

Maryland Historical Trust

State Historic Sites Inventory Form

Survey No. AA-2131

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Shipways and Headhouse 1 & 2

and/or common Bldg. No. 10

2. Location

street & number U.S. Coast Guard Yard not for publication

city, town Curtis Bay vicinity of congressional district 1

state Maryland county Anne Arundel

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input checked="" type="checkbox"/> military	<input type="checkbox"/> other:

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

name U.S. Coast Guard

street & number 2401 Hawkins Point Road telephone no.: 410-636-7871

city, town Baltimore state and zip code: MD 21226-1797

5. Location of Legal Description

courthouse, registry of deeds, etc. Anne Arundel County Courthouse liber GW-47

street & number folio 224

city, town Annapolis state MD

6. Representation in Existing Historical Surveys

title U.S. Coast Guard Yard National Register Nomination

1981

federal state county local

depository for survey records Maryland Historical Trust

city, town 100 Community Place, Crownsville state MD

7. Description

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

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Building No. 10 is both the shipways and headhouse. These combined structures are located on the southeast corner of the Yard, at the confluence of Arundel Cove and Curtis Creek. The headhouse is constructed at the north end and top of the shipway incline. This one-story, rectangularly-shaped, American Bond brick building is constructed in such a fashion that its concrete roof serves as the start of the shipway that extends from this point into Curtis Creek.

A centrally placed pair of metal and glass doors, located in the north facade, provides entry into the headhouse. Windows formerly present in this facade are infilled. Access to the shipways above the building is via a pair of metal stairs, aligned parallel to the main axis of the building, and flanking either side of the doorway. On top of the headhouse/shipways, a metal railing extends along the perimeter until the shipways' incline approaches grade.

The ways are 350 feet (106 meters) long and decline into Curtis Creek. The slope is 11/16. The shipway area is about 96 feet (29 meters) in width with an additional 50 feet (15 meters) concrete runway on either side. These runways have a pair of rails, on which the traveling cranes operate.

The shipways are fixed into a bed of concrete, and are a system of launching ways, featuring wood supports, wedges, and bents. These are situated between raised concrete keelways. Steel lashing staples are present on either side of the keelway and occur at regular intervals down the length of the launching ways. The wood for this system is primarily longleaf yellow pine and Douglas fir. Oak is used for the wedges. Keelways were coated with launching grease when moving vessels in and out.

The shipways are badly deteriorated and inoperable. Corrosion jacking has broken away large expanses of concrete and the wooden launching way system is broken up with large sections missing and pulled away. Many lashing staples are rusted.

8. Significance

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

Specific dates	Builder/Architect	U.S. Navy
Check: Applicable Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D		
Applicable Exception: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G		
Level of Significance: <input type="checkbox"/> national <input checked="" type="checkbox"/> state <input checked="" type="checkbox"/> local		

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

This property is associated with the development of the Coast Guard Yard at Curtis Bay. The Yard was first established on this site in 1899 as a boat repair and construction facility for the Revenue Cutter Service, the forerunner of the present-day Coast Guard. At that time, the facility was known as the Revenue Cutter Service Depot, and generally served vessels stationed in the mid-Atlantic area.

The establishment of the Depot was related to the emphasis on Naval preparedness that took place following the Spanish American war. Prior to the establishment of the Depot, vessel repair and construction were handled by private concerns. Starting as a collection of a few frame buildings, the Depot, after 1940 known as the Yard, expanded as its mission and capabilities increased. The Yard was at its productive peak and greatest size during World War II, with most surviving historic structures dating to that time.

The shipways and headhouse were completed in 1943, in accordance with Navy specifications. The building of the shipways allowed the Yard to undertake the construction of large, steel vessels that were previously beyond the Yard's capabilities. The largest ship ever launched from here was 255 feet (78 meters) long.

Although the shipways are in deteriorating condition, the ways and headhouse retain sufficient integrity for inclusion in the proposed National Register Historic District.

