

B-1019
Bethlehem Steel Key Highway Shipyard
Baltimore City
Private

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.

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Skinner Shipyard

and/or common Bethlehem Steel Key Highway Shipyard

2. Location

street & number 1201 Key Highway ___ not for publication

city, town Baltimore ___ vicinity of congressional district

state Maryland county

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" 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 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 checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name Bethlehem Steel Corporation

street & number telephone no.:

city, town Bethlehem, Pennsylvania state and zip code 18016

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 ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. B-1019

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

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

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

Survey No. B-1019

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 type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates

Builder/Architect

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

B-1019
Bethlehem Steel Key Highway Shipyard
Baltimore City, Maryland
7.1

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.

1. SITE NO.

B-1019

HAER INVENTORY

Historic American Engineering Record
Department of the Interior, Washington, D.C. 20240

2 INDUSTRIAL CLASSIFICATION

Manufacture

3 PRIORITY

4 DANGER OF DEMOLITION?
(SPECIFY THREAT) YES NO UNKNOWN

5 DATE

6 GOVT SOURCE OF THREAT

OWNER

ADMIN

7 OWNER ADMIN

Bethlehem Steel Corp.

8 NAME(S) OF STRUCTURE

Bethlehem Steel Key Highway Shipyard

9 OWNER'S ADDRESS



10 STATE

MD

COUNTY NAME

CITY/VICINITY

Baltimore

CONG DIST

3

STATE

PA

COUNTY NAME

CITY/VICINITY

Bethlehem

CONG DIST

11 SITE ADDRESS: STREET & NO.

1201 Key Highway

12 EXISTING SURVEYS

 NR NHL HABS HAER-1 HAER NPS CL6 CONF STATE COUNTY LOCAL OTHER

13 SPECIAL FEATURES: DESCRIBE BELOW:

 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14 UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5

QUAD NAME

Baltimore East

UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5

QUAD NAME

15 CONDITION

70 EXCELLENT71 GOOD72 FAIR73 DETERIORATED74 RUINS75 UNEXPOSED76 ALTERED82 DESTROYED85 DEMOLISHED

16 INVENTORIED BY

Kevin Dolan

AFFILIATION

Baltimore Museum of Industry

DATE

5/83

17 DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXISTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

See attached

(CONT OVER)

18 ORIGINAL USE

manufacture

PRESENT USE

vacant

ADAPTIVE USE

19 REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

vertical file Enoch Pratt Library, main branch

(CONT OVER)

