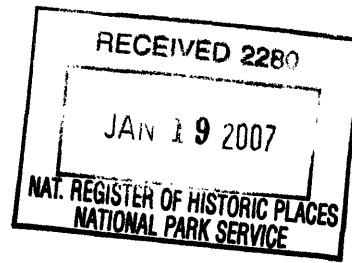


100

United States Department of the Interior
National Park Service



**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Charleston Navy Yard Officers' Quarters Historic District
other names/site number

2. Location

street & number Turnbull Avenue, Everglades Drive, Navy Way, and portions of Hobson Avenue and Blacktop Drive not for publication N/A
city or town North Charleston vicinity N/A
state South Carolina code SC county Charleston code 018 zip code 29405
018

3. State/Federal Agency Certification

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

Signature of certifying official Mary W. Edmonds Date 1/12/07
Mary W. Edmonds, Deputy State Historic Preservation Officer, S.C. Dept. of Archives & History, Columbia, S.C.

State or Federal Agency or Tribal government
In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting official/Title _____ Date _____
State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register
___ See continuation sheet.
___ determined eligible for the National Register
___ See continuation sheet.
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain):

Signature of the Keeper
Andrea McMillard

Date of Action
3/02/07

Charleston Navy Yard Officers' Quarters Historic District
 Name of Property

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5. Classification

Ownership of Property
 (Check as many boxes as applicable)

Ownership of Property
 (Check only one box)

Number of Resources within Property
 (Do not include previously listed resources)

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

- buildings
- district
- site
- structure
- object

Contributing	Noncontributing	
<u>24</u>	<u>10</u>	buildings
<u>2</u>	<u>1</u>	sites
<u>1</u>		structures
<u>1</u>	<u>1</u>	objects
<u>28</u>	<u>12</u>	Total

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

Number of contributing resources previously listed in the
 National Register 0

6. Function or Use

Historic Functions
 (Enter categories from instructions)

Current Functions
 (Enter categories from instructions)

Category/Subcategory:

Category/Subcategory:

- DOMESTIC/INSTITUTIONAL HOUSING
- DOMESTIC/INSTITUTIONAL HOUSING
- DOMESTIC/INSTITUTIONAL HOUSING
- DOMESTIC/SECONDARY STRUCTURE
- DEFENSE/NAVAL FACILITY
- LANDSCAPE/PARK/GARDEN
- RECREATION & CULTURE/SPORTS FACILITY
- RECREATION & CULTURE/SPORTS FACILITY
- LANDSCAPE/OBJECT
- TRANSPORTATION/ROAD RELATED
- TRANSPORTATION/ROAD RELATED

- DOMESTIC/SINGLE DWELLING
- DOMESTIC/MULTIPLE DWELLING
- VACANT/ NOT IN USE
- VACANT/ NOT IN USE
- VACANT/ NOT IN USE
- LANDSCAPE/PARK/ GARDEN
- LANDSCAPE/CONSERVATION
- RECREATION & CULTURE/SPORTS FACILITY
- LANDSCAPE/OBJECT
- TRANSPORTATION/ROAD RELATED
- TRANSPORTATION/PEDESTRIAN RELATED

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and 20th Century Revivals: Colonial Revival, Neocolonial,
Classical Revival, Neo-Classical Revival, Italian Renaissance, Mixed,
Panama Prairie School International Italian Revival

Materials

(Enter categories from instructions)

foundation Brick
Concrete
 roof Metal
Asphalt
Asbestos
Ceramic Tile
 walls Wood
Brick
 other Asbestos
Granite
Stucco
Glass Block

Narrative Description

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

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Charleston Navy Yard Officers' Quarters Historic District
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GENERAL DESCRIPTION

The Charleston Navy Yard Officers' Quarters Historic District, in North Charleston, South Carolina, is a collection of the upper echelon of residential military housing and officer recreational facilities for the Charleston Navy Yard (later the Charleston Naval Shipyard, and finally Naval Base Charleston), which served the United States Navy from 1901 to 1996. This district is composed of forty (40) buildings, structures, sites, and objects. Twenty-eight properties (28) contribute to the historic and architectural character of the district, and twelve (12) properties are noncontributing resources.

This is a residential and recreational landscape district, containing officers' quarters, support structures, curvilinear roads and driveways, all within a recreational landscaped park. The buildings, structures, sports facilities and recreational landscape features contributing to the significance of the district were constructed from just before the turn of the century to the conclusion of World War II. The district forms a cohesive representative example of permanent naval housing construction and trends in United States naval military housing history between 1898 and 1945. Quarters and structures contributing to the significance of the district fall into three time periods and associated forms of architectural styles: 1) Base Acquisition and Construction through World War I, with late Victorian and early twentieth century eclectic designs such as the Italianate, Neo-Classical, Italian Renaissance Revival and Colonial Revival styles; 2) Inter-War and 1930s Expansion, with additional twentieth century eclectic designs such as the Colonial Revival style, several service buildings and New Deal Federal projects such as the Works Progress Administration (WPA), with designs such as the Panama House style, and 3) World War II Expansion, with additional WPA designs, the Panama House Style, and twentieth century residential designs such as the Colonial Revival and Neo-Colonial styles.

The Charleston Navy Yard Officers' Quarters District is located just north of and contiguous to the core of the Charleston Navy Yard Historic District, previously listed in the National Register of Historic Places on 9 August 2006 at the national level of significance. Both districts are located on the west bank of the Cooper River north of Charleston and are in the corporate boundaries of the City of North Charleston, Charleston County, South Carolina. The district, comprising nearly 70 acres, is bounded to the south by the core of the industrial Charleston Navy Yard, on the east by a newly transformed levee and North Charleston Waterfront Park running along the Cooper River, to the north by Noisette Creek, and to the west by railroad tracks and a roadway. Since the close of Naval Base Charleston in 1996 and the subsequent transition of the land from federal ownership to private ownership, the officers' quarters and grounds have for the most part remained underutilized or vacant. There are several buildings—Quarters F, Y, Z, Q and R—which are being rented from the district's current property owner, The Noisette Company. Several of the vacant buildings have been subject to vandalism and are deteriorating from water related decay and from termite damage. Stabilization measures are being made to prevent any further damage. The landscaping and grounds, with the exception of the golf course, have been maintained.

As at many U.S. Navy installations, house size and location within the officer housing area district were stratified according to rank. Houses occupied by the highest-ranking officers are located along the old golf course on small rises in the topography or hilltops. Their quarters were sited to occupy isolated locations that took advantage of the best areas within which to receive maximum sea breezes and where the rolling topography is the most picturesque. The flagpole (1943, altered) was built to the south of Quarters A to distinguish it as the Commandant's house. Lower ranking officer housing was built in a higher concentration in the low lying eastern and western reaches of the district. The topographical and landscape features of the Charleston Navy Yard Officers' Quarters Historic District are a direct result of the area's earlier history as part of Chicora Park, Charleston's first large-scale recreational park. The story of Chicora Park is documented in the city *Yearbooks* from 1895 to 1902. Chicora Park was

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commissioned by the City of Charleston in 1895 and designed by the Olmsted Brothers in 1896.¹ The City of Charleston had purchased around 600 acres roughly running from Noisette Creek and the Cooper River at its northeast boundary back toward the southwest intersection of the Park with the Old State Road to Charleston (King Street Extension, Meeting Street Road, and Rivers Avenue represent the early land route to the north by way of the "old State Road"). Chicora Park included all of the present day area of the Officers' Quarters Historic District concentrated in what the Olmsted Brothers firm called "The Oakland Ramble" and other highland overlooking the Cooper River and Noisette Creek. The roadwork for the park had been under way since 1896 as had work in clearing the site for the proposed recreational use areas of the park. Work continued from 1896 and included the completion of the main road and curvilinear lane system, a saltwater pond, a plant nursery, the building of paths and bridges over the low lying creeks that were to be the park's larger lagoon system, the addition of 50 acres next to Noisette Creek for a golf course, a bandstand/pavilion, carriage sheds and service buildings. An electric trolley streetcar line was extended to the site (1897), the rail line and land leased for a shelter. The city undertook the planting of hundreds of trees and shrubs although a number were moved to Hampton Park when the land was sold to the Navy. A substantial pier was constructed early in the park's development (1896) perpendicular to what was the existing site of the old Turnbull Plantation house (near the present day site of Quarters H-I.) The historic plantation mansion-house was being turned into an inn when the Navy purchased the property on August 12, 1901. In addition a two story "cottage" was built in 1898 for Chicora Park's resident manager or "keeper of the park."²

The current transportation and circulation patterns were developed as a result of three major influences on the site. The first was the influence of the natural topography and landscape features which the Navy respected from the beginning of their planning process. The second was the fact that in 1901 significant existing infrastructure and improvements had been made to the site. The Chicora Park pier, major roadways, the "Keepers" cottage, and the historic Turnbull Mansion's rehabilitation were well underway or had been completed by the City to the designs of the Olmsted Brothers. The Turnbull Mansion's original site design with its east drive, river front orientation, gardens, and straight walkway to the Cooper River pier was all established.³ The golf course links along Noisette Creek and the river was also reported to have been laid out. The third major influence that affected the development of the current transportation and circulation patterns resulted from a board of Navy officers adopting Olmsted's narrow curvilinear roadway design philosophy and site development rather than the grid pattern they had laid out as a general plan for the development of the Charleston Navy Yard. By October 1901 the City Surveyor's Office had published the original grid pattern design on a plat that was taken from a blue print furnished by the U. S. Navy Department. The current transportation and circulation pattern that resulted was a marriage of the two plans with the existing infrastructure.

Avenue C (now Hobson Avenue) was extended as a straight thoroughfare from the grid into the site. From 1902 the choice of the hilltops that offered the most prominent topographical and climatic locations for the initial officer quarters were determined and a design process was begun to knit the existing transportation infrastructure, buildings, and the proposed new development to Avenue C. As the circulation system was developed from Avenue C, new roads were laid to incorporate the curvilinear lanes that already serviced the resident manager's house, Quarters F, and the Turnbull Mansion, site of Quarters H-I. The three principal roads that resulted from this process were Turnbull Avenue (somewhat modified since 1905), Pine Road (recently renamed Navy Way) and Avenue C (now Hobson Avenue). Driveways and even sidewalk access to the quarters were planned with the same picturesque quality within the park setting as conceived by the Olmsted Brothers in 1899. The driveways wind between mature

1 Preservation Consultants Inc. "City of North Charleston: Historical and Architectural Survey." (Charleston, SC: Preservation Consultants, 1995), p.25.

2 Jim McNeil, *Charleston's Navy Yard: A Picture History* (Charleston, S.C.: Coker Craft Press for the Naval Civilian Administrators Association, 1985).

3 Olmsted Brothers, "Chicora Park: General Plan" (Boston: Heliotype Printing Co., 1899), hereafter referred to as Olmsted Brothers Plan.

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oaks and are designed with continuous turnabouts around islands of trees and shrubs. Blacktop Drive, located between Turnbull Avenue and Navy Way, is a drive built to service Quarters J and its garage. The other drives are not named. With the 1936-1938 development of the low lying areas next to the Cooper River and Noisette Creek, Everglades Drive was constructed from the southern end of Pine Road/Navy Way and continued east to the Cooper River between the sites of Quarters M and N. It then traveled north to follow the Cooper River levee to Noisette Creek where it provided access and service to the golf course (1922-1937), Officers Club (1940) and Bachelor Officer Quarters. Everglades Drive now ends at Quarters M and N. The pier, which was recently rebuilt in the North Charleston Waterfront Park development project of 2005-2006, was originally constructed in 1896 according to the designs of the Olmsted Brothers to create a major landscape axis within the site extending from the Turnbull Plantation house and gardens into the Cooper River.⁴ This axis remained even after the Navy razed the Turnbull Mansion and constructed Quarters H-I as the Commandant's Office and Administration Building (1905). The straight walk to the pier at the center of the axis became the eastern end of Turnbull Avenue and ended at the pier. When Quarters K and L were constructed a short drive and turn-about was added and named as part of Turnbull Avenue. The river end of Turnbull Avenue has recently been modified as part of the North Charleston Waterfront Park development as the main pedestrian walk from a new parking lot to the fountains and new pier along the Cooper River.

The overall topography is slightly hilly, which is intrinsic to the romantic park-like character of the Officers' Quarters Historic District. The site includes many old and large live oaks, water oaks and evergreen Magnolias, all noted in the explanation of the topography in the 1899 Olmsted plan.⁵ The landscape also includes mature Crepe Myrtles, Palmettos, Camellia Japonicas, Ligustrum, and well established beds of azaleas that line many of the curvilinear roads and continue into common areas between and around individual structures. The lack of individual property lines and fencing barriers within the District allow the landscaping to be maintained as it has for more than one hundred years as a single cultivated recreational park in the English landscape garden tradition. The area within the bounds of the district has a relatively low building density; most of the early officers' quarters stand in relative isolation and are sited at the hilltops of the rolling landscaped topography to take advantage of the area's sea breezes. Building density is slightly higher in the areas of later development, but each dwelling still occupies a substantial piece of land.

The remaining infrastructure of water, storm and sanitary sewer lines (referred to as intercepting drains in 1905), as well as electrical service, began to be installed as early as 1905. One of the important early community development and planning aspects of the property that enhance the rural character of the site is the absence of power poles and overhead lines. Electric lines seem to have been installed underground from the outset of this complex. A 1938 photograph showing WPA workers excavating trenches for the installation of new electric cables to rustic log-style streetlights documents this during the inter-war years. All of the present electrical supply is run from a series of underground vaults.

This district is characterized by an intact collection of historically related mansion-style officer housing, recreational landscape features, and family-size smaller officer's quarters that have been preserved within a confined and protected park setting of nearly seventy acres of picturesque curvilinear lanes and landscaped grounds. The contributing buildings used as quarters, although of varying sizes and scale, are for the most part two-story and utilize white painted wood weatherboard or asbestos siding as a primary finish. The sole exception is Quarters H-I, constructed of brick and built as the Commandant's administrative headquarters. The consistent white painted color scheme of the exterior and trim of the quarters creates a strong sense of time and place among all of

⁴ *Yearbook, City of Charleston, S.C., 1896* (Charleston: News and Courier Presses, 1897).

⁵ Olmsted Brothers Plan.

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the contributing buildings regardless of their construction dates from 1898 until 1945. While the residential quarters and landscape features are the main character-defining features of the district, several small detached one-story service buildings used as garages and servants' quarters have survived behind the larger dwellings. A few of the buildings have retained their original integrity and are contributing resources. Because of the overall size of the land area within the district and the distance between house sites, the overall character of the site has maintained its garden and recreational park setting since its purchase in 1901, with its narrow curvilinear lanes, rolling landscape, and canopy of live oaks binding it into a cohesive neighborhood. Other than the extensive park setting itself, contributing recreational sites within the district are the existing tennis courts near Quarters H-I on Turnbull Avenue and the virtually abandoned golf course site which runs between the low and high water lines along Noisette Creek and the Cooper River to the north of the officers' quarters.

One object contributes to the historic character of the district: the large ship's anchor at the intersection of the driveway entrance of Quarters B and the west driveway to Quarters A along Navy Way. This anchor, believed to date from World War I, was placed at this conspicuous location along Navy Way ca. 1941 to indicate Quarters A as the Commandant's house. A second object between the tennis courts and Quarters A does not contribute to the historic character of the district: the Commandant's flagpole on an octagonal concrete base. The base and original wooden flagpole were erected in 1943; the present 75' aluminum flagpole is a modern replacement.

The six main noncontributing buildings within the Officers' Quarters Historic District were built as quarters between 1963-1966 and are relatively small in scale. They were designed in a modern ranch style. They are low to the ground, and are grouped among the original large live oaks at the center and at the main entry lanes to the complex. Their one-story brick veneer design was integrated into the existing landscape, retaining much of the mature vegetation and trees surrounding their construction sites. The fact that they are all built with a similar colored brick in a modern low-slung horizontal ranch-style design scheme makes their uniform design almost indifferent to the historic character and feel of the surrounding officers' quarters. Their presence is obvious but creates a minimal detraction to the integrity of the district. Three of the 1963-1966 houses were recently demolished to the rear of Quarters K, L and M, and the site was developed as a new parking facility and concrete entry walk to the North Charleston Waterfront Park. The Park runs from a new pier (site of the old Commandant's Pier) to Noisette Creek along the levee of the Cooper River. The Waterfront Park follows the path of the Cooper River run of the ca. 1937 Everglades Drive and as a park at the eastern border of the district does not detract from the district. The parking lot is in the flat of the district and is tucked beneath the rear of Quarters H-I, located well above the parking on a hilltop and the rear elevations of Quarters K, L, M, and N. The river view of Quarters K, L M, and N is oriented toward the Cooper River and retains existing mature landscape features that separate the housing quarters from the new parking facility. The concrete walk recalls the original Turnbull walk to the original park pier and retains the landscape axis consistent with the site's history.

In addition to these modern noncontributing residential buildings an earlier structure, thought to date from the eighteenth century, is located in the vicinity of Quarters A. Locally known as the "Dead House," it is a small building with a rectangular plan and no windows; its original use is unknown. Constructed of English bond brown brick, the building terminates in a barrel vaulted roof with front and rear parapets. Buttresses support its walls. Local tradition suggests that the building may have been used to store bodies in the days preceding burial, explaining the derivation of the current name. It more likely served as a powder magazine. This building may be potentially eligible for individual listing in the National Register for Historic Places if additional research develops its history and significance. Since it has no connection with the history of the Charleston Navy Yard, however, it does not contribute to the significance of the Officers' Quarters Historic District.

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**INVENTORY OF RESOURCES IN THE
CHARLESTON NAVY YARD OFFICERS' QUARTERS HISTORIC DISTRICT**

Note: This district inventory is arranged according to the numbering scheme employed by the United States Navy prior to the closure of the base in 1996, with the Charleston Navy Yard Identification Number given in the following format: after the property name, date, and location: (CNY #0). Current street addresses and street names have been used for reference since ongoing and future redevelopment activities may not retain the Navy's numerical identification system. For organizational reasons the resources are divided into the three major time periods significant to the district's growth: A) Base Acquisition and Construction through World War I; B) Inter-war Period and 1930s, and C) World War II Expansion.

The following list details the contributing and noncontributing properties in the district.

FACILITY LETTER/ NUMBER	DATE OF CONSTRUCTION	ORIGINAL / CURRENT USE	CONTRIBUTING/ NONCONTRIBUTING
A	1905	Navy Yard Commandant's Quarters / Vacant	C
B	1942	Officers' Quarters / Vacant	C
C	1908	Officers' Quarters / Vacant	C
D	1941	Officers' Quarters / Vacant	C
F	1898	Officers' Quarters / Rental housing	C
G	1903	Officers' Quarters / Rental housing	C
H-I	1905	Commandant's Office / Vacant	C
J	1934	Officers' Quarters / Vacant	C
K	1937	Officers' Quarters / Vacant	C
L	1937	Officers' Quarters / Vacant	C
M	1937	Officers' Quarters / Vacant	C
N	1937	Officers' Quarters / Vacant	C
O	1938	Officers' Quarters / Vacant	C
P	1938	Officers' Quarters / Vacant	C
Q	1938	Officers' Quarters / Rental housing	C
R	1938	Officers' Quarters / Rental housing	C
S	1941	Officers' Quarters / Vacant	C
T	1941	Officers' Quarters / Vacant	C
W-X	1943	Officers' Quarters / Vacant	C
Y-Z	1943	Officers' Quarters/ Rented housing	C
520C	1943	Flagpole and Base / Flagpole and Base	NC
700	1963	Officers' Quarters/ Rental housing	NC
701	1965	Officers' Quarters/ Vacant	NC
705	1965	Officers' Quarters/ Rental housing	NC
706	1965	Officers' Quarters/ Rental housing	NC
708	1966	Officers' Quarters/ Rental housing	NC
712	1963	Officers' Quarters/ Rental housing	NC

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1101	1936	Garage & Servant, Qtrs. A / Vacant	C
1284	1942	Garage / Qtrs. B / Vacant	C
1285	1935	Garage / Qtrs. C / Vacant	NC
1287	1937	Garage / Qtrs. G / Vacant	C
1289	1942	Garage & Servant/ Qtrs. J / Vacant	C
1427	1945	Garage, Qtrs. F	NC
1411	1915	Tennis Court	C
GC	1937	Golf Course	C
ANC	pre-1941	Ships Anchor	C
DH	pre-1776	"Dead House"	NC
PL	2006	Parking Lot	NC
RW	1899-	Roadways	C

Description of Contributing Resources (28)

A. Base Acquisition and Construction through World War I

Initial construction in the Officers' Quarters Historic District occurred between 1898 and 1917 and consisted of five major single-family residential buildings: Quarters A, C, F, and G. Each of the four dwellings stands intact with a high degree of original integrity. While Quarters F is currently used as rental housing, Quarters A, C, and G have been vacant since the base closure in 1996. The two-story brick residential duplex, Quarters H-I, is also from this period; it was constructed in 1903 as the headquarters or administration building for the Commandant, his staff and the Capitan of the Charleston Navy Yard. As early as 1912 plans were drawn to convert the offices into a townhouse-plan residential duplex for senior officers.⁶ This building is also currently vacant.

