

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

**National Register of Historic Places
Registration Form**

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

1. Name of Property

historic name Charleston Navy Yard Historic District
other names/site number Charleston Naval Shipyard, Charleston Navy Base, Naval Base Charleston

2. Location

street & number Portions of Avenue A, Avenue B, Avenue D, 2nd Street, 4th Street, Hayter Street, North Hobson Street, McMillan Avenue, Machinists Street, Pierside Street, Pipefitters Street, Roe Avenue, Shipfitters Way, and Truxtun Avenue not for publication N/A
city or town North Charleston vicinity N/A
state South Carolina code SC county Charleston code 013 zip code 29408

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant X nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official _____ Date _____

Mary W. Edmonds, Deputy State Historic Preservation Officer, S.C. Dept. of Archives and History, Columbia, S.C.
State or Federal agency and bureau

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

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

4. National Park Service Certification

I, hereby certify that this property is: Signature of the Keeper _____ Date of Action _____

- 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): _____

Charleston Navy Yard Historic District
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5. Classification

Ownership of Property **Category of Property** **Number of Resources within Property**

(Check as many boxes as apply)

(Check only one box)

(Do not include previously listed resources)

<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing	
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>29</u>	<u>15</u>	buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	<u>27</u>	<u>14</u>	sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>1</u>	<u>29</u>	structures
	<input type="checkbox"/> object	<u>57</u>	<u>29</u>	objects
				Total

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

Number of contributing resources previously listed
in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Category: DEFENSE

Subcategory: Naval Facility

Current Functions

(Enter categories from instructions)

Category: COMMERCE/TRADE
COMMERCE/TRADE
INDUSTRY
INDUSTRY
INDUSTRY
TRANSPORTATION
EDUCATION
VACANT

Subcategory: Business
Warehouse
Manufacturing Facility
Energy Facility
Industry Storage
Water-Related
College
Not In Use

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and 20th Century Revivals
Modern Movement

Materials

(Enter categories from instructions)

foundation Concrete, Brick
walls Metal, Concrete, Brick
roof Metal, Concrete, Asphalt
other _____

Narrative Description

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

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

Areas of Significance

(Enter categories from instructions)

Architecture
Military

Significant Person

(Complete if Criterion B is marked above)

N/A

Period of Significance

1903-1945

Significant Dates

1903; 1917; 1940; 1941-1945

Cultural Affiliation

N/A

Architect/Builder

See continuation sheets

Narrative Statement of Significance

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository:
S.C. Dept. of Archives and History,
Columbia, S.C.

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10. Geographical Data

Acreage of Property Approximately 145 acres

UTM References

(Place additional UTM references on a continuation sheet)

Zone Easting Northing	Zone Easting Northing
1 <u>17 597808 3635762</u>	3 <u>17 597567 3635390</u>
2 <u>17 597753 3635431</u>	4 <u>17 596941 3636093</u>

X See continuation sheet.

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

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

11. Form Prepared By

name/title/organization Deborah K. Cannan, J. Hampton Tucker, William T. Dod, and Katherine E. Grandine, for R. Christopher Goodwin & Associates, Inc., Frederick, Md., [1995], with revisions by H. Thomas Shaw, for The Noisette Co., and John Laurens, Historic Preservation Consultants, Inc., and assistance from the SHPO Staff
date 14 February 2006
street & number Historic Preservation Consultants, Inc., 387 King Street telephone (843) 723-1746
city or town Charleston state S.C. zip code 29403

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 Multiple Property Owners (see continuation sheets)
street & number _____ telephone _____
city or town _____ state _____ zip code _____

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

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**NATIONAL REGISTER OF HISTORIC PLACES
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Charleston Navy Yard Historic District
name of property
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General Description

The Charleston Navy Yard Historic District in North Charleston is the core collection of historic resources at the Charleston Navy Yard (later the Charleston Naval Shipyard, and finally Naval Base Charleston), which served the United States Navy from 1903 to 1996. This district is composed of eighty-six (86) buildings, structures, and objects. Fifty-seven (57) contribute to the historic and architectural character of the historic district, and twenty-nine (29) are noncontributing properties.

This is an industrial district, containing a large concentration of industrial buildings as well as administrative buildings, support structures, and storage facilities. The buildings and structures contributing to the significance of the district were constructed between the turn of the twentieth century and the conclusion of World War II. The Charleston Navy Yard Historic District forms a cohesive representative example of permanent naval industrial construction and trends in United States naval military history between 1900 and 1945. Buildings and structures contributing to the significance of the district fall into four time periods and associated forms of architectural styles: the Neo-Classical style employed during the establishment and early years of the installation from 1903 to ca. 1910; the Moderne industrial form from the 1910s to the end of World War I; the Moderne construction of federal works projects from the inter-war period; and the largely utilitarian forms prevalent from the emergency period of the late 1930s through the end of World War II.

The Charleston Navy Yard Historic District is located on the west bank of the Cooper River north of the Port of Charleston and in the corporate boundaries of the City of North Charleston, South Carolina, and comprises most of the western component of the Charleston Navy Yard for the period 1900-1945 and of Naval Base Charleston at the time of its closure in 1996. The buildings and structures in the district are laid out according to the functions performed in the production, repair, servicing, or support of the activities associated assignments received by the shipyard during its functional life span. Dry docks, piers, quays, and bulkheads dominate the waterfront. Buildings and structures related to ship construction and repair are located near the waterfront, while administrative and storage facilities were located in the interior portion of the yard. Transportation patterns of roads in the district are typically oriented according to a grid pattern, and rail lines follow routes both straight and curvilinear to access destinations at which incoming materials and supplies were needed, or to move manufactured components within the yard.

The industrial shipyard is characterized by the same high-density of construction that is commonly found in twentieth-century industrial complexes. Many of the buildings are of monumental scale, especially those housing heavy industrial processes, regardless of the era in which they were constructed. Some, especially those of earlier periods, are also elaborate in their stylistic sophistication and ornament. While large-scale buildings are the primary character-defining feature of the shipyard, building and structures of lesser scale are distributed throughout it as well. Generally, the smaller facilities are less architecturally significant and utilitarian in nature and form. Few buildings and structures within the district are modern, as the facilities remained functional throughout the base's active use as a military installation. Most newer construction occurred in areas adjacent to or separate from the heart of the shipyard.

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Inventory of Resources in the Charleston Navy Yard Historic
District

NOTE: This district inventory is arranged according to the numbering scheme employed by the United States Navy prior to the closure of the base in 1996, with the Charleston Navy Yard Identification Number given in the following format after the property name and location: (CNY #0). Current street addresses and street names have been used for reference since ongoing and future redevelopment activities may not retain the Navy's numerical identification system.

Contributing Resources (57)

- 1. Ship Fitter Shop (1906), 1210 Truxtun Avenue¹ (CNY #2):** Three-story, brick, Neo-Classical style, L-shaped plan building (the ell is one-story), with a closed-gable, built-up roof penetrated by interior chimneystacks. A single, metal door is the primary entry, fenestration is symmetrical and windows are of 6/6, or 4/4 double-hung, wood sash with two light headers, some have been in-filled with brick. Decorative detailing features: brick pilasters that define the bays with three-window groupings, or single windows in the bays; concrete corbelling at the cornice; concrete stringer course. In 1937, a two-story addition (the Ship Fitter Shop Addition, Inventory #2, CNY #2A) was built in three phases at the north elevation. One of five original shop buildings at the shipyard.
- 2. Ship Fitter Shop Addition (1937), 1130 Truxtun Avenue (CNY #2A):** Two-story, reinforced concrete, industrial building in the Moderne style on a reinforced concrete foundation, with a built-up flat roof. Fenestration is symmetrically arranged, twenty-light, metal-industrial sash with eight-light hopper windows, and eight-light headers. Decorative elements include: round concrete bosses delineating the roof's structural system; shaped parapets at the east and west elevations; and recessed horizontal striations between the windows. A conveyance system is attached to the exterior of the south elevation. A corrugated metal addition (the Shopfitters Layout Area, Inventory #20, CNY #59) was affixed to the north elevation in 1940. Built as part of the inter-war expansion at the shipyard under the National Industrial Recovery Act of 1935 and the Emergency Appropriations Act of 1935, to accommodate increased production capacity of the Ship Fitter Shop.
- 3. Inside Machine Shop (1905), 2081 Hayter Street² (CNY #3):** Two-story, Neo-Classical style, structural steel, brick clad, rectangular building with a monitor roof featuring multiple ventilators and shed skylights. Fenestration is symmetrical though windows are mainly modern replacement. Historic windows remain present in the monitor and are triple twelve-light hopper metal sash. Decorative features include: three, eight-light oval windows with masonry surrounds at the east façade, rock-faced masonry sills, brick pilasters, stepped parapets, and geometric brick corbelling. Some window openings have been in-filled with brick. Additions to the building are present from both the historic and modern periods. One of five original shop buildings at the shipyard. Functioned as a support facility for Dry Dock 1 (Inventory # 30, CNY #301).

¹ Truxtun Avenue was originally Second Street and is shown as such on many maps—even modern ones—of the Navy Yard.

² Hayter Street was originally Avenue A.

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- 4. General Storehouse (1918), 2154 Avenue D (CNY #4):** Two-story, rectangular, concrete reinforced, flat-roofed, stepped parapeted, industrial building, three bays wide and sixteen deep, with a plain, concrete cornice. Fenestration is grouped with three windows symmetrically arranged in each bay. The sash is replacement two light, metal hopper. The voids between the structural bays are of brick and with a slight reveal. The entry door is modern metal and a loading dock with overhead, rolling access doors has been added. At one time this building and the Administration Building and Storage Facility (Inventory #8, CNY #8) were functionally connected by an in-fill addition, which has been removed. Associated with the general buildup of the Navy during World War I.
- 5. Woodworking Shop (1904), 2061 Avenue B (CNY #5):** Two-story, rectangular, structural steel, brick clad building with a gable roof featuring 9/9 and 6/6, double hung wooden sash windows with six-light headers. Decorative elements include: continuous concrete sills, brick pilasters that define the bays, and brick corbelling. A concrete block and brick addition is present at the north elevation. The primary entries are single, metal overhead rolling door at the east and west elevations. Additional points of entry are double-leaf, hinged panel doors. One of five original shop buildings at the shipyard. Functioned as a support building for Dry Dock 1 (Inventory # 30, CNY #301).
- 6. Forge Shop (1906), 1281 Truxtun Avenue (CNY #6):** One-story, brick, gable-roofed with monitor industrial building with single, overhead, metal rolling doors at east and west elevations that provide principal access. Two similar doors are at the north and south elevations. Windows are symmetrically arranged and are 8/8 double-hung wood sash along the north and south elevations and a semi-circular window over 9/9 hoppers flanked by multi-pane sidelights above the principal entry. Lintels are soldier courses with a stone key. Ten-light triple windows are present on the monitor. A large addition flanks the west end of the building. One of five original shop buildings at the shipyard. Functioned as a support building for Dry Dock 1 (Inventory # 30, CNY #301).
- 7. Administration Building (1908), 1360 Truxtun Avenue (CNY #7):** Three-story, rectangular, brick, Neo-Classical style building with a flat roof. The formal entry at the south elevation is of cast stone with a pedimented overdoor, scrolled brackets and pilasters. The original doors have been replaced as have the original windows. Fenestration is arranged symmetrically within brick pilasters that define the bays. Decorative features include cast stone sills, decorative brick window surrounds, and a cast stone watercourse. The original decorative cornice has been replaced with a fiberglass feature of similar design. One of twenty-eight buildings built during the initial building campaign at the shipyard.
- 8. Administration Building and Storage Facility (1906), 1361 Truxtun Avenue (CNY #8):** Three-story, brick, rectangular, neo-classical style building with a center closed gable roof sheathed in slate. Fenestration is symmetrically arranged within pilaster-defined bays. Windows are modern replacement. A number of the fenestration openings have been in-filled with brick and additional penetrations created, some of which have also been in-filled. The primary entrance is at the north elevation and is defined by a brick segmental arch and four-light fanlight. At one time an addition at the south elevation connected this building functionally with the General Storehouse (Inventory #4, CNY #4), but has been removed exposing scarring from the connection. One of twenty-eight buildings constructed during the initial building campaign at the shipyard.

