**Building X16. GMD Shipyard - Gatehouse (post-1966). (NC)**

**Description:** One-story structure clad in varied-colored brick or brickface; may be a pair of mobile trailers.

**Structure. GMD Shipyard - Gate and Fence (post-1966). (NC)**

**Description:** The GMD Shipyard, which occupies the north-central portion of the navy yard, centered around Dry Docks No. 2, No. 3, No. 5 and No. 6, is surrounded by a non-historic corrugated-metal fence, painted gray. The main gate into the GMD Shipyard area is located directly north of the Clinton Avenue gate to the navy yard. The gate is a sliding corrugated metal gate, with a sign above (high enough for large trucks to clear) reading "G. M. D. SHIPYARD."

**Building X17. GMD Shipyard - Shed (post-1966). (NC)**

**Description:** single-story corrugated metal shed located between Dry Dock No. 3 and Dry Dock No. 5.

**Building X18. GMD Shipyard - Barrel Vault Plate-Bending Shed (post-1966). (NC)**

**Description:** A one-story barrel-vault shed sheathed in corrugated metal, located between Dry Dock No. 3 and Dry Dock No. 5. The shed is raised on a steel platform, with the lower portion unenclosed.

**Building X19. GMD Shipyard - Blasting Shed (post-1966). (NC)**

**Description:** A one-story barrel-vaulted shed sheathed in corrugated metal, located at the end of the pier between Dry Dock No. 3 and Dry Dock No. 5. The shed is raised on a steel platform, with the lower portion sheathed in a corrugated-steel apron. An open shed-roof addition is attached to the south side of the building.

**Building X20. GMD Shipyard - Warehouse, east of GMD entry (unknown). (NC)**

**Description:** A one-story corrugated-metal-clad warehouse structure, constructed ca. 1990.

**Building X21. GMD Shipyard - Miscellaneous Building (post-1966). (NC)**

**Building X22. GMD Shipyard - Miscellaneous Building (post-1966). (NC)**

**Building X23. GMD Shipyard - Miscellaneous Building (post-1966). (NC)**

**Structure X24. GMD Shipyard - Miscellaneous Structure (post-1966). (NC)**

**Building X25. GMD Shipyard - Miscellaneous Building (post-1966). (NC)**

**Building X26. GMD Shipyard - Miscellaneous Building (post-1966). (NC)**

**Building X27. F.D.N.Y. Marine Co. 6 Station House and Maintenance Shop (ca. 2000). (NC)**

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**Description:** Building 292 at the navy yard is the home of the Marine Division Headquarters of the FDNY and of Marine Co. No. 6. This one-story gray-metal-clad, slope-roofed, one-story building is located immediately southwest of Building 292, close to the water. The building is unrelated to the significance of the navy yard.

**Structure X28. F.D.N.Y. Mechanical Enclosure (ca. 2000). (NC)**

**Description:** This gable-roofed metal structure shelters mechanical equipment. It has a corrugated metal roof and is surrounded by a chain-link fence.

**Structure X29. Sand Shed (post-1966). (NC)**

**Building X30. Norval, Inc. Building (post-1966). (NC)**

**Structures. Portal Cranes (unknown). (NC)**

**Portal Crane, next to Dry Dock No. 1. (NC)**

**Portal Crane, at end of Dry Dock No. 1. (NC)**

**Portal Crane, northwest side of Dry Dock No. 4. (NC)**

**Portal Crane, southeast side of Dry Dock No. 4. (NC)**

**Portal Crane, southwest side of Dry Dock No. 5, closest to water. (NC)**

**Portal Crane, between Dry Docks No. 4 and No. 5, closest to water. (NC)**

**Portal Crane, between Dry Docks No. 4 and No. 5, closest to yard. (NC)**

**Portal Crane, northeast side of Dry Dock No. 5. (NC)**

**Portal Crane, southwest side of Dry Dock No. 6. (NC)**

**Portal Crane, northeast side of Dry Dock No. 6. (NC)**

**Description:** Ten portal cranes are located alongside Dry Docks No. 1, No. 4, No. 5 and No. 6. Based on the small amount of documentation available, these cranes may date to after 1966 and are likely associated with the operations of SeaTrain, GMD and other shipyard operators at the site.

**Structure. Brick Wall, Flushing Avenue in front of Building 77 (ca. 1860).**

**History:** This tall brick wall, which has deteriorated over time, is the only remaining section of a brick wall that enclosed this section of the navy yard in the nineteenth and twentieth centuries. The wall originally ran from the U.S. Marine Barracks Grounds on Flushing Avenue, turned the corner at Clinton Avenue, and extended all the



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way to the water. For most of the late nineteenth and early twentieth centuries, the wall provided a barrier between the yard and the Marine Channel and the Wallabout Market.

**Description:** This tall red-brick wall is laid in common bond and has terra-cotta coping. It is bordered on the west by a tall metal gatepost that likely dates to 1919.

**Structure. Chain-Link Fence, Flushing Avenue from Bldg 77 to Ryerson Street (unknown). (NC)**

**Description:** This approximately 10-foot-high chain link fence has a concrete or cast-stone base.

**Structure. Clinton Avenue Gate, including flanking walls and fence (ca. 1942).**

**Description:** The Clinton Avenue Gate was constructed during World War II as an entrance to the newly reclaimed portion of land where the Wallabout Market had formerly been located. The double-leaf metal gate has two square brick gateposts flanked by low brick walls, short metal fences, and additional brick posts. Each gate post has corbeled brick detail, concrete or cast-stone coping, and a small eagle sculpture. The brick walls are laid in running bond and are capped by a row of soldier-laid bricks and angled-brick coping. Two additional posts on either side contain metal fences. The metal gate itself is modern.

**Building. Clinton Avenue Guard Booth (unknown). (NC)**

**Description:** Small metal booth.

**3. U.S. Naval Hospital**

**Building R1. Surgeon's House (1863).**

True W. Rollins, builder. Charles Hastings, engineer.

**History:** The surgeon's house, a New York City designated landmark (1976), was built as the residence for the head surgeon of the U.S. Marine Hospital in 1863. The French Second Empire style building was constructed on land sold to navy in 1824 by the heirs of Martin Schenck. During the Civil War, the hospital greatly expanded and built this house for Dr. Thomas L. Smith, the head surgeon from 1862 to 1866.

**Use History:** 1863: Surgeon's House; ca. 1864: Director's House; 1890: Director's House; 1903: Residence of the Medical Director; 1947: Quarters, Commanding Officer; 1976: Commandant's Residence; 2012: Vacant.

**Description:** This two-story and attic French Second Empire style house has stone foundations, brick upper walls and a low mansard roof with a concave profile. The building is approached by a curved landscaped driveway. The facade at the south elevation is symmetrically designed with a central double-leaf paneled doorway approached by granite stairs flanked by low cast-iron balustrades. Two tall segmental-arched two-over-two double-hung wood windows with two-light transoms, bracketed crowns, and small cast-iron balconies, flank the entrance. The second story is fenestrated with a centered segmental-arched window with a bracketed crown flanked by two segmental-arched two-over-two windows with segmental-arched hood molds and projecting brownstone sills. The building is capped by a bracketed cornice and three dormer windows. Segmental-arched and rectangular-headed windows and dormers appear on the side elevations. On the east elevation there is a small three-sided bay at the ground story with shallow corbeled arches over segmental-arched windows, paneled spandrels and a metal cornice. At the north elevation there is a projecting three-sided bay with mansard roof that acted as the servant's wing.

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**Buildings R2 and R3. Quarters No. 2 and No. 3 (1905).**

**Description:** These two-story, plus basement and attic, hip-roofed brick Colonial Revival style houses were constructed in 1905 for medical staff at the naval hospital. Each house has a brick base and upper walls that are covered in vinyl siding. The main entrance to the buildings are located off of North Road and consist of a double-leaf wood door surmounted by a triangular-braced hipped canopy. Fenestration on all the elevations consists of windows with one-over-one sash. The building is capped by a bracketed cornice and two dormer windows at the north and south elevations. At the west facade of the building is a one-story raised and enclosed porch with decorative wood Doric columns and double-leaf wood doors, all capped by a metal cornice. On the east facade there is a small three-sided projecting bay with a sloped roof.

**Building R4. Quarters No. 4 (ca. 1864; northern addition ca. 1900, third story 1917, northwest porch ca. 1947).**

**Use History:** Ca. 1864: Surgeon's House; 1890: Surgeon's House; 1903: Residence of Director of Laboratory; 1911: Residence of Director and Medical Supply Depot; 1919: Nurses' Quarters; 1920: Sick Officers' Quarters.

**Description:** Quarters No. 4 is a one- and three-story Italianate style brick house constructed as a surgeon's house in the 1860s. The structure consists of two blocks: a three-story asymmetrical house (third story was added in 1917) with interlocking gable roofs, and a two-story gable-roofed block projecting off of the north elevation. The primary facade of the three-story house faces a circular driveway. The asymmetrical facade consists of a projecting front-gabled section with a single-leaf wood door entrance surmounted by a non-historic triangular-braced gabled canopy. Fenestration at this consists of round-arched windows, some of which contain two-over-four wood sash, and rectangular six-over-six wood sash windows, all with brownstone sills. Two windows at the ground story still possess their original bracketed metal crowns. The side and rear elevations contain similar details. The two-story block projecting off the north facade has a segmental-arched entrance with a hood mold on the west elevation as well as rectangular windows with projecting brownstone sills. Adjoining the west facade is a three-story porch that was built ca. 1947, made of wood with one-over-one metal windows in groups of three.

**Buildings R5, R6, R7. Infectious Diseases Quarters (1915). (3 Buildings)**

**Description:** Buildings R7, R8, and R9 are three identical small Craftsman style residential buildings constructed to house infectious disease patients. Each one is a one-story hipped- and gabled-roof T-shaped brick structure. Approached by a long, dead-end driveway at the northwest corner of the naval hospital grounds, the facade of each is asymmetrical, with a low brick stoop with squared newel posts and single-leaf wood door entrance, covered by a triangular-braced continuous sloped canopy. Fenestration consists of rectangular window openings with projecting header-brick sills. Two additional entrances on the south elevation and one on the west elevation are slightly raised, with stone sills and soldier-brick lintels. The low-pitch roof has unenclosed eave overhang with exposed roof rafters.

**Buildings R8 and R9. Bachelor Officers' Quarters (1926). (2 Buildings)**

**Description:** Buildings R8 and R9 are two-story plus basement and attic, side-gabled-roofed, brick, semi-detached houses constructed in the 1920s. The Colonial Revival style structures have a concrete base and brick upper walls. On the symmetrical east facade, the two entrances, approached by a set of five stairs with metal railings, have single-leaf metal doors and Georgian style door surrounds with a denticulated entablature supported

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by pilasters. Fenestration consists of rectangular six-over-six windows with projecting stone sills and soldier-brick lintels. Gabled dormers adorn the roof. A long gabled porch projects off the rear at the first story. The porch is accessible from both R8 and R9 and is raised above the ground due to the grade change from the front to the back.

**Building R95. United States Naval Hospital (1830-38).**

Martine E. Thompson, architect.

**History:** The U.S. Naval Hospital was designed by Martin E. Thompson, a New York architect who was one of the founders of the National Academy of Design. The Greek Revival style building is faced in Tuckahoe marble (likely quarried by prisoners at Sing Sing prison) and features a recessed portico. It was begun in 1830 and completed in 1838, at which time the hospital was formally commissioned. Two wings were added to the building in 1840, making the plan a "C" shape. The hospital treated infirm sailors and workers from the shipyard. Although built to hold 150 patients, this number soared to as much as 450 during the Civil War, prompting the construction of a wooden annex to the main hospital building, which was torn down when the war ended. The building was expanded further in the first half of the twentieth century, first around 1900 and again around 1920, but today all that remains is the original hospital building and its two 1840 wings. Recognized for its special importance to architecture and naval medical history, the building was designated as a New York City landmark in 1965 (one of the first to be designated under the city's landmarks law).

**Description:** Building R95 is a two-story and basement Greek Revival style hospital building that is C-shaped in plan and faced in Tuckahoe marble. The long west facade, which faces onto Hospital Road, is symmetrically composed, with a recessed two-story portico with eight square Doric columns and a cast-iron balustrade, accessible by a set of stairs with low cheek walls, each side topped by a metal lantern. Within the nine-bay portico is a centered entrance with double-leaf wood doors and door surround with a broken transom, sidelights and classical details such as Ionic engaged columns. The entrance is flanked on either side by two cast-iron light fixtures. Four additional window bays flank the recessed portico. The building is fenestrated with twelve-over-twelve double-hung wood windows. Each ten-bay side elevation contains two secondary entrances: a basement level entrance located underneath dog-leg stairs with metal railings leading to a first story entrance. The first story entrances retain its original wood door surround with full transom, sidelights, and fluted Doric columns. The rear elevations contain openings of a variety of sizes, including larger ones that likely reflect the building's history of having been connected to other structures at different points in time. The interior east elevation contains a second portico that is three stories tall, including the basement level, and contains eight square Doric columns and metal balustrades. One full bay and a portion of the basement level and second story have been infilled with brick. The building is capped by a marble cornice, a hipped roof setback from the facade, and a centered short square tower that probably was intended to allow air and light to enter the building. At the roof there is also a non-historic mechanical bulkhead, two pyramidal skylights and numerous chimneys.

**Building R103/R109. Carriage House (ca. 1900) and Stable (ca. 1872).**

**Description:**

*Building R103:* This two-story flat-roofed brick building was constructed ca. 1900 as a hospital carriage house. Oriented north-south, the building's main south facade consists of two large garage entries at the ground floor, each with multi-light metal doors with a centered metal post and lintel. The second story contains a large central opening with a wood hoist flanked by two smaller windows, all with projecting stone sills and flush stone lintels. This facade is capped by a metal cornice with modillions at the corners. Additional rectangular windows and a

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single-leaf wood door with stone lintels appear on the side and rear elevations. The east elevation also has an entrance on the second story, which was once accessible by a stair that has been removed.

*Building R109:* Building R109 (formerly known as Building 103) is a one- and two-story, gable-roofed, brick garage, connected to Building R103. The building is located on a site with a grade change and is oriented from west (one story) to east (two stories). The gable end of the building, or east elevation, consists of a large garage entrance with wood doors and a metal lintel. There is an exposed metal beam in the pediment area. The long elevations have segmental-arched window openings with projecting stone sills and segmental-arched entrances with single-leaf wood doors. The south facade also has a square-headed garage entrance with sliding wood doors. The building terminates with a metal cornice.

**Building R103A. Garage (ca. 1947).**

**Description:** Building R103A was constructed ca. 1947 as a one- and two-story flat-roofed concrete-block hospital garage. Composed of a concrete base and concrete-block upper walls, the east elevation contains five large garage door entrances, each separated by a heavy concrete bollard. The north end of this elevation, which partially rises to two stories, also contains a single-leaf wood door with multi-light transom and stone lintel flanked by two six-over-six double-hung wood windows with stone lintels. Additional rectangular windows, some smaller on the second story, and door openings with stone lintels appear on the side and rear elevations. The building is capped by a metal cornice.

**Building R104. Guard House and Gate Keeper Lodge (1850).**

**Description:** This one- and two-story, flat-roofed, brick Italianate style structure is L-shaped in plan. It was constructed in 1850 as a gate house and served as the main entrance to the naval hospital grounds. The five-bay north facade, facing South Road, is composed of a brick base, stone watertable, and a blind arcade with keystones. Fenestration consists of rectangular windows with projecting stone sills and lintels. Located in the return of the building is a rectangular entrance with single-leaf wood door and stone lintel, approached by a granite step and metal railings. Along the west elevation there is a one-story arcaded porch, which was likely historically open, acting as a checkpoint for people, horses, carriages and cars coming through main hospital gate. The porch is set on a granite base and contains a segmental-arched door surround with paneled sidelights, as well as transom and fanlight openings (no glazing). The porch is accessible by an additional entrance from Flushing Avenue, which consists of a set of stairs that lead to a round-arched entrance, connected to one of the main gate posts. The Flushing Avenue facade is blank. Some of the porches' arches have non-historic concrete bulkheads and are filled with plywood. A narrow cornice separates first and second story and the building is capped by metal cornice.

**Building 311. Motion Picture Exchange (1942).**

**History:** Building 311, located east of the U.S. Naval Hospital site, was constructed in 1942 on land that prior to World War II was considered outside of the navy yard. The land was absorbed by the navy after the Brooklyn-Queens Expressway and Williamsburg Street was planned to transverse the block between Navy Lane (now Exchange Street) and Classon Avenue. After the navy yard was sold to City of New York in 1969, this section, along with the hospital property, remained under federal jurisdiction. New York City acquired the site in 2001.

**Description:** This irregularly shaped flat-roofed building consists of two one-story blocks: a taller square block at the south end and a lower L-shaped block at the north end. The building consists of a concrete watertable, brick

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upper walls, and window openings of various sizes, related to the spaces within (film library, offices, etc.). The window openings have projecting concrete sills and flush lintels with incised details at the edges. The building terminates with a concrete band and coping. The main entrance is located on the west end of the south elevation and consists of a single-leaf metal door approached by three concrete stairs with metal pipe railings. There is a painted sign on the door with images of film reels and a submarine, and words that read "U.S. Navy Motion Picture Service - Serving the Fleet." Two additional entrances on this elevation contain a single-leaf metal door with flush lintels. The L-shaped lower block at the north end of the building acted as a shipping and receiving area. It has two loading areas: one is recessed and raised with metal posts and the other is a projecting loading dock with concrete platform and a sloping metal porch. There is an additional entrance at this elevation with metal stairs.

**Building R426. Lumber Shed (1909).**

Ernest Flagg, architect.

**Use History:** 1911: Lumber Shed; 1920: Temporary Morgue; 1921: Morgue and Chapel; 1928: Mortuary; 1953: Public Works Office.

**Description:** This one-story hipped-roof rectangular brick structure was built ca. 1910 as a lumber shed. Located near the eastern boundary of the original hospital wall, the building has a granite watertable and white-glazed brick upper walls. The two long, east and west, elevations contain three bays, consisting of a central segmental-arched entrance with keystone flanked by two large segmental-arched multi-light windows with keystones and a projecting granite sillcourse. Each entrance has been filled with a non-historic metal roll-down gate. The short elevations each contain one window bay. The facade terminates with a granite beltcourse, a metal cornice, and a small peaked tower at the ridge.

**Site R448. Greenhouse (ca. 1928).**

**Description:** This concrete base, bulkhead and stair is all that remains of the greenhouse that was constructed just north of Building R1 (the surgeon's house) circa 1928. The greenhouse was formerly approached by sidewalks at its north and south ends. A garden was located to the west of the greenhouse.

**Object R463. Flagstaff (ca. 1921).**

**Description:** This flagstaff, approached by a sidewalk leading from Hospital Road, consists of a granite and bronze base and a tall metal flag pole. On the granite base is a plaque that reads: "Presented to the United States Naval Hospital by the Burke Foundation as an enduring memorial of their mutual service to the sick and wounded of the Navy of the United States in the World War 1917-19." The copper section features naval iconography such as scallop shells, sea dragons, tridents and rope, as well as classical motifs such as fluting and acanthus leaves.

**Structures R464 and R474. Tennis Courts (ca. 1920). (NC)**

**Description:** These tennis courts are located at the northern boundary of the hospital grounds, in between Buildings R5, R6, R7 and Building RG. The tennis courts have deteriorated over time and are now comprised of a non-historic paving surface and chain-link fence. Without historic fabric, they no longer retain their integrity.

**Structure 671. Pool (1978). (NC)**

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**Description:** This plaster, cement and tile pool was constructed in 1978 and is located to the south of Building R95. It is situated within a chain-link fenced enclosure with two small buildings. At its deepest, it reaches 6.5 feet.

**Building 672. Bathhouse (1978). (NC)**

**Description:** This vinyl-clad hexagonal concrete-block building is located within a chain-link fence enclosure that contains a pool.

**Object 999. Barrier Forts Monument (1858, relocated to hospital in 1979).**

**History:** The Barrier Forts monument was constructed 1858 to commemorate soldiers who died in the Canton River (now Guangzhou and Pearl River) in 1856 during the Battle of the Barrier Forts at the beginning of the Second Opium War. It was erected by their shipmates on the USS *San Jacinto*, *Portsmouth* and *Levant*. It was originally installed near the Sand Street Gate, in "Trophy Park," a triangular green adjoining the naval lyceum (demolished), and can be seen in that location in a stereoscopic view from 1865 available from the Library of Congress. The names of the dead were inscribed on the monument.

**Description:** This marble monument, recently restored by Cultural Heritage Research Services, Inc., consists of a non-historic granite base, a marble plinth and column, topped by a sculpture of an eagle sitting on an orb. The lowest granite section contains an inscription from November 13, 1979, marking the relocation and rededication of the monument inside hospital grounds. Above this are two original inspirations that list the names of those who died in the battle; on the side are the names of the ships they sailed on. Above this are representations of crossed swords, crossed flags and stars.

**Building RD. Medical Supply Depot (1910).**

Ernest Flagg, architect.

**Use History:** 1911: Medical Supply Depot; 1936: Hospital Corps Quarters, Bag Room & Paint Shop.

**Description:** This two-story and basement gable-on-hip-roofed rectangular brick structure was built in 1910 as a medical supply depot. Located near the eastern boundary of the original hospital wall, the building has a granite watertable and white-glazed brick upper walls. The two long, east and west, elevations contain nine bays, consisting of a central segmental-arched entrance with keystone flanked by four large segmental-arched windows with keystones and a projecting granite sillcourse. The second-story rectangular-headed windows have projecting granite sills, keystones and a projecting lintel course. The short elevations each contain three window bays. The facade terminates with a metal cornice and a gabled clerestory that straddles the roof ridge. A two-story brick addition that was built ca. 1919 projects off the east elevation. It has rectangular-headed windows with projecting sills and lintels, projecting brick beltcourse and metal cornice.

**Building RG. Nurses' Quarters (1919; addition ca. 1980).**

**Description:** Building RG is an E-shaped stuccoed-brick building composed of two long hip-roofed three-story and basement wings and a one-story and basement section that connects them. The Classical Revival style structure is located at the north end of the hospital grounds and experiences a significant grade change from front to rear. Approached from the south through a low wall with gate posts (part of a now-lost pedimented entryway),

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the primary facades of the building are the south elevations of the wings, which can be seen from this entrance. Each of these facades is three bays wide, flanked by square piers with capitals. The ground story of each facade has a central entrance accessed by a short set of stairs with cheek walls. Window bays on the upper two stories are recessed, with tripartite windows composed of a fixed center pane flanked by two one-over-one double-hung windows, and a multi-light transom. The main entrance to the building is located in the interior courtyard, on the middle prong of the "E"-shape, and is approached by a long sidewalk. The entrance consists of a portico with four-square columns. A centered single-leaf wood door with transom opening is flanked by pilasters and two windows. The building's secondary elevations are composed of single punched windows, mostly filled with one-over-one double-hung sash, which decrease in size at each ascending story. The second story has a slightly projecting brick sill and spandrels with incised detail; and the third story has a continuous sill course. The one-story and basement, connecting section of the "E"-shape, has round-arched window openings facing the interior courtyard and the rear. The building terminates with a beltcourse and a metal cornice. At the rear is a non-historic ca. 1980 addition with a sloped roof that connects Building RG by a stairway to the parking lot outside and below the hospital grounds.

**Site. Naval Hospital Cemetery (1831-1910). (Not noted in resources count)**

**History:** The naval hospital cemetery, originally the location of the Schenck family burial plot, acted as the hospital's official burial ground from 1831 to 1910. It is estimated that more than 2,000 military service members of all races and creeds, and their dependents, were buried here. In 1926, Congress funded the removal the cemetery's remains. Around 900 bodies of the 1,381 recorded burials were relocated and reburied in Cypress Hills National Cemetery by the end of the year. In 1944 the surface of the former cemetery was regraded and converted to a recreation field. The cemetery was protected in 1999 after the bones of an unknown sailor were discovered during an archeological dig in 1997.

**Description:** The former naval hospital cemetery is situated just east of a brick wall. It is composed of a flat, low elevation below a low, but well-defined grassy slope. The flatness of the site is likely due to grading that occurred in 1940s, after a number of remains had been removed. There are no above ground features located on the land. Ground studies have shown that there are several burial shafts without bodies, now filled with sand and some gravel. Additionally, some human burials are believed to remain in some areas. While there is a strong indication that the cemetery could be listed on the National Register under archeology, the requisite level of study and documentation has not been conducted. The site is fully protected by the Brooklyn Navy Yard.

**Object. Sun Dial (ca. 1945).**

**Description:** This cast-stone "sun dial" (according to a 1936 map, updated to 1945) is located on the lawn opposite of Building R95. It is composed of an octagonal plinth, column, and topped by a shallow disc.

**Object. Birdbath (ca. 1945).**

**Description:** This cast-stone "bird bath" (according to a 1936 map, updated to 1945) is located on the lawn opposite of Building R95. It is composed of an octagonal plinth, column, and topped by a shallow disc.

**Building X31. Pool Shed (1978). (NC)**

**Description:** This rectangular concrete-block shed is within a chain-link fence enclosure that contains a pool.

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**Building X32. Steam Reducing Station (ca. 1980). (NC)**

**Description:** This L-shaped brick and concrete-block, flat-roofed structure is a sub-grade building located east of Building R95. The building is topped by a gravel roof bordered by a pipe-railing. The roof is accessible by a concrete stair at the south end of the structure.

**Structure X33. Gazebo (ca. 1980). (NC)**

**Description:** This simple hexagonal wood gazebo consists of six posts and a shingled roof.

**Structure X34. Chicken Coop (unknown). (NC)**

**Description:** Wood chicken coop located to the west of Buildings R8 and R9.

**Structure. Brick Wall, West, North and East Side of the Hospital Grounds (ca. 1850).**

**Description:** The brick wall surrounding the hospital grounds (including all buildings except Building 311, the motion picture exchange, which was not related to the hospital), is composed of an ashlar stone base, brick walls and stone coping. Some small areas have been altered over time including concrete additions and brick and stone replacement done ca. 1940. At the north end of the hospital (near Building RG) the wall has been reinforced with concrete buttresses.

**Structure. Stone Wall and Gates, Flushing Avenue (ca. 1850).**

**Description:** This low stone ashlar wall runs almost the entire length of the hospital grounds that border on Flushing Avenue. The wall begins near Ryerson Street and runs to Navy Place (also known as Exchange Place). The stable path gate (ca. 1850) and main entrance gate (ca. 1850), are located in this wall near the west end and the west gate (1910) is located at the east end. Constructed around 1850, the stable path gate historically provided access to a path that led to the stables located near the west wall of the hospital grounds. When the hospital stopped keeping horses, the gate was closed and this entrance was no longer used. The gate is composed of two tall gateposts and an ornamental double-leaf wrought-iron gate. The gateposts have stone ashlar bases, square brick piers and are capped with stone coping. The main entrance gate, constructed circa 1850 and connected to the gate house (Building 104, 1850), is composed of two tall gateposts and a large ornamental double-leaf wrought-iron gate. The gateposts have stone ashlar bases, square brick piers and are capped with stone coping. Constructed in 1910, the west gate was constructed to allow access to the medical supply depot (Building RG), which was constructed immediately inside the gate the same year. It is composed of two tall gateposts and an ornamental double-leaf wrought-iron gate. The gateposts have stone ashlar bases with stone coping, square brick piers and are capped with stone coping. A large portion of the stone wall is now topped with a wood and chain-link fence.

**Structure. Chain-Link Gate and Fence, Williamsburg St. and Williamsburg Pl. (unknown). (NC)**

**Description:** This modern chain-link gate and fence encloses the very easternmost section of the hospital grounds including the naval hospital cemetery (1831) and Building 311 (1942). The non-historic chain-link gate is double leaf. The fence sits on a stone base.



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Summary

The Brooklyn Navy Yard Historic District, located on the western tip of the coast of Long Island in Brooklyn, is nationally significant under criterion A in the area of military history as a collection of nineteenth- and twentieth-century industrial, residential, and institutional resources associated with the establishment and development of one of the nation's oldest naval installations. Developed in the early nineteenth century as one of the nation's six original federal shipyards, the nominated district represents six distinct periods of naval history over more than 140 years.<sup>1</sup> Established on a forty-two acre site in 1801, the shipyard evolved through a variety of land transactions, during which the navy both purchased and sold land, reclaimed land, created and filled channels, built and rebuilt dry docks and piers, and constructed newer and more efficient buildings, gradually and successively changing the configuration of an eighteenth-century harbor and marshland to meet the technical needs of shipbuilders whose product changed dramatically over the period of significance.

Though officially known through much of its active years as the New York Navy Yard, throughout much of the twentieth century to the present, it is known and referred to as the Brooklyn Navy Yard. As it exists today, the shipyard contains significant features, including elements of its plan, shipyard features and buildings, representing all of its significant eras of naval use. However, as a whole, its plan, buildings and shipbuilding facilities most clearly represent its final and most important stage of development during World War II, when the navy yard was the world's largest shipyard and the navy's largest industrial site, employing over 75,000 workers. The Brooklyn Navy Yard served as the lead yard for battleship construction during the war and, over the course of four years, built three battleships, two floating workshops, eight tank landing ships, five carriers, countless barges and lighters, as well as converting more than 250 ships for war duty and repairing 5,000 others.<sup>2</sup> It also laid keels for four 27,100-ton aircraft carriers. The 236 acres proposed for nomination include all the land associated with the yard historically, with the exception of small areas in its northwestern corner and along its eastern edge that have lost integrity.

The yard is also significant under criterion C as a collection of military architecture and engineering structures that exhibit the changes in architectural styles, forms and technology on American naval yards during the nineteenth and twentieth centuries. It is notable both for its individually significant buildings and structures and as a major assemblage of industrial buildings. Nearly all of the structures were designed and constructed by the Bureau of Yards and Docks in association with many civilian employees, engineering firms and contractors. Particularly notable individual buildings and structures include: Quarters A (commandant's house, 1805-06), a Georgian and Federal style clapboard house commonly attributed to renowned architect Charles Bulfinch; Building R95 (U.S. Naval Hospital, 1830-38), a Greek Revival style building faced in Tuckahoe marble and designed by architect Martin E. Thompson; Dry Dock No. 1 (1841-51), the third oldest dry dock in the United States and the first to be built with the use of a steam-powered pile driver; Building R1 (surgeon's

<sup>1</sup> In addition to New York, the other original shipyards are Washington, DC (1799; NR-listed district, 1973), Portsmouth, NH (1800, NR-listed district, 1977), Boston (or Charlestown), MA (1800; NR-listed district, 1966), Philadelphia, PA (1801) and Norfolk, VA (1801).

<sup>2</sup> Brooklyn Navy Yard, ed. "The Can Do Yard," *Brooklyn Navy Yard: Past, Present and Future*; Kenneth Jackson, "Brooklyn Navy Yard," *The Encyclopedia of New York City*, 2<sup>nd</sup> ed. (New Haven, CT: Yale University Press, 2010), 160.

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house, 1863), a French Second Empire house located on the hospital campus; Building 20 (iron plating shop, 1865 with later additions), a Romanesque Revival style brick industrial building; and Building 200 (Sands Street Gate, 1895), a ceremonial, Medieval-inspired gate at the west end of the yard. Twentieth-century warehouse and fabrication buildings exemplify characteristics of the period including steel-frame and reinforced-concrete construction. Representative examples of both of these types include: Building 3 (supply storehouse, general offices, 1918), a reinforced-concrete structure built during World War I, and Building 1 (former Building 291, materials testing laboratory, 1941-42), a Moderne-style brick and steel structure constructed during World War II. The nation's wars also marked the construction of larger and larger dry docks, culminating in 1942 with Dry Docks No. 5 and No. 6 (Structures 813 and 814), whose construction required a significant rethinking of the navy yard's physical layout. Many of these buildings and structures reflect the ascendance of new naval technology, new building and shipbuilding techniques, and shifting naval needs.

The Brooklyn Navy Yard's physical fabric reflects various construction campaigns and expansions, primarily undertaken prior to and during America's wars—similar to several of the older navy yards in the country—and this continuing evolution is a character-defining feature of the resource type. The alternating periods of growth and contraction are framed by some of the most hallowed events and important discoveries in America's history. As President Harry Truman wrote in 1951, "the history of the development of our country since the turn of the nineteenth century has, in large measure, been paralleled by the increasing importance and expanding responsibilities of the New York Naval Shipyard."<sup>3</sup> This national influence peaked during World War II, when the yard grew to become the largest industrial complex in the navy, as well as in New York State, and the site of the most comprehensive, complex expansion program of all the navy yards during the conflict. Many of the yard's extant historic buildings date to this period. Of the original federal shipyards, the Brooklyn Navy Yard is particularly notable for its relative physical integrity. Although some demolition did occur post-decommissioning, most of the important historical structures have avoided demolition. The period of significance begins in 1805-06, with the construction of a residence for the yard's first commandant (Quarters A) and concludes in 1966, the date of the yard's decommissioning.

**Wallabout Before the Navy Yard, 1637-1800**

*Early history*

The site of the Brooklyn Navy Yard was once a teeming swampland. Located at a bend in the East River between the Manhattan Bridge and what is now the location of the Williamsburg Bridge, the crescent-shaped bay was named by the local Indians "Mahrenhanreck," meaning sandy beach or bay. This natural landscape was fed by two brooks, later known as Schenk's Creek and Wallabout Creek, which had their sources in the lower lands of Long Island. Water extended much further inland then, with the mud flats and swamp lands nearly reaching today's Flushing Avenue. During high tide, most of the land that encompasses the present navy yard flooded, save two hills at the west and east ends of the bay. These two hills offered dry land and became the earliest sites to be developed at the navy yard.

<sup>3</sup> President Harry S. Truman quoted in Arnold Markoe, "New York, N.Y., Navy Yard, 1800-1966," in *United States Navy and Marine Corps Bases, Domestic*, ed. Paolo E. Coletta (Westport, CT: Greenwood Press, 1985), 367.

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Before the first major waves of European colonization, Brooklyn was populated by the “Canarsee” Indians, members of the Algonkin linguistic groups that occupied the Atlantic seaboard from Canada to North Carolina as well as various inland states.<sup>4</sup> This largely autonomous band of the Leni Lenape Indians maintained several villages on western Long Island in present-day Canarsie, Flatlands, Sheepshead Bay, Gowanus, and Downtown Brooklyn.

*Arrival of the Europeans*

Merchants from Holland followed soon after Henry Hudson’s expedition in 1609 Hudson, and by 1614 a charter was issued by the Netherlands granting exclusive trading rights in the Hudson River territory to the New Netherland Company.<sup>5</sup> New Amsterdam, at the southern tip of Manhattan, was established in 1625, but development on Long Island grew slowly in the beginning. It wasn’t until land policies were loosened in the 1630s that Dutch land purchases on Long Island increased.

In 1637, Joris Jansen de Rapelje and his wife purchased from the Canarsie tribe 335 acres on the bay bounded by the two dry hills for use as a farm.<sup>6</sup> Rapelje was a Walloon, or French-speaking native of Belgium. Walloons, as well as the Dutch and French Huguenots, made up most of the early settlers in the region. This section of land soon became known as “Waal-bought,” meaning either “Bend in the River” or “Bay of Walloons,” after these settlers. Out of this name came the modern-day corruption “Wallabout,” after which the bay and its shores, a later market, and several other landmarks came to be known. Rapelje and his numerous descendants retained the greater portion of this original tract for over a century. Rem Jansen Vanderbeck married one of Rapelje’s daughters in 1642 and settled his family in the Wallabout area. When he died in 1681 he had fifteen children. Following the custom of their culture and time, the male children adopted Remsen (literally meaning “son of Rem”) as their new surname. The Remsen clan is one of the oldest families on record in what became the city of Brooklyn. Remsen Street in Brooklyn Heights, located southwest of the Brooklyn Navy Yard, is named after one of these settlers, Henry Remsen, who opened the street in 1825.<sup>7</sup>

Over the years the Remsen family consolidated and improved the property. Through purchases made in 1694 and 1704, Jeremiah Remsen became the primary owner of the farm. Rapelje’s grandson, Rem A. Remsen, bought about seventy acres on the western end of the original farm and built a 1500-foot-long dam on a stream that flowed into the property at a point near the present Sands Street Gate. The dam resulted in a pond, on which Remsen also constructed a mill.

<sup>4</sup> David Ment, *The Shaping of a City* (Brooklyn, NY: Brooklyn Rediscovery, Brooklyn Educational & Cultural Alliance, ca. 1979), 6.

<sup>5</sup> Ment, 10. After 1618, New Netherland was open to all traders, although the majority of trade was still conducted by the New Netherland Company. In 1621, the Dutch West India Company was granted a charter for a trade monopoly in the region.

<sup>6</sup> James H. West, *A Short History of the New York Navy Yard, February 23, 1941* (New York: Navy Yard, 1941), 2 and Thomas L. Berner, *The Brooklyn Navy Yard* (Charleston, SC: Arcadia, 1999), 12. It is possible that the land was not bought from the local Native Americans. Some other sources claim that the land was bought from the Dutch West India Trading Company, see Arnold Markoe, “New York, N.Y., Navy Yard,” in Coletta, *United States Navy and Marine Corps Bases, Domestic*, 359 and Brooklyn Navy Yard, “The History of BNY,” accessed January 23, 2012, <http://www.brooklynnavyyard.org/history.html#>.

<sup>7</sup> Clay Lancaster and Edmund Vincent Gillon, *Old Brooklyn Heights: New York’s First Suburb* (New York: Dover Publications, 1979), 136.

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*The American Revolution and the prison ships in Wallabout Bay*

Although there are no extant resources to represent it, the historic district was the site of an important local event in the Revolutionary War. In the year 1776, Brooklyn was the site of a crucial battle between British and American forces. Led by George Washington in August of that year, American troops were split between Brooklyn Heights and the Guana Heights (a wooded ridge that stretched between today's Prospect Park and Greenwood Cemetery). The British, who had invaded Long Island on August 22, 1776, perceived a weakness in the American defenses on the Guana Heights and attacked on August 27, 1776. The Americans suffered significant casualties and retreated to Brooklyn Heights. As the British prepared to dig in for a siege, Washington evacuated his troops across the East River under the cover of darkness. All 9,000 troops were successfully removed to Manhattan without loss of a single life.

One member of the Rapelje family who had settled the Wallabout Bay area nearly imperiled Washington's impressive escape. In an anecdote published in the *Naval Magazine* in 1836, a commissary of the British Army describes Mrs. Rapelje's attempt (which she related to the officer herself) to prevent the American coup:

The [Rapelye] house was near the shore, whence General Washington embarked, in his memorable retreat from Long Island. Mrs. Rapelye obtained early knowledge of this movement, the night it took place, and herself saw the first detachment push off. Thinking it a good opportunity to be revenged upon those who, she believed, had deeply injured her family [Mr. Rapelye, suspected of disaffection to the American cause, was sent by the Whigs to the interior of New Jersey], she resolved to inform the British of what was taking place among their enemies.<sup>8</sup>

Her plan was unsuccessful, and, on the night of August 29, Washington and his troops escaped unnoticed through Wallabout Bay. Largely unwelcome by their remaining neighbors, members of the Rapelje family soon sold their lands or had them confiscated by the Commission of Forfeiture, which reclaimed the lands of loyalists after the Revolution.

