

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections



1. Name

historic Fort Screven *Hist. District*

and/or common Fort Screven

2. Location

street & number See continuation sheet.

N/A not for publication

city, town Tybee Island N/A vicinity of congressional district 1st - Bo Ginn

state Georgia code 013 county Chatham code 051

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input checked="" type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	N/A in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple Owners -- more than 50

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Superior Court

street & number Chatham County Courthouse

city, town Savannah state Georgia

6. Representation in Existing Surveys

Historic Structures Field Survey:
title Chatham County has this property been determined eligible? yes no

date 1975 federal state county local

depository for survey records Historic Preservation Section, Georgia Dept. of Natural Resources

city, town Atlanta state Georgia

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

General Description

The Fort Screven Historic District consists of Fort Screven and Tybee Light. Tybee Light is a late-nineteenth-century lighthouse facility occupying a square of ground within the fort area; it includes the lighthouse itself plus keepers' cottages and support buildings. Fort Screven, which surrounds Tybee Light at the northern end of Tybee Island, is a turn-of-the-century federal coastal defense military installation. The fort consists of six massive concrete gun emplacements or batteries; an officers' row of housing and headquarters buildings; a fort village including non-commissioned officers' housing, enlisted men's barracks, and post service buildings; a quartermaster's area including storage, service, and office buildings; part of the base hospital; a theater; three citizens' military training camps; a regimental parade ground; landscaped grounds; and a transportation system including railroad tracks, streets, and pedestrian paths.

Location of Resources: Regional Scale

The Tybee Lighthouse complex and Fort Screven are located on the northern head of Tybee Island, in the city of Tybee Island, Chatham County, Georgia. Tybee Island is situated fifteen miles east of the city of Savannah at the confluence of the Savannah River and the Atlantic Ocean. The navigational area just northeast of Tybee Island to Cockspar Island, in the Savannah River, has historically been referred to as Tybee Roads. The protection and regulation of ocean shipping entering and exiting the main channel-way of the port of Savannah is the common purpose of these two historic properties and the reason for their geographical location.

Tybee Island

Tybee Island is 2.75 miles long and averages approximately one-half-mile wide on the southern half, widening to over a mile in breadth at its northern head, in the area of Fort Screven. The island is separated from the mainland to the west by vast expanses of salt-water marshlands, with isolated areas of high ground on small islands. The highest ground elevation on the island is presently sixteen feet above mean sea level. This location is atop the earthen embankment formed for Officers Row at Fort Screven. The highest elevation on the southern end of Tybee Island is fifteen feet above mean sea level; however, the normal topographical features for the island average six to eleven feet above mean sea level.

The island is presently accessible only by U.S. Highway 80, which parallels the abandoned railroad right-of-way. The railroad and steamer ferry had exclusively served the island from the 1870s until shortly after the completion of the

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beach highway in 1924. The highway enters the northern third of the island from the northwest and penetrates to the Atlantic Ocean side before turning south, paralleling the coast and terminating at the southern extremity.

The lands lying south of the old Savannah and Atlantic Railroad (later the Central of Georgia Railroad) and U.S. Highway 80 were subdivided into a rectangular block plan and sold as resort community property, in quarter-acre lots, by the Tybee Beach Company from the late-nineteenth century through the late 1920s.

Fort Screven

Fort Screven was planned as part of a coastal defense complex by the Army Corps of Engineers in 1897 to protect the entrance to the port of Savannah. The fort was located on a federal reservation encompassing approximately 205 acres, including the five-acre U.S. Coast Guard Station at the Tybee Lighthouse. (This area was known to be in federal ownership prior to 1873.)

The landscape plan of Fort Screven carefully defines and separates the post functions into discrete military, service, support, and living areas.

Fort Screven's Battery Plan

The battery area of the fort wraps around the northern end of Tybee Island and is comprised of six poured-in-place, reinforced concrete gun emplacements. The original coastal artillery for all of these emplacements was declared obsolete and removed during World War II to be melted down for scrap.

Battery Brumby is the largest of the battery complexes and was erected under contract with the Venable Construction Company from 1897-1899. This battery was comprised of four eight-inch rifles mounted on Buffington Crozier disappearing carriages. The original gun emplacements and the labyrinth of catwalks and corridors leading to the magazines below still exist in an uncared-for state. The western-most gun emplacement in the battery has been used as a foundation for a private beach residence. The other three emplacements remain vacant and unaltered. Originally, this battery was buffered on the seaside by large sand dunes and sand embankments to conceal the battery and serve as added protection for the magazines below. The dunes and embankments were removed in the early 1920s to serve as fill for the building of the highway causeway to the island.

Battery Garland presently houses the Tybee Museum and is the eastern-most of the battery positions, directly overlooking the sea entrance to Tybee Roads. This battery was designed for a single twelve-inch rifle.

The exterior of this battery has been painted recently to enhance its visual appearance as the Tybee Museum. The labyrinth of passages and underground magazine

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rooms makes this structure's adaptive use as a museum quite successful. The original sand embankment has been removed from the seaward side of this battery also, revealing a blank, reinforced-concrete wall to the beach area.

Battery Fenwick was similar to Battery Garland and had an emplacement for the other twelve-inch long-range rifle. This battery is now the foundation for a single-family residence and all evidence of the gun emplacement has vanished.

Battery Backus was completed in September, 1898. It had three gun emplacements for 3.7-inch rifles on pedestal carriages. This battery is oriented in a northerly direction and was intended to control the mine field area in Tybee Roads. This battery complex has also been built onto as the foundation for a single-family home. Only the lower shoreside portion of the battery and the magazine entrances remain visible for public view.

Battery Gant was completed in February, 1900. The battery carried two three-inch rifles on pedestal carriages, in a parapet mount, for control of the mine field. This gun emplacement has not been altered by subsequent construction and remains in a good state of preservation.

Battery Habersham is a large "M"-shaped battery that contained eight twelve-inch mortars. This battery is placed inland and to the west of the other shoreline batteries and contained the fort's greatest medium and long-range fire power. The mortars were divided into two groups of four and separated by thick, reinforced-concrete bunkers that housed the battery's magazines. Each mortar was supplied by a magazine immediately adjacent to the carriage on the same level, unlike the other batteries whose magazines were located below. During the Second World War, this battery was altered to mount anti-aircraft guns. At either side of this battery, atop the magazines, are stairways leading up to spotting platforms for the fire-control officers. These two rounded observation towers give this gun emplacement a character unlike the others previously mentioned.

Fort Screven's Landscape Plan and Military Architecture

The remainder of the Fort Screven Post displays little of the visual character of the battery area. In contrast to the battery's stark design for military efficiency and operational necessity, the housing, service, and support facilities at the Fort were planned to reflect their location in a seaside resort area. This

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appearance is most clearly exemplified by the siting of the officers' family housing, the Officers' Club, the Bachelor Officers' Quarters (Beachcomber Apartments), and the Regimental Headquarters atop a sixteen-foot high, one-half-mile-long, crescent-shaped earthen berm overlooking the Atlantic Ocean. This linear complex of buildings is known today as "Officers Row."

The houses on Officers Row are architecturally equal to the grandeur of their landscape setting. Ten of the original fourteen buildings still remain on Officers Row. The Officers' Club and the Bachelor Officers' Quarters were originally located on the southern end of the crescent. This location is now occupied by a recently constructed nursing home. The two large enlisted men's barracks, shown in the 1907 photograph from the Tybee Lighthouse, terminated the northern end of the crescent next to the Regimental Headquarters building. These early two-story frame barracks structures have been replaced by a single, two-story apartment building operated as a retreat for nuns. All eight of the original officers' houses and the Regimental Headquarters building remain in their original form and are privately owned. The houses are now being used as permanent weekend and summer beach homes. There are presently no significant architectural alterations or intrusions to compromise the visual or historical integrity of the nine buildings which comprise the central portion of the row.

The carefully planned landscape features of Officers Row complement and unify the excellent quality of the military architecture. A walkway extends in front of the houses on Officers Row atop the earthen embankment. This pedestrian link serves to strengthen the total composition of the crescent-shaped row and provides an alternate means of transportation to the driveway and roads which parallel the backs of the houses to the west. This walkway is lighted by evenly spaced cast-concrete lamp posts. The posts have a unique design resembling an obelisk set on a raised base.

The yard areas between houses and the large open space directly in front of the embankment have been planted in live oak and palm trees. These landscape features have matured over the past eighty years and provide good landscape space definition and selected visual buffering to the Officers Row area without significantly restricting the panoramic scenery of the beach and ocean or the views of the fronts of houses along the row.

The Military Architecture of the Ranking Officers' Quarters (Officers Row)

The historic architecture on Officers Row may be divided into two architecturally similar groups. The four officers' houses on the southern end of the row exhibit similar architectural design characteristics, materials, finishes, and

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interior plans and should be considered as one group. The northern-most house in this group was the post commandant's quarters, and was located in the center of the original crescent plan. The four houses north of the commandant's quarters are somewhat different in their exterior appearance, have smaller rooms and less refined interior finishes.

Houses on the Lower Reach of Officers Row

These four houses are two-story frame structures with full attic spaces. Their exterior appearance is primarily characterized by the two-story galleried porches that extend across the front and along one side of the house. The main block is capped by a moderately sloped, compound hipped roof covered with gray slate. Each of these houses has two interior chimneys within the main block of the house with decorated raked caps extending far above the roof line. Metal-covered shed roofs shield the porches. The porch roofs intersect the main body of the houses below the second-story eave line. Monitor windows are located in the intermediate wall area between the porch roof and the cornice line. These windows occur at the interior floor line of the attic space and were used for ventilation purposes in this damp, hot climate.

The officers' houses were constructed out of cypress and pine and are raised above ground level on brick piers with granite block caps. The exterior finish of these houses is narrow weatherboard, painted white.