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- 9. Foundry/Machinist Mates' School (1906-1909), 1390 Pipefitters Street³ (CNY #9):** Monumental in scale, this is a cruciform-plan, Neo-Classical style, brick building with a center-gable roof over the primary core and flat-roofed wings. Although industrial in purpose, it features an array of classically inspired decorative elements. The principal, southern, gable-end displays a replacement single, metal, overhead rolling door topped by a semi-circular arrangement of double-hung, multi-pane, wood sash windows and an eight-light bullseye window. Windows at the first level are 9/9 and 12/12 double-hung, wood sash and 6/6 double-hung wood sash at the second level. Decorative elements include: a rusticated granite water table, a molded terra cotta watercourse, an elaborated cornice with egg-and-dart decoration and dentils, copper scrolls and cresting, and a copper cornice at the gables. An addition, designed to match the original wings, stands at the southwest corner of the building. One of the original twenty-eight buildings at the shipyard. The Machinist Mates' School was opened in a portion of the building in 1912.
- 10. Machinist Mates' School/Pattern and Electric Shop (1918), 1390 Pipefitters Street (CNY #10):** Three-story, rectangular, reinforced concrete, industrial building with a flat roof and exposed structural system. Fenestration is symmetrical and the windows are of the typical multi-pane metal industrial type. Numerous fenestration voids have been in-filled with modern materials. Associated with the general build up of the Navy prior to and during World War I. Housed the Machinist Mates' School through 1920 when it was converted to the Pattern and Electric Shop.
- 11. Clothing Factory (1909), 1325 Pipefitters Street (CNY #13):** Three-story, rectangular, brick building with a moderately-pitched gable roof featuring five ventilators. Fenestration is arranged symmetrically along the elevations and is primarily paired, 1/1 fixed sash with decorative terra cotta surrounds. Several windows have been in-filled with modern materials. Decorative elements also include: a stone base-course, brick pilasters surmounted by terra cotta Ionic volutes, a terra cotta watercourse, and a terra cotta cornice and entablature with dentil molding. Three additions flank the building. Two of these date from the building's historic period, one of which dates from a 1917 expansion. One of the original twenty-eight buildings at the shipyard.
- 12. Central Power Plant (1909), 1975 North Hobson Avenue (CNY #32):** Three-story, Neo-Classical, temple form, blond brick building with a poured concrete foundation and a low-pitched hipped roof form. Concrete panel surrounds are present at the principal entry, which is set under a pedimented portico and features double-leaf metal doors with single lights and a three-light transom above. Fenestration is symmetrical and the windows are recent replacement metal sash. Window surrounds are decorative brick set in a soldier course with semi-circular window heads, molded keystones and smooth, cast stone sills. Additional decorative elements include: a molded watercourse, single and paired concrete and brick pilasters, roundels at the third story and cast spandrel inserts at the first and second level of windows. Additions to the building are principally mechanical in nature as advances in technology outdated earlier equipment. Some of this equipment is located adjacent to the building and mechanical and electrical connections enter the power plant through the original window openings modified to accept the mechanicals. One of the original twenty-eight buildings at the shipyard, the central power plant is also one of the most architecturally significant buildings in the historic district—and due to its location, one of the most prominent as well.

³ Pipefitters Street was originally Fifth Street.

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- 13. Welding School (1913), 1280 Truxtun Avenue (CNY #35):** One- and two-story, L-plan, twin-mass, stuccoed, hollow-tile building on a poured concrete foundation. The reinforced concrete flat roof features a shaped parapet. Fenestration is symmetrical with metal casement windows with hoppers. Although the building possesses strong, neo-classical design influences, its utilitarian nature is evident. One of the first buildings constructed after the original twenty-eight buildings at the shipyard.
- 14. Electric Shop (1941), 1175 Machinists Street⁴ (CNY #s 43 and 43A):** Two-story, H-plan building in two sections connected by a 2-story hyphen. Its construction is poured, reinforced concrete at the foundation and walls. Entries are overhead-track, metal doors at opposite ends of each section. Windows are industrial metal sash. The roof is a parapeted flat form. The section identified as 43A is identical to 43 though somewhat more narrow in width.
- 15. Sheetmetal Shop (1939), 2051 Avenue B (CNY #44):** Two-story, rectangular, poured concrete foundation and walls, parapeted flat-roofed building connected to the Riggers Shop (Inventory #18, CNY #57) by a one-story addition in 1941. A one-story, concrete block (cmu) addition is at the northwest corner.
- 16. Saltwater Pumphouse (1941), 2080 Hayter Street (CNY #46):** Two-story, flat roofed, irregular-plan, reinforced concrete building with 1950s additions. Industrial metal sash hopper windows.
- 17. Pipe and Copper Shop (1937), 2090 Hayter Street (CNY #56):** Two-story, rectangular, reinforced concrete building flanked by ells at the east and west elevations. A two-story addition is present at the east elevation. Industrial metal sash hopper windows.
- 18. Riggers' Shop (1940), 1280 McMillan Avenue (CNY #57):** Two-story, rectangular-plan, poured concrete industrial building with a parapeted, flat roof. Industrial metal sash hopper windows.
- 19. Sub-Dispensary (1942), 2030 Hayter Street (CNY #58A):** Two-story, rectangular-plan, poured concrete, flat-roofed building with cantilevered concrete canopies over entries. 8/8 double-hung, wood sash windows.
- 20. Shopfitters' Layout Area (1940), 1151 Shipbuilders Way (CNY #59):** Two-story, steel-frame, corrugated-metal sheathed, building abutting the Ship Fitter Shop Addition (Inventory #2, CNY #2A).
- 21. Storage and Latrine (1942), 1050 Machinists Street (CNY #62):** Two-story, rectangular-plan, concrete block (cmu) building with a flat roof. Concrete block in-fill at some windows and some replacement windows.
- 22. Yard Cafeteria (1942), 2090 Avenue B (CNY #63):** Two-story, poured-concrete, industrial building with a flat roof. Industrial metal sash hopper windows. Doors are modern replacement and building is unadorned.

⁴ Machinists Street was originally Third Street.

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- 23. Storehouse (1942), 2301 Avenue D (CNY #64):** Two-story, steel-frame, corrugated-metal clad, building with a monitor roof. Two, non-historic concrete block additions at the north elevation. Industrial metal sash hopper windows.
- 24. Field Offices and Tool Room (1942), 1165 Truxtun Avenue (CNY #74):** One-story, rectangular-plan, concrete block building with a segmental-arched roof. Industrial metal sash hopper windows.
- 25. Shipfitters' Utility Shop (1943), 1320 Pipefitters Street (CNY #80):** Three-story central core with one- and two-story flankers, steel-frame with corrugated metal sheathing. Industrial metal sash hopper windows.
- 26. Substation (1942), adjacent to Dry Dock 2 (CNY #84):** One-story, concrete block, utility building with a flat roof.
- 27. Substation (1943), 1180 Pierside Street (CNY #95):** One-story, concrete block, utility building with a flat roof.
- 28. Substation (1943), 1100 Pierside Street (CNY #96):** One-story, concrete block, utility building with a flat roof.
- 29. Tidal Gauge/Oceanographic Building (1942), on Pier F (CNY #143):** One-story, concrete block, utility building.
- 30. Dry Dock 1 (1907), adjacent to Pier D (CNY #301):** Constructed of granite block, rectilinear with cone-shaped taper at its west end. This dry dock is 641' in length, 102' in width, and 40' deep with a single-caisson floodgate and interior depth markings. It has had alterations to accommodate larger vessels than for which it was originally constructed to handle, but retains integrity from its initial construction date. The first dry dock built at the shipyard.
- 31. Dry Dock 2 (1942), south of Dry Dock 1 and adjacent to Pier F (CNY #302):** Constructed of poured, reinforced concrete, rectilinear and slightly tapered at its west end, 603' in length, 114' in width, and 43' in depth.
- 32. Pumphouse (1941), between Dry Docks 1 and 2 (CNY #302B):** One-story, flat-roofed, rectangular utility building constructed of concrete block.
- 33. Dry Dock 3, 1190 Pierside Street (CNY #303):** Rectangular reinforced concrete structure.
- 34. Pumphouse (1943), 1130 Pierside Street (CNY #303B):** Rectangular one-story concrete block utility building.
- 35. Dry Dock 4 (1943), 1180 Pierside Street (CNY #304):** Rectangular reinforced concrete structure.
- 36. Pier D (1942), adjacent to Dry Dock 1 (CNY #314):** Reinforced concrete base and deck with crane rails.
- 37. Quay Wall FG, GH, HJ, JK (1942), connecting Piers F, G, H, and J (CNY #317A):** Concrete wall.
- 38. Pier 3 (1943), between Dry Dock 2 and Pier F (CNY #317B):** Reinforced concrete base and deck with crane rails.

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- 39. Pier F (1916), adjacent to Dry Dock 2 (CNY #317C):** Reinforced concrete base and deck with crane rails; 447' long, 56' wide, and 11' high. The first pier constructed at the shipyard.
- 40. Pier G (1943), south of Pier F (CNY #317D):** Reinforced concrete base and deck with crane rails.
- 41. Pier H (1942), south of Pier G (CNY #317E):** Reinforced concrete base and deck with crane rails.
- 42. Pier J (1942), south of Pier H (CNY #317F):** Reinforced concrete base and deck with crane rails.
- 43. Pier C, Bulkhead and Repair Pier (1942), north of Pier D (CNY #333):** A poured concrete bulkhead which defines and supports a man-made peninsula projected off Avenue A.
- 44. Shipways Building (ca. 1932), 2070 Roe Avenue (CNY #342):** One-story, rectangular plan, poured reinforced concrete structural system with concrete block walls and metal shed roof.
- 45. Quay Wall CD (1936), between Piers C and D (CNY #351):** Poured aggregate concrete wall.
- 46. Quay Wall C (1936), adjacent to Pier C (CNY #352):** A poured concrete bulkhead which helps define the edge of the harbor along the Cooper River.
- 47. Bulkhead for Dry Dock 4 (1942), south of Dry Dock 4 (CNY #354):** A poured concrete bulkhead which helps define the edge of the harbor along the Cooper River.
- 48. Bulkhead for Piers D, F, G, H, and J (1942), between Piers C and D (CNY #355):** A poured concrete bulkhead which helps define the edge of the harbor along the Cooper River.
- 49. Bulkhead for Dry Docks 3 and 4 (1943), between Dry Docks 3 and 4 (CNY #356):** A poured concrete bulkhead which helps define the edge of the harbor along the Cooper River.
- 50. Boiler House (1942), 1990 Hayter Street (CNY #1119):** One-story, rectangular plan, wood-frame, side-gable roofed building with wood shingle sheathing and 15 6/6 double-hung wood sash windows. East elevation has a later addition.
- 51. Storage Shed (1934), 2190 North Hobson Avenue (CNY #1127):** One-story, rectangular plan, concrete-frame construction, side-gable roofed building.
- 52. Compressor House (1943), 1120 Pierside Street (CNY #1190):** One-story, rectangular plan industrial building of wood-frame construction clad with asbestos shingles.

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- 53. Galvanizing Plant (1944), Fourth Street (CNY #1298):** One-story, rectangular plan storage building of wood-frame construction with front-gable roof and shed roof addition at north elevation.
- 54. Shop (1942), Fourth Street (CNY # 1299):** One-story, rectangular plan, poured-concrete, shed roofed building.
- 55. General Stores (1941), 2120 Avenue D (CNY #NSC 45):** One-story, rectangular plan, poured-concrete building with a clerestory roof and metal industrial sash and metal overhead rolling doors at east and west elevations and overhead track doors along service bay at north elevation.
- 56. Storehouse (1942), 2275 Avenue D (CNY #NSC 66):** One-story, rectangular plan in two sections, steel-frame construction with concrete exterior walls and corrugated-metal monitor roof.
- 57. Storehouse (1943), 2245 Avenue D (CNY #NSC 67):** One-story, rectangular plan in two sections, steel-frame construction with concrete exterior walls and corrugated-metal monitor roof.