20 URBAN AREA 50,000 POP OR MORE?

 YES NO

21 NPS REGION

22 PUBLIC ACCESSIBILITY

 YES LIMITED YES UNLIMITED NO UNKNOWN

23 EDITOR

INDEXER

24 LOCATED IN AN HISTORIC DISTRICT?

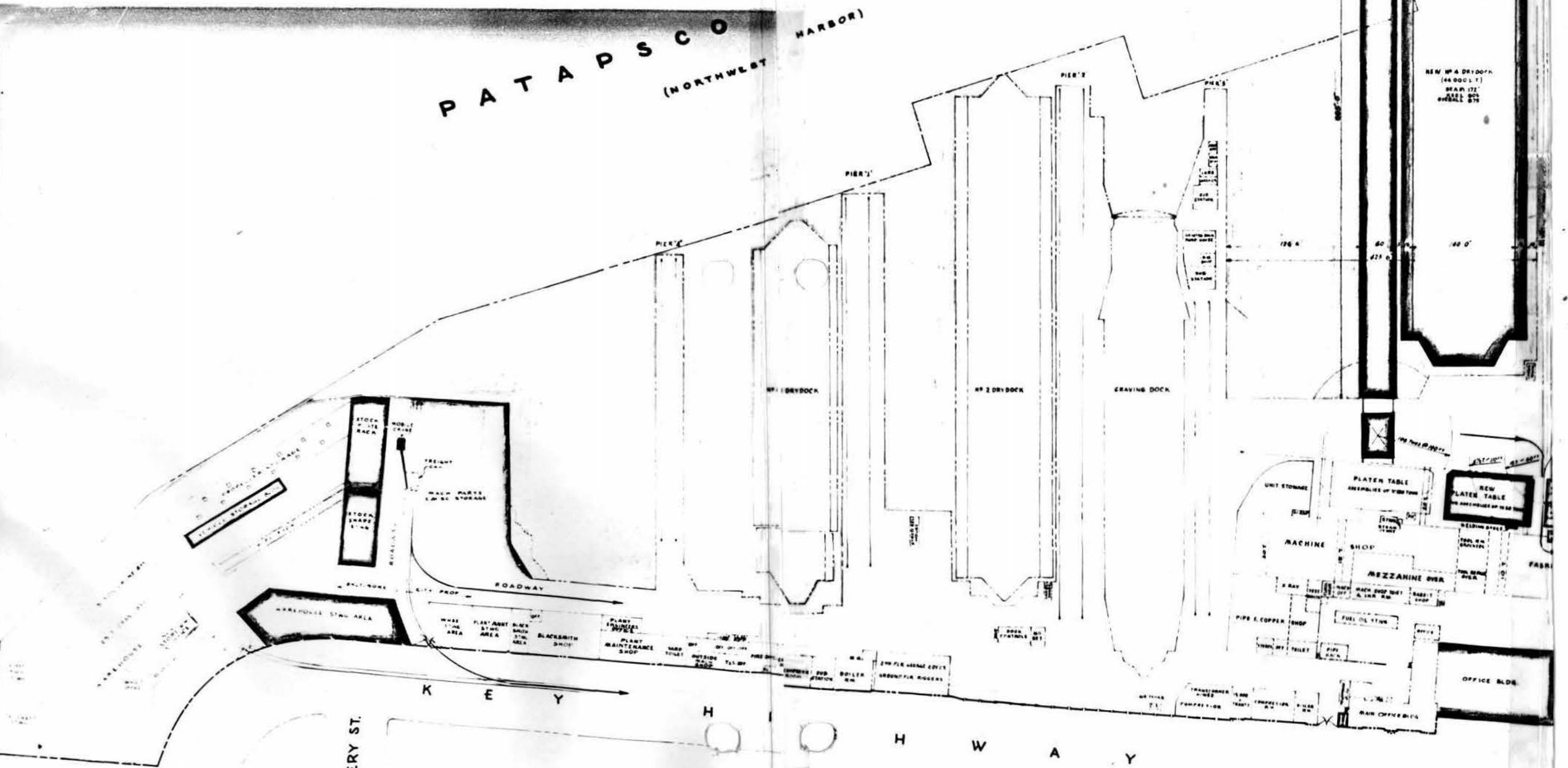
 YES NO

NAME

DISTRICT ID NO.