The Navy began to provide athletic facilities on its installations during the early and mid-twentieth century as it expanded its shore facilities to include operating bases that housed larger numbers of shore-based personnel. Desired recreational facilities listed included tennis courts, golf courses, and docks for recreational boats and fishing. The 1916 tennis courts are an early example of an athletic facility that retains its integrity and embraces the recreational use of the district's park setting. Construction during this period also included the major roadways and infrastructure as redeveloped by the Navy for the complex.

1. Quarters A (1905), 100 Navy Way (CNY # A): Two and one half-story Neo-Classical style, irregular L-shaped building, with a hipped standing seam metal roof penetrated by three interior brick chimneys, south facing double veranda with full height monumental Tuscan columns. Quarters A was one of the first construction projects after the Navy established the yard. Under an act of July 1902, \$12,000 was appropriated for the construction of quarters for the Commandant of the Charleston Navy Yard.⁷ Construction of the quarters commenced in 1904 and was completed in 1905. Located on top of one of the highest hills, the building faces south. The 7,391-square foot mansion is a two-and one-half story, wood-frame building with an irregular plan and partial basement. The exterior walls are sided with weatherboards and are supported by a concrete foundation with brick piers that

⁶ Bureau of Yards and Docks, "Conversion of Administration Building into Officer's Quarters: 29 May 1912." Charleston Navy Yard Plans, Drawings, Maps, and Documents, copies on file at the North Charleston Redevelopment Authority, North Charleston, S.C. (hereafter referred to as Charleston Navy Yard Files, NCRA.)

⁷ Donna Kaup, *Dining in Quarters "A"* (Charleston: Gateway Publications, 1994), pp. 4-5.

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have been infilled with masonry and stuccoed. A hipped standing seam metal roof covers the main rectangular mass of the building; an intersecting hip extends from the northeast elevation's façade creating a rear two and one half-story "kitchen wing" ell. The rear service wing has a 1945 one-story screen porch facing north and a basement laundry. Corbelled chimneys rise from the roof of the main building mass and have stone chimney caps. A shed roof extends from the front of the primary elevation, covering the south-facing two-level full width veranda. Four full-height monumental Tuscan columns on plain plinths and paneled wood bases support the roof of the veranda that likewise contains monumental Tuscan responds [pilasters] on its outer edges. The central brick stairs, added in 1938 to replace original wooden steps, rise between stuccoed masonry bulkheads, also added in 1938 to replace original wooden bulkheads. The second level veranda has a simple square picket railing that runs behind the columns. Both levels were screened in 1944; the screens were removed after 1996.

A high one-story porte-cochere was added in 1943 to the rear northwest corner, with a shed roof with raised parapet ends and square piers on simple raised red brick plinths or pedestals. It is attached to the northwest rear of the main house and is connected to a 1943 secondary entrance at the north elevation's projecting stair hall with a covered wood porch and wood stair that descends to the rear drive. The square picket railing matches that of the main veranda. The rear entry forced a major change to the interior main stair.

While the rear kitchen ell is original, the wide flight of wooden and concrete stairs and the existing one-story rear screen porch were extended in 1945 (the original rear porch and steps were on the side). The wood railing has a classical cross and diagonal pattern seen in many of the finer designs of the officers housing and institutional or industrial buildings of the adjacent historic Charleston Navy Yard District.

The main roof has four large dormers with standing seam metal roofs. The triple dormer lights at the east and west dormers are of an eight-over-eight light configuration. A Palladian style double-hung window graces the larger front dormer and has the same decorative muntin design as the first floor main entry's semi-elliptical fanlight and sidelights. A large hipped dormer with three sashes provides access to the third floor attic servants' or steward level at the main house's north elevation. The kitchen ell has two dormers with four-over-four-light windows at the north and east.

The primary entrance opens off the front veranda; it is a single one-light wooden door with sidelights. The sidelights have diamond basketwork glazing above a molded panel and flank the doorway. A semi-elliptical transom with the same diamond basketwork glazing extends above a heavy transom bar and rests on small-engaged Tuscan pilasters. Decorative moldings surround the entry. Symmetrical placed French doors (originally termed French windows) each with two lights over a bottom flat panel open off of the principal rooms of the first and second level verandas. Fenestration on the other main elevations is asymmetrically placed, with six-over-one-light, five-over-one-light, and three-over-one-light vertical wooden double hung windows. The six-over-one-light sash's multi-paned upper sash, are actually composed of six centrally placed lozenge shaped vertical divisions whose muntins cross to form small triangular shaped glazing pattern next to the top and bottom rails. A large plate glass "scenic window" replaced the original fenestration at the dining room's first floor east elevation in 1944.⁸ Other decorative elements include a continuous wooden cornice and full-height pilasters on paneled plinths at the veranda corners. It should be noted that central air-conditioning was added to the first floor in 1944. The house was constructed with an underground rear cistern and was designed with electric wiring and lights that date from 1905. Servant's quarters, often referred to as steward's quarters in the Navy, exist both in the house and in structures detached from Quarters A. To the rear of Quarters A is a contributing garage and servants' quarters, CNY #1101 (See item #9; Quarters A Garage and Chauffeur's Building).

⁸ Bureau of Yards and Docks, "Quarters A: Scenic Window Drawings, 1944," Charleston Navy Yard Files, NCRA.

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2. Quarters G (1903), 1600 Hobson Avenue (CNY # G): Two and one half-story vernacular Southern mansion with both Neo-Classical style and Colonial Revival style elements as well as nineteenth century Revival and turn of the twentieth century Craftsman influences. The irregular L-shaped plan building has a hipped standing seam metal roof penetrated by four interior brick chimneystacks and a south-facing two-level front veranda. Quarters G was the first officers quarters completed at the Charleston Navy Yard. It was designed in 1902 and constructed in 1903 as a Commander's residence and is in a vernacular Neo-Classical and Colonial Revival style with Victorian Revival elements. The 6,482-square foot residence is two and one-half stories in height and is irregular in plan. The foundations are brick pier construction with later masonry. The foundation has been stuccoed. The original infill was wood lattice. The house is of weatherboard siding over a wood frame. Quarters G's main elevation faces south. The main building's rectangular form was designed with a large five-sided one-story bay at its rear north elevation to house the interior plan's first floor library. The bay is a nineteenth century carry-over of a Victorian or Italianate form into the twentieth century. The large bay is just to the west of the rear central stair hall and has a hipped standing seam metal roof. The rectangular plan of the main house also has a two foot by sixteen foot two-story projecting square bay at its east end that groups the interior first floor dining and second floor master bedroom fireplace with a flanking window arrangement.

While the existing plan has a kitchen ell, originally the main house was detached from the roughly square two-story rear kitchen building. A one story covered passageway connected the two structures. The connecting passageway was enlarged in 1937 to attach the kitchen and second floor servants' quarters to the main house and to enclose a new servants' stair that was designed to connect the kitchen building to the main house's first level main stair landing halfway up the principal staircase.⁹ This change allowed servants to access the second floor without entering the front hall. Included with the addition were an outdoor restroom and the addition of a one-story rear porch on the kitchen ell, replacing a covered stoop and small rear stair. The new connector was built with siding to match the main house and has a shed standing seam metal roof.

The main house has a hipped roof, and the rear kitchen building has a pyramidal roof. Both are covered in standing seam metal. The main roof originally had open decorative rafters at its eave (removed in 1954 to modify the internal gutter to the roof's edge).¹⁰ The rafters were most likely a result of the Craftsman influences of the era. Four red brick chimneys project from the roof, one at the rear, one at the center of the east elevation's rectangular end bay, and two from the center interior. The main chimneys are corbelled, the rear exposed stack has two half-round brick chimney caps with the others having flat metal screen caps. A smaller brick chimneystack extends from the rear kitchen building. A shed dormer projects from the rear center of the main roof as access for the stair to the attic. It has four-over-four-light windows. Small-pent vents punctuate the main roof surface.

The main architectural feature of Quarters G's exterior is a two story double "veranda" porch that is 12' deep extending 66' 6" across the 70' 6" façade with a five-bay design. The bays are divided by paired piers that at the first level rest on paneled bases or rectangular pedestals. While the paired piers sitting on pedestals are seen in twentieth century Neo-Classical designs the square columns flare out at the capitals and are most likely a result of the Craftsman influences of the era. In addition a 1903 elevation shows that the porches had a roofline Neo-Classical balustrade with a series of piers and open classical railing motifs. The railings were in the same cross and diagonal pattern as found at Quarters H-I's 1905 loggia railing. An open railing of square pickets runs between the paneled porch pedestals. The second level's paired square piers are full porch height and have the same square pickets, railing and stylized capitals. Both porches were screened in 1937 with the upper level having metal awnings added just below the perimeter of the porch cornice.¹¹

⁹ Bureau of Yards and Docks, "Quarters G: Stair Hall Modifications," Charleston Navy Yard Files, NCRA.

¹⁰ Bureau of Yards and Docks, "Quarters G," Charleston Navy Yard Files, NCRA.

¹¹ Bureau of Yards and Docks, "Quarters G: Screening Plans 1937," Charleston Navy Yard Files, NCRA.

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The front entry screen door opens at the center of the porch elevation of the first level porch. There is a secondary entry at the east porch elevation nearest the curved drive with wood stairs added in 1937. Brick stairs rise to the porch at the entry and are a full porch bay wide. The main entry door is centered opposite the screen porch door and has a one-light over four-raised panels. Two seventeen-light diamond-shaped glazed sidelights over a single raised panel flank the entry door. The entry and sidelights have an elongated four light transom extending above the transom bar. Four sets of French doors with three-lights in each door and a three - light transom open off of the veranda on either side of the entry. The second floor veranda also has four sets of French doors, each of four-lights and a center doorway with sidelights. Windows at the side elevations are arranged symmetrically with four-over-two light wooden double hung windows on the east and west elevations, and four-over-four light windows located on the rear elevation. The projecting bay window of the library has six-over two-light sash. A grouping of four, four-over-four-light, casement windows are on the rear elevation to the east of the kitchen ell. Sills are of frame construction. The rear kitchen building has six-over-six-light double hung sash arranged asymmetrically. Aluminum gutters and downspouts provide drainage for the roofs (1954).

Plans describe a cistern cover, which shows the building was constructed prior to the Charleston Navy Yard having a central potable water system. Electrical plans dated 1903 show original outlet and light locations. A coal chute indicates a hot-water radiator heating system. Until 1973, when policies concerning military servants changed, stewards were always furnished occupants of Quarters G.¹² Situated throughout the house are buzzers to summon servants which would ring and register on a central board in the kitchen. The bell system in the rear kitchen building is still intact. To the rear of Quarters G is a contributing three-car garage, CNY #1001 (See item #9; Quarters G Garage).

3. Quarters C (1908), 300 Navy Way (CNY # C): Two-story Colonial Revival mansion, irregular L-shaped plan building, with a asphalt-shingle hipped roof penetrated by three interior brick chimneys. Center gable front bay two level wrap-around piazza at the main south and east elevations with attenuated Doric columns with open square picket rails at both piazza levels. The exterior is wood frame with narrow exterior weatherboard siding over an open brick pier foundation, later infilled with brick lattice pattern. A rear two-story Kitchen/Service wing with its original one-story east porch was enclosed in 1965. Original exterior wooden stairs were replaced with brick in 1937.

Quarters C was completed in 1908 as a Commander's residence. The 5,084-square foot residence is two stories in height and has an irregular plan. The main façade faces south. The large rectangular main house has a two-story rectangular kitchen ell extending from the north façade's easternmost bay. The main house has a symmetrical front or south elevation of five bays with a center-gable bay projecting slightly from the middle rising from the first level to the central gabled open roof pediment. The foundation is brick pier construction, with an open brick lattice infill added in 1937. The house is of narrow weatherboard siding over wood frame construction. Three chimneys project from a composition shingled hipped roof, two on the main house and one on the rear kitchen wing's low-hipped roof. All chimneys are brick and have flat metal screen hoods. The main roof has a single hipped dormer at the rear with an eight-over-eight-light double hung window for access to the attic. The front center open pediment of the center-gable's projecting bay has narrow clapboard and a center semi-elliptical window. A small wooden one-story porch flanks the rear kitchen ell at the east elevation. It was enclosed in 1965 with the extension of the laundry and servants bathrooms and has small six-over-six sash and an entry vestibule with a door and transom.

¹² Kaup, pp. 4-5.

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A large two story double piazza with slender attenuated Doric columns extends across the front five bays of the main façade and wraps around the entire west elevation, therefore, adding a sixth asymmetrical bay to the porches. The piazzas were enclosed with heavy framed screening in 1937, recently removed. The front entrance opens at the center of the main south elevation at the third first level piazza bay from the east. Wood stairs rise to the porch at the entry and are a full porch bay in width. The present ca. 2005 wooden stairs replaced 1937 brick stairs with brick bulkheads and cast concrete caps that descended from a porch level landing to the east and west. The entry door is a single wooden one-light door over two horizontal raised panels. Two wide single-light sidelights flank the doorway and are operable doors. They have the same two horizontal raised panels as the doorway. The main entry and sidelights are divided by simple paneled pilasters and have a large glazed semi-elliptical multi-pane fanlight above a transom bar running the width of the decorative entry. Two sets of French doors with three-lights over two horizontal raised panels each open to the piazza on either side of the central door projection. The second floor porch matches the first with French doors at the center gable location flanked by matching sidelights. The west elevation has two pair of similar French doors that open onto the wrap-around piazza at the northern two bays at the first and second levels. The southern two bays have windows onto the side piazza. A small set of brick stairs (which replaced the original wooden stairs in 1937) exit the first level west piazza at the next to the last porch bay from the north. Secondary doors at the rear of the quarters are wooden and have five panels. One exits from the main stair hall to a short flight of brick steps (which replaced the original wooden steps in 1937) with brick bulkheads and cast concrete caps. A second exists at the west elevation of the kitchen ell and was added in 1937. The third exists from the enclosed kitchen wings east porch. Fenestration is arranged asymmetrically along the east and rear elevations with wooden double hung windows arranged in single, double, triple, and stepped configurations. The light arrangements vary, with four-over-two-light, four-over-four-light, six-over-six-light, and four-over-one-light sashes. At the center rear of the main building an eight-over-twelve-light double hung window flanked by two four-over-six-light double-hung sash creates the fenestration for a projecting second level bay at the stair hall. Sills are wood. A modern style bay window was added in 1941 to the first floor north elevation of the library replacing two double-hung sash. A molded cornice follows both the shed roofs of the porches and continues around the side and rear elevations. Gutters and downspouts are copper. A rear garage was moved close to the north elevation of the kitchen ell in 1935; see CNY #1001 (See item #29; Quarters C Garage).

4. Quarters H-I (1905), 98 (H) and 96 (I) Navy Way (CNY # H-I): Two-story Italian Renaissance Revival style, rectangular plan building, with a clay tile hipped roof penetrated by four interior brick chimneys, carved wood rafter tails with wide overhanging eaves. Solid seventeen inch-thick brick walls with two inch-thick interior hollow terra cotta tile and plaster interior, concrete foundation. Granite stair entry to distyle in antis porch is at the west elevation's center and is flanked by two one-over-one wood sash windows. Second floor retains five-bay arcaded loggia with pierced stone balustrade, columns and arches with roundel-ornamented spandrels. Wood porches constructed in 1919 wrap from the two outside front bays around the end elevations providing two level porches, hip roofs, later infilled for additional interior square footage. A rear two-story brick addition with flat roof extended the building. Exterior fenestration grouped in one and three sash arrangements, first level one-over-one light sash on granite stringcourse and water table, second floor one-over-one with semicircular transom with radiating brick voussoir arch.

Quarters H-I was designed in 1903 and completed in 1905 as the Administration Headquarters building for the offices of the Commandant, his staff and for the Capitan of the Yard. Its design is an excellent example of American eclectic architectural in the Beaux Arts tradition with Italian Renaissance Revival detailing. The building's Italian Renaissance Revival design is a style more frequently chosen for civic buildings, which was appropriate for its original use as the Commandant's Headquarters. The building's recessed entry vestibule, second floor loggia, clay tile hipped roof, wide eaves with exposed decorative rafters, and round-arched windows are characteristic of this early twentieth century style. It was typical during the early twentieth century in the Navy's planning protocol for the Yard to construct the Commandant's Headquarters in close proximity to the Commandant's Quarters, which was always Quarters A at the Charleston Navy Yard. Its construction site, therefore, was slated to be just east of the old

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Turnbull Mansion that had been razed (ca. 1904), one hilltop from the planned location for Quarters A. When constructed the monumental entrance façade faced west with a smaller rear entrance facing east and out toward the Commandant's Pier. The physical site took advantage of the vista to the Cooper River that had been laid out in the original Olmsted Chicora Park plan as its primary landscape axis to the River. At the same time a large flagpole was placed in the entryway drive's forecourt, terminating the axis from the Cooper River just to the west of the Commandant's Headquarters and designating the building as the central command for the Charleston Navy Yard.

As constructed, the building's rectangular two-story dimensions were thirty-nine feet by eighty feet with a heavy concrete foundation and seventeen inch thick brick exterior walls with two inch-thick hollow terra cotta tile interior walls faced with plaster. As the most important institutional building built during the first decade of the Charleston Navy Yard's initial development, its design utilized the richest materials used at the Yard.

As early as 1912, however, plans were drawn to convert the offices into a townhouse-plan residential duplex for senior officers. The Commandant's Headquarters was to move to within the core of the adjacent industrial Charleston Navy Yard District. The residential duplex plan changes were carried out over the next year. The duplex presently has 8,205 square feet on two levels. Two story wood porches in the tradition of the other Officers' Quarters were added in 1919 to the front and side façades. They were designed to wrap around the northwest and southwest elevations as porches, covering the original west fenestration and two bays of windows on the north and south elevations. In 1929 several bays of the 1919 porches were enclosed for additional interior space with six-over-six wood sash and in 1933 the second floor front loggia arches for Quarters I were enclosed. In 1936, the original rear entry facing the Cooper River was demolished and a two-story residential brick addition was added with a one-story side rear entry porch for Quarters H and a straight stair and rear entry for Quarters I.

An original Ludowici red pan tiled hipped roof covers the central mass of the building, with slightly pitched hip roofs covering the two front flanking porches added in 1919. The 1933 rear addition has a lower flat built-up roof behind a small raised parapet. Four brick interior chimneys rise from the roof. The two chimneys centrally located at the ridge of the hipped roof have granite caps and recessed panels, and are original. The two chimneys along the west slope of the roof were added in 1912. The underside of the wide projecting eave features recessed panels and elaborately decorative exposed rafters tails. At the primary west façade, a centrally located granite stairway leads to a recessed entry vestibule or porch that is surrounded by a Grecian classical motif with a trabeated frame of cut granite with two granite columns in antis. The entry stair is framed by large, stepped granite cheek walls that are capped with slabs of granite. The cheek wall caps terminate at the brick surface of the building with an ornate carved stone acanthus-leaf bracket that is raised vertically against the facade, as with a buttress. On either side of the entry stair is a single one-over-one double hung wood sash window with a granite surround that rests on a projecting granite stringcourse. The two windows were originally faced with ornate wrought iron grilles. Below the stringcourse at the building's foundation is a double-tiered water table of brick with a granite base and cap that run around the entire building. The floor of the recessed entry vestibule or porch has mosaic marble tile and the interior walls have marble wainscoting. A single wooden full-light door with beveled leaded glass is centered in the vestibule and serves as the primary entry to Quarters I. The doorway has egg and dart detailing and is flanked on either side by an oval-shaped cameo window with decorative stone garland surround. At the north interior wall of the vestibule a doorway was cut in 1912 as the main entry to Quarters H.

At the second level above the recessed entry porch or vestibule the façade is enhanced by a loggia of five granite Italian Renaissance Revival arches supported by stone columns and plinths. The marble plinths are part of a continuous stone balustrade

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that is pierced with geometric classical Roman motifs. The design is a series of cross and diagonal rails. In the spandrels of the arcade are four circular stone marble medallions in the Florentine manner. Decorative copper drain spouts project for drainage.