Noncontributing Resources (29)

- 58. Latrine/Substation/Locker Room (1942), 1221 McMillan Avenue (CNY #77):** Two-story, T-plan, concrete block building; altered.
- 59. Saltwater Pumphouse (1943), between Piers C and D (CNY #99):** One-story, concrete block, utility building with a low-gabled concrete roof; altered.
- 60. Control Tool Shop (1949), adjacent to Yard Cafeteria (CNY #147):** Altered.
- 61. Pipefitting Shop (1970), 1115 Truxtun Avenue (CNY #221):** Modern.
- 62. Nuclear Repair Shop (1971), 1251 McMillan Avenue (CNY #222):** Modern.
- 63. Plating Shop (1976), 1181 Truxtun Avenue (CNY #226):** Modern.
- 64. Service Shop (1991), 1161 McMillan Avenue (CNY #250):** Modern.
- 65. Pumphouse (ca. 1980), between Dry Docks 1 and 2 (CNY #301B):** Modern.
- 66. Fire Protection Pumping Station (1966), between Piers C and D (CNY #414):** Modern.
- 67. Storage (1988), adjacent to Dry Dock 1 (CNY #445A):** Modern.

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68. **Storage (1988), Second Street (#445D):** Modern.
69. **Substation and Administration (1969), between Piers C and D (CNY #457):** Modern.
70. **Switchgear and Substation (1965), end of Pier D (CNY #458):** Modern.
71. **Switching Substation (1974), Hobson Avenue (CNY #459):** Modern.
72. **Switching Substation (1974), Second Street (CNY #460):** Modern.
73. **Storage (1998), 1440 Pierside Street (CNY #809):** Modern.
74. **Time Clock Station (1942), between Piers C and D (CNY #1292):** Altered ca. 1979-1982.
75. **Foundry (1940), Avenue A South (CNY #1314):** One-story, wood-frame utility building clad in corrugated metal sheathing; altered.
76. **Cooling Tower for Saltwater Pumphouse (1968), between Piers C and D (CNY #1374):** Modern.
77. **Storage (1992), 2221 Avenue D (CNY #1655):** Modern.
78. **Sentry Station (1978), 1220 Truxton Avenue (CNY #1700):** Modern.
79. **Storage (1968), between Dry Docks 1 and 2 (CNY #1712):** Modern.
80. **Storage (1968), between Dry Docks 1 and 2 (CNY #1717):** Modern.
81. **Time Clock Station (1970), Hobson Avenue and Fourth Street (CNY #1745):** Modern.
82. **Sewage Pump Station (1972), between Piers C and Pier D (CNY #1783):** Modern
83. **Storage (1974), 1125 Fourth Street (CNY #1801):** Modern.
84. **Time Clock Station (Date Unknown), Hobson Avenue and McMillan Avenue (CNY #1826):** Modern.
85. **Time Clock Station (Date Unknown), Hobson Avenue and McMillan Avenue (CNY #1827):** Modern.
86. **Time Clock Station (Date Unknown), adjacent to Shipfitters' Utility Shop (CNY #1828):** Modern.

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Statement of Significance

The Charleston Navy Yard Historic District is nationally significant as the core collection of historic resources illustrating the establishment, growth, and development of the Charleston Navy Yard (later the Charleston Naval Shipyard and still later the Naval Base Charleston) from 1903 through 1945. It is eligible for listing in the National Register of Historic Places at the national level of significance under Criterion A as an illustration of the changing technologies and priorities employed by the United States Navy during an almost fifty-year period and under Criterion C as an illustration of the changes in architectural styles and forms on American military installations during that same period.

The resources in this district are associated with the growth of the modern United States Navy from the first years of the Progressive Era to the first years of the Cold War, or from the period when the United States began its ascension as a major international naval power through its participation in World War I, the interwar years, and its vital participation in the European and Pacific theaters of World War II. They are an excellent representation of the evolution of industrial processes and building types and forms related to the repair, maintenance, and production of military naval vessels during the first half of the twentieth century. The district retains a remarkably high degree of integrity from its period of significance.

While some of the activities at the yard were typical of those conducted at other navy yards elsewhere in the country, some activities were unique to it or were initiated there. The Charleston Navy Yard was one of most significant Navy installations constructed, expanded, and active for the first half of the twentieth century, and the vessels built here—particularly during World War II—are well-documented for their contributions to the eventual Allied victory. As such, the Charleston Navy Yard Historic District is of national significance.

Larger themes associated with the Charleston Navy Yard Historic District include the architecture and design of naval industrial facilities and installations and the evolution of naval history in the first half of the twentieth century. Among the architectural forms and periods represented by the historic resources in the district are: Neo-Classical and Revival styles and Moderne and utilitarian forms from the first years of the century through World War I and the interwar years; Moderne and utilitarian forms from the federal works projects period of the Depression and the last few years immediately before World War II; and building types from the World War II era.

The historical periods associated with the district include the establishment and early years of the Charleston Navy Yard and its context in United States naval history from the turn of the century until World War I; activities and expansion associated with World War I; the interwar years: the federal works project era of the Depression; and the World War II era. During each of these periods, distinctive developments occurred at the shipyard and a significant number of resources remain extant from those constructed during each period. The largest number of resources in the district relate to its dramatic development just before and throughout World War II, a period when the Charleston Navy Yard experienced its most significant period of expansion.

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Additional Information

The Establishment and Early Development of the Charleston Navy Yard, 1900-1916

The National Context

The first two decades of the twentieth century have been termed “the Progressive Era” because of a prevailing commitment to reform American institutions, a trend which profoundly affected the American military as well. In 1889, the Secretary of the Navy estimated the United States ranked twelfth among the world’s naval powers, somewhere below Turkey and China.⁵

By 1907, President Theodore Roosevelt could dispatch the “Great White Fleet” (so called because the Navy’s battleships were painted white) around the world to trouble spots or wherever American interests were threatened. By 1910, the United States Navy was the world’s third ranking naval force, in tonnage, behind Great Britain and Germany, and second only to Great Britain in the number of capital ships.⁶

As the United States consolidated control over the territory within its own borders, national attention turned to international politics, trade, and establishing a physical presence abroad. The Progressive Era punctuated by two wars involving the United States and its military forces. The Spanish-American War of 1898 marks the beginning of modern military involvement overseas as the United States began acquiring far-flung territories, establishing overseas military stations, and conducting overseas military expeditions. The opening of the Panama Canal cut by half the time of traveling by vessel between the Atlantic and Pacific Oceans had previously required, and greatly reduced the hazards posed by the route around Africa as well, making it possible for the fleet to respond more quickly and safely.

The outbreak of World War I, coupled with the United States’ ability to quickly deploy its military around the world, heralded America’s status as a world power. The Navy rapidly adopted technological changes during this period that further enhanced its effectiveness. Heavily armored steel ships replaced older, wooden ones; wireless telegraphs and radio revolutionized communications; new weaponry, submarines, and aircraft played an important role during World War I, foreshadowing their even greater utility during World War II.

The history, growth and development of naval shore-based operations reflect the increased demand for production, refitting, training and support necessitated by the buildup and deployment of the naval fleet during this era. At the beginning of the era, the shore-based facilities consisted of a collection of naval shipyards and stations lacking the capacity to produce a modern navy fleet. Within a few decades, shore operations grew into a multitude of dispersed bustling facilities each with the capability of supporting the demands of a rapidly modernizing, ocean-going fleet. Navy shipyards and docks expanded and diversified to the point that they could construct any type of warship or support vessel.

⁵ Kenneth J. Hagan, *This People’s Navy: The Making of American Sea Power* (New York: The Free Press, 1991), p. 195.

⁶ *Ibid.*, p. 240.

New research and development facilities opened to test both ordnance and ship design. Old methods of instructing recruits on training ships were replaced with shore-based training

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stations. Communication facilities, magazines, and coaling stations all contributed to the complexity of the Navy's shore establishments. The design of new naval installations around the turn of the twentieth century often incorporated Beaux Arts concepts in site planning and architectural style.

The Local Context

In order to accommodate the construction and repair needs of a modern naval power at the turn of the twentieth century, the Navy sought shipyards with an increased capacity for ship construction and additional facilities for ship repair. Most steel ships before 1900 were produced at civilian shipyards, because few of the Navy's existing facilities possessed the capacity to produce modern ships.⁷ The Navy also sought larger concrete dry docks to accommodate the construction and repair of such ships.

The deficiencies of existing naval facilities and strong local lobbying led to the selection of Charleston as the site for a new naval station, with a large concrete dry dock, to serve the south Atlantic region. A recently-completed wooden dry dock at Port Royal, in Beaufort County, was not only too small to handle modern ships but was also infested with shipworms.⁸ Charlestonians hoping to convince the Navy to transfer its shipbuilding and repair operations from Port Royal to Charleston enlisted the help of United States Senator Benjamin R. "Pitchfork Ben" Tillman, a member of the Senate Naval Affairs Committee.⁹ Between 1899 and 1901, Tillman and Charleston Mayor J. Adger Smyth helped persuade the Navy to build a new facility on the Cooper River just north of Charleston. The two men initially took their case to Mordecai T. Endicott, a civil engineer and chief of the Bureau of Yards and Docks.¹⁰ In 1900, Congress authorized a naval board to review the case and recommend a location for the naval station and the board decided in favor of establishing it at Charleston.¹¹

The site eventually selected, a few miles north of the city, included Chicora Park, an unfinished large-scale multi-function city park designed by landscape architects with the firm of Olmstead. Commissioned by the Charleston Park Commission in 1896, in 1901 the still-unfinished park included several service buildings, bridges, a golf course, a wharf, a nursery, and lagoons. Including Chicora Park in the acreage proposed for the new navy yard was a concession by the city to the federal government. On 12 August 1901 a government delegation purchased the land for the shipyard, totaling 1,189 acres: 171 acres in Chicora Park, another 760 acres of marshland south of the park, and 258 acres of the former

⁷ John D. Alden, *The American Steel Navy: A Photographic History of the U.S. Navy from the Introduction of the Steel Hull in 1883 to the Cruise of the Great White Fleet, 1907-1909* (Annapolis, Maryland: Naval Institute Press, 1972), p. 14.

⁸ Poala E. Coletta, ed., *United States Navy and Marine Corps Bases, Domestic* (Westport, Connecticut: Greenwood Press, 1985), p. 78.

⁹ Jim McNeil, *Charleston's Navy Yard: A Picture History* (Charleston, S.C.: Coker Craft Press for the Naval Civilian Administrators Association, 1985), p. 38.

¹⁰ *Ibid.*

¹¹ P.B. Smith, "Sixty Years at Charleston Naval Shipyard," *Bureau of Ships Journal* 11 (March 1962): 16.

Marshlands Plantation.¹²

Over the next several years, officials initiated construction of the new naval facility. The first structure constructed was Dry Dock 1 (Inventory #30), built by the New York Continental Jewell Filtration Company. The dry dock was based on 1903 Bureau of Yards and Docks specifications and was built of stone. Construction was completed in 1907.¹³

The initial phase of construction at the new shipyard, from 1903 to 1909, included the Ship Fitter Shop (Inventory #2), the Inside Machine Shop (Inventory #3), the Forge Shop (Inventory #6), the Storehouse and Storekeeper's office, later the Administration

¹² McNeil, *Charleston's Navy Yard*, pp. 39-40.

¹³ *Ibid.*, p. 42.

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Building (Inventory # 7), the Yards and Docks Workshop, later the Administration Building and Storage Facility (Inventory #8), a second Machine Shop, later the Foundry/Machinist Mates' School (Inventory #9), and the Equipment Building, later the Clothing Factory (Inventory #11), all of which contribute to this district. Another part of this phase was the construction of officers' housing (Quarters A, C and G) and an administrative building (originally designated as Building 1, but renamed as Quarters H-I when its function was changed)—all outside the boundaries of the Charleston Navy Yard Historic District but the core component of a Charleston Navy Yard Officers' Quarters Historic District, to be nominated to the National Register at a later date—were part of this building phase as well.