RIVER

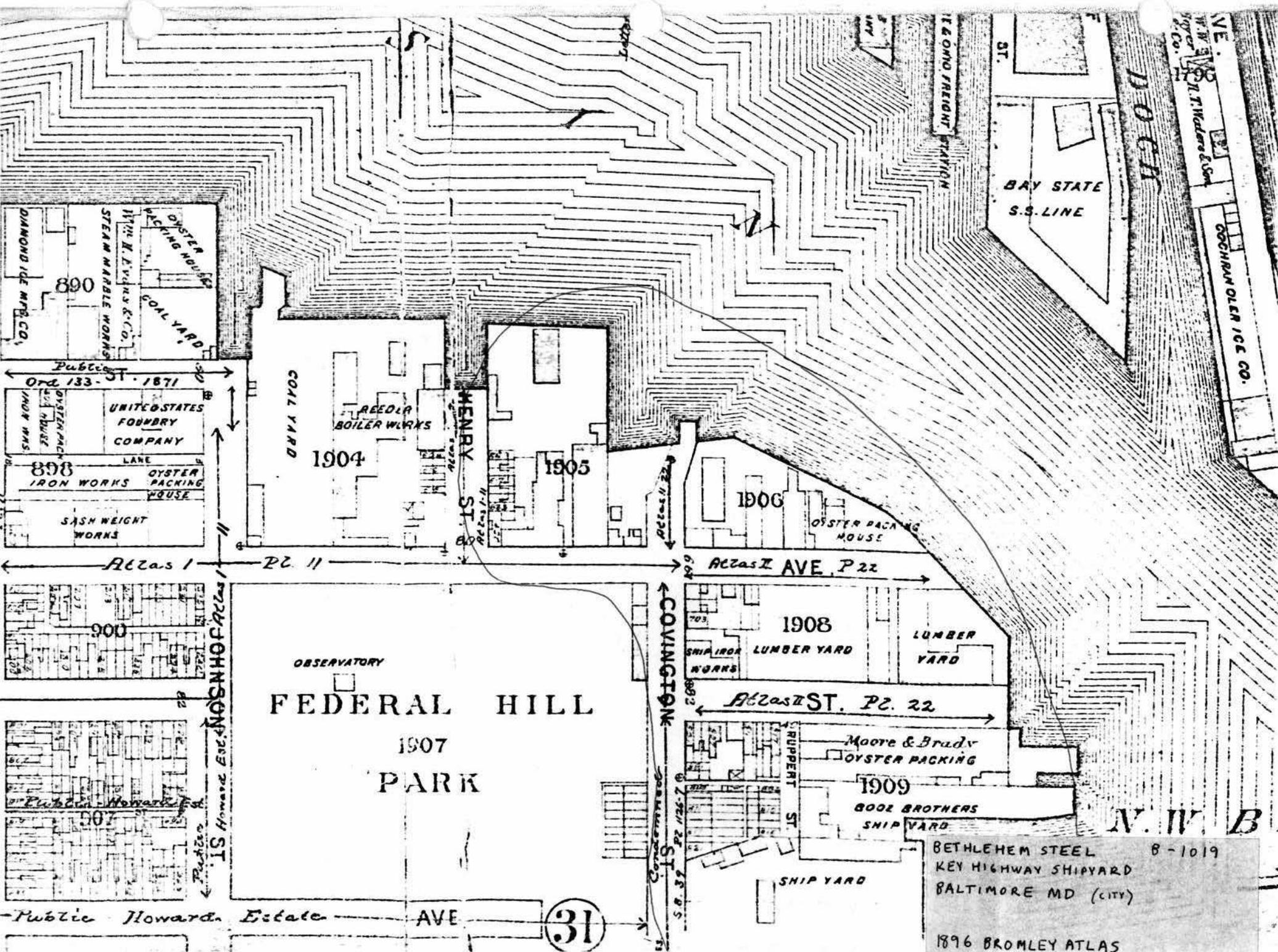
PATAPSCO
(NORTHWEST HARBOR)



MONTGOMERY ST.

KEY HIGHWAY YARD

SCALE 1" = 50'



DIAMOND ICE MFG CO.
890
STEAM MARBLE WORKS
Wm. H. Evans & Co.
OYSTER PACKING HOUSES
GOAL YARD

Public Ord 133 - ST. 1871
UNITE STATES FOUNDRY COMPANY
898 LANE
OYSTER PACKING HOUSE
SASH WEIGHT WORKS

GOAL YARD
1904
REEDER BOILER WORKS
HENRY ST

1905

1906
OYSTER PACKING HOUSE

OBSERVATORY
FEDERAL HILL
1907
PARK
Public Howard Estate
IS Howard Est. N. 30 N. of Atlas I

1908
SHIP IRON WORKS
LUMBER YARD

1909
Moore & Bradv OYSTER PACKING
BOOE BROTHERS SHIP YARD
SHIP YARD
RUBBERT ST

BETHLEHEM STEEL B-1019
KEY HIGHWAY SHIPYARD
BALTIMORE MD (CITY)
1896 BROMLEY ATLAS

31

N. W. B.

BAY STATE S.S. LINE

DOCK

COGHMAN OLSEN ICE CO.