The two wooden porches added in 1919 at the front corners of the building are supported by full height two-story square paneled piers that have full classical wood entablatures. At the sides and rear of the building, one-over-one light double hung wood sash appear at the first level above the continuous projecting granite stringcourse. At the second level there are corresponding one-over-one wood sash with granite sills. They have arched circle-head transoms that are surrounded by slightly projecting voussoir arches of radiating brick. The fenestration is symmetrical with windows appearing singly and in groups of three along the rear and side elevations. Dentils and egg and dart details decorate the cornice of the building. The building has received only minor alterations since 1936 due to routine maintenance. Since 1996, the North Charleston Redevelopment Authority has removed the infill from the front elevation's second floor loggia and has added a brick and concrete handicapped-access ramp with a wood railing at the north elevation. One of the side screen bays of Quarters H was made into an entry door for the ramp. The Quarters retain much of the building's original architectural character in their interior detail; while vacant, they are in fair condition.

5. Quarters F (1898), 99 Navy Way (CNY # F): Two-story late Victorian-era, irregular T-shaped plan building, with a standing seam metal roof penetrated by three interior brick chimneys. Construction is wood frame with narrow weatherboard over a brick pier foundation. Exterior piers have been infilled with brick underpinning. The main roof is side-gabled with open ends. Original one-story Italianate bays are at either end of the four-room center hall main house plan, with octagonal porch bays at either end of the one-story metal shed roof front porch. The front porch has a central main entry into the house of two-panel double-leaf doors with three-light transom flanked by four-light sidelights. The western octagonal porch bay was enclosed in 1935 with ten-light wood sash and a pair of three-light out-swing double doors with a twenty seven-light transom. The main exterior wooden stair descends from the porch and is centered on the front porch. The porch has turned wood balusters and posts with Folk Victorian or Italianate detail at the post capitals. The main two-story west end has a 1924 second floor shed roof sleeping porch supported by square wood posts and brick piers.

The leg of the "T" plan, built in 1908, is a one-and-one half-story kitchen and dining room addition and has a gabled metal roof with hipped dormers. A secondary recessed side entry and wooden stair rises from the east elevation and has a screened vestibule with one-light door, three-light sidelights, and multi-light transom. A rear one-story shed roofed side porch, enclosed in 1934, provides rear access to the kitchen and to a servants' stair entry to the second floor. Across the south or rear elevation of the kitchen/dining wing is a 1932 one-story enclosed porch with a flat roof and one-light sash. The east elevation of the rear wing has a 1935 one-story angled bay addition to the dining room. Fenestration is irregular with the main two-story portion having mostly single, double and triple grouped four-over-four-light double hung wood sash. Under the open eastern octagonal porch bay is a triple grouping of double hung windows with nine-over-nine light sash. The two one-story original end bays have nine-over-nine-light double hung wood sash. The 1908 rear wing has mostly single and paired groupings of six-over-six double hung wood sash.

Quarters F is located just off Turnbull Avenue to the west of Quarters H-I and is near the entry to the Officers' Quarters Historic District. It is the oldest of the quarters in the district, built in 1898 prior to the establishment of the Charleston Navy Yard and enlarged and remodeled with a "T" plan in 1908. It was built as the home for the resident manager as "the pretty little cottage of the keeper of the Park at Chicora" by the City of Charleston. Purchased by the Navy in 1901 with the surrounding acreage, it became the first building to house officers stationed at the Charleston Navy Yard. The house now has 6,402 square feet on two levels. The front elevation faces northeast but for descriptive purposes the front will be said to face north. The house is in the popular nineteenth century late Victorian cottage style with strong influences of nineteenth century romantic Italianate vocabulary imposed over a traditional nineteenth century classical vernacular rural house form. It is difficult to discern whether the

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designer—or, more likely, the builder—was looking forward or backwards into local vernacular design solutions. When constructed in 1898, the main house had a regular two-story rectangular four-room with center hall plan and a simple side-gable roof. Two central brick chimneys were offset to the south of the ridge. The two front rooms had a large one-story five-sided Italianate bay at each end. The exterior walls of Quarters F are narrow clapboard over frame construction. While the one-story front porch originally had symmetrical open octagonal porch bays the roofline of the front elevation's east end had an asymmetrical tower projection with a conical roof. The two Italianate end bays had decorative castellated parapets. In 1908, when the Navy changed the plan to a "T" shape with the addition of the one-and-one half-story rear kitchen and dining room wing, the modern twentieth century Colonial Revival style and classical revival detail of the other officer housing influenced the major design changes. The tower and parapets were removed and the simple side-gabled roof design was duplicated over the rear wing with hipped dormers being added to the roof's east and west elevations. Its form is as a typical lowcountry vernacular Colonial Revival cottage design. While the main north elevation retains some late Victorian detail with the open turned pickets, porch posts and the asymmetrically placed fenestration there is also an earlier nineteenth century Italianate character of the posts in their turned and sawn detail and capitals with small jigsaw "C" scroll brackets. It is difficult to identify any one major style that has shaped the design of the house's exterior. It definitely is not presently representative of the asymmetrical high-style late Victorian Queen Anne, Stick, or Eastlake designs.

The fenestration of the main façade is asymmetrical. To the left of the entry is a triple grouping of narrow nine-over-nine-light double hung wood sash. Flanking the second floor center six-over-six-light sash is a pair of four-over-four-light sash and to the east and a narrow triple grouping of four-over-four-light sash to the west. The remainder of the windows in the two-story portion are symmetrically placed four-over-four-light double hung sash. The eastern elevation's first level sash next to the bay is nine-over-nine lights. The gable ends have simple rectangular louvered vents. In 1924 the western octagonal open porch bay was enclosed with glazing. Double ten-light wooden windows were installed with a pair of three-light double doors exiting onto the front porch. The doors have a fixed twenty-one-light transom. Windows in the rear 1908 addition are a combination of symmetrically placed single and paired six-over-six-light sash. Quarters F today reveals various additions and changes to its original 1898 and 1908 "T" shaped plan. In 1908 when the rear wing was constructed wood framing, narrow weatherboard siding, and trim matched the detail of the earlier house. A concrete and brick foundation was added to the rear that included a basement with a laundry room with small 2-light sash. A secondary exterior wood stair with recessed porch accessed the rear hall at the new wings east elevation. The entry door has one-light with three-light sidelights and a multi-pane transom. The porch was later screened. At the west elevation of the rear wing a one-story porch with exterior wood stair and shed roof was built to access the kitchen and a rear servant stair entry to the second floor. The porch was enclosed in 1937 when the 1908 kitchen was remodeled. Its exterior has two-paired eight-over-eight-light double hung wood sash at its west elevation with a six-light over three panel wood entry door at its south elevation.

The rear wing's 1908 hipped east dormer has two-paired six-over-six light wood sash. The 1908 larger west dormer has four six-over-six sash. In 1924 a second-floor sleeping porch was added across the end of the upper west elevation. It has a shed roof with screen panels between square posts that rest on a weatherboard bulkhead. Second floor windows were changed to doors to access the porch. Supporting the sleeping porch are four square wood posts on brick piers with cast concrete caps. One of the posts has rotted. In 1932 a new one-story frame screen porch on brick piers was added to the south end of the kitchen and dining room wing with a flat roof. Existing south windows were changed to French doors for access. Glazed windows with plywood panels replaced the screening in recent years. The plywood panels are above and below a horizontal band of continuous single light windows on the rear, and side elevations of the enclosed porch. Diagonal lattice covers the underpinning at the foundation. The last major addition was in 1935 when an angled bay was added to the east elevation of the rear wing to enlarge the dining room. The bay was built with three six-over-six sash and matched existing siding and detail. The foundation brick of the main house has decorative corner broken bonds at its angled piers. Common bond red brick has been infilled between the original piers of the main house.

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The three red brick chimneys project from the roof; each of the corbelled stacks is topped with flat metal-screened hood. The two that rise from the main standing seam metal roof are behind the ridgeline. The rear chimney is a flue from the kitchen and rises from the center ridge of the roof. It was rebuilt in 1934. This building is currently used as a rental house. The original detached Garage for Quarters F was constructed in 1936 and was located just behind the quarters to the southwest and included servant's quarters. The present garage replaced the original garage and is not within the district's period of significance; see CNY #1427 (See item #31; Quarters F Garage).

6. Officer Tennis Courts (1915) Turnbull Avenue across from Quarters A (CNY # 1411): Four tennis courts were built here as early as 1915. Site 1411 is just to the south adjacent to Turnbull Avenue between the lawns of Quarters H-I and Quarters A and was still in use in 1996. The site is roughly 120' by 120', is oriented on a north south axis and contains two tennis courts with retaining walls, the courts being leveled into the surrounding hilly topography of the District. The east and west entries retain water fountains and the eastern court has a backboard against its southern retaining wall. A small paved parking lot serves the courts and is located just to the east. The courts retain their original orientation, location, and concrete retaining walls. Although the surface and actual tennis nets (and possibly the court fencing) have been replaced since 1915, the tennis courts retain the sense of time and place within the recreational and cultural context of the district and contribute to its character.

7. Roadways: Navy Way, Turnbull Avenue, Everglades Drive, Hobson Avenue, North Hobson Ave, Blacktop Drive (1899-1942) The roadways in the Charleston Navy Yard Officers' Quarters District are a significant and defining component of this neighborhood. Unlike the roadways of the Charleston Navy Yard Historic District, which were laid out in a grid pattern, the roads in this district follow the natural topography of the area with curvilinear lanes and circular roundabouts, distinguishing this area from other areas within the Navy Yard. The road system evolved from the road system of Chicora Park as designed by the Olmsted Brothers of winding lanes that twist and turn around large oak trees and the hilly nature of the land. As Avenue C/Hobson Avenue was extended into the district from the grid of the shipyard, a long narrow curvilinear drive ran east of the quarters and ended with a continuous asymmetrical circular turnaround at its north elevation. As the circulation system was developed from Avenue C, new roads were laid to incorporate the curvilinear lanes that already serviced the resident manager's house (Quarters F) and the Turnbull Mansion (site of Quarters H-I). The three principal roads that resulted from this process were Turnbull Avenue (somewhat modified since 1905) Pine Road/Navy Way and Avenue C/Hobson Avenue. An additional significant characteristic of the roadways is the rural edge detail to the roads and drives. The addition of driveways and even sidewalk access to the quarters were planned with the same picturesque quality within the park setting as was designed in 1903 by the Navy, which in turn was designed to be in keeping with the Olmsted Brothers' 1899 park roads. The driveways wind between mature oaks and are designed with continuous turnabouts around islands of trees and shrubs. Blacktop Drive, located between Turnbull Avenue and Pine Road/Navy Way) is a drive built in 1934 to service Quarters J and its garage. With the 1937-1938 development of the low lying areas next to the Cooper River and Noisette Creek, Everglades Drive was constructed from the southern end of Pine Road/Navy Way and continued east to the Cooper River between the sites of Quarters M and N then traveled north to follow the Cooper River levee to Noisette Creek where it provided access and service to the golf course (1922-1937), Officers Club (1940) and Bachelor Officer Quarters. A circular turnabout and drives to the rear of M and N were extended from Everglades Drive. A similar turnabout and rear drive was extended from Turnbull Avenue to service Quarters K and L. It was named as part of Turnbull Avenue. In a similar manor in 1937 a curvilinear extension was made to the northeast end of Avenue C/Hobson Avenue to service the low-lying location for Quarters O and P. A large turn-about was constructed with curving drives to the Quarters. From the west side of Avenue C/Hobson Avenue a small turnabout was also added for Quarters Q and R with a sort drive to the rear. Curbing was installed only where embankments, storm water inlets or grates were necessary, leaving the roadways with a natural low profile character complementing the park-like setting.

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B. Inter-War Period and 1930s Expansion

The Inter-War Period and 1930s Expansion (1918-1939) is the second important time period of construction within the Officers' Quarters District. Construction included Quarters J (1934) built in the Colonial Revival style, several representative service buildings, and eight WPA house designs through the stylistic development of the Panama Quarters (1937-1938). During this period the landscape development and recreational use of the districts golf course was also completed (1937). Although golfing greatly increased the recreational use within the district, two tennis courts from 1916 were removed to build Quarters M and N. There were major additions made to the transportation and circulation system in extending the curvilinear road pattern to access the nine new quarters and golf course. This included the extension of Avenue C/Hobson Avenue, Blacktop Drive, Turnbull Avenue and the construction of Everglades Drive to service the golf course. Consistent with the past, the new roads and drives incorporated picturesque turnabouts and a court circle that protected mature trees and landscape features. At the very end of Avenue C/Hobson Avenue to enhance the drive a small masonry recessed planter or fishpond and flight of masonry access stairs to the golf course were added.

8. Quarters J, 311 Navy Way (1934) (CNY # J): Quarters J was constructed in 1934 as an officers' quarters in the Colonial Revival style. It was constructed on the site of the officer quarters' school building, near the entry to the complex. The school was relocated within the Navy Yard for quarters for the Yard Boatswain. The new quarters location on the old school site was, therefore, not sited to take advantage of the topography. This residence has 2,319 square feet and is one-story with a T-shaped plan. The front elevation faces north. Walls are of frame construction with wide clapboard siding painted white. The walls rest on a red brick masonry pier foundation; the brickwork has the open pierced lattice configuration that was a later addition between original brick piers. The primary entrance is located in the center of the symmetrical five bay configuration of the north elevation. Wooden steps with a heavy molded wooden handrail and straight pickets access the entry. The entry consists of an attenuated Adamesque center-gabled portico that extends up through the eave-line of the building. The simple molded portico with a segmental arched underside has an entablature that returns and is continuous above the entry's flanking elongated wood columns and cornice. Above the single wooden six-panel door is a Federal style rectangular transom with a semicircular fanlight with tracery swags and two roundels at the upper corners. A metal awning added in the late 1930s projects from above the doorway. Fenestration of the north elevation is symmetrical with two six-over-six-light double-hung wood sash to either side of the entry. Secondary entrances include three pairs of ten-light, French doors each with a two-light transom opening onto a screened one-story veranda at the southwest end of the building. A secondary entrance also opens to the rear east elevation. The fenestration of the secondary elevations is symmetrical with single and triple wooden double hung six-over-six light windows. Sills are wood. Aluminum gutters and downspouts provide drainage from the roof. Two red brick corbelled chimneys with metal screen caps project from the moderately pitched intersecting gable asphalt shingle roof. The gable ends are open with semicircular louvered gable vents and a molded cornice completing the roof gable and eave. Two gabled dormers with large louvered vents for attic fans were added in 1952 and project from the east elevation of the rear gable. A 1942 rear one-story addition extends fourteen feet, ten inches from the original rear wall and houses a chamber and bath.

9. Quarters J Garage & Servants' Quarters (1934, 1942) Blacktop Drive (CNY #1289): The detached garage for Quarters J is just to the south of the main house and has a one-story utilitarian design. It was originally built in 1934 as a single car garage. Servants' quarters were added in 1942 consisting of a maid's room, bath, central chimney and storage room. The building is of wood frame construction clad in wide painted clapboard. The walls rest on a red brick masonry bulkhead and concrete slab foundation. The single-story building has an intersecting gabled roof of asphalt shingles with exposed rafter eaves with the same pitch as that of Quarters J. The original six-over-six windows and five-panel entry door from the garage remain intact. This building retains its original integrity and contributes to the significance of the district.

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10. Quarters A Garage & Chauffeur's Quarters (1936), 100 Navy Way (CNY # 1101): One-story utilitarian design, L-shaped plan, with open-end gables. Concrete slab at garage with concrete bulkhead at quarters, frame construction, German siding. The detached rear three-car garage (22' x 31') and chauffeur's quarters (13'-4" x 28') was constructed in 1936. The L-shaped one-story building is wood frame with German siding; the garage portion has a concrete slab with the quarter's foundation being a cement bulkhead. The simple low-pitched open gable roof has asphalt shingles and exposed rafters. The main gable ends run north and south with the east servant's ell gable facing east. The main entry and garages face west. The main west elevation has a five-bay asymmetrically designed elevation. Three overhead wooden garage doors with six-lights over eighteen wood flat panels are at the three southern most bays of the west elevation. The openings are original while the doors are modern. Continuing north, the fourth bay has the exterior entry for the quarters, a six-panel wooden door that is deteriorated. Bay five has a six-over-six double hung sash window that is original. The south elevation has a single small center six-light awning sash window and a louvered rectangular gable vent. The east elevation has three six-light awning sash. The garage is typical of those built behind the officer quarters for personal automobiles with the incorporation of the car into domestic life. The three-car status and the incorporation of the chauffeur's quarters into the structure make the garage larger than most others in the district.

11. Quarters G Garage (1937), 1600 Hobson Avenue (CNY # 1287): One-story 3-car utilitarian design, rectangular-shaped plan with open-end gables. The garage measures 23' x 35' and is sited north of the Quarters G kitchen wing, facing south. It was constructed in 1937 of four-inch hollow terra cotta tiles covered with stucco on a concrete slab. The tile was also being used in the Panama Houses of the same era within the Officers' Quarters District. The roof is a simple low pitch gable covered with asphalt shingle roofing. The eaves have their original exposed rafter ends. The main/south elevation has a symmetrical arrangement of three garage openings. The western bay has had a modern over-head garage door infill inserted into the original opening and a board and batten partition built to separate it from the two remaining open garage spaces to the east. The east and west elevations are plain with original square louvered vents in the gables. The rear has a small-stuccoed cement block lean-to garden shed addition. Two of the three nine-light awning wood windows at the north elevation need repair. The most western is protected in the shed addition. There is no loss of historic fabric; it retains its integrity of form, materials and its original 1937 location to the main house. The east end of the garage retains its original interior storage shelving.

Quarters K, L, M, and N were constructed in 1937 along the southeastern boundary overlooking the Cooper River. Quarters O, P, Q, and R were constructed in 1937 and 1938 along the western boundary of the district. They all share the same design and size. The design was adapted from Army Quartermaster plans designed for use in the Panama Canal zone, hence the local name of "Panama Houses." A 1930 Quartermaster drawing for this house type was located in the Navy Drawings Collection of the Bureau of Yards and Docks at the National Archives.¹³ Common characteristics of Quarters K through R include a square plan, two stories in height, with slightly recessed bays of concrete stucco around the first level and German siding at the second level. All houses have an exterior stair flanking the northwest corner of the house, with the exception of Quarters O, whose exterior stair is located at the northeast corner of the building. Quarters K, L, M, and N all have wood casement windows where quarters O, P, Q, and R all have steel casement windows. Each of these houses was a vernacular interpretation of the Prairie and International styles. Quarters K, L, M, N, O and P are all vacant; quarters Q and R are currently being used as rental housing.

¹³ Historical Plans of the Charleston Navy Yard, Navy Drawings Collection, Microfilm Reel B1, National Archives Record Group 71: Records of the Bureau of Yards and Docks, Cartographic and Architectural Branch, National Archives, Washington, D.C., hereafter referred to as Charleston Navy Yard Plans, NA.

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12. Quarters K (1937) 1152 Turnbull Avenue (CNY #K): Quarters K was one of the first four of the WPA constructed "Panama houses." Completed in 1937, it was the northernmost of them, oriented to both the river and overlooking the golf course. The Panama house was adapted from Army Quartermaster plans designed for use in the Panama Canal Zone, hence the local name "Panama houses". Their design development and construction show significant advances in the modernization of the life style of the officers and their families utilizing contemporary such as a room for "multi-purpose" use. The form draws from a mix of styles popular during the late 1930s in residential design. The principal identifying features are related to the Prairie style house form. This was one of the few indigenous American styles. Typical characteristics of the style are the low pitched hip roof with widely overhanging eaves, the building's two-story form, the tall ribbons of casement windows, and the box-like shape. Other characteristics of the style are seen in the horizontal banding created by the German siding and the strong dark colored trim bands. This is seen again at the horizontal run of the dark painted fascia at the eave. The appearance of the oversized pier design is also typical emphasized by the recessing of the first floor wall bays.

Features of the modern International style are also evident. Elements of the International style are seen in the smooth white stucco finish, the crisp cast concrete stair that uses the stair to create an asymmetrical prominently projecting stepped feature to the elevation. The upper landing of the stair is actually the cantilevered second level floor slab that provides access to the secondary kitchen entry.

The flush setting of windows at the second level's outer wall with simple ribbon-like trim is also a characteristic of the style as is the front door's non-accentuated presence obscured within the first floor's screen porch and the garage's feel of being incorporated into the façades design as a simple rectilinear puncture or hole. The primary influence, however, is in the "functionalism" planning aspects of the style. The decoration has been stripped from everything that is not functional. There are no doors to divide the living porch from the living room and the main rooms have an almost streamline effect. The expanse of window wall created by the first level glass block at the reception room is a classically modern. The last of the stylistic influences is a through back to the Colonial Revival style and applies only to the interior design. In some of the interior rooms classical Colonial Revival details recall the style so prevalent within the Officers' Quarters Historic District.