During this period the Navy also dredged the channel in the Cooper River leading to the Navy Yard in order to accommodate large ships, including the newest class of battleships.¹⁴

While the yard facilities were being constructed, the installation was assigned its first activities unrelated to the production, maintenance or repair of naval vessels, in the form of a naval reserve torpedo squadron and radio station.¹⁵ Ironically, even as the construction campaign was underway, the future of the yard was in question. In 1906, the General Board of the Navy issued an unfavorable recommendation regarding the Charleston Navy Yard, citing its location and the cost of development as the reasons. In 1908, following consultation with the General Board, the Navy Department recommended using the Charleston facility as a base for torpedo boats.¹⁶ In 1909, as officials considered that recommendation, the Navy assigned ship repair work to the Charleston Dry Dock (Dry Dock 1, Inventory #30), which had been completed in 1907. The first vessels repaired at the dock were the Navy tug *Potomac*, two coal barges, the Admiral's barge *Courier*, and a ferry tug. The yard also carried out repairs on the hospital ship *Solace* and the battleship *Texas*.¹⁷

After 1910, activity at the Charleston Navy Yard slowly increased, a reflection of the continued investment in the build-up of government-owned ship building facilities, which, in turn resulted in the transfer of ship-building duties from civilian yards to the Navy yards. The primary yards of the Navy's shipbuilding program were the Norfolk Navy Yard and Brooklyn Navy Yard. Between 1903 and 1905 the Brooklyn Navy Yard produced its first battleship, the *Connecticut*, entirely on site.¹⁸ To fuel the Navy's new capital fleet, coal depots were constructed in North America and in American

¹⁴ James W. Moore, *The Lowcountry Engineers: Military Missions and Economic Development in the Charleston District, U.S. Army Corps of Engineers* (Charleston, S.C.: Charleston District, United States Army Corps of Engineers, 1982), p. 59.

¹⁵ Record Group 80, General Records of the Department of the Navy, National Archives, College Park, Md.: General Correspondence, 1897-1915, File 26395-7 (hereafter referred to as Navy General Correspondence, with dates and file number); United States Navy, Bureau of Yards and Docks, *Public Works of the Navy: Data As Compiled By the Bureau of Yards and Docks, Navy Department* (Washington, D.C.: U.S. Government Printing Office, 1916), p. 12.

¹⁶ Coletta, *Navy and Marine Corps Bases*, p. 80.

¹⁷ McNeil, *Charleston's Navy Yard*, p. 43.

¹⁸ Alden, *The American Steel Navy*, pp. 199-200; United States Navy, *Annual Report, 1905* (Washington, D.C.: Government Printing Office, 1905), p. 538.

possessions around the world. To fulfill the fuel needs of destroyers and submarines of the fleet, oil depots were established as well.¹⁹

Heightened activity at the Charleston Navy Yard saw the addition of new functions during the period between 1910 and World War I, including a torpedo base and ship construction, complimenting the ongoing activities of ship repair, producing clothing, and fueling vessels. In 1912, a torpedo base was established officially at Charleston. The reserve torpedo flotilla assigned there

¹⁹ United States Navy, *Annual Report, 1910*, p. 25.

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included eight torpedo boats, two destroyers, four submarines, and the barracks ship *Olympia*.²⁰ Within a year this compliment was reduced to seven torpedo boats, one submarine, and the *Olympia*. A new oil depot was established in Charleston along with ones in Key West, Norfolk, and Narragansett Bay.²¹

It was during this period that the first ships were built at the Charleston Navy Yard. Two snagboats, the *Pee Dee* and the *Wateree*, were built for the United States Army, for use by the Corps of Engineers in clearing debris and clutter from inland waterways.²² In addition, the yard turned out ships including the tug *Wando*, the ferry *Wave*, and a floating derrick.²³ Repair work was conducted on submarines, destroyers, tugs, a lighthouse tender, and a lighthouse vessel.²⁴

The Navy moved a machinists mates' school to Charleston from the Norfolk Navy Yard in 1911. The school trained petty officers to serve in engine rooms and encouraged enlisted engineering personnel, distinguished by their work and conduct, to advance.²⁵ By 1913, the school, operating in the Machine Shop, converted to the Foundry/Machinist Mates' School (Inventory #9), was instructing as many as 200 men at a time.²⁶ The build-up of a modern steel fleet required the Navy to provide technical training for enlisted men, rather than relying solely upon gaining experience while at sea.

The Navy also transferred a naval clothing factory to Charleston from the Brooklyn Navy Yard in 1914. The factory was housed in the Equipment Building, converted to the Clothing Factory (Inventory #11) and initially produced dungaree jumpers; it later received approval to manufacture all of the Navy's dungaree and white dress jumpers, trousers, pajamas and drawers.²⁷ This factory continued its significant role in the manufacturing of naval clothing through 1917, the year of America's entry into World War I.

The rise in early activity required additional housing facilities. In 1911, the Navy designated the *Baltimore* as Charleston's station ship. Station ships typically provided dormitory space for sailors stationed at shore facilities as the Navy rarely built shore barracks in this era. In 1912, Navy officials transferred the *Baltimore*, replacing it with the *Hartford*. The *Hartford* also served as the residence of the Captain of the shipyard, who was also Commanding Officer of the ship.²⁸

Despite the overall naval buildup and the transfer of new activities to Charleston, its future was still often uncertain. Attempts to limit the yard's growth began in 1913, with the facility's purpose a subject of debate. A Navy board was

²⁰ Coletta, *Navy and Marine Corps Bases*, p. 81; Navy General Correspondence, 1897-1915, File 26395-279.

²¹ United States Navy, *Annual Report, 1910*, p. 25.

²² McNeil, *Charleston's Navy Yard*, p. 47.

²³ Navy General Correspondence, 1916-1926, File 26395-474.

²⁴ Navy General Correspondence, 1916-1926, File 26395-465; Navy General Correspondence, 1897-1915, Files 26395-66, 103:1, 108, and 142 ½; McNeil, *Charleston's Navy Yard*, p. 75.

²⁵ Navy General Correspondence, 1897-1915, File 26395-186.

²⁶ *Ibid.*; McNeil, *Charleston's Navy Yard*, p. 48.

²⁷ Coletta, *Navy and Marine Corps Bases*, p. 82.

²⁸ Navy General Correspondence, 1897-1915, Files 26935-182 and 26395-164 ½.

established and ordered to report to the Secretary of the Navy on the condition of certain naval facilities and their potential for long-term use. Facilities under review included the Key West Naval Station, the Brooklyn Navy Yard, the Philadelphia Navy Yard, and the Charleston Navy Yard. The board's recommendation was to prepare the Charleston facility as "a docking and ship repair station" for all sizes of ships during emergency, with particular emphasis being placed on the repair of destroyers and torpedo boats on the Atlantic Coast. To fulfill this purpose, the board noted that the yard would need only a minimum level of work to prepare it for

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use during emergencies.²⁹ The Navy's General Board opposed this recommendation and no immediate action was taken.³⁰ Work shortages at the yard occurred periodically. In a 1913 memorandum, for example, the commandant of the Charleston Navy Yard informed the Secretary of the Navy that many of the facility's workers had work only through May of that year.³¹

After fending off several attempts to close it, the Charleston Navy Yard eventually attained some measure of security under the administration of President Woodrow Wilson. Josephus Daniels, Wilson's Secretary of the Navy, favored the construction of naval vessels as navy yards rather than civilian ones and worked diligently to convince Congress to fund appropriations to convert five shipyards, including the Charleston Navy Yards, from repair stations to building yards.³²

World War I and Its Aftermath, 1917-1919

The National Context

In 1916, the United States Navy, which was a significantly improved force over its predecessor of the late-nineteenth and early-twentieth centuries, still did not possess an adequate fleet or shore establishments to wage a successful war against any of Europe's modern navies. In response to these deficiencies, the Navy began a three-year program to expand and enhance its fleet and shore-based capacity.³³ With the nation's entry into World War I in 1917, the Navy's efforts to address this deficiency began rapidly and in earnest, but with priorities different from its pre-war plans.

Strategic thinking associated with the modern navy had stressed battleships and focused on supporting shore engagements. The advent of submarines that could disrupt or destroy military and commercial shipping, however, required shifting the Navy's emphasis to smaller ships and escort duties. The Navy met this challenge during the war with a convoy system that escorted some fifty transports across the Atlantic while suffering only eight losses.³⁴ New ship production focused on anti-submarine vessels such as destroyers and sub-chasers, and the Navy placed 406 of these into commission during the war years. Expansion of the fleet also required expansion of shore establishments. The Navy conserved available resources through stringent economizing measures. Wherever feasible, temporary wooden buildings were constructed, never intended for permanent post-war use. This approach proved to be less effective than was anticipated, however, as many of these buildings turned out to be unsuitable for heavy industrial use. As the Navy began to prepare for expansion of its yards in 1916, plans called for new dry docks and supporting industrial facilities. Upon America's formal entry into the war in the spring of 1917, a massive construction program at existing Navy yards was

²⁹ Navy General Correspondence, 1897-1915, File 26935-186.

³⁰ Coletta, *Navy and Marine Corps Bases*, pp. 81-82.

³¹ Navy General Correspondence, 1897-1915, File 26935-146.

³² Coletta, *Navy and Marine Corps Bases*, p. 82.

³³ United States Navy, Bureau of Yards and Docks, *Activities of the Bureau of Yards and Docks, Navy Department, World War, 1917-1918* (Washington, D.C.: U.S. Government Printing Office, 1921), p. 19.

³⁴ Hagan, *This People's Navy*, pp. 252-258.

initiated and costs soared to over \$210 million by the war's end in the fall of 1918.³⁵ Typical improvements included slips for building ships, machine shops, structural shops, cranes, and related industrial buildings.

³⁵ *Activities of the Bureau of Docks and Yards, World War*, pp. 161-171.

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Navy yards were, however, not suited to the temporary wartime mobilization facilities used by some branches of the military—including some facilities used by the navy apart from its production and maintenance of ships—shipyards required more durable, permanent construction methods to stand up to the industrial nature of their use. Shop buildings utilized structural, steel-frame systems and were clad in hollow-tile block, concrete, or brick. Foundry processes demanded the use of overhead cranes, which required supporting walls substantial enough to bear their weight, precluding temporary construction techniques and materials. Two types of machine shop buildings were needed, taking different forms depending on whether intended their use was for light or heavy machining processes. Light machine shops were typically smaller in size and were not required to be of as substantial construction, even those with multi-stories, as those for heavy machining activities. The heavy machine shops, often described as “mammoth,” contained expansive aisles for heavy machines and were often architecturally elaborate in appearance rather than merely utilitarian in form. During this building campaign, the Navy employed steel construction at its yards for building slips, launching ways, and large cranes, all of which were for use in the construction or repair of warships.³⁶

The Navy also began rapidly expanding its training facilities, ammunition depots, and radio stations. From January through November 1917, the Navy’s ranks grew from 4,500 officers and 68,000 enlisted personnel to 15,000 officers and 254,000 enlisted personnel. The majority of the new recruits received training at the four existing training stations, where they were accommodated by the construction of hastily built temporary facilities. The remainder trained at camps erected at existing facilities. World War I also saw the widespread incorporation of radio technology into naval warfare. By 1919, the Navy had established almost 150 radio stations distributed throughout the United States and its territories.³⁷

The Local Context

Beginning in 1916, the Charleston Navy Yard, like the rest of the United States’ naval shore establishments, entered a period of preparation for a possible American entry into World War I, resulting in a significant expansion of its facilities. The 1916 Naval Appropriations Act earmarked \$6 million “for the improving and equipping of the navy yards at Puget Sound, Philadelphia, Norfolk, New York, Boston, Portsmouth, Charleston, and New Orleans for the construction of ships,” with Norfolk, Philadelphia, Boston, and Puget Sound receiving assignments to build capital ships. Appropriations in 1917 and 1918 provided additional funds to improve Navy yards for the rapid and cost effective construction of naval vessels.³⁸

After its entry into the war, the United States embarked on a crash naval expansion program. Activities at the Charleston Navy Yard in 1917-1918 included ship repair and construction, the clothing factory, a naval training camp, the machinist mates’ school, a naval ammunition depot, and a naval radio station.

Ship repair was an important yard activity during the war. The shipyard completed repairs and major alterations to 35

³⁶ *Activities of the Bureau of Yards and Docks, World War*, pp. 163-171.

³⁷ United States Navy, *Annual Report, 1905*, p. 319; *Annual Report, 1915*, pp. 42-44; *Annual Report, 1919*, pp. 1585-1593.

