

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes   
no

Property Name: Sparrows Point Shipyard District Inventory Number: BA-3208  
 Address: 600 Shipyard Road City: Baltimore Zip Code: 21219-1023  
 County: Baltimore County USGS Topographic Map: Sparrows Point  
 Owner: SPS Limited Partnership LLLP and SPS 35 LLC Is the property being evaluated a district?  yes  
 Tax Parcel Number: 464 Tax Map Number: 10 Tax Account ID Number: 1502024100  
 Project: Sparrows Point LNG Facility Agency: FERC  
 Site visit by MHT Staff:  no  yes Name: \_\_\_\_\_ Date: \_\_\_\_\_  
 Is the property located within a historic district?  yes  no

*If the property is within a district* District Inventory Number: \_\_\_\_\_  
 NR-listed district  yes Eligible district  Yes District Name: \_\_\_\_\_  
 Preparer's Recommendation: Contributing resource  Yes  no Non-contributing but eligible in another context

*If the property is not within a district (or the property is a district)*  
 Preparer's Recommendation: Eligible  yes  no

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None  
 Documentation on the property/district is presented in: MIHP From BA-3208

**Description of Property and Eligibility Determination:** *(Use continuation sheet if necessary and attach map and photo)*

The Sparrows Point Shipyard is a significant industrial landscape associated with the greater Baltimore area. It is significant as a subsidiary of the giant Bethlehem Steel Corporation, which was a virtual monopoly on steel production in the Mid-Atlantic States from its purchase of the shipyard in 1916. The Shipyard itself is significant in local labor and social history for its employment, at its height of production in World War II, was between 26,000-30,000 people. On an international level, the Shipyard is significant as it produced many ships as part of the Lend Lease agreement of the U.S. Government to provide materials to the Allied Nations during World War II- and once the U.S. entered the war, the shipyard provided ships for the U.S. Government. It is also significant as well for simply a collection of buildings, structures, and pathways largely still present that form a cohesive unit of a shipyard.

Sparrows Point is named for Thomas Sparrow, an Englishman who in 1652 received a land grant of 400 acres from the second Lord Baltimore, Cecil Calvert. Thomas Sparrow's son, Solomon, built a house called

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Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <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 <input type="checkbox"/> None
Comments: _____	
_____ Reviewer, Office of Preservation Services	_____ Date
_____ Reviewer, NR Program	_____ Date

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Sparrow's Nest in 1664, but the area remained relatively undeveloped until March 1887, when Frederick Wood, an engineer employed by the Pennsylvania Steel Company, first came to Sparrows Point.<sup>1</sup>

Frederick Wood surveyed the site and determined it to be an ideal location for a deep water port for the Pennsylvania Steel Company. Having a port at this location would be an important factor in minimizing the transportation costs of bringing together the materials needed to make steel. Iron ore could be shipped up the Chesapeake Bay in large boats from places like Santiago, Cuba (a mine scouted by Wood himself) and coking coal could be brought in by rail from Pennsylvania. Upon the recommendation of Frederick Wood, Pennsylvania Steel bought the Sparrows Point peninsula from five local landowners. Wood was put in charge of creating the steel works, as well as the new company town of Sparrows Point. He called upon his older brother Rufus, an accountant, to assist him. Together, Rufus and Frederick Wood designed and created the town, which they modeled on their hometown of Lowell, Massachusetts.<sup>2</sup>

At Sparrows Point, a brickyard was the first facility completed and a permanent wharf, 900 feet by 100 feet, shortly followed in the summer of 1887.<sup>3</sup> It is unclear whether this wharf was located on the west side of peninsula, at the location of the present shipyard, or on the south side of the peninsula, where Sparrows Point Channel leads to a small harbor. Because none of the hard materials required for steelmaking (e.g., ore, coking coal, and limestone) were present on site, ship access was a necessity for steel production to begin. Granite pilings from Port Deposit and sandstone from Virginia arrived on sailing vessels in such large quantities that a transfer slip was needed alongside the pier. The Wood brothers recorded the total cost for building the docks (which were constructed between 1887 and 1890) as \$91,971.30.<sup>4</sup>

Steel production began in 1890, a short three years after Frederick Wood first surveyed the site. Concurrently, ship production began, since the docks had been created to bring materials to build the works, and some extant buildings in the shipyard date to 1890.<sup>5</sup> Shipbuilders completed the first ship at Sparrows Point in 1891; 175 more were built by 1917.<sup>6</sup> Luther Bent, head of Pennsylvania Steel created a wholly-owned subsidiary called Maryland Steel Company of Baltimore County in June 1891. Frederick Wood was made President and was in charge of the steelworks, where he made significant strides in production efficiency by inventing the system of "casting on cars" that utilized railroad cars, and a stripping system that used hydraulic cranes to lift molds off steel. Rufus Wood was made General Agent and was in charge of the company town, which not only included company-owned rental houses and stores, but also schools, churches, and its own police force, all elements contributing to the fiscal success of the company. At this time, shipbuilding was a division of Maryland Steel rather than a separate entity, and shipbuilders could live in the company town alongside the steelworkers.<sup>7</sup> According to an undated map of the shipyard, attributed to the early 1900s (but marking the 1917 pierhead line), the town, with row houses, restaurant, school and general store, was located directly east of the shipyard,

<sup>1</sup> Barletta Industries- Sparrow Point Shipyard. "Shipyard History." <http://www.spshipyard.com/history.html> (accessed August 10, 2006). Historic maps consulted to confirm include Military map compiled by William Reynolds, Chief Engineer of 8<sup>th</sup> Army Corps, 1863 and Map of the City and County of Baltimore, Maryland from original surveys by J.C. Sidney, CE. Published by James M. Stephens, Baltimore, 1880.

<sup>2</sup> Mark Reutter. *Making Steel: Sparrows Point and the Rise and Ruin of American Industrial Might*. (Urbana: University of Illinois Press, 2004). 23-29.

<sup>3</sup> *Ibid*, 24-30.

<sup>4</sup> *Ibid*, 31.

<sup>5</sup> Plans of Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. Shipyard Archives.

<sup>6</sup> Barletta Industries- Sparrow Point Shipyard. "Shipyard History." <http://www.spshipyard.com/history.html> (accessed August 10, 2006).

<sup>7</sup> Reutter, 34, 38-39, 55-72.

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separated from the shipyard by a fence. At the north end of the Shipyard are two dormitories, a mess hall and shower, and nine Aberthaw Construction Company Barracks.<sup>8</sup>

In 1916 Charles Schwab's Bethlehem Steel purchased Pennsylvania Steel and its subsidiaries including Maryland Steel. Rufus Wood had died in 1909, and Frederick Wood accepted Schwab's offer to remain the general manager of the Sparrows Point operation. This purchase by Bethlehem Steel created a near monopoly for steel production in the Mid-Atlantic region, and, with the larger parent corporation, improvements were made to the shipyard, including extending the pierhead and bulkhead line 500 feet further into the river. When the United States entered World War I, work at the shipyard dramatically increased and a demand for additional housing arose. As a result, the United States Shipping Board Emergency Fleet Corporation (EFC), which had been formed a year previously, was additionally tasked with building housing for industrial workers. This was essentially the federal government's first entree into public housing.

Bethlehem Steel formed the Liberty Housing Company subsidiary in 1918 to work with the EFC to develop two projects: the primarily residential communities of Dundalk and St. Helena. These were two of thirty-six projects built by the EFC in the entire country, and the Dundalk and St. Helena communities housed shipbuilders and steelworkers.<sup>9</sup> Due to its federal funding, Dundalk was even given the nickname, Little Greenbelt, a reference to the similarly government established town located in Prince George's County, Maryland.<sup>10</sup> From 1917 to 1941, the Bethlehem-Sparrows Point Shipyard as it was now known, built 156 ships, and it seems that the Great Depression did not hit the shipyard.<sup>11</sup>

In 1941, Bethlehem Steel Company, Pennsylvania Corporation deeded 162 acres to Bethlehem-Sparrows Point Shipyard, Inc.<sup>12</sup> Between 1941 and 1945, Bethlehem-Sparrows Point Shipyard produced ships as part of the Lend-Lease Program of the U.S. Government, which allowed the U.S. to provide materials to the Allied nations (including United Kingdom, Soviet Union, and China). In 1941, the U.S. Maritime Commission established the thirteen-way Bethlehem-Fairfield Shipyard across Patapsco River from Sparrows Point within the boundaries of Baltimore City. The Sparrows Point Shipyard built 92 vessels including 24 C-type ships, 48 tankers, and 20 military ships between January 1939 and August 1945. The newly established Bethlehem-Fairfield Shipyard across the Patapsco built 493 ships during the same time period, consisting of 384 Liberty,

<sup>8</sup> According to their website, Aberthaw Construction is one of New England's longest operating general contracting and construction management firms since its founding in 1894. Aberthaw Construction.

<http://www.agenity.com/clientsites/92/index.cfm> (accessed September 14, 2006).

<sup>9</sup> Driscilla Null. *National Register of Historic Places Inventory-Nomination Form, Dundalk Historic District, Baltimore County/City*, 1983. Maryland Historical Trust Inventory.

[http://www.mdihp.net/cfm/dsp\\_display.cfm?previous\\_image+21](http://www.mdihp.net/cfm/dsp_display.cfm?previous_image+21) (accessed August 24, 2006).

<sup>10</sup> Robert Chidester. "A Historic Context for the Archaeology of Industrial Labor in the State of Maryland," no date. University of Maryland Center for Heritage Resource Studies.

<http://www.heritage.umd.edu/chrsweb/AssociatedProjects/chidesterreport/Chapter%20VII.htm> (accessed August 17, 2006).

<sup>11</sup> Tom Colton, "Bethlehem Steel Company, Sparrows Point MD, formerly Maryland Steel (1891-1916), Record of Pre-WWII Shipbuilding."

<http://www.coltoncompany.com/shipbldg/ussbldrs/prewwii/shipyards/atlantic/bethsparrows> (accessed September 14, 2006).

<sup>12</sup> Additional acreage was acquired by the Shipyard in 1945 and 1948. Deed dated June 3, 1941, recorded among the Land Records of Baltimore County, Maryland in Liber C.H.K. No 1185, Folio 130. Deed dated October 1, 1941 recorded Liber C.H.K. No. 1185, Folio 298. Deed dated Dec. 31, 1945 recorded in Liber R.J.S. 1418, Folio 412. Deed dated Dec. 31, 1948 recorded in Liber T.B.S. No. 1715, Folio 298. Real Estate Plan, Bethlehem Steel Company, Shipbuilding Division, Bethlehem Sparrows Point Shipyard, Inc. 1953. Shipyard Archives.

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79 Victory, and 30 military ships, the majority of which were for the Lend-Lease program.<sup>13</sup> The Lend-Lease program is significant for its contribution to the success of the Allied Troops, and the efforts of Bethlehem Steel, and its shipbuilding subsidiaries, played a major part in the program. Shortly after the U.S. formally entered the war, Bethlehem Steel had become the nation's top war contractor with orders exceeding \$1.3 billion in bomb casings, armor-piercing shells, gun forgings, airplane parts, and naval warships.<sup>14</sup>

In the post-war years, Bethlehem Steel converted the Bethlehem-Fairfield shipyard to a ship-scraping operation.<sup>15</sup> The Bethlehem-Sparrows Point Shipyard continued to build ships, and the steelworks continued to produce steel for everything from cars to tin cans. In 1956, the company town that the Wood brothers had built was torn down to make more room for furnaces.<sup>16</sup> In the 1970s, Bethlehem Steel significantly altered the shipbuilding process at Sparrows Point by building a large graving dock. The graving dock could allow much larger vessels to be built, and the smaller, inclined shipways became obsolete.

Bethlehem Steel sold the shipyard to Baltimore Marine Industries in 1997 after major restructuring. Baltimore Marine Industries declared bankruptcy in 2003 (as did Bethlehem Steel) and the shipyard was auctioned. SPS Limited Partnership, LLLP purchased and subsequently closed the shipyard.<sup>17</sup>

Currently, the 226-acre property is leased to several businesses and companies. The area once occupied by slips 2-5 is now a (metal) scrap processing yard, and ships dock at Wet Basin No. 1 to be taken apart and recycled by North American Ship Recycling. The graving dock is still in use by Senesco Marine of Rhode Island, which is currently building a 20,000-ton vessel for U.S Shipping Partners.<sup>18</sup>

### **Development of the Shipyard**

The first facilities constructed at the shipyard were the main office building (1890), Pier Nos. 1 and 2 (1890), Wet Basins Nos. 1, 2, and 3 (1890), Slip No. 3 (1890), Warehouse No. 1 (1892), Supply No. 2 and Pumphouse (1892), the Pipe Shop (1892), and the Restaurant Building (1893). Slip Nos. 4 and 5 were added in 1900. The next major building expansion corresponded with World War I (and the transfer of the shipyard to Bethlehem Steel), with the construction of 6 more slips, bringing the total to nine, and the accompanying headhouses. It was also during World War I that Piers No. 3 and 4, Wet Basin No. 4, and miscellaneous buildings such as the Air Compressor Building, Fuel Oil Tanks, Electric Shop, Machine Shop, Blacksmith Shop, Industrial Relations Office, and Toilets were each constructed. The Fabrication Shop, which is the largest building in the shipyard, was built in 1918, accompanied in the same year by the Fabrication Yard Office.