These resources appear to be contributing elements within the U.S. Coast Guard Yard Historic District. They add to the historic associations and the historic architectural qualities for which the district is significant. They fit within the Historic District's period of significance, relate to the documented significance, and possess physical integrity.

Criterion A - Historical Association

The shipways and headhouse were erected as part of the World War II-era rebuild, expansion, and modernization of the U.S. Coast Guard Yard. The building of the shipways allowed the Yard to undertake the construction large, steel vessels previously beyond Yard capability.

Criterion C - Design Significance

The shipways and headhouse are defining elements of the U.S. Coast Guard Yard. These resources were designed in accordance with Navy specifications and are representative examples of World War II- era shipbuilding methods.

Integrity

Although the shipways are in deteriorated condition and the headhouse has experienced alteration, these resources retain sufficient integrity of location, design, setting, materials, workmanship, and feeling.

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9. Major Bibliographical References

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- Facilities and Engineering Records, U.S. Coast Guard Yard at Curtis Bay
- United States Coast Guard Yard: A History of Service to the Fleet, U.S. Coast Guard Yard, Curtis Bay, MD 1995
- . National Archives, Record Group 26

10. Geographical Data

Acreage of nominated property .86 acres

Quadrangle name Curtis Bay, MD

Quadrangle scale 1:24,000

UTM References Do NOT complete UTM references

A
 Zone Easting Northing

B
 Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

The proposed boundaries include the building footprint of the headhouse, and extend from the headhouse to Curtis Creek to include the Shipways. No surrounding lands are associated with the resource to constitute its setting.

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

state	code	county	code

state	code	county	code

11. Form Prepared by

name/title Sherri Marsh, Architectural Historian

organization Greenhorne & O'Mara, Inc. date May 7, 1996

street & number 9001 Edmonston Road telephone 301-982-2800

city or town Greenbelt state MD 20770

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
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

MARYLAND COMPREHENSIVE STATE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Western Shore

Chronological/Development Periods: Industrial/Urban Dominance (A.D. 1870-1930) and Modern Period (A.D. 1930-present)

Historic Period Themes: Architecture, Economic, Military

Resource Type:

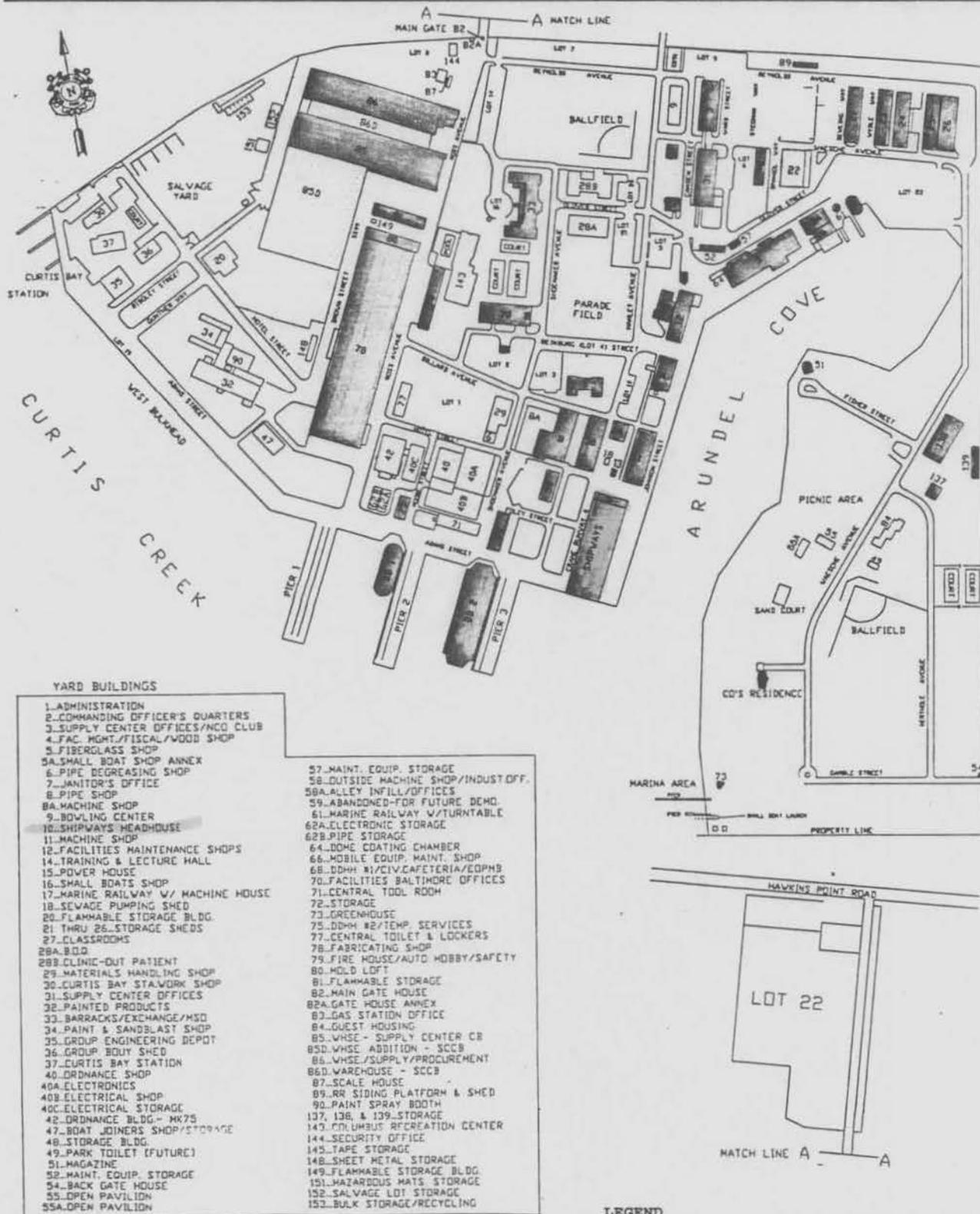
Category: District

Historic Environment: Suburban

Historic Functions and Uses: Defense/Coast Guard Facility/Shipyard

Known Design Source: None

U.S. Coast Guard Yard Curtis Bay

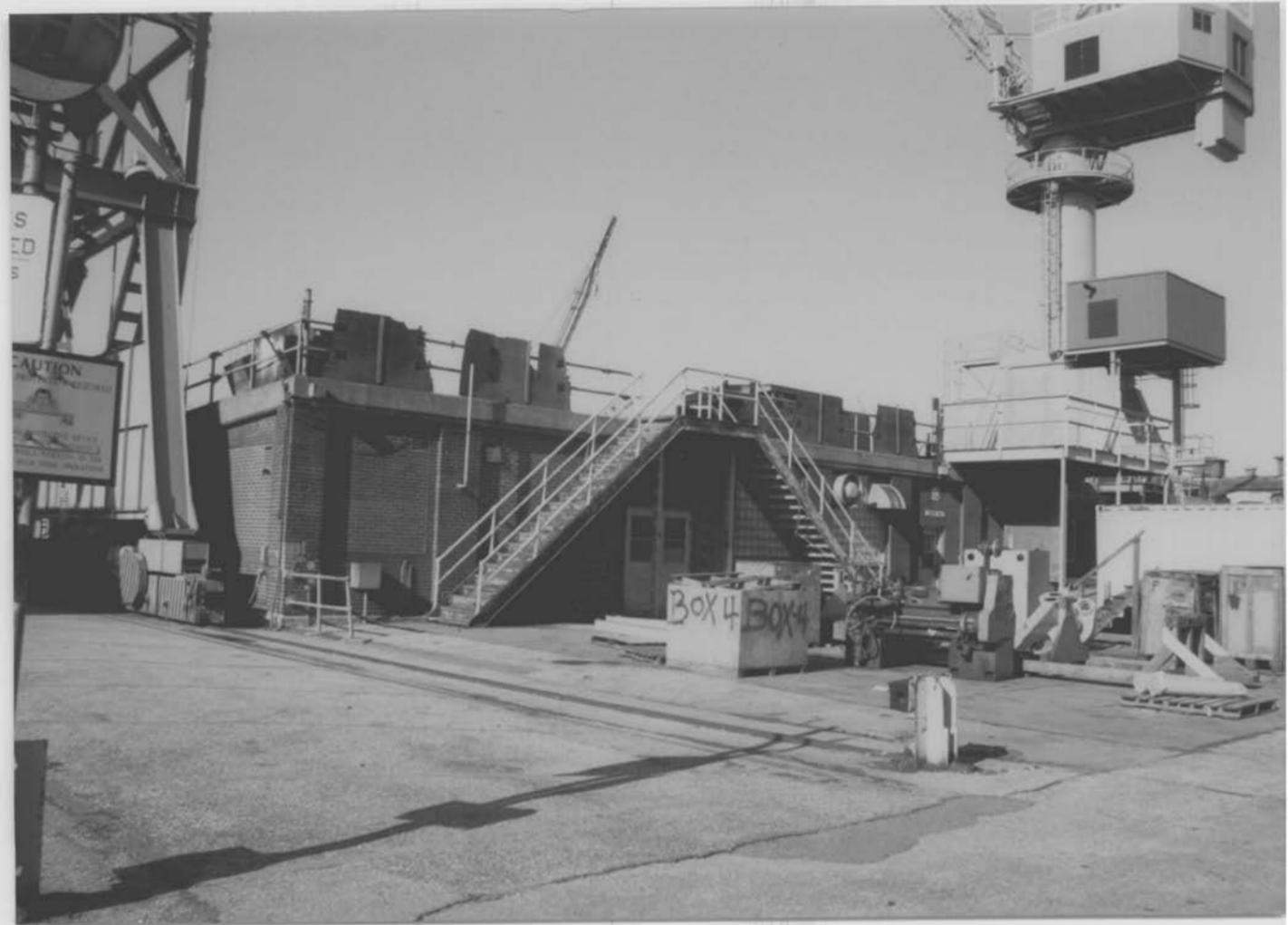


SOURCE: U.S. Coast Guard Yard, Facilities Department.

LEGEND
 ■ PRE-1946 RESOURCES EXAMINED IN THIS REPORT

U.S. Coast Guard Yard Site Plan, April 1996

Figure 2
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SHIPWAYS HEADHOUSE WAYS NO. 1 AND 2

ANNE ARUNDEL, MD

SHERRI MARSH

APRIL 1996

MARYLAND SHPD

VIEW SOUTHEAST

1 OF 5



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SHIPWAYS HEADHOUSE WAYS NO. 1 AND 2

ANNE ARUNDEL, MD

SHERRI MARSH

APRIL 1996

MARYLAND SHPO

ROOF OF HEADHOUSE SHOWING SHIPWAYS,
CAMERA FACING NORTH

12 OF 15



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SHIPWAYS

ANNE ARUNDEL, MD

SHERRI MARSH

APRIL 1996

MARYLAND SHPO

CAMERA FACING SOUTHWEST

3 OF 5



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SHIPWAYS HEADHOUSE WAYS NO. 1 AND 2
ANNE ARUNDEL, MD

SHERRI MARSH

APRIL 1996

MARYLAND SHPO

CAMERA FACING NORTHWEST

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SHIPWAYS

ANNE ARUNDEL, MD

SHERRI MARSH

APRIL 1996

MARYLAND SHPO

DETAIL SHOWING DETERIORATION

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