

United States Department of the Interior
National Park Service



1356

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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

1. Name of Property

Historic name: Washington Navy Yard (Boundary Increase)
Other names/site number: Washington Navy Yard Annex Historic District (preferred)

2. Location

Street & Number: Area generally bounded by M Street to the north, the Anacostia River to the south, Isaac Hull Avenue to the east, and 2nd Street, S.E. to the west. Not for Publication
City or town: Washington Vicinity
State: D.C. Code: 001 County: District of Columbia Code: 001 Zip Code: 20374

3. State/Federal Agency Certification

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

[Signature] 11-28-07
Signature of certifying official/Title Date

Director, Center for Historic Studies, GSA
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

DAVID MALONEY STATE HISTORIC PRESERVATION OFFICER 11-26-07
Signature of certifying official/Title Date

DC HISTORIC PRESERVATION OFFICE
State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.
 - see continuation sheet
- determined eligible for the National Register
 - see continuation sheet
- determined not eligible for the National Register
- removed from the National Register
- other. (explain:)

[Signature] 1.3.08
Signature of the Keeper Date of Action
Edson H. Beall

5. Classification

Ownership of Property

- Private
- Public-Local
- Public-State
- Public-Federal

Category of Property

- Building(s)
- District
- Site
- Structure
- Object

No. Resources within Property

Contributing	Noncontributing
6	0
7	0
1	0
0	0
14	0

Name of related multiple property listing

Number of contributing Resources previously listed in the National Register 0

6. Function or Use

Historic Functions (enter categories from instructions)

DEFENSE: Naval facility, Gun Factory, fortification
 PROCESSING: Manufacturing facility, energy facility
 processing site, industrial storage
 TRANSPORTATION: locomotive/ auto repair facility

Current Functions (enter categories from instructions)

COMMERCE/TRADE: Business; office building
 VACANT/NOT IN USE

7. Description

Architectural Classification (enter categories from instructions)

LATE VICTORIAN: Romanesque Revival
 COLONIAL REVIVAL (utilitarian)
 NO STYLE

Materials (enter categories from instructions)

foundation: CONCRETE
 walls: METAL: Steel; CONCRETE, BRICK
 roof: COMPOSITION: Tar and Pebbles; STONE: Slate; CONCRETE, METAL AND GLASS
 other:

Narrative Description

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

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Continuation Sheet**

**Washington Navy Yard Annex Historic District
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ARCHITECTURAL DESCRIPTION

The Washington Navy Yard Annex Historic District is located in the Southeast quadrant of Washington, D.C. The boundaries of the existing historic district, listed in the National Register of Historic Places in 1973, are to be increased to include the property to the west known as the Navy Yard Annex. The boundary for the Navy Yard Annex begins at the southeastern corner of M and 4th Streets, S.E., and extends east along the south side of M Street to the southwest corner of M Street and Isaac Hull Avenue, S.E. At this point, the boundary follows the west side of Isaac Hull Avenue south to the Anacostia River waterline, thereby meeting the western boundary of the existing Washington Navy Yard Historic District. From this point, the boundary follows the Anacostia River waterline west to 2nd Street. The boundary extends northward from this point following the east side of 2nd Street (crossing Water and Tingey Streets) to the northwest corner of Building 170, the Electric Substation. The boundary continues east from this point and along the Southeast Federal Center (SEFC) boundary parallel to the north elevation of Building 167, the Boiler Maker's Shop, crossing 3rd Street to 4th Street, where it runs along the east side of the street to the place of beginning.

The topography of the Annex is relatively flat and contains a minimal amount of vegetation. Of the approximately 40 industrial buildings that once occupied the Annex, only six buildings and one structure are extant. As the Navy's operations expanded into the area west of the Washington Navy Yard, during the period from 1902 through World War II (1941-1945), original L'Enfant-planned streets and existing buildings were removed to make way for new construction. The existing streets that form the Navy Yard Annex street plan reflect the twentieth-century Navy presence on the site. Railroad tracks that once traced through the site have been removed or remain unseen beneath concrete and asphalt paving, although a small section of tracks is visible to the north of Building 197. The six remaining buildings are distinctively of the manufacturing, foundry, and warehouse type. Ornamentation is minimal or nonexistent, reflecting a variety of architectural influences. These buildings are large scale in form and of masonry construction. In general, the extant buildings are in fair to good condition

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and remain in their original configuration.¹ Some exceptions to this are the result of utilitarian additions, typically in the form of boarding or in-filling of window and door openings, temporary enclosures, and interior configuration additions. A description of the extant buildings and structures, all of which contribute to the significance of the district, follows.

Inventory of Resources in the Navy Yard Annex

Current Name: Building 74 (photo 4)

Historic/Other Names: Transportation Building, Transportation Repair Shop, Locomotive and Auto Repair Shop, Self Service Store 8

Location: North of Tingey Street, south of M Street, east of 5th Street, and west of Isaac Hull Avenue, S.E. Directly east of Building 202.

Date of Construction: 1939

Architect: Department of Public Works, Ira P. Griffen, Public Works Officer

Historic Function: TRANSPORTATION: locomotive/auto repair facility

Current Function: Vacant

Building 74 is a two-story, steel-frame building clad in red brick laid in a five-course American-bond pattern. It measures approximately 351 feet in length and 55 feet in width. The north and south elevations, which contain the main entries, are three bays wide while the east and west elevations are twenty-five structural bays in length, forming a rectangular footprint. The building is capped by a gable roof sheathed in slate shingles. The roof's ridge and slopes are pierced by metal ventilation stacks. The stucco-clad water table at the base of the building is several feet tall and projects slightly on each elevation. Brick pilasters delineate the three bays of the north and south elevations. Centrally located at the first story of the south elevation is a pedestrian entry with a multi-light, double-leaf door. This entry is accessed by a modern concrete ramp with a metal balustrade. Above the opening is a recessed dog's tooth brick cornice. Above this brickwork is a metal plaque dated 1939 that commemorates the completion

¹ One building, Building No. 74, was reconstructed in 1939 in a manner similar to and using materials from a demolished building (dating to 1898) that was sited in the same general location.

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of the building's construction. The gable at the building's southern end is ornamented by a corbelled brick cornice. Centrally located in the gable is a multi-light circular opening set off by rowlock courses. Although similar in form to the south elevation, the north elevation is dominated by large, wooden vehicular doors on massive metal strap hinges, set into the outermost bays. The doors feature multi-light glazing set in the top half. The fenestration of the east and west elevations is symmetrical, with the bays defined, as at the south and north elevations, by brick pilasters. Windows at the first story of the east and west elevations are grouped as large-scale, paired, 24-light, metal-frame windows that rest directly on the building's base, and are capped with soldier lintels. Windows at the second story of the east and west elevations are grouped as paired, 12-light, metal-frame windows resting on concrete sills. An awning window is located within each half of a window grouping, the remainder being fixed lights. Cornices at the east and west elevations are expressed by multi- courses of corbelled brickwork. Several pedestrian entries, of which some are original, are located on the east, west, and south elevations.

Although almost twice as long as the original Building 74, the extant Building 74 was constructed with salvaged materials from the former Building 74 (Gun and Mount Storehouse) that dated to 1898 on a site due south of the current location and parallel to Building 116-118. Architectural drawings for the newer building give general indications of where salvaged materials, mainly steel, were used. The roof structure, including the metal trusses and slate shingles, appear to have been almost wholly reused in the new building. In addition to incorporating materials from the old building, Building 74 adopted its formal architectural massing and articulation, which was the same as several other late nineteenth century industrial buildings constructed at the Washington Navy Yard proper. The 1939 version of Building 74 largely retains its original exterior appearance, with the exception of several new entries and some modern brick and concrete-block patching.

The interior of Building 74 was renovated as office space in the late twentieth century, and air-conditioning vents were installed in the industrial steel windows. Some historic elements have been preserved, including a hoist structure at the north end of the building. Additionally, original stairs remain at the interior hall areas located at the north and south ends respectively. A non-original elevator is located in the south hall area.

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Current Name: Building 116-118 (photos 5 & 6)

Historic/Other Names: Boiler Building, Power Plant Building, Boiler House Building

Location: South of Tingey Street, east of 5th Street, west of Isaac Hull Avenue, and north of the Anacostia River.

Date of Construction: 1905

Architect: Unknown

Historic Function: PROCESSING: energy facility

Current Function: Power plant.

Situated directly north and south of one another, the Boiler Plant Building (Building 116) and Power Plant Building (Building 118) are of the same dimension, each measuring 100 feet long and 180 feet wide, encompassing 18,000 square feet of net usable space. They were constructed as part of the 1902 Navy Yard expansion that occurred following the conclusion of the Spanish-American War (1898).

Constructed of brick, the twin buildings are two-and-a-half stories in height, capped by steeply pitched gable roofs clad in slate shingles. Ornamentation on the buildings includes sawtooth brick detailing along the gables at the north and south elevations, corbelled cornices along the east and west elevations, and decorative ironwork at the northwest door opening. The east and west elevations of each building are delineated by five bays consisting of arched openings filled with awning and fixed multi-light industrial steel windows. A one-story, two-bay-wide, shed roof addition is attached to the roof of the Boiler Plant at its west elevation. Two masonry stacks measuring approximately 120 feet tall are located at the east and west elevations of the Boiler Plant Building near its north elevation (south elevation of the Power Plant Building).

A one-story red brick addition stemming from the west elevation of the Power Plant Building to the south elevation of the Boiler Plant connects the buildings to one another. They are therefore considered one building in the current state and for the purposes of this nomination.

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Current Name: Building 160 (photos 10, 11 & 12)

Historic/Other Names: Pattern and Joiner Shop, Joiner and Pattern Shop, Shop 26

Location: South of Tingey Street, east of 3rd Street, west of 4th Street, and directly north of Building 173.

Date of Construction: 1918

Architect: Department of the Navy Bureau of Yards and Docks

Historic Function: PROCESSING; processing site

Current Function: Vacant

Building 160 is a four-story, brick and reinforced-concrete structure with strong horizontal bands of windows on all four elevations. The building extends six structural bays (137 feet) in width by thirteen structural bays (321 feet) in length and is covered by a flat roof coated in a non-original composition of tar and gravel. In an effort to reduce the horizontality of the elevations created by the fenestration, the end bays are transformed into corner towers through the use of stepped concrete parapets terminating in a segmental arch. The outer-most bay of each elevation, underneath the arched parapet, features quoins, ornamental cast-concrete panels in a diamond shape on the second and third stories, and ornamental square brick corbelling in the parapet arch. A slightly-projecting, molded-concrete string course runs the circumference of the building at the base of the fourth story, and a molded cornice marks the base of the parapet.

The primary pedestrian entrance to the building is a recessed entry on the north elevation, but architectural drawings reveal that the original entrances were located at each of the corners, two on each corner, with an additional entry located on the long side of the west elevation. Two vehicular entrances and one loading dock are present on the south elevation.

The elevations of the building reflect the structural system, namely rectangular units expressed by reinforced-concrete vertical and horizontal members. As originally constructed in 1918, Building 160 featured elevations almost entirely composed of the massive, multi-light, metal-frame industrial-type windows. Each rectangular unit is composed of windows and masonry; a band of four metal-frame, sliding-sash replacement windows set on concrete sills over several courses of brick veneer. After 1976, some of these units were filled with brick and the windows were replaced with modern industrial-type windows. A single bay on the south elevation at the

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freight elevator shaft retains the original window system on the second, third, and fourth stories. These windows are large-scale, multi-light, metal-frame industrial windows that rise from the concrete sills to the structural beam above.

Several mechanical penthouses containing stairs or elevator shafts are located on the roof of the building, including one full-height, flat-roof, wood-frame penthouse which serves the freight elevator shaft. This penthouse features original multi-light windows located flush with the south elevation and directly west of the corner parapet. Five additional one-story, flat-roof, brick penthouses are located on the roof, three on the south side and two on the north side, as well as one one-story, flat-roof, wood-frame penthouse at the north end. Also located on the roof is the ductwork, coated in tar, for the original heating system.

A large light court is located in the middle of the building, and is open from the second to the fourth stories. At the center of the light court, running in an east-west direction, is a one-story concrete pedestrian hyphen capped by a flat-seam metal roof with shallow concrete coping. Ventilation monitors are located in a line running north and south from the hyphen. The roof of the first story, which forms the base for the light court, is slightly sloped and sheathed in tar and gravel. The articulation of the elevations on the interior of the light court mirrors that of the primary elevations, with the exception that the north and south light court elevations contain fewer windows. A metal balustrade is located on the interior perimeter of the roof, surrounding the light court.

Historically used to aid in the manufacturing of prototypes and patterns of new ordnance designs for artillery and plaques, as well as the creation of shell boxes and ammunition boxes, the building's form is typical of the manufacturing type, with open interior spaces designed to allow maximum flexibility of floor configuration. The interior of Building 160 consists largely of open spaces, with a few periodic breaks adaptively reused for private offices and bathrooms. These large open spaces are punctuated by the cylindrical, hollow, internal structural piers, which flare at the top and contain cavities for the heating ventilation system. The floors and ceilings are concrete—with the exception of a wood block floor on the south end of the second floor—and some areas exhibit modern office partitions and dropped ceilings with acoustical tile. The central space below the light court on the first floor has a dirt floor. Elevators, stairs, and an original

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interior office on the north end are sectioned off from the primary interior spaces with brick walls.

Current Name: Building 167 (photo 10)

Historic/Other Names: Boiler Maker's Shop, Boilermaker Shop

Location: North side of Tingey Street, west of 4th Street, east of 3rd Street, and directly south of the Department of Transportation building.

Date of Construction: 1919

Architect: Department of Public Works, M.E. Trench, Public Works Officer

Historic Function: PROCESSING: processing site

Current Function: Vacant

Building 167 is a two-story, linear, steel-frame building three structural bays (100 feet) in width and sixteen structural bays (200 feet) in length, covered in a brick veneer. The building, which was constructed in two parts, features a compound, three-tiered gable roof with a prominent clerestory capped by a monitor, a configuration that provides for the maximum natural light and efficient ventilation. The monitor level is primarily clad in corrugated sheet metal. Sheet-metal cladding sheaths the space between the top of the ground-level windows and roof rafters. The clerestory and monitors feature full-length, multi-light steel frame windows. The monitor exhibits five non-original, evenly-spaced metal ventilators and, on the south elevation, four metal exhaust vents. The east elevation gable is pierced by numerous industrial windows, while the west elevation reveals what appears to be patching of openings with sheet metal. The one-story base of the building features brick veneer laid in an all-stretcher bond pattern, also serving as a base for the many large, industrial windows above, as a frame for pedestrian and vehicular doorways, and as cladding for the structural steel piers on the exterior. The remainder of the ground level is glazed with large scale, multi-light, steel-frame industrial windows. The glazing exhibits a variety of types of glass, including clear, clouded, and wire glass. Concrete sills are present at the first story, and reinforced concrete bands are evident in the east elevation; both providing structural support for mezzanines and platforms on the interior. Vehicular entries are located on the north, east, and west elevations. Entries on the west and east elevations contain large, modern, roll-up doors. Modifications to the south elevation include sheet metal patching and openings in-filled with brick.

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The interior of Building 167 is one large, open space punctuated by two rows of structural steel piers. A mezzanine level houses machinery within the southeast corner of the building. The steel roof system is fully exposed revealing concrete slab roofing at the east end and corrugated metal roofing on the west end. The floor is a concrete slab, except in the southwest corner, where a wood block floor exists.

As originally constructed in 1919, Building 167 was only fourteen, rather than sixteen, structural bays in length. The ten structural bays to the east were fully enclosed, while the four structural bays at the west end were left open on the first story. Various cranes, hoists, and jibs were originally present on the interior of the building, and a single major crane running the length of the building remains. In 1930, the building was enlarged to its present sixteen structural bays. At this time, two additional structural bays were added to the west end, in the same style as the east end. Brickwork shows evidence of where additions were added and removed over time. In 1940, a metal-frame, sheet-metal-clad shelter for an existing stress-relieving furnace (kiln) was constructed on the north half of the building's west elevation. This shelter was removed in 2002 and the remaining opening was covered with corrugated metal. In 1953, a one-story brick addition was constructed at the east end of the south elevation to provide office space. This addition was removed after 1981 and the opening filled in with brick. In circa 1960, a second one-story addition was constructed to the middle of the south elevation. This addition was removed after 1981 and the opening filled in with brick. In 2001, a section of the two upper levels of steel frame windows were removed as a result of damage suffered from environmental remediation work to the building's roof.²

² URS, *Building 167 (Interior) Abatement Close Out Monitoring Report*, Southeast Federal Center, Washington, D.C., September 25, 2001.

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Current Name: Building 173 (photos 12 & 13)

Historic/Other Names: Lumber Storage Shed

Location: South of Tingey Street. Directly south of Building 160. North side of the Anacostia River. Between 2nd and 4th Streets extended.