For the remainder of the war, Wallabout was an anchorage spot for the British fleet and a mooring area for their prison ships. On October 20, 1776, the first large transport-ship-turned-prison-ship, the *Whitby*, anchored near Remsen's Mill. Within its hold were over two hundred prisoners, dying in large numbers of pestilence, contaminated water, and scant rations. General Jeremiah Johnson recalled this spectacle in the *Naval Magazine* in 1836: "I saw the sand-beach, between a ravine in the [west] hill and Mr. Remsen's dock, become filled with graves in the course of two months; and before the first of May, 1777, the ravine alluded to was itself occupied in the same way."<sup>9</sup>

About 12,000 soldiers, sailors and citizens perished on the prison vessels *Old Jersey*, *Scheldt*, *Clyde*, *Transport*, *Good Hope*, *John*, *Chatham*, *Kitty*, *Frederick*, *Glasgow*, *Woodlands*, *Falmouth*, the *Prince of Wales*, and the *Whitby*, as well as

<sup>8</sup> Jeremiah Johnson, "Recollections of Brooklyn and New-York, in 1776," *Naval Magazine* 1 (1836): 371, quoted in Edward L. De Rosa, *A Fleet Grows in Brooklyn: The New York Navy Yard and the Building of the United States Navy* (unpublished manuscript, Brooklyn Navy Yard), chap. 1, p. 2. Text within brackets are De Rosa's.

<sup>9</sup> Jeremiah Johnson, "Recollections of Brooklyn and New-York, in 1776, No. 2," *Naval Magazine* 1 (1836): 467, quoted in De Rosa, chap. 1, p. 5.

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the hospital ships *Stromboli*, *Scorpion*, and *Hunter*.<sup>10</sup> These obsolete ships were in poor condition—rotting, leaking, or, in some cases, partially dismantled—and provided squalid conditions for prisoners. Guarded by Hessian mercenaries and British sailors, prisoners were allowed on deck during the day for fresh air, but were given the grim task of bringing those who had died during the night to the hatches, where they were sewn into their own blankets, taken ashore and buried.

At the conclusion of the war in 1783, the prison ship captives were liberated. The ships were then abandoned and some sank. The British left the Wallabout Bay shore a vast graveyard, with some so shallow that the incoming tide periodically exposed remains. In succeeding years, as the site was being transformed into a navy yard, skeletons were often discovered. Local residents decided that the bones should be interred in the graveyard of the Dutch Reformed Church. However, John Jackson, the owner of the site in the late eighteenth century and a sachem of the Tammany Society, refused to move the remains. Instead, he offered to donate money and some of his property for a tomb. In April 1808 a cornerstone was laid for a vault located on Hudson Avenue (former Jackson Street), just outside of the current navy yard area. The vault (now demolished) was occasionally repaired by Tammany Hall representatives, but deteriorated over the years.<sup>11</sup>

In 1872 the City of Brooklyn resolved to provide a new, more fitting, resting place for the prison ship “martyrs,” as they became known. Donations poured in from the U.S. Government, New York State, the city, and the Daughters of the American Revolution, to name a few.<sup>12</sup> The next year the city deposited the bones in a twenty-five by eleven foot brick vault in Fort Greene Park (within the Fort Greene Historic District, NR-listed 1983), the original site of a Revolutionary-era fort about a half-mile away from the navy yard, situated on a hill overlooking Wallabout Bay. Over thirty years later, on October 27, 1907, a cornerstone was laid for the Prison Ship Martyrs monument in the park. The monument consists of a 100-foot wide granite staircase and a central, freestanding Doric column 149 feet in height, crowned with a bronze lantern and designed by renowned architect Stanford White.<sup>13</sup> Additional remains that have been discovered at the yard since have been deposited in Cypress Hills National Cemetery, Brooklyn.<sup>14</sup>

*Purchase by the Jackson brothers and conveyance to the United States*

In the 1780s the original Rapelje tracts passed into new ownership. Joshua Sands purchased the farm of John Rapelje, a loyalist whose lands had been confiscated by the state, in 1784. Nineteenth-century historian Henry Stiles reported that Sands acted as a speculator, using soldier’s pay certificates to pay for the land. In his account, John Rapelje’s mother refused to leave the property and had to be forcibly removed from the property by the sheriff while still in her armchair.<sup>15</sup>

<sup>10</sup> For more information on the Wallabout prison ships, see Eugene L. Armbruster, *The Wallabout Prison Ships, 1776-1783* (New York, 1920).

<sup>11</sup> For an image of this vault see West, 17.

<sup>12</sup> West, 17.

<sup>13</sup> “Prison Ship Martyrs Monument,” City of New York Parks and Recreation, accessed January 17, 2012, <http://www.nycgovparks.org/parks/FortGreenePark/highlights/13308>.

<sup>14</sup> West, 19. As recently as 1939 skeleton remains were found during construction at the yard. The remains were assumed to be prison ship prisoners. These and other fragments have been transported to Cypress Hills.

<sup>15</sup> Henry Stiles, *The History of the City of Brooklyn: Including the Old Town and Village of Brooklyn the Town of Bushwick, and the City of Williamsburgh* (Published by Subscription, 1869), 2:96.

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The property was transferred to John Jackson and his two brothers, Samuel and Treadwell, all from Jerusalem, Queens County. In 1781, John Jackson purchased the west hill of Wallabout at auction for \$17,000. Samuel Jackson bought another part of the original Rapelje estate. Between the two brothers, the remaining parcels held by the Rapelje heirs soon came into their possession. John Jackson held a good portion of the beach and on this land he constructed a shipyard. The first ship he built was a merchant vessel named the *Canton*. In 1798-99 he built a small frigate named the *John Adams* for the U.S. government, which had founded its navy in 1794. At this point, the navy, particularly its first secretary, Benjamin Stoddert, began to consider options for building new ships at its own permanent yards rather than at “rented” or private facilities.<sup>16</sup> When the Jackson shipyard was put up for auction in 1800, the U.S. Navy took notice of the sale. The site “offered every advantage for a first-class Navy Yard,” and thus the government purchased the forty-two acre property through an intermediary on February 23, 1801 for \$40,000.<sup>17</sup> The property included a mill, mill pond and dam.

The purchase of the yard reflected the political views of President John Adams, a New Englander who favored a strong central government and a strong, capable navy. Before his term expired, Adams moved to authorize the establishment of naval shipyards in Washington, DC, Philadelphia, Portsmouth, Boston, Norfolk, and New York. These yards were intended to build a wide variety of ships capable of securing American interests, suppressing piracy, and conducting exploratory expeditions.<sup>18</sup> At the time of the sale the United States was ending its quasi-war with France and preparing for the First Barbary War with Tripoli. The good beach and waterfront, the thirty-six-foot-deep, hundred-yard-wide channel, and forty-two acres of land offered a new site to build and develop ships to fight America’s wars.

### Navy Yard Beginnings, 1801-1860

#### *The arrival of the commandant and the construction of Quarters A*

For several years after the purchase of the property by the U.S. government there was virtually no activity on the site. The first commandant, Lieutenant Jonathan Thorn, did not take up residence at the navy yard until June 1, 1806. The commandant’s residence, known as Quarters A (NR-listed, 1974), is believed to have been constructed in 1805-06 to coincide with his arrival; however, very little is known about the house. The building has traditionally been attributed to Charles Bulfinch, an early American architect who worked out of Boston and is best known for designing the U.S. Capitol’s rotunda and original dome in Washington, DC. This anecdote has been repeated often in literature on the navy yard; yet, definitive proof that the building was designed by Bulfinch remains elusive.<sup>19</sup>

<sup>16</sup> Arnold Markoe, “New York, N.Y., Navy Yard,” in Coletta, *United States Navy and Marine Corps Bases, Domestic*, 359.

<sup>17</sup> Francis Childs, presumably an agent of the government, bought the land on Feb. 7, 1801. On February 23<sup>rd</sup> he conveyed it to U.S. government for \$5, which was likely his fee for the transaction. See West, 7.

<sup>18</sup> Brooklyn Navy Yard, ed. “The Age of Wood and Sail,” *Brooklyn Navy Yard: Past, Present and Future* (Exhibition held at the Brooklyn Navy Yard, Brooklyn, NY, opened Nov. 11, 2011).

<sup>19</sup> For more information on the commandant’s house, see Christopher Gray, “A Federal-Style Gem That Outshines Gracie Mansion,” *New York Times*, June 25, 2006. Daniella Romano, of the Brooklyn Navy Yard Development Corporation, told Gray that she believes the attribution is the wishful invention of a twentieth-century writer.

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The house is situated on the west hill of the navy yard, near the neighborhood of Vinegar Hill, named by John Jackson after the last battle of the Irish Rebellion of 1798.<sup>20</sup> Covered in clapboard, the building combines Georgian and Federal style influences. The commandant would have had excellent views of the navy yard and harbor from the wrap-around porches and widow's walk. Thorne only occupied the house for a short period, as he was killed on campaign in the Pacific near Vancouver in 1811.<sup>21</sup> Arguably, the most notable resident of Quarters A was Matthew C. Perry, a commodore of the U.S. Navy credited with opening Japan to the West.<sup>22</sup> Perry spent the decade 1833-43 on shore duty at the yard and moved into Quarters A in 1841.<sup>23</sup>

The house, modified and enlarged over the years, has been in private residential ownership since 1971. It has been a New York City Landmark since 1965 and a National Historic Landmark since 1974.<sup>24</sup> Quarters A is comparable to the commandant's house at the Boston (Charlestown) Navy Yard, which was completed in 1805 in a combined Georgian and Federal style and served as private home and entertainment venue for ranking navy officers.

*The War of 1812, waterfront development, and early shipbuilding at the yard*

The War of 1812 brought the first sustained period of activity to the navy yard; however, there are no surviving features in the historic district that represent this phase in its history. New York's importance increased after its 1810 acquisition of 131 acres of land (part of which was only exposed at low tides) next to its original acquisition of forty-two acres. During the war no shipbuilding took place at the yard, but it fitted out and armed more than 100 ships for the war with the British Empire and also acted as a repair facility.<sup>25</sup> By comparison, the shipyards at Boston and Portsmouth were stymied by New England sentiment against the war and the Union itself.<sup>26</sup> Washington, on the other hand, was the navy's largest shipbuilding and shipfitting facility at this time, a title that expired shortly after officials realized the extent of the yard's poor siting.<sup>27</sup>

By the war's end in 1815, the town of Brooklyn and the waterfront began to develop rapidly. In 1816 Brooklyn was incorporated as a village and improvements such as the establishment of the Fulton Ferry encouraged a building boom and increased population growth. Also aiding this growth was the 500-foot-long bridge that spanned Rem A. Remsen's old

<sup>20</sup> Today's neighborhood of Vinegar Hill includes a number of houses built by Jackson and his heirs between 1801 and the 1830s. For more information, see Landmarks Preservation Commission, *Vinegar Hill Historic District* (LP-1952) (New York City, NY: 1997), 1.

<sup>21</sup> Gray, "A Federal-Style Gem That Outshines Gracie Mansion."

<sup>22</sup> The commandant's house is also known as the Matthew C. Perry House and is so designated as a National Historic Landmark.

<sup>23</sup> Interestingly, in Perry's 1843 proposed master plan for the yard, submitted the Chief of the Bureau of Yards and Docks in Washington, DC, the commandant's house was replaced by officers' houses and gardens. In a letter, Perry wrote that he assumed the house would be leveled to correspond with the established street grade of Brooklyn and the resultant earth used for reclaiming land. See Brooklyn Navy Yard Archives, map file name: 1843\_300-2-3.

<sup>24</sup> Landmarks Preservation Commission, *Commandant's House, Quarters A* (LP-0002) (New York City, NY: 1965), 1-2.

<sup>25</sup> New York Naval Shipyard, *A Short History of the U.S. Naval Receiving Station and the New York Navy Yard, Brooklyn, N.Y.* (Brooklyn, NY: ca. 1968), 3.

<sup>26</sup> Arnold Markoe, "New York, N.Y., Navy Yard," in Coletta, *United States Navy and Marine Corps Bases, Domestic*, 360.

<sup>27</sup> Naval History and Heritage Command, "History of the Washington Navy Yard," accessed July 15, 2013, <http://www.history.navy.mil/faqs/faq52-1.htm>.

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mill pond at the navy yard, which Congress had opened in 1805 as part of a plan for improving a road to Bushwick.<sup>28</sup> In the 1820s port-related businesses prospered, sharing in the success of foreign trade, coastal shipping, and the Erie Canal, which opened in 1825. The busy waterfront attracted craftsmen in trades such as sail-making, carpentry, cabinetry, and rope-making. These workers were alternately employed by private builders and the navy as work became available.

In the early nineteenth century, nearly all ships were built of wood. American shipyard workers possessed sophisticated nautical expertise and manual skills, including the art of wood-working by hand.<sup>29</sup> The first navy-built wooden ship to be constructed at the yard was the *Ohio*, begun in 1817 and launched in 1820. The ship was designed by Henry Eckford, the chief naval constructor at the yard from 1817-20. It was considered a “perfect beauty” at the time of its completion, as well as one of the largest ships built in the Western Hemisphere.<sup>30</sup> The advent of steam technology started to make headway, but the transition from building wood sailing ships to steam-powered ships was slow at the navy yard. The demand for faster, more agile ships precipitated increasingly mechanized technology, yet shipyard workers were reluctant to adopt non-traditional methods, preferring instead to adhere to “practical shipbuilding,” which meant extrapolating dimensions and material from a model.<sup>31</sup> This disinclination meant that the yard continued to construct primarily wood ships for many years, postponing the transition to a more modern navy.

This did not mean, however, that the navy wasn’t interested in, and involved in cultivating, new technology. In June 1814, work began at a New York civilian yard on Robert Fulton’s first steam-powered warship for the navy, named the *Demologos*, or “the word of the people.”<sup>32</sup> Fulton was an American engineer and inventor who had successfully launched the world’s first commercially successful steamboat, *the North River Steamboat of Clermont*, on the Hudson River in 1807. Fulton’s Hudson River steamboats functioned as passenger vessels, shuttling paying customers between New York City and Albany. The *Demologos*, however, was begun at the tail end of the War of 1812 and intended for the defense of New York Harbor. Yet the steamship was determined to be too vulnerable to be effective for naval combat and instead was used as a mobile gun battery. Later, it became the yard’s first receiving ship, another name for a vessel typically at the end of its career that served as housing for new recruits. When Fulton died in 1815, it was renamed the *Fulton* in his honor. Its successor, the *Fulton II*, the Navy’s first successful steam warship, was launched from the yard in 1837 under Matthew C. Perry’s supervision.

<sup>28</sup> *The Statutes at Large and Treaties of the United States of America from 1789 to 1845*, ed. Richard Peters, vol. 2 (Boston: Charles C. Little and James Brown: 1850), 330. This appropriation for the bridge occurred the Eighth Congress, Session II, on March 2, 1805. The bridge cut diagonally across what is now the southeastern portion of the navy yard. The road leading to the bridge, known as “Bridge Road,” and later, “Fern Place,” remained extant near the Sands Street Gate until the early 1950s, when the Farragut Houses were built.

<sup>29</sup> Brooklyn Navy Yard, ed. “The American Wooden Shipbuilding Tradition,” *Brooklyn Navy Yard: Past, Present and Future*.

<sup>30</sup> The ship resided at the New York Navy Yard until 1879, at which point it was being used as a receiving ship, another name for a vessel typically at the end of its career that served as housing for new recruits. West, 42.

<sup>31</sup> *Ibid.*

<sup>32</sup> Nathan Miller, *The U.S. Navy: An Illustrated History* (New York: American Heritage Publishing), 110.



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*Spatial organization of the yard*

With changes in ship construction came significant changes in the layout and appearance of the yard and its structures and buildings. By the 1820s the development of the Brooklyn facility remained fairly limited. The yard consisted of one cluster of buildings in the west and northwest corner of the property. This included the commandant's house (Quarters A) on the highest point of land; a marine barracks building (demolished) that was situated below Quarters A, along with several low structures interspersed with storage structures, sheds and workshops (all demolished). Two wooden shiphouses (demolished) towered over the low structures and sheds near the shore. Most of the yard was still tidal flats.

Congress began to examine the site, which had been designated a first class yard in 1824, for improvement. In 1826 it hired an engineer to examine and survey each navy yard for the site of a dry dock, which would allow the construction and launch of larger and more advanced ships.<sup>33</sup> Laommi Baldwin, Jr., a lawyer, author and engineer who was the chief engineer for all naval yards, created a plan showing the best location for a dry dock at the yard.<sup>34</sup> The plan also showed the layout of a classical grid of streets, with one broad avenue running northwest-southeast and two cross streets, an alignment that roughly bordered the edge of the old mill pond. On this grid were the outlines of several long rectangular buildings, including what would eventually become Building 11 (ca. 1855) and Building 22 (ca. 1855).

The next year Congress mandated that each navy yard prepare a master plan. While Norfolk, Washington, Philadelphia, Charleston and Portsmouth all submitted plans that were subsequently approved by the president, Brooklyn never did. According to congressional records, the yard was found to have poor soil, confined limits, a narrow channel, and too many adjoining individual landowners. As such, it was found that "a plan could not be prepared which promised much usefulness."<sup>35</sup> It was deemed that, along with Governor's Island, which had been transferred to the navy, the yard would suffice for the time being without a plan. Still, it is clear that development at the navy yard continued to follow the spatial organization that was expressed in Baldwin's 1826 plan. By the mid-1850s the buildings Baldwin outlined had been built and by 1855, the plan was extended to include at least four major avenues (named after famous naval officers) and five cross streets (numbered). Up until World War I nearly all new structures, roads and filling adhered to this grid.

*The U.S. Naval Hospital, 1824-1948*

While the shipyard was developing at the west end of the site, the naval hospital was established on a separate piece of property in the southeast corner of the nominated site, on one of the two hills that overlook the yard and Wallabout Bay. In 1824 twenty-five acres of land were purchased by the secretary of the navy from Sarah Schenck, a direct descendant of Rapelje, and her heirs for \$7,650.<sup>36</sup> For this site the navy envisioned a hospital and support facility for the yard. Ultimately, the hospital took care of sick servicemen and their families for over a century, while also overseeing the genesis of the navy's medical supply system.

<sup>33</sup> Frederick Augustus Porter Barnard, Arnold Guyot, AJ Johnson & Co., *Johnson's Universal Encyclopedia: A Scientific and Popular Treasury of Useful Knowledge* 1 (New York, NY: A.J. Johnson, 1890), 605.

<sup>34</sup> See Brooklyn Navy Yard Archives, map file name: 1826\_300-3-12.

<sup>35</sup> *American State Papers, Documents, Legislative and Executive, Congress of the United States, 1827-1831*, part 6, vol. 3 (Gales and Seaton: 1860): 209. This was an annual report of the secretary of the navy, issued on Nov. 27, 1828 as part of the 20<sup>th</sup> congress, 2<sup>nd</sup> session.

<sup>36</sup> West, 7.

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Correspondence from the first decades of the nineteenth century suggests, however, that the navy yard did have a naval hospital (now demolished) at the main shipyard prior to the one built on the land purchased in 1824. In 1811, Captain Isaac Chauncey wrote a letter with the aim of procuring funds for new hospital facilities, and the proposal came before the Naval Committee in the House of Representatives. Chauncey described the current hospital facilities, located in an old mill on a pond (presumably Rem A. Remsen's), "where every high tide flows from twelve to fifteen inches, upon the lower floor, and there deposits a quantity of mud and sediment, and which has no other covering to protect the sick from the inclemency of the season, than a common clapboard outside, without lining or ceiling on the inside."<sup>37</sup> However, there is no extant physical evidence of this early hospital. Congress soon appropriated about \$20,000 for the construction of a new hospital, eliminating the need for such a sub-standard structure.<sup>38</sup>

The naval hospital (Building R95), which sits on elevated land, is a two-story Greek Revival structure designed by Martin E. Thompson, a New York architect who was one of the founders of the National Academy of Design. The building is faced in Tuckahoe marble from New York's Hudson Highlands and features a recessed portico. It was begun in 1830 and completed in 1838, at which time the hospital was formally commissioned. Two wings were added to the building in 1840, making the plan a "C" shape. The hospital treated infirm sailors and workers from the shipyard. Although built to hold 150 patients, this number soared to as many as 450 during the Civil War, prompting the construction of a wooden annex—torn down when the war ended—to the main hospital building.<sup>39</sup> The building was expanded further in the first half of the twentieth century, first around 1900, and again around 1920; however, all that remains is the original hospital building and its two 1840 wings. Recognized for its special importance to architecture and naval medical history, the building was designated as a New York City Landmark in 1965. A similar structure, dating to 1827 and designed by Philadelphia architect John Haviland, is located at the Portsmouth Naval Hospital, near the Norfolk Navy Yard.<sup>40</sup> This Greek Revival style, granite-faced structure was also originally built in a "C" shape.

Prior to the 1848 purchase of seventy-eight acres of marshland between the navy yard's polar ends—the west hill (the original purchase of 1801) and the east hill (the hospital purchase in 1824)—the naval hospital complex was a physically autonomous site. By the 1850s the grounds were walled in, with a gatehouse (1850), a laboratory (1853, now demolished), and a cemetery (1831-1910).<sup>41</sup> In the succeeding years several additions were made to the naval hospital, either to increase

<sup>37</sup> Captain Isaac Chauncey to Navy Secretary Hamilton, 20 December 1811, quoted in West, 6.

<sup>38</sup> Some sources claim that the appropriation of the money actually occurred after construction of the hospital began (1830), either in 1831 or 1832. One source says the appropriation happened in 1832 and was for \$20,000, see United States Congress, "22<sup>nd</sup> Cong., 1<sup>st</sup> Sess.," *Debates in Congress* (Gales & Seaton, 1832), 34. An excerpt of *The New York Naval Shipyard Shipworker* 7, no. 15 (August 11, 1948), quoted in *A Short History of the U.S. Naval Receiving Station and the New York Navy Yard, Brooklyn*, 16, says that authorization was given on February 4, 1831, to erect a building of two stories for about the sum of \$19,000.

<sup>39</sup> *A Short History of the U.S. Naval Receiving Station and the New York Navy Yard, Brooklyn*, 11.

<sup>40</sup> Naval Medical Center Portsmouth, "The Serendipitous History of Discovery and Development Surrounding the 'Hospital Point' Area and its Naval Hospital in Portsmouth, 1558-2000," accessed July 15, 2013, <http://www.med.navy.mil/sites/nmcp/CommandInfo/Documents/NMCPHistory.pdf>.

<sup>41</sup> "Brooklyn Navy Yard Hospital Complex," *Kingston Lounge* (blog), accessed January 20, 2012, <http://kingstonlounge.blogspot.com/2009/02/brooklyn-navy-yard-hospital-complex.html>; Carolee Inskip, *The Graveyard Shift: A Family Historian's Guide to New York City Cemeteries* (New York: Ancestry Publishing, 1998), 201.

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capacity or to engage in new forms of medicine and research. For example, the surgeon's house (Building R1), adjacent to the hospital, was built in 1863. This French Second Empire style building was constructed as the quarters of the head surgeon, who from 1862-1866 was Dr. Thomas L. Smith. The house was constructed by two Brooklyn residents, True W. Rollins, a builder, and Charles Hastings, a civil engineer.<sup>42</sup> It was designated a New York City Landmark in 1976.

For much of the nineteenth and early twentieth century, it seemed the hospital would be physically separated from the original section of the navy yard that had been established in 1801. Despite the navy's purchase of seventy-eight acres of marshland between the main shipyard and hospital in 1848, very little development occurred in that area until the 1870s and 1880s, when the navy began to fill its extensive mud flats. In 1890 the federal government sold a parcel of fifteen acres to the city of Brooklyn, which leased them as the Wallabout Market, a public wholesale clearinghouse for produce from New York and New Jersey. The Wallabout Market operated for a little over fifty years before the government reclaimed the land, demolished the market, and redeveloped the parcel with its major World War II infrastructure.

The turn of the century brought additional change to the naval hospital, mainly in the form of new buildings for increased capacity needs. Extant buildings from this period of development include Quarters Nos. 2 and 3 (1905), a lumber shed that later became a morgue (Building R426, 1909), the medical supply depot (Building RD, 1910), Quarters Nos. 5, 6, and 7 (1915), and the nurses' quarters (Building RG, 1919).

The medical supply depot, or Building RD, was designed by the Brooklyn-born architect Ernest Flagg and completed around 1910.<sup>43</sup> Flagg studied at the Ecole des Beaux-Arts in Paris from 1889-91. He established an architectural practice in New York in 1891 and designed landmarks such as St. Luke's Hospital (1896), the Singer Building (1908, demolished 1968), and, notably, the U.S. Naval Academy (1901-06) and U.S. Naval Hospital (1904-07) in Annapolis, Maryland. Flagg was intimately involved in the expansion and modernization of the navy during this period, having also designed the naval hospital at the Washington Navy Yard. Aesthetically, the building closely resembles the Annapolis Naval Hospital in its use of buff brick, classical references such as arches and keystones, and a hipped roof. Since it was a supporting building, not the main hospital structure, the overall appearance is slightly more utilitarian in character. The building, which eventually became the bachelor enlisted quarters, illustrated Flagg's resolve to "rationalize and beautify utilitarian buildings."<sup>44</sup>

<sup>42</sup> Landmarks Preservation Commission, *Surgeon's House (Quarters "R-1")* (LP-0940) (New York City, NY: 1976), 1-2.

<sup>43</sup> Turner Construction Company, *A Record of War Activities* (New York: Bartlett Orr Press, 1919), 126. The company writes that they began in 1904 on the contract for foundations, columns, floors and roof of the Naval Laboratory, for which Ernest Flagg was the architect. Maps show that the site where Building "D" is located was sketched out in 1903 with the title "Laboratory" on the building. By 1911, Building "D" was completed and listed as the medical supply depot, see the Brooklyn Navy Yard Archives, map file names: 1903\_R576s2 and 1911\_R570s1. Also see the advertisement by Geo. Vassar's Son & Co., builders, who list the "Naval Laboratory" by Ernest Flagg as part of their work in *Year Book of the Architectural League of New York* 25 (1910): 189.

<sup>44</sup> Mardges Bacon, *Ernest Flagg: Beaux-Arts Architect and Urban Reformer* (Cambridge, MA: MIT Press, 1986), 101-102. Both the Annapolis and D.C. hospitals are still standing. According to Bacon, the Annapolis hospital is still used by the Naval Academy and the building in D.C. is now occupied by the Bureau of Medicine and Surgery.

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With the outbreak of World War I, three small brick buildings, known as Quarters Nos. 5 (Building R5), 6 (Building R6), and 7 (Building R7), were constructed in 1915 at the northwest corner of the hospital grounds as contagious disease units. The construction of these buildings reflected the kinds of precautions being made in light of global pandemics of the period. In 1912 forty countries, including the United States, signed a multilateral international sanitary convention, aimed at unifying measures like quarantine and communication to prevent and contain infectious diseases including cholera, plague, and yellow fever.<sup>45</sup> Concern about these types of endemic diseases only increased at the end of the 1910s, when the Spanish flu ravaged the U.S. and killed between 50 and 100 million people worldwide. The isolation of these contagious disease units echoes the procedures developed at other places, such as Ellis Island, where the contagious disease hospitals were located on a small separate island off of the main island.

The nurses' quarters (Building RG) was constructed at the northern end of the grounds in 1919. The building provided housing for approximately 130 nurses, all part of the Nurse Corps, which was founded in 1908.<sup>46</sup> Nurses had served well before this, of course, on navy ships and in navy hospitals, but the Nurse Corps professionalized the practice. Due to the addition of four other large hospital buildings (now demolished), the hospital was able to keep around 3,000 patients under its care during and after World War I, compared to 150-200 in the prewar period. The nurses helped to tend the nearly 6,000 patients that came through during World War I, while managing the operating rooms, chemical labs, and advanced new equipment like X-ray machines. Building RG later housed the officers' club.

The interwar years saw a significant decrease in the number of patients, which caused the buildings to fall into general disuse. In 1926 Congress funded the removal of the U.S. Naval Hospital Cemetery in Brooklyn, which had served as the hospital's official burial ground from 1831 to 1910. This area had originally been the Schenck family plot. Around 900 bodies of the 1,381 recorded burials were relocated and reburied in Cypress Hills National Cemetery by the end of the year. The former cemetery was protected in 1999 after the bones of an unknown sailor were discovered during an archeological dig in 1997.<sup>47</sup>

The limited national emergency declared on September 8, 1939 brought new life to the naval hospital. No new buildings were constructed during this period, but thirty-seven hospital buildings were remodeled and repaired by the Works Progress Administration (WPA) in preparation for hostilities. Over the course of the war the hospital treated over 65,000 patients, conducted research and training of new medical personnel, and pioneered outpatient and inpatient care for servicemen's dependents.<sup>48</sup> Other milestones at the naval hospital during World War II include the establishment of the navy's first Cardiac Consultation Service in 1941 and its recognition in 1943 by the American College of Surgeons as

<sup>45</sup> *Annual Report of the Surgeon General of the Public Health Service of the United States for the Fiscal Year 1921* (Washington, DC: Government Printing Office, 1921), 163.

<sup>46</sup> United States Bureau of Yards and Docks, *Activities of the Bureau of Yards and Docks, Navy Department, World War 1917-1918* (Washington, DC: Government Printing Office, 1921), 114.

<sup>47</sup> Brooklyn Navy Yard, ed. "The Hospital During the Civil War," *Brooklyn Navy Yard: Past, Present and Future*; Inskeep, 201.

<sup>48</sup> *A Short History of the U.S. Naval Receiving Station and the New York Navy Yard*, 17.

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maintaining an accredited tumor service.<sup>49</sup> After the war ended it was clear that more modern hospital facilities were needed to accommodate a growing and technologically advanced navy.

By 1948, the naval hospital was decommissioned and its major functions were transferred to St. Alban's Naval Hospital in Queens. In the 1940s the grounds became known as the U.S. Naval Receiving Station and the navy used large portions of the site until the 1990s. By the early 1980s, however, several large buildings at the naval hospital had been razed, including Building B (ca. 1900, demolished) and Buildings C, E and F (all ca. 1915, demolished), which acted as medical wards and annexes to the original 1838 naval hospital (Building R95). Other than the loss of these structures, the hospital campus remains largely intact. While several excellent examples of early- and mid-nineteenth century architecture survive at the hospital, the era best represented by the extant physical fabric is from the 1900s to the 1920s.

*Matthew C. Perry and the founding of the Naval Lyceum, 1833*

During his time at the navy yard, Matthew C. Perry (1794-1858) made significant modifications to the yard's naval traditions as well as to the physical fabric of the complex. When he arrived in 1833, Perry was already a veteran of several wars, including the War of 1812, in which he served under his older brother in the Battle of Lake Erie and the Second Barbary War in 1815. While commandant from 1841-43, Perry aimed to bring about reforms of entrenched naval conventions such as political patronage in appointments and promotions, brutish recruitment practices, harsh shipboard discipline, and the lack of officer and sailor training.<sup>50</sup> His ideas to curb these practices included an apprentice system to train new seamen and the creation of an education program for American naval officers. In pursuing these ideas he helped found the precursor to the United States Naval Academy.

In November 1833 he and other like-minded colleagues established the United States Naval Lyceum in a building at the navy yard (now demolished) "to promote the diffusion of useful knowledge, to foster a spirit of harmony, and community of interest in the service; and to cement the links which unite us as professional brethren."<sup>51</sup> The lyceum was intended to be a counterpart to the military academy at West Point. It housed a lending library, a reading room, a gathering space, a lecture hall and a museum that was open to the public. Here papers on naval ordnance, construction and technique were read and discussed. This was the intellectual heart of the navy yard, boasting members such as Washington Irving and James Fenimore Cooper. In addition to maintaining a membership of about 300 up until the Civil War, the organization also produced the first professional naval publication in 1836—the bimonthly *Naval Magazine*. The building in which the lyceum was housed, known as Building 1, was a Greek Revival style structure located near the commandant's residence at the western end of the yard. Unfortunately, this building was demolished ca. 1917-18 for Building Ways Nos. 1 and 2 (also now demolished), and this important aspect of the navy yard's history is no longer represented in the historic district.

Other highlights of Perry's tenure at the yard include his supervision of the construction of the navy's first steam warship, the *Fulton II* (1837), and his subsequent role as its first commander. For this, Perry was nicknamed "Father of the Steam

<sup>49</sup> De Rosa, chap. 4, p. 15.

<sup>50</sup> Brooklyn Navy Yard, ed. "Matthew Calbraith Perry, Father of the Steam Navy," *Brooklyn Navy Yard: Past, Present and Future*.

<sup>51</sup> "The United States Naval Lyceum," *American Journal of Science* 27 (1835): 390.

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Navy.”<sup>52</sup> Perry also oversaw the construction of Dry Dock No. 1, one of the greatest feats of American engineering in the first half of the nineteenth century (see below). In 1842 Perry was caught up in a scandal related to his new apprentice system and subsequently left the yard.<sup>53</sup> By the time of Perry’s expedition to Japan in 1852, he had rebuilt his reputation in the Mexican-American War. Over the course of three years Perry negotiated with the Japanese to open the doors of trade and his efforts brought about a treaty on March 31, 1854, achieving a new relationship between Japan and the United States. He published his account of his Japan expedition in 1857 and died the next year.

*The Timber Shed (Building 16), ca. 1841*

The oldest surviving building at the Brooklyn Navy Yard, besides the commandant’s house (1806) and the naval hospital (1838), is Building 16, a former timber shed located at the corner of Flushing Avenue and Navy Street. The structure, which functioned as a storehouse for cured timbers, is a long brick and heavy timber frame building. It was constructed ca.1841 as one of a pair; the second one, known as Building 15 (demolished), was located just north of Building 16.<sup>54</sup>

In the nineteenth century, wood for shipbuilding was subject to a complex curing and storing process before it was ready to be employed on a ship. First, tree trunks were de-limbed, then the “sticks” were stored and cured in an artificial pond. Building 16 was constructed immediately next to Rem Remsen’s old mill pond, which, until about the 1840s, was used as a timber pond. Water access to the pond was provided through a short inlet from Wallabout Bay. Wood being stored in the pond was then easily transferred to one of the two timber sheds to season, or dry. Both timber sheds were substantial. Each one was 60-feet wide, and while Building 15 was 300-feet long, Building 16 originally measured 400-feet in length.

The timber sheds likely lost their relevancy shortly after the Civil War, when steam-powered vessels took precedence and the construction of wooden ships diminished. In addition, it was during this period that the residences of officers’ row (a group of mid-nineteenth century naval officers’ houses) were constructed on the infilled timber pond land. Remarkably, both buildings continued to function as timber sheds, or “lumber storage,” until the late 1930s. In 1937 Building 15 was shortened and renovated by the Works Progress Administration. Sometime after 1979 the remaining portion of Building 15 was demolished.

<sup>52</sup> John H. Schroeder, *Matthew Calbraith Perry: Antebellum Sailor and Diplomat*, (Annapolis, MD: Naval Institute Press, 2001), xiv.

<sup>53</sup> Brooklyn Navy Yard, ed. “Perry’s Apprentice System and the Somers Affair,” *Brooklyn Navy Yard: Past, Present and Future*.

<sup>54</sup> There is considerable disagreement in the sources as to the exact date of the timber shed, but it appears to have been built sometime between 1833 and 1853. The date ca. 1841 comes from a 2010 report that claims there is an extant main roof truss member marked with the recognizable date, “1841,” see Einhorn Yaffe Prescott, “Final Structure Condition Assessment Quarters B and the Timber Shed,” (March 23, 2010), accessed January 24, 2010:

<http://www.nan.usace.army.mil/business/buslinks/admiral/pdf/FinalBldgCondRptQtrsBTimberShedJun10.pdf>. This date seems to be further corroborated by an 1843 map (Brooklyn Navy Yard, map file name: 1843\_300-2-3), which shows both Buildings 15 and 16. Sources that state the timber shed dates earlier, specifically to 1833, include West, 25; Brooklyn Navy Yard, *New York Naval Station Buildings Historic Review* (New York: January 1965); and “Razing the Roof,” *The Shipworker* 22, no. 32 (August 9, 1963): 2. More recently, the timber shed has been given the date ca. 1853, see *Phase IA Cultural Resources Investigation (July 2008)*, prepared by Pan-American Consultants Inc. for the U.S. Army Corps of Engineers, retrieved from Appendix C of *Brooklyn Navy Yard Development Corporation*, “Request for Proposals for Developer of Admiral’s Row,” accessed January 24, 2012: <http://www.brooklynnavyyard.org/admiralsrowRFP.pdf>. Panamerican Consultants argues for the later date of circa 1853 primarily due to the fact that the earliest plans for the building date to that year.

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For a brief period in the 1940s Building 16 was used both for lumber storage and as a police station and in the 1950s and early 1960s it was listed as storage and a garage. In 1963, Building 16 was shortened to 103-feet and in this period the building was renovated for use as an ice skating rink for officers.<sup>55</sup> The federal government allowed Building 16 and the rest of officers' row to deteriorate for forty years. The long period of vacancy had a significant impact on the Building 16's condition. Despite its reduced size and deteriorated condition, Building 16 is a remarkably rare survivor. It is the only known surviving timber shed of its type and the only structure that represents the timber curing and storage function associated with the construction of early nineteenth century wood ships.

*Dry Dock No. 1, 1841-51*<sup>56</sup>

Beginning in 1826, navy officials began to scope out a site at the Navy Yard for a granite dry dock. Used since antiquity, dry docks are narrow basins that can be flooded to allow a vessel to be floated in. The chamber is then drained and the ship comes to rest on wooden blocks, where it can be repaired or modified in some fashion. Dry Dock No. 1, which is located in the main shipyard, in a section of land purchased by government in 1810, was constructed over a ten-year period between 1841-1851 and is the third oldest naval dry dock in the country, after those in Boston and Norfolk, which were both completed in 1833. The project, which was funded in 1836, cost over \$2 million (about \$44 million in today's dollars) and faced several technical and financial setbacks; however, it produced one of most reliable, physically sound dry docks at the navy yard and it is still in use today. It was also the first permanent dry dock, or graving dock, in New York.<sup>57</sup>

Excavation of the site began in 1841 under Edward H. Courtney, a professor of civil engineering at West Point. In 1842, the funds for the excavation were depleted and the project went on a two-year hiatus as officials debated whether the dry dock should be completed or, possibly, moved to Manhattan. Excavation resumed in 1844 and the project was run by a number of civil engineers, including General William Gibbs McNeill and W.P.S. Sanger, until it came under control of William Jarvis McAlpine (1792-1879). Dry Dock No. 1 was McAlpine's first major project, but he would go on to have an illustrious engineering career. McAlpine, first a member and, later, president of the American Society of Civil Engineers (1868-1869), designed railroads, bridges, water supply systems, and canals all over the United States. At the navy yard he played a significant role in solving three difficult problems facing the project: specifically, the faulty cofferdam, the underground springs that repeatedly flooded the excavation, and quicksand, which made laying the foundation exceedingly complicated.

To fix the problem of the cofferdam, which kept water out during the excavation, McAlpine devised a system of forty-foot-long piles held together with gravel, located outside the first dam. His design succeeded, and excavation workers no

<sup>55</sup> See *New York Naval Station Buildings Historic Review* (New York: January 1965) and "Razing the Roof," 2. The 1963 photo and caption, "Razing the Roof," seems to imply that there might originally have been plans to demolish all of Building 16. The caption notes that it would have left Building 15 as the oldest employee-occupied building at the yard.

<sup>56</sup> This section is based on Landmarks Preservation Commission, *Dry Dock #1*, (LP-0995) (New York City, NY: 1975).