The World War II years brought additional expansion of facilities at the shipyard, along with extensive rebuilding and improvements of existing structures. At its height during World War II, the Shipyard employed between 26,000-30,000 men and women, with the vast majority men. Women were employed in production at the Bethlehem-Fairfield Shipyard across the Patapsco River in Baltimore City during the war, but not

<sup>13</sup> Tom Colton, "Bethlehem Steel Company, Bethlehem Fairfield, Baltimore, MD, Record of WWII Shipbuilding" <http://www.coltoncompany.com/shipbldg/ussbldrs/wwii/merchantshipbuilders/bethfairfield.htm> (accessed September 14, 2006).

<sup>14</sup> Reutter, 305.

<sup>15</sup> Tom Pelton. "Origin of vintage bombs focus of investigation State, military officials open criminal inquiry; Devices safely removed" [http://www.m1-garand.com/Info%20Pages/World\\_War\\_II\\_infopage46.htm](http://www.m1-garand.com/Info%20Pages/World_War_II_infopage46.htm) (accessed September 15, 2006).

<sup>16</sup> Reutter, iv.

<sup>17</sup> <http://www.spshipyard.com/history.html>. Also Maryland Department of Assessments and Taxation Real Property Data Search.

<sup>18</sup> <http://www.spshipyard.com/graphic.html>

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significantly at the Bethlehem-Sparrows Point Shipyard. The female workers at Bethlehem-Fairfield were laid off following V-J Day in 1945.<sup>19</sup> A form from the U.S. Public Health Service dated October 29, 1942 and found in the shipyard archives calculated the numbers of service building facilities (wash basins, toilets, urinals, showers, and retiring rooms, and bed or couches) needed for 400 employees; by their own estimates, more than 250 of these employees were women. A set of shipyard plans from the early 1950s shows substantially fewer women's restrooms than men's, and the men's toilets and locker rooms continued to be segregated by race. The women's restrooms are located in administrative buildings, and no lockers were dedicated to women in this era.

The great quantity of archival plans in the Shipyard archive provide insights to the social and labor history of the shipyard that is not visible in the current underutilization of the structures. Similarly, these records document the changes in the use of space over time, reflecting the changes of industrial and technological improvements.

Modern additions have been minimal since the peak of production during World War II. The post-war addition of buildings are limited to a substation in 1954, a diesel repair garage between 1954 and 1957, a concrete service building in 1968, and the aluminum Panel Shop in 1969. These buildings are relatively small and are located on the periphery of the property. The graving dock, also located on the periphery of the property, was built in 1970 and probably was the result of a change the kind of ship in demand rather than the cause of the abandonment of the original shipways. The older shipways, Nos. 2-5, have been demolished and the now flat ground serves as the scrap-processing yard. Shipways Nos. 6-10 are still extant and create a unique landscape, where the roofs of the head houses slope downward to the water, alternating with the sections of ground that gradually rise to make a wall at the water. Virtually no buildings have been added since 1970.

The landscape remains a high level of integrity. The flatness of the Sparrows Point peninsula was one of the reasons Frederick Wood chose it as the site of the steelworks. The size of the peninsula has expanded since its agricultural past, and the non-water acreage of the Shipyard grew over time. The major buildings of the shipyard were completed by 1920, and with the exception of the Panel Shop, the skyline has remained in tact. Another important aspect of the landscape is the vast array of narrow-gauge railroads that run throughout the shipyard property.<sup>20</sup> These lines literally show the connection between the buildings and piers, and in many cases, crane runways run parallel to the train tracks, reinforcing the connections of the processes that occurred at the site. Five of the nine Shipways, best described as a landscape feature, remain intact, fully showing the space in which ships were built. The Shipways are a rare historic landscape resource because they are only found in order shipyards; modern technology has made them obsolete. Because the graving dock, another interesting landscape feature, more or less replaced the usefulness of the Shipways, the Shipways have fallen into disrepair in the last thirty-five years, resulting in the demolition of the first four to make way for the scrap processing yard. As a district, the Sparrows Point Shipyard has much to share about the process of shipbuilding during the industrial era. It plays a significant role in the social and labor history of the Baltimore region, as well as its important role in providing ships in World War II that led to the Allied Nation defeat of the Axis Powers. Because of its significance to local, regional, national and international history, and well as being a place of a defined process, it is recommended eligible for the National Register of Historic Places under Criteria A and C.

Prepared by: Rebecca Howell Crew, The Ottery Group, Inc.

Date Prepared: 11/15/2006

<sup>19</sup> Reutter, 360.

<sup>20</sup> In 1953, Baltimore Transit Company, Bethlehem Steel Company, the U.S. Maritime Commission, and the Bethlehem-Sparrows Point Shipyard, Inc owned separate railroad lines within the shipyard. Plans of Bethlehem-Sparrows Point Shipyard, Inc.,

Sparrows Point Shipyard District, BA-3208  
600 Shipyard, Sparrows Point, MD  
1890-1970  
Private

The Sparrows Point Shipyard was originally constructed in 1889 by the Maryland Steel Company, which became part of Bethlehem Steel Corporation in 1916. The first ship was completed in 1891, and shipbuilding at this site continued until the early 1990s. At its peak productivity during World War II, the shipyard employed between 26,000 and 30,000 people. Since the early 1990s, the function of the operation has been exclusively related to the dismantling and scrapping of a wide variety of ships.

The shipyard property includes 226 acres, which includes 76 acres of water and the remainder contained on the land along the western side of Sparrows Point. The piers, wet basins, and shipways differentiate this landscape from other parts of Sparrows Point and other industrial sites. Large industrial buildings represent a long time frame of ship production features of the site. Many buildings dating from the late nineteenth century remain on the site, including the administrative buildings and the newest additions are from the 1970s. Because the buildings that have not been demolished over the years have generally remained in use, they have many additions and alterations, but the landscape remains a high level of integrity.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-3208

## 1. Name of Property

(indicate preferred name) Sparrows Point Shipyard District

Historic Bethlehem- Sparrows Point Shipyard

other

## 2. Location

street and number Shipyard Road \_\_ not for publication

city, town Baltimore \_\_ vicinity

county Baltimore County

## 3. Owner of Property

(give names and mailing addresses of all owners)

name SPS Linted Partnership LLLP and SPS 35 LLC

street and number 600 Shipyard Road telephone 410-477-7657

city, town Baltimore state MD zip code 21219-1023

## 4. Location of Legal Description

courthouse, registry of deeds, etc. Land Records of Baltimore County liber 24020 folio 711

city, town Towson tax map 10 tax parcel 464 tax ID number 1502024100

## 5. Primary Location of Additional Data

- Contributing Resource in National Register District  
 Contributing Resource in Local Historic District  
 Determined Eligible for the National Register/Maryland Register  
 Determined Ineligible for the National Register/Maryland Register  
 Recorded by HABS/HAER  
 Historic Structure Report or Research Report at MHT  
 Other: \_\_\_\_\_

## 6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	25
<input type="checkbox"/> site		<input type="checkbox"/> domestic	1
<input type="checkbox"/> object		<input type="checkbox"/> education	10
		<input type="checkbox"/> funerary	1
		<input type="checkbox"/> government	37
		<input type="checkbox"/> health care	8
		<input checked="" type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			<b>Number of Contributing Resources previously listed in the Inventory</b>
			0

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## 7. Description

Inventory No. BA-3208

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### Condition

excellent       deteriorated  
 good             ruins  
 fair                altered

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

Sparrows Point Shipyard is a 226.4-acre parcel, 150 acres of which are upland, located on the west side of the Sparrows Point Peninsula, facing Bear Creek and the Patapsco River. Though no longer functioning as a shipyard, all the structures necessary for building steel ships remain. The shoreline is composed of four active piers, the relics of five shipways and accompanying head houses, and a large graving dock. The industrial buildings, ranging in date from 1890 to 1970, occupy nearly one million square feet. The buildings show signs of additions over the century that ships were built there; the current owner leases some of the buildings and facilities to other companies, and a boat is being constructed in the graving dock. However, the general feeling of the place is that of the end of an era. The space is under-utilized and activity is slow, symbolized by the two towering cranes disassembling de-commissioned ships for recycling and small bull-dozer sorting the scraps of metal.

The following paragraphs describe the buildings and landscape of the shipyard, following the current path of circulation through the property, generally from north to south. Please refer to Figures 2 and 11, as well as the attached topographical map, in addition to this written description.

If arriving by land, one enters the property at the Main Gate and the north end of the yard. The gate house consists of a small trailer. The north yard consists of the large 193,000 square-foot Warehouse No. 65 (the combination of the former Warehouse No. 2 built in 1940 and No. 3, built in 1942), and the smaller Warehouses No. 5 (built 1944, and formerly the Joiner and Storage Building) and Warehouse No. 6 (built between 1953 and 1954). The warehouses are constructed of steel, concrete, and metal. Former parking lots are located to the north and east of these warehouses. The ground at the shipyard is covered in gravel and vehicle routes are not marked, only guided by the presence buildings, fences, and water. Heading south from the gate, the path of circulation runs along the east side of the parking lots and along the east side of the warehouse complex. At the south end of Warehouse 65, the path turns right and heads west between the south side of Warehouse 65 and the north side of the brick, concrete, and steel Electrical Shop, built 1917, and the Sheet Metal Shop of 1939 (constructed with metal, concrete, brick and steel). Then the path turns left and begins heading south again, to the east of the Storage Building associated with the warehouse complex and to the west of the Electrical Shop and Sheet Metal Shop. The brick Blacksmith Shop dating to 1918-1920 shares the orientation and setback with the Electrical Shop and Sheet Metal Shop, but the large size of the Machine Shop requires the path to curve slightly to the west again.

The Machine Shop was originally built in 1916, and was added to in 1942 by the US Maritime Commission, so the building was jointly owned by the Shipyard and the US Government. Its length is 531 feet, its width is 225 feet, and its height is 86 feet, with three levels combining to make approximately 120,000 square feet. It is constructed with steel, concrete, masonry, and corrugated iron, with the façade being brick, and the form being five bays wide, with a tall central bay, flanked by two sets of shorter sides. The Machine Shop is located opposite of Piers 3 and 4; the Riggers Building, Outfitting Building, and Pipe Fitting Shop formerly located between the piers and the Machine Shop no longer exist.

Piers 1 and 2, located to the south of Piers 3 and 4, were built in 1890, making them original features of the shipyard. Piers 3 and 4 were built in 1919, after Bethlehem Steel purchased Maryland and Pennsylvania Steel. Pier 2 is quite short, but the other three piers are over 1,000 feet in length. Railroad lines were laid on all four piers, and wet basins are located between the piers. Opposite Wet Basin No. 3 is the building now called the Combined Services Building, but previously called the Boiler Shop.

The Boiler Shop dates to 1898 with several additions, and has a gable roof with shorter shed roofs on each side. It has construction of steel, concrete, brick, corrugated iron, and wood.

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The Pipe Shop also dates to 1892. It is located between Piers 1 and 2, south of Wet Basin No. 3, north of Wet Basin No. 1, and east of Wet Basin No. 2. The Pipe Shop, constructed with wood concrete, metal, and steel, has a three-bay form of gable roof, topped by a monitor, and shorter shed roofs running along each side.

The Scrap Processing Yard fills the place once occupied by Shipways 2-5. One of the tall cranes stands where the Paint Shop and the Clock House formerly stood. Shipways 6-10 and their accompanying head houses are still standing, but they are vacant and deteriorating. The extant shipways are each about 600 feet long, constructed with concrete piles over wood piles. Railroad tracks ran between each shipway, and crane runways allowed the cranes to move back and forth along the shipways, over the railroad tracks. The head houses, located on the east end of the shipways, served as offices, tool rooms, locker rooms and toilets, boiler rooms, and storage. The landscape of the alternating slipways and railways is a unique feature found only in older shipyards.

Opposite the Scrap Processing Yard is the Fabricating Shop, which is oriented north-south, unlike the majority of buildings in the yard that run east and west. The concrete, steel, wood, and masonry-constructed Fabricating Shop was built in 1918, with the mold loft added to its top in 1919. The four levels of the Fabricating Shop total 172,000 square feet, with overall dimensions being 739 feet long, 162 feet wide, and 66 feet high.

To the north and west of the Fabricating Shop are the buildings that formed the administrative center of the Shipyard, where the employees were more clerical and managerial than laboring. To the north of the Fabricating Shop is the Main Office Building, dating to 1890. As one of the original buildings, it continues to serve as the Main Office building for the site. The building is brick, with a gable roof, with decorative brackets on it. It has had several additions over the years. To the north of the Main Office Building is the Industrial Relations Building, built in 1918 and added to in 1942; the building served as a health clinic. The Superintendent's Building (formerly known as the Fabricating Yard Office) is a one-story structure built in 1918 and located directly to the north of the Fabricating Shop. To the north of the Superintendent's Building is the two-story brick building now called the Carpenter Shop, but formerly referred to as Supply No. 2 and Pump House. Classrooms, a conference room, and offices were located in this building, and now the shipyard archives are located in one of the former classrooms. Warehouse No. 1, dating from 1892, is located between the Carpenter Shop and the Boiler Shop.