Date of Construction: 1918-1919

Architect: Department of the Navy Bureau of Yards and Docks

Historic Function: PROCESSING: industrial storage

Current Function: Vacant

Originally designed as two separate buildings, Building 173 is composed of a pair of two-story, reinforced-concrete sheds measuring two structural bays in width and eight structural bays in length. Each shed has a shallow-pitched gable roof sheathed in a composition of tar and gravel, capped with a louvered monitor roof for ventilation that extends the full length of the structure. A slightly projecting gallery wraps around the second story of each shed, circumscribed by metal railing. According to architectural drawings, the two sheds were connected to one another by a wood truss shelter in 1953. The wood truss shelter rests on the adjacent roof structures and spans the distance between the two sheds, giving the appearance of a single building unit. This shelter has a gable roof sheathed in tar and gravel. Together, the two sheds and central structure form Building 173. The exterior of the entire structure is clad in corrugated metal. Non-inclusive cladding on the second story has left the structure of the galleries exposed.

The building's interior is open; the space is defined only by the parallel lines of the reinforced-concrete structural piers of each shed. The first floor is formed by a concrete slab that extends beneath the full width of the structure, except at the north end of the east shed, which has a dirt floor and the north end of the west shed, which has an office area with a wood platform floor. The north end of the west shed exhibits evidence of a fully framed enclosure. A second floor, formed by reinforced concrete slabs, is only present in the two sheds and not underneath the central shelter. The second floor is accessed by an insubstantial open steel stair and catwalk located centrally along the north end.

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As originally constructed in 1918-19, Building 173 stood as two freestanding open-air sheds, bisected by a railroad line. In 1953, the superseding wood truss shelter was constructed between the two sheds to form a single building.

Current Name: Building 202 (photo 3)

Historic/Other Names: Extension to Gun Assembly Shop, Proof and Optical Shop, Broadside Mount Shop

Location: North of Tingey Street, south of M Street, 4th Street, and Isaac Hull Avenue. S.E. Directly west of Building 74, the Transportation Repair Shop.

Date of Construction: 1941

Architect: Department of Public Works, Ira P. Griffen, Public Works Officer

Historic Function: PROCESSING: manufacturing facility

Other Functions: Broadside Mount Shop

Current Function: Vacant

Building 202 is a five-story, steel-frame building five structural bays (149 feet) in width and twenty structural bays (400 feet) in length. The exterior of the building is clad in brick laid in a five-course Flemish-bond pattern. The verticality of the five-story building is expressed by the three-story groupings of multi-light steel windows present on the north and south elevations. Windows throughout the building are steel-frame, multi-light industrial windows with clear glass panes, and rest on concrete sills. Most of the windows on the first story have been covered with plywood on both the interior and the exterior. Building 202 is capped by a gable roof over the full-height open interior space and a flat roof over the storied portion of the interior. The gable roof is sheathed in asphalt shingles, while the flat roofs are coated in tar and gravel. Four brick penthouses containing stairs are present on the roof, two on the north end and two on the south end. Circumscribing the roof is a shallow parapet wall with metal coping. The four exterior elevations are symmetrical in their arrangement, with a tripartite articulation reflecting the arrangement of the interior spaces. The north and south elevations are identical above the seven-bay first story. The first story of the north elevation features a central entry flanked by three windows on each side, while the first story of the south elevation has entries in the third and fifth bays and windows in the remaining bays. The second through the fifth stories on both elevations feature a single large window opening in the central bay flanked by two vertical bands of

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windows on each side. Ornamentation on these elevations is limited to a single, inset circle located in the gable end, above the central window. The east and west elevations are characterized by tall first-story windows like those of the first story of the north and south elevations. Similarly, the exterior three bays of these two elevations feature vertical bands of windows at the second through the fifth stories like the north and south elevations. The inner bays are articulated differently, however, reflecting the interior storage space. These windows are horizontal rather than vertical. One of the bays of the west elevation has been altered to create a recessed entry accessed through a shallow arch. Major vehicular and locomotive openings on the north and south elevations now feature modern roll-up doors. One original vehicular opening, with industrial windows above, is intact at the east end of the south elevation, and retains its original roll-up door.

The central interior space of Building 202, extending the entire length of the building, is almost entirely open to the gable roof with its exposed steel frame. Several one-story, semi-temporary gypsum board partitions have been inserted into this space, including an indoor firing range and gymnasium. Finishings in this expansive interior open space include traditional wood-plank, concrete, and unconventional wood-block flooring. Additional materials/treatments of note are the use of narrow wood planks directly on top of some of the sections of the steel purlins of the roof, and the structural clay tile enclosing the two elevator shafts and all of the staircases. At the fifth floor, a metal catwalk bridges across the central open space. The original steel crane remains in the central space. The storage areas on either side of the central open space, located underneath the flat portion of the roof, are separated from the central space by corrugated metal sheets. A non-original inner hallway has been created and is separated from the outer storage rooms by particle board. A mezzanine level houses machinery within the southeast corner of the building. Some of the storage areas have limited headroom. In addition to original freight elevators with wood block floors located at the northwest and southwest corners of the building, original stairs are located at each corner of the building.

When it was first constructed in 1918, Building 202 was completely open on the first floor, with the exception of elevators and stairs, partitions in the corner for washrooms, tool rooms, and other small utilitarian spaces. Perhaps most notable, the gable roof over the central interior space featured transparent corrugated wire glass to allow for the maximum amount of natural light to

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infiltrate the interior. In circa 1970, office partitions were constructed on the first and second floors. Two years later, a firing range was constructed in the central space. By the end of the twentieth century, a gymnasium was constructed in the central space.

Current Name: Sentry Tower and Wall (photos I & 2)

Historic/Other Names: N/A

Location: The wall begins at the south side of M Street at the west side of Isaac Hull Avenue. From there, the wall extends along the south side of M Street approximately 466 feet to the southeast corner of M Street and 4th Street, S.E. The wall continues south from the Sentry Tower approximately 30 feet along the east side of 4th Street.

Date of Construction: 1906

Architect: Unknown

Historic Function: DEFENSE: fortification

Current Function: Vacant

The Sentry Tower and Wall, constructed as a continuation of the original Navy Yard wall, are of brick-masonry construction laid primarily in five-course American bond. The wall is approximately twelve feet high and one foot thick, and features a denticulated cornice. Two square piers with corbelled caps mark the east end of the wall. Surmounting the west portion of the brick wall is a circa 1960 chain link fence with barbed wire. In several places along the wall is evidence of previously attached structures.

The Sentry Tower rises above the adjacent wall from an octagonal footprint. The base of the tower projects slightly to form a shallow water table. On the Navy Yard Annex (west) side, the first story of the Tower features an entry flanked by one small rectangular opening on each side, protected by metal screens on the exterior and horizontal bars on the interior. Two similar openings are present on the west elevation. Three openings on the north elevation were in-filled with brick in circa 1960. The openings are supported by iron lintels set into the brickwork, and feature stretcher brick voussoirs. Above the first-story fenestration is a blind round-arch arcade circling the Tower. The top of the brick-masonry portion of the Tower features rows of brick corbelling and a crenellated parapet. The roof of the Tower is sheathed in clay pan-tiles with metal shingles covering the ridges of the roof structure. A single polygonal window opening is

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located in each of the eight sides of the turret. A metal finial, which appears to be copper, in the shape of a flame is located at the peak of the turret. The interior of the Sentry Tower is open, revealing a metal framing system for the turret.

The Wall formerly ran the full length of the area between 4th Street and Isaac Hull Avenue, but was demolished by the Navy for use as an entry gate, and was punctured by rail lines due north of Building 74 prior to 1926. That area has since been filled in and acts as security around the current Pepco substation in that location.

Resources within the Washington Navy Yard Annex Historic District

BUILDING NUMBER	BUILDING NAME	YEAR BUILT	ARCHITECT	STATUS
N/A	Sentry Tower and Wall	1906	Unknown	Contributing
74	Transportation Repair Shop	1939 (using salvaged material)	Department of Public Works, Ira P. Griffen, Public Works Officer	Contributing
116-118	Boiler and Power Plant	1905	Unknown	Contributing
167	Boiler Maker's Shop	1919	Department of Public Works, M.E. Trench, Public Works Officer	Contributing
160	Pattern and Joiner Shop	1917	Department of the Navy Bureau of Yards and Docks	Contributing
173	Lumber Storage Shed	1918-1919	Department of the Navy Bureau of Yards and Docks	Contributing
202	Broadside Mount Shop	1941	Department of Public Works, Ira P. Griffen, Public Works Officer	Contributing

Washington Navy Yard Annex Historic District
Name of Property

Washington, D.C.
County and State

8. Statement of Significance

Applicable National Register Criteria

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

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark x in all the boxes that apply.)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

Areas of Significance

(Enter categories from instructions)

MILITARY

INDUSTRY

ARCHITECTURE

ARCHAEOLOGY

Period of Significance

1799 -1961

Significant Dates

1902 (expansion)

1961 (production ceases)

Significant Person

(Complete if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Ira P. Griffen

M.E. Trench

Department of Public Works

Department of Navy Bureau

of Yards and Docks

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STATEMENT OF SIGNIFICANCE

The Washington Navy Yard Annex Historic District documents significant aspects of late-eighteenth- and nineteenth-century private industrial maritime and twentieth-century naval weapon production. From the 1790s through 1916, the Navy Yard Annex property was the site of private wharves, docks, mercantile warehouses, and commercial manufacturing resources, and has the potential to yield important information about late-eighteenth- and nineteenth-century maritime and industrial activities in the District of Columbia. Begun in 1799, the Washington Naval Yard was the nation's first naval yard, first home port, and naval weapons production center. In 1902 and again in 1916, Washington Navy Yard expanded west beyond its 1802 boundaries, replacing the private maritime industry on the Annex property with buildings and infrastructure to further accommodate the Navy's production of both the small and large weapon components, specifically the largest caliber naval guns ever produced in the United States. The Annex was the site of the manufacture of armament for Theodore Roosevelt's "Great White Fleet" of sixteen American battleships during World War I. During World War II, the Annex was the largest naval ordnance plant in the world and the weapons designed and produced there have been used in every war in which the United States fought until the 1960s. Adjustments in warfare because of the Cold War and technological advances forced ordnance work at the Annex to cease in 1961.

The Washington Navy Yard and the Annex collectively represent the evolution of naval history. The Washington Navy Yard proper is significant as the Navy's oldest shore establishment. It served as the country's primary navy base until 1815, when it was reassigned to serve as the Navy's major shipbuilding center, continuing to serve as headquarters for the U.S. Navy, and as a place of residence for naval officers. The Washington Navy Yard Annex, whose association with the U.S. Navy dates back to 1902, was built for the purpose of expanding ordnance production to accommodate twentieth-century military warfare. Further, the Washington Navy Yard and Washington Navy Yard Annex represent the evolution of maritime industrial architecture. Buildings within the Washington Navy Yard, predominately dating from the nineteenth century, include residential and ceremonial, as well as institutional buildings, and are primarily one- to three-story brick buildings with three-bay-wide gable ends sometimes with pediments, and often adorned with ornamental windows and trim. The buildings at the

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Washington Navy Yard Annex, which range in date from the early to mid-twentieth century, present an appearance largely dictated by function rather than form, and consist solely of industrial and manufacturing buildings of a utilitarian nature. In 1973, 42 acres of the Washington Naval Yard were listed in the National Register of Historic Places in recognition of its function as the center of early-nineteenth-century naval operations during a critical period of expanding nationalism.

The areas of significance for the Washington Navy Yard Annex Historic District include: 1) **Military** for the property's long association with the U.S. Navy; 2) **Industry** for its association with the production of ordnance for the U.S. Navy; 3) **Architecture** for buildings used in the production of ordnance manufacturing dating from the twentieth century; and 4) **Archaeology** for the numerous archaeological sites related to the early history of the Washington Navy Yard and the District of Columbia. The historic district is associated with a period of significance from **1799 to 1961**, documenting the site of late-eighteenth- and nineteenth-century resources that predate the creation of the Annex, to 1961 when the Naval Gun Factory completed its scheduled ordnance production.

The Washington Navy Yard Annex Historic District meets National Register of Historic Places **Criterion A**: Association with events, activities or patterns; **Criterion C**: Distinctive physical characteristics of design, construction, or form; and **Criterion D**: Yielded, or may likely yield, information important in prehistory or history.

The Washington Naval Yard Annex Historic District includes seventeen extant resources. This includes six buildings (74, 116-118, 160, 167, 173, and 202) and one structure (Sentry Tower and Wall) that were present during the peak of Annex production (1947). These resources retain sufficient original historic fabric and integrity to document the Annex's role as the Navy's primary ordnance production facility in the United States and contribute to a broader understanding of the Washington Navy Yard. Seven archaeological sites are also considered contributing (Thomas Blagden's Wharf, Columbia Pottery Deposits and the Washington City Canal) or have potential to yield information and may be found to be contributing (Occupation-

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Related Features in Lot 1; Wharf Remains East of Building 173; Historic Soils West of Building 173; and Wharf Remains West of Building 173) elements to the property.³

The Development of the Washington Navy Yard and Annex

In 1795, Congress established the Department of the Navy. Four years later in 1799, a twelve-acre tract within L'Enfant's plan not appropriated in Southeast Washington, D.C. (Reservation 14) was set aside as the location of the Washington Navy Yard to aid in the protection of the nation's capital. The original twelve-acre tract extended from 7th Street to the west, M Street to the north, 9th Street to the east, and the Anacostia River to the south. The location of the site along the Anacostia River not only afforded easy access to the main branch of the Potomac River, but also offered the nearby protection of the U.S. Arsenal at Greenleaf Point (Fort McNair) at the mouth of the Eastern Branch (Anacostia River).

The Plan for the City of Washington was designed in 1791 and was mapped in 1792 by architect-engineer Pierre (Peter) Charles L'Enfant. The Baroque plan featured ceremonial spaces and grand radial avenues, while respecting the natural contours of the land in the manner of picturesque English garden design. The result was a system of orthogonal streets with intersecting diagonal avenues radiating from the "two most significant building sites, to be occupied by edifices for Congress and the president."⁴ L'Enfant envisioned the Washington Navy Yard site as a location suitable for a large institution. Therefore, he did not extend his street plan through the Washington Navy Yard proper tract specifically to provide flexibility to whatever institution eventually occupied the site; the Navy had complete freedom in the development of the site and, consequently, adopted a layout determined almost entirely by practical necessity. The arrangement of the streets and buildings at the Navy Yard proper

³ Engineering-Science, Inc., "Phase-I Archaeological Survey, Southeast Federal Center," 1991, and Parsons Engineering-Science, Inc., "Phase I & II Archaeological Investigations at the Southeast Federal Center," February 1996.

⁴ Information about the L'Enfant Plan in this section of the report was gleaned from the following source: Sara Amy Leach and Elizabeth Barthold, *L'Enfant Plan of the City of Washington, District of Columbia National Register Nomination Form*, Washington, D.C.: National Park Service, 1997, pp. 7-8.

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therefore do not conform to the L'Enfant Plan. The major exception to this is Dahlgren Avenue, an extension of 8th Street that initially served as the principle artery through the Navy Yard, and ran along an east-west axis on the east side of the Eastern Branch inlet.

During the nineteenth century, the Navy Yard expanded west to develop land within the boundaries of 6th Street, M Street, 9th Street and the Anacostia River, including much of a large inlet. A substantial ship house would later be constructed on the finger-shaped area of land created by the inlet. During this period, buildings at the Washington Navy Yard were constructed principally according to a north-south axis on either side of Dahlgren Avenue (8th Street) and along an east-west axis on the east side of the inlet. As the Washington Navy Yard boundaries grew, practical needs continued to be the basis for the site's circulation systems. Concurrently, however, private development in the vicinity of and in the area west of the original boundary for the Washington Navy Yard where the Navy Yard Annex currently exists, conformed to the L'Enfant plan until the late nineteenth century.

Early Evolution of the Property (circa 1790-1873)

Historically, the banks of the Anacostia River were farther north than the current waterline; maps indicate that in 1799, the water's edge was as far north as M Street. In the early nineteenth century, the southernmost portion of the land that would become the Washington Navy Yard Annex had yet to be reclaimed from the silted Anacostia River – New Jersey Avenue terminated before intersecting with the planned Georgia Avenue S.E. (Maps and other images also indicate that Georgia Avenue did not formally take shape in this area until the reclamation of land along the water beginning in the mid-nineteenth century). Numbered streets eventually extended south toward the Eastern Branch as far as Georgia Avenue. As wharves were built and land reclaimed, these streets would continue to lengthen; N Street, for example, extended to the west bank of the inlet and continued again on the east side of 9th Street.

The Washington City Canal, designed by Benjamin Latrobe, intersected into the western portion of the Washington Navy Yard Annex. This southern branch of the canal, which continued to the National Mall, ran along the east side of New Jersey Avenue to M Street where it traveled south

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along the current 2nd Street.

By the mid-nineteenth century, commercial wharves and related maritime structures stood along the south side of the then-extended Georgia Avenue. Nearby businesses supported the shipping activities of the commercial wharves, such as those that took place on the property to become the Navy Yard Annex, and the Washington Navy Yard proper. Residential, commercial manufacturing and mercantile warehousing development was concentrated around N and 3rd Streets, S.E.