Quarters M's front elevation and ground level screen porch faces east toward the Cooper River. The screen porch acts as the main entry and is the full width of the house. The plan is square, fifty feet by fifty feet, and is two stories in height. It has a low-pitched hipped roof of composition shingle and has a small pent gable-like vent at its center ridge as well as a projecting brick chimney with a corbelled cap. The eaves are widely extended and have exposed rafters. The eaves have a series of rectangular ventilation grates that circulate air into the attic and out the pent louvered gable of the upper roof. The foundation has a thick concrete slab with reinforced formed and poured concrete walls at the first level and a poured beam and slab system at the second level. Interior first floor intermediate walls are four-inch hollow tile with a plaster finish. The second level exterior has reinforced formed and poured concrete walls. In the tradition of the senior officers quarters the exterior of the second level has been sheathed with horizontal siding painted white. The sheathing is wide German siding with heavy corner boards with a rounded bead. Interior second floor intermediate walls are four-inch hollow tile with a plaster finish. The attic and roof are frame construction. The formwork was made to create a chamfered edge that frames the main structural piers and beams of the ground floor. Underneath the second floor slab the concrete surfaces were also beautifully detailed; the forms wood surface is visible as a finish and is painted the typical white of the complex's exterior color scheme. The piers of the first floor walls appear massive. Their structural form has been emphasized by the chamfered edges and recessing the walls and front porch slightly into the interior. Concrete stucco covers first floor the exterior walls and piers. The two-car garage enters from the west rear elevation. An exterior stair with simple decorative iron railing rises from the north and leads to a cantilevered landing that provides access to the second floor

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kitchen entry. Its upper landing is part of the second level's concrete floor slab. The secondary entrance has a wooden six-light two-panel door. Windows are double and triple-hung wood casements with four-lights at the first level. The second level has a mix of six and eight-light wood casements which are also grouped in twos and threes. Fenestration is arranged symmetrically at the main elevation and asymmetrically along the three other sides. Glass block fills the large bay facing into the first level Reception Room.

The primary entrance is through the three-bay recessed screened porch that faces east at the first level. The front door to the residence enters from the screen porch into the Reception Room. Concrete stairs rise to the second level. The rest of the first level is given over to laundry, two servants' quarters, boiler room, and the larger garage. The main stair rises to the fifty foot wide "living porch" that extends across the entire front or east elevation. From the porch the living room runs through the center of the house to the west elevation. There are two bedrooms and a bath at the south and at the north is the master bedroom, bath and the kitchen. There is no specified dining room. The residence is in good condition but remains vacant.

13. Quarters L (1937) 1150 Turnbull Avenue (CNY #L): see item description for Quarters K. Constructed by the WPA, it is located across a circular turnabout drive to the south of Quarters K.

14. Quarters M (1937) 1160 Everglades Drive (CNY #M): see item description for Quarters K. Constructed by the WPA, it is located across the new Waterfront Park walkway to the south of Quarters L on what remains of the 1938 Everglades Drive.

15. Quarters N (1937) 1061 Everglades Drive (CNY #N): see item description for Quarters K. Constructed by the WPA, it is located on what remains of Everglades Drive to the south of Quarters M.

16. Quarters O (1937) 1599 North Hobson Avenue (CNY #O): see item description for Quarters K. Quarters O is one of the second set of Panama houses built under the WPA. They were located at the northwest section of the district, with Avenue C/ Hobson Avenue being extended in a curvilinear design to provide access. Quarters O was constructed facing north toward the golf course and Noisette Creek. The major difference in the second set of Panama houses is the use of steel casement windows. The second floor eight-light-sash have an additional transom that emphasizes the upper half of the second story, a traditional Prairie School trait.

17. Quarters P (1937) 1565 North Hobson Avenue (CNY #P): see item description for Quarters K. Quarters P incorporates the same steel casement windows as Quarters O. It is located to the south of O facing east.

18. Quarters Q (1937) 1505 Hobson Avenue (CNY #Q): see item description for Quarters K. Quarters Q incorporates the same steel casement windows as Quarters O. It is located near the entry of the district with its façade facing east toward the center of the live oak forest directly onto Hobson Avenue.

19. Quarters R (1938) 1485 Hobson Avenue (CNY #R): see item description for Quarters K. Quarters R incorporates the same steel casement windows as Quarters O. It is located just to the south of Q near the entry of the district with its façade facing east toward the center of the live oak forest directly onto Hobson Avenue.

20. Golf Course (1937) Officers' Quarter tree line to Noisette Creek and North Charleston Water Front Park (# GC): The golf course is defined by the low lying relatively open fields extending from the officer housing area to Noisette Creek and to the new North Charleston Waterfront Park along the Cooper River. It is a significant recreational historic landscape feature that is

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within the original property purchased by the Navy in 1901 and has been designated by The Noisette Company to be a protected, undeveloped land area for conservation and recreational use. As identified in the City of Charleston *Yearbooks*, much of the golf course area was purchased and added to the original Chicora Park for a golf course location. Preserving the golf course site as open fields within the Officers' Quarters Historic District will protect the historic vistas from the housing locations to Noisette Creek and the Cooper River. It is an integral and historic landscape feature of the overall recreational park and garden setting of the district.

C. World War II Expansion

The World War II expansion period was the third important time period of construction within the Officers' Quarters Historic District. During World War II four single-family houses and two duplex units were added to the senior officer housing area. These dwellings appeared in the western half of the district. Two of the houses, Quarters S and T, followed the design of the 1930s Panama house form. There are differences in their construction and designs. Like the Panama houses built in the late 1930s, they are representative of a significant trend or movement toward modern residential housing. Duplex Quarters Y-Z and duplex Quarters W-X reflect both the scale and the Colonial Revival design style of the initial Classical Revival housing construction in the district. Quarters B and Quarters D, as detached examples of duplex houses, do not exemplify the mansion-style residences of the district. They illustrate World War II period housing constructed in residential areas located throughout the installation and have some references to the shortages in funding and restricted materials that was indicative of the World War II era. In all of the quarters built during this era the need for speedy construction and a concern for economy influenced the functional nature of their designs.

21. Quarters S (1941) 1545 Hobson Avenue (CNY #S): Quarters S followed the design of the previously constructed "Panama Houses" but has several modifications. Quarters S's front elevation and screen porch face north. It is square in plan, fifty feet by fifty feet, and is two stories in height. It has a low-pitched hipped roof of composition shingle and has a small pent gable-like vent at its center ridge as well as a projecting brick chimney with a corbelled cap. The foundation has a thick concrete slab with reinforced formed and poured concrete walls at the first level and a poured beam and slab system is at the second level. Interior first floor intermediate walls are four-inch hollow tile with a plaster finish. The second level exterior has reinforced formed and poured concrete walls. The exterior of the second level has wide German siding with heavy corner boards with a rounded bead. Interior second floor intermediate walls are 4" hollow tile with a plaster finish. The attic and roof are frame construction. Formwork underneath the second floor was beautifully detailed and the forms wood surface is visible and is painted the typical white of the complex's exterior color scheme. In the design of Quarters S, however, the beautiful chamfered edge of the beams and piers seen in the eight Panama houses of the 1930s is not delineated. There is also no separation between the first floor walls and the piers creating a flat and utilitarian look to the formwork. They were cast in one pour and, therefore, the recess panel that creates the bay plan in the earlier houses is not articulated. Concrete stucco covers the exterior walls and piers. The second floor is poured on the first level and clapboard siding covers the second level. The low-pitched hipped roof is covered with composition shingles. Unlike the earlier Panama houses, Quarters S's and T's wide, over-hanging eaves do not have exposed rafters. The eaves have a series of rectangular ventilation grates that circulate air into the attic and out the pent louvered gable of the upper roof. Window air conditioning units have been cut through the exterior walls that interfere with the horizontal flow of the sidings original design.

The two-car garage enters from the east side elevation. An exterior stair with simple decorative iron railing flanks the rear south elevation leading to an entrance at the center bay of the second story. Its upper landing is part of the second level's floor slab that is cantilevered out. Secondary entrances are wooden six-light two-panel doors. Windows are double and triple-hung casements with six-lights at the first level and eight-lights at the second-light sash with multi-pane transoms. Fenestration is arranged

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symmetrically at the main elevation and asymmetrically along the three other sides. Glass block fills the large bay facing into the first level Reception Room.

The primary entrance is through the two-bay recessed screened porch that faces north at the first level. The front door to the residence enters from the screen porch into the Reception Room. Concrete stairs rise to the second level. A doorway enters in front of the entry directly into the first level dining room. A door to the right of the entry accesses a powder room. A breakfast room, kitchen, and laundry extend from the dining room along the south elevation to the garage. A servant's room and full bath occupies the first floor bay at the northwest corner of the first floor between the garage and screen porch. At the center of the first floor is an unfinished storage room that is also labeled "den" and a boiler room. The dumbwaiter rises from the storage room.

The main stair rises to the fifty foot-wide "living porch" that extends across the entire front or north elevation. From the porch the living room runs through the center of the house to the south elevation. Modern cabinetry and chimney designs incorporate the dumbwaiter shaft. At the east and west of the living room are two bedrooms (total of four) with a bath between each.

The Panama houses were adapted from Army Quartermaster plans designed for use in the Panama Canal Zone. Their design development and construction show significant advances in the life style of the officers and their families into the modern tradition of utilizing a room for "multi-purpose" use.

The form draws from a mix of styles popular during the late 1930s in residential design. The principal identifying features are related to the Prairie style house form. The low pitched hip roof, with widely overhanging eaves, the building's two-story form, the tall ribbons of casement windows, the box-like shape, the top half of the upper story is emphasized by the upper run of transom windows, the horizontal banding created by the German siding and strong dark colored trim band between the stucco and upper horizontally run German siding. This is seen again at the horizontal run of the dark painted fascia at the eave. The appearance of the oversized pier design at the first level is not articulated as in the examples built in the 1930s.

Elements of the International style are seen in the smooth white stucco finish, crisp cast concrete stair that uses the stair to create an asymmetrical prominently projecting stepped feature to the elevation. Its projection becomes stronger as it projects into its cantilevered position as the secondary entry to the living room's south end (this is not as dramatic as the 1930s examples). The flush setting of windows at the first level's outer wall is a stronger tie to the style than in the recessed bays of the 1930s examples. The narrow wood casements appear to be metal. The front door's non-accentuated presence is obscured within the first floor screen porch, and the garages are incorporated into the façade design as a simple rectilinear opening in the façade. The primary influence, however, is in the "functionalism" planning aspects of the style. The decoration has been stripped from everything that is not functional. There are no doors to divide the living porch from the living room and the fireplace wall's smooth flow with its cylindrical forms and dumbwaiter chase is almost streamlined in its effect. The expanse of window wall created by the first level glass block that is again flush with the exterior stucco.

The last of the stylistic influences, a throwback to the Colonial Revival style, applies only to interior design. In some of the interior rooms such as dining rooms, classical Colonial Revival corner arched cupboards recall the style so prevalent within the district.

22. Quarters T (1941) 1531 Hobson Avenue (CNY #T): see description for Quarters S. Quarters T is located across a circular drive to the east of Quarters S.

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23. Quarters Y (2516 Hobson Avenue) and Z (2510 Hobson Avenue) (1942) (CNY #Y & Z): Quarters Y-Z is a duplex in which the two sides are a mirror image. The original plan, changes and condition of the units are identical. They were designed by Charleston architect Douglass Ellington as Quarters Type "A" for the Charleston Navy Yard. They were constructed in a prominent location in the relatively low-lying wooded area between the higher hilltop sites of Quarters G (1903) and Quarters C (1908).

The two-story Quarters Y is wood frame and has a rectangular plan of forty feet, four inches by thirty feet, two inches. Both Colonial Revival and modern Neo-Colonial styles are reflected in the design. Exterior walls are clad with wide horizontal asbestos siding. It has a continuous masonry wall foundation that encompasses the main house, the one-story front porch and rear one-story enclosed porch. It also runs towards and connects with a common one-story attached garage structure that joins the two duplexes together. The building has a low pitched hip roof of rolled composition roofing that rises to a blower ventilation monitor at the center of its ridge. A tall brick chimney rises from the center of the northeast elevation and has a brick corbelled cap and metal flat-screened hood. The chimney has a simple stylized convex brick scoop or inverted "C" rolls at its shoulder locations. A large two-sided louvered cricket the width of the chimney ventilates the attic at its intersection with the hip of the roof. The simple boxed eaves have five inch ogee aluminum gutters that act as a molded cornice to the flat fascia. Downspouts are aluminum. Long rectangular screened openings, enlarged in 1949, vent the attic through the soffits.

The facade or southwest elevation has a large one-story rectangular screen porch that is eleven feet, four inches by forty-two feet, four inches, extending practically across the entire façade. Square wooden attenuated posts have stylized Roman Doric capitals and form five screened bays. Metal awnings were later added between all of the porch bays. A wood frame screen door is located at the center bay of the porch and is accessible by four brick steps that are flanked by brick bulkheads. The porch's composition hipped roof has the same low pitch as the main roof. The shallow boxed cornices have a continuous five-inch ogee gutter that serves as a molded cornice at the fascia. Downspouts are aluminum. The primary elevation of duplex Y has three bays at the first level and five bays at the second level. The primary entry is a wood door. The base is divided by a Colonial Revival style cross-braced "Dutch" design. The upper door has six-lights. A simple sidelight of four-lights over a fixed flat panel flanks either side of the door. Restrained classical pilasters and a full molded entablature surround the entry design. The two bays flanking the entry door contain in-swinging French doors, each with fifteen lights.

Single, double-hung, wood six-over-six light windows flank all four elevations of duplex Y and have recently been replaced with matching wood sash. The main elevation's second floor has five symmetrically placed six-over-six-light sash. The two-story northwest elevation with its center chimney has two symmetrically placed six-over-six double hung wood sash at both the first and second levels. The rear elevation has a hipped roof one-story porch that has been enclosed and clad with horizontal asbestos siding. The original plans to the house by Douglass Ellington indicate that portions of porch were always enclosed. The end bay closest to the chimney is indicated as a glazed porch. It has five six-over-six lights at its northeast elevation and three at its northwest or end elevation. The center bay is indicated on the plans as the dining room sash. They're a pair of six-over-six sash. The next three bays are indicated on the original plans as a twenty-foot screen porch. The three bays of the porch have been infilled with fixed four-light sash over plywood bulkheads. An added wood door at its bottom half has three horizontal flat panels with six-lights above. A set of brick stairs descends to a concrete patio. The porch has a modern shed roof of exposed two by six rafters with rolled roofing that extends out over the patio.

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Quarters Y's southeast two-story elevation has an asymmetrical fenestration. At the first level are a paired six-over-six and a single six-over-six sash. The paired sash originally was for the front study that opened onto the screen porch and the rear was for a first floor bath. The second level has two symmetrical six-over-six sash.

The single-story, hipped roof, garage connects duplexes Y and Z and has a tall tapered brick chimney projecting from its rear hip. The one-story bay between the garage and the two-story southeast elevation of Quarters Y is the southwest elevation of the maid's quarters bath and of Quarters Y kitchen. The six-over-six wood sash is the kitchen sink window. The garage structure is shared by both duplexes. It projects slightly at its front southwest elevation and at the rear back to the depth of the rear patio. This front portion contains the garage for each unit with devising wall and the rear is enclosed for the heating system for the duplexes. The garage and the kitchen/maid's quarters connector are clad in the same wide asbestos siding as the main house. The garage doors are not original.

24. Quarters B (1942) 200 Navy Way (CNY #B): Quarter B, like duplex Y-Z, reflects the Colonial Revival styles found during the initial construction of the officer housing district. Its site is more typical of the early mansion-style quarters located in the upper highland between Quarters A and Quarters C and faces south. Its plan is very similar to Quarters Y-Z with the great exception that it is a single residence. The two-story Quarters B is wood frame and has a rectangular plan of forty feet, four inches by thirty feet, two inches. Both Colonial Revival and modern Neo-Colonial styles are reflected in the design. Exterior walls are clad with wide horizontal asbestos siding. It has a continuous brick or masonry wall foundation that encompasses the main house, the one-story front porch and rear one-story enclosed porch. The building has a low-pitched hip roof of rolled composition roofing. Two tall brick chimneys rise from the center of the east and west elevations and have a brick corbelled cap and metal flat-screened hoods. The chimneys have a simple stylized convex brick scoop or inverted "C" roll at their shoulder locations. Large two-sided louvered crickets the width of the chimney ventilates the attic at their intersection with the hip of the roof. The simple boxed eaves have five inch ogee aluminum gutters that act as a molded cornice to the flat fascia. Downspouts are aluminum.

The front or south elevation has a large one-story rectangular screen porch that is eleven feet, four inches by forty-two feet, four inches, extending practically across the entire front façade. Square wooden attenuated posts have stylized Roman Doric capitals and form five screened bays. Metal awnings were later added between all of the porch bays. A wood frame screen door is located at the center bay of the porch and is accessible by four brick steps that are flanked by brick bulkheads. The porch's composition hipped roof has the same low pitch as the main roof. The shallow boxed cornices have a continuous five-inch ogee gutter that serves as a molded cornice at the fascia.

The primary elevation of Quarters B has three bays at the first level and five bays at the second level. The primary entry is a wood door. The base is divided by a Colonial Revival style cross-braced "Dutch" design. The upper door has six-lights. A simple sidelight of four-lights over a fixed flat panel flanks either side of the door. Restrained classical pilasters and a full molded entablature surround the entry design. The two bays flanking the entry door contain in-swinging French doors, each with fifteen lights.

The main elevation's second floor has five symmetrically placed six-over-six-light sash. The rear elevation has a hipped roof one-story porch that has been enclosed and clad with horizontal asbestos siding. It wraps around the east elevations with a glazed porch enclosure and has the servant's quarters at its west end with a single six-over-six sash. To the east is the original screen porch and rear entry that has been enclosed. The center bay is a pair of six-over-six sash. The rear porch's west end has a large enclosed section with eight-grouped six-over-six light sash. The rear or north elevation's second floor, like the front, has five symmetrically placed six-over-six sash. The two-story east and west elevations with their center chimneys have two symmetrically

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placed six-over-six double hung wood sash at the second level. The first level has a single six-over-six-light sash toward the front and the enclosed wrap around porches at their north ends. The boiler room is in the basement.

The house has two detached outbuildings at its rear. One is a contributing garage (CNY #1284) with an end storage room. The second is for storage and is a modern noncontributing structure. The area between the house and the garage has a post-1945 modern chain-link fenced in yard that was used as a kennel. (See item #24; Quarters B Garage and item #; Quarters B Storage Shed).

25. Quarters B Garage (1942) 200 Navy Way (CNY #1284): The single-car garage for quarters B is situated directly behind the house facing west. The end-gabled roof garage is rectangular in plan and contains a one-car garage and an attached storage room with built-in shelving. The garage measures thirty-one feet, six inches by thirteen feet and is clad in white painted German siding on a concrete foundation with exposed rafter eaves. A six-over-six double-hung sash window exists in the center of the east elevation and at the northeast end of the north elevation. Two five-paneled wooden doors are on the south elevation.

26. Quarters W and X (1942) W (1465 Hobson Avenue) and X (1445 Hobson Avenue) (1942) (CNY #W & X): Quarters W-X is a duplex in which the two sides are a mirror image. The original plan, changes and condition of the units are identical. They were designed by Charleston architect Douglass Ellington as Quarters Type "B" for the Charleston Navy Yard. They were constructed in a heavily wooded area facing the straight run of Avenue C/Hobson Avenue and are the nearest of the contributing senior officer's quarters to the entrance of the complex.

The two-story Quarters W is wood frame and has a rectangular plan of forty feet, four inches by thirty feet, two inches. Both the Colonial Revival and the modern Neo-Colonial styles are reflected in the design. Exterior walls are clad with wide horizontal asbestos siding. It has a continuous brick or masonry wall foundation that encompasses the main house, the one-story front porch and rear one-story enclosed porch. It also runs toward and connects with a common one-story attached garage structure that joins the two duplexes together. The building has a low pitched hip roof of rolled composition roofing that rises to a blower ventilation monitor at the center of its ridge. A tall brick chimney rises from the center of the northeast elevation and has a brick corbelled cap and metal flat-screened hood. The chimney has a simple stylized convex brick scoop or inverted "C" roll at its shoulder locations. A large two-sided louvered cricket the width of the chimney ventilates the attic at its intersection with the hip of the roof. The simple boxed eaves have five-inch ogee aluminum gutters that act as a molded cornice to the flat fascia. Downspouts are aluminum. Long rectangular screened openings enlarged in 1949 vent the attic through the soffits.