One of the newer buildings in the yard is the ell-shaped, metal-sided Panel Shop. It was designed in 1969 and located to the south of the Fabricating Shop. Tucked in between the Panel Shop and the Fabricating Shop are several small buildings, including a Generator building dating to 1939, a Diesel Repair building dating to 1945, and an Air Compressor building dating to 1915. The 1944 Mold Storage building is located directly to the south of the Panel Shop.

The Blast and Paint Building located at the southwest corner of the property, dates to c. 1970. It is a corrugated metal building. The blue CMU-block Service Building, labeled as the S. Tool Room, was designed in 1968 and built shortly thereafter, most-likely in preparation of the construction of the graving dock, which is located to the south of the service building. The brick No. 6 Substation, built in 1954, is also at the south end of the yard. The graving dock, built in 1970, is a large concrete depression that works with walls that lift up for water to enter so that ships can enter the river or be taken out of the water to be repaired.

# 8. Significance

Inventory No. BA-3208

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input checked="" type="checkbox"/> community planning		<input checked="" type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input checked="" type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** 1890, 1916, 1941-1945

**Architect/Builder**

**Construction dates** Primarily 1890- 92, 1916-20, 1940-44

Evaluation for:

National Register

Maryland Register

not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

See DOE Form.

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## 9. Major Bibliographical References

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Inventory No. BA-3208

Null, Druscilla. "National Register of Historic Places Inventory-Nomination Form: Dundalk Historic District." Dundalk, MD: 1983.

Plans of Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland, Bethlehem Steel Company Shipbuilding Division, 1953 revised 1954.

Reutter, Mark. *Making Steel: Sparrows Point and the Rise and Ruin of American Industrial Might*. Urbana, IL: University of Illinois Press, 2004.

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## 10. Geographical Data

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Acreage of surveyed property 226.4

Acreage of historical setting 226.4

Quadrangle name Sparrows Point

Quadrangle scale: 7.5

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### Verbal boundary description and justification

The Sparrows Point Shipyard District consists of the entire 226.4-acre property owned by SPS Limited Partnership LLLP and SPS 35 LLC.

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## 11. Form Prepared by

---

name/title	Rebecca Howell Crew/Architectural Historian		
organization	The Ottery Group, Inc.	date	11-15-06
street & number	1810 August Drive	telephone	301-562-1975
city or town	Silver Spring	state	MD

The Maryland Inventory of Historic Properties 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  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

Resource Count: Sparrows Point Shipyard District (BA-3208)

Contributing Buildings

1. Headhouse 6 (1917)
2. Headhouse 7 (1917)
3. Headhouse 8 (1917)
4. Headhouse 9 (1917)
5. Headhouse 10 (1917)
6. Pipe Shop (1892)
7. Fabricating Shop (1919)
8. Warehouse 5 (1944)
9. Warehouse 6 (1953-54)
10. Warehouse 65 (formerly Warehouses 2 and 3) (1940-1942)
11. Shipyard Office Building (1890)
12. Electrical Shop (1917)
13. Sheet Metal Shop (1939)
14. Combined Services Building (Boiler Shop) (1898)
15. Carpenter Shop (Supply No. 2 and Pump House) (1892-1944)
16. Industrial Relations Building (1918)
17. Superintendent's Building (Fabricating Yard Office)
18. Blacksmith Shop (1918-20)
19. Machine Shop (1916)
20. Warehouse No. 1 (1892)
21. Generator Building (1939)
22. Diesel Repair (1945)
23. Air Compressor Building (1915)
24. Mold Storage (1944)
25. No. 6 Substation (1954)

Contributing Site

1. Shipways

Contributing Structures

1. Pier 1 (1890)
2. Pier 2 (1890)
3. Pier 3 (1919)
4. Pier 4 (1919)
5. Wet Basin 3
6. Water Tower
7. Crane south of Pipe Shop
8. Crane west of Service Building
9. Crane south of Service Building
10. Crane on west side of Fabricating Shop

Contributing Objects

1. Train tracks

Non-Contributing Buildings

1. Service Building (1968)
2. Blast & Paint Building (1970)
3. Panel Shop (1969)
4. Gate house trailer (temporary c. 2000)
5. Garage (south of Warehouse 65)
6. Storage Building

Non-Contributing Site

1. Scrap-Processing Yard

Non-Contributing Structure

1. Lights east of graving dock

BA-3208

For Photographic Documentation of the Service Building, please find Photographs 33-34 of the Sparrows Point Shipyard District.

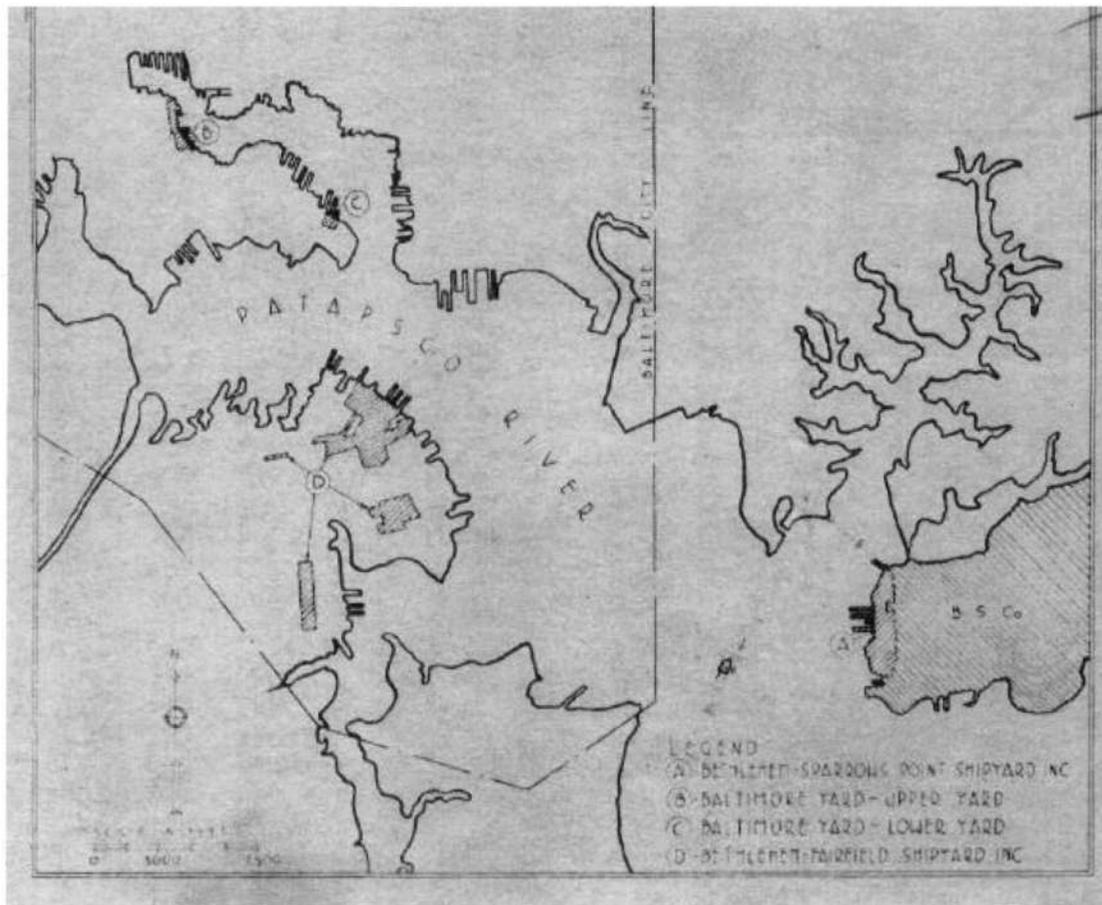


Figure 1. Map of Patapsco River. From Plans of Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. (Cover). Shipyard Archives.

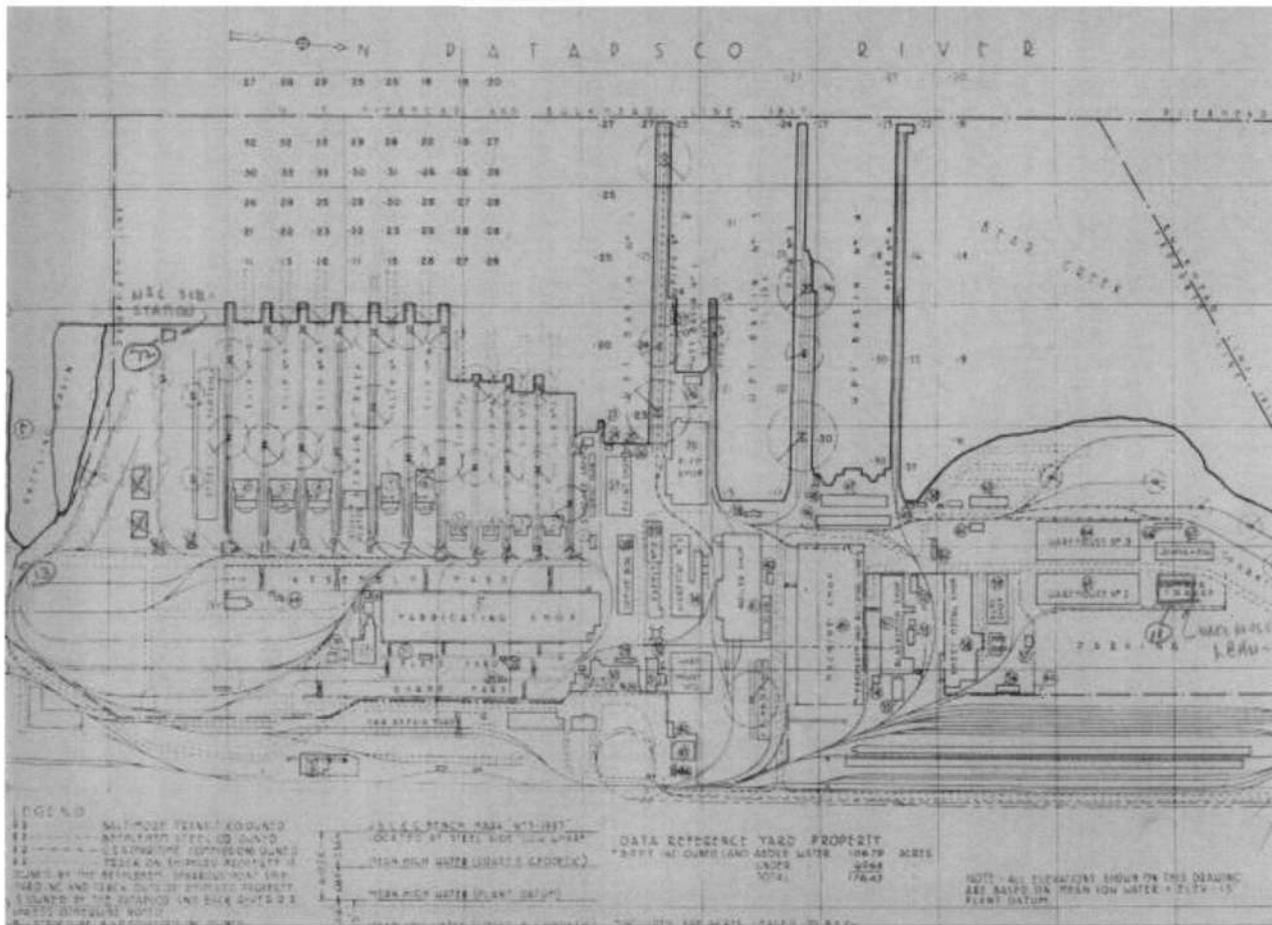


Figure 2. General Plan, Bethlehem Steel Company. From Plans of Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. (Sheet 1). Shipyard Archives.



Figure 3. Key to General Plan. From Plans of Bethlehem-Sparrows Point Shipyards, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. (Sheet 1). Shipyards Archives.