The interior plans of these four houses are identical. A spacious central hall is entered through large double doors and extends from the front of the house to the kitchen area to provide good through-ventilation for the summer months. All rooms on the main floor open onto this central hall. The stairway is offset to the right of the central hall at the front of the house. The open staircase extends from the main floor to the attic level, with two ninety-degree landings between floors. The main parlor in each house is entered to the left from the central hall through a pair of panelled pocket doors. The parlors are spacious and airy rooms with tall sash windows and high ceilings. The parlor flows into the dining room immediately to the rear through another pair of recessed panelled doors. Both the parlor and dining areas have coal-burning, corner fireplaces with oak mantels, tile fireplace surrounds, and mirrored over-mantels that are original to the house. The dining rooms have built-in sideboards with glass-doored cupboards above. There is a built-in vertical sliding door at the rear of the sideboards for passing dishes into or out of the butler's pantry immediately behind the dining room. A unique feature of these four houses is the ornate combination steam or coal-heated bread-and-plate warmer built into the room radiator.

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Directly across the central hall from the dining room is a small library. Double pocket doors enter onto the central hall from both the dining room and the library. The careful planning for cross-ventilation of the downstairs rooms is clearly evident when all the pocket doors are opened and the individual spaces of all the main rooms are expanded to encompass the entire first floor of these houses.

The first-floor ceilings in this group of houses are tiled with ornamental pressed-tin panels. The classical design motifs and patterns for these panels are slightly different for each room. The patterns include classical, shell and filagree details popular in the Beaux Arts Classical period from 1890-1910.

The house have three bedrooms on the second floor opening off a central hall and are surrounded by open porches on the exterior. The bath is located at the rear of the hall to the left.

Houses on the Upper Reach of Officers Row

The four houses on Officers Row north of the post commander's quarters fall into two different architectural groups because of their floor plans and scale but are similar stylistically. The northern pair of officers' quarters are large double houses designed for two-family occupancy. Architecturally, the interiors of these four houses are similar to the other officers' quarters on the row, although they are not as spacious or grand and have only first-floor porches instead of the double galleried porches of the first group. These two-story frame structures are also made of cypress and pine and are raised off the ground on brick foundation walls and piers.

The most distinguishing exterior features of these officer houses are their dynamic roof lines fashioned by the intersection of steeply sloped gable roofs and accented by tall, tapered chimney shafts.

The second group may be best described architecturally as representing a vernacular version of the Colonial Queen Anne style popular from the 1890s to 1910.

The Old Regimental Headquarters on Officers Row

The Regimental Headquarters building, at what is now the northern end of Officers Row, is distinct from the other officers' housing in its architectural qualities and appearance. This building originally separated the officers' housing from

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the enlisted men's barracks, non-commissioned officers' housing, and support buildings to the north and west. It is smaller in scale than the other officers' houses, and the classical proportions of the double galleried porch, Tuscan order columns, and picket porch railings give this structure a significantly different appearance relative to the other homes on the row.

The exterior plan of the house is rectangular. It is a two-story wood-frame structure sheathed in weatherboard and capped by a moderately sloped gabled roof. A simple shed roof extends from the front eave line of the gabled roof to cover the double galleried porch. Like the other houses on Officers Row, the old Regimental Headquarters building is raised from the ground on brick piers.

The plan for the Regimental Headquarters building is more formal in arrangement than the plan for the other houses on the row. The wide central hallway is entered by the front porch through large double doors with rectangular overlights. Originally, the first-floor rooms were used for regimental offices. These rooms have been converted into a parlor, dining room, and library. The post courtroom, with its original judge's stand, has been preserved and used as a second-story bedroom.

The Reviewing Ground Before Officers Row

Since the period after World War II, the vast expanse of land between Officers Row and the beach has been allowed to revert to a natural state. Before that time, portions of this area had been used by the army as a reviewing ground, golf course, tennis complex, outdoor concert area at the bandstand, and a rifle range. The early photographs of Officers Row show this area to be carefully landscaped and maintained for a variety of military and recreational uses. These pictures indicate the quality and importance of this vast open space as a landscape backdrop for the carefully planted and architecturally grand concept of Officers Row.

The Fort Village

The Non-Commissioned Officers' housing, enlisted men's barracks, and post services formed the center of the Fort Village immediately behind the Regimental Headquarters building, in the area surrounding the intersection of Cedarwood Drive and Meddin Drive. The significant buildings in the Fort Village area include: (1) four NCO's quarters (c. 1900) located on a north/south pedestrian walkway between Cedarwood Drive and Railwood Drive; (2) a pair of officers' houses (c. 1920) located at the northwest corner of Cedarwood and Meddin drives on the walkway to the quartermaster area; (3) the post bakery (c. 1925), constructed in brick, on the southwest

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corner of Waxwood Avenue and Meddin Drive; (4) the last remaining enlisted men's barracks (c. 1900) on the north/south pedestrian walkway overlooking the Regimental Parade Ground and backing onto Meddin Drive; (5) the four support buildings (paired mess halls and latrines) (c. 1900) for the two original enlisted men's barracks, located on the east side of Meddin Drive between Van Horn Street and Cedarwood Drive; (6) the NCO's duplex (c. 1900) at the northeast corner of Meddin Drive and Van Horn Street; (7) the old Guard House (c. 1900) (now the community center) located at the intersection of Van Horn Street and Campbell Street, at the southern end of the pedestrian walkway; (8) the old Fort Post Office on Van Horn Street at the south end of the city park.

Senior Non-Commissioned Officers Row in the Fort Village

The original plan for the Fort Village included a small Senior Non-Commissioned Officers Row, which still remains relatively intact amid the in-fill construction of smaller NCO quarters built during the 1920s and 1930s. The row of senior NCO quarters is located to the east of Meddin Drive between Cedarwood Drive and Railroad Avenue.

These two-story wood-frame houses are built in the vernacular Colonial Queen Anne style and have similar but simpler architectural features compared to the houses on Officers Row. The larger northern and southern quarters in the row are double houses with reflected floor plans and a complex, intersecting-gable roof shape. The two center houses are single quarters and have simple gable roofs.

A large two-story frame structure with a single gabled roof and double gal-leried porches appears in the foreground of the 1907 photograph of the fort taken from the Tybee Lighthouse. This structure housed officers on temporary assignment to the training command and has been replaced by an octagonally shaped single-family residence that mirrors the lighthouse form as a source for its design analogy.

The Network of Walkways in the Fort Village

A pedestrian walkway, similar to that along the front of Officers Row, extends from the NCO row south across Cedarwood Drive to the old Guard House which is now used as a community center. Directly across Van Horn Street from the community center was the train station and main entrance to the fort, on Railroad Avenue. This major north/south pedestrian link served as an organizational spine which paralleled the Regimental Parade Ground (now a city park) and connected all buildings along its path to the center of the Fort Village. A secondary east/west pedestrian walkway linked the quartermaster area to the intersection of Cedarwood Drive

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and Meddin Drive. The post exchange, enlisted men's barracks, latrines, mess halls, the Serviceman's Club, library, bakery, gymnasium, bowling hall, and fire station were all connected along these walkways and Cedarwood Drive. Almost all of these structures still exist with only minor alterations and have been adapted for use as residences. The exceptions are the old post exchange, one enlisted men's barracks, and the Serviceman's Club which were located on Meddin Drive, but are now demolished.

The Fort Hospital Complex

Several of the buildings associated with the fort hospital complex still exist south of the Regimental Parade Ground at the intersection of Van Horn Street and Officers Row Drive. Portions of the Station Hospital and all of the South Ward remain as part of a modern nursing home that has replaced other parts of the historic facility. East of this complex is the hospital's nurses' quarters. To the south are the "dead house," a "day room," a latrine, and storage buildings. Further southeast is another wood-frame ward building, adaptively reused as an apartment building with little alteration to its exterior. A non-commissioned officers' residence is also in this vicinity. Across Van Horn Street is another modern health-care facility.

The Fort Movie House

The old post movie theatre (c. 1930) is located directly south of the Ocean Side Nursing Home across Van Horn Street, near the Second Gate entrance into Fort Screven. The theatre is a brick, steel, and frame structure and has a simple gabled roof with the end gables facing the street. Its seating capacity is approximately 350 on a raked concrete floor. The building style is American Colonial. Presently, the building is in a poor state of repair.

The Regimental Parade Ground

The Regimental Parade Ground is now a public park owned by the city of Tybee Island. This large, open-space area was once a low marsh and bog area known as Beacon Pond in 1873. During the site preparation for Fort Screven, the pond was filled and the area drained by a series of canals to the salt-water marsh on the south side of Railroad Avenue. The initial planning for the fort area carefully avoided placing roads or buildings on this fill area behind Officers Row because of the instability of the soil and its flood potential. The general character and configuration of this area has not been altered significantly since the fort was constructed.

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The area of the park is 9.5 acres and represents the largest publicly owned open space on Tybee Island. (The largest privately owned open space on the island is the seventeen-acre tract of land between the front of Officers Row and the beach line.) The park is divided into two distinct use areas. Two connected ball fields are completely open and utilize approximately half of the total acreage. The remaining half of the park is visually separated from the ball fields by a grove of live oak and palm trees. To the south of this tree grove is a low area divided by wide drainage canals. This area is structured for various forms of passive recreation, walking, and picnicking and provides an excellent view of the back of Officers Row. The live oak and palm trees along the bordering edges of the park serve as a visual and noise buffer for the surrounding residential uses.

The Quartermaster Area

The quartermaster area of Fort Screven is located along Van Horn Street west of the Fort Village. The railroad spur to the fort paralleled the back side of this area. The structures include both permanent and "temporary" buildings, and their designs are best described as functional. They were built for all types of storage and service functions ranging from the blacksmith shop to the commissary and quartermaster's offices. However, their general design characteristics and methods of construction were similar with few exceptions. All employed extended rectangular plans and were usually only one-room deep to provide for through ventilation. The long array of storage buildings and warehouses dispersed along the railroad right-of-way reflect the linear loading platforms necessary to receive freight.

The majority of these buildings were one-story, one-bay-wide wooden-frame structures sheathed in weatherboard, with slate-covered gable roofs. There are, however, three warehouse buildings along Van Horn Street that are constructed in brick, and one in stone. The most significant buildings in the quartermaster grouping include: (1) the original quartermaster's offices and commissary building (c. 1900), located on Van Horn Street; (2) the three brick warehouses (c. 1920-1930), and one stone warehouse (c. 1920) along Van Horn Street; and (3) the two brick gasoline filling stations (c. 1920) with hipped slate roofs on Van Horn Street.