In 1872, Congress approved the Washington branch of the Pennsylvania Railroad, a branch that would eventually become one of the company's principal lines. Entering the city from Maryland on the east side of the Anacostia River, the Pennsylvania Railroad line crossed the Anacostia River near Massachusetts Avenue, S.E. At this point, the Baltimore & Potomac railroad closely hugged the western bank of the river until it veered away at Virginia Avenue, S.E. in the vicinity of the Washington Navy Yard. Railroad lines not only brought people to the area, but also aided in the transport of goods and materials to and from the Washington Navy Yard proper.

This early industrial and maritime history is reflected in archaeological remains known to exist within the boundaries of the Navy Yard Annex, to the west of the Washington Navy Yard proper. These nineteenth-century remains are associated with the activities when the site was primarily used as a manufacturing and small shipping center. Situated at the southern end of the Washington City Canal, the area was originally part of the daily lives of Washington's citizenry and has the potential to yield important information about late-eighteenth- and nineteenth-century activities in the District of Columbia.

Extensive wooden remains determined to be associated with *Thomas Blagden's Wharf* were encountered during archaeological trenching in the paved area between Buildings 160 and 173. The wooden remains were located approximately four feet below grade, and included seven vertical posts spaced seven to 12 feet apart, some horizontal cross beams, and a wood plank surface. The posts and cross beams likely represent the joists for the wooden surface of the

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wharf, with more substantial construction elements likely buried under Building 173.⁵ The wharf historically located in this area was constructed circa 1813, acquired by Griffith Coombe in 1815, conveyed to Samuel Smallwood in 1823, and conveyed to Thomas Blagden in 1833. Analysis of these remains has the potential to address questions concerning late-eighteenth to early-nineteenth century wharf building technology.

The remains associated with the *Columbia Pottery* were also encountered during the archaeological trenching in the paved area between Buildings 160 and 173. A large number of artifacts were recovered from hand-excavated test units within this trench. A large percentage of these artifacts have been attributed to the operations of the Columbia Pottery, known to have been located on the wharf south of Georgia Avenue between 3rd and 4th Streets during the mid-to-late nineteenth century. Excavation recovered thousands of stoneware and redware ceramic sherds, kiln furniture such as saggars and stilts, and ceramic wasters representative of the Columbia Pottery operations. Deposits attributed to the pottery were found in direct association with the remains of Blagden's Wharf: within the top two feet of the wharf fill and lying directly atop the wharf. Concentrations of Columbia Pottery related deposits were also recovered from portions of the trench to the east of the identified wharf remains. Material associated with the Columbia Pottery has the potential to address questions concerning the evolution of the American ceramic industry.⁶

Remains of the early-nineteenth-century *Washington City Canal* were identified in the southwest corner of the U.S. Department of Transportation (DOT) site, to the north of Tingey Street, as well as within Tingey Street itself, immediately south of the southern boundary of the DOT site. Excavation identified the following canal elements: surviving portions of the eastern canal wall (five to seven feet below grade), including associated builder's trenches; the canal lining; the historic ground surface adjacent to the canal; and deposits and features associated with the tenure and filling of the canal. Remains of the canal were found throughout this area through the

⁵ Parsons Engineering Science, Inc., "Phase I & II Archaeological Investigations at the Southeast Federal Center," February 1996.

⁶ Parsons Engineering Science, Inc., "Phase I & II Archaeological Investigations at the Southeast Federal Center," February 1996.

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excavation of eleven backhoe trenches, although remains of the canal wall were only identified in two specific locations. In addition, it is likely that further portions of the canal and associated features are present in the vicinity of the previously excavated trenches. The canal is considered significant as an example of nineteenth-century engineering and canal construction and for its association with Benjamin Latrobe, a major figure in the architectural and engineering history of the United States.⁷ In addition, study of these features has the potential to address questions regarding attitudes towards sanitation, refuse disposal, and consumption patterns in a workplace context.⁸

A late-nineteenth-century brick wall section and its builder's trench, overlying an earlier, late-eighteenth to early-nineteenth-century pit feature, were identified southeast of Building 213.⁹ These *occupation-related features* may represent the remains of early industries, such as Thomas Law's sugar refinery, C. T. Coote's brewery, or early-nineteenth-century dwellings known to have been present as early as 1800.

Probable *wharf remains* were encountered in an archaeological trench located approximately 200 feet east of the northeast corner of Building 173. Two horizontal wooden boards were encountered at 12 and 13 feet below grade, aligned north-south. Backhoe probing indicated that these two boards were quite substantial.¹⁰ The historic sources indicate that in 1791, George Blagden purchased Lots 1 and 2 from Daniel Carroll on the former historic city square and was granted the wharf and water privileges to this location south of what was then Georgia Avenue between 3rd and 4th Streets. The presence of a wharf is noted in an 1847 deed, which also includes the water rights to this location.

Testing conducted 300 feet northwest of the southwest corner of Building 173 identified a

⁷ Engineering-Science, Inc., "Phase-I Archaeological Survey, Southeast Federal Center," 1991.

⁸ Parsons Engineering Science, Inc., "Phase I & II Archaeological Investigations at the Southeast Federal Center," February 1996.

⁹ Engineering-Science, Inc., "Phase-I Archaeological Survey, Southeast Federal Center," 1991.

¹⁰ Parsons Engineering Science, Inc., "Phase I & II Archaeological Investigations at the Southeast Federal Center," February 1996.

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stratigraphic sequence of *historic soils* that suggested the presence of deeply buried wharf remains. The stratigraphy encountered included a 3.5-foot-thick, highly organic loam stratum, beginning approximately 5.5 feet below grade. This stratum closely resembles the artifact-rich, late-nineteenth century stratum found atop the wharf remains and Georgia Avenue pavement farther to the east.¹¹ The trench excavation was stopped at ten feet below grade due to the limitations of the backhoe, but it is quite likely that intact wharf remains lie deeply buried at this location.

Additional probable *wharf remains* were located in a test trench approximately 200 feet west-northwest of the southwest corner of Building 173. Two substantial wooden boards, articulated at a right angle, were encountered 11 feet below grade, which was also the depth of the water table at this location. The stratigraphy encountered in this trench consisted of deep fill deposits, suggesting that the wharf may survive intact below the fill. This location, east of 3rd Street, was the site of James Barry's wharf, constructed circa 1795.

Period of Technological Development and Modernization (1874-1913)

In 1874, Lieutenant John Dahlgren was appointed to take charge of the Navy's production of "Hale" guns. Dahlgren chose to produce his cannons at the Washington Navy Yard proper, further establishing the Washington Navy Yard as a research and development center for arms production. It was during this time that the manufacturing of ordnance officially began at a large-scale level. The production of Dahlgren's first cannon employed a new method of casting that ultimately led to the acceptance of a contemporary technological process.¹²

The Washington Navy Yard subsequently experienced several periods of expansion during the late nineteenth and early twentieth centuries. With growing tensions between American and

¹¹ Parsons Engineering Science, Inc., "Phase I & II Archaeological Investigations at the Southeast Federal Center," February 1996.

¹² Building Conservation Technology, *Determination of Eligibility to the National Register of Historic Places for the Washington Navy Yard Annex*, November 1976, p. 16.

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European counterparts, the need for heightened security and a stronger Navy was realized. International developments including the Chilean-Peruvian War of 1879-1883, the British bombardment of Alexandria, Egypt, in 1882, and France's commencement of construction in 1878 of an isthmus through Panama indicated a need for a stronger American Navy.¹³ During President Chester A. Arthur's administration in the early 1880s, and on the heels of the Industrial Revolution, production at the Washington Navy Yard increased in response to the President's call for increased defense. Historic *Sanborn Fire Insurance* maps reveal that construction at the Washington Navy Yard became quite dense by the late nineteenth century, and the acquisition of additional land to the east and west was necessary to accommodate the desired growth. These changes helped improve the armament of the "Nations First Defense" by sea.

To provide further resources, a new Naval Gun Factory was established in 1886, re-designating the former naval shipyard as the sole manufacturer of ordnance, as well as the principle ordnance design and testing center for the U.S. Navy from 1886 through World War II. Activities shifted from ship building to the manufacturing of explosives, ammunition, and small arms.¹⁴

In 1902, the Navy expanded west for the first time since 1801 (32 Stat. 673).¹⁵ This land acquisition marked the beginnings of the Washington Navy Yard Annex, and included land south of M Street to the Eastern Branch and from Canal Street to Fourth Street, by authority of act approved July 1, 1902. To provide for the new services, and to keep up with the demands brought on by increased defense for new American territories, the boundaries expanded westward to 4th Street to accommodate new buildings, including the Boiler House (Building 116), the Power Plant (Building 118). The Navy Yard wall was extended from its original boundaries to include the newly-expanded area. Late-nineteenth-century *Sanborn* maps indicate that although the L'Enfant streets had been fully extended into this western area, construction

¹³ Building Conservation Technology, *Determination of Eligibility to the National Register of Historic Places for the Washington Navy Yard Annex*, p. 12.

¹⁴The variety of ordnance work also made the Washington Navy Yard proper a logical choice for a school for seamen gunners. Bureau of Ordnance, *Bulletin of Ordnance Information*, No. 2-49, June 30, 1949. Washington Navy Yard, Naval Historical Center, ZE file, Washington, D.C., p. 49.

¹⁵ See attached Washington Navy Yard expansions and waterline maps.

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was limited to a few industrial buildings along the Anacostia River.

During this development campaign, existing buildings received necessary maintenance. The campaign also included upgrading and acquiring new machines and tools equipped with modern mechanical devices and instruments. These instruments included automatic mechanisms and remote control director systems for manufacturing. Technological advances such as these facilitated the Navy Yard and their 2,255 workers in producing metal castings, such as steel, iron and bronze. Other services at the Yard included the supply of torpedo tubes for naval destroyers and submarines, as well as projectile hoists, rammers, and control arrangements for turrets. Between 1901 and 1905 alone, the Navy built ten battleships, four armored cruisers, and seventeen other warships and instruments for these vessels were needed.¹⁶ Later the Navy Yard and Annex manufactured the armament for the sixteen battleships, nick-named the Great White Fleet for their white and gold painted exteriors, that President Theodore Roosevelt ordered to cruise the world between December 1907 and February 1909 to publicize the naval strength of the United States.

Additionally, research duties were substantially upgraded to focus on fire control, armor, projectiles, mines, fuses, pyrotechnics, catapults, recoils and counter-recoil mechanisms, optical instruments, Y-guns, and depth charges.¹⁷ An 1892 assessment by *Scientific American* of production at the Navy Yard was "believed by very competent ordnance officials to be equal, if not superior, to the best guns of the same caliber made anywhere else in the world." The article goes on to state that the Washington Navy Yard was "the most completely equipped establishment of its kind in existence."¹⁸

Also during this period of growth, several L'Enfant streets, later alleys, and numerous existing buildings - mostly residential - were removed to accommodate the Navy's need for large industrial buildings, as well as to ease the hardships of transporting ordnance through the site. Although the square and street configuration in the area of expansion to the east was generally

¹⁶ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, p. 45.

¹⁷ *Bulletin of Ordnance Information*, No. 2-49, p. 49-51.

¹⁸ "The Naval Gun Factory, Washington," *Scientific American*, May 7, 1892.

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preserved, the parcels between 2nd Street and 6th Street were most extensively altered. N Street was relocated slightly north and renamed Tingey Street, and Georgia Avenue was abandoned entirely. The western segment of N Street, and 3rd and 4th Streets were maintained, but 5th and 6th Streets were abandoned to accommodate railroad lines – and on 5th Street to allow for the construction of Building 202. Late-nineteenth-century maps indicate that 2nd Street, in the area of the former canal, had not been formally executed; the Navy used this area, acquired in 1942, to run railroad tracks. These same maps reveal dense residential construction in the squares east of 9th Street, and west of 6th Street. This development was razed to allow for the massive building campaigns of the 1910s and 1930s. Squares 771 and 802 were more sparsely built, and the Navy's development efforts there proceeded expeditiously. Several light industrial areas, including the Columbia Pottery Works, saw mills, and wagon sheds once stood south of Square 802 and Georgia Avenue, but they were razed to accommodate the Navy's growth.¹⁹ Generally, the Navy's new buildings south of Tingey Street were long and oriented on a north-south axis with railroad lines running parallel. North of Tingey Street, the Navy's buildings were more frequently oriented along an east-west axis. Both the Boiler Plant/Power Plant (Buildings 116-118) and the Sentry Tower and Wall were constructed on the Washington Navy Yard Annex during this early-twentieth-century period of growth.

The Sentry Tower and Wall are significant as integral parts of the functioning, early-twentieth-century Navy Yard Annex, and as one of the oldest extant built elements present on the site. Built in 1906, the Sentry Tower and Wall illustrates the first early-twentieth-century physical expansion of the Navy Yard in response to the Spanish-American War (1898-1899), increasing American political power, and a subsequent growth in military spending. Built for the purpose of securing the military site and regulating entry, the Romanesque Revival-style Sentry Tower and Wall are twentieth-century references to medieval fortifications. As originally constructed, the Sentry Tower and Wall was a continuation of the original brick wall that encompasses the Washington Navy Yard. The Sentry Tower and Wall are the only remaining segments of the original Navy Yard Annex perimeter wall.

¹⁹ Engineering-Science, Inc, "Phase-I Archaeological Survey, Southeast Federal Center," 1991, and Parsons Engineering-Science, Inc., "Phase I & II Archaeological Investigations at the Southeast Federal Center," February 1996.

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Boiler Plant/Power Plant (Building 116-118) is historically significant as an integral part of the industrial complex at the Navy Yard Annex and represents the physical expansion of the Navy Yard that occurred following the conclusion of the Spanish-American War. Since 1905, the buildings served a critical role in the day-to-day operation by generating power for the Navy Yard proper and the Annex. Similar to Building 74, the combined Building 116-118 possesses ornamental brickwork that provides a visual connection between the Navy Yard Annex and the Navy Yard. Additions to the building at the rooftop and side elevations have modified the original form, but have allowed for the building's continued use over time in the same capacity as was originally intended.

The World War I Period (1914-1918)

As one of the Navy's principal design, testing and production plants, and because of its geographical location close to powerful political leaders in the nation's capital, the Washington Naval Gun Factory became closely associated with the development of early naval aviation. Within years of Orville and Wilbur Wright's historic flight in 1903, naval officers reasoned that aircraft could further the attempts of their fleet to deliver accurate fire at great distances. The Washington Naval Gun Factory was subsequently selected as the facility to investigate promising concepts and new equipment. As early as 1912, the Navy attempted to fly planes by catapulting them off of their warships. In the years following 1912, engineers at the Washington Naval Gun Factory continued to test, design, and fabricate catapults. In 1915, the Secretary of the Navy established the Aeronautical Engine Laboratory at the Washington Naval Gun Factory on the Navy Yard proper to investigate machinery for planes that the Navy would use in World War I.²⁰

²⁰ To handle the increased workload, the Navy established the Anacostia Naval Air Station across the river from the Washington Navy Yard and Annex in 1917. As gleaned from Mark L. Evans, "The Early Days of Naval Aviation," found in Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, pp.48-49.

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The United States Congress passed the Naval Appropriation Act of 1916, aiming to make the United States Navy "Second to None." As a result of this Act, large amounts of military spending were appropriated, resulting in both large-scale construction and nearly triple the amount of ordnance production needs at the Navy Yard between the years of 1916 and 1918. The increased production prompted the Navy to hire additional labor, bringing the number of employed workers up to 10,000. In 1918, the Washington Naval Gun Factory manufactured the first 16-inch, 50-caliber gun. Based on the success of this weapon, the Navy Department decided to arm the newly authorized battle cruisers and battleships with 16-inch 50-caliber rifles, of which all were manufactured, in part or whole, at the Washington Naval Gun Factory.²¹

The second major acquisition of land at the Washington Navy Yard Annex occurred in 1916. The Navy again expanded westward to include the area south of M Street to the Anacostia River, east by 4th Street and west by 2nd Street, consisting of Squares 770, 771, 801, 803, and wharf property south of Square 771. The expansion led to the construction of the Pattern and Joiner Shop (Building 160, Shop 26), the Boiler Maker's Shop (Building 167), and the Lumber Storage Shed (Building 173). The Pattern and Joiner Shop (Building 160) moved from the old building, located on the Navy Yard proper to the new shop in the Navy Yard Annex. The new shop represented a new manufacturing building type, with interior spaces designed to aid in the manufacturing of prototypes and patterns of new ordnance designs for artillery and plaques, as well as the creation of shell boxes and ammunition boxes.²²

Completed in 1919, the Lumber Storage Shed (Building 173) was one of the last service buildings to be erected during this period. Both the Boiler Maker's Shop (Building 167) and the Lumber Storage Shed (Building 173) were essential to the day-to-day running of the Navy Yard Annex and further supported the quality of design and assembly of small arms. A 1949 *Bulletin of Ordnance* looked back on the character of the new facilities and improvements of 1918 as "significant; hand-operated, relatively simple, rugged ordnance was about to be replaced by fast,

²¹ Taylor Peck, *Round Shots to Rockets: A History of the Washington Navy Yard and U.S. Naval Gun Factory*, Annapolis, Maryland: United States Naval Institute, p. 216.