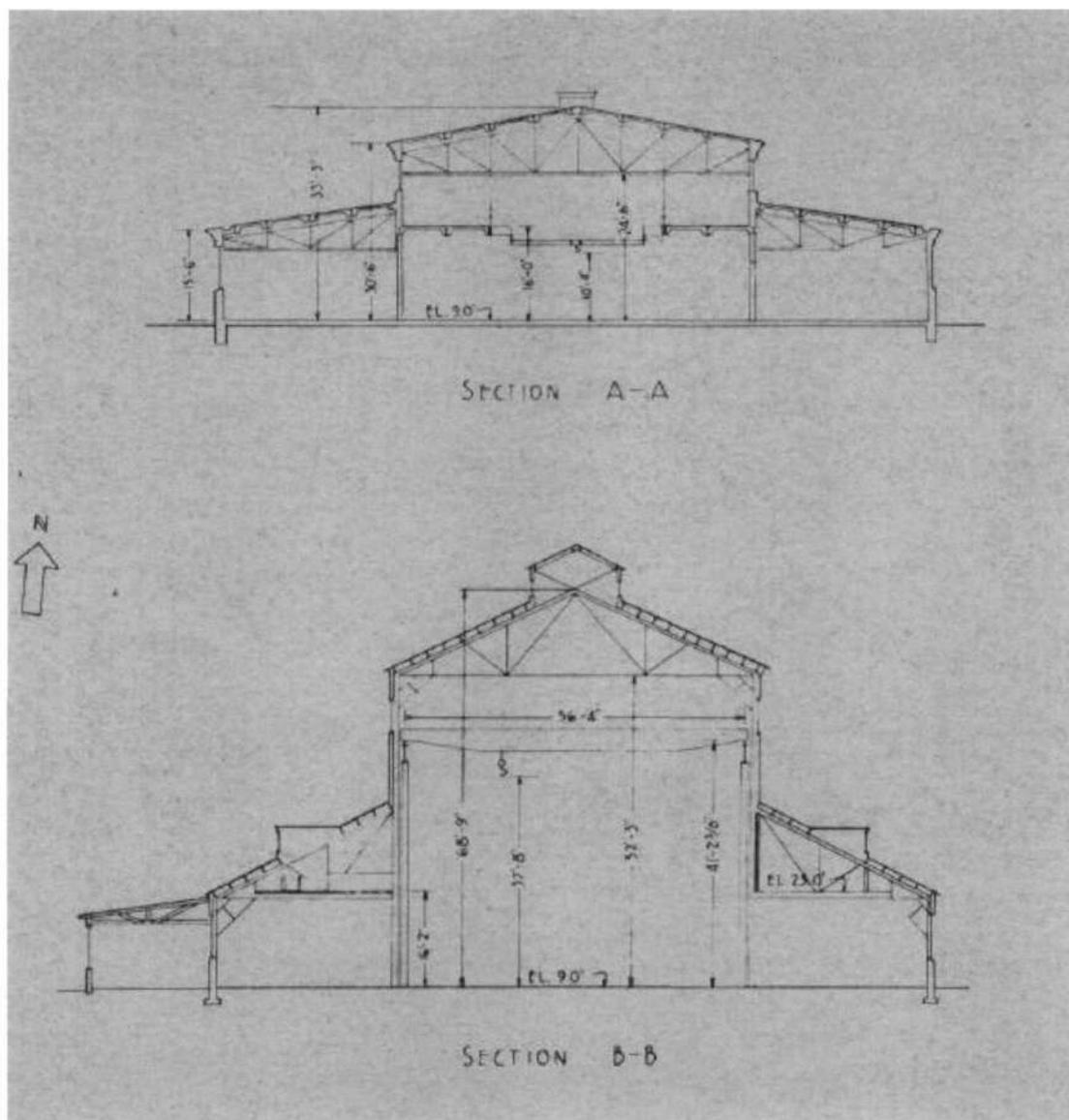


Figure 4. Pipe Shop Sections. From Plans of Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. (Sheet 29). Shipyard Archives.

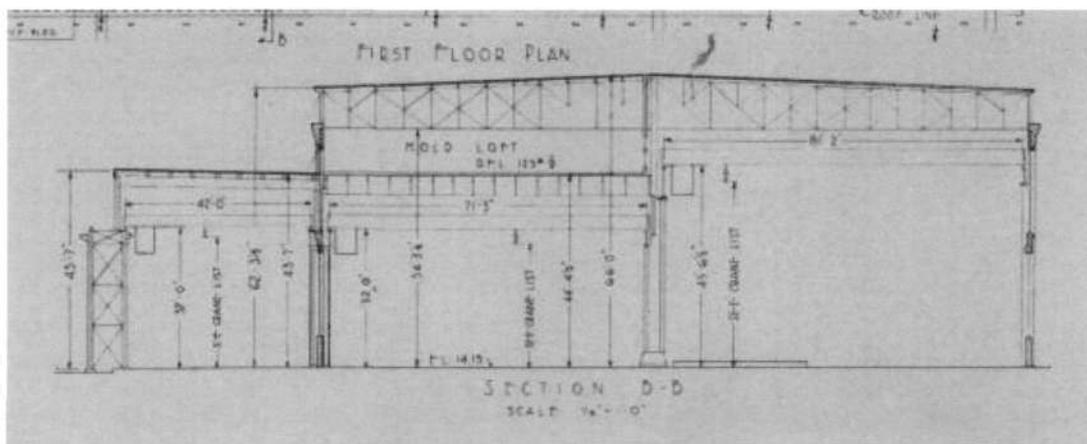


Figure 5. Fabricating Shop, Section. From Plans of Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. (Sheet 19). Shipyard Archives.

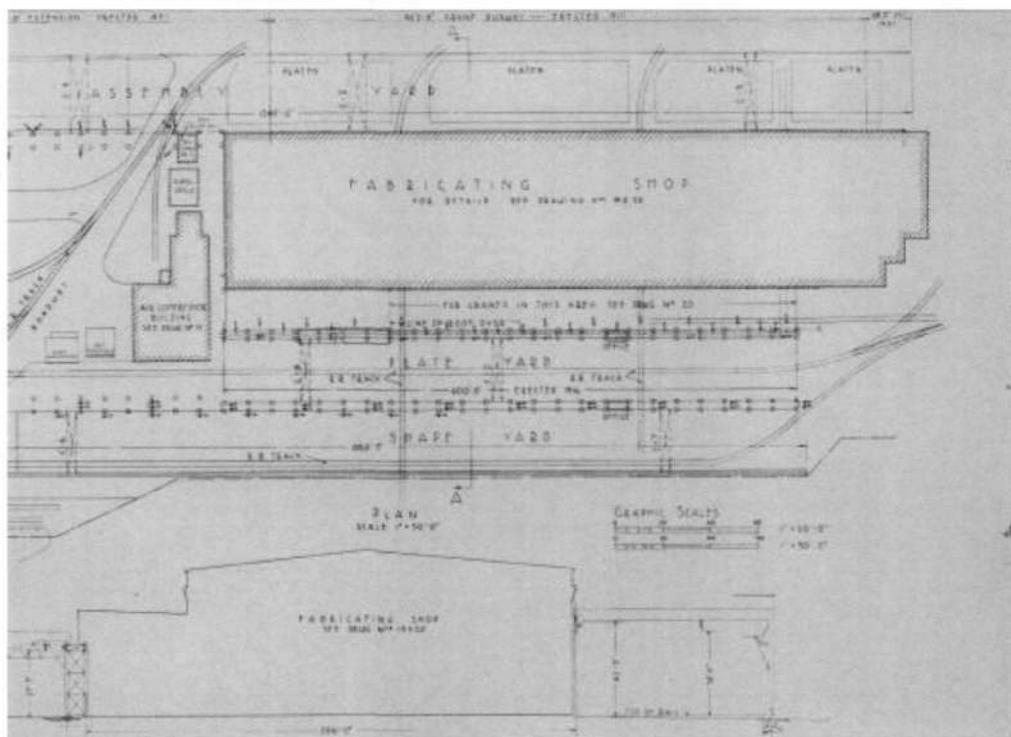


Figure 6. Fabricating Shop Yard, Plan and Section. From Plans of Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. (Sheet 21). Shipyard Archives.

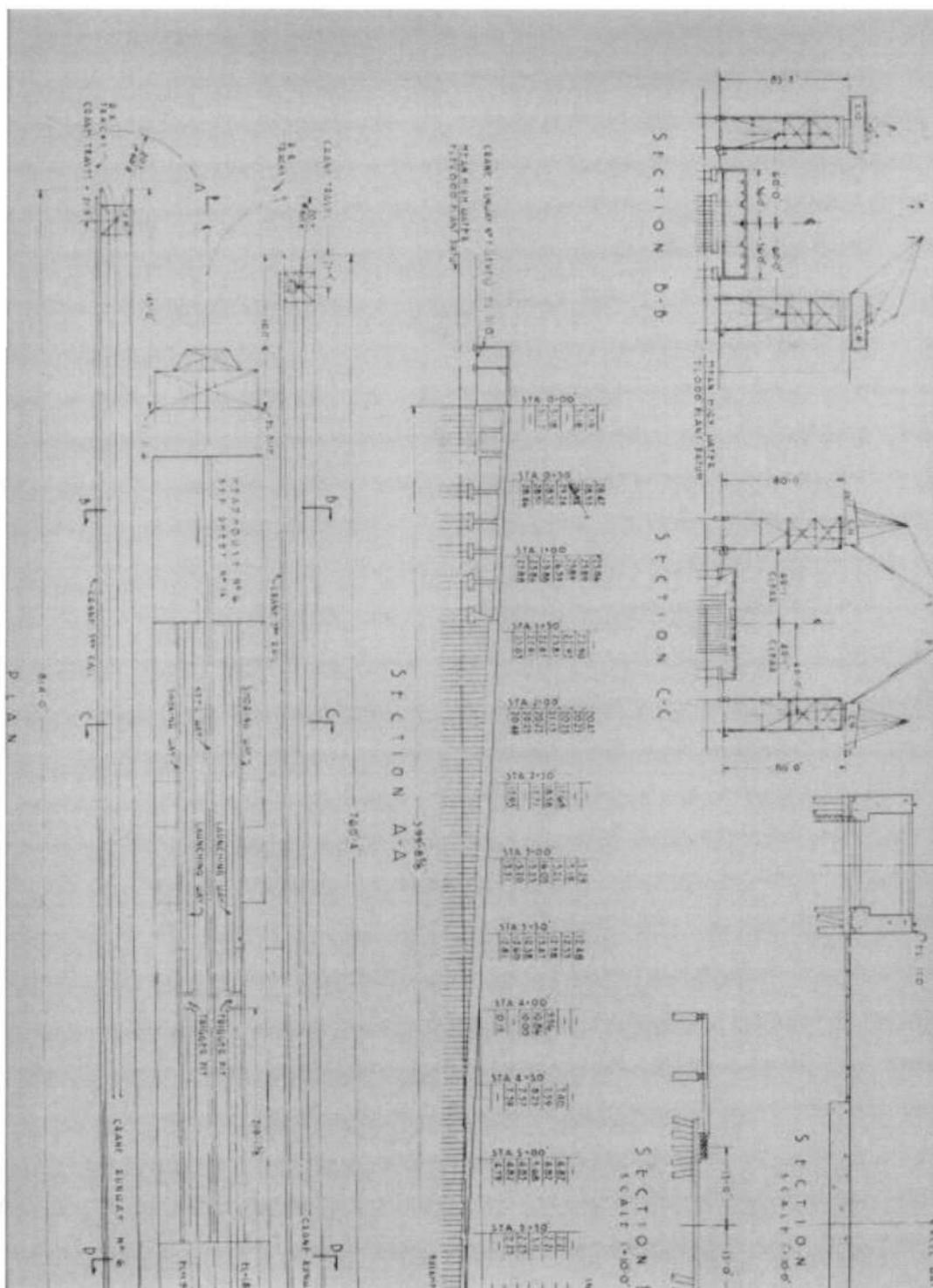


Figure 7a. Building Slip No. 6 Plan, Sections, and Details. From Plans of Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. (Sheet 8). Shipyard Archives.

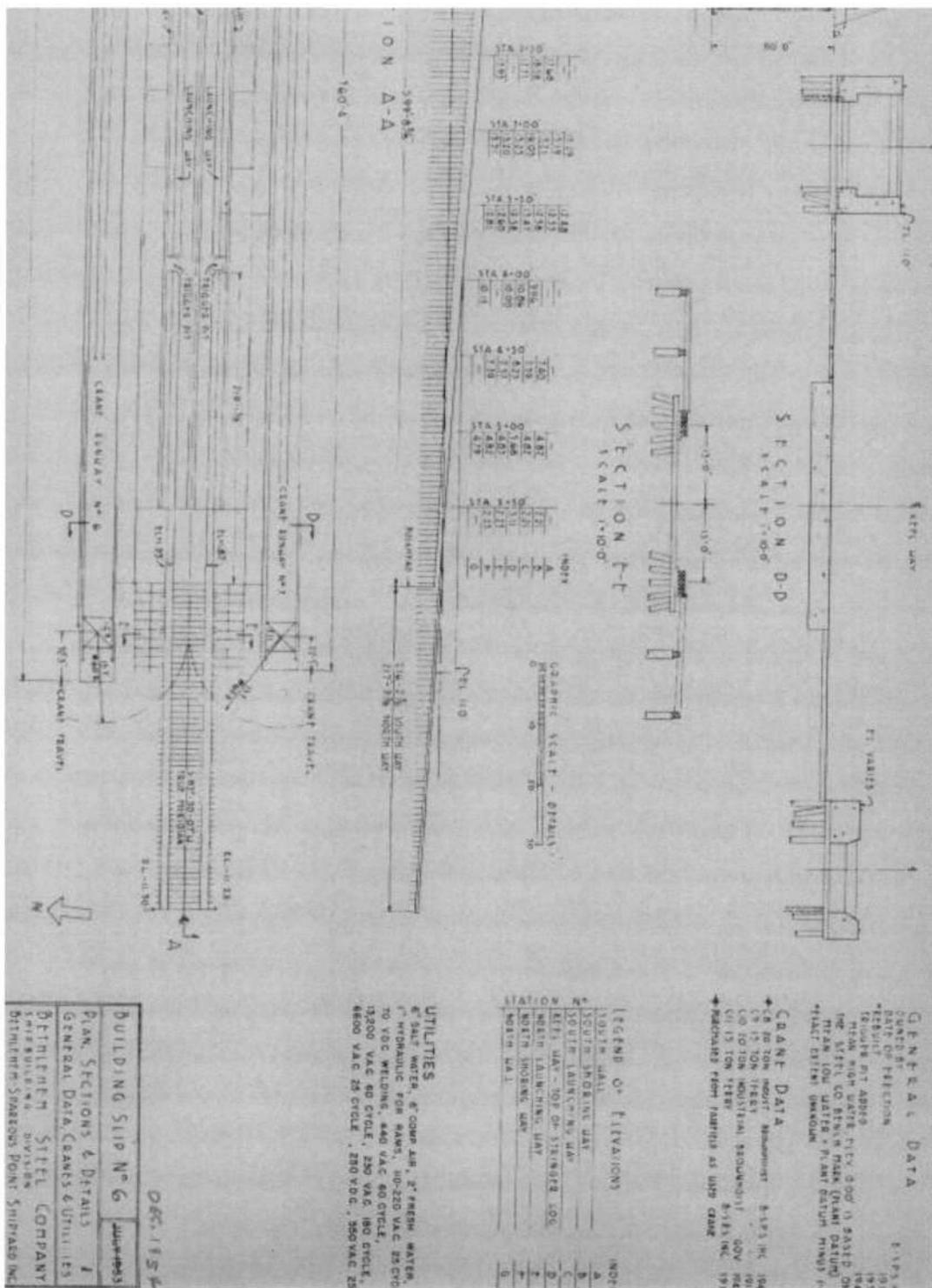


Figure 7b. Building Slip No. 6 Plan, Sections, and Details. From Plans of Bethlehem Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. (Sheet 8). Shipyard Archives.