Quarters X is identical. The form of Quarters W-X is two, two-story blocks attached through a one-story garage off each rear. The main two-story block of each house has a hipped roof covered with composition rolled roofing. The main elevation of each house contains a screened porch at the first level with a hipped roof and two pairs of six-over-six light double-hung windows at the second level. Walls are clad in asbestos siding resting on a masonry foundation. These houses have a simple but comfortable design. They lack any elaborate decorative features. The economical choice of construction materials reflects the design constraints of the World War II period. Duplex W-X exhibits the same construction techniques and materials as quarters D.

27. Quarters D (1941) North Hobson Avenue (CNY #D): Quarters D is a single-family house facing southwest on North Hobson Avenue. The L-shaped house consists of a square, two-story block with a single-story wing containing a one-car garage, servant's room, and enclosed porch. The front elevation has three bays, with three bays along the southeast elevation. The wood-frame and wood-clad house sits on a masonry wall foundation. Its roof is hipped and covered with composition roll roofing. Two triangular eyebrow dormers accent the roofline. The primary entry is a single door on the southwest elevation. The door is located

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within a small gabled portico supported by square posts. The main elevation contains two pairs of six-over-six double-hung windows at each level. The first level of the southeast facade is contained within a single-story hipped roof screened porch. A brick step leads to a screen door in the central bay of the porch. The second story of the southeast elevation contains two, evenly spaced 6/6 double-hung windows. One interior brick chimney rises off-center towards the rear of the roof.

28. Anchor (ca. 1918, moved to this location ca. 1941) between Quarters B Driveway & Quarters A Driveway at North side of Turnbull Avenue (# ANC): An anchor believed to date from World War I secured to a cement slab base. It was located here ca. 1941 to designate Quarters A as the Admiral's house and the center of command at the Charleston Navy Yard.

Inventory of Noncontributing Resources (12)

29. Dead House (pre 1776) in vicinity of Quarters A (# DH): Locally known as the "Dead House," this structure is a small building with a rectangular plan. Constructed of English bond brown brick, the building terminates in a barrel vaulted roof with front and rear parapets. Buttresses support its walls. The building has no windows. A single, wood paneled door exists on the south elevation with a Lords Proprietors' seal above the door. Local tradition suggests that the building may have been used to store bodies in the days preceding burial, explaining the derivation of the current name. It more likely served as a powder magazine. This building may be potentially eligible for individual listing in the National Register of Historic Places if additional research develops its history and significance. Since it has no connection with the history of the Charleston Navy Yard, however, it does not contribute to the significance of the Officers' Quarters Historic District.

30. Quarters C Garage (1935), (CNY # 1285): A two car rectangular garage that lies to the north of the kitchen wing of Quarters C. It was moved and remodeled in 1935. It has clapboard siding, modern rolling doors on the east elevation, and a modern six-light entry door on the south elevation. Due to its location change, its modern doors, closed eave, and modern circular gable vent the garage does not retain integrity.

31. Flagpole (1943), (CNY # 520 C): The main components of the flagpole are the octagonal concrete base, the yardarm; the flag staff cap and the topmast. The original wooden flagpole was erected in 1943; the present seventy-five foot aluminum flagpole is a modern replacement.

32. Quarters F Garage (1945), 99 Navy Way (CNY # 1427): Two-bay garage with solid-wood, sliding doors and a lateral gabled roof with asphalt singles. Walls are painted clapboard resting on a concrete block foundation with concrete slab. The original detached garage for Quarters F was constructed in 1936 and was located just behind the quarters to the southwest and included servant's quarters. The present garage replaced the original garage and is not within the period of significance.

33. Quarters B Storage Shed (after 1945), 200 Navy Way (CNY #): One bay rectangular storage shed with flat shed roof. Walls are painted German siding resting on a concrete slab.

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34. **Building # 700 (1963), (CNY # 700):** A later addition to the residential area, this non-contributing building is small in scale. The one-story brick veneer design was integrated into the existing landscape retaining much of the mature vegetation and trees surrounding their construction sites. It is constructed in a modern low-slung horizontal ranch-style design with the roof forming an end carport. Its presence has a minimal detraction to the integrity of the district.
35. **Building # 701 (1965), (CNY # 701):** see description for building #700.
36. **Building # 705 (1965), (CNY # 705):** see description for building #700.
37. **Building # 706 (1965), (CNY # 706):** see description for building #700.
38. **Building # 708 (1965), (CNY # 708):** see description for building #700.
39. **Building # 712 (1966), (CNY # 712):** see description for building #700.
40. **Parking Lot (2006), Intersection of Turnbull and Everglades Drive (# PL):** Parking lot and concrete sidewalk at the site of the straight east/west portion of Turnbull Avenue that ran to the site of the old Commandant's Pier. The site also includes the location of three former 1963 ranch houses (see Building #700) demolished for the parking area to service the North Charleston Waterfront Park. The sidewalk follows the axis of the original Turnbull Mansion's river walk and ends at the new Waterfront Park pier.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

- a owned by a religious institution or used for religious purposes.
- b removed from its original location.
- c a birthplace or a grave.
- d a cemetery.
- e a reconstructed building, object, or structure.
- f a commemorative property.
- g less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE
LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING AND DEVELOPMENT
SOCIAL HISTORY
MILITARY

Period of Significance

1898 - 1945

Significant Dates

1898, 1903, 1905, 1908, 1912, 1917, 1937-1945

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

See continuation sheets

Narrative Statement of Significance

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository:
North Charleston Redevelopment Authority;
S.C. Dept. of Archives and History

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Statement of Significance

The Charleston Navy Yard Officers' Quarters Historic District is nationally significant as a collection of historic resources representing the establishment, growth, and development of the upper echelon of senior military housing, structures, sports facilities and recreational landscape features within a park setting at the Charleston Navy Yard (later the Charleston Naval Shipyard, and finally Naval Base Charleston) from 1901 through 1945. Military planning and architecture illustrates the evolution of military philosophy, goals, and objectives, constructed within budget constraints. Military construction is linked directly to national defense and to the evolution of the United States into a world power. The district is eligible for listing in the National Register of Historic Places at the national level of significance under National Register Criterion A for Military History, Social History, and Community Planning and Development, and under National Register Criterion C for Architecture and Landscape Architecture.

The resources in this district are associated with the growth of naval officers' housing as a unique example of military residential development that has incorporated recreational use through the conservation of an important example of a historic landscape architecture and recreational park design of the Olmsted Brothers' Chicora Park. While some of the developments in housing were typical of those constructed at other navy yards elsewhere, the Charleston Navy Yard Officers' Quarters Historic District stands out as a singularly unique prototype for elite residential planned communities.¹⁴ In addition, this district possesses national significance as an intact and architecturally cohesive complex associated with the evolution of American naval officers' housing during the first half of the twentieth century.¹⁵ During the early decades of the twentieth century, the U.S. Navy increasingly stationed larger numbers of officers on permanent shore duty due to its commitment to the ideals of the Progressive Era. The consequent need for permanent housing established communities of families within the bounds of naval installations. Both Quarters A (as the Commandant's Quarters) and Quarters H-I (as the original Headquarters building) are associated with the initial planning for this military base as specific building types. Construction of this complex coincided with the establishment and subsequent chronological historic periods of expansion of the adjacent Charleston Navy Yard, already listed in the National Register of Historic Places on August 9, 2006. The Charleston Navy Yard Historic District and the Charleston Navy Yard Officers' Housing Historic District are composed of properties built under the same chronology of events, sharing the same geographical area from 1901 to 1945, and sharing many of the same themes. The fact that the officers' quarters complex provided the officers and families on-base housing and recreational facilities during the Navy's change and growth from the Progressive Era into the first years of the Cold War ties these two districts together chronologically and thematically. Military construction is linked directly to national defense and to the evolution of the United States into a world power. The officer housing area is distinguished from the more industrial areas and core of the installation by its residential senior officer use, park-like setting, curvilinear roads, and comparatively low building density.

In Charleston these historical associations in the Officers Quarters District reflect developing trends in community planning, social history, recreational needs, and representative examples of the changing technologies (Panama House quarters) and the overall modernization of residential officers housing employed by the United States Navy during an almost fifty-year period. The district is also eligible at the national level of significance under Criterion C as an illustration of the changes in architectural styles and forms and their importance relative to naval housing traditions for senior officers and the privilege and status within the navy ranks on American military installations during the period from 1898 to 1945. The earliest quarters (1898-1918) are examples of domestic military architecture that illustrates initial houses provided by the installation and designed as "Southern mansions" for the upper

¹⁴ R. Christopher Goodwin and Associates, Inc. "National Historic Context for Department of Defense Installations, 1790-1940, Volume II" (Frederick, Maryland: R.C. Goodwin and Associates, 1995.)

¹⁵ *Ibid.*

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echelon of the officers of the Navy Yard. All of the quarters built during this era were representative of the region's rural plantation tradition in the use of white painted weatherboard siding, set within an historic landscape of live oaks and landscape features. This Southern-based architectural response documents the Navy's insight into hiring local architects who were aware of the site-specific environmental issues of the era. This is exemplified by the local architects' consistent design use of two-story classically designed housing that included monumental facades with two-story verandas, French doors, and rear porches, and by their educated choice of materials and construction techniques prior to the advent of air-conditioning. Even though the mansion-style houses were in the twentieth century Beaux Arts tradition as Neo-Classical and Colonial Revival styles rather than as faithful replicas of the Georgian, Federal or Greek Revival plantation examples of the region, they make the complex a uniquely Southern example significantly and sublimely associated with an overall reference to antebellum plantation settings and landscapes. While nineteenth century military bases often had large homes with verandas facing the parade ground, the Charleston Navy Yard's officers' quarters faced isolated lawns within a park-like rural estate setting.

An important theme associated with the Charleston Navy Yard Officers Quarters' Historic District includes the architecture and design of the Navy's senior officer housing facility and its evolution through historical periods of time. After the nation's Centennial in 1876, the United States experienced a renewed interest in its Colonial past. The Colonial Revival movement had a profound effect on architecture. Elements of early American architecture, primarily Georgian and Federal styles, were widely adopted for many building types, particularly domestic design. Colonial Revival architecture at the turn-of-the-century did not result in copies of colonial precedents, but in loose interpretations that freely mixed various elements.

One of the most important planning philosophies to emerge from the latter decades of the nineteenth century originated from l'Ecole des Beaux-Arts in Paris. Important design precepts included symmetry of plan, strong visual axes, and classically-inspired monumental architecture. The work of many prominent Beaux-Arts trained or influenced architects were featured at the World's Columbian Exposition of 1893 in Chicago. Like the early industrial buildings at the Charleston Navy Yard, the design of the initial residential buildings also adopted classical architectural references. Classical designs displayed at the Columbian Exposition greatly influenced American architecture and city planning through the first quarter of the twentieth century. The exposition was a product of the Beaux Arts approach to design, which emphasized monumentality, symmetry, classical ornament, and hierarchy in support of civic institutions. Though the focal buildings at the exposition were monumental in scale, smaller pavilions representing each state in the union influenced the design of residential buildings such as those at Charleston Navy Yard. The architecture of the initial officer quarters exhibits a regional adaptation of the Neo-Classical vocabulary.

Among the architectural forms and periods represented by the historical resources in the district are: Neo-Classical and Revival styles and a late nineteenth century Victorian style, all in the form of mansion-like residences from the initial period through World War I; Colonial Revival and utilitarian forms as well as the introduction and development of the unique Panama house style and form during the inter-war and 1930s expansion period; and the continuation of the Panama house style and form, with utilitarian forms and Colonial Revival style single and duplex designs with Neo-Colonial influences, during the late World War II period. Additional themes that are wound through the historical development of the district are those associated with the customs and traditions in naval facility planning that apply to rank and privilege; the illustration of creating an overall residential character in response to local historical prototypes and romantic associations with the South; and its illustration of recreational development. Themes that should be explored further include architectural response to trends that affected naval modernization in the use of materials, climate control and livability issues of formal interior plans and servants' quarters; response to the use of automobiles and their storage. Themes of social history should address these historic resources' ability to demonstrate how it shaped social relationships within the naval community and in the local Charleston community as well as the effects the use of servants or

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stewards had on residential design and on family life as well. Several themes may be grouped to show how the design of officers' quarters served as a prototype for upper-class residential developments. The Charleston Navy Yard Officers' Quarters Historic District, as the senior officers' quarters for the Charleston Navy Yard, retains a remarkably high degree of integrity from its period of significance, 1901-1945.

The historical periods associated with the district include the initial acquisition and early years of the officer housing development and its context in residential community development in Charleston's history from the base's creation until the end of World War I, 1901-1918; the inter-war and 1930s expansion period which includes New Deal federal projects such as the Works Progress Administration (WPA), 1918-1941; and the dramatic expansion of the complex during American involvement in World War II, 1941-1945. During each of these periods, distinctive developments occurred at the officers' quarters complex and a significant number of resources remain extant from those constructed during each period. The period that defined the Officers' Quarters Historic District's significant architectural and distinctive character was the period of its initial development. The largest number of resources in the district relate to its dramatic development just before and throughout World War II, a period when the Charleston Navy Yard experienced its most significant period of expansion.

In summary, the residential architecture and the domestic design choices portrayed by the needs of the officers of the United States Navy and their families from 1901 until the base closed in 1996 remains visually intact within the built environment of what was a very private and privileged military neighborhood. Because the existing residential complex is relatively small in size, the buildings constructed present a clear architectural record. They document the conservative, male-dominated nature of the military residential choices and trends representing the housing needs of the naval officers and their families at the Charleston Navy Yard. The architectural vignette represented by the officers' quarters and the examples of the latent retention of residential formality in house plans due to the elite nature of the military social structure also provides an interesting contrast to the changing design vocabulary, architectural trends and residential social developments that were also changing in the Charleston metropolitan area during the era from 1898 until 1945. The trends are not only recorded in the existing built environment but are also documented in the meticulous files and drawing collection preserved by the Navy.¹⁶ Often original architectural records exist for every aspect of the design and construction of officers' quarters and related projects along with overall site plans and documentation for the planning and development of the entire complex. Records exist to document the modernization and upgrading of mechanical, plumbing, and storm protection; the development and integration of automobile garages to the site and house plans; the addition and utilization of screen porches; the consistent incorporation of servants' quarters; and the addition of smaller quarters utilizing materials and methods of construction common to the World War II era, as well as later alterations and additions up to the complex's sale by the Navy when Naval Base Charleston closed in 1996.

¹⁶ Charleston Navy Yard Files, NCRA; Charleston Navy Yard Plans, NA.

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Additional Information

Base Acquisition and Construction through World War I

Evolution of Naval Officer Housing

During the nineteenth century, the United States Navy stationed most of its personnel on ships. It required shore housing only for officers and other key personnel who supervised the construction and repair work at naval yards. The earliest examples of naval officer housing appeared at Navy yards. The administration building and officers' quarters were usually located in an area adjoining the shipyard. Each shipyard had a Commandant's Quarters, designated Quarters A, as well as a limited number of quarters for executive officers and other senior administrative officers. Officer housing was generally located on a prominent site within the installation and often represented the finest examples of architectural design at the yard.¹⁷ Architectural ornamentation of officer housing usually reflects both its period of construction and budgetary constraints. During the last quarter of the nineteenth century, the military began to design housing using an eclectic Victorian architectural vocabulary.

By the 1890s, the United States began to transform its Navy into a fleet that could command the seas. In order to accommodate the construction and repair needs of a modern naval power, the Navy demanded additional ship repair facilities and a greater construction capacity. It also needed larger dry docks to accommodate both the construction and repair needs of steel warships developed at the end of the nineteenth century. By the early twentieth century, a major expansion program was well underway to construct new facilities and upgrade existing facilities. As the U.S. Navy expanded and modernized its fleet during the first decade of the twentieth century, it established or expanded its shore facilities.¹⁸ An increased number of officers' quarters were constructed to accompany this expansion. The consequent need for permanent housing established communities of families within the bounds of naval installations. Because the number of officers' quarters remained relatively small, the Navy did not develop standardized residential plans in the construction of housing. Instead, the design of officers' quarters generally was unique to each particular installation and reflected civilian architectural styles of the period.¹⁹

The Navy began to provide athletic facilities on its installations during the early and mid-twentieth centuries as it expanded its shore facilities to include operating bases that housed larger numbers of shore-based personnel. Desired recreational facilities listed for training stations and bases included tennis courts, golf courses, and docks for recreational and fishing boats. Athletic facilities are associated with the growth of social and cultural amenities provided to military personnel during the twentieth century. They are also associated with the general rise of interest in organized sports and fitness during the early twentieth century, which is evident from the construction of buildings, structures, and athletic facilities and fields specifically designed for sports in housing neighborhoods and on military installations. Athletic facilities generally do not possess individual historical or architectural significance, but those in this complex are contributing properties in the Charleston Navy Yard Officers' Quarters District.

¹⁷ Goodwin and Associates, Volume II, p. 97.

¹⁸ Kenneth J. Hagan, *This People's Navy: The Making of American Sea Power* (New York: The Free Press, 1991).

¹⁹ Goodwin and Associates, Volume II, p. 97.

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The Charleston Navy Yard and its Officers' Quarters

At the turn of the twentieth century, the United States Navy looked for an alternative to the Port Royal Naval Station in Beaufort, South Carolina, for several compelling reasons. The wooden dry dock built in 1894-95 already needed expensive repairs, the channel at Port Royal was not deep enough for the Navy's new steel-hulled vessels, and there was no mainline railroad service to Port Royal.²⁰

Charleston's businessmen, politicians, and newspaper editors seized this opportunity to promote their city as an ideal location for a new naval base. The Charleston Harbor jetties, built by the U.S. Army Corps of Engineers between 1879 and 1895, had been successful in keeping the channel clear for deep-draft steam vessels. The U.S. Army had strengthened Fort Moultrie on Sullivan's Island, just north of the jetties, before the Spanish-American War of 1898, and was planning to enlarge the artillery post there again. All these successes had impressed military leaders favorably with Charleston. Finally, there was railroad access to the Cooper River.²¹ In only one respect did Charleston fall short: there was not an adequate labor supply, and one was not expected to develop during the near future. The Lowcountry did not have a tradition of industrial labor. The *News and Courier* hoped this would change for Charleston, giving "hundreds of white boys" an opportunity to become skilled mechanics and learn their trade at a new Charleston Navy Yard.

In 1900 Mayor J. Adger Smyth formally requested the U.S. Navy to transfer the Port Royal Naval Station to Charleston. With U.S. Senator Benjamin R. "Pitchfork Ben" Tillman, he began to lobby Admiral Mordecai J. Endicott, Chief of the Bureau of Yards and Docks.²² Burton Lumber Company's superintendent provided an affidavit refuting the dangers of malaria along the Cooper River. Chicora Park, just designed as a city park by the Olmsted Brothers, was a vital part of Charleston's offer to attain the new facility.

On August 12, 1901, a government delegation headed by Captain Edwin Longnecker purchased the land for the shipyard. It included three tracts: 171 acres (\$34,206) from the City of Charleston; 258 acres of Marshlands Plantation (\$50,000) from Cecilia Lawton; and 760 acres south of Marshlands (\$1.00) from the State of South Carolina.²³ Marshlands Plantation House became offices for the base, and remained in use until 1961, when its site became Dry Dock #5. The site of ceremony of "taking formal possession" took place "at the pretty cottage of the keeper of the park at Chicora," now Quarters F. After the formalities were completed Captain Longnecker and the Charleston party led by Mayor Smyth were served a "light luncheon" and drank a number of toasts to celebrate the occasion. Longnecker, who would become the first commandant of the new yard, stated that he was delighted with the look of the land and said that the Navy Department had "acted most wisely in selecting Charleston for the greatest naval station at the South."

By October 1901, a board of officers had provided a general plan for the base. The board laid out a grid pattern road and transportation system with the officers' quarters laid out immediately to the west and north of the old Turnbull Mansion site. The plan depicted the officers' quarters as institutional housing on closely spaced rectangular lots facing straight roads and a small triangular park. Other than reusing the Turnbull Mansion site, the existing pier, and the "keepers cottage," this plan avoided reference to the existing Chicora Park road infrastructure and plan as laid out by the Olmsted Brothers.

20 Paolo E. Coletta, ed., *United States Navy and Marine Corps Bases, Domestic* (Westport, Connecticut: Greenwood Press, 1985), p. 78.