²² "Navy Yard Chances," *The Washington Post*, Washington, D.C.: Mar 20, 1901. p. 4

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gun-laying, automatic mechanisms and remote control director systems; the Factory was getting set to do the job."²³

New buildings constructed at the Washington Navy Yard Annex during this period include the Pattern and Joiner Shop (Building 160) in 1917, the Boiler Maker's Shop (Building 167) in 1919, and the Lumber Storage Shed (Building 173) in 1918-1919.

Pattern and Joiner Shop (Building 160), built in 1917, represents the physical expansion of the Navy Yard as a direct result of the United States' involvement in World War I; it remains as the largest building standing from the World War I period. It is historically significant not only for the critical role it played in the development of new ordnance as the Pattern and Joiner Shop for the Washington Navy Yard Annex and its role as an early example of a brick and concrete manufacturing/warehouse building, but also as an example of the important functional relationship that existed between the Anacostia River, service buildings, and their accompanying production facility. Consisting of five stories around an open courtyard, Building 160 is an early example of what would become a typical concrete and brick warehouse form used nationwide for private manufacturing buildings. The principal activities that took place in Building 160 were the construction of mockups of new ordnance designs and patterns for molding ordnance and also for plaques. Lumber used to construct the mockups and patterns were stored in Building 173 (Lumber Storage Shed) located across Water Street to the south. The placement of Building 173 adjacent to the Anacostia River and the railroad was intentional so that materials could be easily unloaded into Building 173, and ultimately transported to Building 160. Together Building 160 and its corresponding service building, Building 173, are the only extant example of this definitive functional relationship at the Washington Navy Yard Annex. Building 160 is a good example of early warehouse architecture because it retains sufficient integrity of design, workmanship, association, and location. Further, the integrity that Building 160 retains helps to convey the function behind its form, as well as its association with other buildings and the Anacostia River as a processing facility for the Washington Navy Yard Annex

²³ *Bulletin of Ordnance Information*, No. 2-49, p. 50.

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Lumber Storage Shed (Building 173), constructed in 1918-1919, is significant as one of the last service buildings remaining in the Washington Navy Yard Annex, rather than for its association with the production of heavy ordnance. Designed in the wake of World War I, Building 173 is a shed that holds lumber for drying. Originally composed of two concrete structures, in 1953 the two structures were covered with a single roof to create one building. This building has two levels with an interior open volume. Building 173 is an excellent example of efficient and elegant twentieth-century industrial design at the Washington Navy Yard Annex, and is architecturally significant as a rare example of a concrete lumber shed, as well as for its simplicity and understated expression in smooth finished concrete.

The orientation of Building 173 also reflects the Annex's dependence on the river. Annex buildings located adjacent to the Anacostia River such as Building 173 were arranged along a north-south axis, perpendicular to the river. Between the buildings and the river was a central railroad line that branched off between each axis. Raw materials were unloaded directly from docked river vessels onto railroad cars where they were quickly and efficiently delivered to the appropriate service building, which in turn served an adjacent production facility. Building 160, the production facility for Building 173, is located across Water Street from Building 160; this arrangement is critical to their role in ordnance production. They are the only extant example of this functional relationship once prevalent at the Washington Navy Yard Annex. Though their designs were modest, service buildings were essential to the process of production in the yard and were an integral part of the Navy Yard Annex's physical fabric.

Boilermaker's Shop (Building 167), constructed in 1919, is historically significant as an integral part of the industrial complex at the Navy Yard Annex, and represents the physical expansion of the Navy Yard as a direct result of the United States' involvement in World War I. The building served a critical functional role at the Navy Yard Annex in housing the manufacturing of boilers used in the Navy Yard ordnance production as well as in Navy vessels. Constructed of a steel frame clad with brick veneer, Building 167 is a good example of World War I-era, foundry-type architecture and includes an unusual double-tiered monitor roof, a building type unlike any other at the Washington Navy Yard Annex. It is characterized by expansive multi-light industrial windows on side elevations, clerestories, and gable ends. The building interior is one large, open volume punctuated by structural steel piers. Architecturally, the building's intact form and

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articulation illustrate its architectural significance as an intact example of early-twentieth century industrial design.

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Between the World Wars (1919-1938)

By the end of World War I, the size of guns that could be accommodated at the Washington Navy Yard and Annex increased dramatically. With the construction of Building 153 (non extant) for example, 16-inch, 50-caliber guns could be produced; the overall length of these guns was 516 inches, while the weight totaled 127.74 tons.²⁴ The large-scale, high-ceilinged open-plan designs of buildings on the Washington Navy Yard and Annex during this time facilitated the manufacturing of 50-caliber guns.

The Apprentice School opened in January 1920 to provide hands-on training for the civilian employees of the Washington Navy Yard and Annex. The school taught its students basic knowledge of mathematics, mechanics, and physics, as well as blueprint reading, mechanical drawings, and various trade subjects.²⁵ But in the next few years, the need for civilian employees diminished when Congress reduced the appropriation of naval funding in response to America's anti-war response and sentiments of separation regarding the war. In addition to reduced funding, the Washington Naval Treaty, agreed upon at the Washington Naval Conference (held in Washington, D.C., from November 1921 to February 1922), limited the naval armaments of its five signatories: the United States, the British Empire, the Empire of Japan, the French Third Republic, and Italy.²⁶ On this accord, the Washington Navy Yard and Annex was prompted to re-concentrate their maritime efforts on various other labors, including the supply of equipment for naval aircraft and submarines. As a result of this 1922 Naval Treaty, small ordnance production slowed to a moderate pace and by 1923 only 3,000 workers were employed at the Yard. The Naval Gun Factory maintained production schedules during the late 1920s by manufacturing new 5-inch and 8-inch guns for cruisers, and reconditioning of 14-inch and 16-

²⁴ Building Conservation Technology, *Determination of Eligibility to the National Register of Historic Places for the Washington Navy Yard Annex*, p. 14.

²⁵ W.J. Voss, "Navy's Biggest Guns are Made at Capital; Yard Hive Of Industry," *The Washington Post*, December 3, 1922, p. 56.

²⁶ Peck, *Round Shots to Rockets: A History of the Washington Navy Yard and U.S. Naval Gun Factory*, p.219.

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inch guns for battleships.²⁷ By 1929, employment at the Yard totaled more than 4,000 workers.²⁸

The terms of the Washington Naval Treaty were modified by the London Naval Treaty of 1930, which mandated warship reductions. During the mid-1930s, Naval Gun Factory activity further stagnated as a result of the Great Depression. Production at the Washington Navy Yard slightly improved with the Vinson-Trammell Act of 1934, which allowed the Navy to replace and maintain their ships. It was not until 1936 with the expiration of the London Naval Treaty, that the Washington Navy Yard saw an increase in both assembly and employment.

The World War II Period (1939-1945)

In 1939, rising tension over foreign aggression as well as the expiration of international treaties after World War I prompted Congress to increase naval appropriations. Monies from the new appropriations supported a building campaign permitting the construction of numerous maintenance shops and storehouses at the Washington Navy Yard Annex. This included the completion of a Transportation Repair Shop (Building 74) that serviced the entire site. The addition of buildings such as the Transportation Repair Shop allowed the Washington Navy Yard to take shape as a modern facility capable of supplying and manufacturing much larger ammunition including 16-inch and 50-caliber weapons, as well as 5-inch and 16-inch rifles, gun directors, and torpedo tubes for battleships, destroyers, and submarines.²⁹

The construction of new cruisers and battleships required the fabrication of new guns, further increasing the activity at the Washington Navy Yard. The Washington Navy Yard Annex soon became the "nerve center" for ordnance production, producing standardized plans for private industries, repairing damaged equipment, and producing specialized prototypes, while maintaining their own self-sustaining tools and supplies.³⁰ Supplying these battleships, workers

²⁷ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, p.63.

²⁸ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, p. 63.

²⁹ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, p. 66.

³⁰ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, p. 69; U.S. Naval Gun Factory, *Ordnance*

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produced thousands of weapons including 16-inch, 12-inch, 8-inch, 6-inch and 5-inch guns, as well as turrets, catapults, and antenna mounts.³¹ Subsequently, new quotas were produced for war supplies, ultimately resulting in the last major expansion of the Washington Navy Yard Annex westward to 1st Street.

Transportation Repair Shop (Building 74), constructed in 1939, is historically significant as an integral part of the industrial complex at the Navy Yard Annex and illustrates the programmatic expansion and increase in production at the Navy Yard as a direct result of the United States' involvement in World War II. Building 74, originally employed in the repair of automobiles and trains used at the Navy Yard proper and Annex, was a critical element in ensuring efficient and productive ordnance manufacture. Trains were brought directly into the building through large doors on the north elevation, and automobiles were repaired in the south portion of the building. Building 74 occupied a central location at the Annex, and was connected to key buildings at the Annex through an elaborate system of railroad tracks. Architecturally, Building 74 is an example of the stylistic continuity with the Navy Yard proper. Modeled on the original Building 74, a Gun Mount Storehouse located on the east side of Building 116 and 118, the building adopts the architectural language of the late-nineteenth-century industrial buildings constructed at the Navy Yard, such as Buildings 74, 112, 104, and 105. The most ornamental building remaining at the Navy Yard Annex, Building 74 provides an important visual link between the Navy Yard Annex and the Navy Yard, and illustrates the persistence of a late-nineteenth-century industrial language spanning two centuries.

The Broadside Mount Shop (Building 202) was one of the last major buildings constructed to produce heavy ordnance. Dating from 1941, the purpose of this building was to provide space for housing the assembly and subassembly of small and medium units for mounts and miscellaneous ordnance mounts.³² An integral part of the industrial complex at the Navy Yard Annex, illustrating the programmatic expansion and increase in production as a direct result of the United States' involvement in World War II, Building 202 is the largest and most substantial building extant in the Washington Navy Yard Annex. The five-story building represents a

Production, Washington, D.C., p. 3.

³¹ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, p. 74.

³² U.S. Naval Gun Factory, *Ordnance Production*, p. 8 and 109.

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different construction method and purpose than the other remaining buildings on the property. Further, Building 202 is the only building on the site directly associated with the production and assembly of World War II heavy ordnance. Buildings, such as Building 202 employed in the assembly and inspection of guns and the production of optics for weaponry and equipment, were functionally related to the ordnance testing and production process that defined the Navy Yard Annex during the first half of the twentieth century. The brick building had a primarily open interior that allowed the heavy, steel structure that supports a crane. The crane was required to assemble the anti-aircraft guns, which were eventually used as defense against Japanese kamikaze attacks.

The Washington Navy Yard and Annex reached its peak production in 1944 with 26,000 employees.³³ By 1945, the Navy Yard, including the Annex, which covered the area from the 1801 boundary of the Navy Yard westerly to the east side of 1st Street, S.E., consisted of 132 buildings on 127 acres of land, with characteristics akin to a city of its own. The rise in production and assembly was manifested by the enrollment at the Apprentice School as well as six of their Ordnance and Gunnery Schools; attendance more than tripled in size between 1943 and 1945.³⁴

Beyond the Wars (1946-1961)

During its years of operation, work at the Naval Gun Factory often extended beyond manufacturing ordnance. The Washington Navy Yard was also called upon to aid in various other modes by providing their engineering and mechanical expertise. For example, when it became necessary to have a spare gear made for the Panama Canal Lock during World War II, the Navy Yard's resources were second to none and proved to be indispensable to the government.³⁵ Likewise, when the Lincoln Memorial Bridge had mechanical difficulties in the

³³ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, p. 70.

³⁴ Ordnance and gunnery schools included the Gunners Mates and Electric Hydraulic School, Mine Disposal School, Gunnery School, Ordnance School, Optical Primary School, and Advanced Fire-Control School, as gleaned from Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, pp. 72-73.

³⁵ U.S. Naval Gun Factory, *Ordnance Production*, March 1951, p. 3.

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summer of 1947, the Navy Yard assisted in providing a newly manufactured crankshaft and elevating gears.³⁶ Yet, again, the Navy Yard was prompted to assist with the duties of casting commemorative plaques and markers including the Japanese surrender plaque for the *USS Missouri* as well as the Tecumseh statue, which rests at the Naval Academy in Annapolis, Maryland.³⁷

As a result of the production taking place at the Navy Yard, the Navy set the bar for technological advancements in ordnance manufacturing, and became the preeminent adviser in the industry. The advances in ordnance development impacted all fields of American construction and metals technology; the production of high-quality steel and ordnance castings led to the widespread use of steel plates and beams for the construction of American buildings and bridges.³⁸

On December 1, 1945, the Secretary of the Navy formally changed the name of the Washington Navy Yard to the United States Naval Gun Factory. This change was one of nomenclature rather than of function, the result of an order issued by the Secretary of the Navy on November 28, 1945. At the same time, the Commandant's title changed to Superintendent, U.S. Naval Gun Factory, thereby incorporating the functions of the Commandant of the Potomac River Naval Command, and that of Superintendent of the U.S. Naval Gun Factory into one job.

Despite the name change, the Washington Navy Yard again fell into a period of rapid decline with excess supplies available and no need for further production. Meanwhile, tensions between European and American adversaries were growing by 1947, specifically targeting the superpowers of the Soviet Union and China. In an effort to guard against the threat of the spread of Communism, President Harry S Truman established numerous economic, political, and military strategies, including appropriating large sums of U.S. dollars to assist in rebuilding devastated European countries, strengthening political support, and constructing a "containment

³⁶ Peck, *Round Shots to Rockets: A History of the Washington Navy Yard and U.S. Naval Gun Factory*, p. 253.

³⁷ U.S. Naval Gun Factory, *Ordnance Production*, p. 4.

³⁸ Building Conservation Technology, *Determination of Eligibility to the National Register of Historic Places for the Washington Navy Yard Annex*, p. 18.

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wall” around the Communist region. Until the early 1950s, the United States Navy warships and aircraft aided the government in securing a safe perimeter by guarding the recovering region, while also intercepting Korean torpedoes and halting Communist forces from invading other European nations.³⁹

The Washington Navy Yard became principally an administrative and ceremonial center in the mid-1950s due to continued development of electronic equipment and the emphasis on missiles and aircraft at other Navy locations.⁴⁰ To cut costs for developing new technologies, work was transferred out from the Washington Navy Yard to other naval facilities and privately contracted companies throughout the United States. In 1959, the Navy changed the name of the United States Naval Gun Factory to the United States Naval Weapons Plant, “in recognition of the fact that gun technology was no longer paramount in modern naval combat.”⁴¹ In 1961, operations at the Washington Navy Yard’s weapons plant were halted, and two years later the Navy transferred 60.5 acres of land, including all of the Navy Yard Annex west of Isaac Hull Avenue, to the General Services Administration for disposal. Of the approximately 45 buildings that once stood on the site of the Washington Navy Yard Annex, approximately 29 remained on the site at the time of transfer, and only six remain today.⁴²

Employees of the Navy Yard

Important to the understanding of the significance of the Annex is an understanding of the activities and the people, civilians as well as naval enlisted men and officers, who were employed at the Washington Navy Yard Annex. Each took part in daily operations, whether it was administrative or technical support. Employees provided administrative support, facility management, and program management, with such positions as Helpers, Laborers, Tanners,

³⁹ Edward J. Marolda, *The U.S. Navy in the Cold War Era, 1945-1991*, Department of the Navy, Naval Historical Center, <<http://www.history.navy.mil/wars/coldwar-1.htm>>.

⁴⁰ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, p. 79.

⁴¹ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, p.82.

⁴² See attached map showing the Washington Navy Yard Annex area under GSA control in 1962.

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Crane Followers, Molders, Machinists, Chippers, Guards, Foundry Men, Fire Control Technicians, and Sheet Metal Workmen.⁴³

The number of Navy Yard employees, like production, fluctuated depending on the threat or onset of war. Work at the Washington Navy Yard was sometimes arduous, especially during times of heavy production. On Armistice Day, November 11, 1918, for example, the facility was on a 24-hour working basis, with two 12-hour shifts, and 2,255 people working; an aggressive schedule and staff were needed to accelerate output. Similarly, when Theodore Roosevelt took office as president, the Washington Navy Yard operated on a round-the-clock schedule of three, eight-hour shifts through the years 1901 to 1903.⁴⁴

The streetcar was an impetus for development in Southeast Washington during the early twentieth century with the construction of single-family dwellings at this time. By 1914, many of the employees at the Washington Navy Yard were civilians who resided in the surrounding neighborhoods along Half, 1st, and N Streets, and likely rode the Washington & Georgetown Company streetcar line to work. Although the number of Navy Yard workers living in the surrounding area waned in the 1920s and 1930s, the total work force employed at the Yard had doubled by 1934, totaling 8,000 workers—indicating that they were commuting from other areas using public transport or automobiles.⁴⁵

The Washington Navy Yard as a manufacturing facility was a magnet for skilled laborers seeking work. The area surrounding the Navy Yard was one predominantly inhabited by African American and immigrant residents, many of whom were employed at the Navy Yard. The area lent itself well to working-class families who could work in close proximity to their homes and send their children to nearby schools such as the Syphax School (located at Half and N Street, S.W.) and the Van Ness School (located at 4th and M Streets, S.E.). Unlike Syphax School, which historically served as an elementary school for African-American children, the Van Ness School originally accepted only white pupils until 1941, when the school also enrolled African-

⁴³ *Boyd's Directory, District of Columbia*, Washington, D.C., R.L. Polk & Co.