<sup>57</sup> New York City Unit of the Federal Writers' Project, *A Maritime History of New York* (New York: Doubleday, Doran and Company, Inc.: 1941; repr., Brooklyn, NY: Going Coastal, Inc., 2004), 266. Citations refer to the Going Coastal, Inc. edition.

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longer had to worry about the threat of a breached dam. To control the underground springs that were bringing unwanted sand into the excavation, McAlpine tried numerous solutions, none of which worked until he used a combination of piles, planking, and dry cement topped by a layer of brick with Roman mortar to hold back the spring. The stone foundations of the dry dock were laid upon this and small holes allowed water to escape as needed, without the problematic sand.

Quicksand was discovered as workers began to lay the foundation. To counteract the seventy-five-foot-deep quicksand, over 6,500 wooden piles were sunk into Wallabout Bay with the nation's first use of a steam-powered pile driver. The surface and the area around the piles was then filled with concrete. The masonry superstructure was then added in 1847 by master stonecutter Thorton MacNess Niven, who oversaw the work of the stonecutters and masons.<sup>58</sup> The facing stone, which measures around 23,000 cubic yards, was made of granite quarried in New England, with back-up materials from Staten Island and upstate New York.<sup>59</sup> The site's remarkable physical layout consists of an inverted arch with stepped sides, each step of which alternates between header and stretcher-laid blocks. The landward side ends with a curve, while the seaward side accommodates a large metal floating gate.

In 1849 McAlpine was dismissed for unknown reasons. The next year Dry Dock No. 1 received its first ship, the *Dale*, for repairs. Work on the dry dock was finally completed in spring, 1851, and turned over to the commandant of the yard. The dry dock can receive ships up to 320 feet in length. Notable ships that have undergone work in Dry Dock No. 1 include the *Monitor*, of Civil War fame, and the *USS Niagara*, which launched in 1857 and is famous for laying the Trans-Atlantic Cable. Today, it is the smallest dry dock in the navy yard; notably, however, it has never needed major repairs.

*U.S. Marine Commandant's Quarters (Building 92), 1858*

Building 92 is the only surviving building of the U.S. Marine Barrack Grounds, a 3.5-acre complex that was once located on Flushing Avenue. The U.S. Marine Barrack Grounds at the navy yard were built for the marines, the expeditionary warfare arm of the navy, who also provided security to the navy yard for over 150 years. This complex was begun just prior to the Civil War, on land the navy acquired in 1848.<sup>60</sup> The walled-in area included marine officers' quarters, barracks and a gate house, all arranged around a formally landscaped parade grounds.

Building 92 was designed by Thomas Ustick Walter (1804-1887) and erected in 1858 as the U.S. marine commandant's quarters. Walter was a Philadelphia-based architect who trained under famed early American architect William Strickland. He established his own practice in 1830 and designed a number of buildings in Philadelphia and the surrounding area, including Portico Row (1831-32; on Spruce Street), Moyamensing Prison (1831-1835) and Girard College (1833-1848). From 1851-1865 Walter held the office of architect of the capitol (term of office, 1851-1865) and became an influential

<sup>58</sup> "History of the Datum Planes Now in Use in New York City," *The Municipal Engineers Journal* 1 (May 1915): 148.

<sup>59</sup> The granite was quarried from the Frankfort and Sullivan quarries in Maine and from the Millstone quarry in Connecticut. See Landmarks Preservation Commission, *Dry Dock #1*, 3.

<sup>60</sup> The 1848 purchase involved 78.49 acres, which had been owned by various parties who sold it to Frederick Griffing, who in turn sold his holdings to the government. This area of land lay in between the main shipyard and the hospital.



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designer of government buildings.<sup>61</sup> By far the most famous design of Walter's is the U.S. Capitol's cast-iron dome, which was approved by Congress in 1855 and completed in 1863.<sup>62</sup> Well-traveled and studied, Walter combined historical styles with a thoroughly modern sensibility, using new materials and new technology in a traditional fashion.

Building 92 was constructed on the west side of the parade grounds, with a nearly identical building, Building 93 (demolished), on the opposite end. These buildings were designed in the Greek Revival style, built of brick with cast-iron quoins and lintels. The rectangular parade grounds were enclosed by these buildings, Flushing Avenue and Building 91 (demolished), a long rectangular building used for barracks. Building 91 was razed around 1918 for the construction of Building 3 (supply storehouse, 1918) and Building 5 (light machine shop, 1920). Building 93 was razed in 1941 for the construction of Building 77 (general storehouse, administration, 1942), a fifteen-story warehouse finished the next year.

### **Arming and Outfitting the Union Navy, 1860-65**

#### *Brooklyn as an urban center*

In the years leading up to the Civil War, Brooklyn grew and matured, becoming the third largest urban center in the United States (behind New York and Philadelphia) by 1860.<sup>63</sup> Populated by newly arrived European immigrants fleeing famine or political upheavals and filled with an extremely active manufacturing sector, Brooklyn reflected the sweeping forces affecting New York and the nation.

The manufacturing boom coincided with the brand new immigrant population. The diverse groups of Irish, Germans and English who landed in Brooklyn used new transportation options such as the Fulton Ferry and streetcars to commute to Manhattan for work but could also find jobs in Brooklyn factories or on the waterfront if they chose. New factories clustered along the Brooklyn shores and made everything from glass, which required skilled labor, to sugar, a commodity that was greatly affected by the modernization and mechanization of technology in the mid-eighteenth century.

The New York seaport excelled in this period, absorbing most of the Trans-Atlantic and coastal shipping traffic. Docks now engulfed the Brooklyn coastline between Red Hook to the south and Greenpoint to the north. Canals and railroads connected the interior to the coasts. Although still nominally independent, Brooklyn was completely intertwined with Manhattan, and it benefitted greatly from economic activity that spilled into its borders, giving it new authority and responsibility in shaping the region.

#### *Preparing for the War Between the States*

During the Civil War the navy yard played a major role in converting, outfitting and building ships to be used by the Union Navy, solidifying its role as one of the country's most important shipyards. This increased activity required a proportionally large augmentation of navy yard personnel. By 1861 there were over 3,700 men working at the yard, a

<sup>61</sup> Walter was the fourth architect of the capitol, coming after William Thornton (1793), Benjamin Henry Latrobe (1803-1811 and 1815-17), and Charles Bulfinch (1818-1829).

<sup>62</sup> "Thomas Ustick Walter," Architect of the Capitol, accessed January 27, 2012, <http://www.aoc.gov/aoc/architects/walter.cfm>.

<sup>63</sup> Ment, "The Growing City, 1834-65," *The Shaping of a City*, 37-54; E.A. (Bud) Livingston, *President Lincoln's Third Largest City: Brooklyn and the Civil War* (Glendale, NY: Budd Press, 1994).

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number that soared to over 6,200 by 1865.<sup>64</sup> Remarkably, a substantial amount of physical infrastructure was already in place by this time to accommodate this increased activity.<sup>65</sup> Extant buildings from the main shipyard that were constructed during this period include Building 20 (iron plating shop, 1865) and Building 74 (lime, pitch and coal house, ca. 1862, moved 1916). Many other extant buildings were constructed at officers' row (see below) and the hospital (see previous section).

Altogether, the navy yard constructed fourteen large vessels and refitted 416 commercial vessels as war cruisers during this period.<sup>66</sup> One passenger ship, the *Monticello*, went through such a metamorphosis. She was reportedly transformed for war service in the short span of twenty-four hours. Silk tapestries, velvet hangings, and inlaid panels were quickly replaced with the tools of war.<sup>67</sup> These retrofitted ships helped to enforce the Union's blockade of the South, preventing war materials from slipping through the nearly 3,500 miles of southern coastline, including twelve ports.<sup>68</sup>

The first yard-built ship sent into the field of war was the screw steam sloop *Oneida*, which participated in the battles of New Orleans (1862) and Mobile Bay (1864). The yard also produced the warships *Adirondack*, *Ticonderoga*, *Shamrock*, *Mackinaw*, *Peoria*, *Tullahoma*, *Maumee*, *Nyack*, *Wampanoag*, and the ironclad *Mianonomah*.<sup>69</sup> Another famous Civil War ironclad, the *Monitor*, was built, clad and launched in 1862 from the Continental Iron Works in Greenpoint, Brooklyn (about two miles north of the yard) but was outfitted with its turret and guns at the navy yard. The ship boasted the first ever 360-degree rotating armored gun turret. It was commissioned at the yard shortly prior to its renowned battle with the CSS *Virginia* (the former frigate USS *Merrimack*) of the Confederate Navy at Hampton Roads. Similar activity was happening at other navy yards, such as Boston. During the Civil War, Boston built seventeen new vessels, including cruisers, steam sloops-of-war, ironclad monitors and small gunboats.<sup>70</sup> It also outfitted and launched twenty-three additional vessels constructed at private yards, converted forty-three vessels, and repaired between 100 to 130 vessels. By 1864, employment at the Boston yard was up to 5,000 workers.

The Union navy's massive retrofitting and shipbuilding program proved crucial to maintaining one of the largest blockades ever imposed by the United States. The North's success in holding the blockade convinced France to withhold its recognition of the Confederate states and helped ensure a Union victory. Along with helping to construct the Union fleet, the yard performed the equally important task of distributing stores and supplies, including medicines, foodstuffs, uniforms and weapons. Many of the drugs sent to ships were manufactured by the naval laboratory and by former naval surgeon E.R. Squibb, who had previously prepared medicines at the naval hospital and now produced chemicals from his new laboratory on Furman Street.

<sup>64</sup> "The Brooklyn Navy-Yard," *Harper's New Monthly Magazine* 42, no. 247 (December 1870): 13.

<sup>65</sup> William Perris, *Maps of the City of New York* 1 (1855): index plate.

<sup>66</sup> West 43-44.

<sup>67</sup> Livingston, 101.

<sup>68</sup> Brooklyn Navy Yard, ed. "Arming the Union," *Brooklyn Navy Yard: Past, Present and Future*.

<sup>69</sup> Livingston, 102.

<sup>70</sup> National Park Service, U.S. Department of the Interior, *Cultural Landscape Report for the Charlestown Navy Yard* (Boston: National Park Service, 2005), 45.

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According to historian E.A. (Bud) Livingston, the navy yard was an active target of the Confederate forces. Navy officials confirmed their fears of an attack when they discovered a plot to blow up sections of the yard:

They learned that groups of Confederate sympathizers would rendezvous near the Navy Yard and hurl incendiaries into the facility's inflammable stores. Captain (later Commodore) Andrew H. Foote, second in command to Rear Admiral Samuel Livingston Breese, learned of the plot, conferred with Mayor Samuel Powell, and deployed both the yard's sailors and the metropolitan police. Soon one thousand policemen took positions near the Navy Yard and the ferry terminals while police boats and armed men in rowboats patrolled the river... The defense sprang up so quickly that no attempt to attack the yard ever materialized. The mayor and Captain Foote firmly believed a real danger had existed, but many scoffed always referred to the incident as the "Navy Yard scare."<sup>71</sup>

Although the yard was never attacked during the Civil War, marines from the yard were called in to help quell protests during the New York City draft riots, which took place in July 1863.

*The Cob Dock*

One physical landmark of this period was the Cob Dock, a former island that is partially extant today in the northwestern corner of the yard, where Building 292 is located. Originally, the Cob Dock was an island of mud flats in Wallabout Bay—acquired by the navy in 1810—that was only exposed at low tides. According to navy yard lore, the Cob Dock was built up from discharged cobblestones that had been used as ballast by sailing ships in the yard's early days. Over time, this infill provided a good berthing space for ships.<sup>72</sup> Around the time of the Civil War, the Cob Dock was given a solid form with cribworks, and an interior portion of the island was left as a basin. The volume of war ships passing through the bay demanded more berthing space, so the channel—known as the "Ship Channel"—was dredged further to allow even more ships to moor around the Cob Dock. At its northern end, the small island provided ordnance storage. Several buildings (demolished), such as a shell house, a gunner's house and gun skids, occupied the tip of the island. A small ferry boat shuttled sailors to and from the main navy yard.

In the second half of the nineteenth century the Cob Dock was developed further into an extensive park with a promenade and drill ground; it also contained buildings (demolished) such as a guard house, boiler house and work shop, as well as a timber basin. For many years the old frigate *Vermont* was moored at its outer edge, functioning as a receiving ship. By 1910 the Cob Dock also housed a brig (demolished), and several other large buildings (demolished).<sup>73</sup> As ships grew larger and more space was needed, the Cob Dock became increasingly obsolete. Between 1909 and 1913, the southern portion of the Cob Dock disappeared. The remaining northern end continued to function as ordnance storage and was connected to the navy yard by a causeway.

<sup>71</sup> Livingston, 102-3.

<sup>72</sup> West, 66.

<sup>73</sup> See photo of the Cob Dock in Berner, 66. This image shows the Cob Dock from northeast. In view are: a ship house, a long ordnance storehouse next to a slip, the brig south of that, the Whitney Basin in the background, and a coal handling plant on a pier to the right side of the image (or northwest side of the Cob Dock).

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During World War II, this area was completely re-conceptualized. The construction of two new massive dry docks (Dry Docks Nos. 5 and 6, 1942) demanded additional space, so the navy built the dry docks in the former "Ship Channel." The result of this was that the former island was connected to the mainland shipyard. The extant remnants of the Cob Dock are seen today in the northwestern corner of the yard and are part of the nominated district. The only pre-World War II buildings that remain in this area are Building 51 (garbage incinerator, 1938) and Building 249 (Electric Sub-Station No. 13, 1938). Building 292 (production utility building, 1942) was built on the site of the former Cob Dock athletic field and all of the ordnance storage was removed for the construction of Pier K (Structure 802, 1942).

*Officers' row, begun in the 1860s*

In 1864 construction began on what would become officers' (or admiral's) row, a collection of ten officers' residences (in six buildings, freestanding and attached) that are extant and front on Flushing Avenue near Navy Street. The structures are located on land that was part of the navy's original purchase in 1801. The site originally consisted of a mill pond that was infilled in the 1840s. Along with the commandant's house, these residences were used as perks to high-ranking navy officials, whose families resided in the houses. The buildings are a mix of Greek Revival, Italianate and French Second Empire style residences. The site also currently contains a number of ancillary structures formerly used as garages (non-contributing resources) along the south side of Park Street, as well as a former parade ground and tennis courts (ca. 1912). It is believed that the majority of the buildings were constructed prior to 1872.<sup>74</sup>

According to navy historian James H. West, Quarters E, F, and G were constructed in 1864.<sup>75</sup> These French Second Empire style attached residences consisted of six or seven bedrooms and three baths and housed the naval constructor (Quarters E), the chief engineer (Quarters F), and the surgeon (Quarters G). Quarters B, the residence of the captain of the yard, and Quarters D, the residence of the ordnance officer, were reported by West to have been constructed in 1872 and 1873, respectively. Both buildings represented elements associated with a mid-nineteenth century transition period between the Greek Revival and Italianate style. Quarters B was the largest single residence in officers' row. To the west, Quarters C, the residence of the equipment officer, was built by 1872 in the French Second Empire style. Quarters H, the residence of the general storekeeper, was added to Quarters C in 1881 in a similar style. To the east, Quarters I was built in ca. 1889 and Quarters K and L were both constructed in 1901, all in the French Second Empire style.<sup>76</sup> All of the buildings have rear, side, or rear and side additions, which were added in the early nineteenth century. After the navy yard was decommissioned in 1966, officers' row and the timber shed (Building 16) were retained by the U.S. Naval

<sup>74</sup> An 1864 map (Brooklyn Navy Yard, map file name: 1864\_image04666) shows proposed improvements including five officers' houses. By 1872 four of these houses (C, B, D, and E, F, G, which are one) are built (Brooklyn Navy Yard, map file name 1872\_300-2-51). One 1870 article on the Yard also mentions "old-fashioned houses, fronting as if on the street of a city, with gables at either end of the row... with vast roofs, double and hipped," see "The Brooklyn Navy-Yard," *Harper's*, 6. Also see the table of reported dates of construction from various books/reports from 1941-2008 in Panamerican Consultants, Inc. *Phase 1A Cultural Resources Investigation for Admiral's Row Section, Former Brooklyn Navy Yard, Brooklyn*, prepared for Tetra Tech, Inc. and the U.S. Army Corps of Engineers (July 2008), 5-3.

<sup>75</sup> West, 25. This date is also corroborated by Cultural Resource Consulting Group (CRCG), *History and Description of Officers' Houses, Brooklyn Navy Yard, Borough of Brooklyn, New York City, Kings County, New York* (May 2, 2005), 5. This report cites a document from 1863 that gives specifications for the houses, three of which were expected to be completed by 1864.

<sup>76</sup> West dates Quarters I to 1899, but a 1890 map (Brooklyn Navy Yard, map file name 1890\_f569s6) and other 1890s maps clearly show the building was there earlier.

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Station. Officers' row was vacated by the early 1970s and was fenced off from the rest of the yard. At an unknown date the property was transferred from the navy to the National Guard Bureau, which owned the property until 2012.

### Post-Civil War Years and Technological Transformation, 1866-1897

#### *The Navy's post-war reality*

After the Civil War the United States struggled to pick up the pieces of a devastated country. America had lost a president and a good portion of its young people, and its foreign trading and command of global affairs were significantly diminished. Due to these circumstances, the United States chose to concentrate on its domestic problems, namely, developing its interests in the West and beginning reconstruction in the South.

Like the country's economic prospects, the navy fell into decline in the post-war years. Much effort had been expended to arm and supply the Union fleet, but little had been done to fundamentally re-think the way that navy yards all over the country functioned. Shipyards, it turned out, were poorly suited to handle the transition to the larger iron and steel ships that were now needed for modern warfare.<sup>77</sup> Although new technology had been utilized in the early parts of the war, it seemed to some after the war that it was as if the Industrial Revolution had completely bypassed the navy. Downsizing, neglect, corruption and poor morale permeated the navy, prompting many to call this period the "doldrums."<sup>78</sup>

In the immediate post-war period the navy yard was limited to providing arms and munitions storage and conducting ship repairs. No new ships were constructed between 1866 and 1872. It wasn't until 1873 that a new vessel was launched.<sup>79</sup> Due to this inertia, few new buildings or structures were constructed until the late 1880s and 1890s; these include Dry Dock Nos. 2 and 3 (1887-90 and 1893-97), the Sands Street Gate (Building 200, 1895), Building 120 (oil storehouse, 1899) and Building 128 (boiler shop, ca. 1895 with later additions).

#### *Modernization of shipbuilding*

The most fundamental change that occurred in the post-war years was the yard's modernization of shipbuilding. During the Civil War, steam powered ships were still regarded as more of a peculiarity than the inevitable future of naval warfare. Most of the ships that fought in the war were of the wind-driven type, built of wood, and the product of hundreds of years of shipbuilding knowledge. The new ships that were now demanded to enforce the types of naval blockades that won the war for the Union would require a whole new type of operation and, eventually, a newer, more advanced navy yard.

This technological transformation was no less than a transition to a new age. The advent of iron-and-steel steam vessels changed the way the navy looked and the way it worked. The new ships were larger and easier to maneuver, offering a great tactical advantage. Yet they required new engineering methods. Metal shops such as Building 20 (iron plating shop, 1865) were needed to mold the raw materials for the ships and state-of-the-art machines were required to assemble the

<sup>77</sup> Edward L. Beach, *The United States Navy, A 200-Year History* (Boston: Houghton Mifflin Company, 1986), 317.

<sup>78</sup> Beach, 320.

<sup>79</sup> West, 45.

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ships. In 1876 the last wooden steam frigate with sails, the *Trenton*, was completed at the yard. After this the sailmakers' shop transitioned to lesser duties, like working on canvas deck awnings and seat cushions.<sup>80</sup>

Magazines like *Harper's* recorded the yard's technological transformation. "The change from the use of wood to that of iron in naval structures has effected prominent changes in the requisites of this as of every navy-yard in the country," the magazine reported in 1870. "The machines which handle that metal are, of necessity, formidable. Hideous monsters, mechanical ogres, stand ready with savage jaws to bite out mouthfuls of solid metal. The metal shrieks as chisels pare it away while sliding under the planing tools."<sup>81</sup> *Harper's* accompanied this account with engravings of various buildings and structures that allowed the yard to run efficiently; these included Dry Dock No. 1 and administrative buildings like the Round House (demolished), an octagonal structure whose clock kept time for the yard and from which workmen received their pay. The magazine noted that, aesthetically, "the more recent buildings are allowed to retain the natural beauty of brick and stone; and massive warehouses, elaborately trimmed with hewn granite, mark an improved era of taste, and better adaptation of construction."<sup>82</sup> By "recent," the magazine was likely referring to the many large structures (Building 10, for example) that had been constructed prior to the Civil War.

The workers who managed these fearsome machines, some of whom lived in the houses outside the navy yard, were experiencing radical changes of their own. Being federal employees, navy yard workers were among the first in New York to benefit from progressive employment practices. An act of March 2, 1867, for example, forbade naval officers from requiring or requesting workingmen to pay money for political purposes, or from dismissing the workers for their political opinions. An 1872 law limited laborers, workmen and mechanics to an eight-hour day while most other large manufacturers in New York City still required twelve-hour days. As the decade wore on, however, workers were increasingly regulated by the clock, fitting more productivity into a shorter period of time, moving into the age of mass production and the production line.<sup>83</sup>

*Rebound in 1880s and beginning of the "Battleship Era"*

In the 1880s, the United States began to rebuild its navy. As foreign countries applied modern technology to naval warfare, Americans reassessed the role its navy would play in world affairs. It became clear that a strong navy was needed to counter rising threats, sustain alliances and government-industry relationships, and protect its two coastlines.<sup>84</sup> This was a period of innovation for the navy yard. From the 1880s to the turn of the century, engineers worked on developing new vessels such as O-boats, torpedo boats, submarines, and more powerful battleships.<sup>85</sup> The navy yard also acted as an incubator to new technology. Its engineers made significant advances in ordnance, propulsion systems, navigation, armor and medicine.<sup>86</sup> A concomitant wave of building accompanied these developments.

<sup>80</sup> A.J. Libeling, A Reporter at Large, "The Yard," *The New Yorker* (July 2, 1938): 24.

<sup>81</sup> "The Brooklyn Navy-Yard," *Harper's*, 9.

<sup>82</sup> "The Brooklyn Navy-Yard," *Harper's*, 7.

<sup>83</sup> Ellen M. Snyder-Grenier, *Brooklyn!: An Illustrated History* (Philadelphia: Temple University Press, 1996), 126.

<sup>84</sup> Brooklyn Navy Yard, ed. "Creating a Modern Navy," *Brooklyn Navy Yard: Past, Present and Future*.

<sup>85</sup> Brooklyn Navy Yard, ed. "Laboratory for Innovation" *Brooklyn Navy Yard: Past, Present and Future*.

<sup>86</sup> *Ibid.*

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In anticipation of the new shipbuilding that would occur at the navy yard, modern shipways were constructed to accommodate larger, more advanced vessels. Early shipways, or tracks on which a ship is built and from which it is launched, had been small and laid with timbers. Up until 1893 the yard's two wooden shipways were covered by massive wooden ship houses, which had been constructed in 1820.<sup>87</sup> The ship houses protected the hulls of the wooden ships within. In the 1880s, the navy updated its shipways for the construction of the USS *Maine* by making the structures permanent with granite girders.<sup>88</sup>

Additional dry docks were also constructed to accommodate the growing number and size of vessels at the yard. This was due to a request by the secretary of the navy that appropriations be made for dry docks at League Island (Philadelphia), Norfolk and New York.<sup>89</sup> The extant 449-foot Dry Dock No. 2 (Structure 810) was begun in 1887 and completed in 1890. Originally built of wood resting on piles, it had to be reconstructed in 1901 with concrete instead of a wooden lining.<sup>90</sup> Plagued with problems, the face of the concrete was replaced in 1910 and 1932, at which time it was also lengthened. Dry Dock No. 3 (Structure 811) was begun in 1893 and completed in 1897. Similar in construction to Dry Dock No. 2, Dry Dock No. 3 was renovated in 1928, when some of the wood became rotted and was replaced with concrete. In the 1950s Dry Dock No. 3 was rebuilt with great difficulty and expense.

Buildings at the yard also reflected the navy's new reality. Along with traditional building uses such as timber sheds, cable stores, and rigging lofts, the decades of the second half of the nineteenth century brought several large machine shops—like Building 28 (ca. 1895, with later additions) and Building 115 (1890, demolished)—demonstrating the need for larger spaces to hold the machines that *Harper's* described. Other buildings from the main shipyard that also date to this period include Building 27 (administration building, 1899) and Building 30 (pattern shop, 1899).

Undoubtedly the most notable ship to be finished at the yard in this period was the USS *Maine*, the navy's second commissioned pre-dreadnought battleship. Confronted with increasingly powerful and hostile navies in South America, the navy began planning for ships that paid particular attention to armor. These types of ships replaced the ironclad warships of the 1870s and 1880s and were built from steel. The keel of the *Maine* was laid on October 18, 1888 and launched on September 17, 1895. In 1898 the *Maine* was sent on a "friendly" visit to Cuba, where revolts against Spanish rule were endemic. In reality, the American ship was there to protect U.S. interests, while intimidating Spain and showing support for the Cuban independence struggle. When the ship was blown up in Havana harbor, American public opinion turned sharply against Spain and the ensuing pressures led President William McKinley into the Spanish-American War. The yard was a principal supply center for the navy during the conflict. Within a short period of time, America declared victory and acquired the former Spanish colonies of Cuba, Puerto Rico, the Philippines, and Guam.

<sup>87</sup> See Brooklyn Navy Yard, map file name: 1820\_f561s10 and "Last of an Old Ship House," *New York Times*, October 15, 1893.

<sup>88</sup> West, 39.

<sup>89</sup> Philadelphia Naval Shipyard Historic District, Philadelphia, Philadelphia County, PA, National Register #99001579, section 8, page 3.

<sup>90</sup> "Dry Dock #2," *New York Naval Shipyard, Historical Review* (New York: Brooklyn Navy Yard, 1965).

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In general, ship construction remained at low ebb at most navy yards from the end of the Civil War until the early twentieth century.<sup>91</sup> The construction of large ships at the navy yard during this period contrasts sharply with the fate of other navy yards, such as Boston, which in 1883 had its construction and repair duties suspended in favor of making the yard a permanent equipment manufacturing center (a decision that was reversed by World War I).<sup>92</sup> Before that development, Boston had built only two screw sloops and a torpedo ram. Portsmouth constructed a steamer, a training brigantine, and a pair of tugs; Norfolk built a cruiser and a battleship; and Philadelphia didn't begin its first ship until 1915. In contrast, during this period, New York had constructed the cruiser *Cincinnati* as well as the famous battleship *Maine* and in the first years of the twentieth century laid keels for seven more battleships. The yard was primed to play a pivotal role as one of the nation's main producers of battleships and large cruisers during the coming world-wide conflicts.

*Sands Street Gate (Building 200)*

Constructed in 1895 and opened in 1896, the Sands Street Gate served as a primary entry point to the navy yard during the twentieth century. This Medieval-inspired gateway was an elaborate structure featuring plinths, turrets and eagle-capped posts. Historically flanked by Buildings 15 (demolished) and Building 16, the two long timber sheds, the Sands Street Gate offered a ceremonial entrance to the yard near officers' row and the commandant's house. The gate cost \$24,000 and officially opened on the occasion of the visit to the navy of China Minister Li Hung Chang.<sup>93</sup>

A 1901 the *Brooklyn Eagle* noted that "the new official entrance is more imposing than the old one at York Street, and in addition to the two towers, the gate-keeper's lodge and guard-house stands on each side of the entrance."<sup>94</sup> This new entrance was also closer to Flushing Avenue, which was now accessible via streetcar transportation. During World War I and World War II, the Sands Street Gate became an icon of the changing yard. Images of the period showed lengthy lines outside the gate as thousands of men sought jobs working on ships. In 1942, women were photographed entering through the gate, walking by dozens of curious men. It was during these years as well that the gate underwent an extensive renovation, including the construction of a wooden bridge (now gone) that connected the two sides of the gatehouse.

**The New Century and World War I, 1898-1918**

*New York City grows and consolidates*

The themes of Brooklyn's immigration and industrial growth, which had dominated so much of the nineteenth century, continued into the twentieth century. Population pressures demanded the expansion of new neighborhoods in the borough and the augmentation of transportation options. Cheap housing and a strong job market also stimulated growth. New York City became a machine of inter-related parts all dependent on each other for success, a fact that was even more true after the consolidation of the boroughs in 1898, when New York City became one entity.

<sup>91</sup> National Register of Historic Places, Philadelphia Naval Shipyard Historic District, section 8, page 9.

<sup>92</sup> National Park Service, U.S. Department of the Interior, *Cultural Landscape Report for the Charlestown Navy Yard*, 55.

<sup>93</sup> Commander Frank B. Upham, "History of the New York Navy Yard," *Our Navy: The Standard Publication of the U.S. Navy* 10, no. 3 (July 1916): 25.

<sup>94</sup> Brooklyn Daily Eagle, *Guide to the Brooklyn Navy Yard*, 5<sup>th</sup> ed. (Brooklyn, NY: Eagle Book and Job Printing Department, 1901), 2.



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Immigration levels soared in this era. Nearly 8.8 million men, women and children came to the United States between 1901 and 1910, many of them passing through New York's Ellis Island.<sup>95</sup> Italians, Eastern European Jews, Poles, and Czechs came fleeing poverty, persecution and wars, and many Irish and Scandinavians continued to enter the country. Consolidation brought the population of New York City up to 3.1 million, and this number proceeded to grow as these diverse groups of people continued to immigrate to the United States looking for a better life.

The city was faced with unprecedented physical growth. In Brooklyn urbanization stretched far past the boundaries of the former city of Brooklyn. Modern transit features such as the Williamsburg Bridge (1903), Manhattan Bridge (1911), and the Interborough Rapid Transit Company's subway line extension into Brooklyn (1908) facilitated much new development. The bridges, in particular, were largely possible due to consolidation, having been paid for with funds raised through issuance of New York City bonds.<sup>96</sup>

The navy yard benefited greatly from its close proximity to these developments. There was almost always a guaranteed labor force in proximity to, or within a short commute from, the yard. Additionally, the yard was more than ever a desirable place to work. In 1912, the Lloyd-La Follette Act ensured that navy yard workers would benefit from substantial job security, including protection for whistleblowers as well as the right to unionize. Yet, to some navy officials, the yard was still inadequate in terms of size. They doubted its ability to accommodate the demands of the twentieth-century navy. From 1911 to 1913 proposals were discussed to move the yard to Communipaw, New Jersey, near Jersey City.<sup>97</sup> There, one could find a wide network of railroads and sufficient space to grow. Naturally, Brooklyn civil organizations protested the idea. Luckily for them, the idea lost steam after the election of President Woodrow Wilson in 1913, when the navy decided to retain the yard in its present location.

*Building and preparing for the modern navy*

By 1900 the navy was recognized as an established institution necessary for the protection of both the mainland shores and new territorial acquisitions.<sup>98</sup> The success of the war with Spain had shown that the navy was ready for quick deployments and capable of waging war in two seas at one time. One major proponent of the navy was Theodore Roosevelt, a student of the navy's role in the War of 1812, assistant secretary of the navy from 1897-98, and a hero of Spanish-American War. Roosevelt was elected governor of New York in 1898, and in 1900 he joined McKinley's presidential ticket as his running mate. Shortly thereafter he became president after McKinley was assassinated at the Pan-American Exposition in Buffalo in 1901.

Roosevelt was a quintessential turn-of-the-twentieth-century navalist. During his tenure as assistant secretary of the navy in the McKinley Administration (1897-98) and continuing through his own presidency, he proactively worked to increase the size and effectiveness as well as the visibility of the U.S. Navy around the world. Like his contemporary navalists in Britain, Germany and Japan, he was heavily influenced by then U.S. Captain Alfred Thayer Mahan's *The Influence of*

<sup>95</sup> Ment, 69.

<sup>96</sup> Ment, 73.

<sup>97</sup> West, 103-04.

<sup>98</sup> Beach, 385.

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*Seapower Upon History, 1660-1783*, which emphasized the pivotal role played by a powerful navy in the successful proactive conduct of a nation's defense and international diplomatic and economic affairs.

To demonstrate to the world that the United States Navy had become a major sea power, Roosevelt arranged to have sixteen battleships tour the world between 1907 and 1909, making goodwill visits on the way. The sixteen ships were painted white, prompting the media to call the group the Great White Fleet.<sup>99</sup> The fleet's flagship was the USS *Connecticut*, a first-class battleship built at the Brooklyn Navy Yard in 1903-04. The other ships were constructed at a variety of navy and civilian yards on the east coast, except the *Ohio*, which was built by the Union Iron Works in San Francisco.

Roosevelt's tenure as President also saw the completion of the U.S. Navy's design for the world's first "all-big-gun" battleship, the USS *South Carolina*, in 1904-95. Prior to this time, battleships across the world had invariably incorporated mixed batteries of large (11"-13"), medium (7"-10") and small (3"-6") guns. Ironically, as the *South Carolina* was not actually completed and commissioned until March 1910, such all-big-gun ships soon became generically known as "dreadnoughts," after Britain's first all-big-gun ship HMS *Dreadnought*; while designed after the *South Carolina*, was completed and placed in commission in December 1906. The advent of dreadnought design soon led to the building of even larger and more powerful battleships for all the world's major navies, culminating in the U.S. with the commissioning of the World War II-era *Iowa* class.

The need to build larger, more advanced ships necessitated physical changes to the layout of shipways, of which unfortunately none survive. The shipways that had sufficed only a few years earlier were deemed outdated by the turn of the century. For example, Building Ways No. 1 (demolished), a shipway that had been the site of the launching of the USS *Maine* a little over ten years earlier, was removed and rebuilt in 1903 for the construction of the USS *Connecticut*, a ship that was over 125-feet longer than the *Maine*. Fifteen years later, in 1917, Building Ways No. 2 (demolished) was built, and the Connecticut building ways, as they became known, were enlarged once again, this time for the construction of the 43,200-ton battleship *Indiana*, the keel of which was laid in 1920.<sup>100</sup> From 1907-1920 ships of increasing tonnage were built on the Connecticut building ways, including the 12,000-ton Fleet Coiler *Vestal* (1908), the 22,000-ton battleship *Florida* (1910), the 27,000-ton battleship *New York* (1912), the 31,917-ton battleship *Arizona* (1915), the 32,000-ton battleship *New Mexico* (1917), and the 32,300-ton battleship *Tennessee* (1919).<sup>101</sup>

The appearance of the new shipways also began to reflect technological advances in shipbuilding in this era. In contrast to early wooden ship houses, the new shipways of the industrial era allowed for building in the open, since steel vessels did not need to be guarded from the elements. By 1898 all vessels built at the yard were constructed in the open and eventually functioned with the assistance of overhead steel runways that allowed cranes access to all parts of the ship.<sup>102</sup>

<sup>99</sup> At the time of the Great White Fleet, the United States' first dreadnought-class ship, the USS *South Carolina*, was being fitted out at a civilian yard in Philadelphia.

<sup>100</sup> West, 39.

<sup>101</sup> West, 46.

<sup>102</sup> West, 39-40.

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Part of this waterfront rebuilding also included the construction of Dry Dock No. 4 (Structure 812) between 1905 and 1913. Known as the “Hoodoo Dock,” this basin was notorious for the difficult problems, delays and deaths that occurred during construction.<sup>103</sup> Quicksand beds plagued construction firms that took the job, killing twenty men and injuring about 400 others. It was only after five private builders abandoned the project that the government took over and completed it in 1913. Dry Dock No. 4 is constructed of concrete and lined with brick, with granite sills and coping. It holds a ship of 717 feet, a remarkable improvement compared to Dry Dock No. 1 (1841-51), which at sixty years old could hold at most a ship 320-feet long.

In addition to new structures, the navy also constructed a paymasters’s office (Building 121, 1900), a construction and repair storehouse and shops (Building 131, 1902), and a locomotive shed (Building 132, 1905). The locomotive shed, in particular, reflected the ascendance of rail transport at the yard and in the surrounding areas. Many buildings were built to accommodate these trains with large openings and rail siding. Today, nearly all of the tracks have been covered with asphalt. In addition to new buildings, the navy modified at least one older building. In 1903, it greatly enlarged former Building 21 (a c.1855 structure built as a timber shed and sail loft) into Building 127, a wider and taller boat storehouse.

In 1913 Congress authorized the building of the USS *Arizona* (BB-39). *Arizona*’s 14”-45 caliber main battery marked it as the U.S. Navy’s sixth “super-dreadnought:” it’s “all-or-nothing” armor scheme (a revolutionary design introduced in the previous *Nevada* class of U.S. battleships and later adopted by most of the world’s other navies) marked it as the fourth U.S. “second-generation” type dreadnought. *Arizona*’s keel was laid in the Brooklyn Navy Yard on March 16, 1914 with then-assistant secretary of the navy Franklin Delano Roosevelt in attendance. The *Brooklyn Daily Eagle* described the launch that took place at the Connecticut shipways: “Uncle Sam’s greatest naval creation—the super-dreadnought *Arizona*, mightiest war craft ever wrought by the hand of man—was successfully launched at 1:11 o’clock this afternoon at the navy yard, while 50,000 persons roared a mighty cheer.”<sup>104</sup> Although completed and ready for battle, the ship failed to see action during World War I due to fuel shortages. It found fame, however, after it was attacked at Pearl Harbor on December 7, 1941. It was one of two ships that were too far damaged to be raised, repaired and returned to service. Seven other navy yard-built ships were also attacked at Pearl Harbor, including the *Vestal*, *New Orleans*, *Tennessee*, *Helena*, *Honolulu*, *Hull*, and *Dale*. Today, the wreck of the USS *Arizona* remains at Pearl Harbor and can be viewed at the USS *Arizona* Memorial.

*The navy’s experiment with scientific management*

Along with physical changes, the navy yard experienced significant, albeit temporary, changes in its administrative structure during these years. Prior to leaving office in 1909, President Theodore Roosevelt approved Navy Department General Order No. 9, calling for the consolidation of navy yard manufacturing forces, previously organized into five departments: Construction and Repair, Steam Engineering, Yards and Docks, Equipment, and Ordnance. As part of the order, this manufacturing work was put under the supervision of the naval constructor, who, as the principal technical

<sup>103</sup> Brooklyn Navy Yard, ed. “The Yard’s Other Dry Docks,” *Brooklyn Navy Yard: Past, Present and Future*; Jonas Platt, “The Hoodoo Drydock,” *Technical World Magazine* 21, no. 1 (March 1914): 46-49.

<sup>104</sup> *The Brooklyn Daily Eagle* quoted in Snyder-Grenier, 126.

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assistant to the commandant, was responsible for the efficiency and manufacturing force of the navy yard.<sup>105</sup> This was a dramatic change from the former structure, in which the commandant oversaw all aspects of the yard. The naval constructor had direct charge of all labor, shops, dry docks, tools, and appliances. In one memo recorded in the *Congressional Record*, his role was compared to that of a general superintendent or general manager of any large private establishment.<sup>106</sup>

These changes broadly reflected the ascendance of Frederick Winslow Taylor's theories of scientific management from the 1890s to the 1910s. Taylor's objective was the economic, physical, and material efficiency of labor productivity. The method was intended to cut costs while increasing output. Various changes to bring about this method included the establishment and maintenance of standard methods, a clear study of each person's functional duties, and a careful analysis of the work to be done. This included the introduction of time clocks and bonus payments to workers.