LEONARD FREIGHT STATION

W. B. T. Walters & Son

COVINGTON ST
S. B. S. ST. 126-7

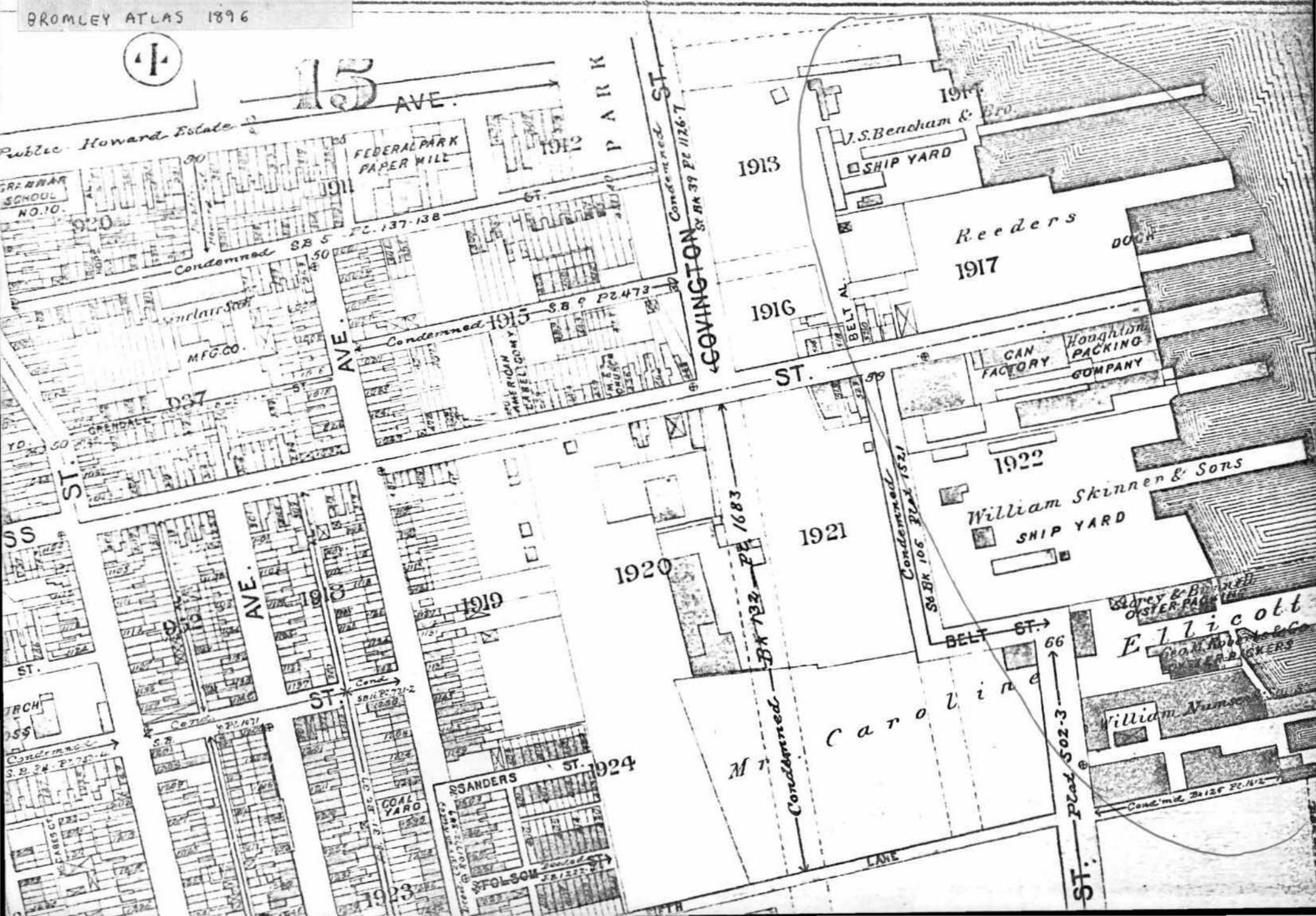
Atlas II AVE. P 22

Atlas III ST. P. 22

Public Howard Estate AVE

BETHLEHEM STEEL B-1019
KEY HIGHWAY HIPYARD
BALTIMORE, MD

BROMLEY ATLAS 1896



15 AVE.

PARK ST.

