B-1019

Bethlehem Steel Key Highway Shipyard, (Skinner Shipyard)

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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*Last Updated: 03-10-2011*
As Baltimore and its harbor expanded during the nineteenth century so did the industries that centered around the harbor and trade. Shipbuilding and repairs became an important aspect of the city's economic development. Beginning with the small Skinner shipyards in the 1840's to the present Bethlehem Steel yards, the Locust Point and Federal Hill areas have been associated with ship repair for many years. Through reorganization, the early Skinner yards and later the Baltimore Drydock Company have expanded to the 35 acre Key Highway yard which make it, along with the Fort McHenry yard, the largest shipbuilding facility in the United States.
1. Name
(indicate preferred name)

historic Skinner Shipyard

and/or common Bethlehem Steel Key Highway Shipyard

2. Location

street & number 1201 Key Highway

city, town Baltimore

state Maryland

3. Classification

<table>
<thead>
<tr>
<th>Category</th>
<th>Ownership</th>
<th>Status</th>
<th>Present Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>public</td>
<td>occupied</td>
<td>museum</td>
</tr>
<tr>
<td>x building(s)</td>
<td>private</td>
<td>unoccupied</td>
<td>commercial</td>
</tr>
<tr>
<td>structure</td>
<td>both</td>
<td>work in progress</td>
<td>educational</td>
</tr>
<tr>
<td>site</td>
<td>Public Acquisition in process</td>
<td>entertainment</td>
<td></td>
</tr>
<tr>
<td>object</td>
<td>being considered</td>
<td>government</td>
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</table>

4. Owner of Property
(give names and mailing addresses of all owners)

name Bethlehem Steel Corporation

street & number

city, town Bethlehem, Pennsylvania

state and zip code 18016

telephone no.:

5. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore City Courthouse liber JFC 1310

street & number Fayette and Calvert Streets folio 418

city, town Baltimore

state Maryland

6. Representation in Existing Historical Surveys

title none

date

repository for survey records

city, town

state
7. Description

Because of the high volume of work done in the 20th century there is almost nothing remaining of the early 19th century shipyards that originally occupied the Bethlehem Steel Key Highway site. In 1896 three such shipbuilding and repair facilities, a lumber yard and at least three canneries were located there. The site of the modern warehouse structure which is located at the northern boundary of the property was then an oyster cannery, a lumber yard occupied the open lot to the south and a second cannery, the Moore & Brady Oyster Packing Company was also located in this lot. The important Booz Brothers Shipyard occupied the site of the present blacksmith shop. The timbers of its marine railway, demolished during World War II expansion, is the only remnant of this once active yard. South of Booz Brothers was the Baltimore Ship repair Co. and the J.S. Beacham & Brother Shipyard which operated a second railway. This was apparently a small boat yard since it was the most limited in area for storage. South of Beacham's was an adjunct to the Reeder Shipyard. This company's main yard was north of Federal Hill and was once of the most significant early steamship builders. The auxiliary yard was a lumber storage area. A large cannery, the Houghton Packing Company, separated Reeder's from the William Skinner and Sons Shipyard, the largest and most important of the period. In 1896 Skinner operated a marine railway and by 1906 the firm also operated a drydock, once of the first in the city. About 1910 the company built a large graving dock on the site of the present graving dock. The present one was slightly altered after Bethlehem Steel's acquisition of the company in the 1920's. As ships grew larger they superceded the limits of the railway for hauling.

The oldest structures on the site are the present machine shop and fabricating shop, the office building and its wing and the powerhouse. All were built in the 1920's as part of Bethlehem Steel's move into shipbuilding. The machine shop and fabricating shop are of steel frame construction with truss roof. They are excellent examples of the new factory architecture which capitalized on the advantages of the curtain wall to bring maximum light into the workspace. A short brick wall section at ground level supports a glass window wall which reaches the roof level. The machinery for fabricating parts is inside, including a large lathe for turning propeller shafts. South of the machine shop is the fabricating shop where the pieces were assembled prior to being moved outside. This building is similarly built with large doors opening to an outdoor staging area. East of the south half is an addition containing a sheet metal shop and a furnace for heating and bending plates.