⁴⁴ *Bulletin of Ordnance information*, No. 2-49, p. 49.

⁴⁵ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, p. 66.

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American children.⁴⁶

In June 1941, President Franklin D. Roosevelt witnessed an imminent march on Washington, D.C. by African Americans protesting their exclusion from opportunities in the federal government. In response to this demonstration, Roosevelt signed an Executive Order No. 8802 banning discrimination on the basis of race, creed, color or national origin in federal government employment and in defense industries with government contracts.

African Americans have a long and proud history of service at the Washington Navy Yard. For many years prior to the passage of Executive Order No. 8802, African Americans worked at the Washington Navy Yard proper. During the Civil War, many slaves fled southern plantations and sought refuge on Union warships. As manpower became scarce, the Navy employed African Americans in its service. With the passage of the District of Columbia Emancipation Act of 1862 which abolished slavery in the nation's capitol, the Navy Yard became a popular employer for African Americans seeking fair wages for hard work.⁴⁷

Under Roosevelt's Executive Order however, and as a result of the pending war, the number of jobs increased along with the number of employed civilians residing in the vicinity of the Washington Navy Yard.⁴⁸ Although African Americans worked for nearly eighty years at the Washington Navy Yard proper, Roosevelt's 1941 Act encouraged better employment opportunities at the Washington Navy Yard Annex. In addition, blueprints show that "separate but equal" facilities were provided in Annex buildings. At its peak in 1944, the Navy Yard employed 26,000, including African Americans as well as women, who filled the majority of mechanical and clerical duties.⁴⁹

⁴⁶ Lillian G. Dabney, "The History of Schools for Negroes in the District of Columbia: 1807-1947." Dissertation Submitted to the Faculty of the Graduate School of Arts and Sciences of the Catholic University of America in Partial Fulfillment of the Requirements for the Degree of Doctor of Philosophy, Washington: Catholic University of America Press, 1949.

⁴⁷ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, pp.23-27.

⁴⁸ *Boyd's Directory, District of Columbia*, Washington, D.C., R.L. Polk & Co.

⁴⁹ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, pp. 72-73.

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After decades of service, veteran employees and craftsmen retired with unsurpassed knowledge of ordnance manufacturing. Many of these retirees served roughly forty years in the business, including George F. Steward and Samuel L. Miller. Starting at \$0.52 pay per day, George F. Steward advanced to the rank of Lead Machinist after 51 years at the Washington Navy Yard. Like his counterpart, Samuel I. Miller was a student at the Navy Yard under a trainer/mentor and advanced to the position of Machinist A.R. after 40 years of service.⁵⁰

The Naval Gun Factory has always been proud of its employees, whose records show thirty, forty, and even fifty years of service. This tradition of service has been such that the Gun Factory can claim three generations of the same family who given a total of one hundred and seventy-seven years to their jobs. Since time along does not produce the craftsman, the learning of sound techniques of work is fundamental. For this reason, apprentices have been an integral part of Gun Factory personnel from the very beginning.⁵¹

The story of the success at the Navy Yard Annex can be traced in the lives of its employees. Workers such as these played an important role in the activities at the Washington Navy Yard and Annex by providing stability to everyday operations and production expertise.

The Washington Navy Yard Annex Recent History

Since the transfer of the site to the General Services Administration (GSA) in October of 1963, GSA has endeavored to find a satisfactory and feasible use for the Washington Navy Yard Annex. In 1964, the National Capital Planning Commission (NCPC), as part of the Proposed Comprehensive Plan for the National Capital proposed that the site be used for a new federal office complex with a waterfront park tied to Fort McNair. This proposal was followed in 1968 with a Draft Master Plan prepared by GSA. The 1968 plan was similar in spirit to the NCPC's

⁵⁰ Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, p. 60.

⁵¹ Peck, *Round Shots to Rockets: A History of the Washington Navy Yard and U.S. Naval Gun Factory*, p. 253.

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concept, but retained four Annex buildings while building six new office complexes, five of which would be connected by elevated pedestrian walks.

In 1977, as the impact of the National Environmental Policy Act (1969) and the National Historic Preservation Act (1966) began to be felt, the 1968 GSA plan was evaluated along with a number of other schemes, as part of the development of an Environmental Impact Statement (EIS). This review resulted in an initial identification and evaluation of the historic and archaeological resources and the environmental issues associated with site. Increasing demands for federal office space led GSA to revise the 1968 Draft Master Plan. In 1992, GSA's revised Master Plan continued the concept of federal office use.

The bulkhead along the Anacostia River at the Southeast Federal Center was rebuilt and completed in 2002, with environmental remediation occurring along the waterfront area under GSA's direction.

Following the passage of the Southeast Federal Center Public-Private Development Act of 2000, GSA sold approximately 11 acres of the Southeast Federal Center (SEFC) site to JBG/Federal Center, LLC for the U.S. Department of Transportation Headquarters. In 2003, the GSA issued a Request for Proposals (RFP) for the development of the remaining acreage. Forest City Washington was selected as the master developer and a development contract was signed in 2005 for private sector mixed-used development. Forest City Washington expects to adapt the historic resources at SEFC for retail and residential use under provisions of a Programmatic Agreement (PA) with GSA, the DCSHPO, the Advisory Council on Historic Preservation and Forest City SEFC, LLC, which was completed in July 2007. This nomination was prepared and submitted by GSA under stipulations of the PA as well.

Washington Navy Yard Annex Historic District
Name of Property

Washington, D.C.
County and State

9. Major Bibliographic References

See continuation sheet

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67)

previously listed in the NR

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary location of add. data:

State SHPO office

Other State agency

Federal agency

Local government

University

Other

Specify repository:

General Services Administration,

Public Building Service

10. Geographical Data

Acreage of property Approximately 33.96 acres

UTM References

Zone	Easting	Northing	Zone	Easting	Northing
1) 18	<u>0326440</u>	<u>4304723</u>	5) 18	<u>0326485</u>	<u>4304350</u>
2) 18	<u>0326619</u>	<u>4304715</u>	6) 18	<u>0326217</u>	<u>4304310</u>
3) 18	<u>0326563</u>	<u>43045593</u>	7) 18	<u>0326219</u>	<u>4304570</u>
4) 18	<u>0326518</u>	<u>4304426</u>	8) 18	<u>0326312</u>	<u>4304618</u>

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

Washington Navy Yard Annex Historic District

Washington, D.C.

Name of Property

County and State

11. Form Prepared By

Name/title Janet Flynn, Carrie Barton, Laura Trieschmann, and Emily Eig, Architectural Historians

Organization EHT Traceries, Inc. Date April 2007 (updated November 2007)

Street & Number 1121 5th Street, NW Telephone (202) 393-1199

City or Town Washington State DC Zip code 20001

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

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

Additional items

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

Property Owner

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

name The United States of America, under the custody and control of The General Services Administration, Public Building Service (c/o Assistant Regional Administrator)

street & number 301 D Streets SW Suite 7080 telephone (202) 708- 5891

city or town Washington state D.C. zip code 20407

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

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**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet**

**Washington Navy Yard Annex Historic District
Washington, D.C.**

Section number 10 Page 42

GEOGRAPHICAL DATA

Verbal Boundary Description

The Washington Navy Yard Annex Historic District is located in the Southeast quadrant of Washington, D.C. The boundaries for the Navy Yard Annex begin at the southeastern corner of M and 4th Streets, S.E., and extend east along the south side of M Street to the southwest corner of M Street and Isaac Hull Avenue, S.E. At this point, the boundary follows the west side of Isaac Hull Avenue south to the southwest corner of Tingey Street and Isaac Hull Avenue. The boundary travels west along the south side of Tingey Street to Building 116-118, which is included in the historic district. Traveling along the east and south elevations of Building 116-118, the boundary moves west to intersect with 5th Street, and then follows 5th Street southward to the Anacostia River, jogging slightly east before ending at the river. From this point, the boundary follows the Anacostia River waterline west to 2nd Street. The boundary extends northward from this point following the east side of 2nd Street to Tingey Street, turning eastward to the southwest corner of Building 167, the Boiler Maker's Shop. The boundary then turns northward to run along the north elevation of Building 167, which is included in the historic district. The boundary continues east along the SEFC boundary parallel to the north elevation of Building 167 to 4th Street, where it runs along the east side of the street to the place of beginning.

Boundary Justification

In 1973, 42 acres of the Washington Naval Yard were listed in the National Register of Historic Places in recognition of its function as the center of early-nineteenth-century naval operations during a critical period of expanding nationalism. This boundary increase serves to more comprehensively document the historic context of the Washington Navy Yard by including the Washington Navy Yard Annex. These two properties collectively represent the evolution of naval history, thoroughly documenting naval shipbuilding as well as the research and production of naval ordnance in the nineteenth and twentieth centuries. Further, from the 1790s through 1916, the Navy Yard Annex was the site of private wharves, docks, mercantile warehouses, and commercial manufacturing resources, and has the potential to yield important information about

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet**

**Washington Navy Yard Annex Historic District
Washington, D.C.**

Section number 10 Page 43

late-eighteenth- and nineteenth-century maritime and industrial activities in the District of Columbia.

The boundaries for this boundary increase to the Washington Navy Yard represent the area adjacent to the existing historic district, which is under the jurisdiction and control of the General Services Administration.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet**

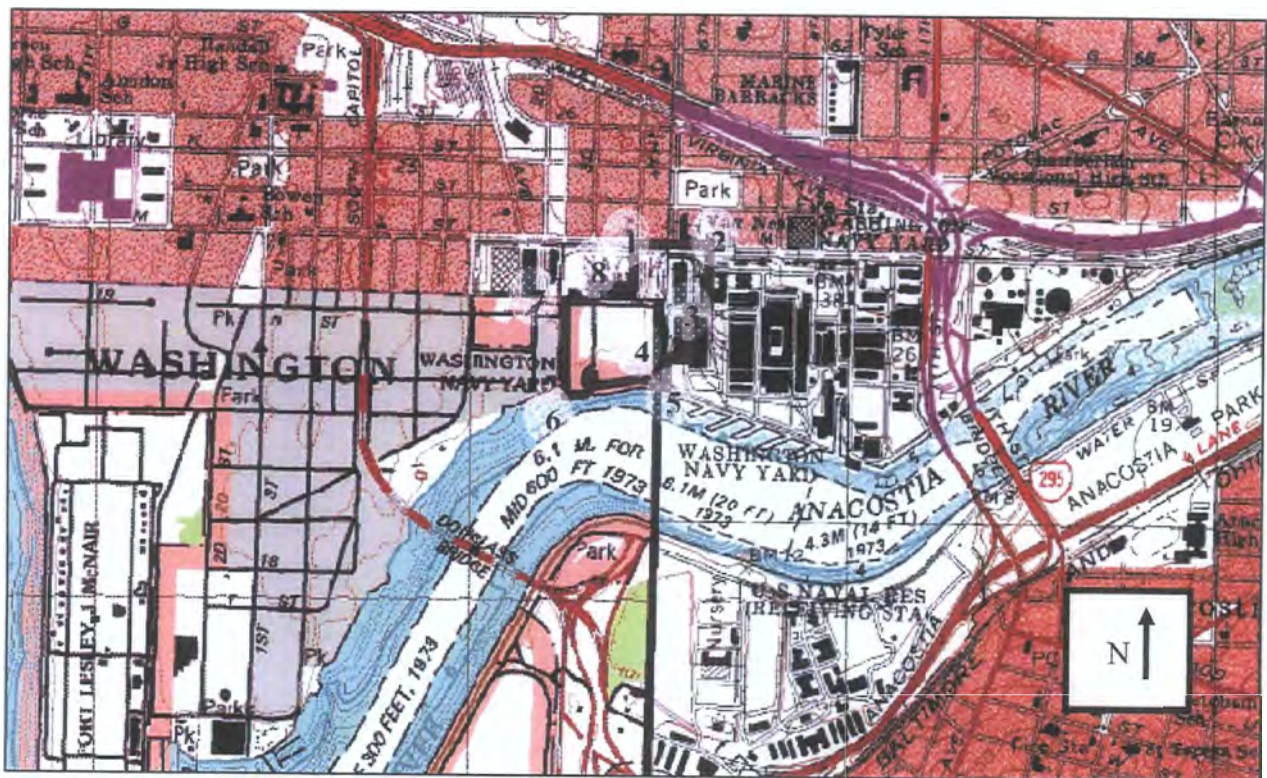
**Washington Navy Yard Annex Historic District
Washington, D.C.**

Section number Maps Page 44

USGS Quad Map: Washington West, Washington East, Anacostia, and Alexandria
www.topozone.com, 2006

UTM References

Zone	Easting	Northing	Zone	Easting	Northing
1) 18	<u>0326440</u>	<u>4304723</u>	5) 18	<u>0326485</u>	<u>4304350</u>
2) 18	<u>0326619</u>	<u>4304715</u>	6) 18	<u>0326217</u>	<u>4304310</u>
3) 18	<u>0326563</u>	<u>43045593</u>	7) 18	<u>0326219</u>	<u>4304570</u>
4) 18	<u>0326518</u>	<u>4304426</u>	8) 18	<u>0326312</u>	<u>4304618</u>



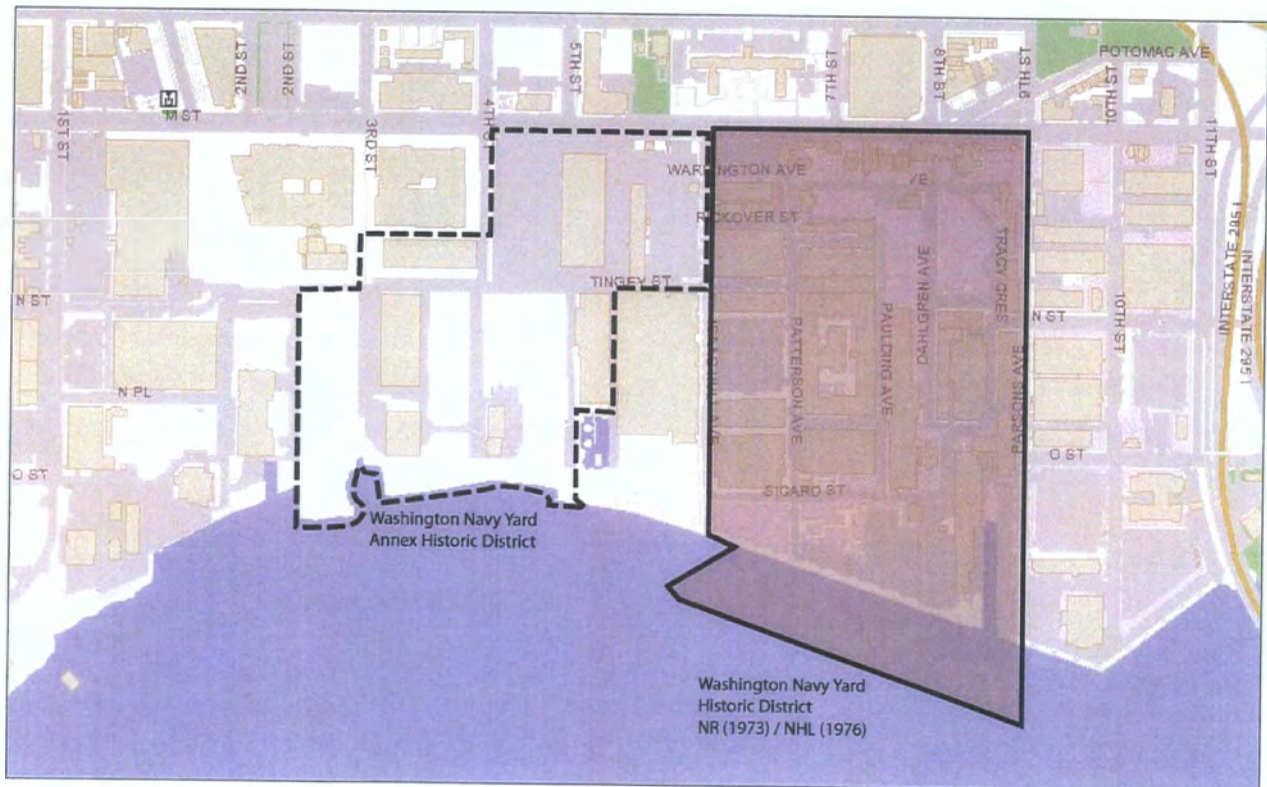
**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet**