COVINGTON ST.

1913

J.S. Benham & Bro.
SHIP YARD

Reeder's
1917

1916

ST.

CANNON
PACKING
COMPANY

1922

William Skinner & Sons
SHIP YARD

1920

1921

Condemned
BK 132 PE 1683

Condemned
SB BK 106 Plat 1521

BELT ST.

Ellicott
OYSTER PACKING

1924

Condemned

Caroline

ST. Plat 502-3

William Nunn

1923

SANDERS

FOLSON

AVE.

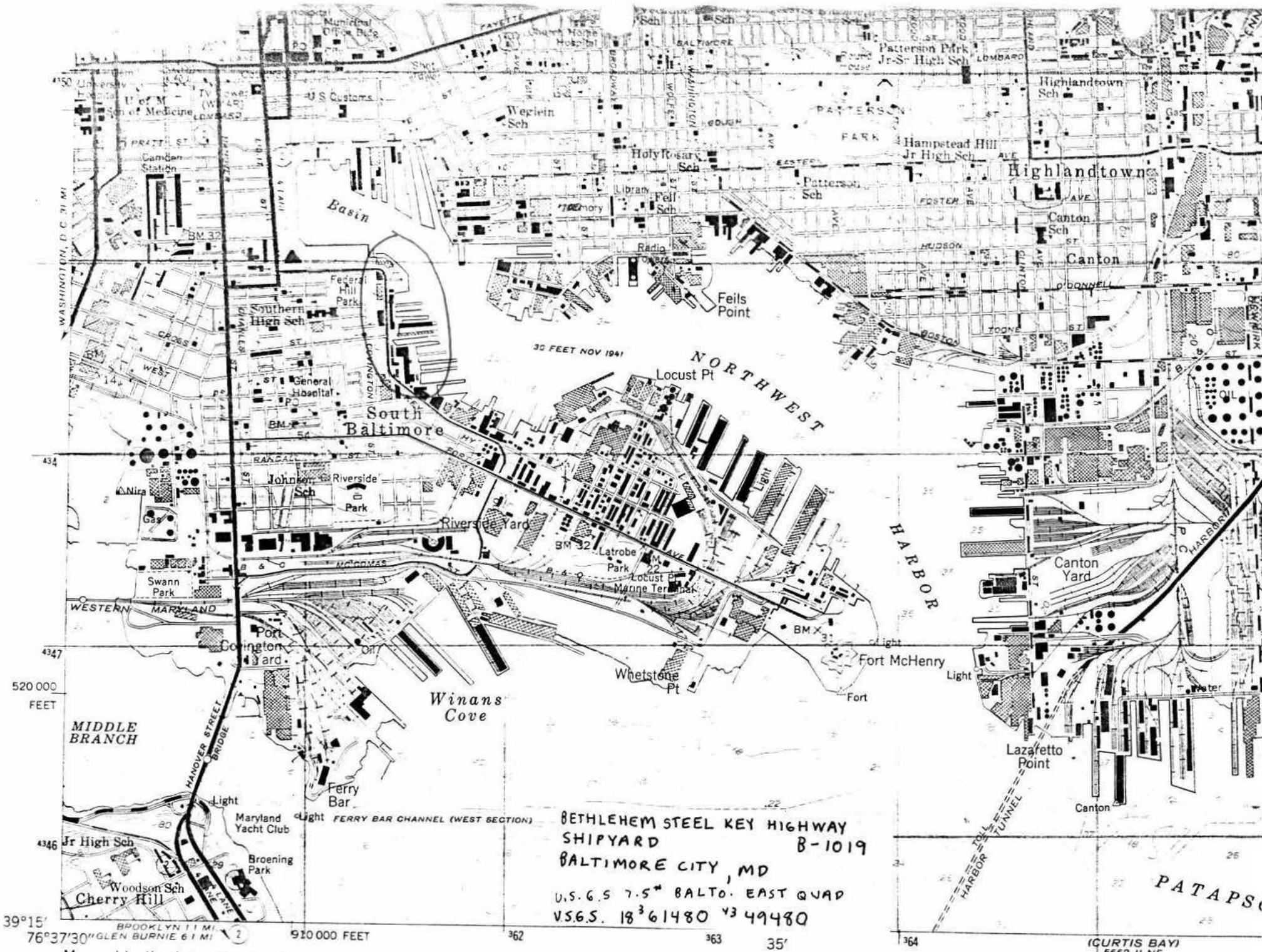
ST.