21 Preservation Consultants, "North Charleston Survey," p. 26.

22 McNeil, p. 38.

23 McNeil, pp. 39-40.

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Chicora Park

The City of Charleston made as part of their offer to the Navy a large piece of land—nearly 600 acres—in the unincorporated “North Area” three miles north of the city on the Cooper River. This land had been purchased in order to create the city’s first large-scale recreational public park, Chicora Park. The story of Chicora Park is documented in the City of Charleston *Yearbooks* from 1895 to 1902. The land was Retreat Plantation, which had been acquired in 1851 by Andrew Turnbull, who built the house later known as the Turnbull Mansion. One of the first actions of the Board of Park Commissioners was to name its new park “Chicora Park.” The Board soon retained the famous landscape architecture firm of the Olmsted Brothers from Brookline, Massachusetts. Frederick Law Olmsted [1822-1903], the father of American landscape architecture, had founded the firm; however, by the 1890s his adopted stepson, John Charles Olmsted [1852-1920] led the firm. The Olmsted firm, which also included Frederick Law Olmsted, Jr. [1870-1957], was responsible for the development of many grand urban parks and landscapes. Major examples of their work included New York’s Central Park, the grounds of the United States Capitol Building, and the park grounds and site development of the house and formal gardens at Biltmore House in Asheville, North Carolina. They visited “the North Area” in early 1896 and completed a plan dated 8 April 1899. Prior to the final Olmsted plan work had begun on the 600 acres that ran roughly from Noisette Creek and the Cooper River at its northeast boundary back toward the southwest intersection of the Park with the Old State Road to Charleston (King Street Extension, Meeting Street Road, and Rivers Avenue represent the early land route to the north by way of the “old State Road”). Chicora Park included all of the present-day area of the Officers’ Quarters Historic District, concentrated in what the Olmsted Brothers firm called “The Oakland Ramble” and other highland overlooking the Cooper River and Noisette Creek.²⁴ The roadwork for the park had been under way since 1896, as had work in clearing the site for the proposed recreational use areas of the park. Work completed since 1896 included the completion of the main road and curvilinear lane system, a saltwater pond, a plant nursery, the building of paths and bridges over the low lying creeks that were to be the park’s larger lagoon system, the addition of 50 acres next to Noisette Creek for a golf course in 1899, a bandstand/pavilion, carriage sheds and service buildings. An electric trolley streetcar line was extended to the site in 1897, with land leased for a shelter. The city undertook the planting of hundreds of trees and shrubs although a number were moved to Hampton Park when the land was sold to the Navy. A “substantial wharf” or pier was constructed in 1896, perpendicular to what was the existing site of the old Turnbull Plantation house (near the present-day site of Quarters H-I). The historic plantation mansion house was being turned into an inn. In addition, a two-story “cottage” was built in 1898 for Chicora Park’s resident manager or “keeper of the park.”

Use Of Existing Park Infrastructure and Olmsted Planning Principals / Beginning of Early Domestic Architecture / Quarters G Construction

In the spring of 1902 preliminary construction began at the new Charleston Navy Yard with the stone-and-concrete Dry Dock Number One, although specifications were revised and based on the 1903 Bureau of Yards and Docks specifications (completed in 1907).²⁵ By 1903 work had also begun on the first of the new officer housing, Quarters G. The early domestic military architecture (1898-1918) illustrates the initial housing provided by the installation as Southern mansions for the upper echelon of the officers of the Navy base. Initial development of the officer quarters’ complex during the first decade of the twentieth century consisted of three large dwellings—Quarters G, A, and C—the remodeling of and a large addition to Quarters F, and the construction of the Commandant’s offices, later Quarters H-I. Quarters G is typical of these houses in scale and in the formality of their plans. It was sited on the westernmost hilltop rise of the district. The quarters were designed as a two and one half-story vernacular Southern

²⁴ Olmsted Brothers Plan.

²⁵ McNeil, p.42.

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mansion with both Neo-Classical style and Colonial Revival style elements. There are also latent nineteenth century Revival and turn-of-the-twentieth-century Craftsman influences. Quarters G illustrates an example of vernacular Neo-Classical residential design that gained popularity at the beginning of the twentieth century. Like the early industrial buildings at the Charleston Navy Yard, the design of the initial residential buildings also adopted classical architectural references. Classical designs displayed at the World's Columbian Exposition of 1893 in Chicago greatly influenced American architecture and city planning through the first quarter of the twentieth century. The exposition was a product of the Beaux Arts approach to design, which emphasized monumentality, symmetry, classical ornament, and hierarchy in support of civic institutions. Though the focal buildings at the exposition were monumental in scale, smaller pavilions representing each state in the union influenced the design of residential buildings such as those at Charleston. The architecture of Quarters G, the first of the officers' quarters built at the base, exhibits a regional adaptation to the classical styles of the era. The monumental double porches or verandas within the context of the ancient live oaks and rural /informal site design gave officers their own plantation setting complete with two-story, full-facade porticoes, screened porches, and consistent white color scheme.

The proposed institution site plan for the quarters laid out in 1901 had been revised. The forest of live oaks in what Olmsted termed "the Oakland Ramble" or the tree-covered highland of the park design was retained and surrounded the site.²⁶ As Avenue C (now Hobson Avenue) was extended into the district from the grid of the shipyard, a long narrow curvilinear drive ran east of the quarters and ended with a continuous asymmetrical circular turn-a-round at its north elevation. The natural topography and landscape features had been conserved as part of the planning process and the Olmsted planning principals of the park's roadway circulation retained. It is significant that the Navy situated the officer housing for the Charleston Navy Yard on the picturesque landscape contained within the bounds of Chicora Park. Chicora Park, Charleston's first large-scale recreational facility, gave water access to the site with the Cooper River at its east boundary and Noisette Creek at its north. The plan for Chicora Park was ambitious, including salt-water lagoons and landscaped gardens. By the turn of the century, a wharf and several buildings had been constructed; a nursery established; lagoons and bridges built; and golf links laid out. The topographical features of the park were well suited to a residential development. The landscaping and site design of the officers' quarters area adopted the topography of the park. The slightly hilly topography and the marriage of new roads took advantage of the curvilinear design of roads and drives as initiated by the Olmsted Brothers in that they were easily adapted to integrate with the new residential site plans. The existing infrastructure and its picturesque characteristics were reworked to service the primary structures from the Olmsted plan including the Turnbull Mansion, its circular drive and the major axis to the 1896 wharf. Turnbull Avenue was extended along the straight walk to the pier through the Turnbull gardens site. The wharf was renamed the Commandant's Pier and would provide recreation access for the officers to the Cooper River. Turnbull Avenue and Pine Road (now Navy Way) connected the "keepers cottage" and the Turnbull Mansion site to Avenue C. It served as the entry axis for joining the quarters with the adjacent industrial and main administrative development at the shipyard.

Additional Development of Senior Officers' Quarters

Quarters A

By April 1903 plans were underway for Quarters A, the Commandant's quarters, to be located at the center and second most prominent hilltop next to the Turnbull Mansion (site of the Administrative Headquarters, later Quarters H-I). By this time the pattern for locating the significant early quarters where each could be afforded a prominent view, picturesque setting, and access to the sea breezes was established. The hilltop sites provided a perfect setting for the large individual house sites and gave each an

²⁶ Olmsted Brothers Plan.

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element of privacy. Quarters A was built as a two and one half-story Neo-Classical style mansion-type quarters, fronted by monumental two-story Doric columns raised on paneled plinths facing south across double, full-width verandas. The region's rural plantation tradition in the use of white painted weatherboard siding within the park-like live oak and landscaped setting associates the building's Southern-based architectural expression with vernacular climatic solutions in materials and design. The Commandant's house, Quarters A, is a major building type and possesses significance because of its historical associations with significant chronological overviews, thematic studies, and property types during the history of the Charleston Navy Yard. Quarters A displays local vernacular architectural design reflecting its 1903-1905 period of construction and embodies distinctive characteristic Beaux Arts planning and Neo-Classical detailing. The building's quality of design, materials, and the great amount of original fabric retain integrity of its craftsmanship and carpentry that includes the 1905 period windows, doors, moldings and much of the interior's original detail and design. The location of Quarters A and the nearby Administrative Headquarters (Quarters H-I) were typical components and requirements of the early site planning for America's Naval bases. As the Commandant's home, it is associated closely with the historical significance of the installation and its role in U.S. history. The retention of its formal plan used for entertaining dignitaries in the military, public and private sectors of society along with its in-house servants' quarters provides tangible associations with important social themes and contexts. As the Quarters of the Commandant, it was the center of the housing complex from 1912 until 1945 as the home of the highest-ranking officer. Quarters A is associated directly with the first historic period of the chronological overview of this district. Because the Officers' Quarters Historic District's period of historical significance extends from the building's initial completion in 1905 until the beginning of the Cold War in 1945, its association and contribution with ongoing and to new thematic studies is important.

A wooden flagpole was erected in 1943 on an octagonal cast concrete base south of Quarters A (CNY# 520-C), designating Quarters A as the center of the command for the Charleston Navy Yard. It was replaced by a modern aluminum pole and does not contribute to the historic character of the district.

Quarters H-I

Out of the U.S. Navy's long historical development evolved the need for specific building types in its land-based installations. One of the most prominent building types by the late nineteenth century was a large administrative headquarters building. Headquarters contained the office of the shipyard commander, the Commandant, and other offices necessary for the yard's operation. As the key building for administrative operations its site was placed in a prominent location that reflected its position as the center of command. Its architecture usually was among the most elaborate at permanent military installations and often exhibited high-style architectural design typical of its period of construction. As with most permanent construction at Navy yards, headquarters buildings reflected contemporary and regional architectural styles, and were not standardized buildings. The Yard Headquarters was often located away from the industrial shipbuilding and storage areas, positioned near Quarters A, the Commandant's house.

The Turnbull Mansion (ca. 1851) had been constructed at the most prominent site or bluff on Retreat Plantation and was incorporated into the Olmsted's Chicora Park plan between 1886-1889.²⁷ It was depicted with landscaped terraces and gardens with a straight central promenade to the Cooper River pier. The landscaping for the mansion also included a large west lawn and a circular drive. Therefore, it is not surprising to find that the site was coveted for the location of the Yard's Administration Headquarters building to house the offices of the Commandant, his staff, and the Captain of the Yard. It would provide the building with the most historic and imposing location at the Charleston Navy Yard and would locate it within the Officers Quarters District near the proposed site of the adjacent hilltop location of Quarters A. For all practical purposes the site was ready-made and

²⁷ Olmsted Brothers Plan.

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would follow the prescribed Navy plan for locating it as a primary building type. The old Turnbull plantation house was razed and by May 1903 detailed plans had been developed for the new Commandant's Headquarters. Following the same orientation as the Turnbull house, its commanding 39' x 80' footprint would be centered atop the picturesque Turnbull bluff with its axis aligned with the old pier and existing lawn and circular drive. As the Turnbull mansion had been incorporated into the original Navy's plan for development the site already had access to the two main curvilinear roads, Turnbull Avenue and Pine Road (recently renamed Navy Way).

The design for the Headquarters' building, like so many of the Navy's more imposing buildings of the era, would be in the American eclectic Beaux Arts tradition with Italian Renaissance Revival detailing. The Beaux Arts approach to design, with its emphasis on monumentality, symmetry, and classical ornament, is evident from the original elevations and plans.²⁸ Beaux Arts formal style accompanied the Navy's increased funding, technological sophistication, and international role. The two-story Italian Renaissance style, rectangular brick building was the most expensive and richly detailed of the early buildings in the Charleston Navy Yard. The building's quality of design, materials, and carved detail retains artistic merit in both the exterior and interior finishes. The Commandant's Headquarters building was completed in 1905 and began its seven-year service during the critical initial years of the Yard's history. During its first five years of administrative operations the United States Navy went from being ranked twelfth among the world's naval powers to in 1910 being the world's third ranking naval force, in tonnage, behind Great Britain and Germany, and second only to Great Britain in the number of capital ships.²⁹ The Headquarters building as a major building type possesses significance because of historical associations with significant events and because of its architectural merit. As the administrative center, is associated closely with the historical significance of the installation and its role in U.S. history. The administration building is associated directly with the chronological overviews related to the Yard's initial period of operation (1905-1912) and with the major themes related to the installation's mission and its design as part of the Progressive Era's commitment toward reform.

Subsequent additions to the Administrative building with its change into a residential duplex (see 1912 & 1918 changes below), while modifying the exterior and interior use, removed very little of the original fabric from the building. Interior partitions were added over original fabric. Though these partitions and exterior additions are visually significant, they did not remove significant amounts of the original fabric of the building.

When the Headquarters building was completed in 1905 a large flagpole was erected and dominated the west circular lawn indicating it as the Charleston Navy Yard's center of command. It remained until 1943 when a new flagpole was erected in front of Quarters A, shifting its identification as the center of command.³⁰

Quarters C

By 1908 Quarters C had been designed and joined the rank of mansion-style officer quarters. It was designed as a two-story Colonial Revival mansion with two levels of wrap-around piazzas at the main south and east elevations. The significant general chronology, themes, and context identified for Quarters A apply to Quarters C as well. Quarters C represents senior officer housing of a rank below that of Quarters A. The house retains a significant amount of integrity to its interior and exterior historic fabric.

²⁸ Charleston Navy Yard Files, NCRA.

²⁹ McNeil.

³⁰ U.S. Navy Installation Maps: Charleston Navy Yard, 1901-1945, Charleston Navy Yard Files, NCRA.

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Quarters F Enlarged

Quarters F originally was constructed in 1898 by the City of Charleston as the “pretty little cottage of the keeper of the Park at Chicora.”³¹ It predates the Charleston Navy Yard by three years, and was built as a late Victorian vernacular rural cottage with a two-story rectangular house with simple open end-gable roof. It had one-story symmetrically placed nineteenth century Italianate bays across the narrow end bays of the house. The character defining one-story shed porch was built with an open octagonal porch bay at its north and south ends. In 1908 the building was enlarged to become Quarters F of the officers' quarters complex. A central “leg” rear addition with a one-and-one-half-story plan changed the plan into a symmetrical “T” shaped plan. The addition increased its square footage with a rear hall, dining room, rear kitchen, side porch, and two-second floor servant's rooms and a bath to be in keeping with new quarters. Its exterior was somewhat modified. A small asymmetric second story tower with a conical roof was removed from the front elevation's east end along with a pair of castellated parapets that projected above the two Italianate end bay's hipped roofs.³² The 1908 changes by the Navy remodeled the house into a more traditional or classic Colonial Revival design. It retained its original orientation and geographic location.

The significant general chronology, themes, and context identified for Quarters A apply to Quarters F. Quarters F represents senior officer housing of a rank below that of Quarters A. While large in appearance, its design varies from the other quarters in that it does not have a monumental porch or veranda. Its white painted color scheme, wood siding, and setting within the park-like landscape plan of the district give Quarters F a common sense of time and place to the newer quarters. Like Quarters A, G, and C, its isolated location surrounded by the park and gardens that run between the curvilinear roads and walks binds Quarters F into the same residential feel as in the surrounding residential district. Its picturesque character is enhanced by its retention of its two original symmetrically placed octagonal porch bays (The southern bay has been glazed). In addition a third side dining room bay, rear eastern porch, and second story screened sleeping porch were added since 1908. Quarters F retains a significant amount of integrity to its interior and exterior historic fabric.

The house was the site of the ceremony on 12 August 1901 when the United States Navy took formal possession of the land for the Charleston Navy Yard, the single most important event occurring within the officers' quarters complex.

Quarters H-I /Change to Duplex

As early as 1912, plans were drawn to convert Quarters H-I, the Commandant's Headquarters and Offices, into a townhouse-plan residential duplex for senior officers. Two detached servant's quarters were built behind the building. The Commandant's Headquarters was to move to the core of the adjacent industrial Charleston Navy Yard. The residential duplex plan changes were completed by 1913. In 1918 two large two-story white wooden porches with three-bays on the front and sides were added in the tradition of the other mansion-style quarters. Two-story piers and shed roofs give a somewhat monumental character to the additions. The porches flanked the main entry and the five bays of the front second floor loggia and wrap over two bays of the front and side elevations. Awnings were added to the porch bays in the 1930s.

³¹ *Yearbook, City of Charleston, S.C.* (Charleston: *News and Courier* Presses, 1898).

³² Bureau of Yards and Docks, “Quarters F Renovations,” 1907, Charleston Navy Yard Files, NCRA.

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In 1929 several bays of the 1919 porches were enclosed for additional interior space with six-over-six wood sash and in 1933 the second floor front loggia arches for Quarters I were enclosed. In 1936, the original rear entry facing the Cooper River was demolished and a two-story residential brick addition was added with a one-story side rear entry porch for Quarters H and a straight stair and rear entry for Quarters I. The infill to the loggia was recently removed and a rear handicapped ramp added to the north elevation.

The Charleston Navy Yard's Headquarters building displays high-style architectural design reflecting its 1903-1905 period of construction. It embodies the distinctive characteristic Beaux Arts planning and Italian Renaissance detailing. The building's quality of design, materials, and carved detail retains artistic merit in both the exterior and interior finishes. Subsequent additions and alterations into a residential duplex, while modifying the exterior and interior use, removed very little of the original fabric from the building. Interior partitions were added over original fabric and exterior additions although visually significant did not remove a significant amount of original fabric from its construction. The recent removal of the infill at the Loggia greatly enhanced the exterior.

Transportation Patterns of the Era Transportation Patterns of the Era

One of the most significant character-defining features of the Officers' Quarters Historic District is the current transportation and circulation pattern. The roads and driveways wind between mature oaks and are designed with continuous turn-about around islands of trees and shrubs. Even some of the sidewalks at the quarter's entries follow curvilinear patterns. The current transportation and circulation patterns were developed as a result of three major influences on the site. The first was the influence of the natural topography and landscape features which the Navy respected from the beginning of their planning process. The second was the fact that in 1901 significant existing infrastructure and improvements had been made to the site. The Chicora Park pier, major roadways, the "Keeper's cottage," and the historic Turnbull Mansion's rehabilitation were well underway or had been completed by the city for the designs of the Olmsted Brothers. The Turnbull Mansion's original site design, with its east drive, river front orientation, gardens, and straight walkway to the Cooper River pier, was incorporated. The third major influence that affected the development of the current transportation and circulation patterns resulted from a board of Navy officers adopting Olmsted's narrow curvilinear roadway design philosophy and site development rather than the grid pattern they had laid out as a general plan for the development of the Charleston Navy Yard. By October 1901 the City Surveyor's Office had published the original grid pattern design on a plat that was taken from a blueprint furnished by the U. S. Navy. The current transportation and circulation pattern that resulted was a marriage of the two plans with the existing infrastructure. Avenue C (now Hobson Avenue) was extended as a straight thoroughfare from the grid into the site. From 1902 the choice of the hilltops that offered the most prominent topographical and climatic locations for the initial officer quarters were determined and a design process began to knit the existing transportation infrastructure, buildings, and the proposed new development to Avenue C. As the circulation system was developed from Avenue C, new roads were laid to incorporate the curvilinear lanes that already serviced the resident manager's house (Quarters F) and the Turnbull Mansion (site of Quarters H-I). The three principal roads that resulted from this process were Turnbull Avenue (somewhat modified since 1905), Pine Road (recently renamed Navy Way) and Avenue C (now Hobson Avenue). An additional significant characteristic of the roadways is the rural edge detail to the roads and drives. The addition of driveways and even sidewalk access to the quarters were planned with the same picturesque quality within the park setting as was designed in 1903 by the Navy, which in turn was designed to be in keeping with the Olmsted Brothers 1899 park roads. The driveways wind between mature oaks and are designed with continuous turn-about around islands of trees and shrubs. Blacktop Drive, located between Turnbull Avenue and Pine Road/Navy Way, is a drive built in 1934 to service Quarters J and its garage. With the 1937-1938 development of the low lying areas next to the Cooper River and Noisette Creek, Everglades Drive was constructed from the southern end of Pine Road/Navy Way and continued east to the Cooper River between the sites of

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Quarters M and N then traveled north to follow the Cooper River levee to Noisette Creek where it provided access and service to the golf course (1922-1937), Officers Club (1940) and Bachelor Officers' Quarters. A circular turn-about and drives to the rear of M and N were extended from Everglades Drive. A similar turn-about and rear drive was extended from Turnbull Avenue to service Quarters K and L. It was named as part of Turnbull Avenue. In 1937 a curvilinear extension was made to the northeast end of Avenue C/Hobson Avenue to service the low-lying location for Quarters O and P. A large turn-about was constructed with curving drives to the quarters. From the west side of Avenue C/Hobson Avenue) a small turn-about was also added for Quarters Q and R with a drive to the rear. Curbing was installed only where embankments or storm water inlets or grates were necessary, leaving the roadways with a natural low profile character complementing the park-like setting.