The remaining support buildings are used today as apartments or single-family residences, often with only minor alterations to their original exterior appearance. Five permanent and two temporary buildings have been demolished out of a total of twenty-two support buildings shown on a 1941 plan.

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The Citizens Military Training Camps

During the 1920s, Fort Screven was the headquarters of the Eighth Infantry Division. It was also during this period that the fort became a training command for the Citizens Military Training Program which established Citizens Military Training Camps (CMTC) under the 1920 National Defense Act. This army training program conducted at Fort Screven until 1941 was a forerunner of the Officers Candidate School Program instituted at the beginning of World War II.

There were three distinct training areas indicated on the 1941 plan of the fort. The physical evidence of these training areas is still visible, although few structures remain. The design for these training facilities clearly orients the fixed support buildings such as the administration building, dispensary, mess halls, recreation hall, and latrines to the tent pads which were arranged in military hierarchy by company and battalion.

The facilities associated with Training Area #1 were located behind Battery Garland in the open space in front of the Tybee Museum. No permanent buildings or tent pads associated with Training Area #1 remain.

Training Area #2 was located on Meddin Drive directly west of the Senior NCO's Row. Two mess halls and one latrine from the original plan remain along Meddin Drive and Sprucewood Street. All three have been converted to single-family residences. A recreational hall, under construction when the plat of Fort Screven was made in 1941, also remains and is used as a residence. The original well and pump house for the fort still remain at the northwestern corner of Training Area #2, proximate to the boundary for the Coast Guard Station. This structure is built of brick and is capped with a slate hipped roof.

Training Area #3 was located immediately inland from Batteries Backus and Gant. All of the one-story, concrete-block support buildings associated with this training area, including officers' and enlisted men's mess halls, administrative offices, and latrines, remain and have been remodeled as permanent or weekend residences.

The Tybee Lighthouse and Keeper's Cottages

The Tybee Lighthouse complex is comprised of a five-acre, square plot of land measuring 465 feet on a side. The present boundaries of the Tybee Coast Guard Station appear to coincide with the description of the original property ceded to the U.S. government by an Act dated December 15, 1791. The Tybee Lighthouse tower is

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located approximately 600 feet inland and to the rear of the Tybee Museum (Battery Garland) and approximately 400 feet behind the closest point on Battery Brumby.

Historic Evolution and Description of the Lighthouse Tower

The Tybee Lighthouse has an octagonal plan and sweeps up from a wide base to form a gracefully tapered shape, 145 feet above ground level. The tower is a completely brick structure, stuccoed on the exterior, with the wall thicknesses varying from over twelve feet at the base to approximately eighteen inches thick at the observation level, directly below the light. The interior volume of the tower is cylindrical in shape and approximately twelve feet in diameter. A spiral, cast-iron stair is supported off a central column which extends from the ground-level entrance to the observation deck. The stair landings occur at every one and a half revolutions and are lighted by a landing window on the northern or southern exposure of the tower.

The tower is capped by a cast-iron-and-glass cupola which houses the fresnel lens and light. The cupola is supported by sixteen vertical cast-iron mullions. The metal roof of the cupola is round in plan and takes the form of a reversed or ogee curve crowned by a spherical shape. The upper structure of the cupola is stabilized by tie bars extending to a central tension ring, directly above the lens housing.

The light is magnified by a first-order fresnel lens installed in the lighthouse after its rebuilding in 1867. The lens is set in its original brass supports and magnifies the light output of a 750-watt bulb to 30,000-candle power, which is visible for eighteen miles.

The base and a portion of the lower tower are reportedly part of the third lighthouse built on Tybee Island in 1791. Evidence of the earlier base is difficult to detect on the shaft's exterior since the brick structure has been stuccoed over repeatedly and the shaft exhibits no change in design. The interior walls have also been repeatedly painted, making identification of changes in the brick color difficult. The presence of portions of the 1791 base may only be established by testing. The lighthouse is described in 1838 as being 100 feet in height. In 1862, during the Civil War, the tower was partially destroyed by fire. According to historical reports, it was torn down to the proper point and new masonry carried up to the required weight. This rebuilding was carried out in 1867. The present structure is representative of this building period.

During its long history, the Tybee Lighthouse has undergone changes in its painted markings. In the twentieth century, it has been painted in dark-gray and

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white bands. Evidence from 1919 shows the top two-thirds of the tower white and the bottom third dark gray. In 1959, the tower is shown in a photograph with alternating bands of gray and white. Presently, the lower half of the tower is painted white with the remainder of the shaft a dark gray.

Historic Cottages in the Lighthouse Complex

The old lighthouse keeper's cottage and other historic support buildings are clustered around the base of the tower. There are three structures in this grouping that are known to date from the nineteenth century. All of these structures have been sheathed in aluminum siding in the past ten years by the U.S. Coast Guard.

The cottages on the north and east sides of the lighthouse were decorated in the Stick style popular in the prosperous beach resort areas in the latter half of the nineteenth century. These cottages may date as early as the Civil War or to the rebuilding of the lighthouse in the late 1860s or early 1870s. The evolution of the Stick style would suggest that these buildings were probably built no later than 1895, which places them on the Coast Guard Station before the building of Fort Screven.

It appears that the northern cottage may predate the eastern cottage because of some dissimilarities in construction techniques and design. There is a possibility that the northern cottage may be an alteration of a similar structure shown in an 1862 view of the Tybee Lighthouse.

The two larger cottages are wood-frame construction, one and a half stories in height and have a T-shaped plan. The simple gable roof shape continues past the exterior wall lines on the front and rear to form porch spaces supported by square-bracketed columns. In the period between 1919-1959, the rear porches on both cottages have been enclosed to provide more interior space. The one-story rear wings are centered on that elevation and originally housed the kitchen and bathroom facilities for the house. Both the larger cottages are raised above ground level and rest on brick piers. The main blocks of each cottage are three bays wide and two bays deep. The main entrance is central to the front elevation and is made accessible by stairs leading to the raised porch. The main entrance is wider than the two flanking window openings and has a rectangular overlight. The gable ends were originally supported by brackets. Both of the large cottages have brick end chimneys located on the gable ends or side elevations and a smaller chimney located at the rear of the kitchen wing. The chimneys of the eastern cottage lie within the body of the house. The chimneys for the northern cottage are exposed. The chimneys for both houses have decorated raked brick caps. The kitchen chimneys for both houses are exterior and have decorated caps. A striking feature of the front

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and side elevations of these cottages is the raised height of the cornice line separating the first and attic stories. This is most evident along the front eave line above the porch supports. This design condition was most likely caused by the need for more useable space and head room in the attic story.

The smaller, one-story structure to the south of the larger cottages has a simple rectangular plan under a gable roof and may have been a barracks at one time. A full-length open-shed porch extends across the northern elevation of the building and overlooks the open area formed by the other cottages and the lighthouse. The interior arrangement and finishes of this building have been altered in the past decade.

The original application of a mixture of vertical and horizontal siding, the use of eave brackets, bracketed porch columns, and picket porch railings are the design features that show the cottages' Stick style. Other discrete features that give the cottages a distinctive style and period are the two-over-two sash windows and the gabled roof dormer centered over the main axis of the house. The interior arrangement and exterior finishes of these cottages have been extensively altered by the Coast Guard in recent years.

Description of the U.S. Coast Guard Station

The present visual character of the lighthouse reservation is cluttered by the recent introduction of a large-scale apartment unit for housing Coast Guard families and the disjointed placement of mobile homes and parking areas in clear view of the public visting the Tybee Museum. The visual clutter on the reservation, in combination with the substantial alterations to the architectural qualities of the three cottages, has diminished the historic character and appearance of the area.

Condition of the Coast Guard Complex

The condition, appearance, and upkeep of the lighthouse and the individual buildings on the station are very good.

Present Land Uses in the Fort Screven Area

The present land uses within the historic Fort Screven boundaries represent the residential land subdivision patterns established at the time of the fort's surplus property sale to the public. The residential land-use patterns established

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by the City of Tybee Island have not changed substantially since 1946. The exceptions to the predominant single- and multi-family land use are: (1) the Ocean-side Nursing Home complex which represents a special type of medical/residential use; (2) the U.S. Coast Guard Tybee Station complex; (3) the Tybee Museum; (4) the American Legion Hall; and (5) the City of Tybee Island police headquarters and municipal maintenance facilities. All other former military buildings have either been adapted to single- and multi-family residential use, vacated, or demolished.

Zoning

Present zoning classifications for the area include single-family detached housing and multi-family apartment housing.

Non-military Construction of Fort Screven

Since 1946, fewer than twenty residential buildings have been constructed within the old fort boundaries. The 1941 plan for the fort shows approximately 150 military buildings on the post. Of the buildings shown in that plan, 106 remain. The newer residential homes, built since 1946, have equaled the number of military buildings demolished, bringing the present number of buildings to approximately 100 within the old fort area.

Intrusive Buildings

Of the total number of buildings within the old post boundary, twenty should presently be considered as visual and chronological intrusions which detract from the historical, architectural, and landscape character of the resource. Of these twenty incompatible structures, twelve are single-family homes constructed after 1946, one is a mobile home, and seven the result of extensive modification to previously existing military structures or entirely new construction.

The following intrusions are identified on the accompanying maps of Fort Screven:

- (1) single-family residence
- (2) nursing home built on site of Bachelor Officers' Quarters
- (3) nursing home built on site of north ward of hospital
- (4) Jaycees' hot-dog stand
- (5) single-family residence
- (6) Catholic convent built on site of barracks
- (7) single-family residence built on site of Officers Quarters

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- (8) single-family residence built on site of a mess hall
- (9) single-family residence built on site of a latrine
- (10) guard house of parking lot
- (11) modern Coast Guard barracks
- (12) mobile home on lighthouse reservation
- (13) single-family residence
- (14) single-family residence on top of battery
- (15) single-family residence on top of battery
- (16) single-family residence built on tent pads in Training Area #3
- (17) single-family residence
- (18) single-family residence
- (19) single-family residence on site of boiler-room laundry
- (20) concrete block City Court building

The General Condition of Historic Buildings and the Fort Landscape

The general condition and appearance of the buildings in the Fort Screven area may be rated as good; however, the excellent and poor conditional extremes are represented. The general condition of the landscape may also be rated in the same manner. This evaluation considers only the visual appearance and exterior soundness of the structures and the quality of the surrounding landscape.