³⁸ *Activities of the Bureau of Yards and Docks, World War*, p. 155.

destroyers, and repairs and minor alterations to 125 small vessels.³⁹ This group of ships included five German freighters interned in Charleston Harbor before the United States entered the war and subsequently seized following the formal declaration of war against Germany in 1917. The yard converted four of the vessels to transports and the fifth to a submarine tender, renamed the *Camden*.⁴⁰ French and British naval and merchant vessels were also repaired at Charleston.⁴¹

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Shipbuilding construction work, which increased just before the United States' entry into the war and continued through the end of the war, was less comprehensive than originally envisioned. The Charleston Navy Yard was to have performed construction on all types of naval vessels other than battleship and cruisers—the capital ships being built at Norfolk, Philadelphia, Boston, and Puget Sound. By the signing of the Armistice in November 1918, however, the yard had completed production of only eight submarine chasers—for the French Navy instead of the United States Navy—and the gunboat *Asheville*, the first warship built at Charleston. There were several vessels under construction at the cease of hostilities including the destroyer *Tillman*, an ammunition lighter, two coal barges, and two tugs.⁴²

The Clothing Factory operations also expanded during the war, producing mainly garments such as white dungaree jumpers and trousers, pajamas, and medical supplies. The workforce peaked at 1,000—most, though not all of them, civilians—during the war, with factory officials advertising in Charleston, in South Carolina, and throughout the Southeast in an attempt to recruit an adequate work force.⁴³ It operated in the Equipment Building, converted to the Clothing Factory (Inventory #11) at the beginning of the war, and its production increased so much that operations expanded to facilities located in the Immigration Station in Charleston by August 1917.⁴⁴

The Navy also opened a naval training camp for the mobilization of volunteers and reservists from the Sixth, Seventh, and Eighth Naval Districts at the Charleston Navy Yard.⁴⁵ The sheer numbers of men based there overwhelmed its pre-war capacity and resulted in the construction of a temporary camp in early 1917 to house them.⁴⁶ Navy Yard officials received approval to build housing for 1,000 men—40 bungalow-type housing units each designed for 25 men—on the Marine Reservation property; these units were constructed in May and June 1917.⁴⁷

³⁹ Smith, "Sixty Years at Charleston Naval Shipyard," p. 16.

⁴⁰ *Ibid.*; McNeil, *Charleston's Navy Yard*, p. 57.

⁴¹ Coletta, *Navy and Marine Corps Bases*, p. 83.

⁴² Coletta, *Navy and Marine Corps Bases*, p. 83.

⁴³ McNeil, *Charleston's Navy Yard*, p. 49; Navy General Correspondence, 1916-1926, File 26395-207: 33 ½.

⁴⁴ McNeil, *Charleston's Navy Yard*, p. 49; Navy General Correspondence, 1916-1926, File 26395-581.

⁴⁵ Commandant, Sixth Naval District, "History of the Sixth Naval District," [1945], Unpublished manuscript in two volumes, Manuscript and Rare Book Room, Naval History Division, Department of the Navy, Washington, D.C., Volume 1, p. 20.

⁴⁶ *Activities of the Bureau of Yards and Docks, World War*, p. 70.

⁴⁷ *Ibid.*

Even with these new facilities, officials lacked sufficient housing to accommodate incoming recruits and volunteers. To address the situation, the Navy rented a 255-acre tract, offered by the City of Charleston for the Navy's use, and on which additional facilities to house up to 4,000 men were to be constructed.⁴⁸ Although local officials had received permission for this endeavor in May 1917, before construction had begun, the plans had to be revised following intervention by the Navy's Bureau of Medicine and Surgery. The Bureau noted that the standards set for distance requirements separating barracks units—set to ward off the possible outbreak and rapid spread of disease—were not being adhered to, and the barracks as subsequently built only housed 2,500 men instead of 4,000. Other measures intended to help protect the health of its sailors included the construction of a tent camp and a 600-man detention-camp facility.⁴⁹

⁴⁸ *Ibid.*; Navy General Correspondence, 1916–1926, File 26395–561: 2.
⁴⁹ *Activities of the Bureau of Yards and Docks, World War*, p. 73.

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Activity at the Machinists Mates' School increased significantly during World War I as the Navy stepped up its training program for repair and maintenance of its fleet. In 1918 the school relocated from the Foundry/Machinists Mates' School (Inventory #9) into the new Machinist Mates' School/Pattern and Electric Shop (Inventory # 10), both contributing to this district.⁵⁰

Officials opened an Ammunition Depot—not within the boundaries of this district—on the east bank of the Cooper River across from the Charleston Navy Yard in 1918 to augment its operations during the war. The depot was located on land the

Navy purchased in 1902 to prevent undesirable uses on the tract.⁵¹ During World War I, the depot served as a storage facility for bulk materials and a distribution point for ammunition manufactured at other depots.⁵² Several buildings were constructed to house operations and provide support services.⁵³ A new torpedo storehouse was part of the depot's building campaign and constructed at the yard itself as part of a larger system of storehouses providing torpedoes to the Navy's ships.⁵⁴

In order to support the increasing level and scope of operations at the Charleston Navy Yard, a wave of new permanent construction was initiated. Crandall Engineering Company of Boston was chosen to design a 2,000-ton marine railway. The same firm provided a similar design for the Boston Navy Yard. This railway enabled the Charleston Navy Yard to perform efficient and economical repair to several ships at the same time by allowing for smaller vessels, such as destroyers, submarines, gunboats, minesweepers, tugs, and barges, to be removed from the water thereby freeing up the yard's single dry dock for other ship repair work.⁵⁵ The Yard's ship construction capacity was enhanced through the construction of three destroyer building ways.⁵⁶ Reconstruction of piers using concrete provided improved berthing capacity for ships undergoing repair or refitting.⁵⁷

The General Storehouse, a four-story, reinforced concrete building (Inventory #4), was built in 1918 to augment the

⁵⁰ McNeil, *Charleston's Navy Yard*, p. 49.

⁵¹ United States Navy, Bureau of Yards and Docks, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineering Corps, 1940-1946* (Washington, D.C.: Government Printing Office, 1947), p. 326; United States Navy, Bureau of Yards and Docks, *Bulletin No. 38: Public Works of the Navy* (Washington, D.C.: Government Printing Office, 1937), p. 342; United States Navy, Bureau of Yards and Docks, *Public Works of the Navy* (Washington, D.C.: Government Printing Office, 1916), p. 11.

⁵² *Activities of the Bureau of Yards and Docks, World War*, p. 280.

⁵³ Navy General Correspondence, 1916-1926, File 26395-1045.

⁵⁴ *Activities of the Bureau of Yards and Docks*, p. 287.

⁵⁵ *Ibid.*, pp. 212-213.

⁵⁶ *Ibid.*, p. 197.

⁵⁷ "The Industrial History of Charleston Navy Yard, 1939-1945," unpublished manuscript dated 1945, Manuscript and Rare Book Room, Naval History Division, Department of the Navy, Washington, D.C., p. 15; *Activities of the Bureau of Yards and Docks, World War*, p. 207.

facility's storage capacity and contributes to this district. This building, designed to be fireproof, utilized construction technology that allowed for inexpensive and quick construction while allowing for adequate daylight penetration and expanses of unobstructed floor space.⁵⁸

Although plans to build a new 1,000 foot dry dock were approved in 1918, Congress pulled its funding in 1920 when no bids came in within the proposed budget. The high bids resulted from contractors believing that construction conditions would be problematic and costly as had been the case with the dry dock recently constructed at the Philadelphia Navy Yard.⁵⁹

⁵⁸ *Activities of the Bureau of Yards and Docks, World War*, p. 322 and pp. 327-328.

⁵⁹ Navy General Correspondence, 1916-1926, File 26395-636:5; McNeil, *Charleston's Navy Yard*, p. 57.

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Another wartime problem concerned the efficient transportation of civilian workers to the Navy Yard, especially to the Clothing Factory. The Charleston Consolidated Railway and Lighting Company (C.C.R. & L.) ran an electric railway between the Charleston Navy Yard and the City of Charleston prior to the war. The wartime surge of workers, however, overwhelmed the line as rush-hour passenger levels soared from a pre-war rate of 1,700 to as many as 4,000 during peak hours. In response to concerns expressed by the Navy, C.C.R. & L. worked out an arrangement with the Seaboard Air Line Railway for using a rail line to run one train between Charleston and the Navy Yard twice daily, an arrangement that continued into the post-war period.⁶⁰

The Interwar Period, 1919-1939

The National Context

With the ending of hostilities in Europe, America's interest in military affairs declined rapidly. The war left the nation with an enormous debt that severely limited military expenditures. Following a brief post-war rise in prosperity during the first part of the 1920s, the country plunged into economic depression in 1929 and there was neither any perceived need, nor public sentiment, for extensive military spending for most of the next decade.

International events at first appeared to support the widely-held perception that large standing armed forces would be essentially unnecessary in the future, since many hoped that a truly lasting peace had been—or could be—achieved. Efforts by the League of Nations, the Washington Naval Disarmament Conference (1921-1922), and the London Naval Disarmament Conference (1930) further led to a sense of confidence—even overconfidence—that global war was a thing of the past. The disarmament treaties limited the overall ratio of capital ships and naval fortification in the Pacific. Under the Kellogg-Briand Act, world powers went as far as even to outlaw war as an instrument of national policy. As international tensions rose steadily in the mid-to-late 1930s amid the rise of dictatorships and military-dominated governments willing to be aggressive in their pursuit of national goals, however, dreams of a lasting peace faded.

Although the United States' military establishment suffered under severely restricted appropriations, it continued to improve the weapons introduced or improved during World War I, to continue to develop new weapons, and to develop strategies and tactics to employ them all with greater effectiveness, something that later proved to be essential to the Allied success in World War II.

The history of the Navy in the years between the two world wars was dominated by international naval disarmament conferences, the growing threat of Japan, and the emergence of aircraft and submarines as formidable weapons. Attention was refocused on the Pacific arena and in improving Navy installations on the West Coast and Hawaii. Despite its preference for traditional surface warfare, the Navy made great strides in incorporating aircraft and submarines into its system. The twin factors of increasing international tensions and domestic public works projects sponsored by President Franklin D. Roosevelt's New Deal programs of the mid-to-late 1930s resulted in the first consistent rise in military appropriations since the end of World War I. By the time America entered World War II in 1941, improvements in technology and to military installations such as the Navy's shore facilities strengthened the American war effort.

⁶⁰ Navy General Correspondence, 1916-1926, Files 26395-578 and 26395-605:6.

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The Local Context

Post-World War I activity at the Charleston Navy Yard underwent a drastic reduction, as ship construction and repair decreased substantially, and as some activities were suspended or dropped entirely through the 1920s. It was not until the 1930s that the situation changed significantly.

During the immediate post-war period, the yard stopped work at the Naval Clothing Factory, Naval Training Camp, Machinists Mates' School, Naval Ammunition Depot, and the Naval Hospital. In 1919, the Naval Clothing Factory was shut down entirely, and a subsequent 1921 effort by United States Senator N.B. Dial to reopen it failed.⁶¹ By 1920, the Naval Training Camp was closed, with its buildings sold or removed by 1923.⁶² By 1920, the Navy had transferred the Machinists Mates' School to Norfolk Navy Yard⁶³ and phased out the Ammunition Depot.⁶⁴

Ship repair and construction work at the Charleston Navy Yard continued for a brief period following the end of the war before seeing a steady decline through the 1920s. Even as the Navy was shutting down surrounding activities, repair work—such as that for the gunboats *Asheville* and *Niagara*—provided employment.⁶⁵ The yard was designated as the winter port for the Destroyer Force of the Atlantic Fleet, based in Philadelphia, and the reduced work force at the yard carried out routine repairs on destroyers during their winter stays in the early 1920s.⁶⁶ Ship construction work, however, was virtually eliminated during the first half of the decade, as the yard launched only one ship—the gunboat *Tulsa*—between 1919 and 1922.⁶⁷

Reduced work levels at the shipyard and cuts in military spending in general led to several attempts to close the Charleston yard. In 1922, Acting Secretary of the Navy Theodore Roosevelt, Jr. ordered it closed down, but this effort failed in the face of strong opposition.⁶⁸ Congress, state officials, Charleston financial and political leaders, and a number of East Coast business leaders convinced Secretary of the Navy Edwin Denby to reverse the closure order.⁶⁹ Denby subsequently designated a naval officer board to determine a single policy regarding the Charleston yard. The board's resulting recommendation was that Charleston serve as a supply and operational facility for small sections of the

⁶¹ *Ibid.*, File 26395-207:44.