The experiment quickly backfired. After molders at the Watertown Arsenal went on strike in 1911 to block scientific management in their workplace, Congress convened a committee to study the effect of Taylorism on federal employees.<sup>107</sup> To its supporters, Taylorism offered a way to streamline the work process. To its detractors, Taylorism was dehumanizing and disdainful to the craftsmanship and dedication that the workers had proved over many years. Ultimately, scientific management did not survive the public outcry. By 1915 Congress outlawed its use in navy yards and arsenals. In 1921 President Warren G. Harding effectively reversed the orders of 1909 with General Order No. 53 and reinstated the commandant as full authority for both military and industrial activities at the yard. The commandant also served as the manager, overseeing the industrial activities of the yard, including the labor force, facilities, and accounting.<sup>108</sup> The captain of the yard, whose office had been eliminated in 1914, returned as the commandant's aide.

*The "Great War" and the yard*

Although the United States maintained a policy of non-intervention during the early years of World War I, it perceived the very real possibility that it would be drawn into the conflict. In 1914 a survey of the navy's resources showed that if the country should be drawn into war it would be necessary to make immense additions to the fleets, naval shore facilities, and the merchant marine.<sup>109</sup> Based on this data, the navy began a three-year program of expansion beginning in 1916 to ensure that the country would be prepared if it had to declare war.

After suffering the loss of American lives on the British liner *Lusitania* in 1915 the U.S. sustained its non-intervention strategy. But with the additional losses of seven U.S. merchant ships at the hands of German submarine warfare in 1917 and the infamous Zimmerman Telegram, in which Germany invited Mexico to join the war as Germany's ally, the United

<sup>105</sup> West, 81-82.

<sup>106</sup> Memorandum for Commandants, S. Doc. No. 60-693, at 18 (1909).

<sup>107</sup> For more on the Watertown Arsenal strike see Hugh G. J. Aitken, *Taylorism at Watertown Arsenal: Scientific Management in Action, 1908-1915* (Cambridge, MA: Harvard University Press, 1960) and Clayton Sinyai, *Schools of Democracy: A Political History of the American Labor Movement* (Ithaca, NY: Cornell University Press, 2006).

<sup>108</sup> Commander C.W. Fisher, "Industrial Organization of Navy Yards," *Naval Institute Proceedings* 48 (1922): 762-64.

<sup>109</sup> United States Bureau of Yards and Docks, *Activities of the Bureau of Yards and Docks, Navy Department, World War 1917-1918* (Washington, DC: Govt. Printing Office, 1921), 19.

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States declared war on April 6, 1917. Although the infrastructure wasn't quite ready, the plans the U.S. had made greatly aided a quick deployment. By the summer of 1918 the country was sending 10,000 soldiers to France every day. The U.S. was more prepared than Germany had expected.

Employment and activity at the yard quickly increased. The workforce grew from 6,000 to 18,000 by 1918, as new ships, buildings, and other structures waited to be built.<sup>110</sup> Workers were housed in existing buildings and, beginning in the summer of 1917, in a camp erected in City Park, adjacent to the navy yard (outside of the nominated district). The camp accommodated 3,000 sailors and served as receiving barracks. Larger issues concerning the war played out at the yard during the WWI years. Fears of sabotage led officials to issue IDs for the first time in the yard's history. The problem of how to pay for the war also loomed large on the country's conscience. At the peak of the war, yard workers gathered to help fund the war effort at the Liberty Loan Rally held in front of the navy yard's boat shop.<sup>111</sup> Such rallies typically featured vaudeville and movies stars to attract bond buyers. The paymaster building (Building 121) acted as the War Savings Bond Office. The enthusiastic turnout at the yard helped sell later issues of the bonds.

The Brooklyn Navy Yard adjusted to the demands of a new war. To provide space for new shipbuilding, repair shops, shipways, and storage facilities, it became necessary at this time to move some of the yard's former activities, such as fleet supply and provisions handling to a supply base in south Brooklyn (specifically, the U.S. Navy Fleet Supply Base, located near Bush Terminal in Sunset Park).<sup>112</sup> The small area of the navy yard allowed only the most crucial activities to take place there. Many new buildings and structures weren't constructed until close to the end of the war, when activities had fully ramped up; several weren't finished until just after the war ended in 1919. These include a locomotive roundhouse (demolished, Building 530, 1914), Pier C (Structure 761, 1916), Building 3 (supply storehouse, 1917), Building Ways No. 2 (demolished, 1917), Building 190 (demolished, boat shed, 1919), Building 4 (demolished, structural shop, 1919), and Building 5 (light machine shop, 1920). The internal rail system helped connect many of these buildings to the yard's four dry docks and two shipways.

In terms of ship construction, the federal navy yards took up increasingly specialized roles in what types of ships they constructed. Boston constructed one storeship, three tankers, and one destroyer tender and constructed a new 750-foot granite dry dock; Portsmouth constructed its first submarine; Norfolk constructed four destroyers; Charleston constructed eight submarine chasers, one gunboat, one destroyer and two tugs; Philadelphia constructed its first ships, including a hospital ship, a troop transport ship, a destroyer and four minesweepers.<sup>113</sup> During this period New York continued to construct battleships (alone among the navy yards), as well as submarine chasers, which were intended to hunt and destroy German U-boats. Over the course of eighteen months, the yard fabricated at least forty-nine of them using

<sup>110</sup> Brooklyn Navy Yard, ed. "World War I," *Brooklyn Navy Yard: Past, Present and Future*; Kenneth Jackson, *The Encyclopedia of New York City*, 160.

<sup>111</sup> Brooklyn Navy Yard, ed. "Liberty Loan Rally at the Yard," *Brooklyn Navy Yard: Past, Present and Future*; Howard Pitsch, *Fort Greene* (Charleston, SC: Arcadia Publishing, 2010), 18.

<sup>112</sup> United States Bureau of Yards and Docks, *Activities of the Bureau of Yards and Docks, World War 1917-1918*, 145-46.

<sup>113</sup> National Register of Historic Places, Philadelphia Naval Shipyard Historic District, section 8, page 9.

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assembly-line production.<sup>114</sup> This was nearly six times the number of submarine chasers coming out of the Charleston Navy Yard. The yard also built other supporting crafts such as coal barges, fuel oil lighters, garbage lighters, water barges, seaplane borages, a floating workshop, and the commandant's barge (called the *USS Spray*).

The armistice to end the war was declared on November 11, 1918, less than two years after the United States had joined the conflict. Over 115,000 Americans died, and more than 200,000 were wounded. The Great War, as it was known until 1939, changed the landscape of Europe and made President Woodrow Wilson deeply unpopular at home, with most of the population believing that intervention had been a mistake. World War I also disrupted the social trends of the previous decade. U.S. immigration quota laws of 1917, 1921, and 1924 virtually halted the vast immigration that had been so key to New York City's economic engine. In a new age of globalization, fears of politics, religion, and poverty swept through the government. Similar to other post-war periods, the navy yard went essentially fallow in the years immediately after World War I. After the launching of the *USS Tennessee* on April 30, 1919, there were no new naval vessels built at the yard until 1929.<sup>115</sup>

*Construction of Building 3 and the Turner Construction Company*

One of the largest undertakings of the World War I years was the construction of Building 3, a reinforced-concrete structure located on Flushing Avenue, built in 1917.<sup>116</sup> The building, constructed by the Turner Construction Company as a supply storehouse, was a significant break with earlier types of construction at the yard. At eleven stories it was taller than the rest of the buildings; it featured a relatively larger footprint, and it was made of reinforced concrete, the first structure built of that material at the yard.

Although the Turner Construction Company had built at the navy yard before, it came about its commission for Building 3 in an indirect way.<sup>117</sup> Just prior to World War I rumors circulated that a factory in Brooklyn was being outfitted with German guns. Obviously disturbed by this report, the navy sent an official to investigate. Instead of German guns, however, what they found was the Turner Construction Company building large engine foundations. The officer was intrigued and impressed by the work and Turner soon became a candidate to construct the new storage building.

By 1917, the Turner Construction Company had already well established itself as a pioneer of reinforced concrete construction. The firm's first concrete buildings were built in an area of Brooklyn between the Brooklyn and Manhattan bridges, not far from the navy yard.<sup>118</sup> A network of at least ten concrete buildings was constructed there for Robert Gair, a paper manufacturer. When the complex of buildings, known as "Gairville," became a success, the Turner Construction Company began advocating the benefits of reinforced concrete—greater floor loads, freedom from vibration of machines, better natural lighting, and better fire resistance—to other industrial concerns in Brooklyn. In 1905, the firm began

<sup>114</sup> West, 47; Brooklyn Navy Yard, ed. "Sub-Chasers in Production," *Brooklyn Navy Yard: Past, Present and Future*.

<sup>115</sup> West, 47. The vessel was the *USS Pensacola*.

<sup>116</sup> Turner Construction Company, 12-16.

<sup>117</sup> The other building that the Turner Construction Company had built at the Navy Yard was the naval laboratory on the hospital grounds, designed by Ernest Flagg, see Turner Construction Company, 126. Also see the section on the naval hospital, above.

<sup>118</sup> For more information on reinforced-concrete buildings in DUMBO, see Landmarks Preservation Commission, *Dumbo Historic District Designation Report* (LP-2279) (New York City, NY: 2007).

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construction at Bush Terminal, a complex of dozens of reinforced-concrete factories along the waterfront in Brooklyn's Sunset Park. Both "Gairville" and Bush Terminal did much to bring about the acceptance of reinforced concrete as a viable building material for industrial buildings.

As diplomatic relations with Germany deteriorated, a contract was prepared and executed on April 28, 1917 for a ten-story warehouse to the design of architect Howard Timmis of Timmis & Chapman. Rear Admiral Frederick R. Harris, chief of the Bureau of Yards and Docks, chose the site of the U.S. Marine Barracks Ground (established on the site circa 1858) for the new building. Only four days after the contract was signed, foundation work on Building 3 was begun. The supply storehouse floor plan measured 360 x 180 feet and, while under construction, the structure was increased to eleven stories. By September 12<sup>th</sup>, just over four months since the contract was signed, concrete work for the building was completed. Turner had put the building up, including the roof, in just under eleven weeks, averaging a floor per week. The concrete construction allowed up to 400 pounds per square foot of load on some floors and all together provided over 712,000 square feet of open floor space. Railroad tracks allowed materials to be moved quickly and easily from loading docks on all four elevations.

On October 1, 1917, the navy began moving into the first four floors of Building 3 and by November 15, all floors were ready for occupancy, three weeks earlier than the contract deadline. The eleventh floor of the building later housed the offices of the commandant, captain of the yard, and manager. Due to the success of the supply storehouse, supplemental contracts were awarded to Turner for a chemical laboratory (Building 152, 1920) and a medical supply storehouse located outside of the navy yard.

Building 3 epitomizes the way that new materials, new technology and increasingly streamlined production methods helped ensure the navy's success during World War I. During World War II covered footbridges were constructed between Building 3 and Buildings 5 (1920) and 77 (1942), allowing yard personnel to easily move between the commandant's offices, storehouses, labs, machine shops, the production department, design division, and dozens of other important units housed in these buildings.<sup>119</sup>

### **Economic Depression and Threat of Conflict in the Interwar Years, 1919-1939**

#### *The Washington Naval Conference and the navy's post-war decline*

After World War I, the general mood in the United States was for peace. In the immediate post-war years the navy continued to construct vessels, including the USS *South Dakota* and USS *Indiana*, whose keels were both laid in 1920 at the Brooklyn Navy Yard. But after President Warren G. Harding's Washington Naval Conference of 1922, the outlook for the navy shifted dramatically.

The Washington Naval Conference was held in Washington DC from November 12 to February 6, 1922. The result of the conference was a number of treaties between the world's strongest sea powers that limited the naval armaments of the signatories. The Five-Power Treaty, also known as the Washington Naval Treaty, was signed by Great Britain, the United

<sup>119</sup> West, 29; Brooklyn Navy Yard, map file name: 1943\_f578s1.

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States, Japan, France and Italy. The treaty aimed to preserve peace in the Pacific Ocean and East Asia and prevent an arms race, especially between America and Japan, which, up until that point, had continued to construct large battleships.

The Washington Naval Treaty had an immediate impact on the navy yard. Construction on the *South Dakota* and *Indiana* was promptly halted and the ships were ultimately sold for scrap. At this point the navy yard might have begun constructing new vessels to replace the increasing number of obsolete ones, but Congress failed to appropriate funds to bring new work to the yard, leading to a dramatic drop in employment and a period of general inactivity.<sup>120</sup> Ship repairs became the main occupation of the employees who remained. Nearly ten years would pass before the next ship, the USS *Pensacola*, was launched from the yard in 1929. AS a result there was very little new construction at the yard during the 1920s.

*The Works Progress Administration (WPA) revives the yard*

The year 1929 may have yielded the first ship to be constructed at the yard in a decade, but it also brought the devastating crash of the U.S. stock market on October 29, 1929 and the practical (if not technical) beginning of the Great Depression. During the “long armistice” the navy struggled to maintain its normal operations despite funding cutbacks, treaty limitations, and public indifference. Funds that Congress did appropriate to the navy were used to modernize and maintain existing ships, but little else was accomplished in the way of technical and design experimentation.<sup>121</sup> The one exception, perhaps, was the growing interest and exploration of aircraft carrier warfare.

The 1920s were boom years for most New Yorkers, but the navy yard employees desired more work. To alleviate the problem, organized labor supported an amendment to the 1929 naval authorization bill, known as the Dallinger Amendment, which stated that every other cruiser would be constructed in a government yard. The aim of the amendment was to curb the bidding contests that had erupted between public and private yards. The law assured a large number of jobs for union members working at navy yards.<sup>122</sup> Still, as the country grappled with the first years of the Great Depression, there was little incentive to build new ships. Under pressure not to incite a new arms race, in 1930 President Herbert Hoover extended the Washington Naval Treaty agreement, or battleship “holiday,” another two years, to 1932.<sup>123</sup> Hoover’s slashing of government spending forced the navy to cut manpower, reduce operations and lay up ships.

The 1933 inauguration of President Franklin Roosevelt dramatically changed the navy’s outlook. Within his first “hundred days” Roosevelt, a former assistant secretary of the navy, earmarked \$238 million under the National Industrial Recovery Act for warship construction. Additionally, relations with Germany, Italy and Japan continued to deteriorate when the three dropped out of the Second London Naval Disarmament Conference in 1936, signaling that an arms race was imminent. By 1935 the navy yard was slated to build ten naval cruisers, the first of which was the 10,000-ton USS

<sup>120</sup> West, 47.

<sup>121</sup> Miller, 277-79.

<sup>122</sup> John R. Stobo, “The Brooklyn Navy Yard During the Hoover Administration, 1929-1933,” accessed February 1, 2012: <http://www.columbia.edu/~jrs9/BNY-Hist-Hoover.html>; “Cruiser Bill Passed By House,” *New York Times*, February 8, 1929.

<sup>123</sup> Miller, 279.



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*Brooklyn.* Over 400 people came out to watch the hammering of the first rivet, which had been made by students at the Brooklyn Boys Vocational High School.<sup>124</sup>

The economic consequences of the construction of these ships for the surrounding neighborhood and Brooklyn were not far from the minds of spectators. The neighborhood of Wallabout and other areas immediately surrounding the navy yard had not fared well in the dire economic times. Works Progress Administration (WPA) writers recorded their impressions of the neighborhood in the 1939 *WPA Guide to New York City*. They designated the navy yard district as New York's "Barbary Coast," noting the variety of people and food one could encounter on the street. Yet they also observed the area's more rough-and-tumble character with its flophouses, saloons, gambling dens, and red-light district.<sup>125</sup> The area was a notorious attraction to sailors looking to occupy their time. During Prohibition (1920-33) parts of Sands Street had even been patrolled to keep navy men away. The uptick in ship construction, it was hoped, would breathe new life into the yard and its surrounding areas.

Naval public works appropriations through the National Industrial Recovery Administration, the Civil Works Administration, the Works Progress Administration, and the Public Works Administration put thousands of people back to work and did much to rehabilitate the yard. In addition to building ships, men were hired to construct a new garage (Building 50/50A, 1936), a garbage incinerator (Building 51, 1939), a coal plant office (Building 52, 1938), lay down extensive paving and railroad tracks, and repair waterfront seawalls and waterfront construction.<sup>126</sup> By 1938, one-third of the yard's 10,000 employees were being paid by the WPA.

*Laying the groundwork for World War II*

Worldwide tensions mounted as the 1930s progressed. Adolf Hitler had come to power in Germany in 1933 determined to restore the country's prestige after the humiliating defeat of World War I. In 1936 Italy invaded a vulnerable Ethiopia. And in the Pacific, an unchecked Japan first seized Manchuria from China in 1931 and then launched an all-out invasion in 1937. The American people, although determined to stay neutral for the moment, were greatly distressed by these developments and sympathized with democracies in their struggle against dictatorships.<sup>127</sup> However, the country was extremely wary of entering the European conflict, remembering the physical and emotional repercussions of World War I.

Yet President Roosevelt recognized the danger the United States faced if its ally, Great Britain, fell. In such a scenario the country would be forced to fight wars in two oceans, virtually by itself. Thus, Roosevelt instituted steps to make sure that Great Britain was kept armed and supplied, all short of America entering the war. The United States offered weapons on a cash-and-carry basis in 1937. By 1940 the U.S. was exchanging old destroyers for leases on a chain of air and sea bases along the Atlantic Coast under the Lend-Lease Program.

<sup>124</sup> "Navy Yard Begins Cruiser Brooklyn," *New York Times*, March 13, 1935.

<sup>125</sup> The Federal Writers' Project, *The WPA Guide to New York City* (New York: Pantheon Books, 1939), 450-52. Another piece from the period, A.J. Liebling's *New Yorker* article, gives more information on the neighborhood abutting the Yard. Liebling documented the same conditions as the WPA Guide, but claimed that there was no red-light district. See Liebling, 29.

<sup>126</sup> "Navy Yard Seeks \$4,000,000 in Work," *New York Times*, July 6, 1936.

<sup>127</sup> Miller, 293.

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While the U.S., still supposedly neutral, armed Great Britain, it began preparations for an all-out war. Just prior to the defense buildup the navy was operating eight yards. These were located in the cities with the original federal shipyards: Washington, DC; Boston; Portsmouth; Norfolk; and Philadelphia, which had been moved to a new site in the 1870s. The navy also operated a yard at Mare Island, which provided support to the fleet on the West Coast beginning in 1854, and at Bremerton, WA (also known as Puget Sound), which was established in 1891. In 1901 a yard was established at Charleston, SC.<sup>128</sup> Of all the navy yards, the Brooklyn Navy Yard underwent the most complex reconstruction program.<sup>129</sup> The navy essentially had to reconfigure its small site, at that point broken up into pieces due to the Wallabout Market, and make it into a first-class, state-of-the-art navy yard within an incredibly short amount of time. These changes constituted the most significant physical changes to the site since it was established in 1801 and it is this period that is most evident at the navy yard today. While some features of the earliest plan were preserved, others were eliminated and new areas were developed.

Anticipating a great building campaign, the navy began to assess where it could expand. On September 26, 1939—the same month that war broke out in Europe—the federal government filed a petition to condemn twenty-one lots to the west of the navy yard between the then-existing navy yard wall and Little Street (all of this property is now occupied by the Red Hook Water Pollution Control Plant and is outside of the nominated district boundaries). This action added a total of 1.5 acres to the navy yard site—bringing the total site acreage up to approximately 356 acres—at a cost of \$57,794.<sup>130</sup> Here, the navy began construction on a new turret and erection shop (called Building 18, demolished) in 1939. The single bay building was 800 feet long and 100 feet wide and also accommodated welding facilities and a mold loft.<sup>131</sup>

In tandem with this work, major alterations were made to the shipways, called the “Connecticut building ways” or Building Ways Nos. 1 and No. 2 (demolished), including strengthening and extensions. Additionally, Dry Dock No. 4 (Structure 812, originally built in 1913) was lengthened by thirty-two feet for the contract on the USS *North Carolina*, whose keel was laid in October 1937. The project was for a V-notch extension and was completed despite extreme engineering difficulties, including the treacherous site conditions and the proximity of the central power plant.<sup>132</sup>

The yard was beginning one of the most substantial transformations of its history, involving excavations that exposed the yard’s original marshland and tons of landfill. It is not surprising, then, that evidence of the yard’s 150-year old history resurfaced. In one incident, construction workers in Building 10, a stone structure erected prior to the Civil War containing steam engines that pumped Dry Dock No. 1, discovered an old prison, or “brig,” eight feet underground while rehabilitating the building for modern usage.<sup>133</sup> In another case, during the excavation of an expansion to a structural shop

<sup>128</sup> All eight of these yards have been listed on the National Register.

<sup>129</sup> United States Bureau of Yards and Docks, *Building the Navy’s Bases in World War II* (Washington, DC: U.S. Government Printing Office, 1947), 1:178.

<sup>130</sup> West, 8-9.

<sup>131</sup> United States Bureau of Yards and Docks, *Building the Navy’s Bases in World War II*, 178.

<sup>132</sup> Ibid.

<sup>133</sup> “10% Rise at Navy Yard,” *New York Times*, August 16, 1936.

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and mold loft called Building 4 (demolished), workers found a skeleton, assumed to be the remains of one of the prison ship martyrs.<sup>134</sup> The body was transported to Cypress Hills Cemetery, the location of the other prison ship victims.

This was only the beginning of the yard's metamorphosis from a sleepy, fragmented shipyard into a massive, extensively integrated and technologically advanced shipbuilding machine. In 1939 the navy yard added 500 people to its workforce, marking a new peacetime employment record for the yard. This brought the number of civilians employed at the yard to 10,000.<sup>135</sup> The work that was done by these civilians and their naval counterparts in the years leading up to World War II was critical to ensuring that America was prepared for the emergency to come.

### The Can-Do Yard, 1940-45

#### *Becoming the navy's largest industrial complex*

Work at the navy yard was already in high gear by the time President Roosevelt declared in December 1940 that the U.S. would be the "Arsenal of Democracy," aiding democratic countries while technically remaining neutral. By March of 1941, the Lend-Lease Act effectively ended this semblance of neutrality, as the U.S. started to ship billions of dollars of supplies to Allied forces, including the United Kingdom, the Soviet Union, China, and Free France.

Each East Coast navy yard was assigned a particular role in the ship construction program and went through physical expansions to maintain output. Portsmouth became the primary submarine construction yard; Boston concentrated on constructing destroyer escorts (giving it the nickname the "destroyer yard") and, later, landing and barrack ships; Norfolk constructed 101 vessels, including destroyer escorts, landing ships and medium landing craft; Charleston built destroyers as well as landing ships. New York was designated, along with Philadelphia, as a battleship building yard. Eventually, New York became the lead yard in battleship construction.<sup>136</sup> Over the course of four years, the navy yard built three battleships, two floating workshops, eight tank landing ships, countless barges and lighters, and converted over 250 ships for war duty and repaired 5,000 others.<sup>137</sup> It also laid the keels for four Essex class 27,100-ton aircraft carriers and one of three 45,000-ton Midway class aircraft carriers. In contrast to the East Coast facilities, the major role of the West Coast navy yards, including new ones established at Long Beach, CA and Hunters Point in San Francisco Bay, was repair and refurbishment of vessels in the Pacific Fleet.

On December 7, 1941, the Japanese attack on Pearl Harbor hurtled the United States officially into a full-fledged war. Eight battleships, three cruisers, and three destroyers were either sunk or badly damaged and 2,402 men died during the strike on the American Pacific Fleet. Having had months to prepare, the reaction in New York after the attack was quick and precise. Sentries were placed at sensitive sites all over the city, including the Brooklyn Navy Yard, where the battleships *Missouri* and *Iowa* were under construction and the newly commissioned *North Carolina* was at anchor.<sup>138</sup> Patrol boats were dispatched to keep boats away from the yard, and ships at anchor at the yard and along the harbor were

<sup>134</sup> West, 19.

<sup>135</sup> "Navy Yard Adds 500 Men," *New York Times*, December 10, 1939.

<sup>136</sup> Arnold Markoe, "New York, N.Y., Navy Yard," in Coletta, *United States Navy and Marine Corps Bases, Domestic*, 365.

<sup>137</sup> Brooklyn Navy Yard, ed. "The Can Do Yard," *Brooklyn Navy Yard: Past, Present and Future*; Jackson, 160.

<sup>138</sup> Lorraine B. Diehl, *Over Here!: New York City During World War II* (New York: Harper Collins, 2010), 64.

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searched for signs of sabotage. One day after Pearl Harbor the United States declared war and the yard simulated a full wartime blackout, with navy planes observing from above and Mayor La Guardia observing on the ground below.<sup>139</sup>

After this, activity at the Brooklyn Navy Yard intensified greatly. The navy reclaimed the market land it had sold in the 1890s, reuniting the original east and west ends (the 1801 and 1824 land acquisitions) of the navy yard. It also constructed two new massive dry docks (Dry Docks Nos. 5 and 6, 1942), several piers (Piers G, 1941 and Piers J and K, 1942) and instituted a building program that took advantage of every available scrap of land. Many of the structures built during these years reflected the new technological focus of the country's armed forces; an example is Building 1 (former Building 291), the materials testing laboratory. Other examples of World War II-era buildings include: a foundry (Building 2, former Building 290, 1942), two sub-assembly shops (Buildings 268 and 269, 1942), an ordnance machine shop (Building 280, 1942), and a building trades shop (Building 275, 1942).

The yard, which simultaneously functioned as a supply center, shipyard, construction site, and factory of ship parts, was a highly efficient industrial center. Wartime needs and geographical necessity made it the largest industrial complex in the navy, as well as the state. Nearly seven months after Pearl Harbor, the *New York Times* reported that more than 42,000 employees were on the job at the navy yard, just about double the number of a previous year.<sup>140</sup> The workforce went to a three-shift, twenty-four hour, seven-day-a-week-schedule.

The high level of production at the yard reflected the highly efficient process through which raw materials became completed ships. Vessels originated at the yard in the drafting offices, where engineers carefully designed the ship's structure along with all equipment, armament, accommodations, facilities, and the complex power systems needed to run the ship. From the drafting office the blueprints moved to the massive mold lofts where paper designs were translated into metal ship components like the hull and beams. These mold lofts and the sheet-metal shops, which made the pieces that attached on to the ship's hull, were located close to the dry docks and shipways where the ships were being assembled. The yard was also responsible for producing countless other items, including flags, uniforms, and provisions that were trundled onto ships tons at a time.

*The construction of Dry Docks No. 5 & No. 6*

Continuing the expansion of the pre-war period, in 1941 the navy reacquired the land (between the naval hospital and Clinton Avenue) it had sold to the city in the 1890s for the Wallabout Market so that it could build two new dry docks and a sub-assembly shop. The displacement of the market caused considerable difficulty for both vendors and for the navy, which tried to allow the sellers to remain as long as possible through revocable permits.<sup>141</sup>

The primary purpose of reclaiming this land was the construction of the new twin dry docks, each of which would be 1067-feet long. To make room the navy razed the market buildings and infilled the marine channel, a canal branching off

<sup>139</sup> "Navy Yard Blacked Out," *New York Times*, December 8, 1940.

<sup>140</sup> "More Navy Yard Workers," *New York Times*, June 3, 1942.

<sup>141</sup> United States Bureau of Yards and Docks, *Building the Navy's Bases in World War II*, 179-80.

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of the Wallabout Basin that had allowed produce to be shipped to the market.<sup>142</sup> In addition to this, the navy demolished two early twentieth century timber sheds, two piers in the main navy yard basin, and the masonry causeway that connected the main yard and the remnants of the Cob Dock.<sup>143</sup>

Dry Docks No. 5 and No. 6 (Structures 813 and 814) are the largest dry docks at the navy yard site. Contracts for both were awarded in the spring of 1941 and soon after work began on dredging some 2.3 million cubic yards of sandy silt from the bay. Next, 13,000 steel piles were driven into the underwater excavation to support the bases of the dry docks and the 200 steel concrete forms that would support the poured concrete of the dry dock's outer layer.<sup>144</sup> At a concrete pouring rate of 350 yards per hour, Dry Dock No. 5 was completed in just under a year. In addition to this work, Piers J and K (Structures 801 and 802, 1942) were constructed and a 350-ton hammerhead crane installed at the foot of Pier G (Site 763, 1941), the largest in the world at the time of its construction.

By 1942, the navy also filled in the Kent Avenue Basin, another canal off of the Wallabout Basin, which ran parallel with Kent Avenue. Here, the navy constructed nearly a dozen buildings, none of which survives. For this reason, this section has been excluded from the nominated district boundaries.

*Sub-assembly shops allow for mass production*

Wartime offered the opportunity to apply methods of pre-assembly of ship components at a large scale.<sup>145</sup> Prior to the war, ships had been assembled piece by piece. The steady demands of war, however, required faster and more efficient methods of ship construction. Advances in shipbuilding during World War II have been compared to the automobile assembly line put forward by Henry Ford, but the analogy is not entirely accurate.<sup>146</sup> Factory production of cars involved dragging a chassis down a line, while its components were added, resulting in a completed car at the end. In contrast, ship hulls were too big and heavy to move along an assembly line. The revolution of shipbuilding that took place during World War II was the creation of sub-assemblies or pre-assemblies, which were completed sections of the ship that were brought to the hull and lifted into place by large cranes.

The navy invested greatly in these kinds of pre- or sub-assembly shops at the navy yard. Buildings 294 and 296 (both demolished) were built in 1942 and 1943, respectively. These 800-foot long steel sheds demanded a prodigious amount of

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<sup>142</sup> When the market left, so too did the yard's freight transfer capabilities. So, in 1941 it constructed a new contained-apron type transfer bridge. It was the last electrically-powered transfer bridge built at the end of the railroad era. It replaced two pontoon-type transfer bridges nearby, built about 1910. It was converted to a pontoon bridge in 1977, and in the 1980s was used for the delivery of new subway cars built in Japan. It has been out of use since 1990. For me, see Thomas R. Flagg, "The New York Naval Shipyard—and its Brooklyn Railroad," *Transfer* 43 (July-December 2005): 4-11 and Municipal Arts Society, "Save Brooklyn's Industrial Heritage (map)," accessed February 6, 2012: <http://saveindustrialbrooklyn.org/maps.html>.

<sup>143</sup> United States Bureau of Yards and Docks, *Building the Navy's Bases in World War II*, 180-81.

<sup>144</sup> Sanders A. Kahn Associates, *Appraisal of the New York Naval Shipyard, Brooklyn, NY* (New York: 1966), 157.

<sup>145</sup> Frederic Chapin Lane, *Ships for Victory: A History of Shipbuilding Under the U.S. Maritime Commission in World War II* (Baltimore, MD: Johns Hopkins University Press, 2001), 202. For more information see the chapter "Speed and Productivity in Multiple Production" in this book.

<sup>146</sup> National Park Service, "World War II Shipbuilding in the San Francisco Bay Area," accessed February 1, 2012: <http://www.nps.gov/nr/travel/wwiibayarea/shipbuilding.htm>; Lane, 215-224.

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space, but were strategically located at the head of the new dry docks, No. 5 and No. 6, to which they could methodically transfer pre-assembled ship components.<sup>147</sup> With the aid of these sub-assembly shops and others like Building 268 (1941, extant but non-contributing) and Building 269 (1941), as well as the revolutionary adoption of welding to replace riveting, ships at the yard were completed faster than initially expected.

One battleship, the USS *Iowa*, was completed seven months ahead of schedule. Shortly after Pearl Harbor, 2,000 yard workers had pledged to speed up work on the ship, but the recent development of sub-assembly shops had, in all likelihood, made an even bigger impact.<sup>148</sup> The *Brooklyn Daily Eagle* lauded the yard's sub-assembly shops, which had "brought mass production to the yard, hitherto groaning under growing obsolescence, for the first time in its history. In place of the crawling method whereby a monster warship was put together piece by piece, whole ship sections, made in the shops, were carried by crane to the ways where they were riveted and welded together."<sup>149</sup> The yard's sub-assembly shops, structural shops, mold lofts, and machine shops played a significant role in building ships faster than they were being sunk by U-boats, ultimately outnumbering and outmaneuvering the Axis powers.

*The construction of Building 77 and other wartime structures*

At least eighteen new buildings were constructed as part of the navy's accelerated shipbuilding and repair wartime program. In October 1940, Commander William H. Smith, the public works officer at the yard, announced that the Navy Department would be spending almost \$13 million to construct these buildings, which included storehouses, sub-assembly shops, shipways, turret and erection shops, paint shops, and a motion picture exchange, to name a few.<sup>150</sup>

Arguably the most important of all of these was Building 77, a sixteen-story office and storage structure that would house the yard headquarters and several other critical spaces, including blueprint rooms, a library, a model shop, a photographic laboratory, administrative and supply departments, the Public Works Design Branch, and the Naval Intelligence Office.<sup>151</sup> The building, designed by George T. Basset of the Bureau of Yards and Docks, was estimated to cost \$4 million and was completed by the summer of 1941.<sup>152</sup> The contract was awarded to the Turner Construction Company, the same firm that had astounded the navy with its quick construction of Building 3 (to which Building 77 would ultimately be connected by bridges at the third and eleventh stories) during World War I. Turner was the first company to benefit from a new contract system that operated as a cost-plus-fixed-fee type, as opposed to a contract call for competitive bidding. Ostensibly, the new system was designed to speed up construction.<sup>153</sup>

The construction of this monolithic structure was a technical feat for the time. In 1941, the *New York Times* marveled at the record speed at which the building had been raised. According to the newspaper, it took navy yard workmen forty-

<sup>147</sup> United States Bureau of Yards and Docks, *Building the Navy's Bases in World War II*, 180.

<sup>148</sup> Snyder-Grenier, 119, 127.

<sup>149</sup> *Brooklyn Daily Eagle* quoted in Snyder-Grenier, 119.

<sup>150</sup> "Navy Now Spending \$12,705,000 Here," *New York Times*, October 11, 1940.

<sup>151</sup> United States Bureau of Yards and Docks, *Building the Navy's Bases in World War II*, 179.

<sup>152</sup> "Fast Work Shown on Navy Yard Unit," *New York Times*, September 2, 1941. This article says it was under the direction and supervision of Rear Admiral Ben Moreell, Captain William H. Smith and Lieut. Commander Frank A. Rossell.

<sup>153</sup> "\$4,000,000 Job Let By the Navy Here," *New York Times*, July 16, 1940.

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eight working days to erect the reinforced-concrete structure. After the foundations were completed on June 9, 1941, the building rose at a rate of one floor every three days.<sup>154</sup> Yet as the building was being heralded by the media, the exact purpose of the structure remained remarkably vague. The building's exceptional weight required that the foundations be drilled down 150 feet into rock with thirty-inch steel-pipe caissons filled with concrete and structural steel. Visually, the building offered an unusual sight—a windowless base of eleven stories topped by five stories of offices. The windowless floors had walls that were twenty-five-inches thick at the base, enclosing twenty-one acres of heavy-duty floor space. It is presumed that these floors were used as ammunition storage, keeping the yard's ordnance safe and sound below the "nerve center" of the yard.<sup>155</sup>

Another crucial structure built during World War II was the central power plant, or Building 41. In 1942 the old central power plant, located on the same site, was completely removed and replaced with a modern plant on the same site.<sup>156</sup> The complicated work was completed in a sequence of successive piecemeal steps and, incredibly, never interrupted service to the yard. Today, the power plant operates as a cogeneration facility, which means that it recovers and reuses the heat that is produced during electricity generation instead of emitting the heat into the environment. When retrofitted in 1995, it took one of the largest cranes in the world, at 393-feet tall, to complete the job.<sup>157</sup> The plant currently provides steam and electricity to the yard as well as to residents and businesses in New York City.

Another critical building to the war effort was Building 1 (former Building 291), the materials testing laboratory. This striking Moderne style building was constructed on the site of the former Wallabout Market and used as naval testing facilities for materials and electronics. The building contained testing chambers specifically tailored to contain high temperatures and electronic output, meant for items such as aircraft engines, gyros, and chronometers. Above the building loomed large catenary antenna and support towers.<sup>158</sup> After the yard closed, the building continued to be occupied by the navy for many years until it became vacant in 1994.

Less crucial to the daily functioning of the navy yard, but essential to the morale of sailors on battleships, cruisers, and other vessels fighting in the Atlantic and Pacific theaters, was the erection of the motion picture exchange, or Building 311. The motion picture exchange was constructed in 1942 on land purchased the same year at the easternmost point of the yard, at the corner of Williamsburg Street and Flushing Avenue, near the naval hospital complex.

<sup>154</sup> "Fast Work Shown On Navy Yard Unit," *New York Times*, September 2, 1941.

<sup>155</sup> The building was called the "nerve center" of the shipyard in Brooklyn Navy Yard, "Building 77," *New York Naval Shipyard, Historical Review* (New York: Brooklyn Navy Yard, 1965).

<sup>156</sup> United States Bureau of Yards and Docks, *Building the Navy's Bases in World War II*, 180. This does somewhat conflict with the account given in Brooklyn Navy Yard, "Building 41," *New York Naval Shipyard, Historical Review* (New York: Brooklyn Navy Yard, 1965), which claims that the building was "improved" in 1941 rather than replaced.

<sup>157</sup> "At Navy Yard, the Crane is Flying," *New York Times*, July 30, 1995.

<sup>158</sup> See images of these rooms and the antenna above the building from the 2000s in John Bartelstone, *The Brooklyn Navy Yard* (Brooklyn, NY: Powerhouse Books, 2010), 58-60.

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Since the 1920s, motion pictures were used as a perk for the armed forces. In 1921 a Motion Picture Projectionists' School was established at the yard.<sup>159</sup> When motion pictures acquired sound in 1931, the name of the school changed to the Sound Motion Picture Technician's School. Technicians there were given a six-week course in the care and upkeep of navy film equipment and film and the pictures were shown regularly both on shore (in stations, hospitals and barracks) and on ships. A 1937 article titled "Join the Navy and See the Movies" described the method of distribution of about 300 to 400 films through the fleet.<sup>160</sup> The motion picture exchange was responsible for reviewing the films, distributing them, and restoring them if needed. The construction of Building 311, which included a film library, illustrated the increasing importance of this mode of recreation for the navy.

*"Rosie the Riveter" and minorities at the yard*

By 1941 the demand for defense-related labor had soared to new heights. Meanwhile, the population of skilled workers had appreciably declined due to men enlisting in the armed forces. To offset this worker deficit, the navy yard hired women and minorities in large numbers for the first time in its history.<sup>161</sup> Prior to the war, the navy workforce had been predominately white and male. Yet the war engine required an unprecedented labor force, so factories, navy yards, and other industrial locations instigated recruitment campaigns to attract these new workers.

By the middle of the twentieth century, women had had extensive experience in the workforce, primarily as domestic or low-paid factory workers. During World War II, eighteen million women joined the workforce, some six million for the first time.<sup>162</sup> These women took over shipbuilding, aircraft, and weapons manufacturing as welders, riveters and machine operators. They also worked in the manufacturing industries, producing communications equipment, small arms and rubber goods.<sup>163</sup> Other women came to the navy yard as WAVES, or "Women Accepted for Volunteer Emergency Service," a women-only organization within the general Navy Service, established in early August 1942. The navy yard WAVES decoded and distributed messages and operated radio and telegraph sets.<sup>164</sup>

What had been "men's work" soon became a patriotic way to support one's country as well as the source of a not unsubstantial paycheck. The images of "Rosie the Riveter" and, to a lesser extent, "Wendy the Welder," soon became a cultural icons, representing loyalty and efficiency on the home front. In September 1942 the *New York Times* reported that there were at least 200 women working as helpers to shipfitters, loftsmen and welders. All went through extensive training before beginning their jobs. One twenty-one-year old described her interaction with the old hands at the yard: "There's a certain amount of gallantry. For example, they don't want us to overexert ourselves. But they treat us as equals and expect us to produce the work as competently as any man would."<sup>165</sup> Still, the culture did not entirely embrace these new recruits.