Boundaries of Fort Screven

The area considered for the Fort Screven Historic District encompasses the Army lands associated with the fort in 1941. By this date, all the principal buildings and areas of the fort associated with its many historic functions had been established and an accurate post map compiled. The locations and uses of all significant buildings, roads, pedestrian walkways, open spaces, and support facilities present in 1941 are shown on this map. A detailed legal description of the fort's boundaries exists in a letter from the Army Chief of Staff dated November 30, 1937. This "metes and bounds description" in conjunction with the 1941 map provides the most definitive description of the fort plan. The complete district boundaries, including the five-acre Tybee Lighthouse complex, encompasses approximately 205 acres.

Photographs

The Historic Preservation Section has determined that the photographs taken in October, 1980 still provide an accurate view of the district. No significant changes have been made since that date.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input checked="" type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input checked="" type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1897-1904/1946 **Builder/Architect** Army Corps of Engineers

Statement of Significance (in one paragraph)

SUMMARY STATEMENT OF SIGNIFICANCE

The Fort Screven Historic District is significant in terms of the military, engineering, architectural, landscape architectural, community planning, transportation, communications, and exploration and settlement history of the nation; it meets National Register criteria A, B and C. It is also significant for its historic archaeological potential, and thereby meets National Register criteria D. Militarily, Fort Screven is significant because it constitutes a virtually intact turn-of-the-century federal coastal defense installation situated at a strategic southeast maritime location marked by a prominent lighthouse facility. It was part of the nation's turn-of-the-century coastal defense network, which was itself part of a larger military preparedness brought about by the emergence of the United States as a world power. Later, in the 1930s, Fort Screven was placed under the first command of Lt. Col. George C. Marshall. In terms of engineering, Fort Screven is significant for its location and overall design, which were responses to the prevailing military technology at the turn of the century, and for its buildings and structures, which reflect the application of sound engineering principles, both traditional and innovative, to military construction. The lighthouse, with its masonry tower and lens apparatus, constitutes an important work of nineteenth-century maritime engineering. Architecturally, Fort Screven is significant for its collection of Army Corps of Engineers buildings and structures which represent nearly every type and design found on a turn-of-the-century military base in a subtropical climate. They also reflect an awareness of prevailing regional and national styles, materials, plans, and techniques. In terms of landscape architecture and community planning, Fort Screven is significant for the way in which the "picturesque" and the "grand" concepts of turn-of-the-century site planning and design are used throughout the fort to complement military needs, to form a backdrop for the post architecture, to fashion useful outdoor spaces, and to give distinctive character and appearance to different parts of the base. In terms of transportation, Fort Screven is significant for its integrated system of railroad, streets, and pedestrian paths, an innovative concept at the time. In terms of communications and exploration and settlement, Fort Screven is significant for its late-nineteenth-century lighthouse, the latest in a series dating from 1736, marking this historically strategic maritime location at the gateway to the Savannah River. In terms of historic archaeology, Fort Screven is significant for its archaeological potential inferred from the mapped locations and photo-descriptions of previously existing buildings, structures, and landscape features.

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9. Major Bibliographical References

The principal source of information for this nomination is a 338-page "Fort Screven Historic Environmental and Cultural Resource Assessment" prepared for the Savannah District Corps of Engineers by consultant Randolph C. Marks, dated January 6, 1979. Additional field work was done by the Historic Fort Screven Neighborhood Association. Portions

10. Geographical Data

UTM NOT VERIFIED

(continued)

Acreeage of nominated property 205 ACREEAGE NOT VERIFIED
 Quadrangle name Tybee Island North, Ga.,-S.C. Quadrangle scale 1:24,000

UMT References

A	<u>1</u> <u>7</u>	<u>5</u> <u>1</u> <u>4</u> <u>9</u> <u>2</u> <u>0</u>	<u>3</u> <u>5</u> <u>4</u> <u>3</u> <u>2</u> <u>3</u> <u>0</u>	B	<u>1</u> <u>7</u>	<u>5</u> <u>1</u> <u>5</u> <u>1</u> <u>4</u> <u>0</u>	<u>3</u> <u>5</u> <u>4</u> <u>1</u> <u>2</u> <u>0</u> <u>0</u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u>1</u> <u>7</u>	<u>5</u> <u>1</u> <u>3</u> <u>8</u> <u>1</u> <u>0</u>	<u>3</u> <u>5</u> <u>4</u> <u>3</u> <u>1</u> <u>9</u> <u>0</u>	D			
E				F			
G				H			

Verbal boundary description and justification

Boundary represents the historic limit of Fort Screven and is marked with a heavy black line on the attached map.

List all states and counties for properties overlapping state or county boundaries

state	<u>N/A</u>	code	county	code
state		code	county	code

11. Form Prepared By

name/title Richard Cloues, architectural historian
Historic Preservation Section
 organization Georgia Dept. of Natural Resources date 11/21/80 / 4-12-82
 street & number 270 Washington Street, S.W. telephone (404) 656-2840
 city or town Atlanta state Georgia

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Elizabeth A. Lyon 4/12/82 EAL
 Elizabeth A. Lyon
 title State Historic Preservation date 12/8/80

For HCRS use only	
I hereby certify that this property is included in the National Register	
<u>William H. Bradham</u>	date <u>5.25.82</u>
Keeper of the National Register	
Attest: <u>LuAnn Doherty</u>	date <u>5/24/82</u>
Chief of Registration	

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HISTORY AND SIGNIFICANCE OF TYBEE LIGHTHOUSE

Early History and Significance

The first recorded lighthouse on Tybee Island was constructed in 1735-1736 under the direction of Noble Jones of Wormsloe. There are documented accounts that Henry Talbot, son of Sir John Talbot, was awarded the contract to erect lighthouses along the South Carolina and Georgia coasts during the reign of King Charles II of England (1660-1680). However, no definitive references were discovered to indicate the actual building of a lighthouse by Talbot in the northern end of Tybee Island.

The 1736 lighthouse was commissioned by General Oglethorpe to clearly mark the Savannah River entrance from the Atlantic and Calibogue Sound. The Tybee Lighthouse was a significant navigational aid along the inland sounds used to travel between Savannah and Charleston, South Carolina, which served as a regional center for supplies, communication and shipping.

The initial lighthouse structure was made of brickwork and cedar piles and reportedly rose to a height of ninety feet. It was purported to be the loftiest structure on the Atlantic coast at the time of its building. However, five years later, it was destroyed by a storm and not formally rebuilt until 1742. In the last year of Oglethorpe's mission in Georgia, this new lighthouse structure was built, which he described as "much the best building of that kind in America."

The 1742 lighthouse was constructed in ten months by Thomas Sumner. By 1758, however, there had been several reports of damage to the structure and undermining by the sea. From 1760-1769, there are numerous accounts recommending the rebuilding of the lighthouse in a more advantageous spot. In 1769, a contract was entered into with John Mulryne to rebuild the lighthouse, but the contract was later cancelled and the existing structure repaired.

In 1791, the lighthouse was rebuilt inland from its previous location. This all-brick structure may have been constructed under contract with the federal government since the 1791 rebuilding coincides with the secession, by the State of Georgia, of a five-acre tract of land (465 feet square) to the United States, by an Act approved December 15, 1791.

In 1838, the lighthouse was described as being an all-brick structure, with a fixed light of fifteen amps and fifteen-inch reflectors. At this time, the tower rose to ninety-five feet. In 1841, the lighthouse was refitted with sixteen-inch reflectors, and in 1857, the older light reflectors were replaced by first-order fresnal lens.

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The lighthouse was captured by Union forces in 1862 as part of a larger plan to blockade the port of Savannah and bombard Fort Pulaski. In that same year, a Confederate raiding party of the Montgomery Guards partially destroyed the lighthouse tower and associated Union garrison. After the war, the lighthouse was rebuilt in 1867-68. Reportedly, portions of the 1791 foundation and lower shaft were retained and incorporated into the 1867 structure.

The post-Civil War lighthouse is an all-brick structure rising to a height of 145 feet. The present structure has not been significantly altered since its 1867 rebuilding.

The surrounding complex of Stick-style cottages and support buildings reflect the architectural period of the 1870s-1880s. These cottages are arranged in a quadrangle garrison plan and may reflect or be directly associated with the military garrison on Tybee Island during or after the Civil War.

Categories of Significance for the Tybee Lighthouse

The significance of the Tybee Lighthouse site is being declared under the categories of: (1) Exploration and Settlement, (2) Military Action, and (3) Communication. The significance of the present Tybee Lighthouse Tower and the historic support cottages are being declared significant in the categories of: (1) Engineering, (2) Architecture, and (3) Communication.

Summary Statement of Significance: Tybee Lighthouse

The Tybee Island Lighthouse and site are significant to the history of the nation, state, and Tybee Island because:

- (1) The Tybee Lighthouse site has been the location for a historically important navigational aid along the Atlantic coast since 1736. The site's association with the Savannah River and the founding and settlement of the cities of Savannah and Augusta are considered.
- (2) The Tybee Lighthouse site has been the location of numerous historic lighthouse structures before the present structure, all of which declare the main entrance or "gateway" into the port of Savannah. As a "gateway" building, all of these historic lighthouse structures have been seaward ambassadors for the city of Savannah throughout its history and as such were representative of significant periods of that city's development and reliance on ocean trade.

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- (3) The Tybee Lighthouse site has been associated with significant military emplacements and actions for 200 years due to its strategic location at the entrance to Tybee Roads.
- (4) The historic Tybee Lighthouse tower and its associated lantern and lens mechanisms represent the continuous advance of marine navigational technology from 1736 to the present.

The Tower as a Significant Navigational Aid and Gateway to Savannah

The early significance of Tybee Island as a site for a navigational aid is directly associated with General Oglethorpe's choice of the Savannah River as the proper location for settling the Georgia colony. The hostile Spaniards to the south in Florida, the breadth of the Savannah River, and its close proximity to the security of South Carolina and Charleston factored these early settlement decisions. The first lighthouse clearly identified Oglethorpe's choice of Savannah. It also required a substantial commitment of private funds to signify the newly founded colony's existence and to provide safe passage for shipping. These early lighthouses on Tybee Island were symbolic statements to remind passing ocean travelers of the colony's hopes and aspirations. As such, they were often more grand architecturally than the settlements they symbolized.