During the late 1930's Bethlehem Steel acquired the small shipyards at the northern end of the site and demolished all the old buildings, erecting in their place the concrete structure which dominates the site. This structure is three stories high with one level below the grade of Key Highway. This building houses the storage and
8. Significance

Areas of Significance—Check and justify below

- prehistoric
- archeology-prehistoric
- archeology-historic
- agriculture
- architecture
- art
- commerce
- communications
- exploration/settlement
- industry
- invention
- landscape architecture
- community planning
- conservation
- economics
- education
- engineering
- military
- music
- philosophy
- politics/government
- science
- literature
- law
- literature
- military
- social/humanitarian
- theater
- transportation
- other (specify)

Specific dates

check: Applicable Criteria: _A_ _B_ _C_ _D_
and/or
Applicable Exception: _A_ _B_ _C_ _D_ _E_ _F_ _G_
Level of Significance: __national__ __state__ __local__

Prepare both a summary paragraph of significance and a general statement of history and support.

As Baltimore and its harbor expanded during the nineteenth century so did the industries that centered around the harbor and trade. Shipbuilding and repairs became an important aspect in the economic development of the city. Beginning with the small Skinner shipyards in the 1840's to the present Bethlehem Steel yards, the Locust Point and Federal Hill area have been associated with ship repair for many years. Through reorganization, the early Skinneryards and later the Baltimore Drydock Company have expanded to the 35 acre Key Highway yard which make it, along with the Fort McHenry yard, the largest shipbuilding facility in the United States.

In 1827, William Skinner acquired a shipyard on Henry Street at the foot of Federal Hill. The yard was used for the construction of small vessels until the 1840's. (In 1832, the first attempt at construction of a steam powered vessel by the Skinners met with failure when the boilers of the Experiment exploded.) In 1845, the Skinner yard was expanded and moved to Cross Street. This move was made to facilitate the growing business of steamboat construction. Many boats built by the Skinners at this time were used in the coffee trade with South America.

Repairs constituted a major part of the business throughout the history of the Skinner shipyard. To increase the capacity
9. Major Bibliographical References

Vertical File, Enoch Pratt Free Library, Maryland Department

Rukert, Norman: Federal Hill and The Port: Pride of Baltimore

10. Geographical Data

Acreage of nominated property

Quadrangle name

Quadrangle scale

UTM References do NOT complete UTM references

<table>
<thead>
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<th>Zone</th>
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<th>Northing</th>
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<tr>
<td>C</td>
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<td>E</td>
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<td>H</td>
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Verbal boundary description and justification

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

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<th>code</th>
<th>county</th>
<th>code</th>
</tr>
</thead>
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| state | code | county | code |

11. Form Prepared By

name/title Kevin Dolan, Intern

organization Baltimore Museum of Industry
date 2/83

street & number 1415 Key Highway

telephone 727-4808

city or town Baltimore

state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438
workshops of the outside workforce. Beginning at the south end is the riggers shop, the outside machine shop, and the blacksmith shop, which supplied necessary support to the men working on the ships and in the yard. Other service areas like the compressor room, firefighting room and maintenance shop occupied the yard level and second story. The third story contained extensive locker rooms and eating facilities for the force which numbered several thousand during periods of peak employment.

The last major structures are the woodworking shop and electrical shop at the south end of the yard. Wooden patterns and ship carpentry for staging and other construction were done in the carpenter shop on the ground level. The second story was devoted to the joiner shop where mold patterns for castings and more skilled woodworking was done. The electrical shop is a similar structure to the south where welding equipment was stored and repair of electrical instruments was performed. Both the woodworking and electrical shops date to World War II.
for repairs, in 1853 the Skinners built a 550 foot long marine railway, capable of lifting 800 tons. This railway was one of the largest in the United States. In 1899 the Skinners constructed a graving dock, 628' by 125', that was the largest south of New York. This new construction reflected the growth of the repair industry for the yards.

In 1906, Skinner acquired the Locust Point yard of the Baltimore Drydock Company. Both yards were operated until 1913 when the Skinner Shipyard went into receivership. The yards were reorganized in 1916 as the Baltimore Shipbuilding and Drydock Company which was taken over by Bethlehem Steel in 1921.