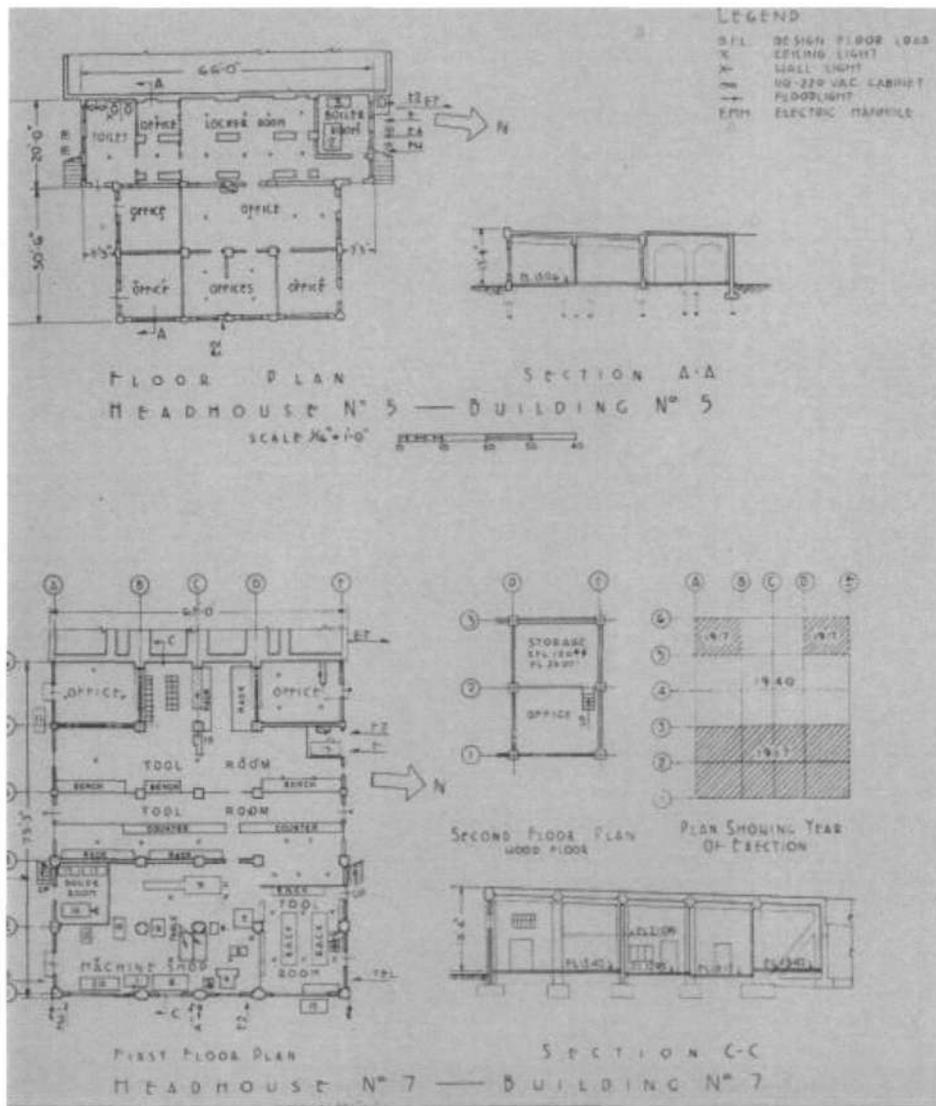


Figure 8: Floor Plan and Section, Headhouse No. 5 and Floor Plans and Section, Headhouse No. 7 From Plans of Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. (Sheet 13). Shipyard Archives.

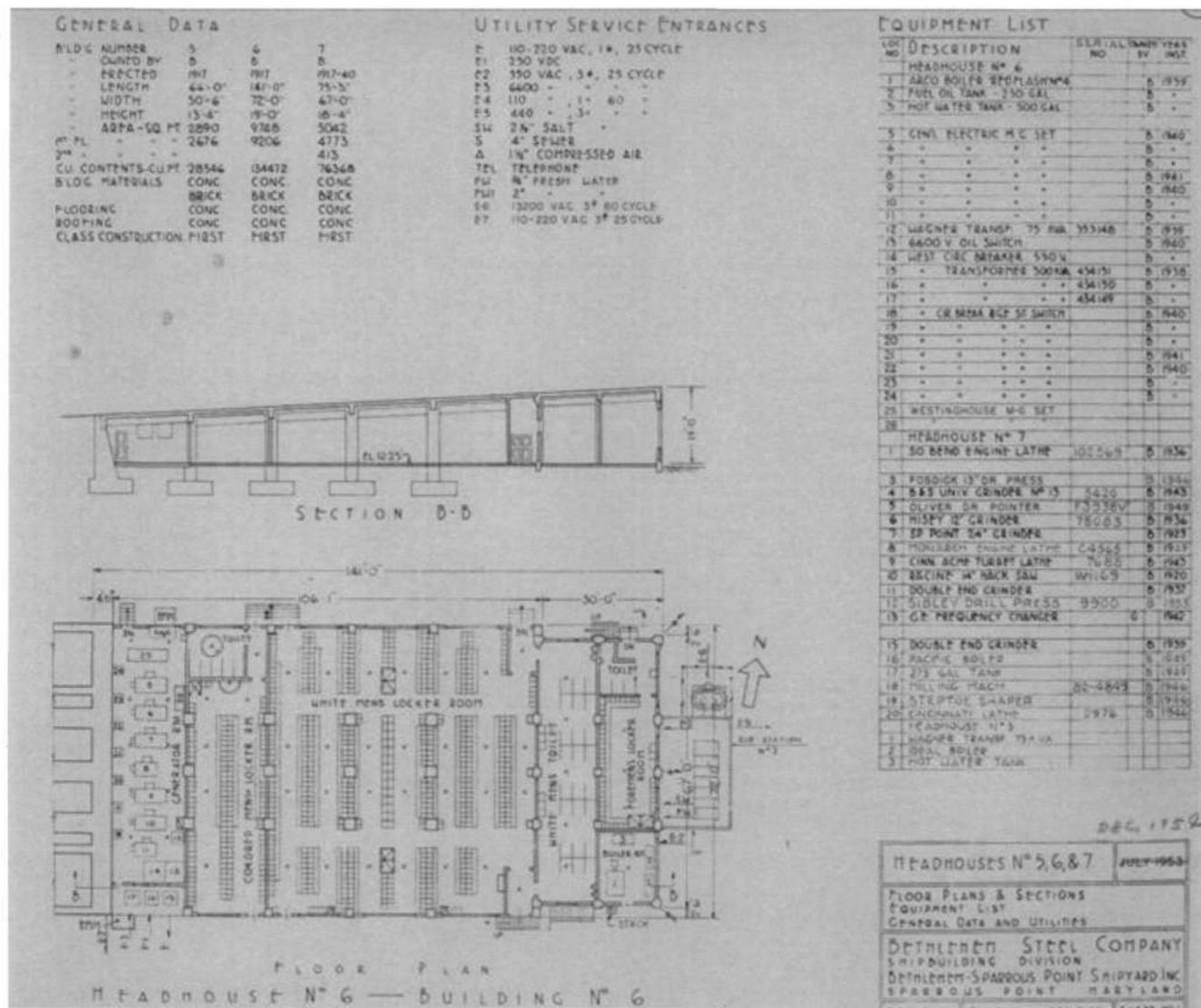


Figure 9: Section and Floor Plan, Headhouse No. 5 From Plans of Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. (Sheet 13). Shipyard Archives.

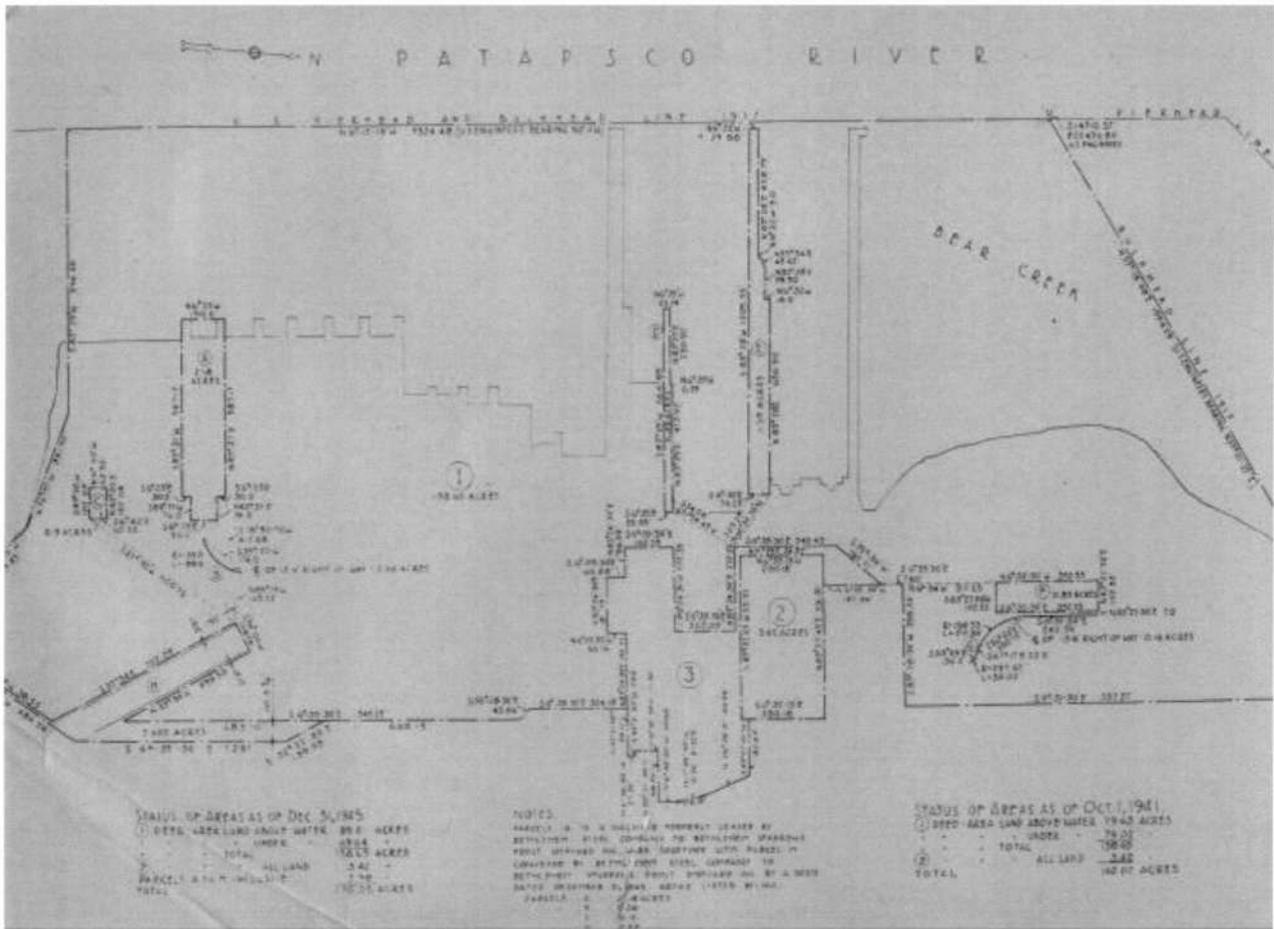


Figure 10: Real Estate Plan. From Plans of Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Bethlehem Steel Company Shipbuilding Division, 1953. (Sheet 59). Shipyard Archives.