The importance of the lighthouse site should also be expanded beyond the development of the city of Savannah to include other early settlements along the Savannah River to the fall line at Augusta. Many of the goods ferried on the river were indirectly associated with ocean shipping which recognized the crucial importance of the Tybee Lighthouse in making the hazardous entrance into the Savannah River.

Savannah's importance as a major port for exporting cotton was realized between 1820-1860. During this period, the port facilities at Savannah were greatly expanded, and the railroads became the major means of transporting bulk cotton to market. As a result of this renaissance in shipping activities, great efforts were made during the period of the 1830s-1850s to improve the safety of the river channel by carefully charting and marking the Savannah River from the city to the sea.

Additional lighthouses were built on Cockspur Island and Oyster Bed Island in 1838, and the Tybee Lighthouse reflectors were replaced by more powerful lamps and a first-order fresnel lens in 1857.

The importance of Savannah as an exporting center was quickly reestablished after the Civil War. The rebuilding of the damaged lighthouse in 1867, to a greater height, with a more powerful lantern, paralleled the increase in the cotton trade with England, which had been stifled for five years.

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Savannah's importance as a port has waxed and waned since the Civil War during times of prosperity, good foreign markets, war, and depression. Recently, the port has assumed a new role as a terminal for containerized freight and the location of a large liquid-natural-gas port. Again, the significance of the Tybee Lighthouse is amplified.

The Significance of Tybee Lighthouse to Historic Military Actions

The site of the Tybee Lighthouse is also associated with several significant military engagements and fortifications. In July, 1776, the first capture of a British ship was accomplished by the first provisional vessel commissioned for naval warfare. The British ship, loaded with a shipment of gun powder for the British Army, was captured by a Georgia schooner. This was the first capture of a British ship made under orders from the American Congress. There are other accounts of Revolutionary War action occurring near the lighthouse in the British encampment named Fort Tybee. During the Revolution, Fort Tybee served as a retreat for the colonial governor, British royalists and their naval forces, as well as a staging ground for the French forces under Charles Henri, Counte D'Estaing, before the joint American-French siege of Savannah.

The military significance of the northern end of Tybee Island was also recognized during the War of 1812. The prosperity that came to Savannah immediately after the Revolutionary War was threatened by possible naval attacks or blockage of the port by British vessels. Although this did not actually occur, it did prompt action on the part of the federal government to protect the entrance to the harbor and the lighthouse. The Martello Tower was built seaward of the lighthouse during or immediately after the war as a coast artillery battery to work in conjunction with the lighthouse as a spotting tower. The masonry battery was a moderate-sized, cylindrically shaped tower with cannon ports on the ocean and river elevations.

National Archives records show that the Army Corps of Engineers had proposed a shore artillery station near the present lighthouse in 1836. The records do not indicate why this fortification was not constructed as planned.

The military significance of the Martello Tower and lighthouse location were realized again in the Civil War, when the Union naval forces attempted to blockade the entrance to Tybee Roads. By 1862, the Union navy had established a blockade, captured Tybee Island, and were using the lighthouse as an observation post and the Martello Tower as a shore battery and magazine protected by a wooden stockade parapet wall along the shoreline. The area immediately surrounding the base of the lighthouse appears to have been used as a garrison and command headquarters for the Union forces in their preparations for the bombardment of Fort Pulaski in 1862. The

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lighthouse, garrison, and Martello Tower were apparently out of the artillery range of the fort because a Confederate raiding party was sent to destroy the lighthouse, garrison, and tower. In this attack by the Montgomery Guards, the lighthouse was burned but only partially destroyed.

The Military Significance of the Fort Pulaski Bombardment

The military significance of the bombardment of Fort Pulaski has been documented by the Heritage Conservation and Recreation Service. The 1792 lighthouse, federal garrison, and Martello Tower were significant parts of that action by serving as the command headquarters and garrison for the Union batteries placed along Lazaretto Creek. After the fall of Fort Pulaski, the military significance of the northern end of Tybee Island, including the lighthouse complex, was clearly evident and closely associated with the blockade of the Savannah River entrance until the end of the Civil War.

The Spanish-American War

The strategic location of the northern end of Tybee Island in relation to the Savannah River and Calibogue Sound was not considered again until the years of unrest in the Caribbean and South America in the 1890s, shortly before the Spanish-American War. This segment of the site's significance statement on the lighthouse area following the Civil War will be included in the discussion of Fort Screven.

The Building Technology and Engineering Significance of Tybee Lighthouse

The present lighthouse structure was built in 1867 and is a completely fire-proof 150-foot tower constructed in brick, with a cast-iron spiral stair leading to a metal-roofed cast-iron-framed cupola. Its recent historical significance (1867) as an architectural and engineering statement is enhanced by all previous lighthouse structures and important events that have transpired on this site. The visible strength and pragmatic functionalism of its engineering and structural design, to withstand the fury of the sea, allows this simple, vertically tapered, octagonal shape to successfully assimilate in the present the symbolic, historical, and cultural significance of all past structures and events that have occurred on this site. This is the lighthouse's combined architectural and cultural significance.

The features of the present lighthouse that make it a significant engineering statement include:

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- (1) The extremely massive flared brick masonry walls and wide base. The lower walls of the tower are twelve feet thick at the ground plane.
- (2) The twelve-foot-in-diameter circular cast-iron stair that rises 140 feet on a central cast-iron column to the lantern.
- (3) The sixteen-sided cast-iron-framed cupola that is structurally stabilized by rods intersecting at a central tension ring directly above the lantern. The ogee arch metal roof shape is not an uncommon design motif of the nineteenth century and was often reserved for small circular buildings such as bandstands or gazebos. However, the use of this roof shape for the lighthouse "cap" contributes a significant architectural character to the otherwise utilitarian structure of the tower.
- (4) The first-order fresnel lens dates back to the 1867 rebuilding and is still positioned in its original heavy brass supports. The combined engineering considerations incorporated into the existing tower are significant statements of communication technology from the mid-nineteenth century.

The Significance of the Lighthouse Support Cottages

The significance of the keeper's cottage and other support buildings is declared on the basis of their architecture primarily and their possible reflection of an earlier military garrison plan secondarily.

The two larger frame cottages are the only known Stick-style buildings of the 1870s or 1880s still remaining on Tybee Island. As such, they are significant examples of that architectural style and form of construction. Although the buildings are presently sheathed in aluminum siding, restoration to their original condition is possible. If restored to their earlier appearance, these cottages would further complement the lighthouse, and the entire complex would be more easily recognizable to the general public as a significant historical site which preceded the building of Fort Screven.

The arrangement of the lighthouse complex is suggestive of an earlier military garrison plan depicted in an 1862 view of the lighthouse. The formal quadrangle relationship of the three nineteenth-century cottages and the lighthouse indicates the possibility that this was the location of a military command during or directly after the Civil War. If this existing plan is a reflection or segment of the original military plan for an earlier garrison, then the present arrangement of buildings is also significant as a historical record of that military use. Records show

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that the present five-acre tract ceded to the federal government in 1791 was deeded to the U.S. Coast Guard in 1865. This action may indicate the end of the military presence on this site. If that is the case, then the larger cottages and barracks building would most probably have been constructed prior to that date, since only one cottage would be necessary for the lighthouse keeper.

If these cottages were built after 1875, there is the possibility that the lighthouse was the site of a Coast Guard lifeboat station. However, no records have been found to substantiate this possibility and no evidence of a lifeboat station was discovered in the field survey. Based on the recorded beach erosion in this area, the discovery of physical evidence of an earlier boathouse structure is considered unlikely.

HISTORY AND SIGNIFICANCE OF FORT SCREVEN

Summary Statement of Significance for Fort Screven

The significance of the Fort Screven area is being declared under the following categories: (1) Military Fortification, (2) Community Planning, (3) Landscape Architecture, and (4) Architecture. The Fort Screven post area is significant to the history of the nation, the state, and Tybee Island because:

- (1) The construction of Fort Screven symbolizes the military and political actions of a very complex and important period in our history when the nation was attempting to emerge as a world power. Fort Screven is representative of the nation's aspirations to assume a greater role in international affairs as well as its fears that this new role could necessitate military action or reaction.
- (2) Fort Screven's location is in response to the military technology of the period in which it was built. All of the forts which preceded Fort Screven in the coastal defense of the Savannah River entrance or the city of Savannah have been strategically located, based on the military defense concerns of the period and the technology to support those locations. Fort Wayne, Fort Jackson, Fort George and Fort Pulaski are considered.
- (3) Fort Screven was the major segment of an 1897 coastal defense network that guarded the entrance to a number of strategic passages and inland sounds along the Georgia and South Carolina coasts.
- (4) The military engineering and construction techniques utilized in the construction of the batteries are representative of early reinforced-concrete building methods that were refined in the 1890s.

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- (5) The planning concepts employed by the Corps of Engineers in the design of the post are representative of the nineteenth-century desire for a "grand" and "picturesque" landscape as the backdrop to architecture. Fort Screven was designed to meet the recognized changing needs of the military in coastal defense fortifications. Many of these needs are reflected in the divisional land use and transportation planning concepts that give the post the environmental qualities of a grand beach resort community distinct from the remainder of Tybee Island.
- (6) The Army architecture still extant on the old post grounds is a significant cross-sectional statement of Corps of Engineers building types and construction techniques for semi-tropical climates. The building collection is complete in that a good example remains of every building type previously built on the post, with the exception of the post hospital, exchange, and chapel. Eighty percent of the fort's original buildings are still remaining, most of which are only slightly altered.
- (7) The architecture of Officers Row is uniquely blended with its ocean setting to produce a "grand" landscape-planning statement of the period. As such, it is also symbolic of the military's expectations for their officers in this resort atmosphere.
- (8) Fort Screven is associated with the early army career of General George C. Marshall, who was post commandant in 1932-1933. During this period, Lt. Col. Marshall was responsible for improving the physical beauty of the post and the morale of his men. In his memoirs, he regarded his assignment at Fort Screven to be one of the most pleasant of his career.