**Washington Navy Yard Annex Historic District
Washington, D.C.**

Section number Maps Page 45

**Washington Navy Yard Historic District and
Washington Navy Yard Annex Historic District Boundary**
Base map courtesy of DC Government, 2007



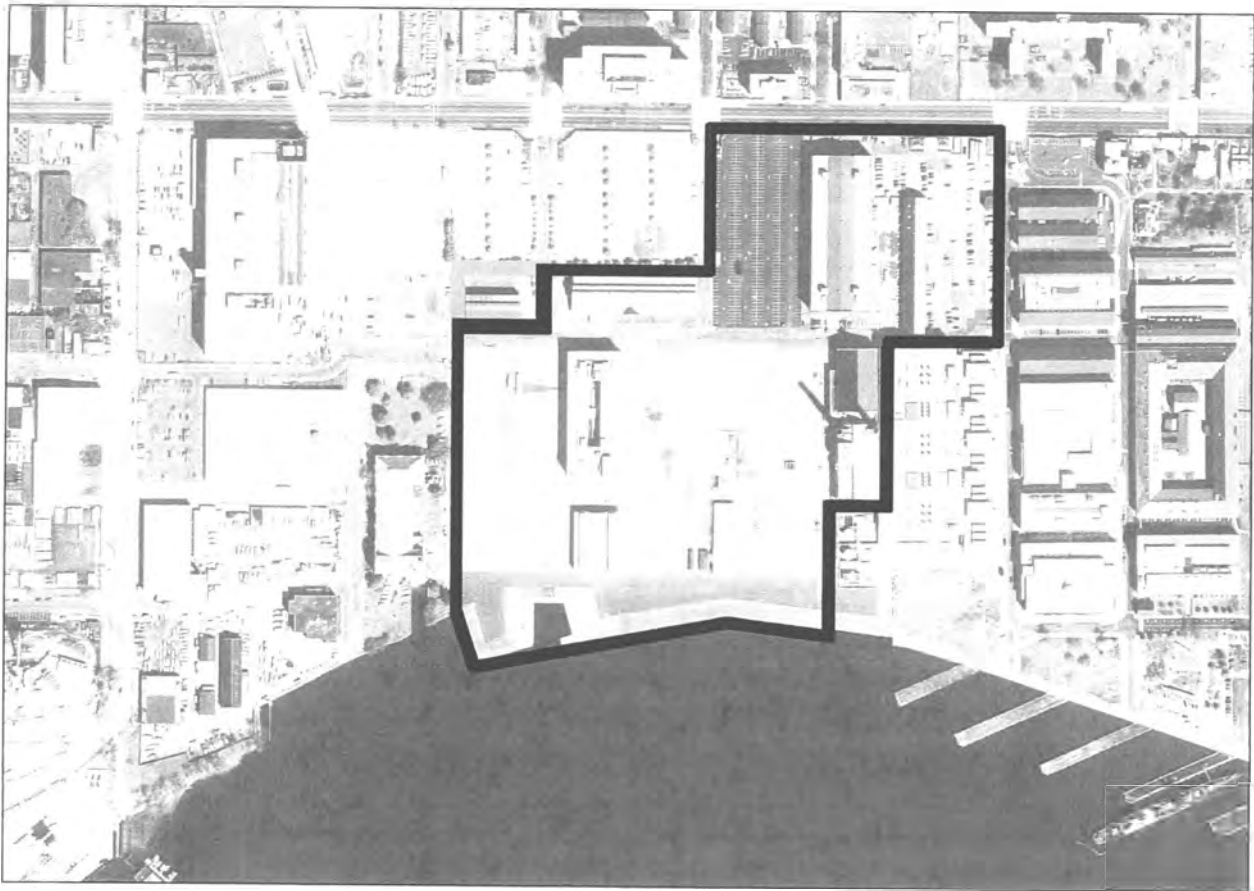
**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet**

**Washington Navy Yard Annex Historic District
Washington, D.C.**

Section number Maps Page 46

Washington Navy Yard Annex Historic District Boundary Map
Aerial Photograph courtesy of Shalom Baranes Associates, Inc., 2007



United States Department of the Interior
National Park Service

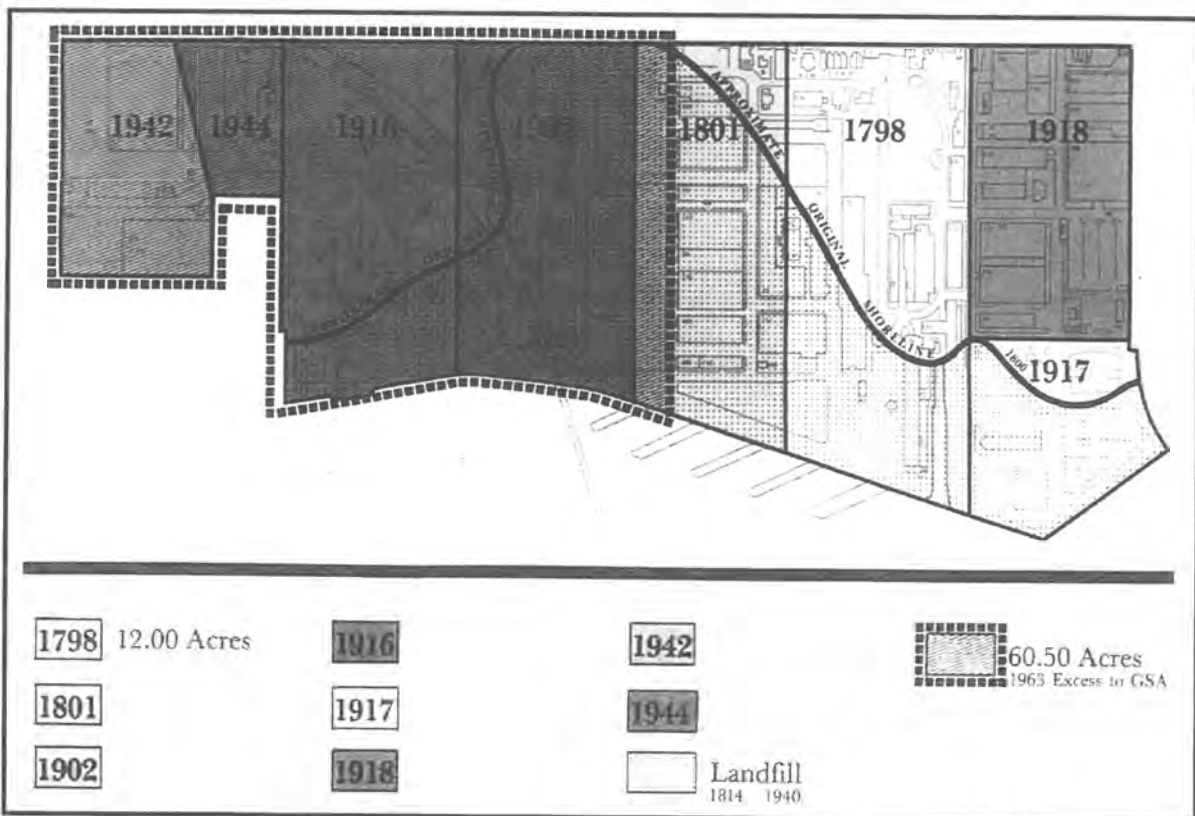
NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

Washington Navy Yard Annex Historic District
Washington, D.C.

Section number Maps Page 47

Map Showing Washington Navy Yard Expansions

Map excerpted from Edward J. Marolda, *The Washington Navy Yard: An Illustrated History*, 1999.



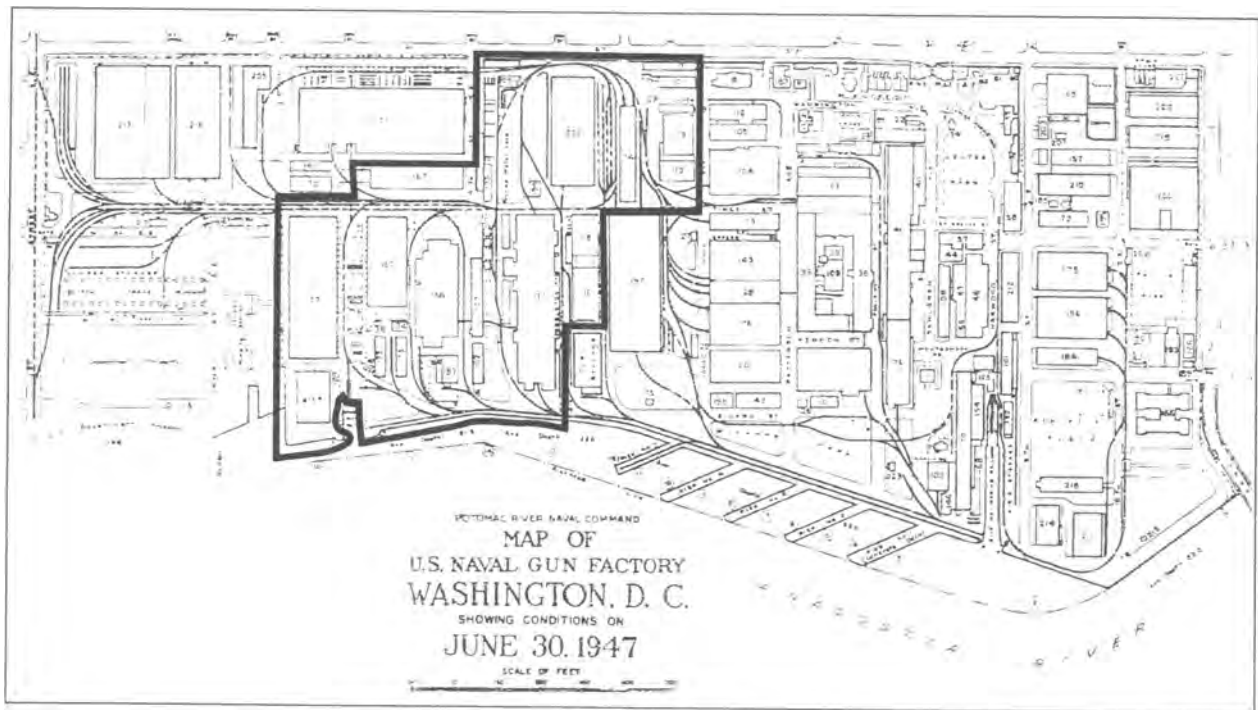
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

Washington Navy Yard Annex Historic District
Washington, D.C.

Section number Maps Page 48

**Map of the U.S. Naval Gun Factory, Washington, D.C.,
Showing Conditions on June 30, 1947**
(Boundary of Annex is outlined)



**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet**

**Washington Navy Yard Annex Historic District
Washington, D.C.**

Section number Photographs Page 49

**All photographs are of:
Washington Navy Yard Annex Historic District
Washington, D.C.
EHT Tracerics, Inc., photographer**

All negatives are in the possession of EHT Tracerics, Inc.

- 1) DATE: January 2007
VIEW OF: Sentry Tower and Wall, north and west elevations, looking southeast towards Building 202 and 116-118
PHOTO: 1 of 13
- 2) DATE: January 2007
VIEW OF: Sentry Tower and Wall, north and west elevations, looking southeast
PHOTO: 2 of 13
- 3) DATE: January 2007
VIEW OF: Building 202, Broadside Mount Shop, south and east elevations, looking northwest
PHOTO: 3 of 13
- 4) DATE: January 2007
VIEW OF: Building 74, Transportation Repair Shop, north and east elevations, looking southwest
PHOTO: 4 of 13
- 5) DATE: January 2007
VIEW OF: Buildings 116-118, Boiler and Power Plant, south and west elevations, looking northeast towards Building 202
PHOTO: 5 of 13

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet**

**Washington Navy Yard Annex Historic District
Washington, D.C.**

Section number Photographs **Page** 50

- 6) DATE: January 2007
VIEW OF: Buildings 116-118, Boiler and Power Plants, north and west elevations, looking southeast
PHOTO: 6 of 13
- 7) DATE: January 2007
VIEW OF: Building 167, Boilermaker's Shop, north and east elevations, looking southwest to Buildings 160 and 173
PHOTO: 7 of 13
- 8) DATE: January 2007
VIEW OF: Building 167, Boilermaker's Shop, south and east elevations, looking northwest towards Building 170
PHOTO: 8 of 13
- 9) DATE: January 2007
VIEW OF: Looking east along Tingey Street
PHOTO: 9 of 13
- 10) DATE: January 2007
VIEW OF: Tingey Street, looking west to Buildings 160 and 167
PHOTO: 10 of 13
- 11) DATE: January 2007
VIEW OF: Building 160, Pattern and Joiner Shop, south and east elevations, looking northwest
PHOTO: 11 of 13
- 12) DATE: January 2007
VIEW OF: Looking northeast towards Buildings 160, 173, and 116-118 from the waterfront
PHOTO: 12 of 13

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet**

**Washington Navy Yard Annex Historic District
Washington, D.C.**

Section number Photographs Page 51

13) DATE: January 2007

VIEW OF: Building 173, Lumber Storage Shed, north and east elevations, looking southwest

PHOTO: 13 of 13

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Washington Navy Yard (Boundary Increase)
NAME:

MULTIPLE
NAME:

STATE & COUNTY: Washington, District of Columbia

DATE RECEIVED: 11/30/07 DATE OF PENDING LIST: 12/17/07
DATE OF 16TH DAY: 01/03/08 DATE OF 45TH DAY: 01/14/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07001356

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: Y SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1.3.08 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in the
National Register**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

Phone _____ Date _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the National Park Service.



SENTRY TOWER AND WALL

WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT

WASHINGTON, DC

EHT TRACERIES, INC.

JANUARY 2007

EHT TRACERIES, INC.

NORTH AND WEST ELEVATIONS, LOOKING SE TOWARD
BUILDINGS 202 AND 116-118

PHOTO 1 OF 13



SENTRY TOWER AND WALL

WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT

WASHINGTON, DC

EHT TRACERIES, INC.

JANUARY 2007

EHT TRACERIES, INC.

NORTH AND WEST ELEVATIONS, LOOKING SE

PHOTO 2 OF 13



BUILDING 202, BROADSIDE MOUNT SHOP
WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT

WASHINGTON, DC

EHT TRACERIES, INC.

JANUARY 2007

EHT TRACERIES, INC.

SOUTH AND EAST ELEVATIONS, LOOKING NW

PHOTO 3 OF 13



BUILDING 74, TRANSPORTATION REPAIR SHOP
WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT

WASHINGTON, DC

EHT TRACERIES, INC.

JANUARY 2007

EHT TRACERIES, INC.

NORTH AND EAST ELEVATIONS, LOOKING SW

PHOTO 4 OF 13



BUILDINGS 114-118, BOILER AND POWER PLANT
WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT

WASHINGTON, DC

EHT TRACERIES, INC.

JANUARY 2007

EHT TRACERIES, INC.

SOUTH AND WEST ELEVATIONS, LOOKING NE TOWARDS
BUILDING 202

PHOTO 5 OF 13



BUILDINGS 116-118, BOILER AND POWER PLANTS
WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT
WASHINGTON, DC

JANUARY 2007

EHT TRACERIES, INC.

NORTH AND WEST ELEVATIONS, LOOKING SE

PHOTO 6 OF 13



BUILDING 167, BOILERMAKER'S SHOP

WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT

WASHINGTON, DC

EHT TRACERIES, INC.

JANUARY 2007

EHT TRACERIES, INC.

NORTH EAST ELEVATIONS, LOOKING SW TO
BUILDINGS 160 AND 173.

PHOTO 7 OF 13



CLARK

BUILDING 167, BOILERMAKER'S SHOP
WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT
WASHINGTON, DC
EHT TRACERIES, INC.
JANUARY 2007
EHT TRACERIES, INC.
SOUTH AND EAST ELEVATIONS, LOOKING NW TOWARDS
BUILDING 170

PHOTO 8 OF 13



WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT
WASHINGTON, DC
EHT TRACERIES, INC.

JANUARY 2007

EHT TRACERIES, INC.

LOOKING EAST ALONG TINGEY STREET

PHOTO 9 OF 13



TINGEY STREET

WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT

WASHINGTON, DC

EHT TRACERIES, INC.

JANUARY 2007

EHT TRACERIES, INC.

LOOKING WEST TO BUILDINGS 160 AND 167 170

PHOTO 10 OF 13



BUILDING 160, PATTERN + JOINER SHOP

WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT

WASHINGTON, DC

EHT TRACERIES, INC.

JANUARY 2007

EHT TRACERIES, INC.

SOUTH + EAST ELEVATIONS, LOOKING NW

PHOTO 11 OF 13



WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT
WASHINGTON, DC

EHT TRACERIES, INC.

JANUARY 2007

EHT TRACERIES, INC.