ST.

ST.

ST.

ST.





Key Highway Shipyard 8-1019

Baltimore City Md

Peter Liebhold 4/83

LOOKING NORTH EAST
FROM KEY HIGHWAY.



Key Highway Shipyard
Baltimore City Md

8-1019

Peter Liebhold 4/83

LOOKING EAST FROM
KEY HIGHWAY.



Key Highway Shipyard B-1019
Baltimore City Md
Peter Liebhold

MAIN GATE
LOOKING EAST



Key Highway Shipyard B-1019

Baltimore City Md

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LOOKING S.W. ALONG WATERFRONT



Key Highway Shipyard 0-1019
Baltimore City Md

Peter Liebhold 4/83
LOOKING A.W. FROM KEY MOUNT,
SWIMMER SHOP; MULD ROOM

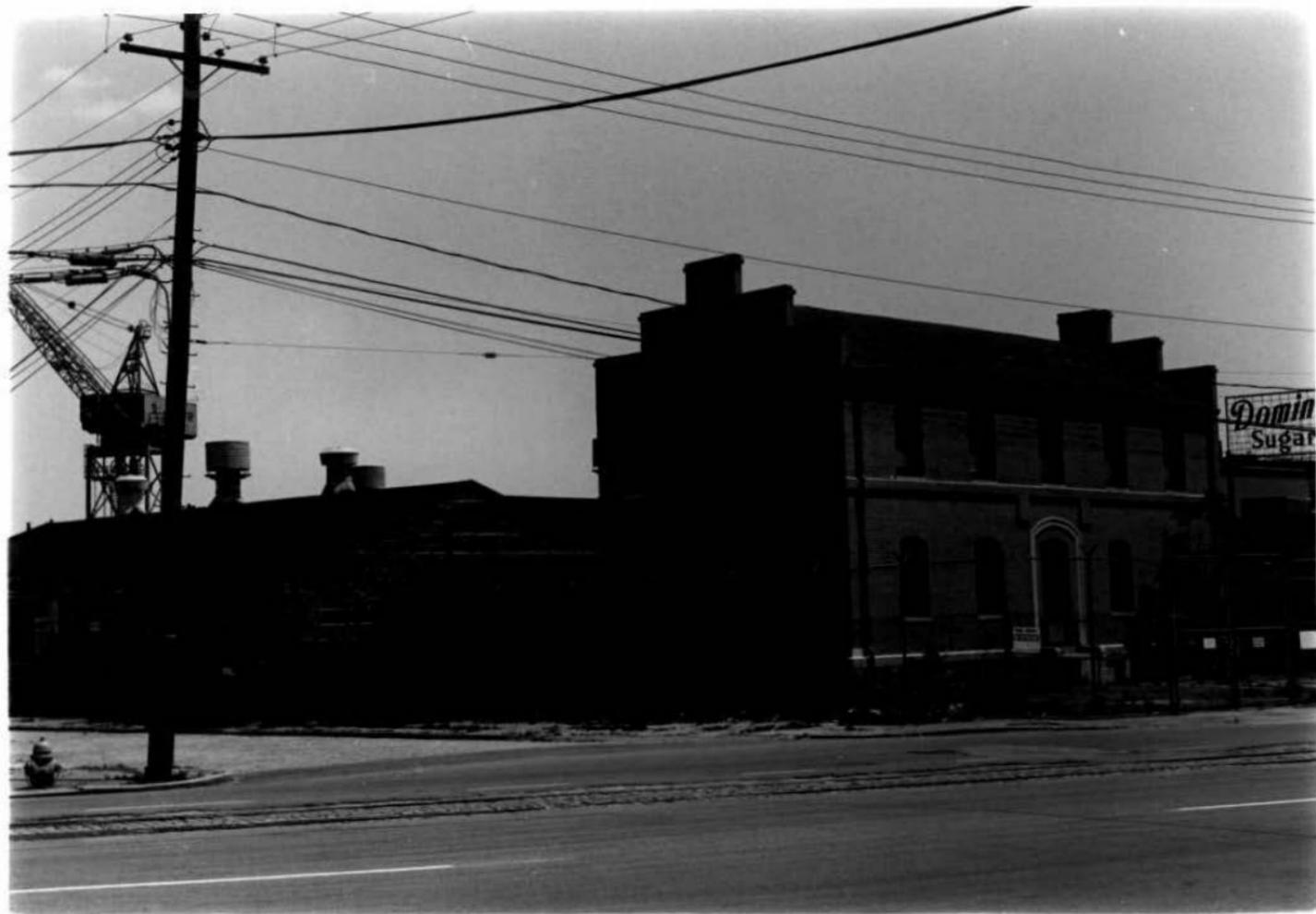


Key Highway Shipyard B-1019
Baltimore City Md
Peter Liebhold 4/83
LOOKING N.W. FROM HIGHWAY



Key Highway Shipyard 8-1019
Baltimore City Md
Peter Liebhold 4/83

Looking N.W. FROM
GRAVING DOCK.



Key Highway Shipyard 0-1019
Baltimore City Md

Peter Liebhold 4/83

LOOKING SEE FROM KEY HIGHWAY OFFICE
BLDG TEMPORARIES



Key Highway Shipyard B-1019

Baltimore City Md

Peter Liebhold 4/83

LOOKING S.W. AT CORNER of
Machine Shop.



Key Highway Shipyard 8-1019

Baltimore City Md

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LOOKING N.W. AT MACHINE SHOP.



Key Highway Shipyard B-1019

Baltimore City Md

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Pipe Shop Looking North.



Key Highway Shipyard 8-1019

Baltimore City Md

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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