<sup>159</sup> West, 117.

<sup>160</sup> Thomas M. Pryor, "Join the Navy and See the Movies," *New York Times*, March 14, 1937, pg. X4; "The Movies That Make the Rounds," *All Hands Naval Bulletin*, No. 330 (September 1944): 22-25.

<sup>161</sup> Miriam Frank, Marilyn Ziebarth and Connie Field, *The Life and Times of Rosie the Riveter* (Emeryville, CA: Clarity Education Productions, 1982), 16.

<sup>162</sup> *Ibid.*

<sup>163</sup> Frank, 17.

<sup>164</sup> Charlotte Hughes, "Women in Service," *New York Times*, January 24, 1943.

<sup>165</sup> Anne Petersen, "First Girls at Navy Yard Like Their Jobs as Helpers," *New York Times*, September 20, 1942.



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Discrimination, unequal pay, and periodic violence prevented women from achieving any semblance of equality in the workplace. One worker at the yard named Mimi Leipzig lamented that the men there saw women defense workers as “loose,” since they didn’t have traditional jobs.<sup>166</sup>

Similarly, African Americans had long been prohibited from navy yard trades. In the 1920s blacks found jobs at the navy yard mostly at low-grade non-supervisory jobs, reaching 6 percent of the workforce at its peak. In the 1930s this number declined, but World War II provided many new opportunities. Oral histories recorded by the Brooklyn Navy Yard Oral History Project in partnership with the Brooklyn Historical Society have documented the experiences of navy yard workers like Clarence Irving, who believes he was one of the first African-American men hired as a machinist at the yard. According to Irving, it was “like working in paradise,” complete with lockers, showers and sidewalks “like Park Avenue.”<sup>167</sup> African Americans were further boosted by the Fair Employment Practices Act of 1941, which prohibited racial discrimination in the defense industry.

By January of 1945, the yard employed 4,657 women in production work and another 2,300 in unskilled, clerical and administrative jobs, about 10 percent of the workforce.<sup>168</sup> Another 8 percent of the yard’s workforce was made up of minority groups, largely African Americans. Since the vast majority of both of these groups had been hired for “unclassified” wartime positions, they were the first to be let go when peacetime came. For many women it was the only experience in the trade industries they would ever have. Minorities fared better in the succeeding years, making up 20 percent of the workforce by the time the yard closed.<sup>169</sup>

*Wartime firsts*

The Brooklyn Navy Yard boomed during the war years. By the time of the Japanese surrender, signed on the deck of the yard-built American battleship USS *Missouri*, the Brooklyn facility was the world’s largest shipyard, employing over 75,000 workers and sustaining a monthly payroll over \$15 million.<sup>170</sup> By comparison, the Boston Navy Yard employed 50,000, the Norfolk Navy Yard employed 43,000 workers, and the Philadelphia Navy Yard employed 45,000 workers at its peak.<sup>171</sup> The yard had built dozens of ships and repaired thousands. For its efforts, the navy yard became the first to receive the navy’s “E” for Excellence award and received it every year until the conflict ended in 1945.<sup>172</sup>

<sup>166</sup> Diehl, 173.

<sup>167</sup> Brooklyn Navy Yard, ed. “Clarence Irving,” *Brooklyn Navy Yard: Past, Present and Future*. This interview was part of an oral history project in conjunction with the Brooklyn Historical Society, 2003.

<sup>168</sup> Brooklyn Navy Yard, ed. “Looking for ‘Rosie’ at the Brooklyn Navy Yard,” *Brooklyn Navy Yard: Past, Present and Future*.

<sup>169</sup> Brooklyn Navy Yard, ed. “Looking for ‘Rosie’ at the Brooklyn Navy Yard” and “Integration at the Yard,” *Brooklyn Navy Yard: Past, Present and Future*.

<sup>170</sup> Berner, 83.

<sup>171</sup> National Register of Historic Places, Philadelphia Naval Shipyard Historic District, section 8, page 5; Portsmouth Naval Shipyard Museum, “About the Museum,” accessed July 15, 2013, [http://www.portsmouthnavalshipyardmuseum.com/naval\\_shipyard/about.html](http://www.portsmouthnavalshipyardmuseum.com/naval_shipyard/about.html).

<sup>172</sup> Joseph Palisi, “The Brooklyn Navy Yard,” in *Brooklyn U.S.A.: The Fourth Largest City in America*, ed. Rita Seiden Miller (New York: Brooklyn College Press, 1979), 122; Snyder-Grenier, 131.

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Other firsts included the yard's first aircraft carrier, which was launched in 1944. The keel for the USS *Bennington*, named after a historic battle of the Revolutionary War, was laid down in December 1942. The construction of the aircraft carrier signaled a new era for the yard and for the navy in which battleships would no longer reign supreme.<sup>173</sup> Shortly after this, battleship contracts were replaced with aircraft carrier orders. One of these, the USS *Franklin D. Roosevelt*, was christened by Eleanor Roosevelt on April 29, 1945, just seventeen days after the president's death.

The end of the war also brought an official name change to the yard. In December 1945 the New York Navy Yard, long known colloquially as the Brooklyn Navy Yard, was formally changed to the New York Naval Shipyard, Naval Base Station, Brooklyn 1, NY.<sup>174</sup> The secretary of the navy had decided to consolidate the twenty naval stations in the New York area into the United States Naval Base, New York. The change reflected a post-war desire to maintain efficiency.

Wartime wrought an impressive transformation on the navy yard. By the official end of the war, on September 2, 1945, the shipyard included six dry docks, two building ways, eight piers, 270 buildings, nineteen miles of streets, and thirty miles of railroad track.<sup>175</sup> The World War II-era development at the yard illustrated the remarkable efforts made to harness mass production, local labor, patriotism and ingenuity to win the war.

### Post-War Decentralization and Decommissioning, 1946-66

#### *Post-war Brooklyn*

From the late 1940s to the 1960s the United States enacted a series of public policies that encouraged decentralization of cities. In the area of housing, the government gave subsidized mortgages to veterans and others so that they could buy single-family homes—considered the post-war ideal for their extra space and relief from city noise and pollution—in the suburbs. Additionally, during these years massive investment was made in highways, further encouraging commutes that could be achieved via automobile rather than mass transit. In Brooklyn, the result of these policies was that a substantial portion of the borough's white middle class left for Long Island or other suburbs of the metropolitan region. In their place black families found ample housing in communities that they could shape to be their own.<sup>176</sup>

Along with demographic shifts, Brooklyn's urban industrial economy peaked and then wavered during the post-war years. Manufacturing employment peaked in 1954 at roughly 235,000 jobs, but that number began to decline precipitously beginning in the late 1960s.<sup>177</sup> The immense production that had been needed for World War II had created miles of ports along the Brooklyn shores, but the demand for ships never reached the same heights again.

Physically, Brooklyn looked much different than it had in the 1920s and 1930s. Dozens of housing projects dotted the landscape from Red Hook to East New York. But these were hardly the only large-scale interruptions to the borough's nineteenth-century urban fabric. The Brooklyn-Queens Expressway (BQE) also cut through neighborhoods with no

<sup>173</sup> Berner, 102.

<sup>174</sup> "Navy Yard's Name Gets Still Longer," *New York Times*, December 18, 1945.

<sup>175</sup> Jackson, 160.

<sup>176</sup> Ment, 88.

<sup>177</sup> Ment, 91.

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particular regard for the buildings, roadways, or cultural connections it severed. Initially planned in 1936 by city planner Robert Moses, the elevated highway was intended to connect Brooklyn to Queens and the boroughs to the major bridges. Some portions were built by 1940, but most was constructed between then and 1960. The section of the BQE that ran by the Brooklyn Navy Yard, although initially planned for construction in the early 1940s, had to be delayed due to security concerns. As the last piece of the highway, it was completed in 1960.

*The Korean War and production at the yard in the 1950s*

By late 1947 the work force at the navy yard had shrunk from 70,000 to 10,000. In 1951 the shipyard celebrated its 150th birthday with a pageant and a birthday ball attended by riveters, welders, riggers, machinists and white collar workers. The *New York Times* saluted the yard's "vigor of perennial youth," but the specter of a slow decline was clearly on the horizon.<sup>178</sup> Immediately after World War II the navy had begun to dramatically cut spending and reduce its size, preparing its legion of unused ships for the "mothball" fleet. This, in turn, brought about fewer contracts and fewer employees. New ship construction contracts were given instead to private shipyards, which were viewed as being more efficient than navy yards.<sup>179</sup>

Other federal navy yards also experienced a post-war slump in workloads. Instead of building new ships they primarily focused on repairs and ship overhaul.<sup>180</sup> After the end of World War II, Boston constructed two landing and three barracks ships as well as two submarines; Norfolk constructed two nonmagnetic minesweepers; Portsmouth built seven conventionally powered submarines between 1949 and 1959, as well as four nuclear-powered attack craft and three nuclear-powered fleet ballistic missile carriers; and Bremerton concentrated on carrier overhaul.

The Korean War gave the navy yard a brief reprieve. With the outbreak of the war the navy started to put back into operation a number of ships from its reserve fleet including carriers, destroyers, transports and landing craft. It also began to remodel carriers, including the *Wasp*, *Bennington*, *Hornet* and *Ticonderoga*, for the change to jet operations.<sup>181</sup> In August 1952, the navy yard was designated as the site for the construction of a new 60,000-ton super aircraft carrier, the *Constellation*, expected to cost more than \$200 million. Borough President John Cashmore thanked the secretary of the navy, Dan A. Kimball, in a letter, writing that the vessel's construction would "require a substantial expansion of the navy yard's workforce."<sup>182</sup> By 1953 yard employment had rebounded to roughly 20,000 workers.

Once the Korean War ended in 1953, however, yard employment began to drop again. The workforce lost about 10,000 jobs over the course of the next decade despite several large contracts, including the reconfiguration of the USS *Antietam* (CV-36/CVA-36) into an angled deck carrier and the construction of the super-carriers USS *Saratoga* (CV-60), USS *Constellation* (CV-64), and USS *Independence* (CV/CVA-62). Between 1960 and 1963 six amphibious transports named the *Raleigh*, *Vancouver*, *La Salle*, *Austin*, *Ogden* and *Duluth* were also begun and launched at the yard.

<sup>178</sup> "Well Done: Naval Shipyard in Brooklyn on Job for 150<sup>th</sup> Anniversary Today," *New York Times*, February 23, 1951.

<sup>179</sup> Brooklyn Navy Yard, ed. "The Drawdown" *Brooklyn Navy Yard: Past, Present and Future*.

<sup>180</sup> National Register of Historic Places, Philadelphia Naval Shipyard Historic District, section 8, page 11.

<sup>181</sup> Arnold Markoe, "New York, N.Y., Navy Yard," in Coletta, *United States Navy and Marine Corps Bases, Domestic*, 366-67.

<sup>182</sup> "Cashmore Thanks Navy," *New York Times*, August 3, 1952.

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Notably, however, the yard did not build submarines or work with nuclear ships.<sup>183</sup> World War II had produced an extraordinary range of technological marvels, some of them in the yard's own materials testing laboratory. Nuclear power, in particular, revolutionized submarine capabilities, giving them spectacular speed and endurance.<sup>184</sup> Although the navy yard had been on the cutting edge of science during World War II, its site and its capabilities had become increasingly obsolete. Many of the ships constructed in the 1950s and 1960s were so large that they could not even pass under the Brooklyn and Manhattan bridges to get to the yard.<sup>185</sup> The navy's ships and technology had literally (and figuratively) outgrown the yard. The navy yards that did have the capacity to construct and/or overhaul nuclear-powered vessels in the post-World War II era were those that had been most active in ship overhaul and construction, such as Portsmouth, Norfolk and Puget Sound.<sup>186</sup>

Disaster struck the yard in 1960 when a catastrophic fire broke out on board the almost-finished USS *Constellation*.<sup>187</sup> On December 19th a forklift pierced a fuel tank that spilled onto welders below decks. The fire claimed forty-nine lives, injured 323, and severely damaged the yard's reputation. The ship's completion date was pushed back seven months and costs increased by \$75 million. After that, shipbuilding operations were largely shifted to southern ports like Newport News, VA and Pascagoula, MS. By 1965 fewer than 7,000 people worked at the shipyard.<sup>188</sup>

*The navy yard closes, 1966*

For several years, the threat of the yard's closure loomed over its workers. On June 25, 1966 at 12:58 P.M., that day came as Apprentice Seaman Stephen Cove lowered the two-star flag of the yard commander and the national colors, and a bugler sounded out taps while navy officers, enlisted men and uniformed policemen joined in a salute in front of Building 77.<sup>189</sup> More than 1,000 witnessed the event.

The navy yard had not closed, however, without a fight. Workers organized, held protests and enlisted politicians such as New York Senator Robert F. Kennedy to help save the yard. In June 1964 protests were held by yard workers in Washington, D.C. and in October 1964 at Madison Square Garden in New York. When passionate appeals did little to sway the apparent choice of the defense department, shipworkers in the 11,000-strong Brooklyn Metal Trades Council (a member of the AFL-CIO) distributed a report that laid out the "facts."<sup>190</sup> The union argued that its dry dock tonnage of 299,000 tons dwarfed Philadelphia's 215,000 tons and Boston's 77,000 tons; it was the only public shipyard to have designed and constructed large CVA super-carriers like the *Saratoga*, the *Independence*, and the *Constellation*; the yard had incredible potential for workforce mobilization; and its costs for destroyers were among the lowest of the navy yards.

<sup>183</sup> Berner, 107.

<sup>184</sup> Beach, 487-89.

<sup>185</sup> Berner, 107.

<sup>186</sup> National Register of Historic Places, Philadelphia Naval Shipyard Historic District, section 8, page 11.

<sup>187</sup> Brooklyn Navy Yard, ed. "The Fire on the USS *Constellation*," *Brooklyn Navy Yard: Past, Present and Future*; Kennett Love, "Damaged Carrier is Termed Sound," *New York Times*, January 7, 1961.

<sup>188</sup> Jackson, 160.

<sup>189</sup> "Navy Sails Away at Brooklyn Yard," *New York Times*, June 26, 1966.

<sup>190</sup> "Shipworkers Offer Navy Yard 'Facts' to Avert Closing," *New York Times*, January 12, 1965.

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The emotional pleas and practical arguments fell on deaf ears. In January 1965 a date was set for closing on June 30, 1966 by Defense Secretary Robert McNamara. Fifteen minutes before the date was made public the yard broke the news to the 9,500 employees over a public address system.<sup>191</sup> Some employees had thought there would be a five-year “phase out” period, but the end came quicker than expected. The closing of the navy yard was part of a larger trend of lost manufacturing and shipping jobs along the northeastern seaboard. In many major Eastern cities sectors like corporate management and corporate financial services flourished while factory industries shrunk. Like the flight of middle class workers to the suburbs, manufacturing jobs were leaving the city for new industrial centers in the South and in the West.

Over ninety other military bases and installations were closed in the 1960s drawdown. When it was decommissioned, the Brooklyn yard was the largest industrial complex in Kings County and the oldest continually active industrial plant in New York State.<sup>192</sup> The loss of the navy yard represented (along with the loss of the Brooklyn Dodgers in 1957) a devastating blow to the urban industrial economy and self-image of the borough. Many of the workers left for Southern shipyards or for the Philadelphia Navy Yard. Without consensus on what to do next, the once-bustling yard idled for several years until the federal government decided what to do with the historic property.

**Post-1966 Developments**

*Purchase by the City of New York*

Before the navy yard even closed, the City of New York began to assert control over the development of the site. The city’s plan was to seek title for the entire tract of land, minus twenty-five acres, including admiral’s row, the naval hospital and the materials testing laboratory (Building 1, known then as the U.S. Naval Applied Science Laboratory), which would be retained for use by the navy, and lease it to a non-profit development corporation, which would manage the property. Although the city began negotiating with the General Services Administration in 1966, it took until 1969 to agree on terms to sell the land.

On February 6, 1969 the city was given a permit to take over the yard, pending approval of the \$23.5 million sale by Congress.<sup>193</sup> The yard would be run by a non-profit organization called CLICK (Commerce, Labor, Industry in the County of Kings), which was charged with transforming the site into a job-generating industrial park that would cater to heavy and light industry. Fittingly, the first major tenant lined up to lease at the yard was Seatrain, Inc., a container ship company that was looking to expand into shipbuilding. Other early leases included the Rotodyne Manufacturing Company, making commercial ovens and electric rotary equipment; the American Book Center, a book binder and distributor; the Marlyn Warehousing Corporation, a freight forwarder; and the United States Gear Manufacturing

<sup>191</sup> John C. Devlin, “Brooklyn Navy Yard’s Closing Set for June, 1966,” *New York Times*, January 20, 1965.

<sup>192</sup> Palisi, “The Brooklyn Navy Yard,” in Miller, *Brooklyn U.S.A.*, 122.

<sup>193</sup> “U.S. Turning Over Navy Yard to City In Ceremony Today,” *New York Times*, Feb. 6, 1969. Congressional approval for the transfer happened on November 21, 1969.

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Corporation.<sup>194</sup> In the same year, however, the navy decided to dismantle the U.S. Naval Applied Science Laboratory and relocate over half of its 1,000-plus employees.<sup>195</sup>

*Shipbuilding struggles at the yard*

To many, the early 1970s seemed to mark the rebirth of the former Brooklyn Navy Yard. That year, Seatrain Shipbuilding Corp., which held a twenty-year lease for 15 percent of the site, began work on the first of two 230,000 ton oil tankers.<sup>196</sup> These vessels would be the largest merchant ships ever constructed in the United States, coming in at 1,080 feet long, with a beam of 143.5 feet and a speed of 17.5 knots. The first one, the *Brooklyn*, was launched in June 1973.

Although this contract seemed to signal a brighter future for shipping at the yard, the truth was that there were still many impediments to success. Organized crime was a serious problem. Corruption, labor racketeering, and even murder permeated Brooklyn waterfront businesses, vexing city officials.<sup>197</sup> Additionally, the container shipping revolution of the 1970s added to the yard's woes. Container shipping required large ships, which Brooklyn and Manhattan were largely incapable of handling with their congested rivers, small berths and low bridges. Thus, shipping business began to shift to New Jersey, where that state was investing large amounts of money in container ports.

In 1973, Seatrain made up the majority of the workforce at the yard with 2,419 jobs.<sup>198</sup> Part of its lease demanded that the company give a number of positions to the unemployable people from the surrounding neighborhoods. With the international oil crisis of the mid-1970s Seatrain was forced to lay off nearly 85 percent of its workforce. The *New York Times* called the site an "enormous ghost town" and blared the headline "Navy Yard Dream Now a Nightmare."<sup>199</sup> Seatrain recovered for a few years but ultimately closed its site at the yard in 1979 and went bankrupt in 1980 after having built five 225,000-ton Very Large Crude Carriers (VLCC's).<sup>200</sup>

Frank J. Trezza chronicled his experiences working with Seatrain as a marine electrician starting in 1973 in his book *Brooklyn Steel - Blood Tenacity*, published in 2007.<sup>201</sup> Trezza recounts the treacherous work that shipbuilders encountered there, including a dangerous workplace, unreliable labor conditions, and an atmosphere of hostile relations between

<sup>194</sup> Peter Kihss, "Brooklyn Navy Yard Starting to Hum again as 8 Manufacturers Bring New Life and Hope to Area," *New York Times*, May 11, 1969.

<sup>195</sup> Martin Tolchins, "Lindsay Presses Navy on Yard Jobs: Asks Chafee to Drop Relocation of Workers," *New York Times*, July 25, 1969.

<sup>196</sup> Werner Bamberger, "Rebirth of Shipyard Begins in Brooklyn," *New York Times*, March 22, 1970.

<sup>197</sup> Snyder-Grenier, 162.

<sup>198</sup> Fred Ferretti, "A 22-Acre Industrial Park Planned at Navy Yard Site," *New York Times*, June 30, 1973.

<sup>199</sup> Grace Lichtenstein, "Seatrain, Builder of Tankers, Lays Off 1,800 at Brooklyn Yard," *New York Times*, Jan. 23, 1975; Grace Lichtenstein, "Navy Yard Dream Now a Nightmare," *New York Times*, February 9, 1975.

<sup>200</sup> "On the Rocks: Seatrain Lines Goes Bankrupt," *Time Magazine*, February 23, 1981,

<http://www.time.com/time/magazine/article/0,9171,949095,00.html>.

<sup>201</sup> See Frank J. Trezza, *Brooklyn Steel-Blood Tenacity* (Baltimore, MD: PublishAmerica, 2007).

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workers, management and the unions. He blames the bankruptcy of Seatrain Shipbuilding Corp. on low-level corruption at the yard, rather than the skilled and unskilled shipbuilders who worked there.<sup>202</sup> Trezza was laid off by Seatrain in 1978.

Another shipbuilding operation, the Coastal Dry Dock & Repair Corporation, also worked out of the former navy yard. In 1972 the company, which repaired and converted U.S. Navy vessels, leased the three smallest dry docks and several buildings within the yard. Coastal Dry Dock was the primary tenant at the yard after Seatrain left, employing between 600 and 1,000 workers, depending on how many ships it was working on. It was forced to file for bankruptcy protection in 1986 and it left the yard in 1987, taking with it about 55 percent of the revenue of the yard.<sup>203</sup> In 2014, GMD Shipyard Corp. operated three dry docks at the yard. It is Brooklyn's last industrial repair facility and the largest operating dry dock in New York City.

*The yard evolves into a modern industrial park*

The Brooklyn Historic District clearly embodies six distinct periods of naval history between 1805-06, the date of construction of the commandant's house (Quarters A), and 1966, the date of the navy yard's decommissioning. Significant resources include elements of its plan and its collection of nineteenth- and twentieth-century industrial, residential, and institutional resources, all related to its function as a naval shipyard. Of the original federal shipyards, the Brooklyn Navy Yard is particularly notable for its relative physical integrity.

The last few decades of the twentieth century saw the addition of many new uses to the Brooklyn Navy Yard. Several immense dry docks and wet berths continued to be used for large-scale maritime repair services by GMD Shipyard Corp. Retaining its industrial heritage, the other areas of the yard became occupied by light industrial users across various sectors such as woodworking, fabrication, technology, entertainment and media, medical services and warehouse distribution. Multiple municipal uses included a salt shed, an NYPD Tow Pound and a maritime division of the FDNY were also located within the navy yard. Today, the district is thriving as a modern, sustainable industrial park and will continue to be redeveloped to create job opportunities for New York City.

<sup>202</sup> Frank J. Trezza, "The International Political Economy of Shipbuilding: The Case of Seatrain Shipbuilding and the Brooklyn Navy Yard," accessed February 6, 2012: <http://brooklynsteelbloodtenacityappendix.com/default.aspx>.

<sup>203</sup> "Coastal Dry Dock," *New York Times*, May 17, 1986; Thomas Morgan, "Resurgence of Brooklyn Navy Yard is Dealt Blow by Company's Rebuff," *New York Times*, January 30, 1988.

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**Verbal Boundary Description**

The district boundary is indicated by a heavy line on the enclosed map. The district is generally bounded by Wallabout Bay and the East River to the north and by Flushing Avenue, the yard's consistent boundary over time, on the south. On the west, the boundary generally follows the border of the navy yard as indicated on historic maps, but excludes a section of the northwest corner that lost integrity when it was redeveloped into the Red Hook Water Pollution Control Plant in 1987. In the southeast corner, the boundary includes the naval hospital, a part of the navy yard since 1824. The rest of the eastern boundary is irregular and was drawn to exclude an area that was historically part of the navy yard but has suffered a near complete loss of integrity.

**Boundary Justification**

The boundary of the historic district was drawn to include the largest intact area that was associated with the shipyard during the period of significance, from 1805-06 to 1966. It includes all of the nineteenth and twentieth century features that represent the naval and industrial development of this section of Brooklyn. To the west, south and east are residential buildings unassociated historically with the navy yard.

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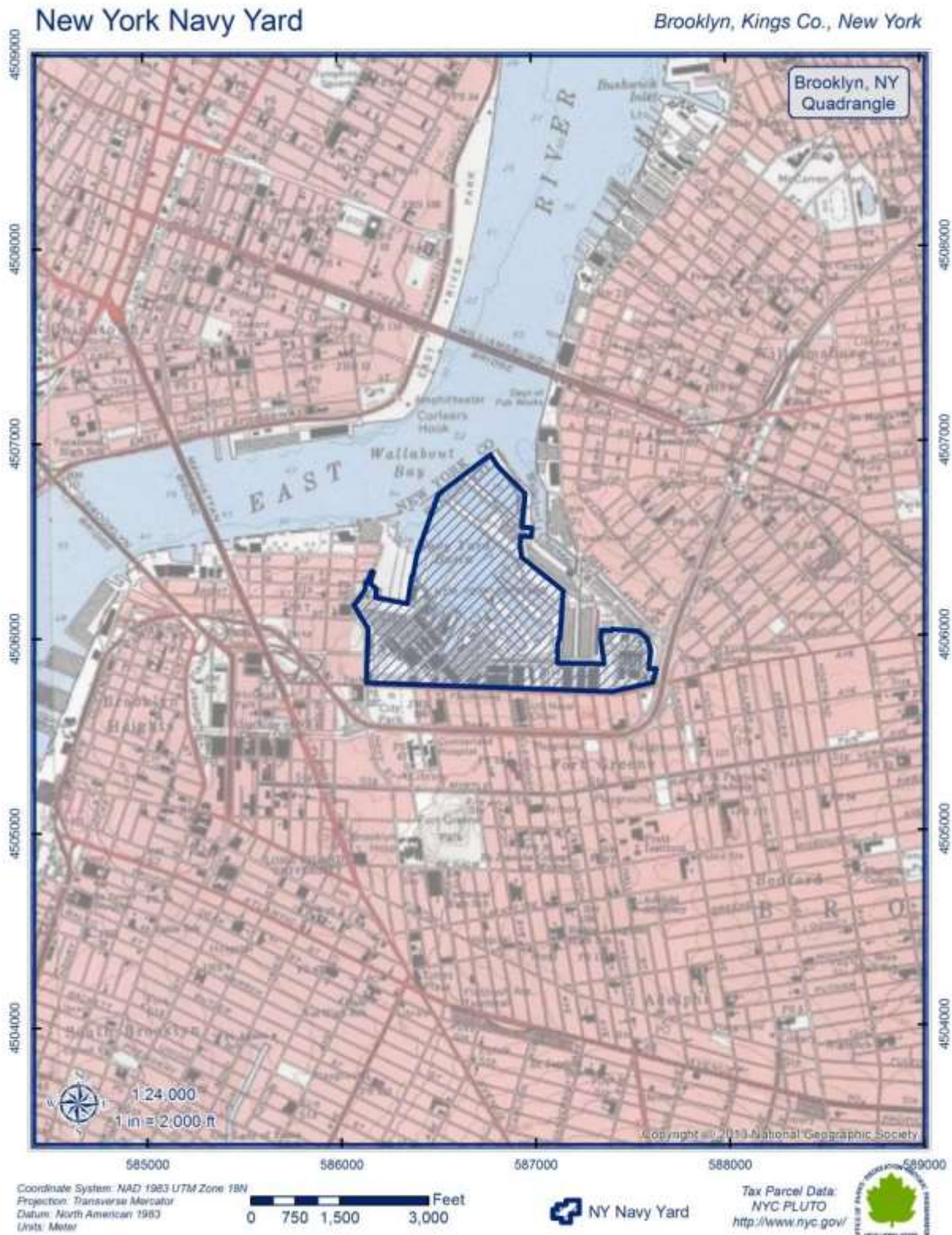
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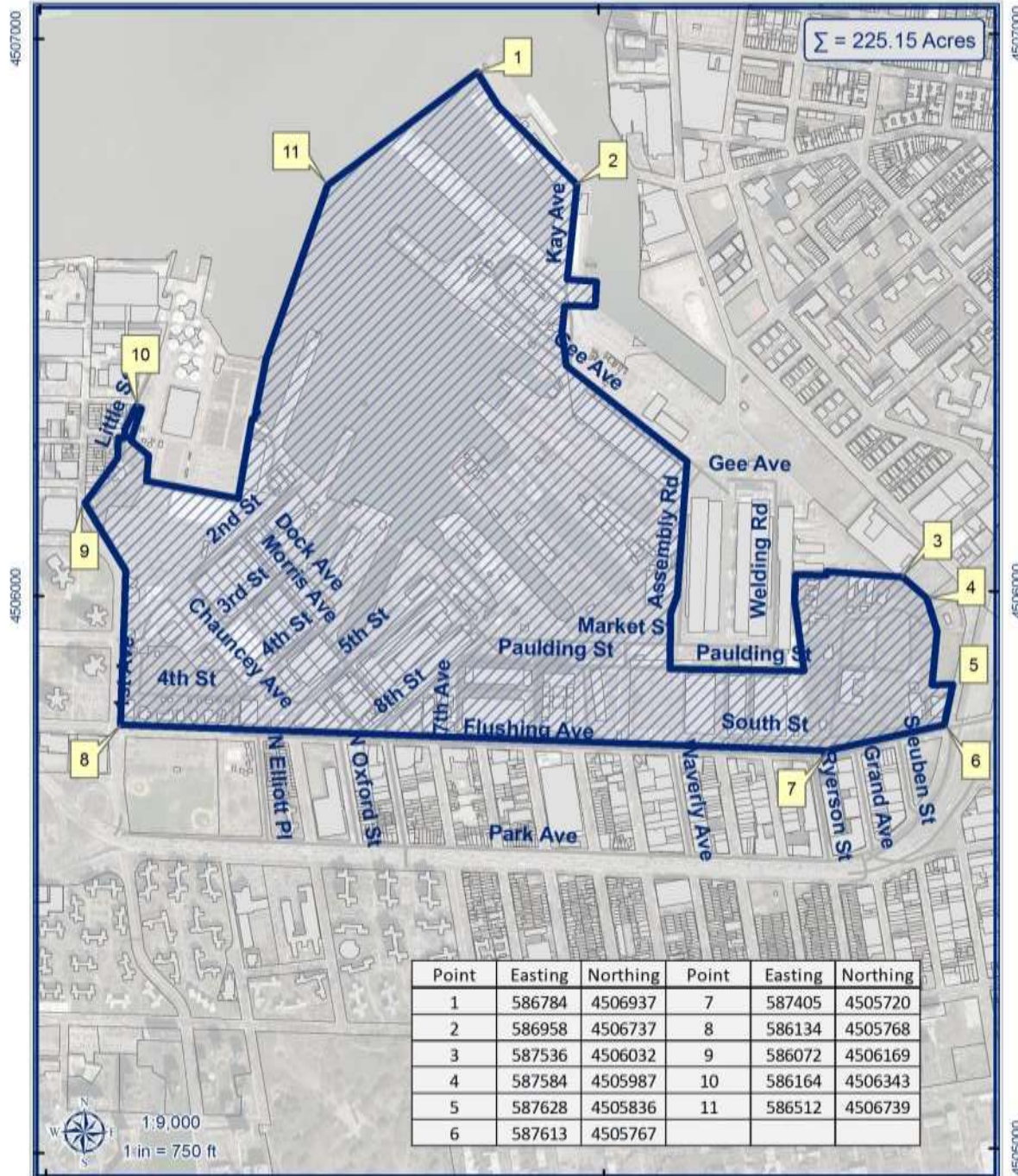
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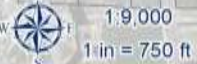
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New York Navy Yard

Brooklyn, Kings Co., New York



Point	Easting	Northing	Point	Easting	Northing
1	586784	4506937	7	587405	4505720
2	586958	4506737	8	586134	4505768
3	587536	4506032	9	586072	4506169
4	587584	4505987	10	586164	4506343
5	587628	4505836	11	586512	4506739
6	587613	4505767			



586000

587000

Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter



Tax Parcel Data:  
NYC PLUTO  
<http://www.nyc.gov/>



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Additional Information

**Photograph Log**

Name of Property:	Brooklyn Navy Yard
City or Vicinity:	New York
County:	Kings County
State:	NY
Name of Photographer:	Lindsay Peterson
Location of Original Digital Files:	11 Hanover Square, 16 <sup>th</sup> Floor, NY, NY, 10005.
Number of Photographs:	59

**Area 1: Residential**

Photo #1

View of the Commandant's House (Quarters A, 1805-06), looking west. The residence is located upon a hill in one of the oldest sections of the navy yard.

Photo #2

North side of Building 16 (timber shed, ca. 1841). This brick and heavy timber frame building, located in the southwest corner of the navy yard, was used to store cured timbers. It was shortened in the 1960s.

Photo #3

Rear of Building B (1872), the former residence of the Captain of the Yard, situated on Flushing Avenue and part of officer's row.

**Area 2: Shipyard**

Photo #4

View of the Sands Street Gate (Building 200, 1895, partially reconstructed 2012), looking east along Sands Street from Navy Street.

Photo #5

View south towards Building 121 (paymaster's office 1900), which was moved to its present location in 1918.

Photo #6

View looking northeast on Third Street. On the left are Building 12B (pipe and copper shop, 1940) and Building 11/11A (smithery and forge shop, ca. 1864), both part of a complex of buildings known as Buildings 11/11A, 12 and 12B. On the right are Building 22 (timber shed and mold loft, ca. 1855) and Building 127 (boat storehouse, 1903).

Photo #7

This view, looking southwest along Second Street, shows the complex of buildings known as Buildings 11/11A, 12 and 12B. Buildings 11 and 12 were built first, circa 1855, and connected by later additions in the 20<sup>th</sup> century.

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**Photo #8**

View of Building 10 (engine/pump house for Dry Dock No. 1, 1849-51) from corner of Second Street and Morris Avenue, looking east. This granite ashlar building is notable as an early American fireproof structure.

**Photo #9**

View of Building 269 (Sub-Assembly Shop No. 2, 1941) looking northeast. Large ship components were pre-assembled in this building and then transferred to ships being constructed nearby.

**Photo #10**

Northeast view on Second Street. At left are Building 234 (motor generator building, ca. 1936) and Building 313 (ship's superintendent's office, 1942). These small, simply detailed brick buildings are typical of construction during the 1930s and early 1940s.

**Photo #11**

View of Building 20 (iron plating shop, 1865) looking northwest. This brick Romanesque Revival style building functioned as a shop to build and repair iron and steel ships and their components, an increasingly important job as metal warships began to replace wood ships following the Civil War.

**Photo #12**

View of Building 131 (construction and repair storehouse and shops, 1902) showing a typical American Round Arch style structure.

**Photo #13**

View of the western portion of the navy yard from the base of Pier G showing (from left to right): Building 10 (engine/pump house for Dry Dock No. 1, 1849-51), Building 269 (Sub-Assembly Shop No. 2, 1941), Building 313 (ship's superintendent's office, 1942), and Building 268 (1942, renovated 2012-13 and non-contributing). Downtown Brooklyn is visible in the far background.

**Photo #14**

View looking south of Dry Dock No. 1 (Structure 809, 1841-51), shown mostly empty of water. Its pump well (Structure 124, 1901) is visible the head of the dry dock. In the background are Building 20 (iron plating shop, 1865), Building 127 (boat storehouse, 1903), Building 10 (engine/pump house for Dry Dock No. 1, 1849-51), and at the far right, Building 269 (Sub-Assembly Shop No. 2, 1941).

**Photo #15**

View looking northwest from the head of Dry Dock No. 4 (Structure 812, 1913) showing at left, Building 20 (iron plating shop, 1865) and at right, Building 131 (construction and repair storehouse and shops, 1902).

**Photo #16**

View looking northeast showing Building 132 (locomotive shed, 1905) in the left foreground; Building 41 (central power plant, 1941) in the left background; and Building 74 (lime, pitch and coal house, ca. 1864) at right. Building 280 (ordnance machine shop, 1942) and Buildings 50/50A (yard garage and auto repair shop, 1936) are visible in the background at right.

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**Photo #17**

North and east elevations of Building 275 (building trades shops, 1942), which faces onto Flushing Avenue.

**Photo #18**

View looking east at Buildings 50/50A (yard garage and auto repair shop, 1936) and Building 280 (ordnance machine shop, 1942) in the background.

**Photo #19**

View of southeast façade of Building 280 (ordnance machine shop, 1942). The flagpole (Object 717) at center was installed in 1937. On the right is Building 27 (administration building, 1899).

**Photo #20**

View of Building 27 (administration building, 1899), a typical American Round Arch style structure.

**Photo #21**

View looking southeast across Dry Dock No. 4 (Structure 812, 1913). In view is Building 542 (motor generator building, 1918) behind the portal crane. Behind that is the Building 28, 123, 128 complex. At right is Building 280 (ordnance machine shop, 1942) and part of Building 41 (central power plant, 1941).

**Photo #22**

View of the Building 28, 123, 128 complex, looking south on Morris Avenue towards Flushing Avenue. This complex of inter-connected structures was begun circa 1895 with the construction of Building 28 (boiler shop, additions 1900 and 1940-41), visible at left. The section of the building at right is Building 128 (machine and erecting shop, 1900).

**Photo #23**

View of the Building 28, 123, 128 complex from the cafe on the third floor of the Building 92 visitor center extension (2011). This view shows Building 128 (machine and erecting shop, 1900), including a section that was added in 1917-18. In the foreground are from left to right: Building 58 (USMC non-commissioned officers' quarters, 1940), Building 152 (chemical lab, 1920) and Building 5 (light machine shop, 1920).

**Photo #24**

View of the rear of the Building 28, 123, 128 complex showing Building 123 (power house, 1900). This brick structure was originally built freestanding. In 1940-41 Building 28 was extended to connect to Building 123.

**Photo #25**

View of Building 62 (paint shop, 1940), a simply detailed brick structure located next to Dry Dock No. 4.

**Photo #26**

View from base of Pier D looking southeast. The image shows Building 77 (general storehouse and administration building, 1942) at far left, Building 5 (light machine shop, 1920), Building 62 (paint shop, 1940), Building 3 (supply storehouse and general offices, 1918) in the background, and Building 131 (construction and repairs storehouse and shops, 1902) at right. The metal floating gate for Dry Dock No. 1 (Structure 809, 1841-51) is also visible at right.

**Photo #27**

View east along Flushing Avenue showing Building 92 (marine corps. officer's quarters, 1858), Building 3 (supply storehouse and general offices, 1918), and Building 77 (general storehouse and administration building, 1942).

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**Photo #28**

View looking southeast on Sixth Street towards Building 5 (light machine shop, 1920) at left, Building 3 (supply storehouse and general offices, 1918) at center, and Building 152 (chemical lab, 1920) at right.

**Photo #29**

View of Building 58 (USMC non-commissioned officers' quarters, 1940), an apartment house with Art Deco and Modernistic details.

**Photo #30**

View of Building 152 (chemical lab, 1920), an Art Deco style brick and concrete structure built by the Turner Construction Company. Building 3 (supply storehouse and general offices, 1918), another building by Turner, is visible at left.

**Photo #31**

View east, showing from left to right: Building 5 (light machine shop, 1920), Building 77 (general storehouse and administration building, 1942) and Building 3 (supply storehouse and general offices, 1918).

**Photo #32**

Southwest view from Market Street showing from left to right: Building 120 (oil storehouse, 1899), Building 77 (general storehouse and administration building, 1942) and Building 5 (light machine shop, 1920).