⁶² Record Group 71, Records of the Bureau of Yards and Docks, Department of the Navy, National Archives, College Park, Md.: General Correspondence, 1918-1925, Files 603-1 Charleston, 661-1 Charleston, 673-1 Charleston (hereafter referred to as Yards and Docks General Correspondence, with dates and file number).

⁶³ McNeil, *Charleston's Navy Yard*, pp. 48, 77.

⁶⁴ "History of the Sixth Naval District," Volume 1, p. 21.

⁶⁵ Navy General Correspondence, 1916-1926, File 26395-931.

⁶⁶ Navy General Correspondence, 1916-1926, Files 26395-877, 26935-882, 26395-919.

⁶⁷ McNeil, *Charleston's Navy Yard*, p. 203.

⁶⁸ Coletta, *Navy and Marine Corps Bases*, p. 84.

⁶⁹ *Ibid.*; Navy General Correspondence, 1916-1926, Files 26395-1029:28, 1029:32, 1029:33, 1029:57, 1029:76.

Atlantic Fleet, that it not receive further improvements to its present state, and be designated as second in line to be shut down should economic conditions necessitate additional naval yard closures.⁷⁰

⁷⁰ Coletta, *Navy and Marine Corps Bases*, p. 84; "Industrial History of the Charleston Navy Yard, 1939-1945," unpublished manuscript, 1945, Manuscript and Rare Book Room, Naval History Division, Department of the Navy, Washington, D.C., pp. 15-16.

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As work at the yard dwindled and its continued service remained tentative, employment dropped to a mere 479 workers by 1924.⁷¹ In 1924-25, the yard conducted work on only eight vessels stimulating further concern as to its future. In reply to an inquiry from United States Senator E.D. "Cotton Ed" Smith, Secretary of the Navy Curtis D. Wilbur provided assurance, to the great relief of its local and state supporters, that the Charleston Navy Yard faced no threat of closing.⁷² For the remainder of the 1920s the yard provided limited ship repair functions, most of which focused on systematic upkeep for tugs and minesweepers, and constructing four vessels—a yard tug, an oil barge, and two garbage lighters—with a workforce that had stabilized at 500 employees.⁷³

Few new buildings were built at the Charleston Navy Yard between 1918 and 1933. Among the new construction projects that did occur during the period were two storehouses and an oil and gasoline service station, none of which are extant, and the Boiler House (Inventory #50), which contributes to this district.

Franklin D. Roosevelt, former Assistant Secretary of the Navy in Wilson's administration, was elected president in 1932. One of his military priorities, in spite of the Depression, was a program to rebuild the Navy, both figuratively and literally. Roosevelt's concern over the increasingly hostile posturing by Japan combined with the failure of the United States to build cruisers, destroyers, and submarines at the rate allowed for by the 1930 London Naval Conference contributed to his determination to expand the fleet.⁷⁴

Roosevelt's first steps toward a naval buildup, both at sea and at its shore establishments, were to approve funding to build thirty-two naval vessels at a cost of \$238 million and to improve shore facilities by contributing \$30 million toward the programs established in the National Industrial Recovery Act of 1933. The Emergency Appropriation Act of 1935 authorized the construction of twenty additional vessels and provided \$25 million to do so.⁷⁵ In 1936, reacting to German rearmament and continuing Japanese efforts to build up its naval fleet, the United States withdrew from the London Naval Treaty, which eliminated a major international political barrier to the rebuilding program.⁷⁶ Two years later, at the President's request, Congress passed the Naval Expansion Act of 1938, greatly assisting the growth of the Navy's fleet and shore-based resources.

The Charleston Navy Yard benefited from this infusion of funding and rebuilding activity and saw a significant increase in the scope of its shipbuilding and other operations. Repair continued at a steady pace, and in 1933 ship construction was expanded further when the Navy designated the facility as "a new construction Yard."⁷⁷ The yard's first

⁷¹ McNeil, *Charleston's Navy Yard*, p. 78.

⁷² Navy General Correspondence, 1916-1926, Files 26395-1089, 1089:12, 1029-89.

⁷³ Ernest Lee Jahncke, *Inspection of Naval Shore Establishment, 1929-1930* (Washington, D.C.: Government Printing Office, 1930), p. 21; McNeil, *Charleston's Navy Yard*, pp. 78, 203.

⁷⁴ Hagan, *This People's Navy*, p. 284.

⁷⁵ United States Navy, Bureau of Yards and Docks, *Bulletin No. 38: Public Works of the Navy* (Washington, D.C.: Government Printing Office, 1937), p. 1.

⁷⁶ Hagan, *This People's Navy*, pp. 281-283.

⁷⁷ McNeil, *Charleston's Navy Yard*, p. 78.

construction work after this designation included three 290-ton Coast Guard cutters. Assignments soon followed to build the gunboat *Charleston*, funded through the National Industrial Recovery Act, the *Bibb*, a 2,000-ton cutter, and two yard tugs.⁷⁸ The most significant new

⁷⁸ *Ibid.*, p. 203; "Industrial History," p. 5; Coletta, *Navy and Marine Bases*, p. 86.

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construction activity at the yard during this resurgence, however, was the construction of destroyers, however. The first destroyer built there was the *Sterret*, completed in 1938. The second and third destroyers built at Charleston—the *Roe* and the *Jones*—followed by the end of 1939.⁷⁹

Skilled employees were needed to accomplish the heightened level of ship construction and the Navy Yard responded by starting an apprenticeship program in 1935 so it could maintain a pool of qualified workers. As a result of increased demand and the success of the training program, the workforce at the yard reached 2,100 by the end of 1939.⁸⁰

Expansion was not limited to production levels and increases in the workforce either as the shipyard's facilities grew as well. Federal agencies such as the Works Progress Administration and the Public Works Administration funded building construction in addition to the Navy. Combined funding from these economic relief agencies totaled more than \$2.6 million in construction of new facilities at the yard.⁸¹ Among them were facilities specifically dedicated to handle the construction and maintenance of destroyers. The Shipways Building (Inventory #44) was reconstructed using reinforced concrete; by 1932 it was an important component in the destroyer construction program.⁸² Other buildings and structures from this period contributing to this district include the Ship Fitter Shop Addition (Inventory #2), the Pipe and Copper Shop (Inventory #17), and Quay Wall C (Inventory #46). Other buildings and structures erected in this period included the Commandant's Pier, a fresh water storage structure, and a steel storage shed, none of which are extant; and a pump house outside the boundaries of this district.

The Pre-War Emergency Period and The World War II Years, 1939-1945

The National Context

As war appeared imminent in Europe, the United States attempted to maintain neutrality by passing the Neutrality Acts of 1935 and 1937. Following the invasion of Poland in 1939 by Germany and the formal outbreak of World War II, additional neutrality measures were implemented, such as organizing and establishing the United States Atlantic Neutrality Patrol.⁸³ Regardless of its continual declarations of neutrality, the United States steadily increased its military expenditures in anticipation of being drawn into the conflict.

The Navy expanded its fleet through measures such as the Naval Expansion Act of 1938, enacted at Roosevelt's request, authorizing an increase in the size of the fleet by twenty percent. Responding to victories by the Axis powers in 1940, Roosevelt signed legislation providing for the establishment of a two-ocean navy and construction of 200 warships,

⁷⁹ McNeil, *Charleston's Navy Yard*, p. 203.

⁸⁰ "Industrial History," p. 6; Coletta, *Navy and Marine Bases*, p. 86.

⁸¹ Coletta, *Navy and Marine Bases*, p. 85.

⁸² Office of the Public Works Officer, Charleston Naval Shipyard, South Carolina, "Map of the U.S. Navy Yard, Charleston S.C., June 30, 1940;" "History of the Sixth Naval District," Volume 2, Exhibit E, p. 31.

⁸³ Hagan, *This People's Navy*, pp. 284, 287.

constituting the largest naval expansion in American history.⁸⁴ These efforts to expand the United States military were enhanced further by the Protective Mobilization Act (1940) and the National Emergency Act (1941).

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After the United States entered the war in December 1941, the Navy focused on repairing extant vessels and building new ones at an unprecedented rate. The principal navy yards constructing and repairing capital ships were the Brooklyn Navy Yard and Norfolk Navy Yard on the East Coast and the Puget Sound Navy Yard on the West Coast.

The Allies' success in World War II would owe a great deal to their ability to marshal and deploy resources for the war effort. Resources on the home front included establishing a well-trained workforce, assembling materials, implementing conservation measures, and securing funding. Scarcity of building materials and the need to respond quickly using as little labor and funds as possible in new construction dictated the extensive use of temporary buildings and structures whenever practicable. Temporary construction was designated as that which was to be employed for a minimum duration only and consisted largely of wood-frame buildings or metal ones that could be erected by the fewest workers possible.

While few permanent buildings and structures were built in this period, some facilities required more substantial and more lasting construction. Such uses included industrial manufacturing, the storing of explosive or perishable supplies, buildings and structures whose use was expected to continue after the war's end, and research and development facilities. Those that were built typically employed concrete, masonry, or steel-frame construction methods. By the end of 1942, most permanent construction activities ceased.

The Local Context

Operational and construction activities at the Charleston Navy Yard began experiencing an upswing as the nation prepared for the possibility of war in the late 1930s and then surged dramatically when the United States entered the war at the end of 1941. During this period, the yard was engaged in more activity than it had ever experienced previously. Its primary role during the war was to build and repair destroyers and destroyer escorts, though it did build and repair various types of small and medium-size support vessels.

Existing shore facilities were expanded or improved and marshy areas south of the navy yard were dredged to accommodate new construction. This work was completed in two phases. In the first phase, from 1940 through 1942, repair facilities servicing a range of vessel types were expanded and upgraded. In the second phase, from 1942 through 1943, new facilities related to the destroyer escort program were constructed. A dramatic increase in the navy yard's workforce from a pre-war strength of about 2,000 to a 1943 peak of 25,948 workers is a dramatic indication of the new level of activity in Charleston and the need for expansion of facilities to handle the number of employees engaged in vessel repair and construction activity there.⁸⁵

Initially, the workforce was engaged primarily in repair and service activities in accordance with a directive from the

⁸⁴ Louis L. Snyder, *The War, A Concise History: 1939-1945* (New York: Julian Messner, 1965), p. 183; *Building the Navy's Bases in World War II*, pp. 169, 171.

⁸⁵ "Industrial History," pp. 6, 11.

Chief of Naval Operations stating that the primary role of United States Navy Yards was to serve as fleet support and not to focus on the construction of new vessels. The number of wartime workers at the Charleston Navy Yard dedicated to repair and conversion reflects this emphasis. Before 1941 only 300 workers focused on repair and conversion. That year, however, the number of such workers increased to 2,176; by 1942, it rose to 3,288. At the peak of the yard's repair and conversion activities in 1944, nearly 7,000 workers were dedicated to this task. While the majority of this work was performed on destroyers and destroyer escorts,

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the shipyard also conducted work on Coast Guard cutters, cruisers, gunboats, auxiliaries, hospital ships, United States Army ships, and patrol vessels.⁸⁶

Destroyer construction, begun before World War II, continued until 1942; additional construction programs were also initiated during the war years. Including the ships built there in the late 1930s, a grand total of nineteen destroyers were constructed at the Charleston Navy Yard before production ended. Other types of vessels constructed at the yard during the war included destroyer escorts (DE), fast troop transports, tank landing ships (LST), seaplane wrecking derricks, landing craft control (LCC), medium landing ships (LSM), and destroyer tenders.⁸⁷

The Destroyer Escort (DE) program, initiated in 1942, originally called for the construction of twenty destroyer escorts intended for use against the German submarine fleet in the Atlantic Theater.⁸⁸ The yard, utilizing subcontractor services, produced seventeen destroyer escorts, while shipyard workers turned the nine remaining vessels constructed under the project into fast troop transports.⁸⁹ The Charleston Navy Yard built its last destroyer escort in December 1943 and its last fast troop transport in March 1944.⁹⁰

As the Navy began planning for offensive action in 1942, it commissioned eight LST landing craft to be built at Charleston.⁹¹ Construction of these vessels started in July of that year, but encountered some difficulties due to the differences between building destroyers and landing craft, as well as the urgency of the task. These problems were overcome, however, and the yard completed its work by the Navy's February 1943 deadline.⁹² The Navy subsequently commissioned additional landing craft and also initiated the medium landing ship (LSM) construction program. The construction of LSM landing craft was assigned a higher priority than the destroyer escort program and the yard began producing two versions of the craft: the standard LSM and the LSM-R, which possessed rocket-launching capability.⁹³ A total of eighty-nine medium landing ships were produced at the yard by the end of the war.