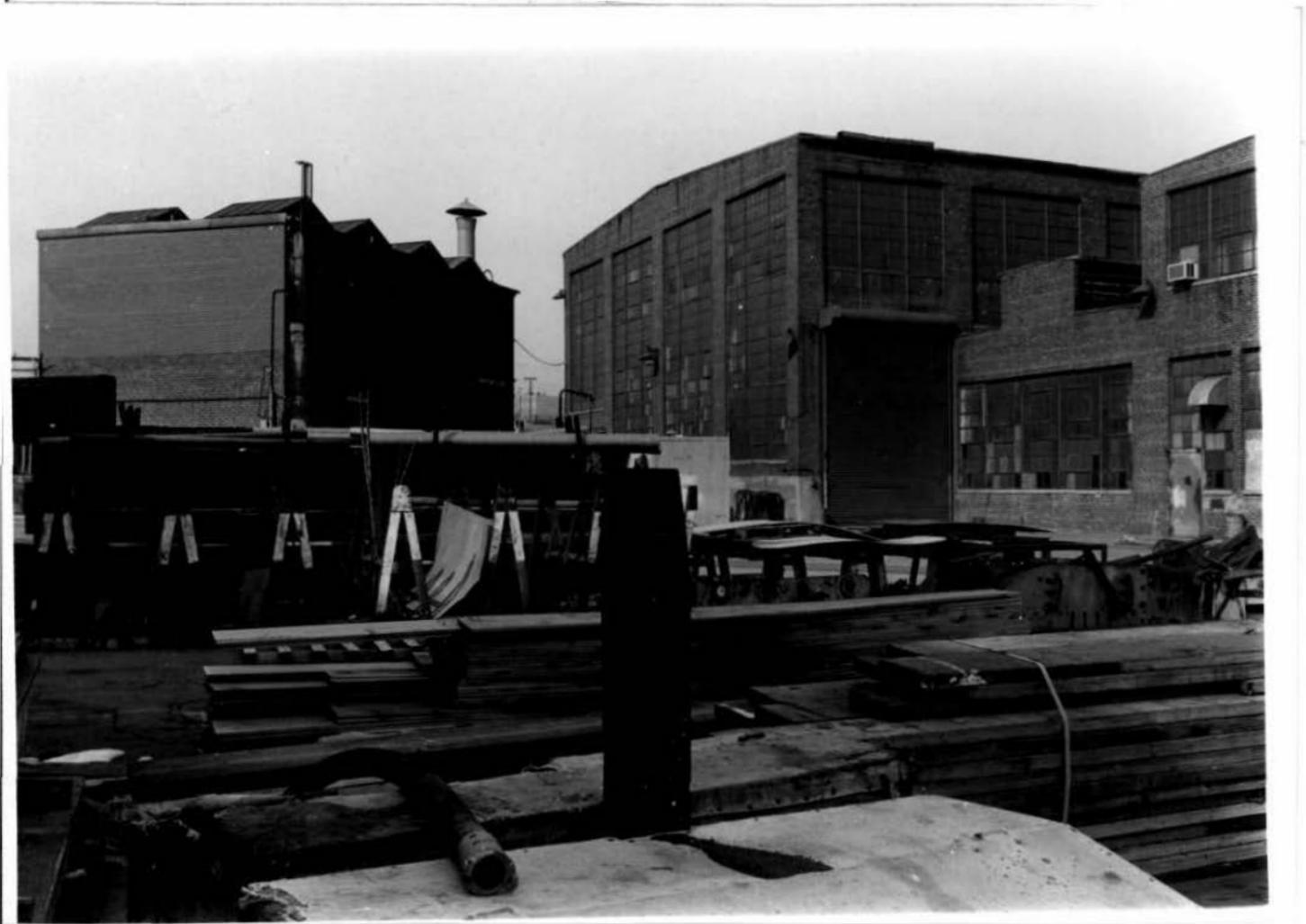
Peter Liebold 4/83

LOOKING EAST AT CRAVING DOCK.



Key Highway Shipyard 8-1019
Baltimore City Md
Peter Liebhold 4/83

COMPRESSOR ROOM
LOOKING N.W.



Key Highway Shipyard B-1019
Baltimore City Md

Peter Liebhold 4/83

LOOKING
sheet

N.W. AT
METAL SHOPS.

ACETYLENE generator is



Key Highway Shipyard B-1019
Baltimore City Md

Peter Liebhold 4/83

MACHINE SHOP



Key Highway shipyard 8-1019
Baltimore city Md
Peter Liehold 4/83

MACHINE SHOP
LOOKING S.E.



Key Highway Shipyard 8-1019

Baltimore City Md

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~~Power House~~
~~ARTS & CRAFTS ROOM~~

LOOKING N.E.



Key Highway Shipyard B-1019
Baltimore City Md
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OFFICE BUILDING,
LOOKING EAST



Key Highway Shipyard B-1019

Baltimore City Md

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LOOKING S.W. AT DOCK CONTROL
BUILDING



Key Highway Shipyard B-1019

Baltimore City Md

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LOOKING S.W. AT

BUILDING.

~~COMPRESSOR~~ Powerhouse



Key Highway Shipyard
Baltimore City Md
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B-1019

LOOKING N.W. AT MOLD SHOP ; Electrical
Department.



Key Highway Shipyard
Baltimore City Md
Peter Liebhold 4/83

B-1019

FABRICATION Shop
Looking SOUTH



Key Highway Shipyard 8-1019

Baltimore City Md

Peter Liebhold 4/83

LOOKING SW. AT BLACKSMITH SHOP



Key Highway Shipyard 8-1019
Baltimore City Md
Peter Liebhold 4/83

INTERIOR OF
BLACKSMITH SHOP