**Photo #33**

View of Building 131 (oil storehouse, 1899), a typical American Round Arch style brick structure in the district.

**Photo #34**

View looking southeast at Building 1 (materials testing laboratory, 1941-42). The barrel-roofed building in the left foreground is outside of the district boundaries. At the right foreground is Building 4 (formerly Building 424, ordnance/gun shed, 1944), a non-contributing structure.

**Photo #35**

View east on South Street showing Building 2 (former Building 290, foundry, 1941). At the far right is the entrance to the hospital grounds.

**Photo #36**

View of Dry Dock No. 6 (Structure 814, 1942), one of the two largest dry docks at the navy yard, now within the GMD Shipyard, a fenced-off area. At right is Building 293 (paint fabrication facility, 1970), a non-contributing building.

**Photo #37**

Landscape view of the northern remnants of the former Cob Dock, now occupied by World War II-era buildings including Building 270/594 (compressor building, 1941) at the far left, Building 292 (production utility building, 1942), Building 51 (garbage incinerator, 1938), and Building 52 (coal plant office, 1938) at the far right.

**Photo #38**

View of Building 51 (garbage incinerator, 1938), looking east. This structure reflects the significant changes made to the northern portion of the former Cob Dock before and during World War II.



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**Photo #39**

View of Building 292 (production utility building, 1942), looking southeast, typical of the structures built during World War II in the former Cob Dock area.

**Photo #40**

View of Building 249 (Electric Sub-Station No. 6, 1938), typical of the structures built during World War II in the former Cob Dock area.

**Photo #41**

View of Building 270/594 (compressor building, 1941-42), typical of the structures built during World War II in the former Cob Dock area.

**Area 3: Hospital**

**Photo #42**

North elevation of Building R104 (guard house and gate keeper lodge, 1850). To the right is a large gate through which hospital employees, patients and visitors would enter from Flushing Avenue.

**Photo #43**

East elevation of Buildings R8 and R9 (bachelor officer's quarters, 1926).

**Photo #44**

East elevation of Building R95 (U.S. Naval Hospital, 1830-38), a monumental Greek Revival style, marble-faced building situated on a hill at the eastern end of the navy yard.

**Photo #45**

Rear view of Building R95 (U.S. Naval Hospital, 1830-38) looking south, showing the C-shape of the building.

**Photo #46**

View of lawn in front of Building R95 (U.S. Naval Hospital, 1830-38) including Object R463 (ca. 1921), a WWI memorial flagstaff, as well as a birdbath, a sundial, and Building R1 (surgeon's house, 1863) in the background.

**Photo #47**

Detail view of Object R463 (ca. 1921). The copper base features naval iconography such as scallop shells, sea dragons, tridents and rope, as well as classical motifs such as fluting and acanthus leaves.

**Photo #48**

View of Object 999 (1858), the Barrier Forts Monument, located in the lawn in front of Building R95. The Barrier Forts monument was constructed to commemorate soldiers who died in the Canton River (now Guangzhou and Pearl River) in 1856 during the Battle of the Barrier Forts at the beginning of the Second Opium War. It was moved to its present location in 1979. Building 2 (foundry, 1941) is visible in the background.

**Photo #49**

View of the south and east elevations of Building R1 (surgeon's house, 1863). This is a French Second Empire style house, built for Dr. Thomas L. Smith, the head surgeon from 1862 to 1866.

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Photo #50

These two buildings, Building R103/R109 acted as stables, and later as garages for the hospital. In the foreground is Building R109 (stable, ca. 1872) and in the background, connected to Building R109, is Building R103 (carriage house, ca. 1900).

Photo #51

View of Building R103A (garage, ca. 1947), looking northwest towards Building R109.

Photo #52

Buildings R5, R6, and R7 (infectious disease quarters, 1915) are Craftsman-style houses built at the northwestern corner of the hospital grounds.

Photo #53

View of the south and east facades of Building R2 (Quarters No. 2, 1905), a Colonial Revival style house constructed for the medical staff at the hospital.

Photo #54

View of the east wing of Building RG (nurses' quarters, 1919), located at the north end of the hospital grounds. Building RG is an E-shaped stuccoed-brick building that provided housing for approximately 130 nurses, all part of the Nurse Corps, which was founded in 1908.

Photo #55

Southeast façade of the Italianate style Building R4 (Quarters No. 4, ca. 1864, addition ca. 1900, third story 1917).

Photo #56

View looking northwest at several buildings near the northern edge of the hospital grounds. From left to right are Buildings R2 and R3 (Quarters No. 2 and No. 3, 1905), Building RG (nurses quarters, 1919) and Building R4 (Quarters No. 4, ca. 1864). In the foreground is an empty field with two football goal posts. This area was once occupied by large hospital buildings, now demolished.

Photo #57

North elevation of Building R426 (lumber shed, 1909). This small brick structure became the morgue in the 1920s.

Photo #58

Building RD (medical supply depot, 1910) sits near the eastern edge of the hospital grounds. This view shows the north and west elevations. Partially in view at left is Building R426 (lumber shed, 1909).

Photo #59

View of Building 311 (motion picture exchange, 1942), located the very far eastern edge of the navy yard.

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Area 1: Residential



1. View of the commandant's house (Quarters A, 1805-06, NR-listed) from within the navy yard, looking west, 1905. (*Brooklyn Navy Yard Archives*)

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2. View of officers' row, 1904, showing from left to right: Buildings K and L (1901), Buildings H and C (1881 and 1872), Building B (1872) and Building D (1873). (*Brooklyn Navy Yard Archives*)

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3. The timber shed (Building 16, ca. 1841) is a brick and heavy timber frame building. This view from 1925 shows the structure before it was shortened in the 1960s. (*Brooklyn Navy Yard Archives*)

Area 2: Shipyard

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4. The Sands Street Gate (Building 200, 1895, partially reconstructed 2012) is the Medieval Revival style ceremonial entrance to the navy yard. The gate, shown here in 1904, cost \$24,000 and officially opened on the occasion of the visit of China Minister, Li Hung Chang. (*Library of Congress*)

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5. The paymaster's office (Building 121, 1900) is seen here in the process of being moved from one part of the navy yard to another in 1917, making room for a new structural shop (demolished). The paymaster's office served as a bank for the military and civilian personnel. (*Brooklyn Navy Yard Archives*)



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6. View of Building 12 (ca. 1855), originally constructed as a plumbers and boiler shop, in an undated photo. In 1936 this building was joined to Buildings 11 and 11A by way of a new addition, now known as Building 12B. (*Brooklyn Navy Yard Archives*)

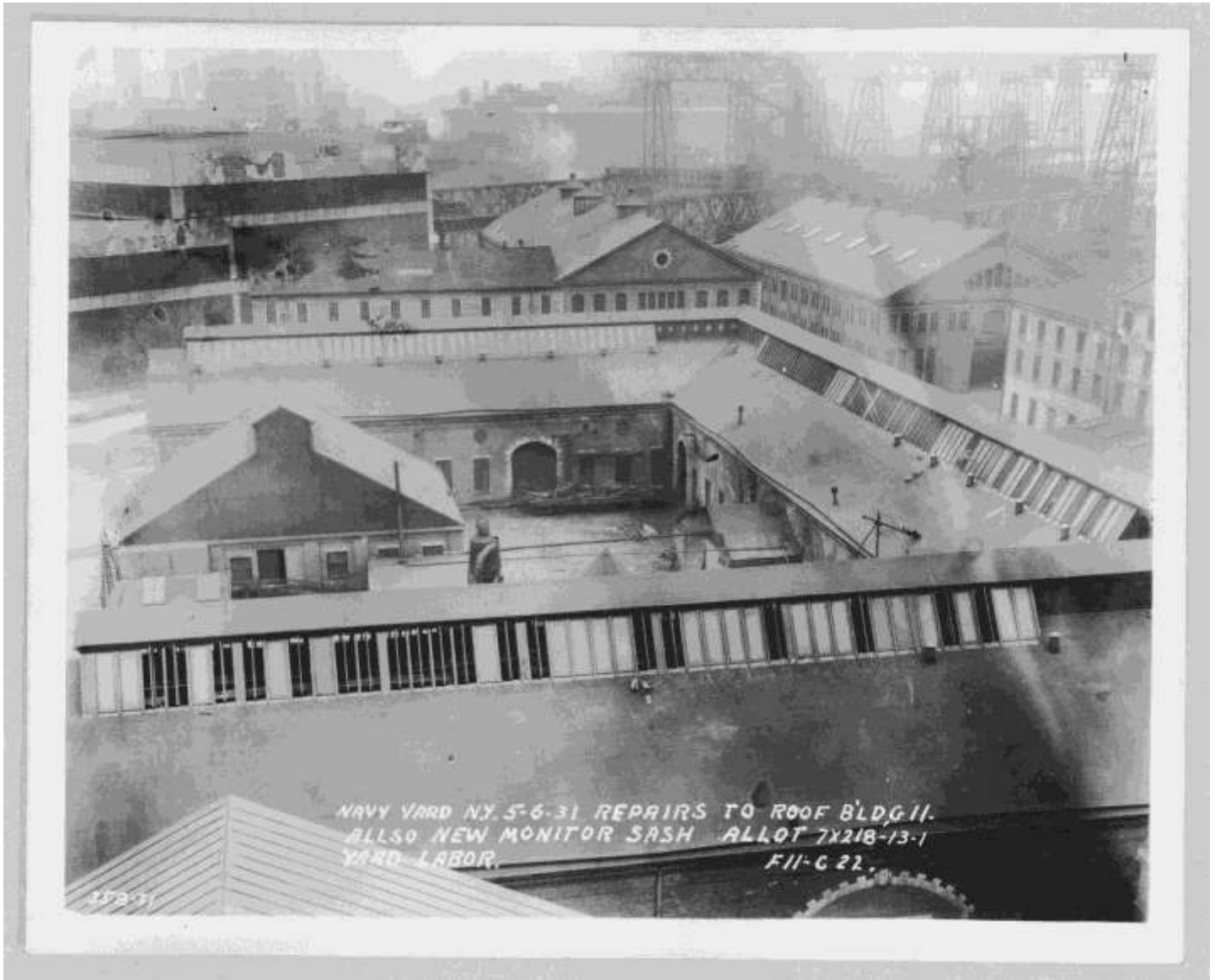


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7. View of Buildings 11 & 11A (ca. 1855) showing the C-shape plan from above, 1931. Visible in the background from left to right are: a structural shop constructed ca. 1918 (formerly known as Building 4, demolished), the joiner's and block shop (formerly known as Building 6, demolished), the C&R machine shop (formerly known as Building 115, demolished), and at the far right, Building 10, the Dry Dock No. 1 pump house. In the far rear are Building Ways Nos. 1 and 2 (demolished), which were constructed during World War I to build and launch ships of large size. (*Brooklyn Navy Yard Archives*)

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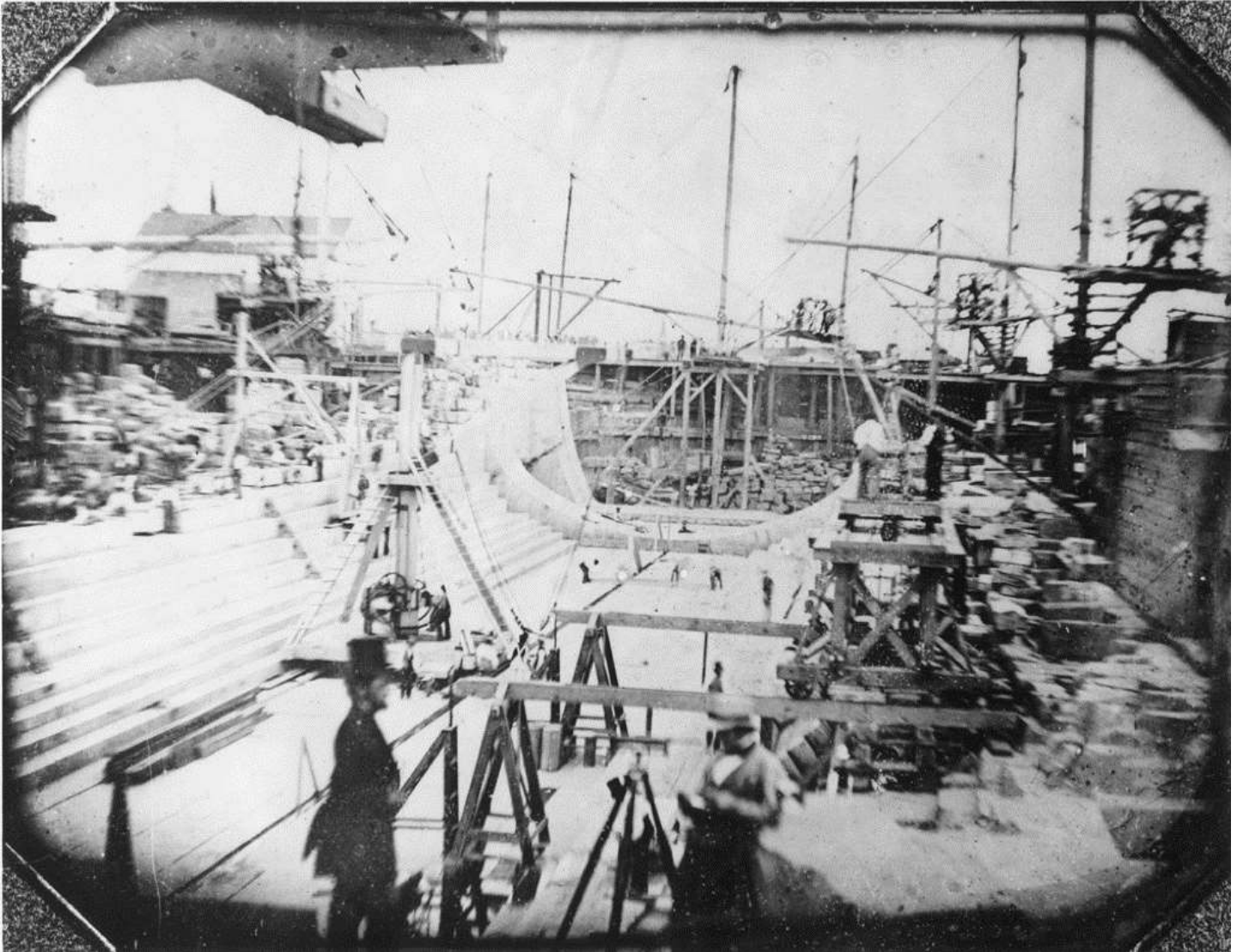
8. Woodcuts from *Frank Leslie's Illustrated Newspaper*, 1857, showing the exterior and interior of Building 10 (1849-51), the engine/pump house for Dry Dock No. 1. The building was originally constructed as a four- and three-story structure with a large central chimney. In 1936 the building was remodeled and was reduced from four and three stories to two stories. (*New-York Historical Society*)

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9. View of the construction of Dry Dock No. 1 (Structure 809), 1846. Dry Dock No. 1 is the third oldest naval dry dock in the country, after Boston and Norfolk. It was the first permanent dry dock in New York and was completed in 1851. (*Library of Congress*)

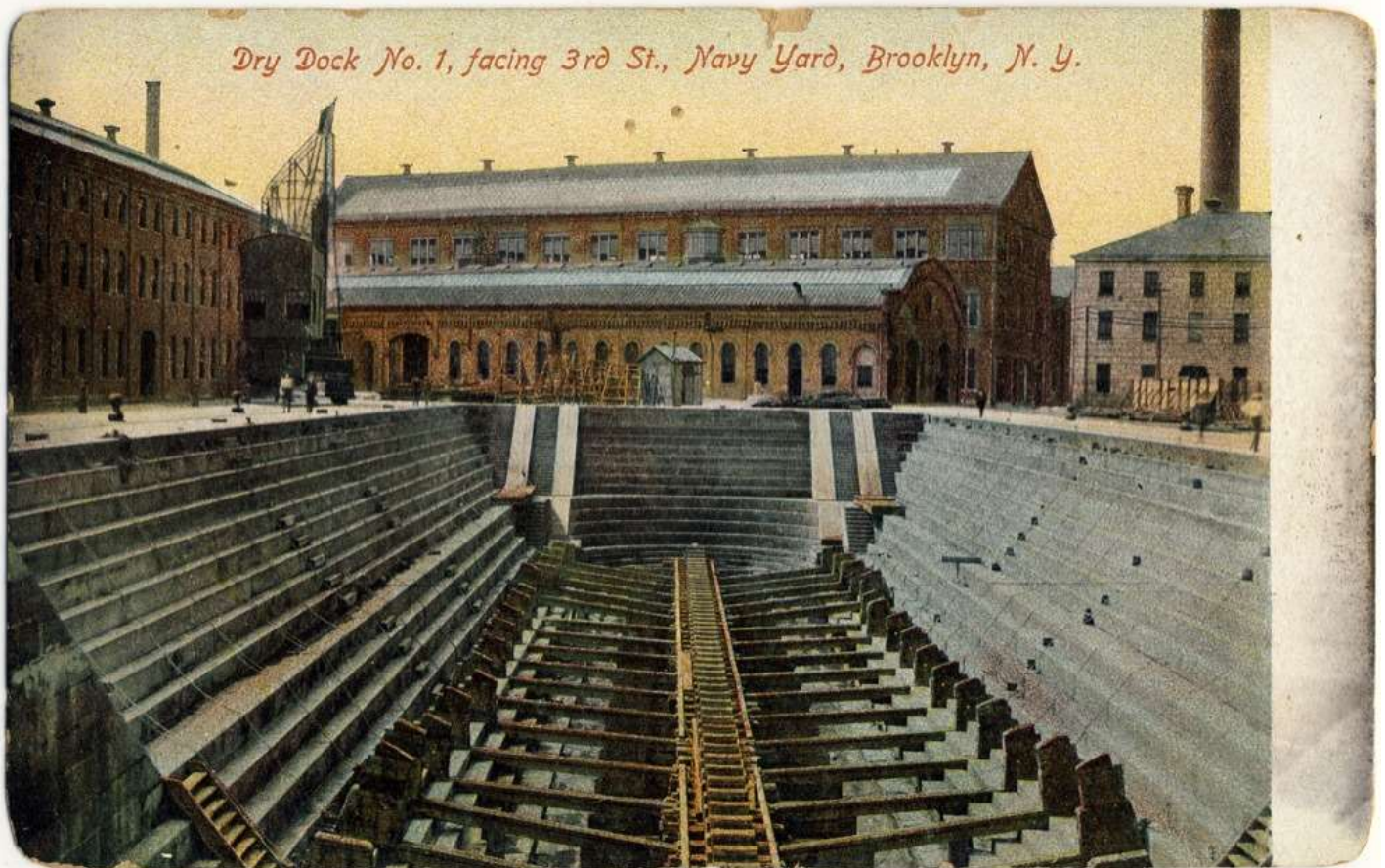


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10. Postcard view of Dry Dock No. 1 (Structure 809, 1841-51). Looking south, the buildings in view are from left to right: Building 131 (1902), Building 20 (1865), Building 127 (behind Building 20, 1903) and Building 10 (1849-51).  
(*Brooklyn Navy Yard Archives*)

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11. View southwest on 4<sup>th</sup> Street, 1903. Buildings shown from right to left include: Building 20 (iron plating shop, 1865), Building 127 (boat storehouse, 1903), Building 22 (timber shed, mold loft, ca. 1855) and Building 23 (demolished).  
(*Brooklyn Navy Yard Archives*)

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12. 1938 view of Building 20 (iron plating shop, 1865), Building 131 (construction and repair storehouse and shops, 1902) and Dry Dock No. 4 (Structure 812, 1913). (*Brooklyn Navy Yard Archives*)

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13. Circa 1915 view of Dry Dock No. 4 (Structure 812, 1913). Known as the “Hoodoo Dock,” this basin was notorious for the difficult problems, delays and deaths that occurred during construction. It holds a ship of 717 feet, which is remarkable compared to Dry Dock No. 1 (1841-51). The latter, sixty years old at that time, could hold at most a ship 320-feet long. Visible at right is Building 28 (boiler shop, ca. 1895). (*Brooklyn Navy Yard Archives*)



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14. 1927 view of Building 132 (locomotive shed, 1905) at left and Building 74 (lime, pitch and coal house, ca. 1862, moved 1916, second story added 1926). (*Brooklyn Navy Yard Archives*)



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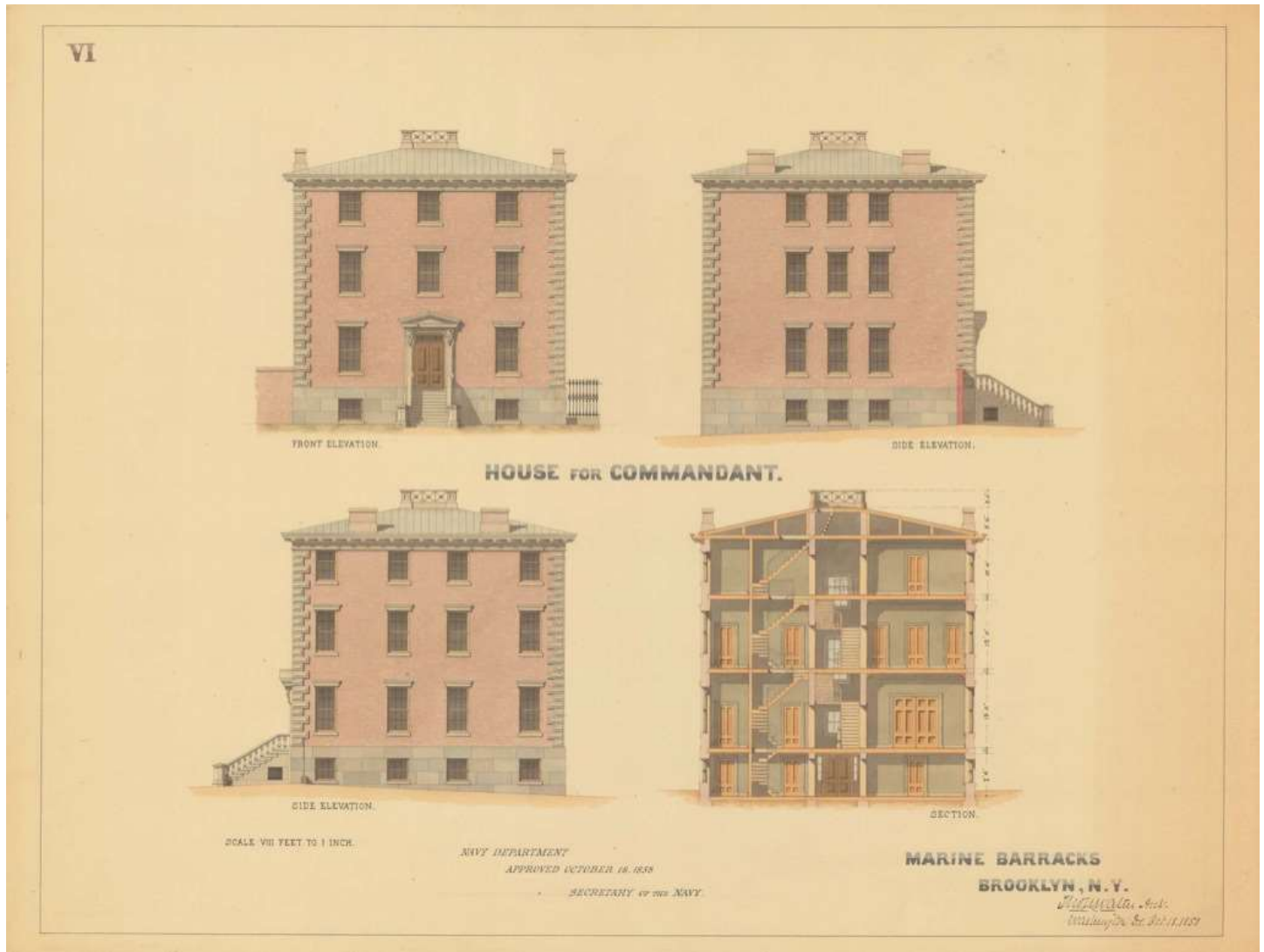
15. Undated postcard view of the U.S. Marine Barrack Grounds, a 3.5-acre complex that was once located on Flushing Avenue. This complex, begun just prior to the Civil War, included marine officers' quarters, barracks and a gate house, all arranged around a formally-landscaped parade ground. This view, looking southwest toward Flushing Avenue, shows Building 92 (marine corps. officers' quarters, 1858) at center right. (*Brooklyn Navy Yard Archives*)

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16. Architectural elevation and section drawings of Building 92 (marine corps. officers' quarters, 1858). Building 92 was designed by Thomas Ustick Walter (1804-1887) in the Greek Revival style. It is built of brick with cast-iron quoins and lintels. (*Brooklyn Navy Yard Archives*)

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17. View of Building 3 (supply storehouse, general offices, 1918) looking east on Flushing Avenue, 1936. Building 3 was the tallest building and the first structure built of reinforced concrete at the yard when completed. It was built on the site of the former U.S. Marine Barracks Grounds. At left is a partial view of Building 92 (marine corps. officers' quarters, 1858). (Brooklyn Navy Yard Archives)

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18. Undated view showing Building 128 (part of the Building 28, 123 and 128 complex) from the U.S. Marine Barracks Grounds. Building 128 (machine and erecting shop, 1900) was constructed to replace the original machine shop, which had burned in a fire in 1899. (*Brooklyn Navy Yard Archives*)



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19. 1941 view southwest on Fifth Street showing the 1940-41 addition to Building 28 (boiler shop, ca. 1895, first addition 1900). This addition connected Buildings 28 and 128 with Building 123 (power house, 1900), a gable-roofed brick structure partially shown at left. (*Brooklyn Navy Yard Archives*)

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20. View of Building 77 (general storehouse, administration building, 1942) under construction in an undated photo. The photo is taken from Flushing Avenue, looking north into the navy yard. Visually, the concrete building offered an unusual sight—a windowless base of eleven stories topped by five stories of offices. The windowless floors had walls that were twenty-five-inches thick at the base, enclosing twenty-one acres of heavy-duty floor space. It is presumed that these floors were used as ammunition storage, keeping the yard’s ordnance safe and sound below the “nerve center” of the yard. (*Brooklyn Navy Yard Archives*)

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21. Aerial view of the navy yard in 1945 showing the dramatic changes World War II wrought on the eastern end of the shipyard. With the arrival of the war, the navy reacquired land it had sold in the 1890s to the City of New York and densely developed the area. At far left is Building 77 (general storehouse, administration building, 1942) and at far right is Building 294 and 296 (demolished). It was at this time that the former Cob Dock was reduced in size and physically connected to the mainland yard with the construction of the two new dry docks (No. 5 and No. 6, Structures 813 and 814, 1942). (*Museum of the City of New York*)



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22. View of Building 1 (former Building 291, materials testing laboratory, 1941-42), ca. 1945. Building 1 housed naval testing facilities for materials and electronics. The building's design is referential of the Starrett-Lehigh Building (Cory & Cory, 1932) with its multi-light metal ribbon windows and rounded corners. (*Building the Navy's Bases in World War II*)



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Area 3: Hospital



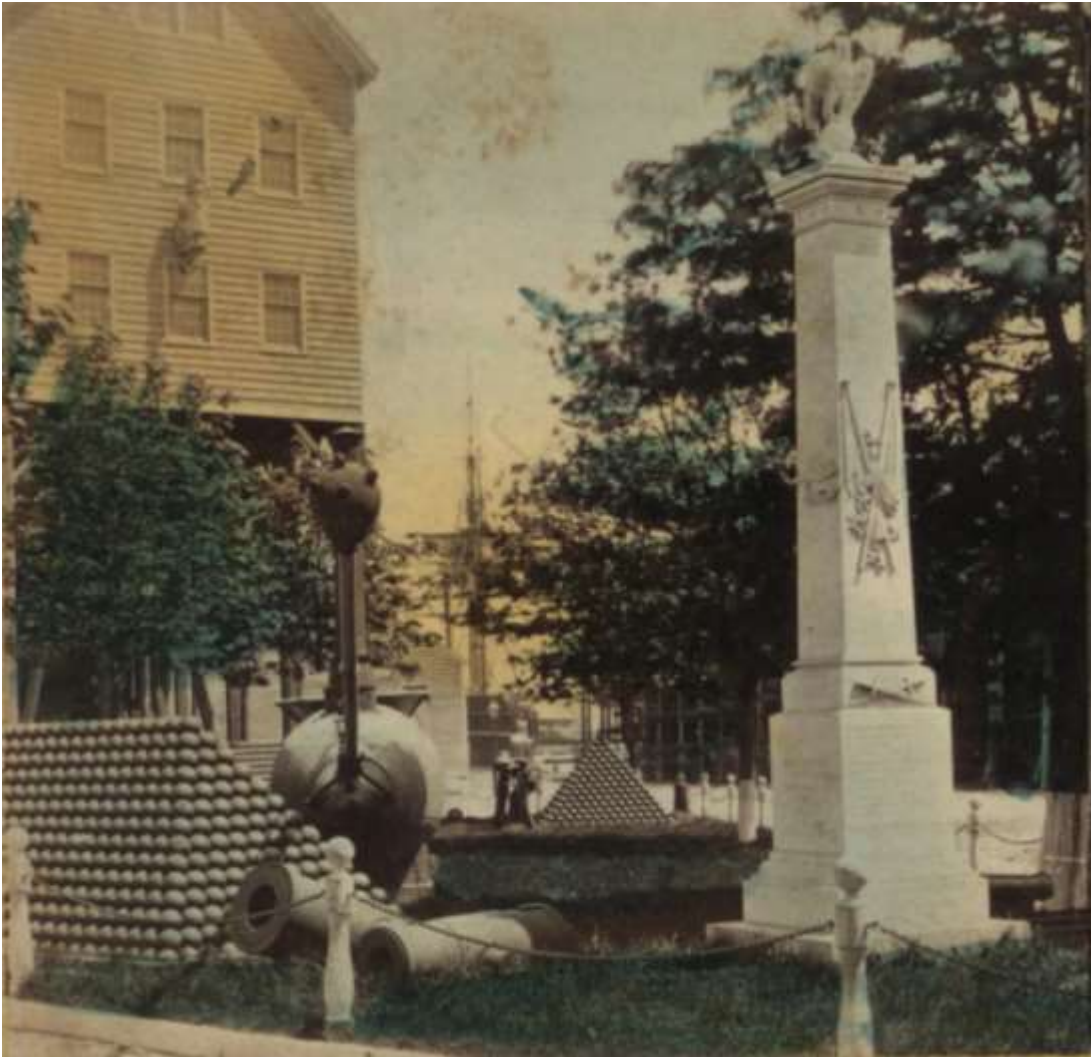
23. Woodcut from *Frank Leslie's Illustrated Newspaper*, 1857, showing Building R95 (U.S. Naval Hospital, 1830-38). The view is looking east from the western shipyard, showing the marshy land the navy acquired in 1848. This Greek Revival style building was designed by Martin E. Thompson, a New York architect who was one of the founders of the National Academy of Design. It is faced in Tuckahoe marble (likely quarried by prisoners at Sing Sing prison) and features a recessed portico. Two wings were added to the building in 1840, making the plan a "C" shape. (*Brooklyn Navy Yard Archives*)

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24. 1865 stereoscopic view of the Barrier Forts Monument (Object 999, 1858). The monument was constructed in 1858 to commemorate soldiers who died in the Canton River (now Guangzhou and Pearl River) in 1856 during the Battle of the Barrier Forts at the beginning of the Second Opium War. It was originally installed near the Sand Street Gate, in "Trophy Park," a triangular green adjoining the naval lyceum (demolished). In 1979 it was moved inside the hospital grounds. (*Library of Congress*)

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25. 1876 view of Building R1 (surgeon's house, 1863), looking east into the hospital grounds from outside of the hospital walls. The French Second Empire style house was built as the residence for the head surgeon of the U.S. Naval Hospital. (*Brooklyn Navy Yard Archives*)

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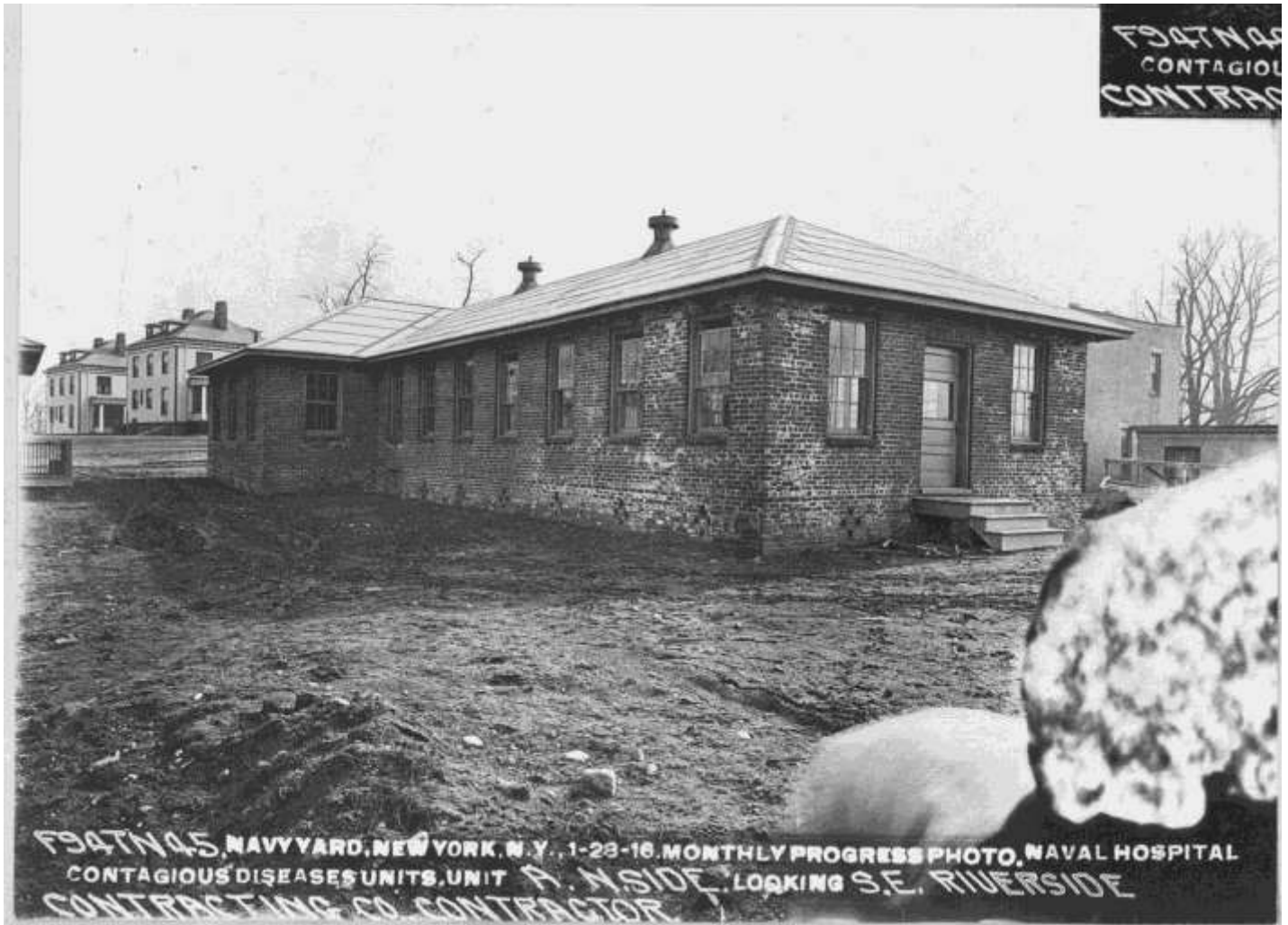
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26. Rear view of Building 5 in 1916. Building 5 is one of three infectious disease quarters buildings (along with Building R6 and R7) built in 1915 at the outset of World War I. In the background are Buildings R2 and R3 (Quarters No. 2 and No. 3, 1905), which were built for medical staff. (*Brooklyn Navy Yard Archives*)



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27. 1919 view of the east wing of Building RG (nurses quarters, 1919). The building provided housing for approximately 130 nurses, all part of the Nurse Corps, which was founded in 1908. (*Brooklyn Navy Yard Archives*)

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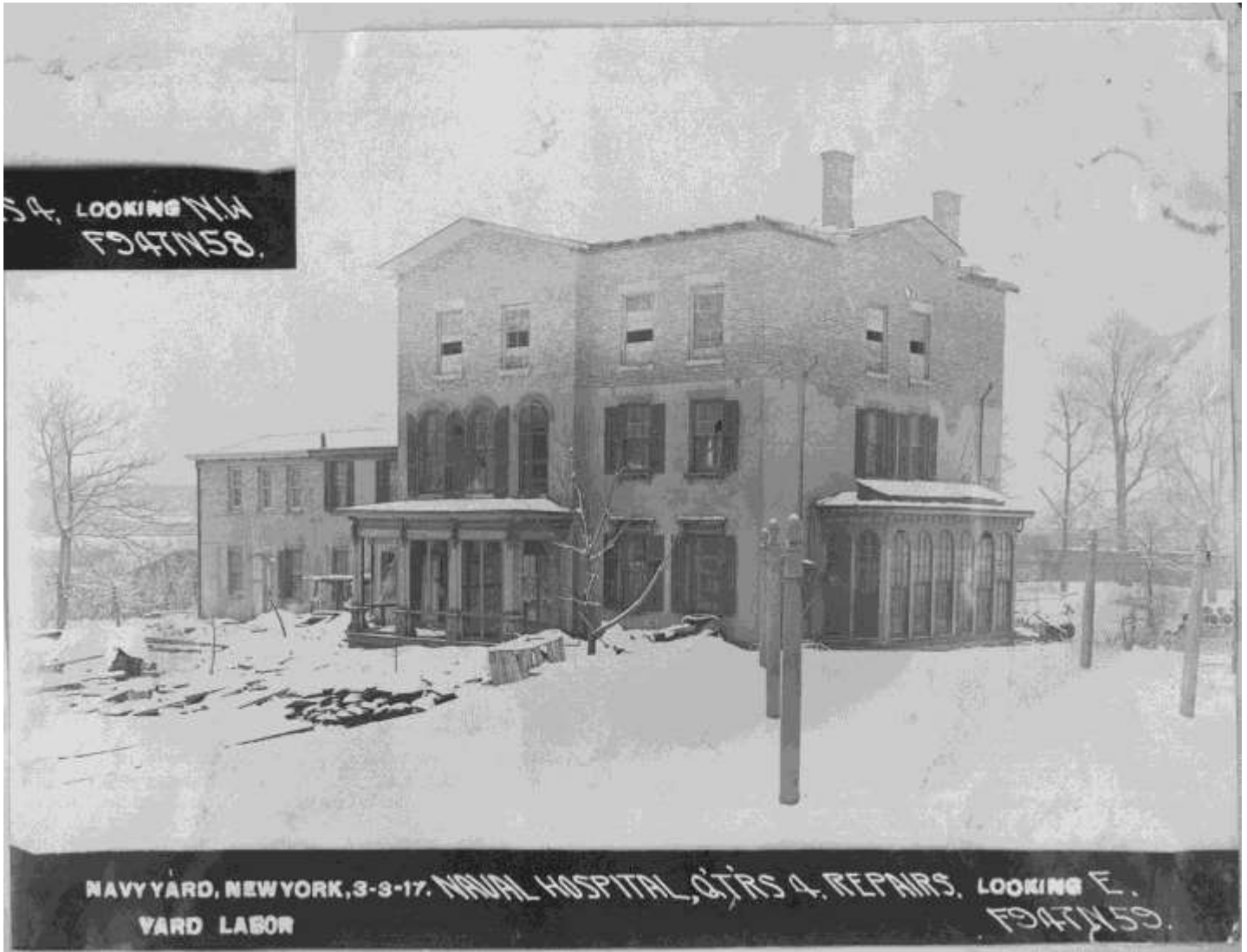
28. 1923 view of the entrance to Building RG (nurses quarters, 1919). (*Brooklyn Navy Yard Archives*)