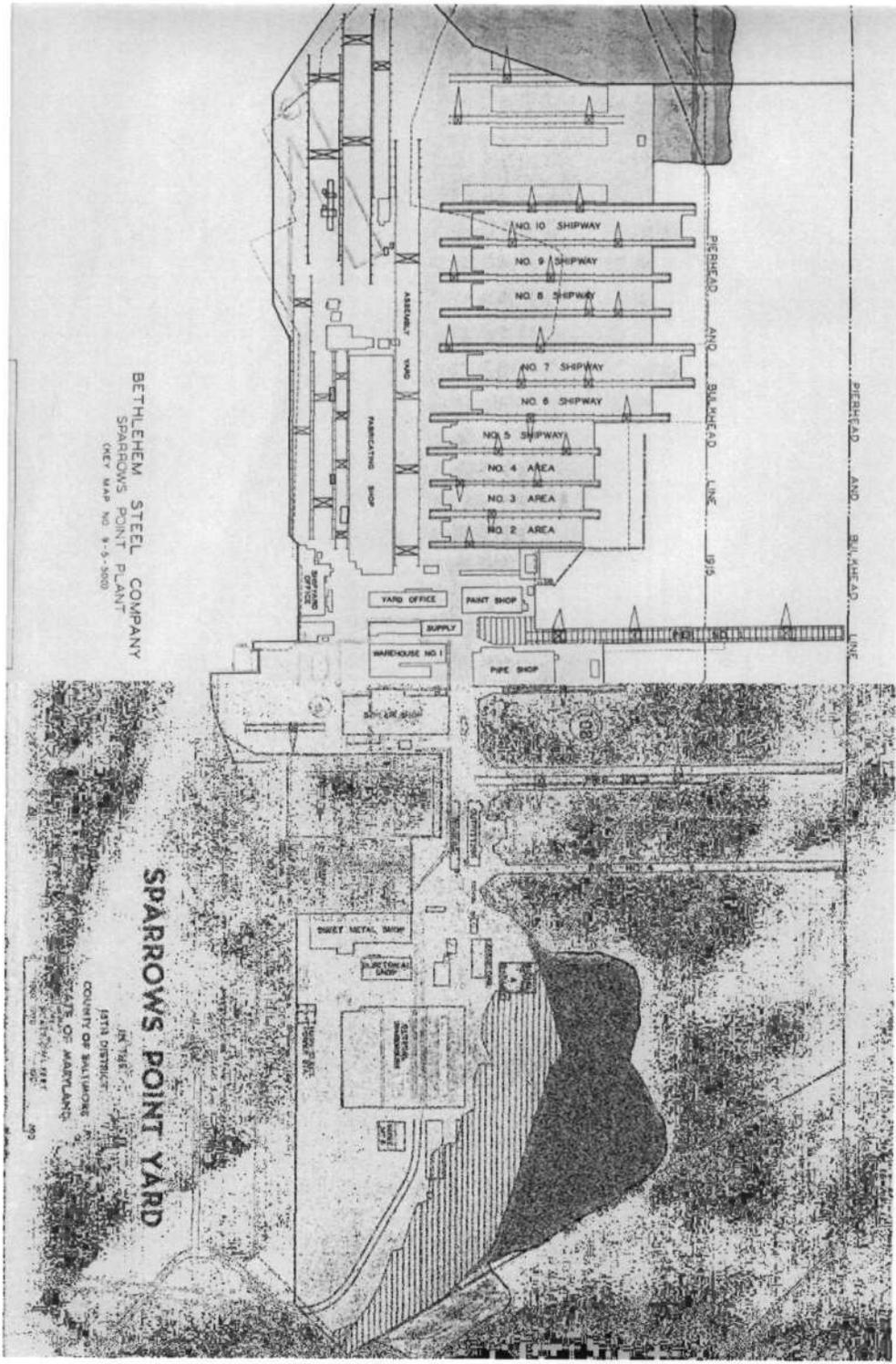


Figure 11: Sparrows Point Yard in the 15<sup>th</sup> District, County of Baltimore, State of Maryland. Shipyard Archives.

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1. Fabricating Shop, Center West side looking South. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. March 26, 1945. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.
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19. Exterior of Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. October 1, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.
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29. Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. August 8, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.
30. Mold loft on top of Fabrication Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. August 16, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.
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34. Air Compressor Room. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. March 23, 1951. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.
35. Air Compression Room, Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. March 23, 1951. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.
36. Sandblasting Dept. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. February 8, 1952. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.
37. Sandblasting Dept. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. February 8, 1952. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.
38. Fabricating Shop Lay-Out Shed. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. October 14, 1952. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.
39. Way 9. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. October 15, 1952. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.
40. Electrical Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. October 5, 1953. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.
41. Graving Dock. Bethlehem-Sparrows Point Shipyard. August 31, 1970. Photo By: Francis DiGennaro, 5805 Chinquapin Parkway, Balto. 12, MD. Original in Shipyard Archives.
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Historic Photographs  
Sparrows Point Shipyard  
BA-3208



288. SHIP WEST SIDE LOOKING SOUTH

Fabricating Shop, Center West side looking South. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. March 26, 1945. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