The Significance of Coastal Defense to American Foreign Policy

Fort Screven is one segment of a network of coastal defense batteries constructed along the eastern and gulf coasts to protect major cities and ports from naval bombardment or blockade. The military planners that were supporting the building of a great national navy were also considering the possibilities of attack from foreign navies. Much of the concern for military readiness in this period was the result of American political intervention into British affairs in Venezuela in 1895, by restating the Monroe Doctrine. This was followed in quick succession by the United States' political involvement in the Cuban Revolution of 1895. These actions on the part of the United States were paralleled by the rapid completion of a new battleship navy. Prior to this time the American naval policy had only considered the defensive. By the spring of 1898, the country waited confidently for a war with Spain. It was during this same period that the major batteries at Fort Screven were being built.

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The quick succession of international property acquisitions that followed the Spanish-American War formally put America on track as an international power out of necessity to defend its distant holdings. During this same period, the British withdrew their naval forces from the West Indies, signaling the changing of the guard in that area of the world. The British decision to withdraw left a vacuum that led to America's successful intervention into the 1901 rebellion in Panama. This action resulted in an agreement with the new government which allowed the United States to build the Panama Canal. A major chapter of America's involvement in the international affairs of Central and South America was written with the signing of the Roosevelt Corollary to the Monroe Doctrine, which firmly established our nation's role as the "police power" in the Caribbean.

From 1904 to 1914, U.S. naval power controlled the Atlantic Ocean and Caribbean Sea unchallenged. The military significance of Fort Screven as a coastal defense installation diminished as the foreign powers respected the Monroe Doctrine.

The Significance of Fort Screven as the Last Coastal Defense Fort

Fort Screven represents the last of the coastal artillery fortifications to be built on the Georgia coast. By 1924, the original gun emplacements and guns were considered to be obsolete and the coast artillery companies were withdrawn. By the opening of World War II, such "unhardened" coastal batteries were considered easy targets for fast-moving battleships with their sophisticated fire-control systems. The introduction of air power into the military equation was the final blow to the military significance of coastal defense batteries.

The steady progression of fort construction seaward from Fort Wayne, to Fort Jackson, to Fort Pulaski, to Fort Screven is a significant aspect of the evolution of river and coastal fortifications due to the changing technology of the cannon and rifled gun that always made these facilities obsolete. Just recently, the U.S. Navy has announced the beginning of construction on the Trident Submarine Base at Kings Bay, Georgia. The advanced technology of the nuclear submarine and the 4000-mile-range missiles it carries for intercontinental defense seem light-years removed from the coastal batteries built at Fort Screven only eight decades ago. As modern technology accelerates, the significance of the battery positions on Tybee Island will also accelerate.

Significant Engineering and Construction Techniques of the Batteries

The batteries at Fort Screven were constructed of reinforced concrete laid up in heavy wood forms. Modern techniques in reinforced concrete were considered

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experimental until the last quarter of the nineteenth century, but finally became acceptable as a method of construction for public works and military projects by the turn of the century. The coastal batteries built just prior to the Spanish-American War represent one of the largest and earliest Corps projects using this method of construction. The batteries at Fort Screven, as part of this large group, should be considered as significant examples of the early use of reinforced-concrete construction.

Significance in Military Land Planning and Civil Engineering

The land-planning concepts employed to design the military command, housing, service, and support facilities for Fort Screven are in sharp contrast to the utilitarian and operational aspects of the battery design. The plan for Fort Screven actively acknowledges its presence on Tybee Island by putting on the airs of a swank summer resort. However, there are indications that the berm also demonstrates significant past engineering considerations. The berm which supports Officers Row was built not only to raise those buildings above storm surges, but also to protect the low-lying lands and fort buildings to the west from wind and tidal flooding. This berm line continued around the northern end of the island in the form of the sand-dune embankments to shield the batteries. The fort landscape was so designed that storm waters were channeled to the low area of the old Regimental Parade Ground (Beacon Pond) where canals were dug to direct the water in a westerly direction into the marsh areas.

It appears that the placement of the batteries and Officers Row far inland of the original 1900 shoreline was done not only to locate them on high ground, but also to show respect for the documented erosion problems along the northern end of Tybee Island. The open plain in front of Officers Row has assumed many historic uses; however, it appears that the primary intention of the Corps' design was to elevate the houses from storm-water surges and separate them horizontally from the slower but equally dangerous erosion of the beach front. The beach erosion was slowed and controlled in the 1930s by the construction of a sea wall and groins along the coast from Battery Gant to Second Avenue.

Significance as Formal Military Fort Planning

One important aspect of the fort land plan is the successful adaptation of late-nineteenth-century picturesque concepts of landscape architecture to the Army's requirements for military functions and protocol.

Large open-space areas are still defined by tree groves, building lines, walkways, and roadways. In the original plan, all of these open spaces had intended

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military functions such as tent areas, parade grounds, rifle ranges, etc. However, these areas were not in use continually and served as open areas that provided vistas and allowed the ocean breezes to penetrate inland areas of the fort.

The significance of the original transportation planning concept is the orientation of the primary facades of all military offices, housing, and post services to a network of linear pedestrian pathways. These pathways clearly designated the intended flow of functional and formal relationships between buildings and areas of the fort and symbolized, by geographic distinction, the established army hierarchy on post. For example, the Officers Row walkway was remote and more private in relation to the main north/south walkway along the western edge of the Regimental Parade Ground. The post road system was designed in sweeping curvilinear forms characteristic of the residential landscape-planning concepts initiated by Frederick Law Olmsted in the 1870s. However, these roadways were primarily used for service functions and remained unimproved until use by the automobile in the 1920s. The automotive and pedestrian movement networks were intentionally separated and placed parallel to one another to minimize the number of walkway/road intersections. Many of the more notable examples of the coordination of pedestrian and automotive planning concepts, devised for the 1930s' residential subdivision such as Radburn, New Jersey, had already been recognized and incorporated into military-post landscape design before that period.

Significance in Transportation Planning

Fort Screven was also analyzed for the overall correlation of land-use and transportation patterns in the post plan. Four primary linear patterns were discovered and divided into two pairs based on general design similarity and function.

The necessary positioning of the battery complexes along the northern coast, factored by the original right-of-way for the island railroad and the only location of the rail spur link to the quartermaster area, the dock, and the batteries. The road connection was designed to parallel the rail connection. These two transportation corridors were clearly coordinated to be complementary in function. Their design characteristics distinguished the operations area of the post from the post housing and service area.

The other two distinct linear transportation and land-use patterns for the post were determined by the location of the pedestrian pathways on elevated, well-drained soil on either side of the old Regimental Parade Ground, once Beacon Pond. Military hierarchy determined the allocation of the prime beach side of the parade ground to the top-ranking officers and staff functions on Officers Row and the inland side to enlisted men's barracks and the senior NCO row. These two linear

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development patterns were separated by the parade ground on the south but connected by a major east/west pedestrian walkway extending from the rear of the Regimental Headquarters building to the quartermaster's area. The main pedestrian walks connected the batteries with the southern extremities of the fort--one terminating at the old Guard House and the other at the Officers Club and hospital complex. When these linear patterns are superimposed on an aerial photograph, the patterns of major rail, road, and pedestrian paths clearly intersect or overlap at the battery or quartermaster areas. This indicates that the design of the housing and service functions are subordinate to the operational functions of the post, as they should be. These patterns are not easily identifiable from a site survey of the area; however, the significance of the land-use and transportation plans becomes clear when various known patterns are jointly superimposed.

Summary of Significance for Fort Screven's Military Plan

The result of this analytical study of the Fort Screven plan may be outlined as more detailed statements of significance.

- (1) The land-use and transportation patterns established by the military planning of Fort Screven are unique to Tybee Island. The military methods of planning still inherent in the area today originally placed no monetary value on the land being developed by the federal government as an army post. Today, this has resulted in a significantly different visual environment on the post in relation to the remainder of the island, which was subdivided uniformly into rectangular blocks and quarter-acre lots by 1873. Only a planning action on the part of the federal government could have countered the earlier private-land-sales practice that proved to be extremely profitable during the resort boom of the 1870s and 1880s. Today, the uniqueness of the military post planning is still evident, in the battery and lighthouse areas, on the beach along Officers Row, in the live oak tree groves, the Fort Village area, and large open spaces and parks that are a strong counterpoint to the regularity and monotony of the land-use plan and environment of the remainder of the island.
- (2) The latent pedestrian patterns and original planning concepts of the Fort Screven area remain pertinent and should affect the future planning efforts in the post area. The significance of the area as an early example of a planned pedestrian community should not be overlooked in relation to today's concern for energy conservation.
- (3) The original landscape planning of the fort area took environmental factors into consideration in the formulation of a design concept. Many of

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the original landscape qualities present prior to the fort's building remain in the mature live oak tree groves, and open areas along the beach.

- (4) The landscape qualities of the fort define the importance of the various living and service areas of the fort. Officers Row is considered to be the most significant of the landscape concepts. However, the more subtle planning and engineering considerations identified previously should also be considered significant to the present visual quality of the fort.
- (5) The significant open-space areas of the fort which are indicative of the fort's earlier military use are: (a) the old Regimental Parade Ground (city park), (b) the old Reviewing Ground spreading before Officers Row, (c) the area between the lighthouse complex and Batteries Brumby and Garland. Each of these areas remains clearly defined and not substantially altered since the 1940s. Individually, they are distinctly different in their landscape features and appearance; however, as a group, they are complementary and should be considered significant open-space compositions that enhance and differentiate the northern end of Tybee Island from the privately developed southern end.

High Percentage of Remaining Historic Military Structures

The military architecture remaining in the Fort Screven area represent eighty percent of the buildings on the post in 1941. The large percentage of building retention is due, at least in part, to the successful adaptive re-use of many of the original military structures for residences and the quality of the materials and workmanship that went into their initial construction.