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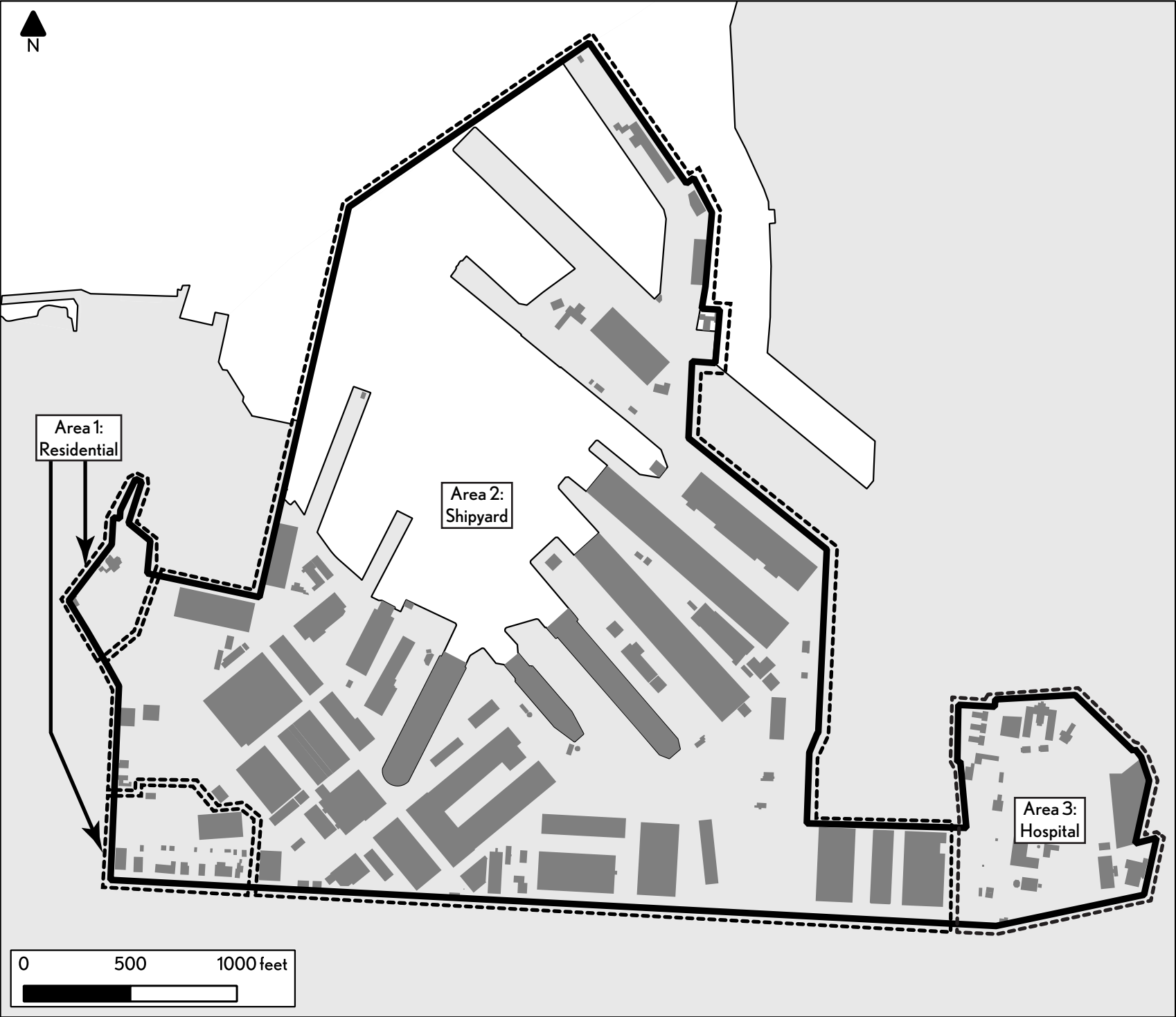
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29. View looking east at Building R4 (Quarters No. 4, ca. 1864). This Italianate style brick house was constructed as a surgeon's house. This image shows the building shortly after receiving a third story in 1917. Another addition on the north end was added ca. 1900. (*Brooklyn Navy Yard Archives*)

# NEW YORK NAVY YARD HISTORIC DISTRICT - MAP #1

Area Divisions



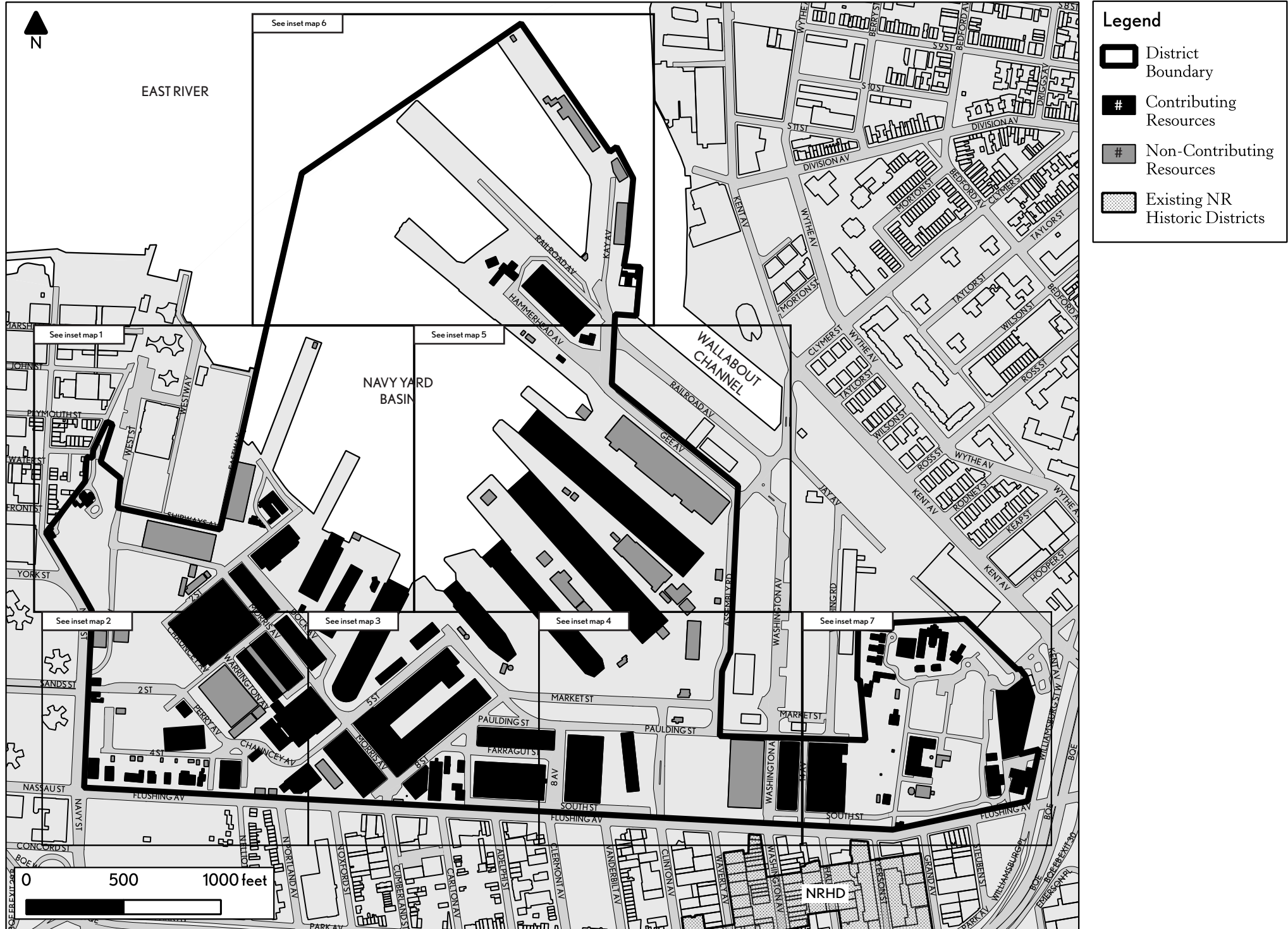
**Legend**

-  District Boundary
-  Area Boundaries
-  Resources - Contributing and Non-Contributing



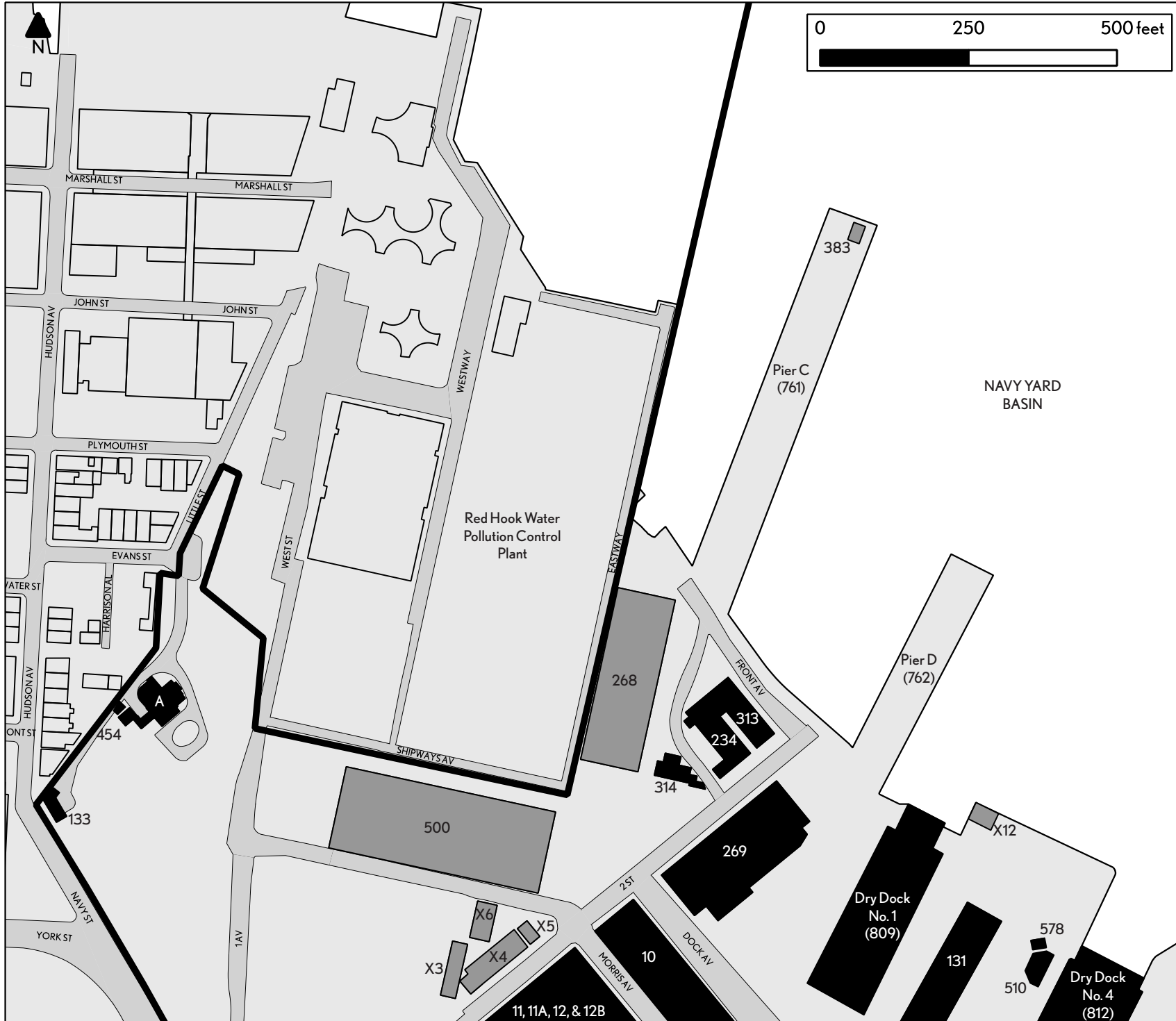
# NEW YORK NAVY YARD HISTORIC DISTRICT - MAP #2

## Historic District Key Map







# NEW YORK NAVY YARD HISTORIC DISTRICT - MAP #3

*Inset map 1*

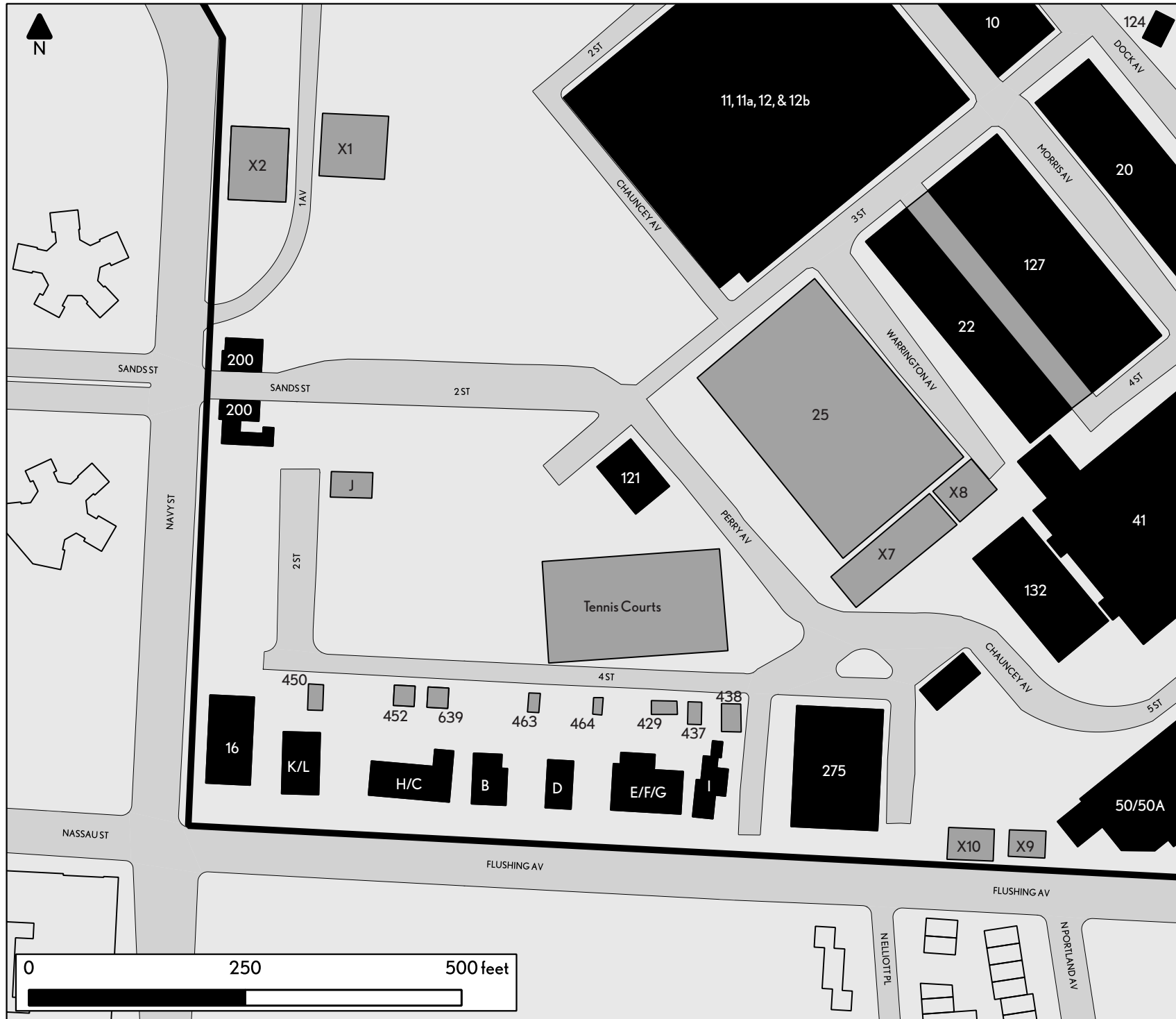


## Legend

-  District Boundary
-  Contributing Resources
-  Non-Contributing Resources
-  Existing NR Historic Districts

# NEW YORK NAVY YARD HISTORIC DISTRICT - MAP #4

Inset map 2

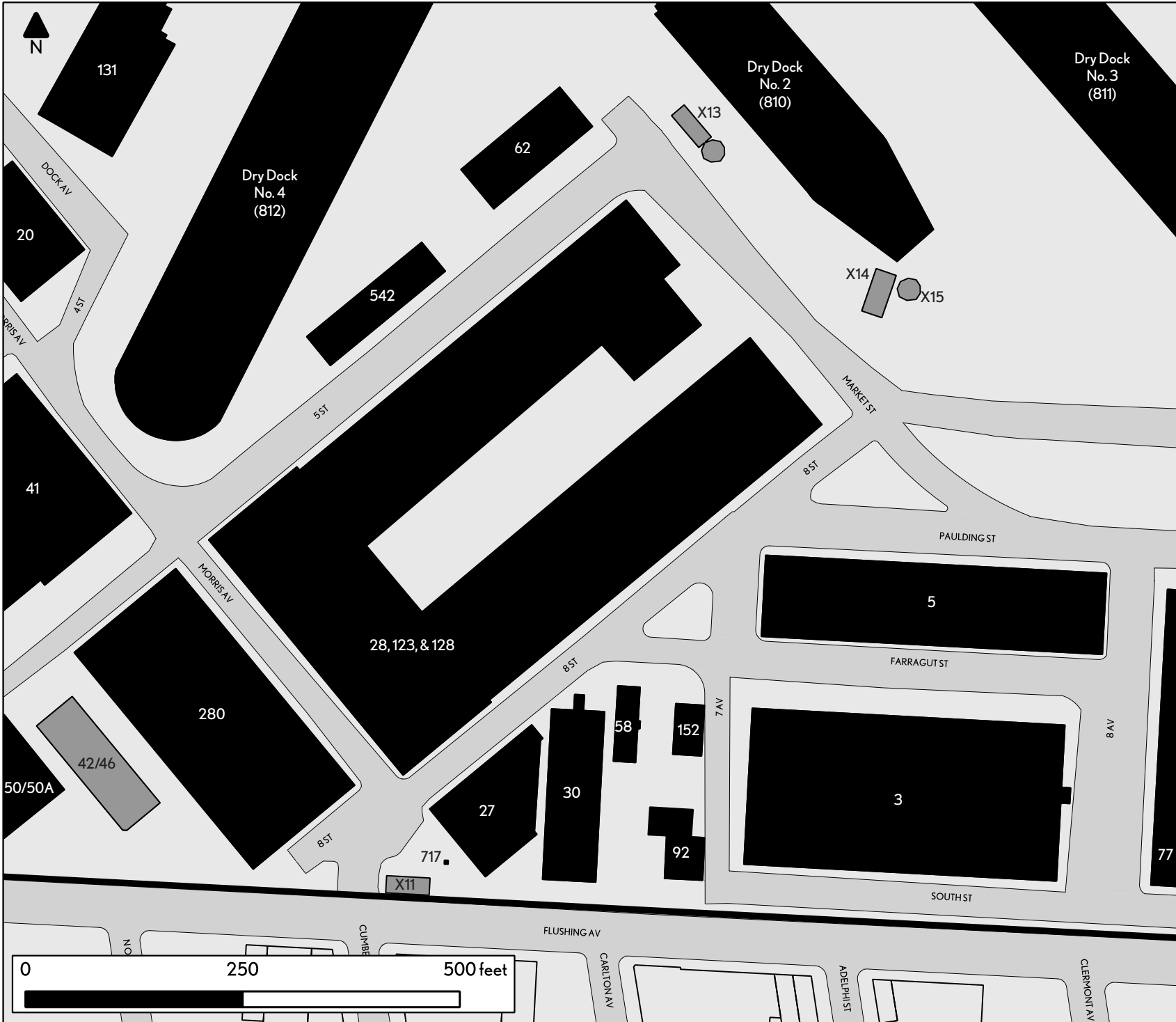


### Legend

- District Boundary
- Contributing Resources
- Non-Contributing Resources
- Existing NR Historic Districts

# NEW YORK NAVY YARD HISTORIC DISTRICT - MAP #5

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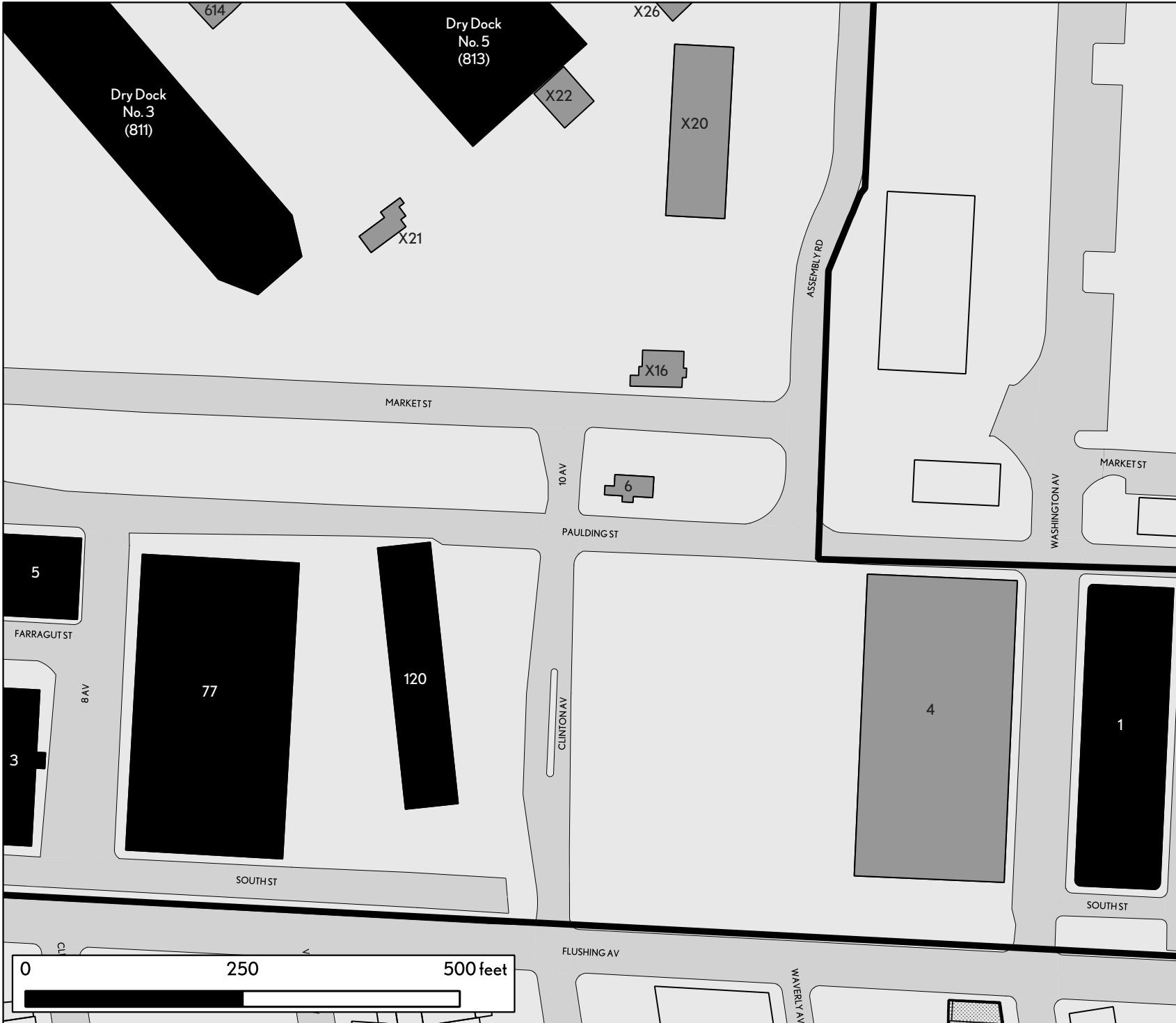


### Legend





- District Boundary
- Contributing Resources
- Non-Contributing Resources
- Existing NR Historic Districts

# NEW YORK NAVY YARD HISTORIC DISTRICT - MAP #6

*Inset map 4*

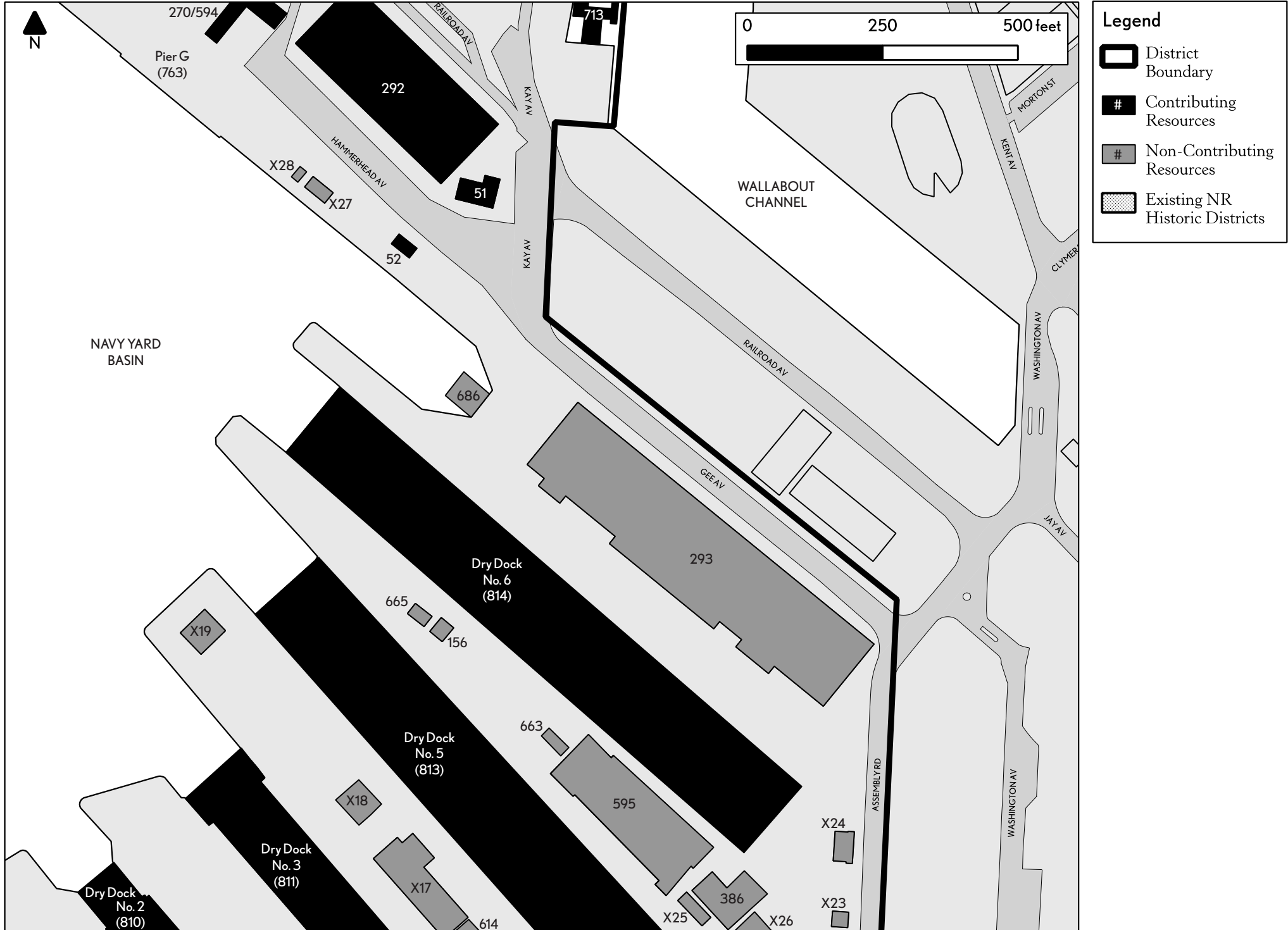


## Legend

-  District Boundary
-  Contributing Resources
-  Non-Contributing Resources
-  Existing NR Historic Districts

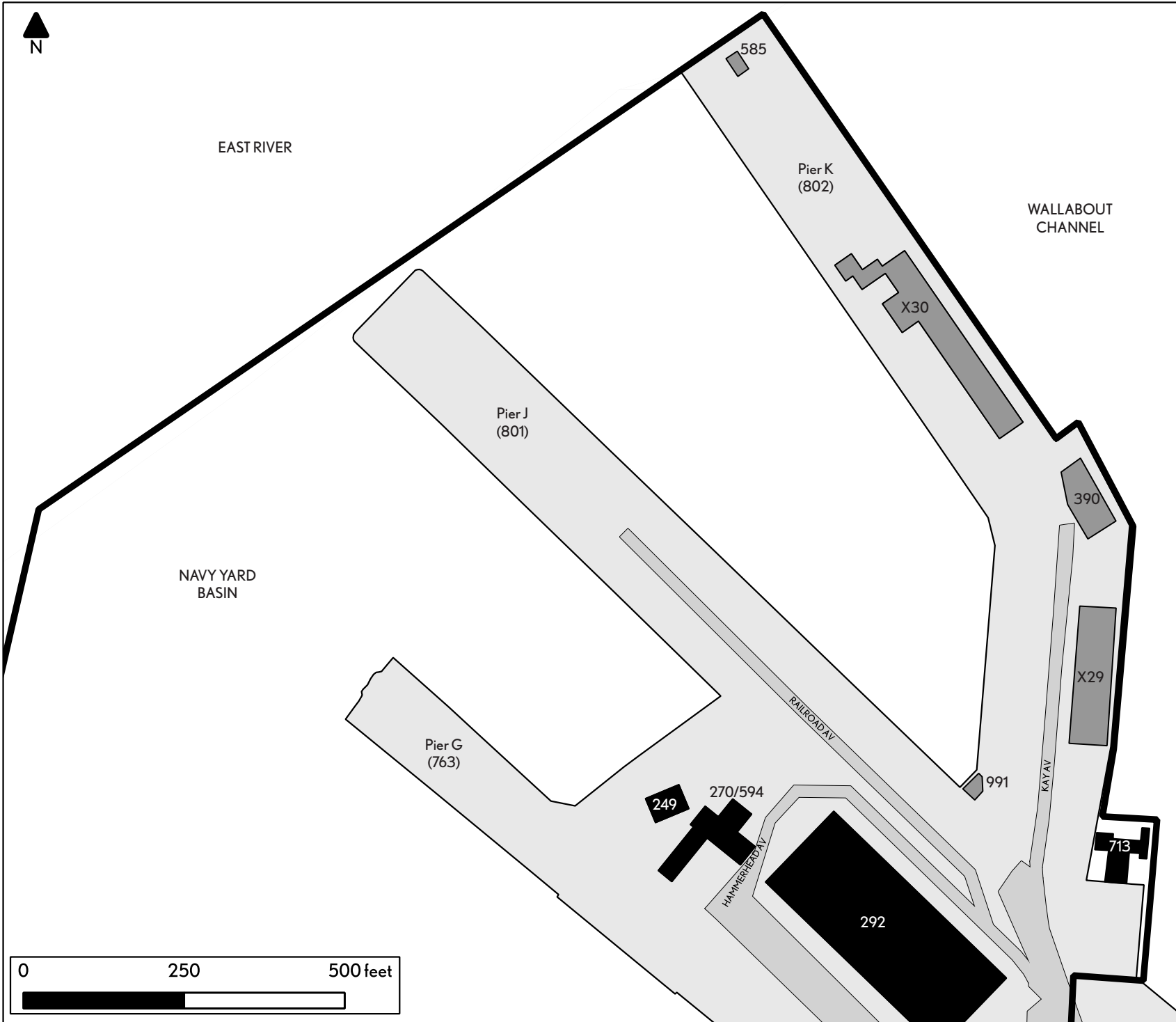
# NEW YORK NAVY YARD HISTORIC DISTRICT - MAP #7

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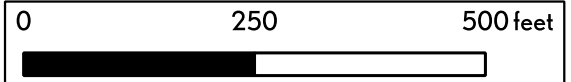
# NEW YORK NAVY YARD HISTORIC DISTRICT - MAP #8

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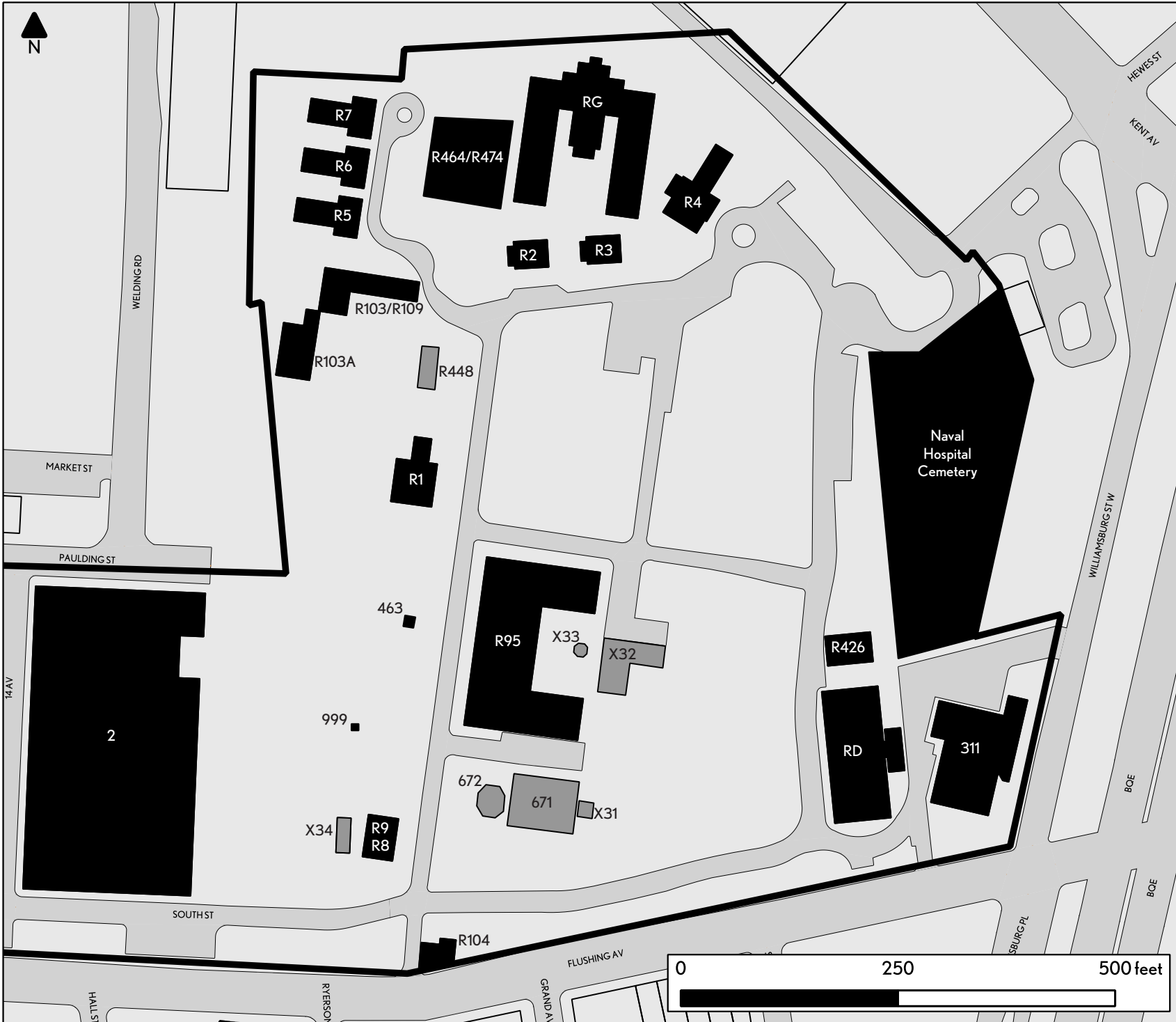
## Legend

-  District Boundary
-  Contributing Resources
-  Non-Contributing Resources
-  Existing NR Historic Districts



# NEW YORK NAVY YARD HISTORIC DISTRICT - MAP #9

*Inset map 7*



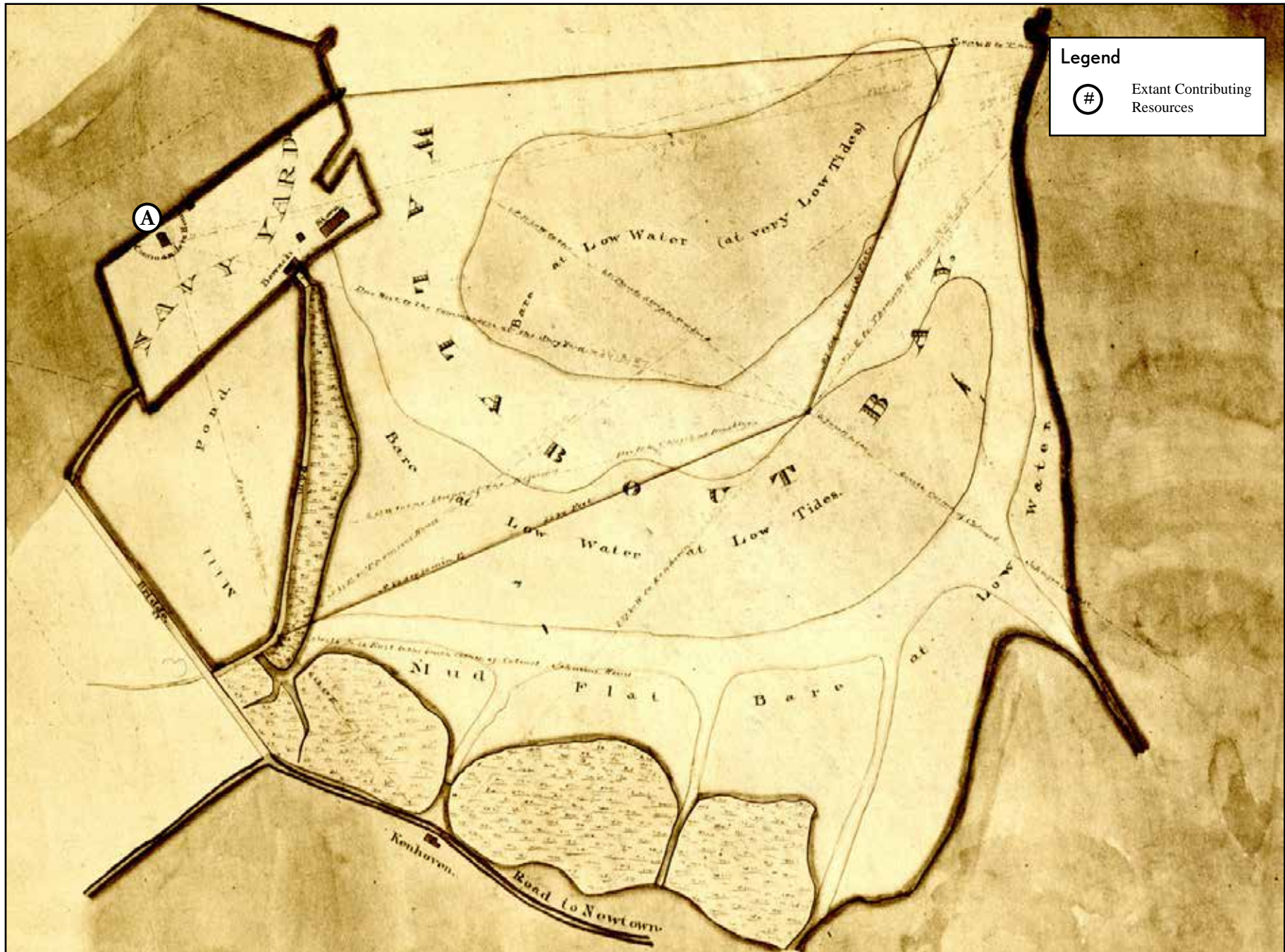
### Legend

- District Boundary
- Contributing Resources
- Non-Contributing Resources
- Existing NR Historic Districts



