

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM
 FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
 RECEIVED JUN 21 1983
 DATE ENTERED

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

1 NAME

HISTORIC

AND/OR COMMON

U. S. Coast Guard Yard Curtis Bay

2 LOCATION

STREET & NUMBER

111 MD103

NOT FOR PUBLICATION
 CONGRESSIONAL DISTRICT

CITY, TOWN

Curtis Bay Baltimore, Md.

VICINITY OF

STATE

Maryland

CODE

24

COUNTY

Anne Arundel

CODE

003

2 CLASSIFICATION

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

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)

Commandant U.S. Coast Guard

STREET & NUMBER

2100 2nd Street S.W.

Washington, D.C. 20593

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
 REGISTRY OF DEEDS, ETC.

Anne Arundel County Courthouse

STREET & NUMBER

CITY, TOWN

Annapolis, Maryland 21401

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Maryland Historical Trust, Historic Sites Survey

DATE

August 1981

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
 SURVEY RECORDS

Maryland Historical Trust

CITY, TOWN

21 State Circle, Annapolis, Maryland 21401

STATE

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

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

(SEE CONTINUATION SHEET NO. 1)

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U.S.Coast Guard Yard

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

8 SIGNIFICANCE

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

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

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

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

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

(SEE CONTINUATION SHEET No. 2)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

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10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 22

UTM REFERENCES

A	1, 8	3, 6, 4, 9, 18	4, 3, 4, 0, 0, 7, 9	B	1, 8	3, 6, 4, 8, 2, d	4, 3, 3, 9, 5, 9, d
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1, 18	3, 6, 4, 3, 7, 8	4, 1, 3, 3, 9, 8, 1, 0	D	1, 18	3, 6, 4, 5, 0, d	4, 3, 4, 0, 1, 9, d
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

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

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Susanne Moore, Historic Sites Surveyor

ORGANIZATION

Maryland Historical Trust

DATE

November 1981

STREET & NUMBER

21 State Circle

TELEPHONE

369-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES NO NONE

Middle 4-11-83

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

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

FEDERAL REPRESENTATIVE SIGNATURE

Patrick Andrews

TITLE DOT Historic Preservation Officer

DATE 6/6/83

FOR NPS USE ONLY

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

Patrick Andrews

DATE 8/5/83

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

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

HISTORY AND DEVELOPMENT

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

(SEE CONTINUATION SHEET No. 3)

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

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

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

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

(SEE CONTINUATION SHEET No. 4)

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

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

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

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(SEE CONTINUATION SHEET No. 6)

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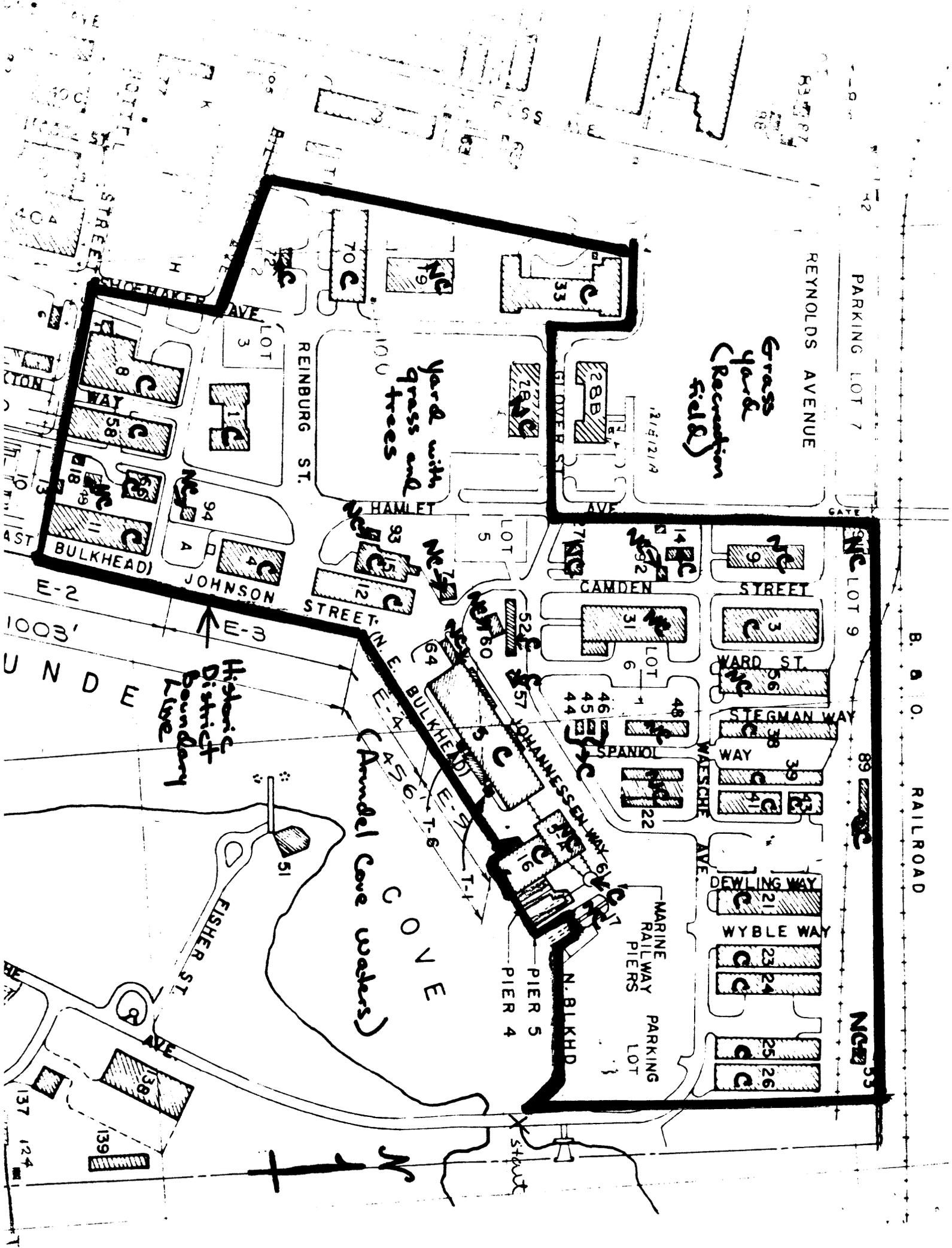
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west along the north curbline of Billard Avenue; turning at a right angle then going north on a line drawn between the northeast corner curbline of an intersection formed by Billard Avenue and a driveway leading north from Billard Avenue to Building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

BOUNDARY JUSTIFICATION

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



REYNOLDS AVENUE

PARKING LOT 7

Grass yard
(Recreation field)

yard with
grass and
trees

Historic
District
Boundary
Line

(Amund Cove Waters)

B. & O. RAILROAD

NE LOT 9

89

NC2 53

E-2
1003'
UND

E-3

E-4

E-5

E-6

E-7

E-8

E-9

E-10

E-11

E-12

E-13

E-14

E-15

E-16

E-17

E-18

E-19

BULKHEAD

JOHNSON

REINBURG ST.

STREET

HAMLET

REINBURG ST.

STREET

28B

31

48

22

11

9

3

56

38

3

56

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1

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8

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11

94

10

100

70C

19

3

1

28A

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