The collection of old military buildings present is representative of a large majority of building types specified by the Corps of Engineers for an army post of this size. The Corps published a document in June, 1949, entitled "Folio of Definitive Drawings for Military Construction: Folio #1 - Permanent Buildings." In this document, three climatic classifications that determine construction characteristics of building types are identified. Designs for all permanent building types are categorized for temperate, semi-tropical and tropical climates. The general list of buildings for a post the size of Fort Screven, in a semi-tropical climate, would include: enlisted men's barracks, NCO quarters, chapel, mess halls, commissary, field house, fire station, guard house, gym, headquarters building, infirmary, hospital, library, laundry, officers' building, Officers Club, officers' mess, bachelor officers' quarters (B.O.Q.), post exchange, post warehouse, post office, service club, and utility yard. Out of the 100 original buildings specified

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by the Corps for Fort Screven, only the singular examples of the Officers Club, B.O.Q., hospital, chapel, service club, and post exchange no longer remain. All other army building types are represented by one or more unaltered examples on post. Together, they constitute a significant collection of vernacular military architecture from 1898-1930. If Fort Screven had not been deactivated in 1946, there is a good possibility that many of these building types would have been lost due to changes in military requirements for more space, or efficiency of operations and need for low-maintenance structures.

Significance in Quality of Design, Craftsmanship, and Materials

The majority of these extant structures are one or two stories high, cypress- and pine-frame construction, clad with weatherboard, and capped with simple gables or hipped roofs covered with slate. The relatively unadorned architecture of the barracks, mess halls, latrines, and service and support buildings is indicative of vernacular military buildings designed by the Corps for semi-tropical climatic conditions on the Georgia coast. The special design features of these structures that give them an architectural character or style include:

- (1) use of the Palladian window motif in the gable ends of the original fort buildings;
- (2) the one- and two-story galleried porches covered with simple shed roofs and supported by plain square columns;
- (3) raising the main level of the building above ground level on brick piers;
- (4) the shaping of the exposed lower ends of rafters in a rounded curve to make them appear as cornice brackets under the eave line;
- (5) the use of cypress and heart pine for framing and weatherboarding to insure the longevity of the structures in this moist, hot climate;
- (6) the use of slate as a standard roofing material for all structures, and
- (7) the use of granite-block caps on top of all brick piers to evenly distribute the load.

Significance of Officers Row as a "Grand" Landscape-planning Scheme

The military architecture and landscape design of the houses on Officers Row, in combination with their magnificent seaside setting, is unique in the Southeastern region. The strength of Officers Row as a design concept is magnified by its

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location atop the crescent-shaped berm that gathers the great open space before it into a unified and grand planning composition. The nine houses that still remain in the center of the Row and the associated mature landscape extend continuously for over 1,000 feet with no manmade visual intrusions. The Row can be viewed in its entirety from numerous locations along the beach. Also, the prospect of the beach from the front porches and walkways running before the Row is equally as grand. The slightly curving alignment of the buildings allows the observer at either end of the Row to perceive the sweep of the Row, diminishing in perspective until it becomes united with the strong sky/water line of the horizon. This perspective concept is a part of the visual planning concepts of the Renaissance and Baroque periods of architecture. On Officers Row, the facade lines of the houses and walkway seem to be projected continuously to the distant horizon, which defines the perspective terminus. Also captured within the scope of vision is the strong paralleling boundary that defines the beach/water line.

Renaissance and Baroque "grand" planning concepts were reintroduced to American taste on a grand scale by the World's Columbian Exposition in Chicago in 1893. The result of the Exposition was a classical reawakening in American arts, architecture, and urban design. The significance of the 1893 fair was the introduction of grand Beaux Arts examples of urban design to visitors from the provincial urban centers of America. The landscape and urban design for the fair were as grand in scale as the white-plaster-and-stucco Beaux Arts buildings designed by America's leading architects. Frederick Law Olmsted had transformed the site from a swampy area on the Chicago lake front into a romantic, "picturesque" park stretching along the shoreline before these buildings with a formal Court of Honor at the center surrounded by all-white "grand" Beaux Arts architecture.

The significance of the Columbian Exposition was discernible immediately in all forms of planning, architecture, and the decorative arts. The public acceptance of the classical planning and architectural concepts on display in Chicago swept the nation within the brief period of the Exposition.

The grand concepts and classical white architecture still extant at Fort Screven appear to be at least indirectly connected with the national influence of the Columbian Exposition of 1893, which predates its planning by four years. The comparison is most evident in the landscape plan for Officers Row and the old Reviewing Ground. The design concepts and planning similarities are strong between Olmsted's great shoreline park surrounded by white classical buildings fronting onto Lake Michigan and the equally grand, white military architecture located on a well-landscaped, crescent-shaped berm fronting onto a vast, open park space overlooking the Atlantic Ocean.

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The records and plans of Fort Screven on file at the National Archives may further substantiate the possibility of the Columbian Exposition's influence on the fort's designer or general concepts and landscape-planning techniques for other army installations in the period of 1890 to 1910.

Significance of the Officers' Quarters in Reflecting Artistic Taste

The military architecture of the houses on Officers Row is the most visible segment of the total composition. As a group, these nine buildings are representative of the army's aspirations for its ranking officers during a period of military expansion and importance. The houses are grand in scale and design and gracious in living accommodations and material finishes. They also represent a successful adaptation of the Corps of Engineers' general type of officer housing to the climatic conditions of the Georgia coast and the local geography of the post.

The "eclecticism" of the architecture for Officers Row is truthfully representative of the period both technologically and stylistically. The successful use of classically detailed, pressed-tin ceiling panels is indicative of the continuing artistic controversy of the period relating to manufactured art versus handicraft or master-craftsman art. The "stylistics" of the architecture are equally significant in revealing the uncertainty of this period in our nation's artistic development and unrealized international prestige. At the same time the United States was aspiring to be a world power, separate from foreign dependency, the artists in America were importing grand European taste in architecture and planning concepts to supplement the existing American traditions. The stylistic dilemma of this period is evident in the houses along Officers Row. The architecture of these officers' houses comes before the "academic" period of eclecticism and is a curious mixture of the landscape considerations, the grand planning concept, and the military and vernacular Southern building traditions. This eclectic "grab-bag" of grand planning and vernacular design elements, in combination with interior classical detail elements and "modern" finishes of the day, make Officers Row an interesting and truthful architectural statement of this complex period in our nation's history and artistic taste.

General Marshall at Fort Screven

In the spring of 1932, Fort Screven came under the command of Lt. Col. George Marshall. His tour of duty at Tybee Island followed his position as assistant commandant at Fort Benning, Georgia. According to Forrest Pogue, Marshall's official biographer, the colonel considered Fort Screven to be a unique and welcomed opportunity to escape temporarily from the military theory of the classroom and assume

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his first military-post command. It appears that Fort Screven has significant symbolic meaning in the course of George Marshall's life and career development as a military officer. In the years of his Fort Benning duty, Marshall had been approached on several occasions by Dwight F. Davis, governor of the Philippines, to accept a job as chief of the constabulary, a position that held great prestige and a higher salary. Marshall's decision, however, was to remain with his army career and "keep close to straight Army business at my age." General Pershing agreed, stating, "Your future interest lies in your continued splendid service with the Army." The colonel's assignment to his first post command at Fort Screven symbolized his decision to remain in the army as well as the army's future career plans for him.

During his tour of duty at Fort Screven, Marshall was primarily concerned with military training and the necessary housekeeping procedures for the post. Many of his efforts were directed to improving the appearance of the post through additions to the landscape and careful maintenance of the grounds. Many of the landscape additions to the fort made under Marshall's command still remain. The colonel liked crepe myrtle and, as a result, it appears throughout the fort and surrounds the commandant's quarters on Officers Row.

George Marshall's greatest contribution while at Fort Screven was his involvement in the New Deal Civilian Conservation Corps (CCC) project commenced in 1932. The colonel's interest and enthusiasm in the program led to his political involvement in sponsoring legislation to bring the program to reality. Marshall considered the CCC program to be an ideal opportunity for the army to organize and execute a peacetime program similar to the necessary military considerations of wartime training and logistics. On May 10, 1932, President Roosevelt directed the War Department to move 250,000 CCC trainees to work camps by June 1st. Two weeks after the CCC program was announced, Colonel Marshall was named to command the Eighth Infantry stationed at Fort Moultrie, South Carolina. The colonel's final months at Fort Screven were directed to establishing the CCC program in Georgia and Florida while simultaneously attempting to prepare the post for the CCC trainees and administering the CMTIC program with only reserve officers. In early June, Marshall was made commanding officer of CCC District "F" of the IV Corps Area in charge of establishing nineteen base camps.

After Colonel Marshall had changed his assignment to Fort Moultrie, the inspector general's report on Fort Screven for fiscal year 1933 was received by the army. It included a special commendation "to Colonel George C. Marshall, 8th Infantry, for the efficient and economical administration of his duties and the high morale of his command."

George Marshall's short tour of duty at Fort Screven appears to have occurred at a turning point in his career when his characteristics as a leader were being

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recognized as a great asset to the army. The significance of George C. Marshall's stay at Fort Screven to his career development was also enhanced by his willing and active participation in the CCC program.

The colonel's presence at Fort Screven also brought a new life to the post, which had been repeatedly threatened with closing since 1924. His active support of the CCC and CMTC programs provided the fort with a new reason for being that sustained the usefulness of the facility until the Second World War, when it was used as a special training facility for the Corps of Engineers.

PRESERVATION ACTIVITY

Historic Preservation Efforts on Officers Row

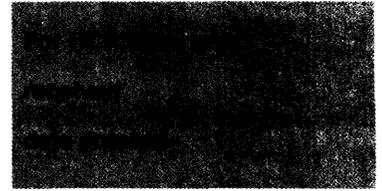
It appears that the first significant preservation activity in the fort area after World War II occurred on Officers Row during the early 1960s. Preservation of the houses was explained in a Savannah Morning News Magazine article dated July, 1962. This account suggests that the preservation activities in Savannah at this time spurred the owners of houses on Officers Row to become engaged in home restoration. The newspaper article referred to the recent renovation of the Regimental Headquarters building as a residence and the restoration of #39 Officers Row.

Since the period of the early 1960s, the houses along Officers Row have been considered desirable for beach houses and permanent residences. Consequently, rehabilitation of these houses commenced. This trend appears to be continuing with the restoration of #4 Officers Row, nearly completed, and the recent sale of #26. It is understood that #26 Officers Row is about to undergo interior restoration or rehabilitation. If these plans are carried out, all nine of the houses on Officers Row will have been rehabilitated or restored in a sixteen-year period from 1962-1978.