LOOKING NORTHEAST TOWARDS BUILDING 160,
173, AND 116-118

PHOTO 12 OF 13



BUILDING 173, LUMBER STORAGE SHED

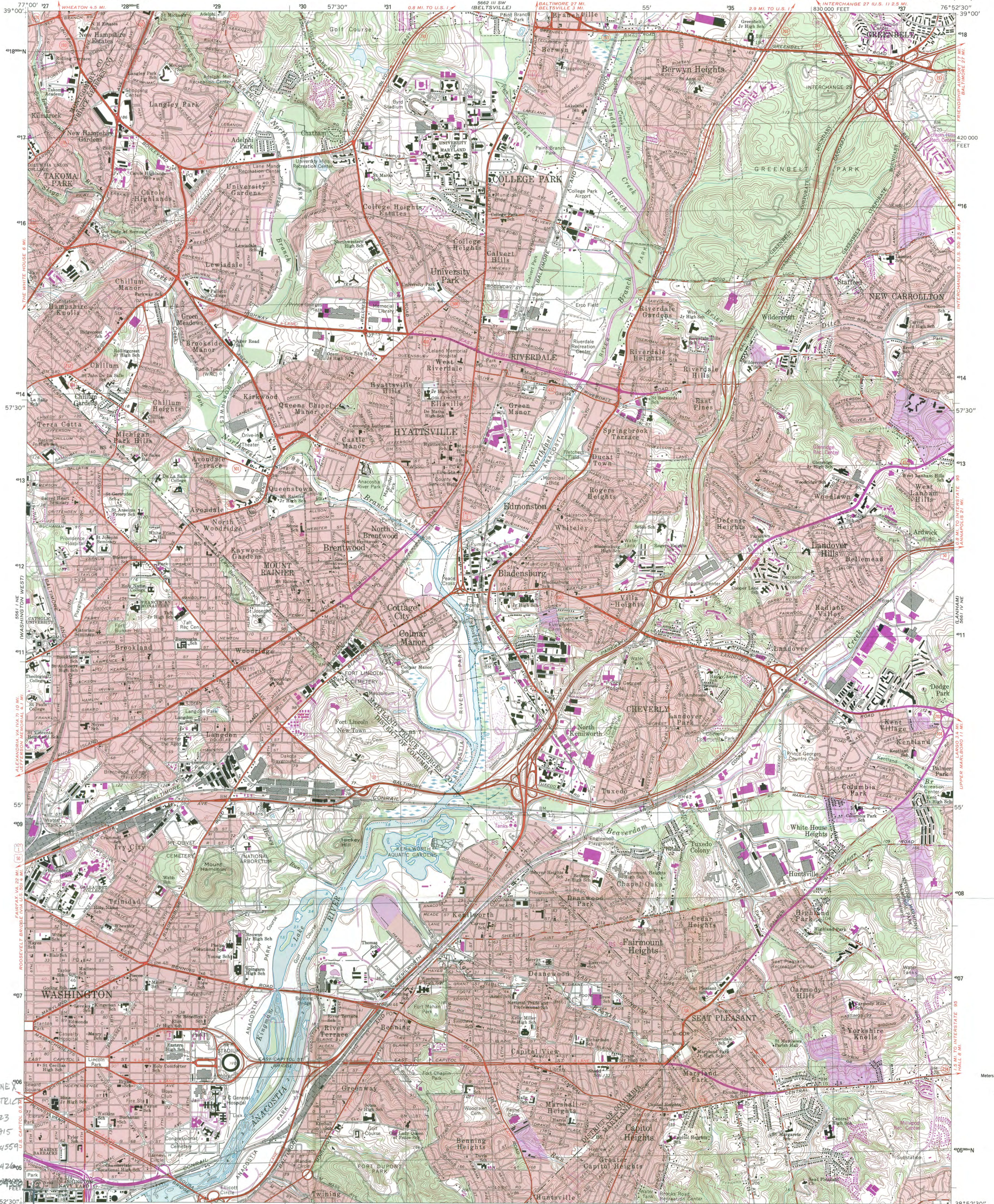
WASHINGTON NAVY YARD ANNEX HISTORIC DISTRICT
WASHINGTON, DC
EHT TRACERIES, INC.

JANUARY 2007

EHT TRACERIES, INC.

NORTH AND EAST ELEVATIONS, LOOKING SW

PHOTO 13 OF 13

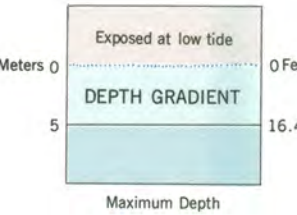


CONVERSION SCALES



Feet Meters

To convert feet to meters multiply by 3.048
To convert meters to feet multiply by 3.2808

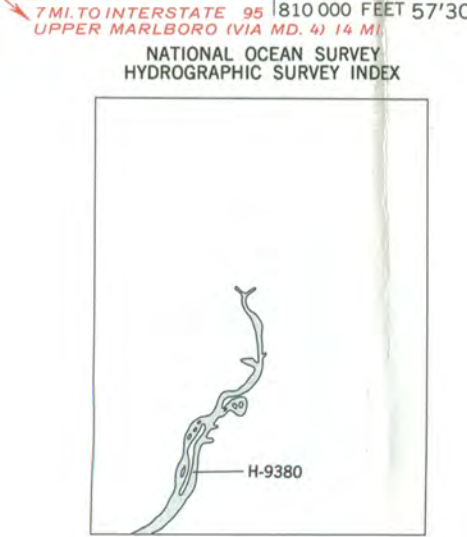


Exposed at low tide
DEPTH GRADIENT
Maximum Depth

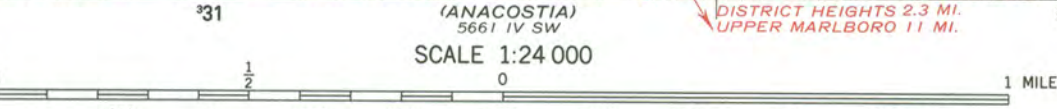
Navy Yard Annex
Historic District
1) 18 032644 4304723
2) 18 032619 4304715
3) 18 032653 4304559
4) 18 032619 4304426
5) 18 032645 4304999
6) 18 032621 4304300
7) 18 032621 4304300
8) 18 032632 4304618

Mapped, edited, and published by the Geological Survey and the National Ocean Survey
Control by USGS, NOS/NOAA, USCE, NCPS, and WSSC
Compiled by photogrammetric methods from aerial photographs taken 1955. Field checked 1957. Revised 1965
Bathymetry compiled by the National Ocean Survey from tide-coordinated hydrographic surveys. Soundings compiled from NOS chart 12285. This information is not intended for navigational purposes.
Mean low water (dotted) line and mean high water (heavy solid) line compiled by NOS from tide-coordinated aerial photographs. Apparent shoreline (outer edge of vegetation) shown by light solid line
Polyconic projection. 10,000-foot grid ticks based on Maryland coordinate system
1000-meter Universal Transverse Mercator grid, zone 18
1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 8 meters south and 26 meters west as shown by dashed corner ticks
Red tint indicates areas in which only landmark buildings are shown
There may be private inholdings within the boundaries of the National or State reservations shown on this map

Revisions shown in purple compiled from aerial photographs taken 1977 and other sources. This information not field checked. Map edited 1979
Purple tint indicates extension of urban areas

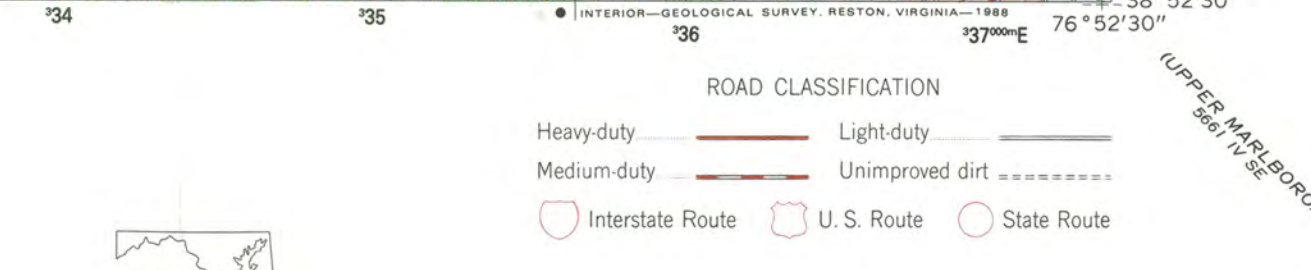


Survey Number	Survey Date	Survey Scale	Survey Line Spacing (Naut. Miles)
H-9380	1973	1:10,000	.01-.05



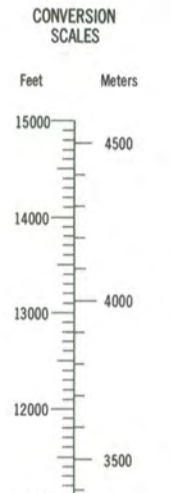
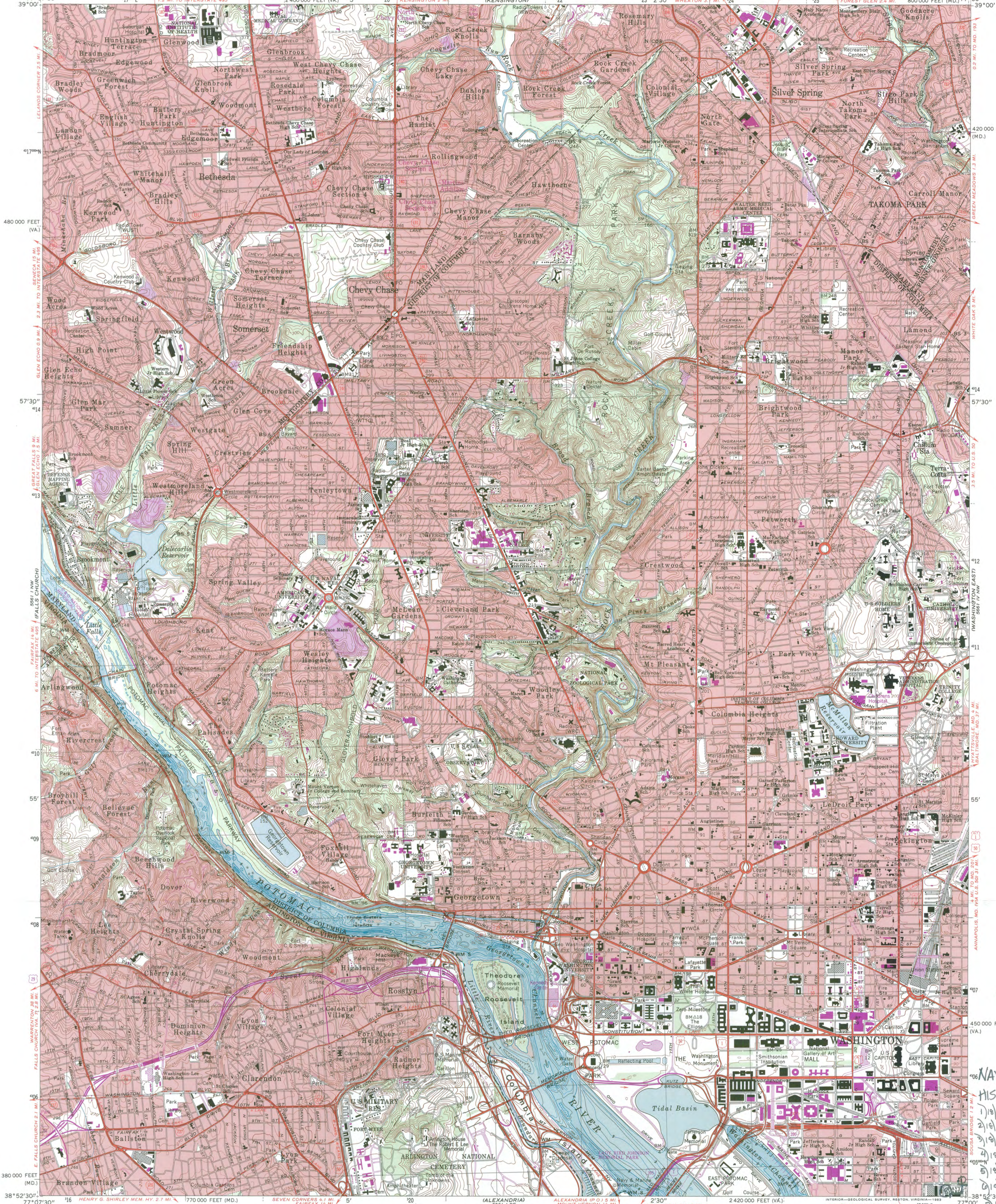
SCALE 1:24 000
CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
BATHYMETRIC CONTOUR INTERVAL 1 METER WITH SUPPLEMENTARY 0.5 METER CONTOURS-DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 0.6 METER

BASE MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
BATHYMETRIC SURVEY DATA COMPLIES WITH INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) SPECIAL PUBLICATION 44 ACCURACY STANDARDS AND/OR STANDARDS USED AT THE DATE OF THE SURVEY
NATIONAL OCEAN SERVICE, ROCKVILLE, MARYLAND 20852
AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTESVILLE, VIRGINIA 22903
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



WASHINGTON EAST, D.C.-MD.
38076-H8-TB-024
1965
PHOTOREVISED 1979
BATHYMETRY ADDED 1982
DMA 5661 IV NW-SERIES V835





Feet Meters

1	3048
2	6096
3	9144
4	12192
5	15240
6	18288
7	21336
8	24384
9	27432
10	30480

To convert feet to meters multiply by 0.3048
To convert meters to feet multiply by 3.2808

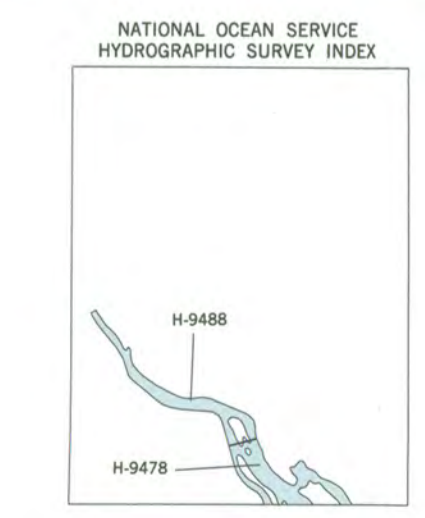
Exposed at low tide

0	0
5	16.4
10	32.8
15	49.2
20	65.6

NAVY YARD ANNEX HISTORIC DISTRICT

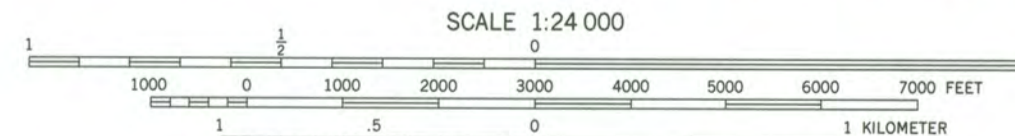
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3) 18032650/4304559
4) 18032658/4304426
5) 18032645/4304350
6) 18032627/4304310
7) 18032629/4304570
8) 18032622/4304018

Maped, edited, and published by the Geological Survey and the National Ocean Service
Control by USGS, NOS/NOAA, NPS, and WSSC
Compiled by photogrammetric methods from aerial photographs taken 1955. Field checked 1956. Revised 1965
Bathymetry compiled by the National Ocean Service from tide-coordinated hydrographic surveys. This information is not intended for navigational purposes
Mean low water (dotted) line and mean high water (heavy solid) line compiled by NOS from tide-coordinated aerial photographs. Apparent shoreline (outer edge of vegetation) shown by light solid line
Polyconic projection. 10,000-foot grid ticks based on Maryland coordinate system, and Virginia coordinate system, north zone
1000-meter Universal Transverse Mercator grid, zone 18
1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 8 meters south and 26 meters west as shown by dashed corner ticks
Red tint indicates areas in which only landmark buildings are shown
There may be private inholdings within the boundaries of the National or State reservations shown on this map
Revisions shown in purple and woodland compiled in cooperation with Commonwealth of Virginia agencies from aerial photographs taken 1961 and other sources. This information not field checked
Map edited 1983
Purple tint indicates extension of urban areas



HYDROGRAPHIC SURVEY INFORMATION

Survey Number	Survey Date	Survey Scale	Survey Line spacing (Naut. Miles)
H-9478	1977	1:5,000	.01-.08
H-9488	1976	1:5,000	.01-.05



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
BATHYMETRIC CONTOUR INTERVAL 1 METER WITH SUPPLEMENTARY 0.5 METER CONTOURS-DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 0.4 METER

BASE MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
BATHYMETRIC SURVEY DATA COMPLIES WITH INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) SPECIAL PUBLICATION 44 ACCURACY STANDARDS AND/OR STANDARDS USED AT THE DATE OF THE SURVEY
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
NATIONAL OCEAN SERVICE, ROCKVILLE, MARYLAND 20852
AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTESVILLE, VIRGINIA 22903
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