Recreational Context of the Era

This period also was represented by the construction of four tennis courts. While two remain off Turnbull at the location of the original stables for Chicora Park, the other two were constructed near the river front and were removed to make way for Quarters M & N. The courts were constructed as early as 1915.³³ Site #1411 is just to the south of Turnbull Avenue between the lawns of Quarters H-I and Quarters A and retains two of the original 1915 court sites still in use in 1996. The site is roughly 120' x 120', is oriented on a north/south axis, and contains two tennis courts with retaining walls, with the courts leveled into the surrounding hilly topography of the complex. They retain their original orientation and location although the court surface and nets have been replaced since 1915. The courts retain the sense of time and place within the recreational and cultural context of the Officers' Quarters Historic District. The recreational landscape is one of the descriptive contexts that has retained its integrity from the earliest days of the officers' quarters complex. The private and club-like nature of the grounds, open to a limited number of Naval officers and other personnel, offered select recreational uses for the privileged families who lived in the officers' quarters. The amount of acreage within the complex for walking, running, bicycling, gardening, fishing and playing tennis is representative of the elite lifestyle afforded to the officers living there.

While the existing courts were simple functional structures and do not possess individual historical significance, they do contribute to and shape the development of the residential area, and are significant resources in the Officers' Quarters Historic District. The fact that the tennis courts were incorporated into the landscape design as athletic facilities during the earliest stage of the development of the complex makes them representative of the Navy's program for recreational facility growth as part of the social and cultural amenities context provided within the housing district's facility needs. The courts also have significance as a symbol of the residential neighborhood's elite status reinforcing the military social structure's seriousness of rank among the overall enlisted personnel of the base and as its significant contribution as a symbol of its elite club-like persona.

The Inter-War and 1930s Expansion

During the Inter-War period (1919-1939), particularly in the 1930s, vernacular interpretations of style influenced by the Charleston climate appeared in the officers' quarters complex and are representative of the changing social and institutional history of the Navy during the New Deal era and during the buildup toward active American participation in World War II. During the 1930s expansion of the Charleston Navy Yard, the Navy added eight new buildings in the officer housing area. Quarters K, L, M, and N were constructed in 1937 along the eastern boundary overlooking the Cooper River. Quarters O, P, Q, and R were constructed in 1938 along the northwest boundary of the district. The design was adapted from Army Quartermaster plans designed for use in the Panama Canal zone, hence the common local name of "Panama Houses." Each of these houses was a vernacular interpretation of

33 U.S. Navy Installation Maps: Charleston Navy Yard, 1901-1945, Charleston Navy Yard Files, NCRA.

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the Prairie or International style, with a hint of Colonial Revival styling in the interior design of architectural features such as corner cabinets. The house form provides an enormous jump in the development of residential design for the Navy Yard, bringing the housing development finally into the twentieth century.

Quarters J

Quarters J was constructed during the beginning of the economic turnaround and rise in activity of the Charleston Navy Yard that began in 1933. It was constructed in 1934 at the site of a former schoolhouse, and sited near the entry to the officers' quarters complex.³⁴ As a one-story building that is much smaller than the houses built in the Navy's initial building program, it represents a trend toward smaller and more manageable housing. The house form and detail is in the classical Colonial Revival vocabulary in plan and function, and looks back to the earlier era of residential development. Servants' quarters were designated within the house and later added to the detached garage.

New Deal Programs

After post-World War I military cutbacks, Charleston County and the Navy Yard were affected severely by the Great Depression of the late 1920s -1930s. The local unemployment rate rose from 4% in 1930 to over 20% by January 1932. Some relief began in 1933 when the Federal Emergency Relief Administration (FERA) dispensed \$500 million. The public works and employment programs of Franklin Roosevelt's New Deal and its "alphabet soup" agencies soon overshadowed direct relief. Between 1933 and 1936, continuously prodded by U.S. Senator James F. Byrnes and Charleston Mayor Burnet Maybank (1931-1938), New Deal programs funneled almost \$35 million into the city and county. Significant Navy Yard work was done under the Federal Emergency Administration of Public Works, popularly known as the Public Works Administration (PWA), and its successor, the Works Progress Administration (WPA). The work program made a major contribution to the development of the district. The building of the eight Panama houses under the WPA's efforts is documented in the photographs of the Navy's archives at the base. There is also photographic documentation of the WPA's work force having been involved in the maintenance and upkeep of the district, with a November 1937 photograph showing the installation of WPA street lights in a picturesque rough timber design with underground electrical cable. It is important to note that the Navy used local professional and labor skills, whether as part of the WPA work force or as part of the general construction and maintenance of the officers' quarters complex.

The Development of Quarters K, L, M, N, O, P, Q, and R (Panama Houses)

The Panama House draws from a mix of styles popular during the late 1930s in residential design. The principal identifying features are related to the Prairie style house form, such as the low pitched hip roof with widely overhanging eaves; the building's two-story form; the tall ribbons of casement windows; the box-like shape; the top half of the upper story emphasized by the upper run of transom windows; and the horizontal banding created by the German siding and strong dark colored trim band between the stucco and the horizontal run of the dark painted fascia at the eave. The appearance of the oversized pier design at the first level is also typical of the style.

³⁴ Bureau of Yards and Docks, "Building 1034 Plans," Charleston Navy Yard Files, NCRA.

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Elements of the International style are seen in the smooth white stucco finish and the crisp cast concrete stair that uses the stair to create an asymmetrical prominently projecting stepped feature to the elevation. The metal casements of Q, R, O, and P are the best examples of the ribbon window typical of the style. The casements of K, L, M, and N are wood. The front door's non-accentuated presence obscured within the first floor screen porch, and the garages feel of being incorporated into the façade design as a simple rectangular puncture or step into the façade are typical examples of the style. The primary influence, however, is in the "functionalism" planning aspects of the style. The arrangement of the spaces at the second floor is multifunctional. The decoration has been stripped from everything that is not functional in the main living room. There are no doors to divide the "living porch" from the living room and the fireplace wall's smooth flow is almost streamlined in its effect. The expanse of window wall created by the first level glass block that is flush with the exterior stucco also applies to the International style.

The last of the stylistic influences in the Panama House is a throwback to the Colonial Revival style and applies only to the interior design. In some of the interior rooms such as the dining room of Quarters S and T, classical Colonial Revival corner arched cupboards recall the style so prevalent within the other dwellings of the officers' quarters complex.

The development of the Panama House offered a new concept in residential design. Built of thick, poured in place concrete floors and walls the houses were designed to be water-, termite-, and hurricane-proof. This suited the building's location in the lower elevations or topography of the district. The structural change from wood to concrete with the extremely wide protecting eaves was a major change in addressing the climatic and livability issues associated with the local heat and humidity. The physical properties of solid masonry remaining cool when protected from the sun's radiation combined with large open plan living spaces incorporated within the masonry shell was a major breakthrough in the years before air-conditioning. The open "T" shaped living plan combined a 50-foot long screened "living porch" facing the river breezes with a non-partitioned living/dining room that ran as a wide corridor from the internal porch through the center of the house to the rear elevation. The openings were designed as large banks or groupings of tall-screened casement windows that allowed for maximum ventilation. Having all of the major living space on the second floor, a story above grade provided optimum views of the scenic surrounding landscape and maximum advantage to the local breezes. It also provided the residence's protection from flooding of the main living space during hurricane season.

The large square two-story design for the house created a sense of scale that was appropriate to the existing mansion-style quarters from the initial era of construction within the district. Beyond the traditional hipped roof, white color scheme, and the use of horizontal siding, the architectural elements such as the custom detailing of the concrete, the oversized glazing at the casement windows, and the simple elegant detailing of the wrought iron railings helped the Panama Houses create their own modern era or level of distinction within senior officer housing at the Charleston Navy Yard. The plans provided for two servants' quarters, one room for a housemaid and another for a cook, added to the elite advantages and social hierarchy of military living. The Panama House's quality of design, which included a large, wooden, louvered jalousie privacy screen at the cantilevered kitchen entry, enhanced the residential character of the complex and provided a picturesque illusion of "Caribbean living."

Recreational Expansion of the Era

One of the significant developments of this era of time was the completion of a recreational and landscaped golf course within the boundaries of the Officers' Quarters Historic District. The recreational and landscape development of a golf course was cited in the city's annual report of 1899, with the City of Charleston purchasing 50 additional acres along Noisette Creek for the purpose of laying out a new golf course. The U.S. Navy Yard's Annual Installation Map of 1922 shows where the low-lying areas above the mean low water line had been filled with dredge possibly in preparation for the construction of a course; however, the golf course does not actually appear on the maps until 1937. The completion of the golf course meant the completion of a 38-year-old effort to plan the

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recreational facility and to place the open land along Noisette Creek and the low lying area next to the Cooper River into use for the expansion of the site's recreational use. While the history of the actual golf course's design and its layout is not developed as part of this nomination to the National Register, it is recognized as a significant accomplishment. Its construction occurred during the Navy Yard's greatest period of uncertainty in funding; from 1922 to 1933 there had been several attempts at the national level to close the base.³⁵ It also represents the final step by the Navy in insuring that the planned community of senior officers' quarters remained at the top of their residential developments as a privileged and elite club-like neighborhood. The Annual Installation Map of U.S. Naval Base Charleston, dated 30 June 1946—less than a year after the end of World War II—documents the development pressures for the continued growth of industrial ship-related sites at the base. The map shows the complete industrialization and development of the approximately 70 acres to the north of Noisette Creek. If the golf course area had not been conserved as recreational open space in 1937 prior to the war the area may well have been left open for the needed development of industrial and military uses. It is impossible to determine how the park and garden-like setting of the officers' quarters complex might have been compromised by post-World War II industrial expansion at the Navy Yard if the golf course had not been constructed. The recreational use of the area as a golf course was a significant development in the recreational and landscape development of the Officers' Quarters Historic District, in its protection and conservation of the park setting that characterized the area, and for the enhancement of the social context that was associated with living in the area. It is also significant as a symbol of the residential neighborhood's elite status reinforcing the military social structure's seriousness of rank among the overall enlisted population, and for its association in a historical social context with the Charleston community in being a physical and visible element in making the officers' quarters complex one of the elite planned neighborhoods of the area. The only other private golf courses in the lowcountry during this period were at Yeamans Hall in Berkeley County and at the Country Club of Charleston; the only public facility was the City of Charleston's golf course, with its origins as far back as the eighteenth century.

Garages

This period shows the development and use of service buildings for detached garages and the evolution of the beginning of the modern house form in housing designs built with interior garage space. The earliest automobile garage documented in the district is that of Quarters A in 1932. (A later garage was built with a room for the Commandant's chauffeur in 1936.) Other Quarters garages followed: one for Quarters J, constructed in 1934 along with the quarters; one for Quarters C in 1935; one for Quarters F in 1936; and one for Quarters H-I by 1937.³⁶ The Panama Houses were the first quarters to incorporate garages in their original designs. The utilitarian one-story garage form is significant to the development of the officers' quarters complex, with its acceptance in the military of the automobile for personal and family daily use. Prior to this period cars were driven by enlisted chauffeurs for individual officers and were housed in a common auto pool or at a distant location from the residence.

World War II Expansion Period, 1940-1945

World War II additions (1940-1945) to the district are primarily functional with conservative ornamentation, and reflect the need for economy and rapid construction in the World War II period as well as the changing social trends in officers' housing. The installation under the WPA built an additional six residential buildings in the officer housing area during the World War II period: Quarters S, T, Y-Z, B, W-X, and D. During World War II the Charleston Naval Shipyard grew faster than in any previous period in its history.³⁷ Because of the severity of the emergency in Europe and the Pacific, both time and money were limited.

³⁵ McNeil.

³⁶ U.S. Navy Installation Maps: Charleston Navy Yard, 1901-1945, Charleston Navy Yard Files, NCRA.

³⁷ *Ibid.*

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Consequently, construction during this period became increasingly functional in nature. Though two buildings (S and T) are additional Panama Houses, Quarters B, W-X, Y-Z, and D reflect the functional designs characteristic of the World War II period with very reserved influence of the Colonial Revival and Neo-Colonial vocabulary. All of the dwellings except for Quarters D are relatively large buildings, but none have the grand architectural embellishments of earlier designs. They are primarily classically restrained simple rectangular forms with Neo-Colonial detail.

Alterations to Designs for Panama Houses

It is significant to note that in the second generation of Panama Houses during the World War II period of construction that the plan returned to the latent formality that had been the tradition in officer housing for the Charleston Naval Yard. While the main, second floor continued to enjoy the open floor plan for family living and informal entertaining; the ground floor reintroduced the formal living spaces of the past. By eliminating the second servants' room and reducing the size of the first level screened entry porch, reception area and garage, the kitchen was moved to the first floor and a formal dining and breakfast room was added. A fourth bedroom was added to the main second level living floor. To maintain a modern option in continuing the ease and use of the contemporary second floor's open-space living for family informal dining, a dumbwaiter was introduced to the plan. It is also interesting to note that in the planning and construction of the "Quarters Type A" and "Quarters Type B" plans that were the last of the officers' quarters to be built during the period of significance for the Officers' Quarters Historic District, the traditional plan of formal spaces was again employed. The experiment in informal entertaining and family living for the Navy officers friends and families with open informal floor plans was abandoned. Quarters Y-Z, Quarters B, Quarters W-X, and Quarters D all have the formal designation of living and dining rooms and in the case of the "Quarters Type A" plan the addition of a formal study. Informal living was returned to the 1918-1941 design solution of glazed-in or traditional screen porch areas.

"Quarters Type A" and "Quarters Type B"

In documenting Quarters Y, the Navy's conservative local trend of using the tried and true, but outdated, Colonial Revival style was the primary source for the design. Both the Colonial Revival and the modern Neo-Colonial styles are reflected in the design. The shallow eaves and use of the ogee gutter to reflect the molded cornice reflect the national trend or modern Neo-Colonial movement of the World War II era. Exterior walls are clad with wide horizontal asbestos siding.

The duplex design is particularly appropriate for new construction to be added to the officers' quarters complex. The use of the duplex as a housing type provided quarters for two families on a much tighter footprint than building on two sites. The design, therefore, protected more of the park setting and character of the area. The massing and overall length of the duplex also creates a grander scale building within the residential neighborhood. The larger scale enhances the more significant and original dominant mansion-style character of the district. This in turn appeals to and supports the concept of social trends within the neighborhood of military custom of rank and privilege.

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One of the trends not represented within the context of the building boom in the Officers' Quarters Historic District during World War II is the Navy's ability to procure and use materials unavailable to contractors for housing outside of the Charleston Navy Yard. While the housing reflects the functional aspects of the era with the use of asbestos siding, the lack of ornamentation seems to reflect the need for economy and rapid construction, rather than any inability to obtain materials. Building materials seem to be plentiful. In all of the duplex and "Quarters Type A" and "Quarters Type B" forms wood flooring, wood framing, concrete garage slabs and foundations seem to employ "restricted" materials. Colonial Revival details, when present, are also unusual for the war years. Concrete, masonry and steel frame construction were completely curtailed for housing except for defense purposes after 1942. By 1943, the War Production Board had also prohibited the use of lumber for housing. In off-base projects housing construction such as that in Dorchester Terrace in 1943-44 reflect wartime restrictions on building materials as well as the rationing of gasoline and rubber. The housing has very little ornamentation, and no carports. The gabled vent louvers that are set into the roofline of the houses in these later sections are void of decoration.³⁸

Garages

The period shows the development and use of integrated modern garage attached to houses. The exception is Quarters B, with a detached utilitarian garage similar to those of the 1930s. The Panama Houses continued to provide interior first or ground level garages. The era is indicative of modern automobile use for daily personal and family use.

Assembly Line Construction

The federal government often used private architects, usually hired private engineering firms, and almost always contracted with private builders to plan and construct housing at the Navy Yard. The engineer and contractor, in turn, were to hire laborers and craftsmen, but there was a scarcity of experienced laborers available for such short-term work. Even the WPA offered a skilled carpenter a more permanent job. Therefore, government contractors developed an "assembly line" system, with specialized teams handling foundation, framing, plumbing and other stages separately. Such simplified and repetitive construction made it easier for large or untrained work crews to build quickly. Private builders soon adopted the tactics of standardized plans, unit prefabrication, and specialized crews. Lessons learned during the war shaped the techniques that housing builders still use.

Transportation Patterns of the Era

The curvilinear drives that were added during the World War II era continued earlier transportation patterns in the officers' quarters complex. Narrow circular access ways were built particularly at Quarters B and D. A turn-about was constructed as an addition to Avenue C/Hobson Avenue in front of Quarters Y-Z. The only variations were the short straight drives for Quarters W-X. The addition to driveways and even sidewalk access to the quarters were planned with the same picturesque quality within the park setting as was designed in 1903 by the Navy, which in turn was designed to be in keeping with the 1899 park roads designed by the Olmsted Brothers. The driveways wind between mature oaks and are designed with continuous turn-about around islands of trees and shrubs. Curbing continued to be installed only where embankments or storm water inlets or grates were necessary leaving the roadways with a rural character complementing the park-like setting.

³⁸ Preservation Consultants, "North Charleston Survey," p. 52.

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Social and Local Economic Context of the Officers' Quarters Historic District

Many of the social and economic changes were directly due to the presence and the growing strength of the Navy into a world power which provided local prosperity and economic growth for Charleston and for South Carolina, during the peace and war time years of the first half of the twentieth century. The Charleston Navy Yard, which served the United States Navy from 1901 to 1996, began only with a small force of civilian employees in 1901 on the stone-and-concrete Dry Dock Number One. Building continued over the next several years. Marines were posted to protect the growing yard, and contractors hired extra men, expecting the workforce to triple in size between 1903 and 1904. By 1909 civilian employment reached 872.³⁹ When the Panama Canal opened in 1913, there was tremendous optimism about the potential for increased activity at the Navy Yard, as Charleston was the closest U.S. Navy installation to Panama. During World War I, civilian employment at the Navy Yard increased to 1700.⁴⁰ Once the United States entered the war in April 1917, almost every kind of activity increased. There were 5,500 civilians working at the Navy Yard.⁴¹ Camp Bagley, the Navy's recruit training camp, operated from 1917-1918 on the Navy Yard property, often with as many as 5,000 recruits, sailors and officers. Employment at the Charleston Navy Yard declined rapidly after World War I. In 1922 the 100-bed hospital was torn down; 68 beds in the dispensary were sufficient. The civilian work force dwindled to 479 in 1924.⁴² The work force was small from 1925 to 1932. By 1933 there were only 250 workers employed at the Navy Yard. From that year forward civilian employment increased. With the encouragement of President Franklin D. Roosevelt, supported by the National Industrial Recovery Act and various other New Deal programs, the U.S. Navy began a new period of growth whose trend is documented by the building of new residences at the Yard. Significant Navy Yard work was done under the Federal Emergency Administration or Public Works Administration (PWA), and its successor, the Works Progress Administration (WPA). In 1938 there were 1,600 civilian workers; by 1940, 6,000. Employment peaked in 1943, with 26,500 employees.

From the earliest days of the development of the Charleston Navy Yard, the officers' quarters complex and its residential designs were planned and carried out to show the status of the upper echelon of the facilities hierarchy of military rank. The location of the housing within the park setting referenced both the local, Southern mansion-house tradition relative to the plantation-style heritage of the region and the relative hierarchy of rank amongst the officers. As at many U.S. Navy installations, house size and location within the complex were stratified according to rank. Houses occupied by the highest-ranking officers are located along the old golf course on small rises in the topography or hilltops. Their quarters were sited to occupy isolated locations that took advantage of the best areas within which to receive maximize sea breezes and where the rolling topography is the most picturesque. The flagpole (1943) was built south of Quarters A to distinguish the site as the Commandant's house. Lower ranking officer housing was built in a higher concentration in the low lying eastern and western reaches of the district. The arrangement of the dwellings within the officers' quarters complex is an important trend in the military development of the site.

The highest-ranking officers' quarters were also carefully designed for entertaining on a grand scale. Their hospitable and spacious parlors, verandas and dining rooms were not only necessary to carry out the social needs and responsibilities within the Navy, but also for the effort made for the upper-ranking officers and their wives to become involved in the community and in Charleston society. Social gatherings and connections that led to political ties and clout were critical in the initial establishment of the Navy base and continued during the entire period of significance for this district.

³⁹ *Charleston News and Courier* (Charleston, S.C.), 16 April 1926.

⁴⁰ Preservation Consultants, "North Charleston Survey," p. 27.

⁴¹ *Ibid.*

⁴² *Ibid.*

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In return, the Commandant was admitted or invited to the oldest and most prominent clubs and social gatherings Charleston had to offer. Both the Charleston Club and the Saint Cecilia Society welcomed the Commandant and his wife as regular guests.