Other ship activity was occurring at the yard during this period as well. The first production by a Navy yard of the Landing Crafts Communication and Control vessels (LCC) began here in early 1943. Intended for use in amphibious assaults, the program suffered as the result of insufficiently developed design and parts shortages. Laboring under these constraints, the yard was able to produce only twenty-four of these vessels by April 1944.⁹⁴

In its final major construction project for the war effort, the yard began working on two destroyer tenders, the *Tidewater* in November 1944, and the *Bryce Canyon* in July 1945.⁹⁵ These ships were the largest ones attempted by the yard.

⁸⁶ *Ibid.*, pp. 158-159.

⁸⁷ McNeil, *Charleston's Navy Yard*, pp. 203-204.

⁸⁸ "Industrial History," p. 104; Coletta, *Navy and Marine Corps Bases*, p. 88.

⁸⁹ Coletta, *Navy and Marine Corps Bases*, p. 106.

⁹⁰ McNeil, *Charleston's Navy Yard*, p. 204.

⁹¹ Coletta, *Navy and Marine Corps Bases*, p. 87.

⁹² "Industrial History," pp. 103-104.

⁹³ *Ibid.*, 115; Coletta, *Navy and Marine Corps Bases*, p. 88.

⁹⁴ "Industrial History," pp. 122-125.

⁹⁵ *Ibid.*, p. 121.

Before being completed, however, the war in the Pacific ended and these vessels were commissioned during peacetime.⁹⁶

⁹⁶ *Ibid.*; Coletta, *Navy and Marine Bases*, p. 88.

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During the Emergency Period and until about 1943, the shore facilities at the Charleston Navy Yard underwent a tremendous expansion in order to fulfill the demand for vessel repair and new construction assignments. Full-scale mobilization for the war effort required a major construction campaign. The facility improvement program aligned with the yard's dual focus and related either to general ship construction and repair, or to destroyer escort production.

These new facilities necessitated the relocation of non-industrial activities and adding more acreage to accommodate the new or the relocated activities.⁹⁷ The Navy addressed the situation by requesting that the Coast Guard return the small air station it was operating just south of the yard, thereby reserving the area between Dry Dock 1 (Inventory #30) and the air station for industrial use.⁹⁸

The Charleston yard received approval of funds for the first wave of new physical improvements late in 1940 (\$ 0.78 million), and another round in early 1941 (\$3.99 million). In the second allocation, the Bureau of Yards and Docks set aside funds for expansions of the Ship Fitter Shop (the Shopfitters Layout Area, Inventory # 20) and the Inside Machine Shop (Inventory # 3), and the Forge Shop (Inventory #6), all contributing to this district; to build a production office, Apprentice School, Tool Room building, and a double destroyer-building dock, move the gas plant, and improve the waterfront area. Another infusion of funds in 1941 (\$4.588 million) was used to complete the Electric Shop (Inventory #14), Ship Fitters Utility Shop (Inventory #25), Dry Dock 2 (Inventory #31), Quay Wall FG, GH, HJ, JK (Inventory #37), Pier 3 (Inventory #38), and Quay Wall CD (Inventory #45), all contributing to this district. Other new construction included a gyro and radio shop, a boiler shop crane, a dry dock utility building, and a boat storage building. This burst of construction activity prepared the yard for the tremendous increase in its workload during wartime.⁹⁹

Early in 1942, the yard underwent another intense building campaign to accommodate the new destroyer escort program. The differences between the building methods employed in destroyer escort construction and that of vessels already under construction at the yard necessitated the expansion of the facility's industrial plant. Eventually, both the Assistant Secretary and Secretary of the Navy approved the expansion at a cost of nearly \$7.2 million. Construction on these facilities, located in the south yard area, began in 1942 and was largely completed by July 1943. Among the structures built were Dry Docks 3 and 4 (Inventory #s 33 and 35), both contributing to this district, as well as an extension to the Machine Shop and other storage, office, and maintenance buildings, not within the boundaries of this district.¹⁰⁰

In addition to the new construction at the Charleston Navy Yard, the Navy opened a Naval Ammunition Depot in Charleston to serve South Atlantic coastal patrol ships and planes. Naval forces operating south of Cape Hatteras, North Carolina, lacked a readily accessible ammunition supply point, with the nearest ammunition depot at St. Julien's Creek, Virginia.¹⁰¹ The Navy considered reopening the demobilized World War I ammunition depot across the Cooper River, but determined that the site's remoteness from the yard itself, lack of proximity to a source of potable water, and poor

⁹⁷ The recommendation to relocate non-industrial uses at the yard came from the Navy's Bureau of Ships and Docks.

⁹⁸ "Industrial History," p. 19.

⁹⁹ *Ibid.*, pp. 22-27.

¹⁰⁰ *Ibid.*, pp. 27-30.

¹⁰¹ *Building the Navy's Bases in World War II*, p. 326.

drainage made it an unsuitable choice.¹⁰² Instead, a site five miles upriver from yard and on the same bank was selected. This facility was intended to serve regional supply needs only rather than as a large-scale supply or export facility. Its construction was carried out from 1941 through 1943.

¹⁰² "History of the Sixth Naval District," Volume 1, pp. 35-36.

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From 1941 through early 1942, contractors completed ten fixed-ammunition and shell houses, twenty-three arch-type magazines, one inert storehouse, seven fuse and detonator magazines, one black powder magazine, and one warhead magazine. Later in 1942 and into 1943, additional construction included two fixed-ammunition and shell houses, thirty-seven arch-type magazines, one black powder magazine, three inert storehouses, and seven fuse and detonator magazines.¹⁰³

Upon completion of the destroyer escort construction facilities and ammunition depot, the building campaign slowed considerably, and as the war drew to its conclusion in Europe and the Pacific, the Navy cancelled proposed construction at the yard and reduced the number of workers. In November 1945, the Navy created the Charleston Naval Shipyard (later designated Naval Base Charleston) to consolidate and integrate all its various shore-based activities in the Charleston area.¹⁰⁴

Post World War II Activity, 1945-1996

After the end of the Second World War in 1945, the Navy drastically reduced the workload at the Charleston Navy Yard and at all other Charleston area naval activities as well. The Navy consolidated all the area naval activities into Naval Base Charleston and placed under the command of the Commandant Sixth Naval District. The activities consolidated included: the recently re-named Charleston Naval Shipyard, the Marine Corps Barracks, the Charleston Naval Air Station, the naval hospital, the receiving station, the ammunition depot, the training station, the radio station, the personnel separation center (opened by the end of the war), and the frontier base. Immediately after the war, the Naval Shipyard hosted a number of decommissioned reserve destroyers and other ships. The Naval Base received a new activity in 1946 when the Atlantic Fleet Mineforce moved its headquarters to the base. In 1959, the Mine Base and Naval Receiving Station were combined into the United States Naval Station, which provided logistical support to the fleet. Work at the base during the Cold War period included reserve ship repair, submarine overhaul, ballistic missile replenishment, and Charleston-based ship support.¹⁰⁵

¹⁰³ *Building the Navy's Bases in World War II*, pp. 326, 348-349.

¹⁰⁴ Coletta, *Navy and Marine Corps Bases*, p. 90.

¹⁰⁵ Coletta, *Navy and Marine Bases*, pp. 91-103.

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Charleston Navy Yard Historic District
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Architects and Engineers [Incomplete List]

Public Works Officers of the Charleston Navy Yard

Angas, W.M.
Bragg, K.B.
Felt, R.M.
Mathews, J.T.
Smith, N.M.
Walker, J.W.
McLellon, ____
Seibert, _____

Architects and Architectural Firms

Bergen, Cletus
Ellington, Douglas
Simon, Louis A.
Sirrinc, J.E., and Company

Engineers

Drydock Engineers
Evans, Allmiral, and Company
Harza Engineering Company
Melick, Neal A.
Simons, Mayrant, and Company
United Engineers and Construction

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Verbal Boundary Description

The boundary of the Charleston Navy Yard Historic District begins at the northwest corner of the Storehouse (Inventory #23, CNY #64), proceeding along the south side of Turnbull Avenue until it intersects with Avenue D. The boundary turns south along the west side of Avenue D until it reaches the point opposite the midway point of the parking area located between the Engineering Management Building (CNY #234, not in the district) and the Administration Building (Inventory #7, CNY #7). The boundary turns east and follows a direct line midway through the parking area until it intersects with Hobson Avenue. The boundary turns north along the west side of Hobson Avenue until it reaches the northwest corner of the Storage Shed (Inventory #51, CNY #1127). The boundary turns east, following the north elevation of the Storage Shed and including it in the district, until it reaches Avenue B. The boundary crosses Avenue B and follows the west and north elevations of the Ship Fitter Shop (Inventory #1, CNY #2), the Ship Fitter Shop Addition (Inventory 2, CNY #2A), and the Shopfitters Layout Area (Inventory #20, CNY #59), including this complex in the district, until it reaches Roe Avenue. The boundary turns south along the east side of Roe Avenue until it reaches the northwest corner of the Shipways Building (Inventory #44, CNY #342). The boundary follows the footprint of the Shipways Building, turning east then south, including it in the district. The boundary follows a straight line until it reaches the north elevation of the Storage and Latrine (Inventory #21, CNY #62), then follows the north and west elevations of the building, including it in the district. The boundary continues east along the north edge of Pier C (Inventory #43, CNY #333) to its end, including it in the district. The boundary turns south and follows the pier line to include all piers in their entirety, quay walls, bulkheads, and dry docks that front onto the Cooper River. When the boundary reaches the southernmost point of Pier F (Inventory #39, CNY #317C), it turns east in a straight line until it reaches the shore. The boundary turns south, following the east elevations of all bulkheads and quay walls until it reaches a point south of Dry Dock 4 (Inventory #35, CNY #304). The boundary turns east and follows the southern edge of Dry Dock 4, including it in the historic district, until it reaches River Road. The boundary turns north and follows the security fence located along the east side of River Road until it intersects with Eleventh Street. The boundary turns east and follows the south side of Eleventh Street until it reaches the west elevation of the quay wall or bulkhead located at the waterfront. The boundary turns north and follows the west side of the bulkheads, quay walls, and piers, including them in the district—but excluding Dry Dock 5—until the boundary intersects with Pier 3 (Inventory #38, CNY #317-B). The boundary turns west following the south side of Facility 317-B, including it in the historic district, until the quay wall turns north. At that point, the boundary follows a direct line to the northeast corner of the Shipfitters Utility Shop (Inventory #25, CNY #80), including it in the district. The boundary follows the east elevation of the Shipfitters Utility Shop until it reaches the southeast corner of the building, including it in the district. The boundary then turns southeast until it reaches the northeast corner of the Clothing Factory (Inventory #11, CNY #13), including it in the district. The boundary follows the footprint of the east, south, and west elevations of the Clothing Factory. The boundary proceeds along the east side of Avenue A until it reaches a point opposite the southeast corner of the Machinist Mates School/Pattern and Electric Shop (Inventory #10, CNY #10). The boundary turns west, crossing Avenue A, and follows the south and west elevations of the Machinist Mates School/Pattern and Electric Shop, including it in the district. From the northwest corner of the Machinist Mates School/Pattern and Electric Shop, the boundary crosses Fifth Street, reaching the southwest corner of the Foundry/Machinist Mates School (Inventory #9, CNY #9). The boundary follows the western footprint of the Foundry/Machinist Mates School until it reaches Avenue B. The boundary turns north along the east side of Avenue B until it intersects Fourth Street. The boundary turns west and follows the north side of Fourth Street until it intersects with Hobson Avenue. The boundary follows the west side of Hobson Avenue until it reaches a point opposite the

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(Inventory #13, CNY #32). The boundary turns west and follows the footprint of the south, west and north elevations of the Central Power Plant, including it in the historic district, but excluding two storage buildings associated with the Central Power Plant (CNY #31) and (CNY #391). The boundary rejoins Hobson Avenue and turns north, following the west side of Hobson Avenue until it reaches the southeast corner of the General Stores Building (Inventory #55, CNY #NSC 45), including it in the district. The boundary turns west following the south elevation of the General Stores Building until it intersects with Avenue D. The boundary continues north on Avenue D until it intersects with Second Street West where it turns west at a noncontributing storage building (Inventory #77, CNY #1655), including it in the district. The boundary follows the south elevation of this storage building until it intersects with Yoran Place. The boundary then turns north on Yoran Place until it reaches the south elevation of a noncontributing storehouse (Inventory #57, CNY #NSC 67). The boundary turns west and follows the south elevation of this storehouse until it reaches the southwest corner of that building. The boundary turns north and follows the east side of the parking area until it reaches the point of origin at the northwest corner of the Storehouse (Inventory #23, CNY #64).