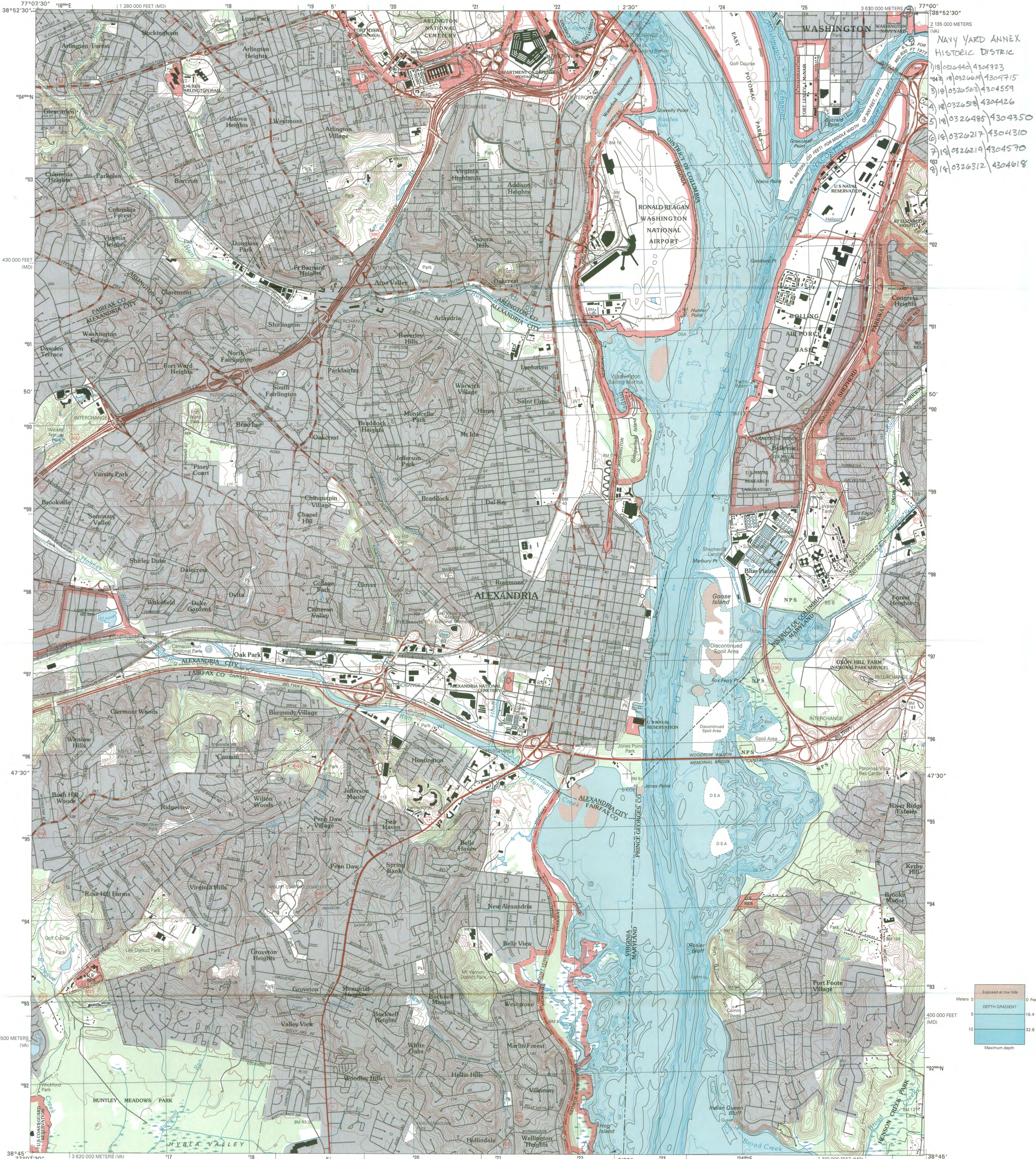


WASHINGTON WEST, D. C.-MD.-VA.
38077-H1-TB-024

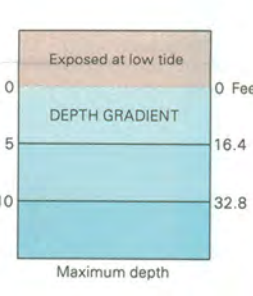
1965
PHOTOREVISED 1983
BATHYMETRY ADDED 1982
DMA 5561 1 NE-SERIES V833



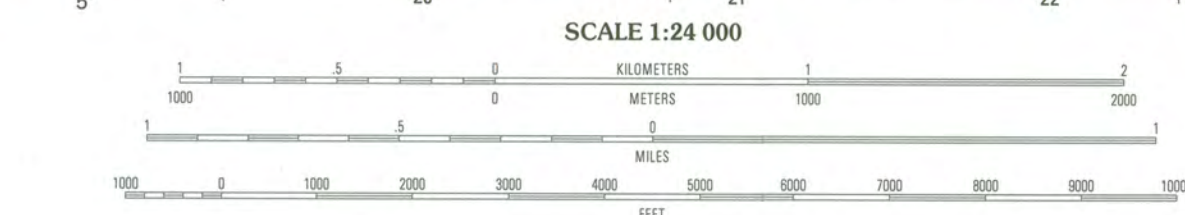
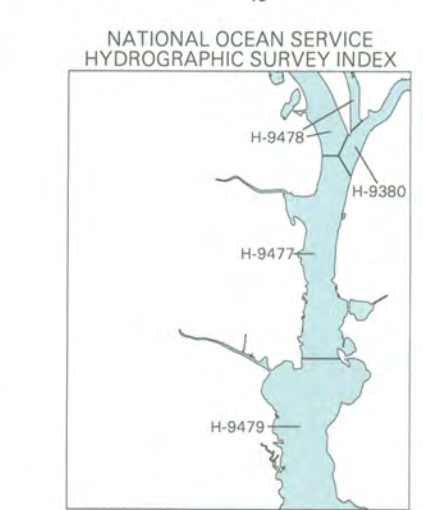
UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



Navy Yard Annex
Historic District
1) 0326440 4304723
2) 0326419 4304715
3) 0326503 4304559
4) 0326518 4304426
5) 0326485 4304350
6) 0326217 4304310
7) 0326219 4304570
8) 0326312 4304618



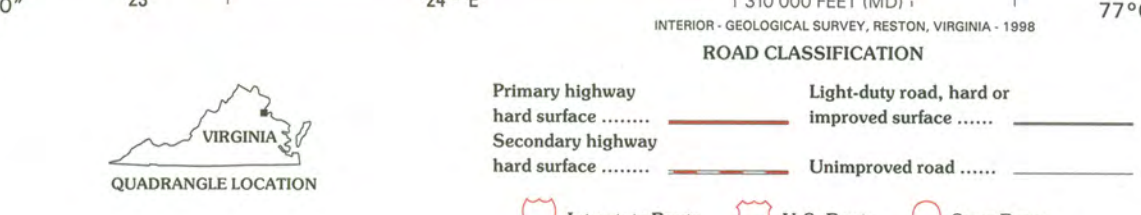
Produced by the United States Geological Survey
Topography compiled 1955. Planimetry derived from imagery taken 1994. Survey control current as of 1994. Contours that conflict with updated major features are dashed.
Bathymetry compiled by the National Ocean Service from tide-coordinate hydrographic surveys. This information is not intended for navigational purposes.
Mean lower low water (dotted) line and mean high water (heavy solid) line compiled by NOS from tide-coordinate imagery. Apparent shoreline (outer edge of vegetation shown by light solid line)
North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 18 2 500-meter ticks; Virginia Coordinate System of 1983 (north zone). 10 000-foot ticks; Maryland Coordinate System of 1983.
North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geographic Survey NADCON software.
There may be private inholdings within the boundaries of the National or State reservations shown on this map.



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
BATHYMETRIC CONTOUR INTERVAL 1 METER WITH SUPPLEMENTARY 0.5 METER CONTOURS - DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 0.9 METERS

BASE MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
BATHYMETRIC SURVEY DATA COMPIES WITH INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) SPECIAL PUBLICATION 4 ACCURACY STANDARDS AND/OR STANDARDS USED AS OF THE DATE OF THE SURVEYS

FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTESVILLE, VIRGINIA 22903
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ADJOINING 7.5' QUADRANGLE NAMES

1	2	3
4	5	6
7	8	

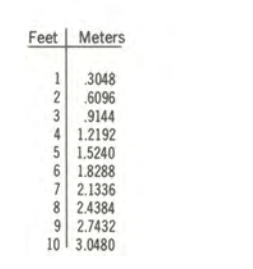
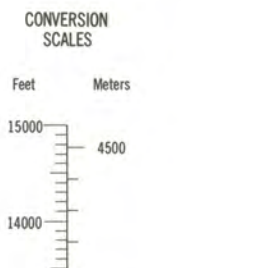
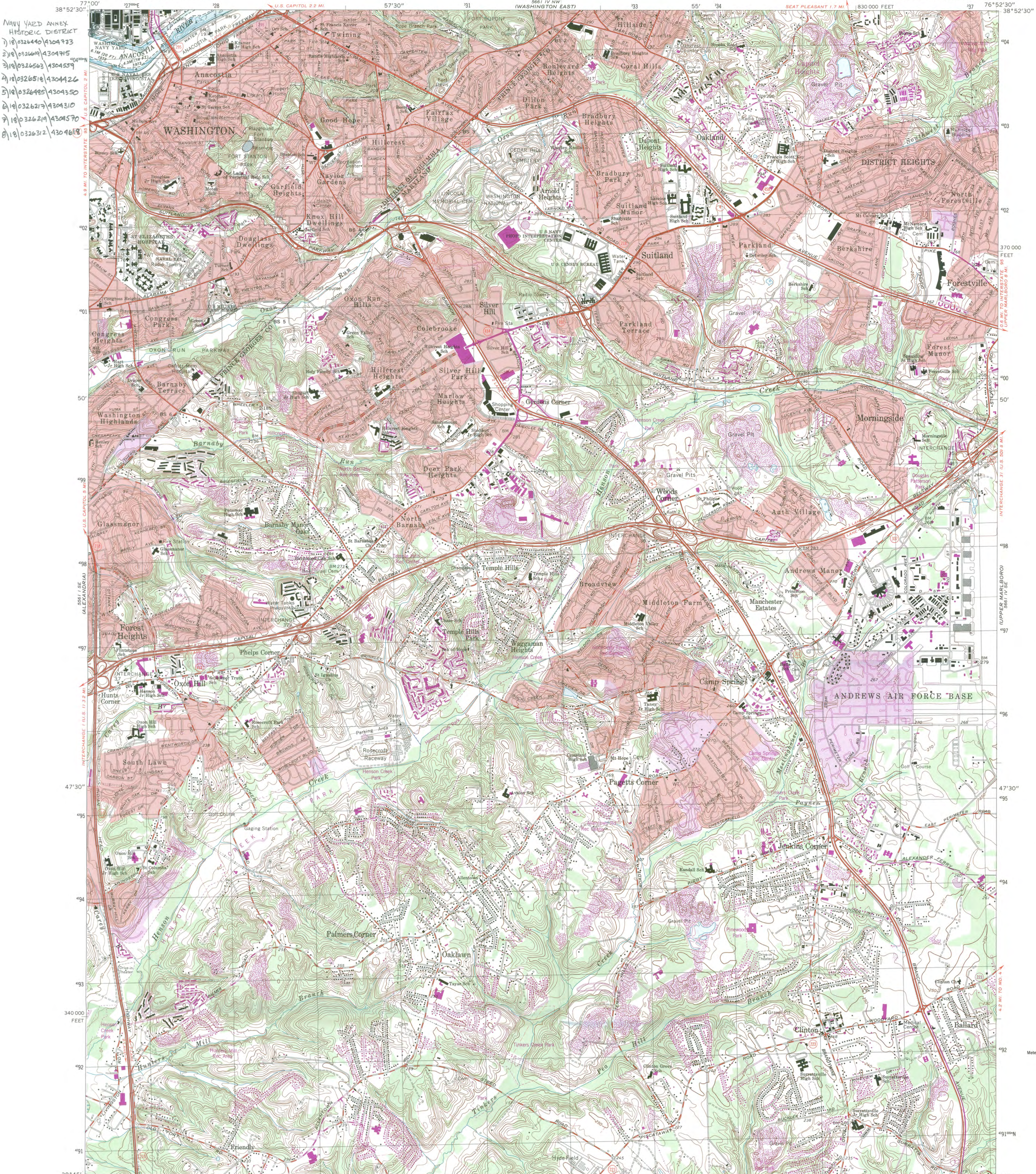
1 Falls Church
2 Washington West
3 Washington East
4 Annapolis
5 Anacostia
6 Fort Belvoir
7 Mount Vernon
8 Piscataway

UTM GRID AND 1998 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

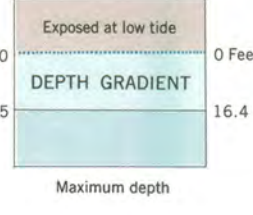
187 MILS
23 MILS

ALEXANDRIA, VA-DC-MD
1994
NIMA 5561 1 SE-SERIES V834





To convert feet to meters multiply by 0.3048
To convert meters to feet multiply by 3.2808



Mapped, edited, and published by the Geological Survey and the National Ocean Survey
Control by USGS, NOS/NOAA, USCE, NCPS, and WSSC
Topography by photogrammetric methods from aerial photographs taken 1955. Field checked 1956. Revised 1965
Bathymetry compiled by the National Ocean Survey from tide-coordinated hydrographic surveys. This information is not intended for navigational purposes
Mean low water (dotted) line and mean high water (heavy solid) line compiled by NOS from tide-coordinated photographs. Apparent shoreline (outer edge of vegetation) shown by light solid line
Polyconic projection. 10,000-foot grid ticks based on Maryland coordinate system
1000-meter Universal Transverse Mercator grid, zone 18
1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 9 meters south and 26 meters west as shown by dashed corner ticks
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked
Red tint indicates areas in which only landmark buildings are shown
There may be private inholdings within the boundaries of the National or State reservations shown on this map
Revisions shown in purple compiled from aerial photographs taken 1977 and other sources. This information not field checked
Map edited 1979
Purple tint indicates extension of urban areas

NATIONAL OCEAN SURVEY
HYDROGRAPHIC SURVEY INDEX

Survey Number	Survey Date	Survey Scale	Survey Line Spacing (Naut. Miles)
H-9380	1973	1:10,000	.01-.05

SCALE 1:24,000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
BATHYMETRIC CONTOUR INTERVAL 1 METER WITH SUPPLEMENTARY 0.5 METER CONTOURS-DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 0.4 METER

BASE MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
BATHYMETRIC SURVEY DATA COMPLIES WITH INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) SPECIAL PUBLICATION 44 ACCURACY STANDARDS
AND/OR STANDARDS USED AT THE DATE OF THE SURVEY
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND NATIONAL OCEAN SURVEY, ROCKVILLE, MARYLAND 20852
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

- Heavy-duty
- Medium-duty
- Light-duty
- Unimproved dirt
- Interstate Route
- State Route

QUADRANGLE LOCATION

ANACOSTIA, D.C. - MD.
38076-GF-024
1965
PHOTOREVISED 1979
BATHYMETRY ADDED 1982
DMA 5661 IV SW - SERIES V833

UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

ISBN 0-607-13452-1
9 780607 134520



November 28, 2007

Janet Snyder Matthews, Ph.D. *Jan*
Keeper, National Register of Historic Places
National Park Service (MS 2280)
1201 Eye Street, NW, 8th floor
Washington, DC 20005

Dear Dr. Matthews:

The U.S. General Services Administration (GSA) is pleased to nominate the Washington Navy Yard (Boundary Increase) aka the Washington Navy Yard Annex Historic District, Washington, DC, to the National Register of Historic Places under the provisions of 36 CFR 60.9. This property, under the authority of GSA, occupies a significant place in the history of the City of Washington as a strong symbol of the Federal presence and was an important anchor in the development of Southeast Washington.

To aid in the immediate preservation of the historic district's resources, we request an expedited review of the nomination, including a shortened comment period to be published in the *Federal Register*. Acting on behalf of Mayor Fenty as the chief elected official, DC State Historic Preservation Officer (DCSHPO) David Maloney supports the shortening of the comment period to expedite the property's listing. This nomination was prepared in accordance with a Programmatic Agreement between GSA, DCSHPO, the Advisory Council on Historic Preservation and Forest City SEFC, LLC, which was signed in July 2007.

The following documentation, which meets all the requirements stipulated in 36 CFR 60.9, is enclosed for your review:

- Signed original National Register of Historic Places Registration Form;
- U.S.G.S. Map; and
- 13 original labeled black and white photographs.

We appreciate your assistance in listing this property as soon as possible. Should you have any questions or concerns regarding the nomination, please contact Beth L. Savage, Regional Historic Preservation Officer, at (202) 205-2265 or beth.savage@gas.gov.

Sincerely,

A handwritten signature in cursive script that reads "Rolando Rivas-Camp".

Rolando Rivas-Camp, FAIA
Federal Preservation Officer
Director, Center for Historic Buildings

Enclosures