Bethlehem Steel reorganized its departments in 1923 by moving all its shipbuilding to Sparrow's Point and its repair facilities to Baltimore's Key Highway yard (the Skinner yard with additional newly purchased acreage). In order to improve the Key Highway facilities, two floating drydocks, one of 6000 tons and another of 20,000 tons were moved to Key Highway. The shops in the yard were modernized to handle all types of repairs and ship conversions. During World War II, the facilities repaired over 2500 ships. The Baltimore yards of Bethlehem Steel constituted the largest ship repair operation in the United States.
<table>
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<th>Column</th>
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<td>3. Priority</td>
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<td>4. Danger of Demolition?</td>
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<td>6. Govt Source of Threat</td>
<td>Owner Admin</td>
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<td>7. Owner Admin</td>
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<td>8. Name(s) of Structure</td>
<td>Bethlehem Steel Key Highway Shipyard</td>
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<td>10. State County City/Vicinity</td>
<td>MD Baltimore</td>
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<td>11. Site Address Street &amp; No.</td>
<td>Key Highway 1201</td>
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<td>NFR NHL HAES HAER NPS CL6</td>
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<td>13. Special Features</td>
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<td>15. Condition</td>
<td>Excellent Good Fair Deteriorated</td>
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<td>16. Inventoried By</td>
<td>Kevin Delan</td>
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<td>22. Public Accessibility</td>
<td>Yes Limited Yes Unlimited No Unknown</td>
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<td>23. Editor Indexer</td>
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<td>24. Located in an Historic District?</td>
<td>Yes No</td>
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</table>

See attached

Vertical file Enoch Pratt Library, main branch
Key Highway Shipyard 8-1019
Baltimore City Md
Peter Liebhold 4/83

Looking NORTH EAST
FROM KEY HIGHWAY.
Key Highway Shipyard  8-1019
Baltimore City Md
Peter Liebhold  4/83
LOOKING EAST FROM
Key Highway.
Key Highway Shipyard 8-1019
Baltimore City Md
Peter Liebhold

MAIN GATE
LOOKING EAST
Key Highway Shipyard  B-1019
Baltimore City Md
Peter Liebhold  4/83

LOOKING S.W. ALONG WATERFRONT
Key Highway Shipyard 8-1019
Baltimore City Md
Peter Liebhold 4/83
Looking N.W. FROM KEY HIGHWAY
JOINER SHOP MOLD ROOM
Key Highway Shipyards  B-1019
Baltimore City Md
Peter Liebhold  4/83
LOOKING N. W. FROM KEY HOTTING
Key Highway Shipyard 8/1019
Baltimore City Md
Peter Liebholf 4/83
Looking N.W. from GRAVING DOCK.
Looking S.W. at corner of machine shop.
Key Highway Shipyard B-1019
Baltimore City Md
Peter Liebhold 4/83

LOOKING N.W. AT MACHINE SHIP.
Key Highway Shipyard B-1019
Baltimore City Md
Peter Liebhold 4/83
Pipe Shop Looking North.
Key Highway Shipyard 8-1019
Baltimore City, Md
Peter Liebhold 4/83
Looking N.E. AT GRAVING DOCK Pump
House.
Key Highway Shipyard 8-1019
Baltimore City Md
Peter Liebhold 4/83

Looking north at remains of marine railway on north side of site.
Key Highway Shipyard 8-1019
Baltimore City Md
Peter Liebhold 4/33

LOOKING EAST AT GRAVING DOCK.
Key Highway Shipyard 8-1019
Baltimore City Md
Peter Liebhold 4/83

Compressor Room
Looking N.W.
Key Highway Shipyard
Baltimore City Md
Peter Liebhold 4/83

Looking W.W. at Acetylene generator &
Sheet Metal Shops.
Key Highway Shipyard P-1019
Baltimore City Md
Peter Liebhold 4/83

MACHINE SHOP
Key Highway shipyard 8-1019
Baltimore city Md
Peter Liebhold 4/83

Machine Shop
Looking S.E.
Key Highway Shipyard
Baltimore City Md
Peter Liebhofd 4/83
Power House

looking N.E.
Key Highway Shipyard B-1019
Baltimore City Md
Peter Liebhold 4/83

Office Building,
Looking East
Key Highway Shipyard E-1019
Baltimore City Md
Peter Liebhold 4/83
Looking S.W. AT DOCK CONTROL BUILDING
Key Highway Shipyard  B-1019
Baltimore City Md
Peter Liebhold  4/83

Looking S.W. AT  Compressor Powerhouse
Building.
Looking N.W. at Mold Shop & Electrical Department.
Key Highway Shipyard
Baltimore City Md
Peter Liebhold 4/83

Fabrication Shop
Looking South
Key Highway Shipyard 8-1019
Baltimore City Md
Peter Liebhold 4/83

Looking S.W. at Blacksmith Shop
Key Highway Shipyard 8-10-19
Baltimore City, Md
Peter Liebhold 4/83

INTERIOR OF
BLACKSMITH SHOP