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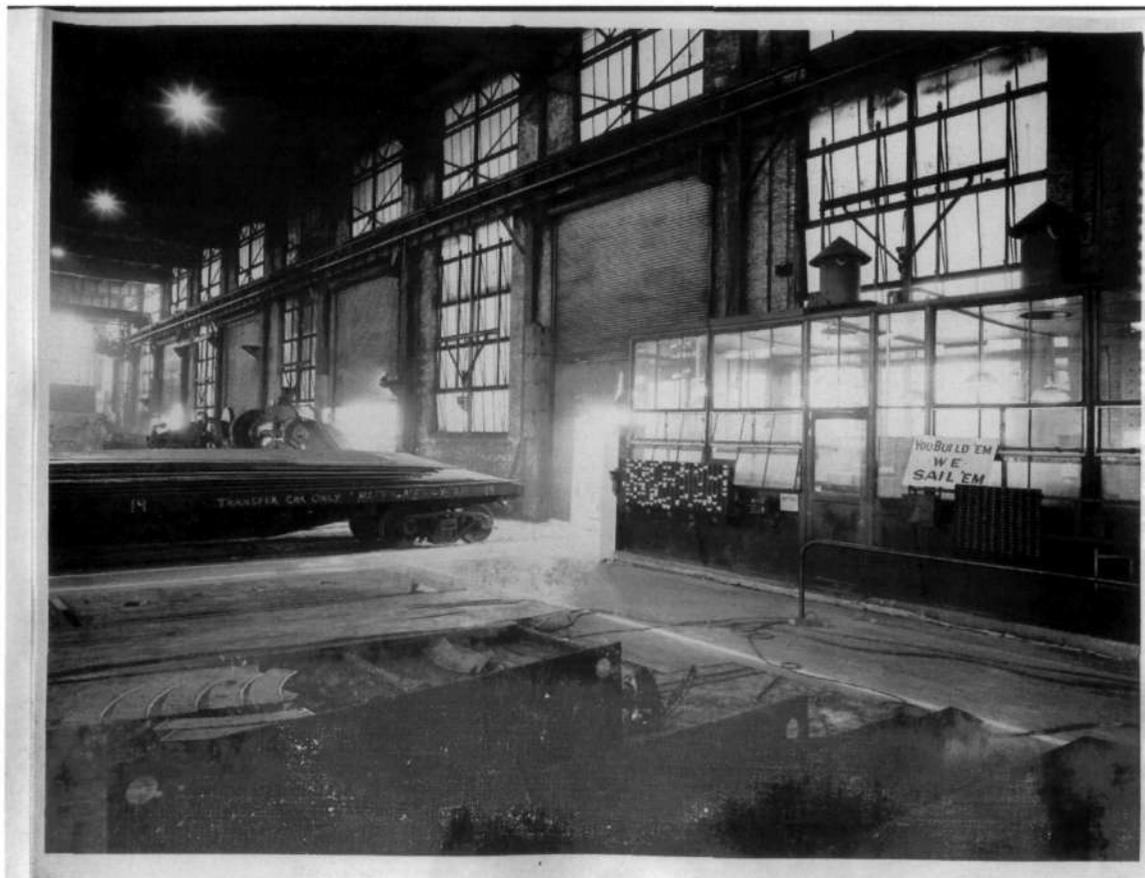
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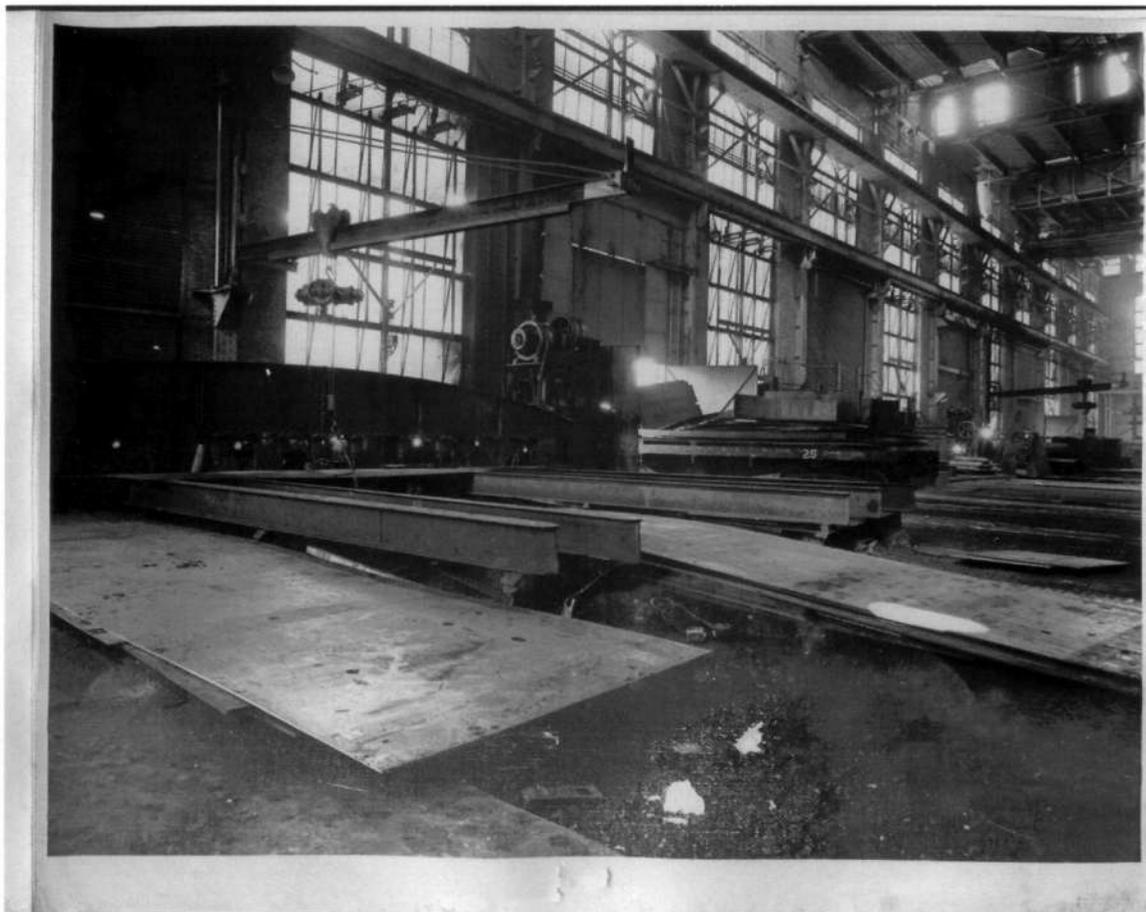
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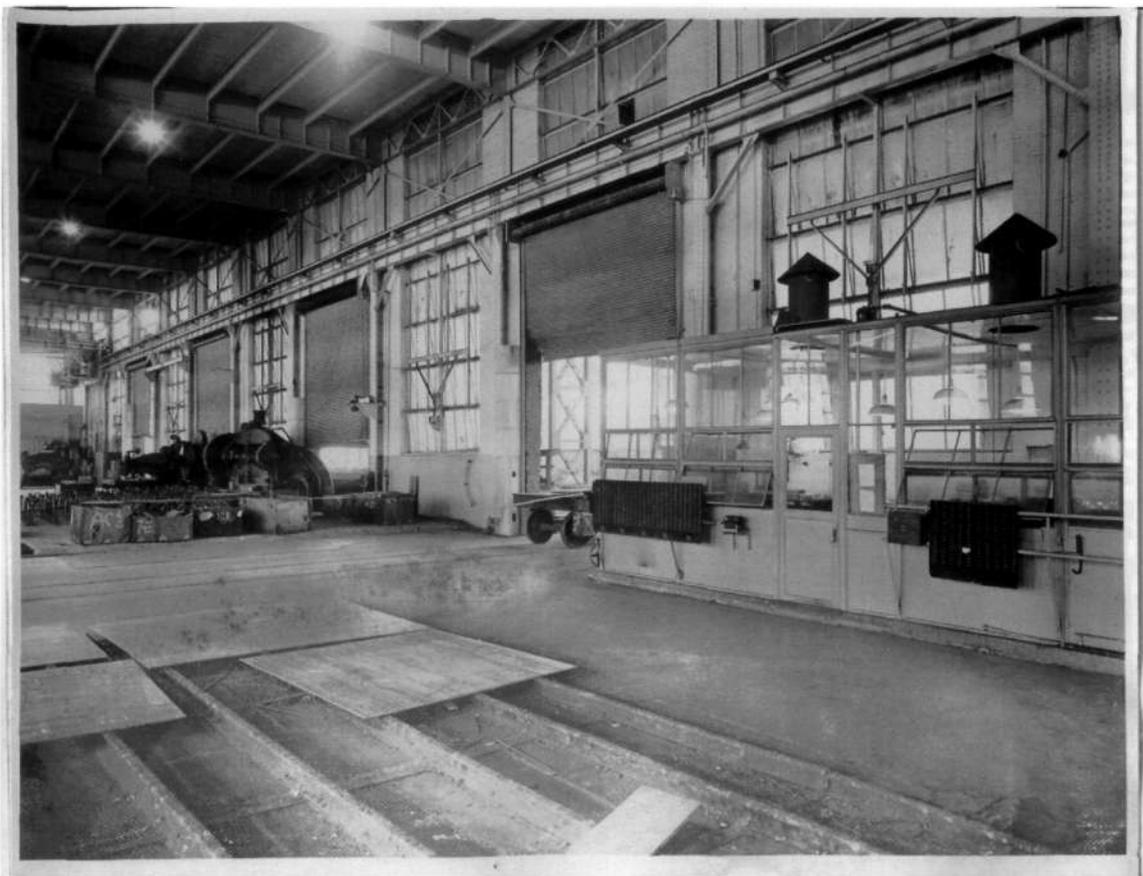
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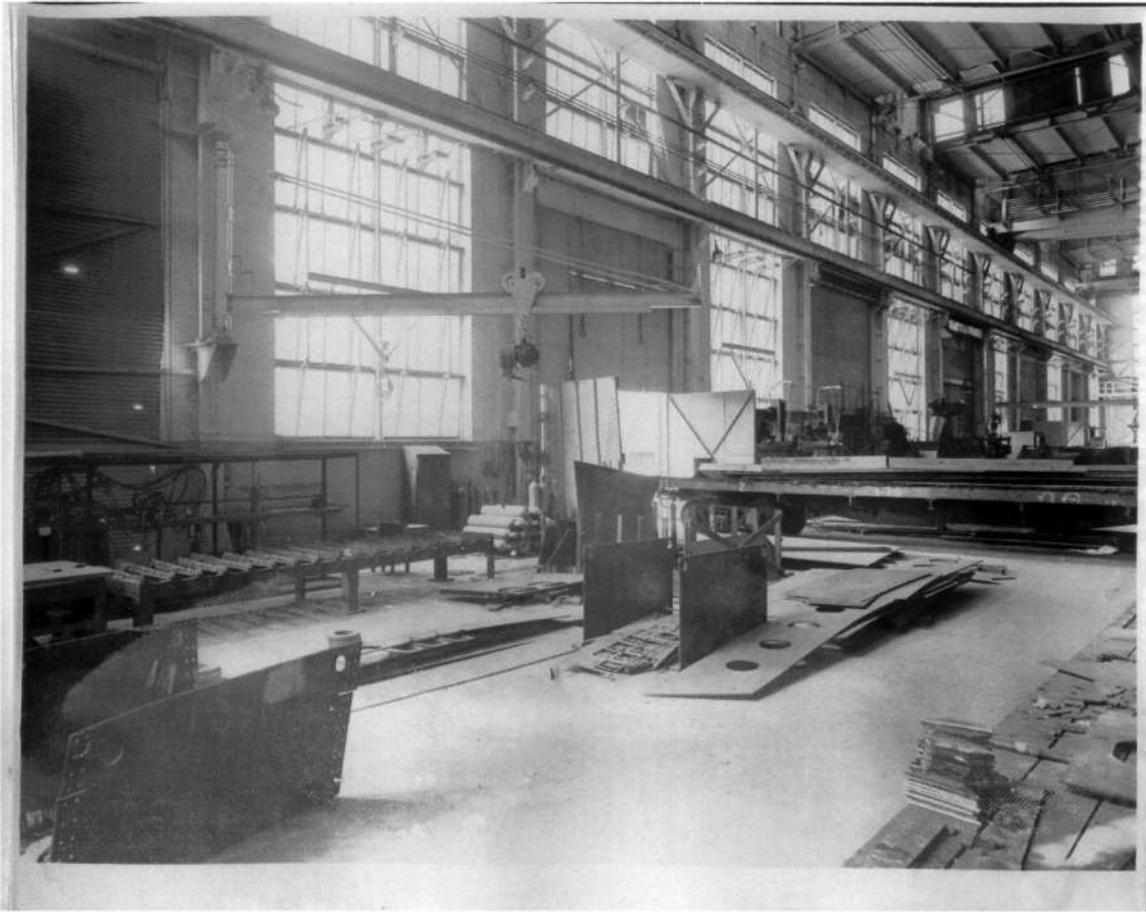
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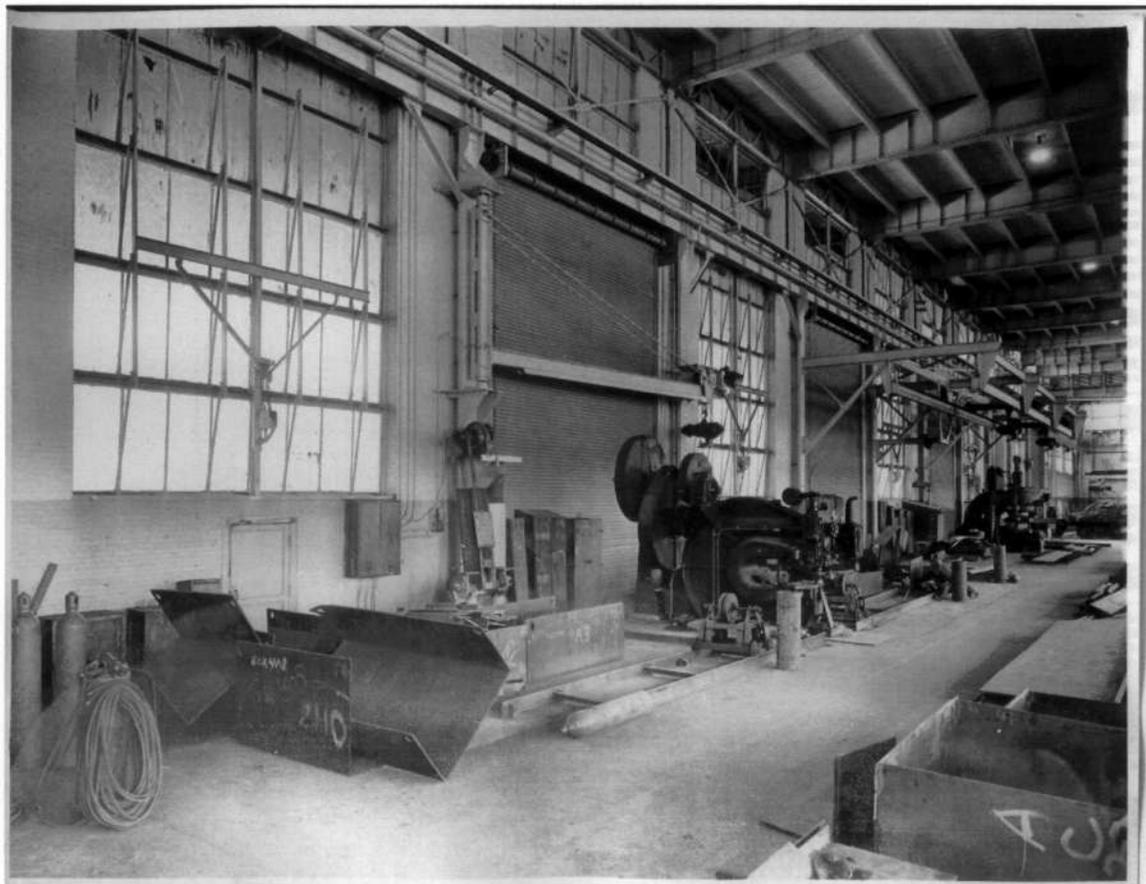
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Mold Loft on top of Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. December 14, 1948. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