The preservation concerns of the residents in the remainder of the fort area are as varied and scattered as the active evidence of rehabilitation and restoration. However, there has been a recent upsurge in the neighborhood's awareness and appreciation of the fort's historic, architectural, and landscape qualities which characterize the area and give it an identity different from the remainder of Tybee Island. The creation of the Historic Fort Screven Neighborhood Association and its recent involvement in local planning issues and this National Register nomination are largely the reasons for the increased neighborhood interest and participation in the local and federal decision-making process.

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Bibliography

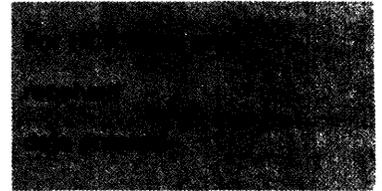
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of the 338-page historic resource assessment have been copied, with the permission of the Corps of Engineers, and constitute the main body of this nomination text.

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At the northern end of Tybee Island, northeast of the historic Fort Screven Reservation Limit which follows Tilton Avenue, Butler/Van Horn/Railroad avenues, and Alger Avenue.

BLDG. NO.	DESCRIPTION	SIZE	TYPE	PLAN NO.	BLDG. NO.	DESCRIPTION	SIZE	TYPE	PLAN NO.
1	Quarters, Officers	60'x68'		120-B	149	Storage Shack	20'x60'		
2	"	"		"	150	"	8'x10'		
3	"	"		"	151	Blacksmith Shop	12'x25'		
4	"	"		"	152	Chlorine Control House	8'x9'		F.S.-E-26
5	Administration & Post H.Q.	40'x40'		122-A	153	Storage Shack for Ord.	8'x10'		
6	Barracks	69'x102'		121-D	154	Storage Shed in Mat. Yard	30'x42'		
7	Quarters, N.C.O.	40'x51'		30-B	155				
8	Warehouse, Q.M.	26'x85'		91-C	156				
9	Quarters, N.C.O.	41'x50'		82-C	157				
10	"	"		"	158				
11	"	46'x36'		49-D	159				
12	Orientation Bldg.	22x36'		59-F	160				
13	P.X. Restaurant	75'x123'		F.S.-E-2	200				
14	Quarters, Officers	43'x78'		6371-1R5A	201	Mess	42'x94'	T.A.	700-1127
15	Quarters, N.C.O.	50'x28'		87-C	202	"	"	"	"
16	Officers Club	78'x80'	Special	F.S.-E-44	203	"	"	"	"
17	Warehouse (General)	36'x100'	"	"	204				
18	Wash Rack	30'x240'	"	F.S.-H-5	205	Library and Training Films-Bldg	26'x73'	RB-6	700-1110
19	Saw Mill	8'x11'	"	"	206	Hutment on Brumby Battery	18'x40'		F.S.-E-20
20	Nurses Quarters	20'x76'	HQM-7	700-1231	207				
21	Storehouse (Electric Supplies)	17'x28'	Special	"	208				
22	Barracks	71'x104'		121-D	209				
23	Latrine	39'x45'		134-A	210	Garage (4 Car)	20'x40'	Special	
24	Quarters, OFFICERS	49'x54'		82-F	211	Latrine	25'x49'		700-286
25	Garage (Repair Shop)	80'x52'	Special	"	212	"	"	"	"
26	Quarters, Officer's	52'x74'		126-A	213	"	"	"	"
27	"	"		"	214				
28	Mess	48'x72'		93-B	215				
29	Mess & Bag. H.Q.	72'x98'		"	216				
30	Ordinance Office & Warehouse	26'x85'		146035	217				
31	South Ward	40'x86'		5-60	218				
32	Dead House	30'x26'		"	219				
33	Radio COM Center	24'x41'		59-H	220				
34	Garage Storage	24'x40'	Special	"	221	Mess, Sta. Complement	20'x30'		700-1127
35	Switch House	8'x9'	"	"	222	Mess Hall, Officers	20'x42'		
36	"	"		"	223				
37	Post Exchange	54'x109'		157-A	224				
38	Quarters, Officers	60'x83'		160	225	Recreation Bldg.	20'x73'	RB-6	700-1110
39	"	"		"	226				
40	"	"		"	227				
41	"	56'x75'		"	228				
42	"	"		"	229				
43	Quarters, N.C.O.	28'x84'		87-D	230				
44	"	"		"	231	Latrine Sta. Complement	25'x49'		
45	Guard House	54'x65'		30-B	232				
46	Latrine	41'x50'		134-D	233				
47	Barracks	72'x105'		121-E	234				
48	Latrine	44'x50'		134-D	235				
49	Mess	54'x72'		93-E	236				
50	Garage Storage	20'x100'	Special	"	237				
51	Work Shop (E.M.E. O)	13'x53'		800-1025	238				
52	Commissary & Q.M. Office	26'x160'	Special	"	239				
53	Station Hospital	41'x51'		5-60	240				
54	Hospital Day Room	47'x57'	Special	"	241				
55	Quarters, N.C.O.	27'x48'	"	"	242				
56	Infirmary	25'x96'	"	"	243				
57	Quarters, Officer's	30'x54'	"	"	244				
58	Garage	20'x80'	"	"	245				
59	Mess Hall	41'x48'	"	"	246				
60	Hospital Storage Bldg.	20'x20'		F.S.-E-77	247				
61	Post Theatre	49'x75'		608-2364	248				
62	Laundry Extension	22'x57'	Special	"	249				
63	Post Laundry	31'x161'	"	"	250				
64	Boiler Room Laundry	23'x46'	"	"					
65	Latrine	15'x17'	"	"					
66	Lumber Shed	28'x100'	"	"	432-434	Administration	20'x52'		
67	Target Range House	16'x40'	"	"	500-504	15 Man Hutment	16'x48'		800-434
68	Quarters, N.C.O.	20'x45'	"	"	509	Administration	20'x52'		
69	Target Range House No. 2	25'x28'	CCC	"	601	Administration	20'x52'		
70	Ward	35'x169'	W-1	700-462	701-721	15 Man Hutment	16'x48'		800-434
71	Bowling Alley	39'x111'		216	722-723	Administration	20'x52'		
72	Quarters, Officer's	40'x52'		87	725	5 Man Hutment	16'x16'		800-433
73	"	"		87-G	728	"	"		"
74	Mess	54'x72'		93-R	729	"	"		"
75	Latrine	38'x52'		134-P	730	"	"		"
76	Barracks	72'x108'		121-D	800-894	"	"		"
77	Bachelors Officers Quarters	70'x70'		152-M	803A	15 Man Hutment	16'x48'		800-434
78	Flag Pole	100'-0"		None	804A	"	"		"
79	Post Chapel	36'x97'	CH-1	700-1800	805A	"	"		"
80a,b	Plumbing, Electric & Ordinance	30'x163'	Special	"	895-899	Administration			
81	Quarters, N.C.O.	39'x52'		271					
82	Warehouse (Clothing & Supplies)	36'x114'		198					
83	Fire Station	25'x116'	Special	98-H					
84	Barracks	55'x67'		61-B					
85	Latrine, Q.M. & Detachments	23'x30'		134-N					
86	Gasoline Station & Wagon Scale	20'x36'	Special						
87	Bandstand (Octagonal)	28'x22'	"						
88	Water Tower	150,000gal	"						
89	Quarters, Officer's	25'x120'	"						
90	North Ward	40'x110'		5-60					
91	Hospital Latrine	26'x36'	L-A	700-285					
92	Quarters, N.C.O.	39'x68'	Special						
93	Grease Rack No. 1	9'x63'	"						
94	Oil House No. 1	10'x12'	"						
95	Quarters, N.C.O.	56'x28'	"						
96	"	"	"						
97	Post Bakery	42'x73'		217-B					
98	Motorpool Disp. Office	15'x44'	Special						
99	Gas Chamber	26'x72'		1600-150					
100	Paint Shop	20'x30'		262-A					
101	Water Pump Station No. 2	13'x31'		FCSI/171					
102	Gymnasium	55'x115'	Special						
103a,b	Post Office	10'x78'	"						
104	Incinerator	19'x20'		109-150					
105	Pump Plant No. 1	17'x20'		105,106,108					
106	Quarters, N.C.O.	22'x60'	Special						
107	Sentry Booth No. 1	8'x8'		F.S.-E-41					
108	Sentry Booth No. 2	8'x8'		F.S.-E-41					
109	Storage Garage	10'x18'			1000	Henry Sims Morgan Rack Memor			
110	P.X. Filling Station	20'x30'	Special		1001				
111	Utilities Warehouse	32'x100'	"		1002				
112	Carpenter Shop	30'x100'	"		1003				
113	Gasoline Storage System				1004				
114	Motor Repair Shop, Q.M.	37'x85'	SP-1	100-314	1005	Stables, Q.M.	30'x53'	Special	
115	Grease Rack No. 2 (Wood)	11'x112'		800-1025	1006				
116	Oil House No. 2	15'x20'		F.S.-E-52	1007				
117	"	"			1008				
118	Arm. & Motor Repair Shop	64'x98'	Special	F.C.S.1/65	1009				
119	Administration, Reg. H.Q.	30'x68'		6344-109	1010				
120	Dispensary	25'x66'		6344-110	1011				
121	Mess, S.M.	72'x70'		6344-113	1012				
122	"	"		"	1013				
123	Mess, Officer's	31'x97'		"	1014				
124	Latrine, E.M.	20'x50'		6344-115	1015	Tel. Exchange, Whse., Sign Office	20'x65'		620-317
125	"	"		"	1016	Post Emgr. Veterinarian, Shoe Shop	24'x128'		"
126	"	"		"	1017				
127	"	"		"	1018	Salvage Whse.	20'x77'		620-318
128	Latrine, Officers	30'x30'		6344-114	1019	Store Whse.	"		"
129	Warehouses	30'x150'		6344-117	1020	Salvage Whse.	"		"
130	Garage Storage	10'x20'			1021	Quarters, N.C.O.	35'x36'	H	
131	Storage Shack	9'x11'			1022	"	"	G	
132	Barber Shop	12'x20'	Special		1023	"	"	"	
133	"	"			1024	"	"	"	