Servants at the Navy Yard

It is also important to point out the significance of the role servants played in the social events and household dynamics during the era. House servants, the allocation of space within the housing for their quarters, and their involvement in the daily lives of the officers and their families are all significant themes relevant to the social history that parallels the development of the officers' quarters complex. Until 1973, when policies concerning military servants changed, stewards were always furnished to the occupants of officers' quarters.⁴³ As a history of Quarters G points out, "young stewards, attentive in their starched whites, handled the cooking and housekeeping chores. They were joined by gardeners and groundskeepers in the domestic work force. Situated throughout the house were buzzers to summon servants".⁴⁴ Even the smallest of the quarters, such as the duplexes of Quarters U and V built during World War II, provided at least one servant's quarters or maid's room, each with a full bath. The servant's individual social status had a rank of its own; it was tied directly to the military standing associated with the hierarchy of the individual officer's rank to whom they were assigned. During the period of significance for this district, from 1901 to 1945, the local Charleston work force of domestic servants could not dream of comparing their compensation, housing, daily diet, or the availability of basic washing and bathroom facilities to the quality of life available to the servants assigned to officers at the Charleston Navy Yard. While the numbers and percentages of whites, blacks, men, and women as servants is not fully documented, it is known that the term "steward" is an enlisted male and that as many as eighty-five percent of the Navy Yard employees were white as late as during World War II. When compared to the quality of life enjoyed by the servants of the Navy's officer housing the economic and social disparity was enormous. The shift in the last half of the 1930s and early 1940s to building detached housing for servants may be a change indicative of the employment and change to black servants. The United States military was not successfully integrated until 1948, after the district's period of significance.

Model for Elite Residential Recreational Community

The Officers' Quarters Historic District is associated with an important trend in early twentieth century community planning and development, in establishing a design formula for the elite residential recreational neighborhood afforded to the navy officers by their military custom of rank and privilege. A formula was developed from the specific design choices and unique opportunities that stemmed from the many alternative design possibilities afforded the Navy with their acquisition of the existing Chicora Park topography and site design in 1901. The park was designed by the nationally recognized landscape firm, the Olmsted Brothers beginning in 1896 and completed in 1899. The park was designed to be Charleston's first large-scale recreational public park. Frederick Law Olmsted, the father of American landscape architecture, founded this Massachusetts landscape architectural firm. The Olmsted firm capitalized on the existing major landscape features of the somewhat hilly terrain, creating curvilinear roads and emphasized the use of the highland area overlooking the Cooper River and Noisette Creek that was covered with mature specimens of ancient live oak, water oak, palmettos, and evergreen magnolia trees. The highland forest was called the Oakland Ramble and included at its east end the existing site of the historic Turnbull Plantation mansion and gardens.⁴⁵ The axis from the Mansion connected with a substantial pier that was designed by the Olmsteds to provide recreational use of the river. The grid pattern of the adjacent industrial Charleston Navy Yard just to the south was continued only as a single straight thoroughfare, Avenue C (later

⁴³ "Quarters G," Pamphlet, on file at the Charleston County Public Library, Charleston, S.C.

⁴⁴ *Ibid.*

⁴⁵ Olmsted Brothers Plan.

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Hobson Avenue) into the housing site where it was then connected to the curvilinear roadbeds of the park already servicing the Turnbull Mansion and the site of the "keepers" cottage as well as other improvements. The Navy's recognition and use of the Olmsted design principles extending new roads in the same picturesque fashion to the new, somewhat isolated construction sites of the officer Quarters that they located at the prominent hilltops of the park. The other principals of the planning process such as the Navy's consistent use of Neo-Classical and Colonial Revival styled mansions emphasized the regions romantic architectural heritage, and the use of a common construction vocabulary that included two-story rectangular designs with rear kitchen ells and exteriors sheathed with weatherboard painted white. The original early quarters all had hipped roofs fronted by monumental two-story verandas with shed roofs and/or large two-story wrap-around piazzas. Even in later years through 1945 with the changing designs of the quarters, from the Panama House to the Neo-Colonial boxy houses of World War II, the primary form remained two-story with some sort of siding, the exterior color was white, and the social history continued to be seen as a major trend as every one of the Quarters was being provided with servants or a steward which only reinforced the elite social position or role played by the officers and their families within the Charleston Navy Yard and within the Charleston community. From the outset of the planning process electrical cable and utilities were all buried and fencing and individual property lines remained unmarked. The entire landscaped park was treated as a single historical estate fashioned and maintained in the informal landscape tradition of English landscape gardening. The location of lesser ranking officer housing built in the 1930s and 1940s were located in flat land areas near the side property lines, where they could be grouped in closer proximity than were the larger early quarters located at the highest elevations of the topography. Surrounding significant trees were protected and now offer landscape cover for the secondary or more modest housing of the complex. This district, therefore, provides an early model or formula of establishing a trend that can successfully promote the planning and development for a socially elite recreational/residential development. These residential neighborhoods which were developed where privilege and wealth can afford relatively isolated and architecturally compatible "cottages" or house sites has proven to be a successful trend in both year round and resort residential development throughout the twentieth century. The unique combination of a historically related and heavily landscaped setting has had particular appeal to wealthy individuals whereby a picturesque topography blends with rural or classically simple architectural vocabularies and styles. It is essential that the planned community is under a continuous canopy of similar old growth trees and shrubs and retains additional historic landscape features such as open fields or vistas where both passive and man-made recreational facilities that can bind the property together as a single park-like estate. Such are the basic design features exhibited by the residential enclave that includes the officer's quarters complex at the Charleston Navy Yard between 1901 and 1945.

The formula of design features as identified in the development plan of the officers' quarters complex is:

1. The residential use of an existing park-like recreational setting associated with a region's historical rural aristocracy (i.e. plantation use) or genteel historical agricultural heritage. The setting has a romantic overtone where the social elite, or in this case the military elite, may reside in a sublime rural arcadia that is reminiscent of a former idyllic era of time.
2. The prominent and direct conservation and protection of significant natural landscape features including existing mature growths of trees and shrubs or the conservation of surrounding open areas. This is to be combined with the aggressive maintenance and re-planting of native or representative trees and shrubs.
3. The use of water elements or buffers such as marshlands to create and protect vistas or rural views.

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4. The enhancement and protection of the rural aspects of the existing landscape, by utilizing and protecting the picturesque through the use of narrow seemingly unimproved curvilinear roads, paths and walkways that follow the natural topography of the park-like setting. Drives should not end in dead ends but should continue into adjacent lanes or extend as circular turn-about around landscape features or structures. Streets have relative few curbs and urban style sidewalks. Curbing is used to separate heavily planted areas from roadways or drives, provide retaining walls for grading purposes, or to, provide direction runoff water to storm drains.
 5. The location of significant character defining or stylistic quarters or home sites to be prominently sited to take advantage of the best natural and environmental locations considering orientation for sunlight and natural breezes. The site should also afford the dwelling to be seen in as picturesque a setting as possible when seen from within the topography and landscape of the surrounding community.
 6. The site design of structures to be placed in relatively isolated locations within the landscaped lawns and grounds. Smaller or modest housing may be grouped within denser areas as duplexes or as clustered housing surrounded or backed by landscape or topographical features. By grouping the more modest residential resources it creates larger open spaces within the park grounds.
 7. The absence of property lines and any significant lot definition within the overall plan of the residential neighborhood should be encouraged. Landscape and topography must have a seamless continuity of vegetation, trees, lawns and flowering shrubs to convey the overall estate or park setting. The shrubs or hedges as well as trees are often maintained or are planted close to roadways and walkways in several areas and extended between house sites to connect individual structures within the informal English Landscape garden tradition.
 8. Overall continuity of design elements or architectural trends such as style, scale and materials providing diversity with smaller structures and outbuildings. Such elements include two story classical or Colonial Revival detailing with siding or weatherboard exteriors and trim painted in a similar color, having hipped or simple gable roofs, and the use of brick for chimneys, stairways, or foundations. The use of regional climatic devices such as porches, verandas, piazzas, arbors or recessed screened loggias or vestibules, detached small garages, stable-like storage buildings, or servants' quarters also used as housing may also be employed.
 9. The utilization of the site for passive and active recreational facilities to be restricted for the residents in a club-like or privileged membership manor with gated or restricted access to the site. A clubhouse is often an essential element of the development. The Officers Club (1942, CNY #86) was constructed at the north end of Everglades Drive and was an important example of the officer's recreational use within the officers' quarters complex. It was later significantly modified and demolished in 2005 for the construction of the new North Charleston Waterfront Park.
 10. Underground utilities and electrical service should be run in underground cables.

When these design elements all come together they create a formula for a planned community with an extraordinary appeal to an elite clientele of considerable privilege and wealth.

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A prime example of the trend having significant impact on the greater Charleston area through the community planning and development of the officers' quarters complex at the Charleston Navy Yard was the 1925 development of Yeamans Hall Club, a "winter colony" in nearby Berkeley County that is the oldest and most successful and elite private residential community in South Carolina. In the 1920s business and professional leaders of North Charleston, Charleston, and several prominent Northern businessmen created the club as a recreational and residential winter retreat. The Olmsted Associates, whose parent company had designed the original Chicora Park plan, also laid out Yeamans Hall Club using the design elements formulated at the Navy Yard's officers housing district. They worked with prominent golf course architect Seth Raynor and New York architect James Gamble Rogers to design the course, clubhouse and several cottages. The site chosen had historical significance as it was granted as a 1,070 acre tract by the Lord Proprietors to Lady Margaret Yeamans in 1674 and retained its ancient live oaks and many landscape features including the adjacent Goose Creek waterway and its surrounding buffer of marshes. An early family cemetery with a surrounding brick wall has stones that date to the 1780s. The Club House (1927) occupied the prominent site of the old plantation house while the cottages are tucked along the curvilinear roads and landscape feature. The roads meet the design test as having no dead-end points of termination and circulate continuously throughout the property. Narrow curvilinear dirt, gravel, and some asphalt roads nearest the clubhouse interconnect the typically two-story frame buildings clad with wood shingle siding. The entrance includes a 1930 copy of the famous Pineapple gates from downtown Charleston with a sentry post and gatekeeper's cottage.

Modern Residential Development Context

The trends in residential design changes and use of a modern vocabulary in design of house plans, stylistic details, and materials with the exception of the vernacular Panama Houses are surprisingly unclear as shown by the quarters built from 1898 until 1945 within the Officers' Quarters Historic District. The social status and use of servants deterred the development of this basic modern change toward informal living (see discussion under Panama Houses).

During the late nineteenth century, the architectural styles known today as "Victorian" were at the forefront of American taste. Victorian design provided houses with a formally structured arrangement of living space along with an appearance of individuality. Even small cottages referred to Victorian taste, with a layout of front hall, front and side parlors, and butler's pantry; ornamental woodwork added important decorative touches. A vestige of Victorian influence can be seen in the octagonal porches of Quarters F, the 1898 original "keeper's cottage" that was transformed by the Navy in 1908 into its current Colonial Revival "T" shaped plan.

Beginning about 1900, most American builders and architects reacted against Victorian taste, constructing houses with balanced proportions, symmetry, structural simplicity, and minimal decoration. The goal of design was to create a smaller, more manageable dwelling in a distinctly American style. The separation of spaces in earlier buildings was replaced by "multi-purpose" rooms, which were compatible with modern housekeeping: indoor cooking and laundry, and a less formal lifestyle with fewer household servants. While the elite lifestyle of the officers of the Charleston Navy Yard did not reflect the application of this locally active housing trend except in the eight Panama Houses of the late 1930s, the call for symmetrical and balanced main elevations and plans, the simplification of detail, and the move for indoor spaces that emphasized efficiency and sanitation with the modernization of baths and kitchens is indicative of the Navy's quarters in their residential development. This trend is documented in the periodic upgrading of kitchens and baths as they appear in each of the officer quarters in the Navy's archived files. The use of large exterior porches in the earliest design of the quarters is indicative of the popular attitude toward suburban life and the use of outdoor porches as being a healthy and welcome addition to a home. The popular development of small suburban Bungalow designs, common in the Charleston area, displays the pre-1950 design preference for porches. It can be documented that there was a shift as

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seen in the advertising for the healthier benefits of suburban life with the combination of large back yards and the exterior use of the Bungalows large front and back porches as extensions of the interior's living space. The exterior porches were referred to as livable "outdoor rooms."

While the officers' quarters complex does not provide clear illustrations of the progress in modern family social advances and dynamics, they do provide an interesting illustration of the trends that affected naval modernization of residential designs both in response to house size, local climatic conditions, and the incorporation of such modern advances such as in the use of automobiles and their storage into personal daily use. In the advances that go beyond porch and screen porch progress in climatic livability, the installation of ventilating with whole house fans or smaller mechanical ventilation devices is documented as being outside the period of significance (1946-1952). The files on Quarters A, however, do show the early installation of air-conditioning in 1943-44.⁴⁶

The fact that there was a trend for military conservatism away from that of the general public's move toward modern social lifestyles should not be surprising. The male-dominant nature of the military is in itself a significant aspect that should be noted as representative of the patterns of residential living over the almost fifty-year period represented by the resources of the district between 1901 and 1945.

⁴⁶ Bureau of Yards and Docks, "Quarters A: Mechanical Plans, 1943-44," Charleston Navy Yard Files, NCRA.

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Charleston Navy Yard Officers' Quarters Historic District
name of property
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Charleston Navy Yard Officers' Quarters Historic District
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North Charleston Redevelopment Authority, North Charleston, S.C.

Records of the Bureau of Yards and Docks
Charleston Navy Yard Plans, Drawings, Maps, and Documents (Copies)

Charleston Navy Yard Officers' Quarters Historic District
Name of Property

Charleston County, South Carolina
County and State

10. Geographical Data

Acreage of Property 69.9 acres

UTM References

(Place additional UTM references on a continuation sheet)

Zone Easting Northing	Zone Easting Northing	Zone Easting Northing
1 <u>17 596543 3637307</u>	3 <u>17 596877 3636912</u>	5 <u>17 595969 3637470</u>
2 <u>17 596767 3637141</u>	4 <u>17 596274 3636742</u>	

 See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Hampton Tucker and Katherine Grandine for R. Christopher Goodwin & Associates, Inc., Frederick, Md. [1995] with revisions by John Laurens and Leigh Scott, Historic Preservation Consultants, Inc., Charleston, S.C., and assistance from the SHPO Staff date 31 October 2006
street & number Historic Preservation Consultants, P.O. Box 1112 telephone (843) 723-1746
city or town Charleston state S.C. zip code 29402

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white** photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name The Noisette Company, L.L.C.
street & number 1360 Truxtun Avenue, Suite 200 telephone (843) 302-2100
city or town North Charleston state S.C. zip code 29405

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). **Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Charleston Navy Yard Officers' Quarters Historic District
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Verbal Boundary Description

The boundary of the Officer Housing Historic District begins at the Southeast corner of the intersection of Navy Way and Everglades Drive, following the south side of Everglades Drive. At the Northwest corner of Building N the boundary turns south and follows the footprint of Building N to include it in the historic district. The boundary rejoins Everglades Drive. The line follows the west side of Everglades Drive until it reaches Noisette Creek. The boundary follows the southern bank of Noisette Creek until it intersects with Avenue D. The boundary turns south, following the east side of Avenue D until it intersects the railroad tracks. The line turns south, following the east side of the railroad tracks until it reaches a point opposite the southwest corner of Building P. The boundary turns east until it reaches the southwest corner of Building P. It then proceeds in a southeast direction until it reaches a point opposite the southwest corner of Building T. It then turns south, extending past the west sides of Buildings Q, R and W-X, until it intersects with Turnbull Avenue. The boundary follows the north side of Turnbull Avenue until it intersects with Hobson Avenue. The boundary continues along the east side of Hobson Avenue until it intersects with the railroad tracks. The boundary follows the railroad tracks until it reaches the parking area. The boundary proceeds along the north edge of the parking areas, excluding them from the historic district, until it intersects with Everglades Drive. It then proceeds along Everglades Drive to the point of origin.

Boundary Justification

The boundaries of the Officer Housing Historic District encompass the initial officer housing area and late inter-war period additions to the area. The southern boundaries separate the housing area from the industrial shipyard. The western boundary separates a group of housing built during the 1960s from the picturesque landscape features of the initial housing area.

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Section Photographs Page 56

Charleston Navy Yard Officers' Quarters Historic District
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The following information is the same for all photographs:

Name of Property: Officer Housing Historic District
Location of Property: North Charleston, Charleston County, South Carolina
Photographer: Leigh Scoggins
Date of Photographs: July 24, 2006
Location of Original
Negatives: Historic Preservation Consultants, Inc.
387 King Street
Charleston, SC 29403

Photo Number

- 1 Quarters N, 1061 Everglades Dr. (Contributing) North and west elevations, view looking S, SE
- 2 Quarters M, 1060 Everglades Dr. (Contributing) South and west elevations, view looking E, NE
- 3 Quarters L, 1150 Everglades Dr. (Contributing) East and south elevations, view looking N, NW
- 4 Quarters K, 1152 Everglades Dr. (Contributing) East and south elevations, view looking N, NW
- 5 Quarters H-I, 96-98 Navy Way (Contributing) West, main elevation, view looking E
- 6 Quarters H-I, 96-98 Navy Way (Contributing) North elevation, view looking S
- 7 Tennis Courts (Inventory # 1411, Non-contributing) View looking East, NE
- 8 Quarters F, 1099 Navy Way (Contributing) Main elevation looking west
- 9 Quarters F, 1099 Navy Way (Contributing) Rear elevation looking north
- 10 Quarters A, 100 Navy Way (Contributing) Main, south elevation, view looking N
- 11 Quarters A, 100 Navy Way (Contributing) East elevation, view looking W
- 12 Quarters A, 100 Navy Way (Contributing) South and west elevations looking E
- 13 Flagpole (Inventory #520C, Contributing) View looking east
- 14 Quarters A Garage (Inventory #1101, Contributing) View looking North, NE
- 15 Dead House (Inventory # N/A, Non-Contributing) View looking North, NE
- 16 Quarters B, Navy Way (Contributing) Main, South elevation, view looking N
- 17 Quarters B Garage (Inventory #1284, Contributing) South and west elevations, view looking E
- 18 Quarters C, 300 Navy Way (Contributing) Main, South elevation, view looking N
- 19 Quarters C, 300 Navy Way (Contributing) West and south elevations, view looking E, NE
- 20 Quarters C Garage (Inventory #1285, Non-Contributing) view looking west
- 21 Quarters J, 311 Navy Way (Contributing) North and east elevations, view looking S, SW
- 22 Quarters J Garage (Inventory #1289, Contributing) North and east elevations, view looking N, NW
- 23 Quarters Z, 2510 Hobson Ave. (Contributing) View looking north at main elevation
- 24 Quarters Y, 2516 Hobson Ave. (Contributing) View looking east at main elevation
- 25 Quarters G, 1600 Hobson Ave. (Contributing) Main, South elevation, view looking N
- 26 Quarters G Garage (Inventory #1287, Non-Contributing) View looking N, NW
- 27 Quarters O, 1599 Hobson Ave. (Contributing) South and east elevations, view looking W, NW
- 28 Quarters D, Hobson Ave. (Contributing) South and east elevations, view looking W, NW
- 29 Quarters P, 1565 Hobson Ave. (Contributing) View looking South
- 30 Quarters S, 1545 Hobson Ave. (Contributing) View looking East, SE

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Charleston Navy Yard Officers' Quarters Historic District
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- 31 **Quarters T, 1531 Hobson Ave. (Contributing)** View looking Southwest
- 32 **Quarters Q, 1505 Hobson Ave. (Contributing)** View looking West, NW at east and south elevations
- 33 **Quarters R, 1485 N. Hobson Ave. (Contributing)** View looking South, SW at east and north elevations
- 34 **Quarters W, Hobson Ave. (Contributing)** Main, North elevation, view looking S
- 35 **Quarters X, Hobson Ave. (Contributing)** Main, South elevation, view looking N
- 36 **2422 Hobson Avenue (Building #712, Non-contributing)** Main, west elevation, view looking S, SE
- 37 **Navy Way** Topography looking north towards Quarter A and anchor

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Sketch Map**




Charleston Navy Yard Officer's Quarters District
Naval Base Charleston
Charleston County, South Carolina




NAVAL BASE CHARLESTON

CHARLESTON NAVY YARD
OFFICER'S QUARTERS
HISTORIC DISTRICT

KEY:

-  NON-CONTRIBUTING PROPERTY
-  CONTRIBUTING PROPERTY
-  PROPOSED NATIONAL REGISTER HISTORIC DISTRICT BOUNDARY

LOCATION:



0 500
FEET