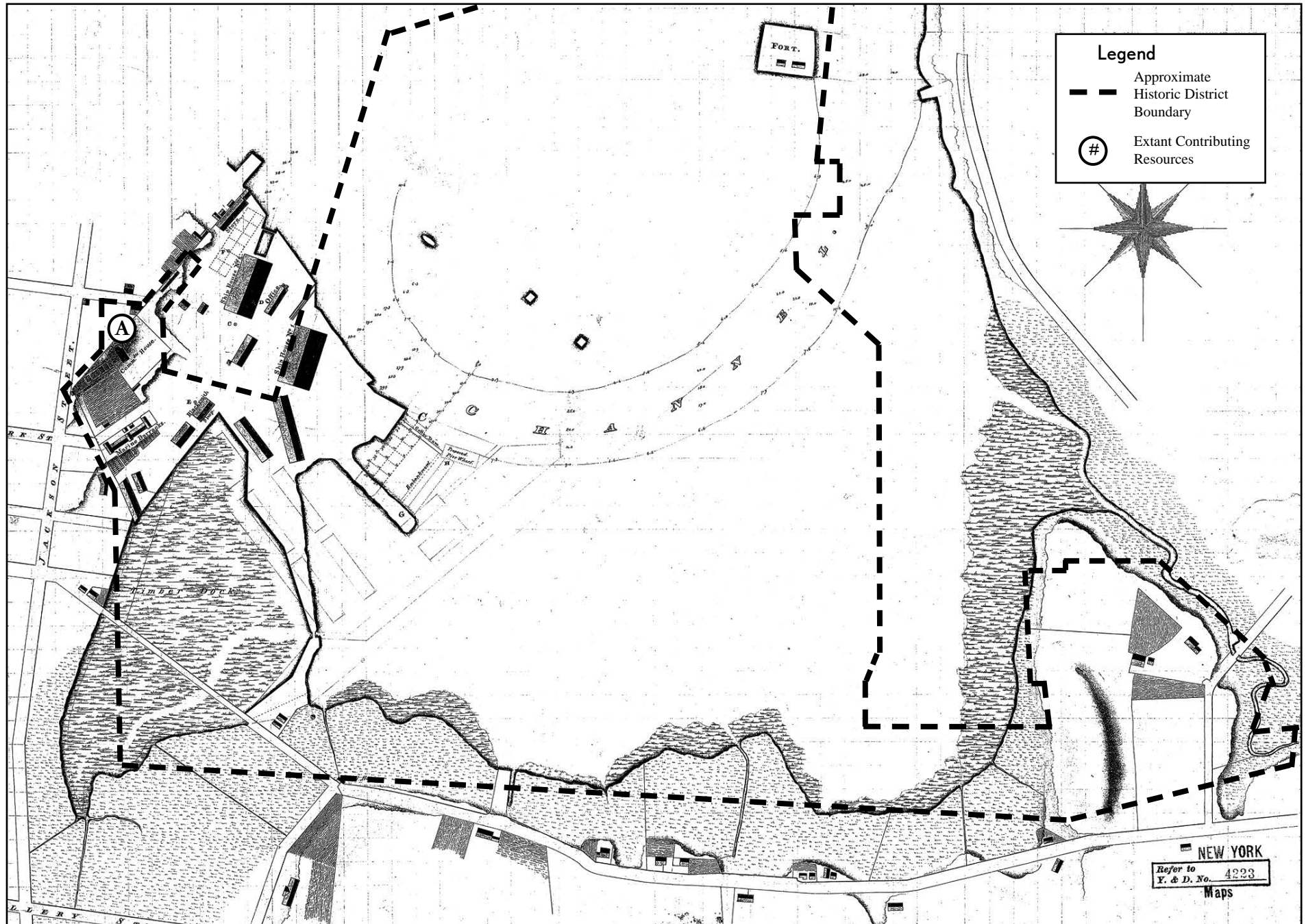
# NEW YORK NAVY YARD HISTORIC DISTRICT — MAP #10

Historical Map, 1810 (Brooklyn Navy Yard Archives)



# NEW YORK NAVY YARD HISTORIC DISTRICT — MAP #11

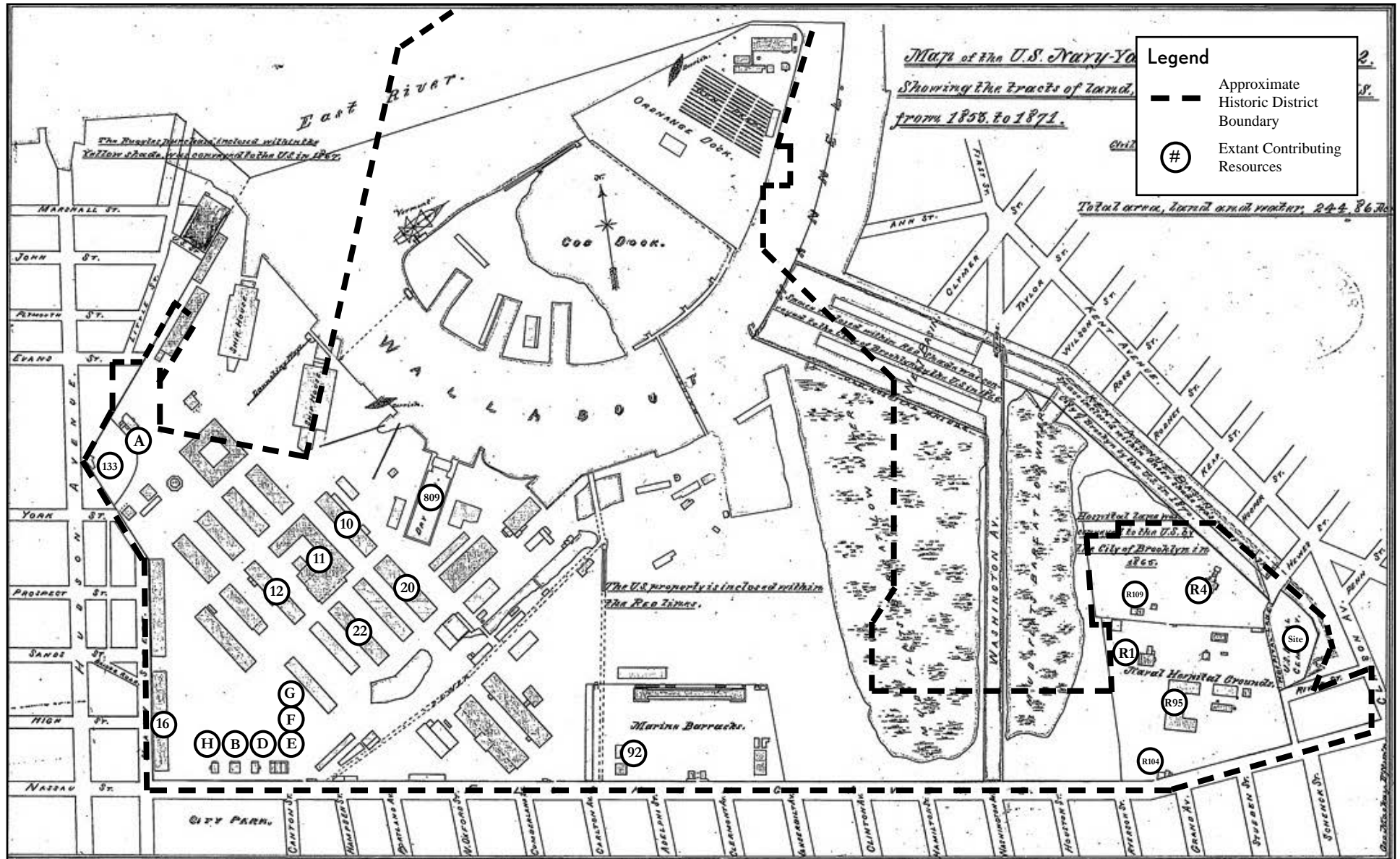
Historical Map, 1827 (Brooklyn Navy Yard Archives)





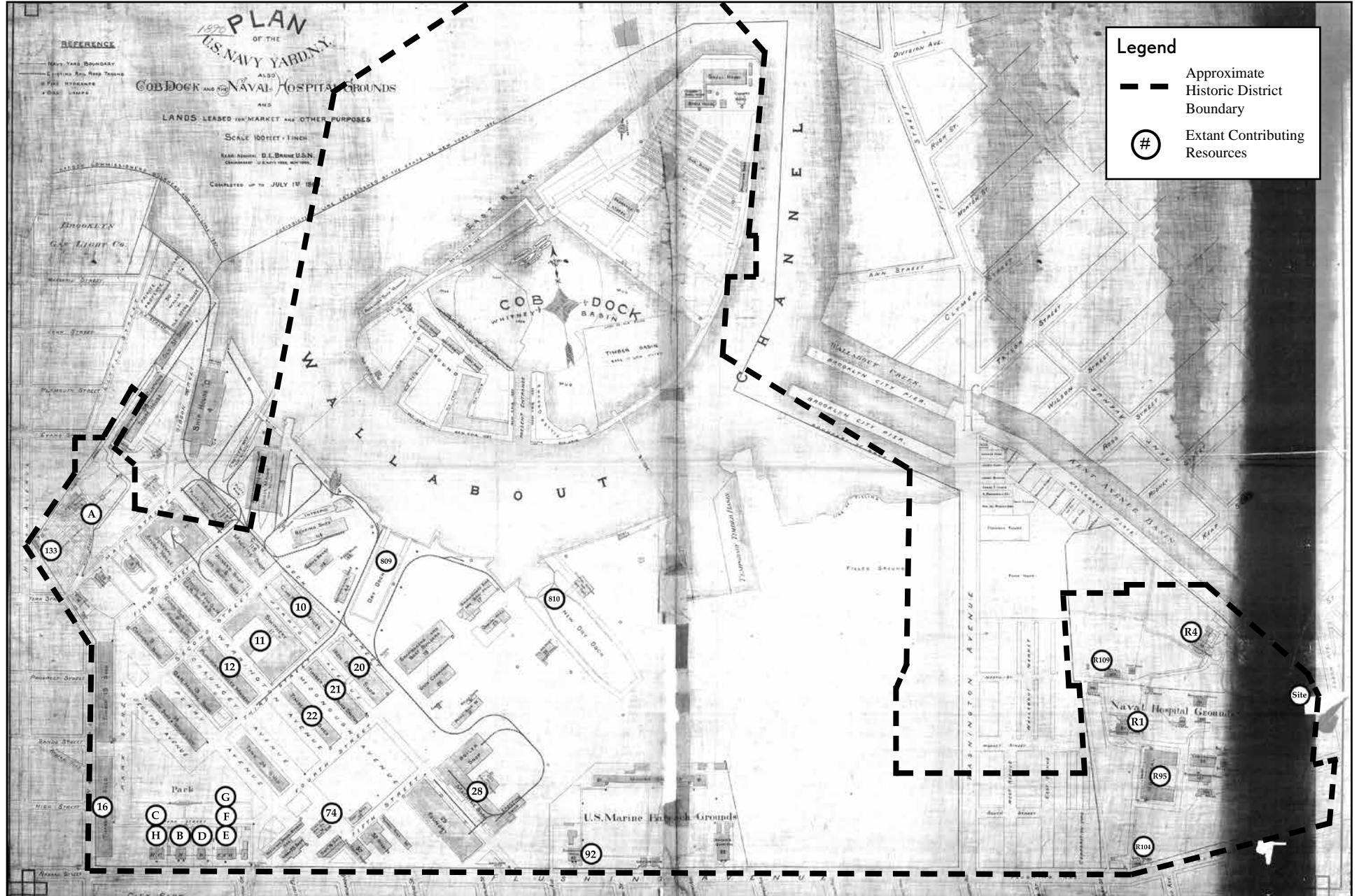
# NEW YORK NAVY YARD HISTORIC DISTRICT — MAP #12

Historical Map, 1872 (Brooklyn Navy Yard Archives)



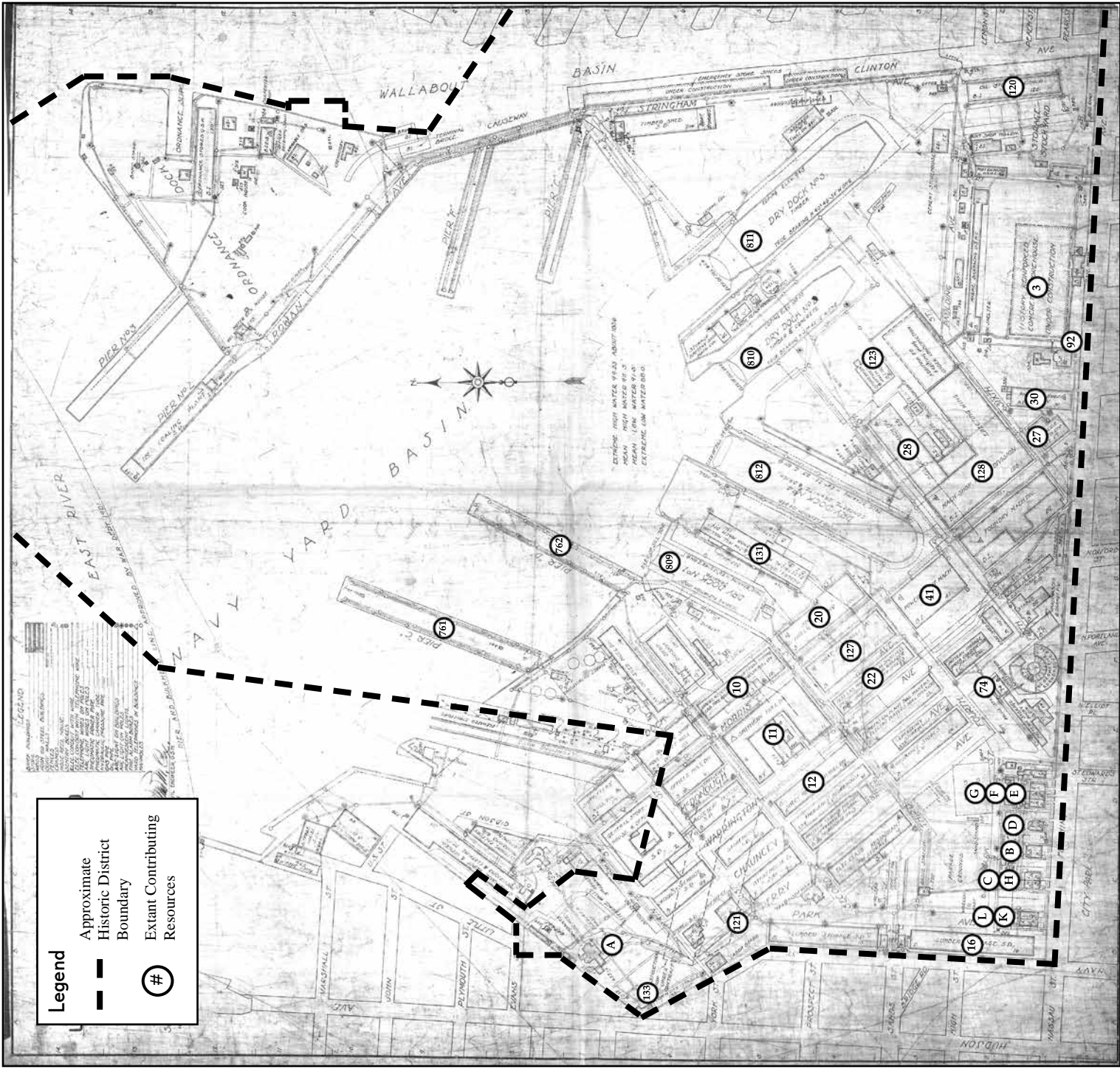
# NEW YORK NAVY YARD HISTORIC DISTRICT — MAP #13

Historical Map, 1890 (Brooklyn Navy Yard Archives)



# NEW YORK NAVY YARD HISTORIC DISTRICT — MAP #14

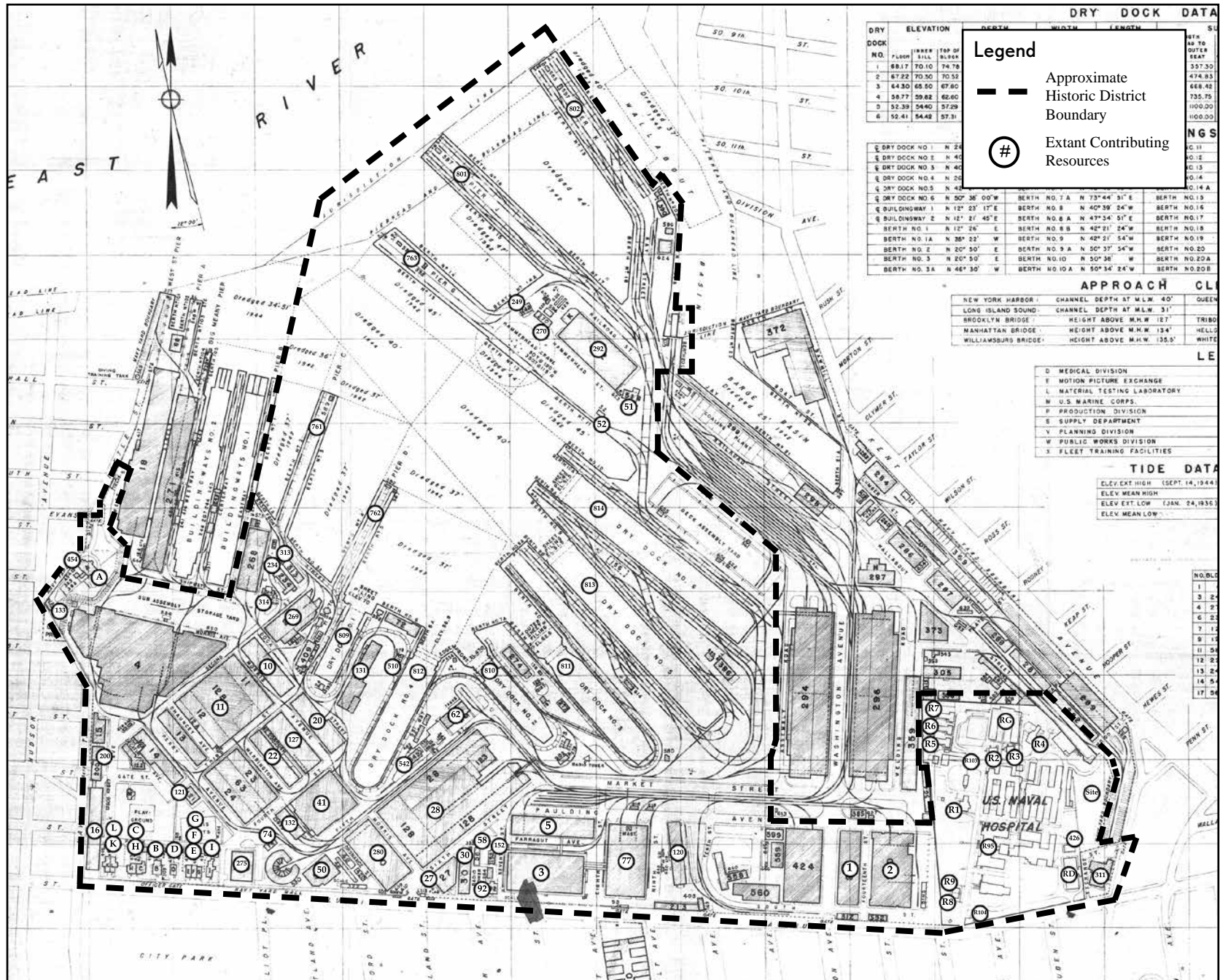
Historical Map, 1917 (Brooklyn Navy Yard Archives)





# NEW YORK NAVY YARD HISTORIC DISTRICT — MAP #15



Historical Map, 1946 (Brooklyn Navy Yard Archives)

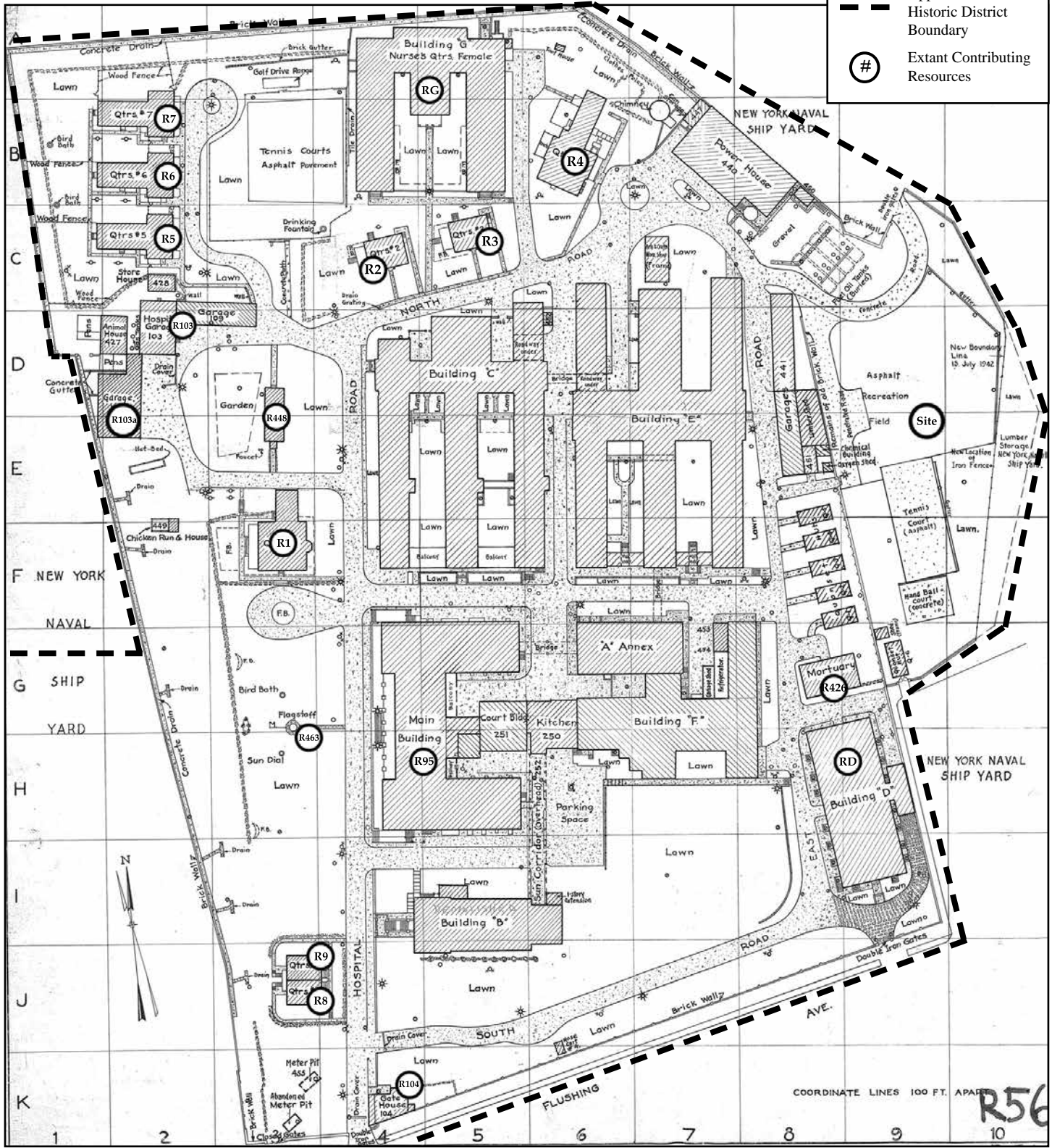


# NEW YORK NAVY YARD HISTORIC DISTRICT — MAP #16

Historical Map, 1947, showing hospital only (Brooklyn Navy Yard Archives)

**Legend**

-  Approximate Historic District Boundary
-  Extant Contributing Resources







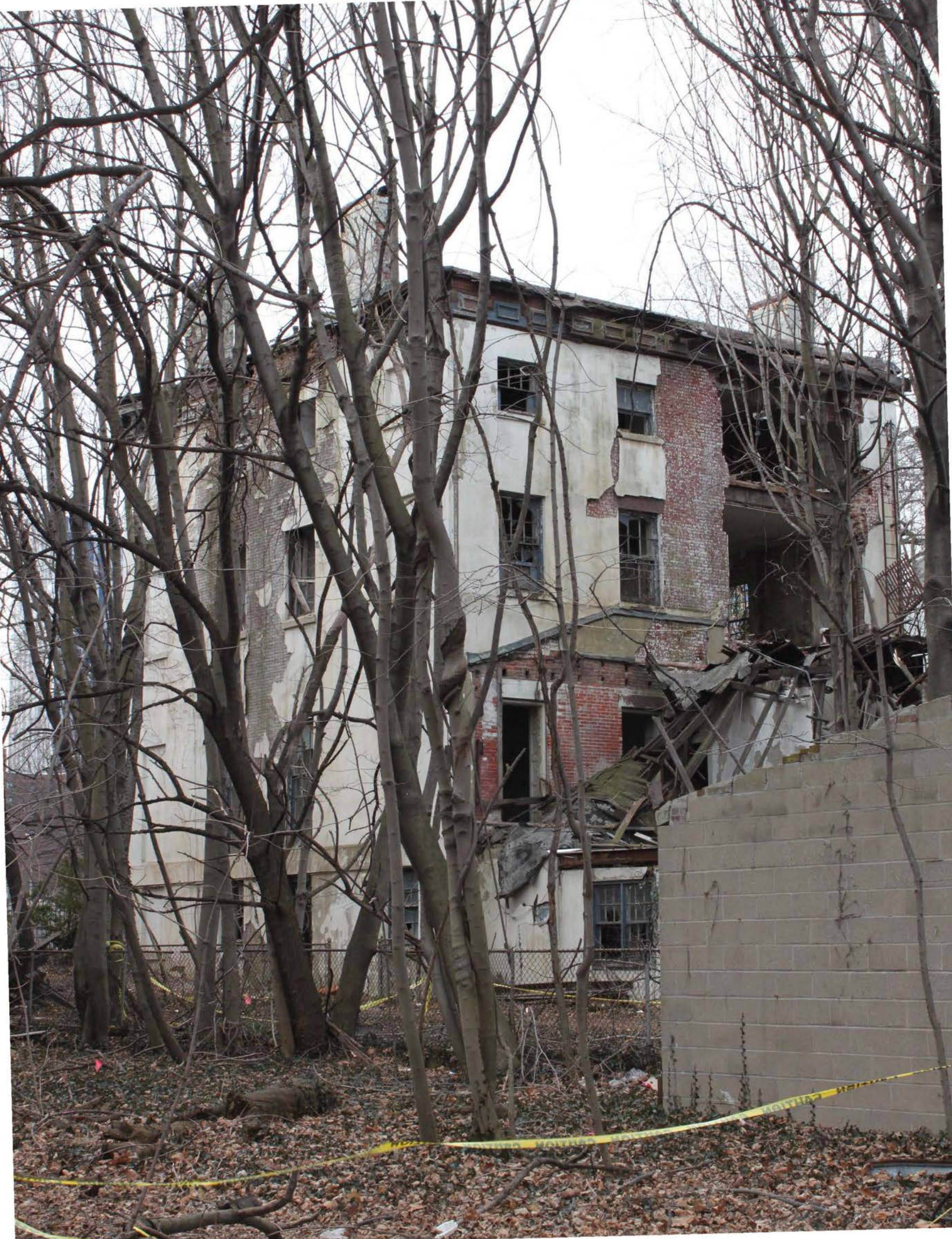
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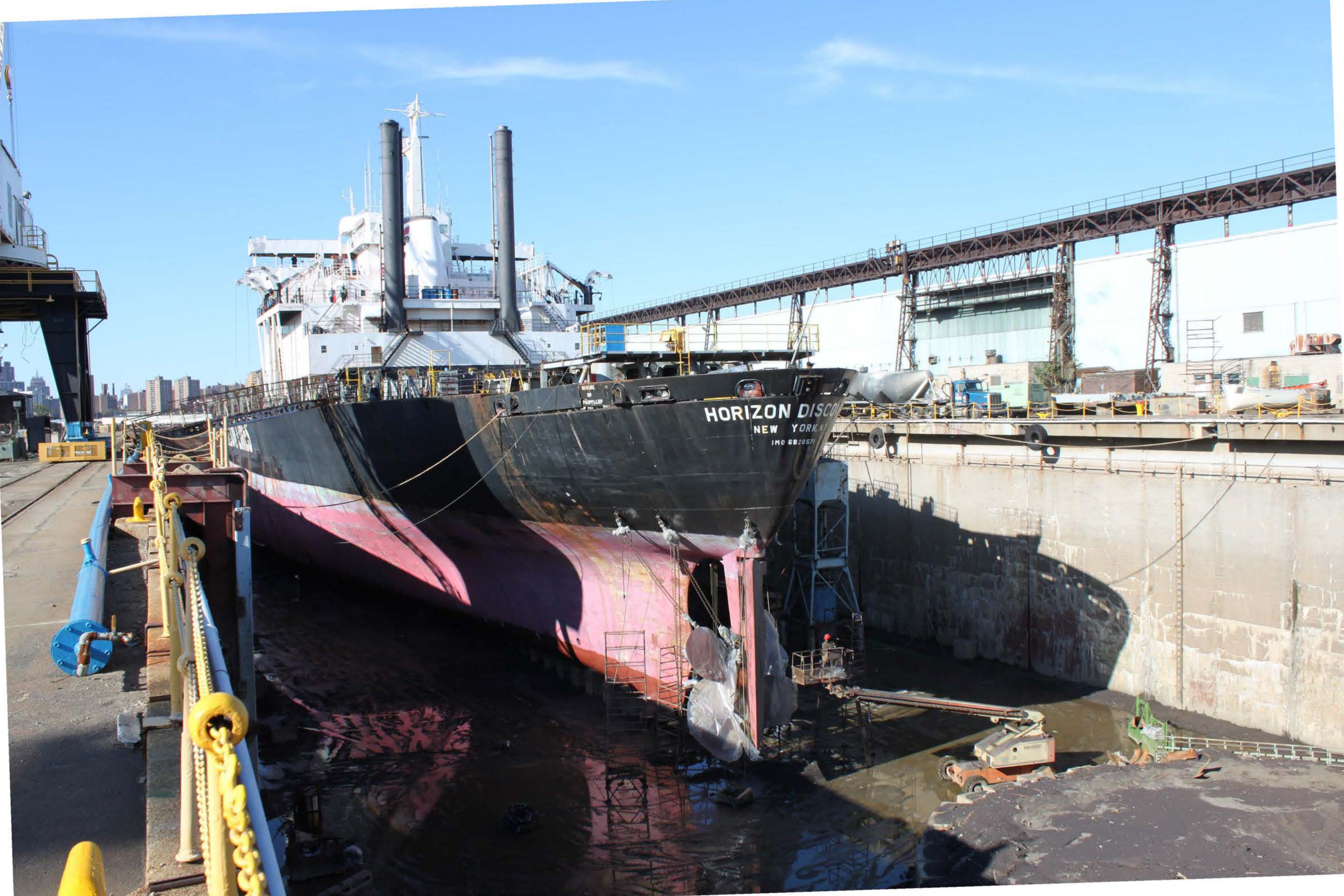
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HORIZON DISCOVERY  
NEW YORK  
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WELCOME TO THE **BROOKLYN NAVY YARD**





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WELCOME  
TO THE **BROOKLYN NAVY YARD**







BROOKLYN NAVY YARD









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LEVANT.









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BROOKLYN NAVY  
OFFICE ENTRANCE

OFFICE ENTRANCE



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Brooklyn Navy Yard Historic District

MULTIPLE NAME:

STATE & COUNTY: NEW YORK, Kings

DATE RECEIVED: 4/07/14      DATE OF PENDING LIST: 5/07/14  
DATE OF 16TH DAY: 5/22/14      DATE OF 45TH DAY: 5/24/14  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000261

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: Y    SAMPLE: N    SLR DRAFT: N    NATIONAL: Y

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    5/22/14 DATE

ABSTRACT/SUMMARY COMMENTS:

*A wonderful nomination*

RECOM./CRITERIA ATC

REVIEWER Abernathy      DISCIPLINE Architectural History

TELEPHONE \_\_\_\_\_      DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.





Robert B. Tierney  
Chair

August 5, 2013

Kate Daly  
Executive Director  
kdaly@lpc.nyc.gov

Ms. Ruth Pierpont, Director  
New York State Office of Parks, Recreation  
and Historic Preservation  
P.O. Box 189  
Peebles Island  
Waterford, NY 12188-0189

1 Centre Street  
9<sup>th</sup> Floor North  
New York, NY 10007

212 669 7926 tel  
212 669 7797 fax

Re: The New York Navy Yard, Brooklyn

Dear Ms. Pierpont:

I write on behalf of Chair Robert B. Tierney in response to your request for comment on the eligibility of The New York Navy Yard in Brooklyn, for the State and National Registers of Historic Places.

The Commission has reviewed the materials submitted by the Historic Preservation Field Services Bureau and has determined that The New York Navy Yard appears to meet the criteria for inclusion on the State and National Registers of Historic Places. Four buildings within the boundaries of the proposed district have already been designated as individual New York City landmarks by the Commission. Therefore based on this review, the Commission supports the nomination of The New York Navy Yard. Thank you.

Sincerely,

Kate Daly

Cc: Robert B. Tierney, Chair  
Mary Beth Betts, Director of Research

KIRSTEN E. GILLIBRAND

NEW YORK  
SENATOR

RUSSELL SENATE OFFICE BUILDING  
SUITE 478  
WASHINGTON, DC 20510-3206  
202-224-4451

# United States Senate

WASHINGTON, DC 20510-3205

COMMITTEES:  
ARMED SERVICES  
ENVIRONMENT AND PUBLIC WORKS  
AGRICULTURE  
SPECIAL COMMITTEE ON AGING

August 8, 2013

Ms. Rose Harvey  
Commissioner  
NYS Office of Parks, Recreation and Historic Preservation  
Albany NY, 12238

Dear Commissioner Harvey,

I write in support of the candidacy of the Brooklyn Navy Yard for placement on the National Register of Historic Places, and to offer my assistance as this request is made to the National Park Service. The Brooklyn Navy Yard is historically and architecturally significant as a collection of nineteenth and twentieth-century industrial, residential, and institutional resources associated with the establishment and development of one of the nation's oldest naval installations.

The 300-acre industrial park on the Brooklyn waterfront, once the site of one of the nation's most storied naval shipbuilding facilities, is now home to over 330 industrial tenants employing more than 6,400 people. The Brooklyn Navy Yard is composed of several distinct areas including the main Navy Yard, the Naval Hospital to the east, the former Wallabout Market land, and the site of the former Marine Corps Barracks. The Navy Yard period of significance begins in 1801, the date that the site was purchased by the United States government for the purpose of a navy yard, and ends in 1966, the year that the New York Navy Yard, now commonly known as the Brooklyn Navy Yard, was decommissioned.

As the largest and oldest industrial complex in New York City, the historic district is one of the Navy's most significant shipbuilding yards and one of the six original federal shipyards. The Navy Yard has one of the largest collections of military architecture and engineering structures that exhibits the changes in architectural styles, forms, and technology in American naval yards during the 19th and 20th centuries. Today, the Yard is at the heart of the manufacturing renaissance in New York City, home to a variety of manufacturing and industrial sectors with long-term relevance in the city, including woodworking, set construction, and art restoration related to the arts and culture sector, movie studios, photography and post-production related to the entertainment and media sector, design and manufacturing of high-end home goods, food manufacturing and processing, maritime ship repair, as well as high-tech tenants in green manufacturing as well as additive manufacturing. Inclusion on the National Register of Historic Places will deliver the much-deserved recognition of the Navy Yard's role in the nation's industrial history, a central role that continues today.



I ask that you please give the Brooklyn Navy Yard's application your full consideration. If you have any questions, or desire further information, please do not hesitate to contact my staff member Andrew Usyk at (202) 224-4451.

Sincerely,

*Kirsten E. Gillibrand*

Kirsten E. Gillibrand  
United States Senator



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

JOSEPH R. LENTOL  
Assemblyman 50th District  
Kings County

Chairman  
Committee on Codes

COMMITTEES  
Rules  
Ways & Means  
Ethics

PLEASE REPLY TO

District Office:  
619 Lorimer Street  
Brooklyn, New York 11211  
(718) 383-7474

Albany Office:  
Room 632, L.O.B.  
Albany, New York 12248  
(518) 455-4477

September 11, 2013

SEP 16 2013

Ms. Ruth L. Pierpont  
Deputy Commissioner, Historic Preservation  
NYS Office of Parks, Recreation & Historic Preservation  
Peebles Island State Park  
P.O. Box 189  
Waterford, NY 12188-0189

Dear Ms. Pierpont:

I am writing you today in support of the Brooklyn Navy Yards nomination to the National and State Registers of Historic Places. The Brooklyn Navy Yard is one of the cornerstones of the 50<sup>th</sup> Assembly District, as it brings significant history – making it incredibly unique.

While the Brooklyn Navy Yards innovation in naval military undertakings dates back to over 160 years, it continues to lead the way in innovation today. It also features seven distinct periods in the Navy's history, which correspond with important periods in the history of the Navy itself. Not only has the Navy Yard served as a beacon for the history of the Navy, it certainly was a substantial contributor to the United States victory in WWII. History at the Brooklyn Navy Yard clearly never ends, and placing it on the National Register of Historic Places will undoubtedly serve it well.

I urge you to nominate the Brooklyn Navy Yard to the National and State Registers of Historic Places. If you have any further questions please contact me or my staff member Edward Baker at (718) 383-7474.

Sincerely,

Joseph R. Lentol





## New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation  
P.O. Box 189, Waterford, New York 12188-0189  
518-237-8643



Andrew M. Cuomo  
Governor

Rose Harvey  
Commissioner

31 March 2014

Alexis Abernathy  
National Park Service  
National Register of Historic Places  
1201 Eye St. NW, 8<sup>th</sup> Floor  
Washington, D.C. 20005

Re: National Register Nominations

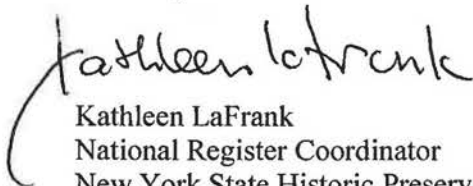
Dear Ms. Abernathy:

I am pleased to enclose the following two National Register nominations, both on disc, to be considered for listing by the Keeper of the National Register:

Brooklyn Navy Yard historic District, Kings County  
Taylor Signal Company, Erie County

Please feel free to call me at 518.237.8643 x 3261 if you have any questions.

Sincerely:

  
Kathleen LaFrank  
National Register Coordinator  
New York State Historic Preservation Office