Boundary Justification

The boundary of the Charleston Navy Yard is restricted to the extant historic core of the shipyard as laid out and developed between 1903 and 1945, including a high concentration of intact and significant industrial and administrative resources associated with the initial construction, wartime growth and development during two World Wars, and peacetime growth and development at the yard for the first half of the twentieth century. The boundary has been drawn to include as many contributing resources as possible while restricting the numbers of resources significantly altered or less than fifty years old.

UTM References (Continued)

	Zone/Easting/Northing
5	<u>17 596704 3635975</u>
6	<u>17 596327 3636122</u>
7	<u>17 596030 3636463</u>
8	<u>17 595870 3636623</u>
9	<u>17 596191 3636886</u>
10	<u>17 596706 3636898</u>
11	<u>17 597006 3636961</u>

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The following information is the same for all photographs:

Name of Property: Charleston Navy Yard Historic District
Location of Property: North Charleston, Charleston County, South Carolina
Photographers: John Laurens and Leigh Scoggins
Date of Photographs: December 21, 2005
Location of Original
Negatives: Historic Preservation Consultants, Inc.
387 King Street
Charleston, S.C. 29403

Photo Number

- 1 Avenue D Streetscape**
Storage (Inventory #77, CNY #1655, Noncontributing), **Storehouse** (Inventory #57, CNY #NSC67, Contributing), and **Storehouse** (Inventory #56, CNY #NSC66, Contributing), and **Storehouse** (Inventory #23, CNY #64, Contributing)
- 2 Storage, 2221 Avenue D** (Inventory #77, CNY #1655, Noncontributing)
East elevation, view looking west
- 3 Storehouse, 2245 Avenue D** (Inventory #57, CNY #NSC67, Contributing)
View looking NW
- 4 Storehouse, 2275 Avenue D** (Inventory #56, CNY #NSC66, Contributing)
View looking NW
- 5 Storehouse, 2301 Avenue D** (Inventory #23, CNY #64, Contributing)
View looking NW
- 6 Storehouse** (Inventory #57, CNY #NSC67), **Storehouse** (Inventory #56, CNY #NSC66), and **Storehouse** (Inventory #23, CNY #64), all Contributing
Aerial view of East elevation and roof lines, view looking West

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- 7 Administration Building, 1360 Truxtun Avenue** (Inventory #7, CNY#7, Contributing)
View looking NE at South and West elevations
- 8 Administration Building, 1360 Truxtun Avenue** (Inventory #7, CNY#7, Contributing)
View looking West, NW at South and East elevations
- 8a Administration Building, 1360 Truxtun Avenue** (Inventory #7, CNY#7, Contributing)
North elevation, Aerial view looking south
- 9 Administration Building and Storage Facility, 1361 Truxtun Avenue** (Inventory #8, CNY#8, Contributing)
View looking NE at West and South elevations
- 10 General Storehouse, 2154 Avenue D** (Inventory #4, CNY #4, Contributing)
View looking NE at West and South elevations
- 11 General Stores, 2120 Avenue D** (Inventory #55, CNY #NSC45, Contributing)
View looking NE at West and South elevations
- 12 Central Power Plant, 1975 North Hobson Avenue** (Inventory #12, CNY #32, Contributing)
View looking East at West elevation
- 13 Central Power Plant, 1975 North Hobson Avenue** (Inventory #12, CNY #32, Contributing)
View looking West at East elevation
- 14 Foundry/Machinist Mates' School, 1390 Pipefitters Street** (Inventory #9, CNY #9, Contributing)
View looking NE at West and South wings
- 15 Foundry/Machinist Mates' School, 1390 Pipefitters Street** (Inventory #9, CNY #9, Contributing)
Detail of South elevation, looking NW
- 16 Machinist Mates' School/Pattern and Electric Shop, 1390 Pipefitters Street** (Inventory #10, CNY #10, Contributing)
View looking East at West elevation
- 17 Clothing Factory, 1325 Pipefitters Street** (Inventory # 11, CNY #13, Contributing)
West and North elevations, view looking SE

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-
- 18** **Clothing Factory, 1325 Pipefitters Street** (Inventory # 11, CNY #13, Contributing)
West and South elevations, view looking NE
- 19** **Shipfitters' Utility Shop, 1320 Pipefitters Street** (Inventory #25, CNY #80, Contributing)
West and South elevations, looking NE
- 20** **Dry Dock 1, adjacent to Pier D** (Inventory #30, CNY #301, Contributing), and
Dry Dock 2, south of Dry Dock 1 and adjacent to Pier F (Inventory #31, CNY #302,
Contributing)
View looking NE
- 21** **Riggers' Shop, 1280 McMillan Avenue** (Inventory #18, CNY #57, Contributing), and
Sheetmetal Shop, 2051 Avenue B (Inventory #15, CNY#44, Contributing)
Looking N, NE at both buildings
- 22** **Sheetmetal Shop, 2051 Avenue B** (Inventory #15, CNY#44, Contributing)
West elevation, view looking East
- 23** **Woodworking Shop, 2061 Avenue B** (Inventory #5, CNY#5, Contributing)
View looking NE at West elevation
- 23a** **Woodworking Shop, 2061 Avenue B** (Inventory #5, CNY#5, Contributing)
Aerial View looking SE toward roofline of Woodworking Shop
- 24** **Inside Machine Shop, 2081 Hayter Street** (Inventory #3, CNY #3, Contributing)
View looking NE at West and South elevations
- 25** **Forge Shop, 1281 Truxtun Avenue** (Inventory #6, CNY #6, Contributing)
West and North elevations of large addition, view looking East
- 26** **Forge Shop, 1281 Truxtun Avenue** (Inventory #6, CNY #6, Contributing)
View looking South at original Forge Shop
- 27** **Forge Shop, 1281 Truxtun Avenue** (Inventory #6, CNY #6, Contributing)
Aerial view of the North elevation, looking E, SE

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- 28 Hobson Avenue**
Streetscape looking SE at **Forge Shop** (Inventory #6, CNY #6, Contributing), **Inside Machine Shop** (Inventory #3, CNY #3, Contributing), **Woodworking Shop** (Inventory #5, CNY #5, Contributing), **Sheetmetal Shop** (Inventory #15, CNY #44, Contributing), and **Riggers' Shop** (Inventory #18, CNY #57, Contributing)
- 28a Hobson Avenue**
Streetscape looking SW at **Administration Building** (Inventory #8, CNY #8, Contributing), **General Storehouse** (Inventory #4, CNY #4, Contributing), and **General Stores** (Inventory #55, CNY #NSC45, Contributing)
- 29 Welding School, 1280 Truxtun Avenue** (Inventory #13, CNY #35, Contributing)
West and South elevations, view looking NE
- 30 Storage Shed, 2190 North Hobson Avenue** (Inventory #51, CNY #1127, Contributing)
West and North elevations, view looking East, SE
- 31 Welding School** (Inventory #13, CNY #35, Contributing) and **Storage Shed** (Inventory #51, CNY #1127, Contributing)
Streetscape looking East, SE down Hobson Avenue
- 32 Welding School, 1280 Truxtun Avenue** (Inventory #13, CNY #35)
View looking SE
- 33 Ship Fitter Shop Addition, 1130 Truxtun Avenue** (Inventory #2, CNY #2A, Contributing)
View looking SE
- 34 Ship Fitter Shop Addition, 1130 Truxtun Avenue** (Inventory #2, CNY #2A, Contributing)
View looking North at West and South elevations
- 35 Shopfitters' Layout Area, 1151 Shipbuilders Way** (Inventory #20, CNY #59, Contributing)
View looking S, SE
- 36 Ship Fitter Shop Addition, 1130 Truxtun Avenue** (Inventory #2, CNY #2A, Contributing)
Aerial View looking East toward Cooper River at West elevation

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- 37** **Plating Shop, 1181 Truxtun Avenue** (Inventory #63, CNY #226, Noncontributing)
View looking East
- 38** **Pipe and Copper Shop, 2090 Hayter Street** (Inventory #17, CNY #56, Contributing)
Upper portion of West elevation, looking East
- 39** **Dry Dock 4, 1180 Pierside Street** (Inventory #35, CNY #304, Contributing)
View from East end of dock looking West
- 39a** **Dry Dock 4, 1180 Pierside Street** (Inventory #35, CNY #304, Contributing)
View looking South at Dry Dock
- 40** **Compressor House, 1120 Pierside Street** (Inventory #52, CNY #1190, Contributing)
View looking North across **Dry Dock 4** (Inventory #35, CNY #304) at the South elevation of the Compressor House
- 41** **Substation, 1180 Pierside Street** (Inventory #27, CNY #95, Contributing)
View looking NE at the South and West elevations
- 42** **Dry Dock 3, 1190 Pierside Street** (Inventory #33, CNY #303, Contributing)
View looking East towards the Cooper River
- 43** **Dry Dock 3, 1190 Pierside Street** (Inventory #33, CNY #303, Contributing)
View looking East, SE towards the Cooper River
- 44** **Substation, 1100 Pierside Street** (Inventory #28, CNY #96, Contributing)
North and West elevation, view looking S, SE
- 45** **Pierside Street**
View looking East between **Dry Dock 3** (Inventory #33, CNY #303) and **Dry Dock 4**
Inventory #35, CNY #304)
- 46** **Pier J, south of Pier H** (Inventory #42, CNY #317F, Contributing)
View from **Dry Dock 3** (Inventory #33, CNY #303), looking North
- 47** **Pier J, south of Pier H** (Inventory #42, CNY #317F, Contributing)
View from **Dry Dock 3** (Inventory #33, CNY #303), looking North

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Property Owners:

Private Entities -

CMMC, L.L.C.
Attn: Richard K. Gregory, Member and Manager
1670 Drydock Avenue
North Charleston, SC 29405

The Noisette Company
Attn: Jeff Baxter
1360 Truxtun Avenue
Suite 200
North Charleston, SC 29405

10 Storehouse Row, L.L.C.
1360 Truxtun Avenue
Suite 200
North Charleston, SC 29405

Navy Yard New Market I, L.L.C.
1360 Truxtun Avenue
Suite 200
North Charleston, SC 29405

Public Entities -

The City of North Charleston
Attn: The Honorable Keith Summey, Mayor
4900 LaCross Road
North Charleston, SC 29419-9016

Charleston Naval Base Redevelopment Authority
Attn: Robert Ryan
1360 Truxtun Avenue
Suite 300
North Charleston, SC 29405

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Prospective/Potential Property Owners:

Clemson University
Attn: James F. Barker, F.A.I.A., President
201 Sikes Hall
Clemson, SC 29634

South Carolina State Ports Authority
176 Concord Street
Charleston, SC 29401

SeaCrest Marine Holdings, L.L.C.
c/o Eason Diving & Marine Contracting, Inc.
Attn: Thomas D. Eason, Member and Manager
2668 Spruill Avenue
North Charleston, SC 29405

Charleston Navy Yard Historic District North Charleston, Charleston County, South Carolina

This map is keyed to "Inventory of Resources in the Charleston Navy Yard Historic District," in Section 7 of the district nomination to the National Register of Historic Places.

The 57 contributing resources and 29 noncontributing resources in the district inventory and on this map have been given inventory numbers unique to this historic district, followed by the Charleston Navy Yard Identification Number in parentheses, for example: 1 (CNY #2).

MAP 1 of 2

District Boundary
Noncontributing Resources