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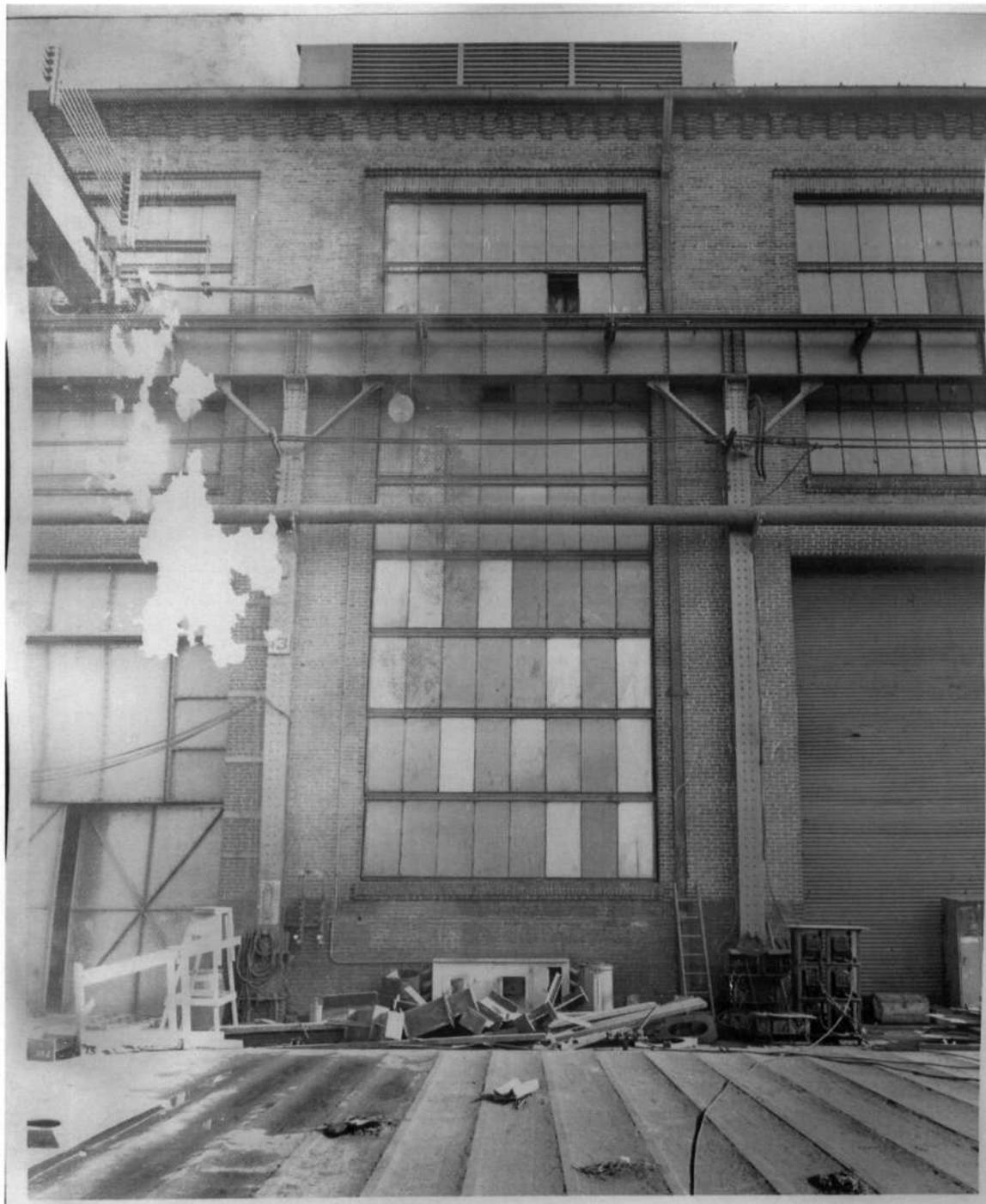
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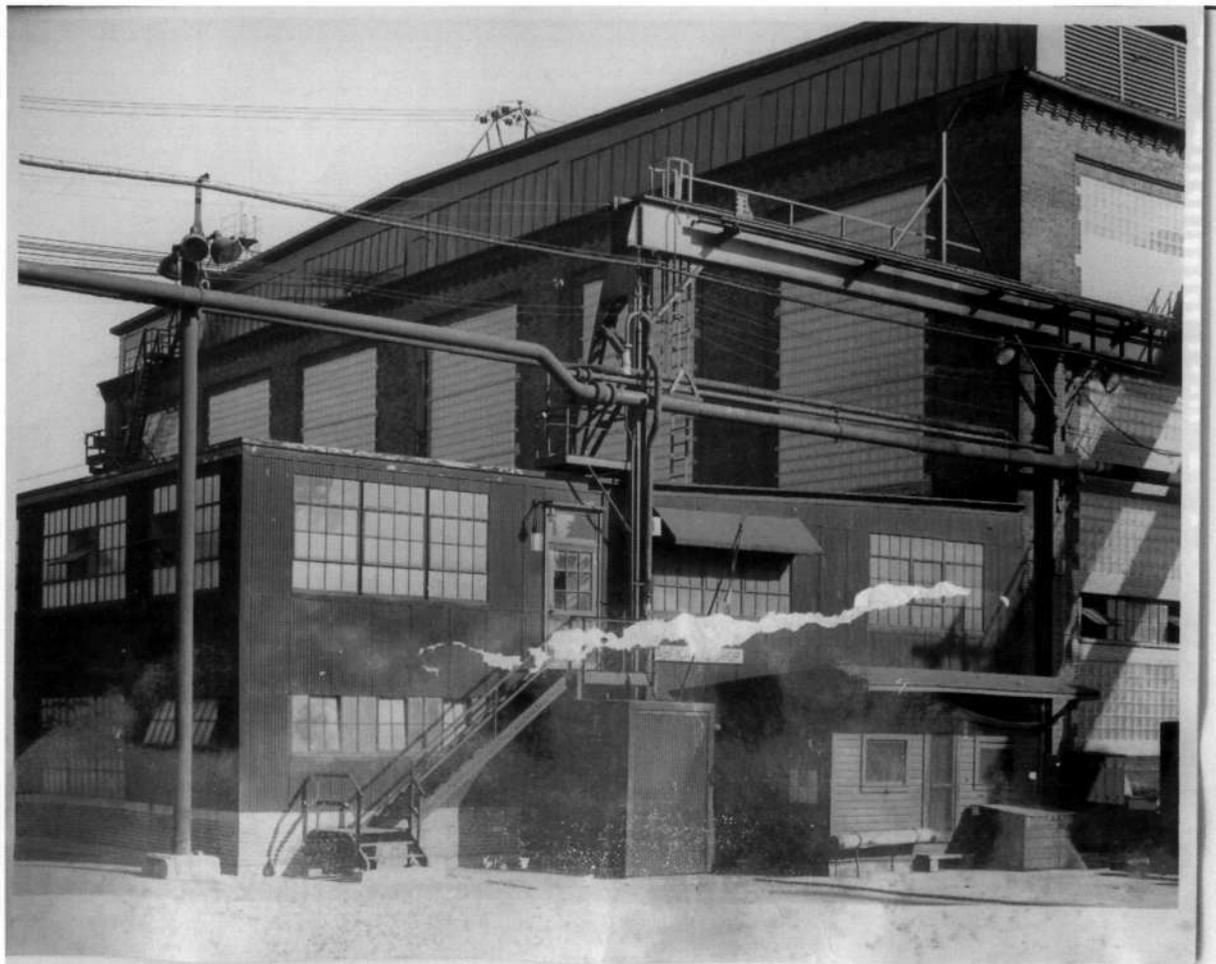
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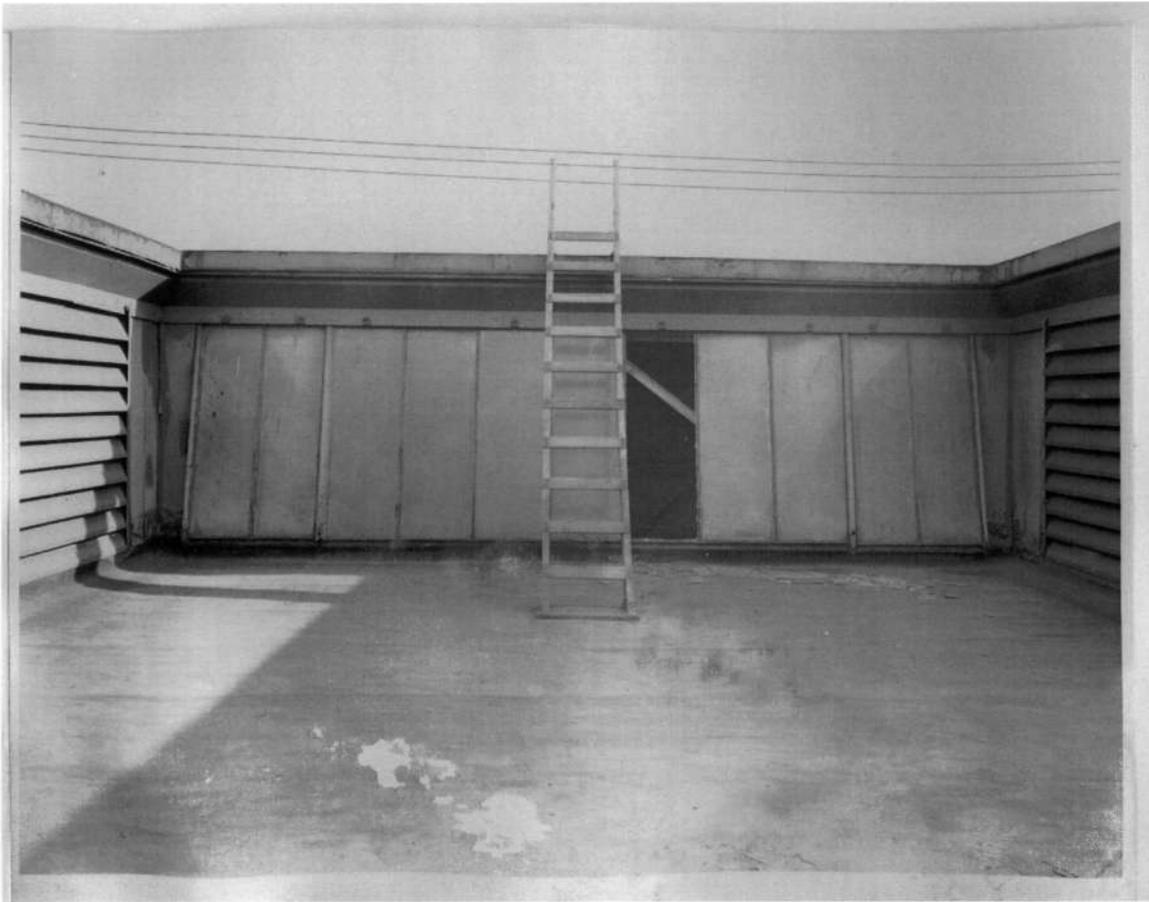
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December 14, 1948. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md.  
Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



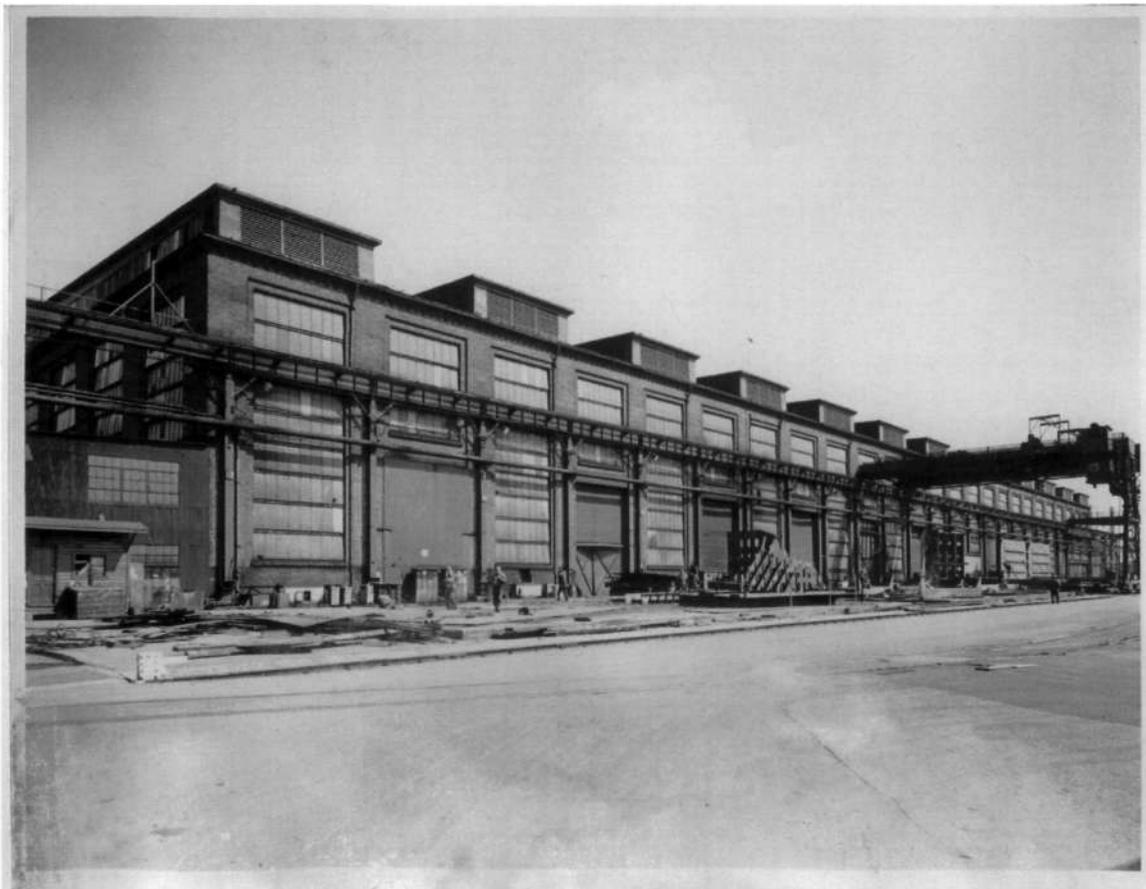
Exterior of Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. October 1, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



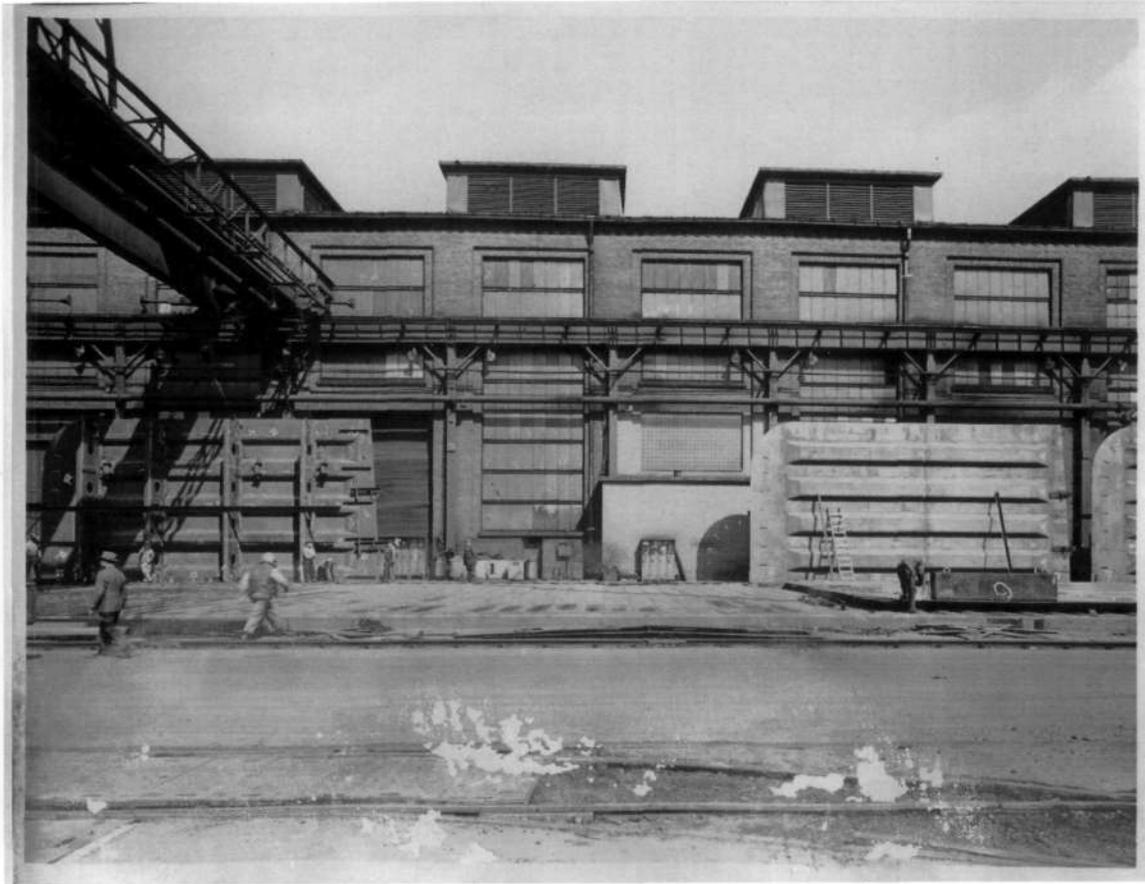
Mold loft on top of Fabricating Shop. December 14, 1948. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland.  
April 6, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original  
in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland.  
April 6, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original  
in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland.  
April 6, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original  
in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland.  
April 6, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original  
in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland.  
April 6, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original  
in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland.  
April 6, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md.  
Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland.  
April 6, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original  
in Shipyard Archives.

Historic Photographs  
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Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland.  
May 24, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md.  
Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Exterior of Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. August 2, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Fabricating Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland.  
August 8, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md.  
Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



Mold loft on top of Fabrication Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. August 16, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Mold loft on top of Fabrication Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. August 16, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



Mold loft on top of Fabrication Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. August 16, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



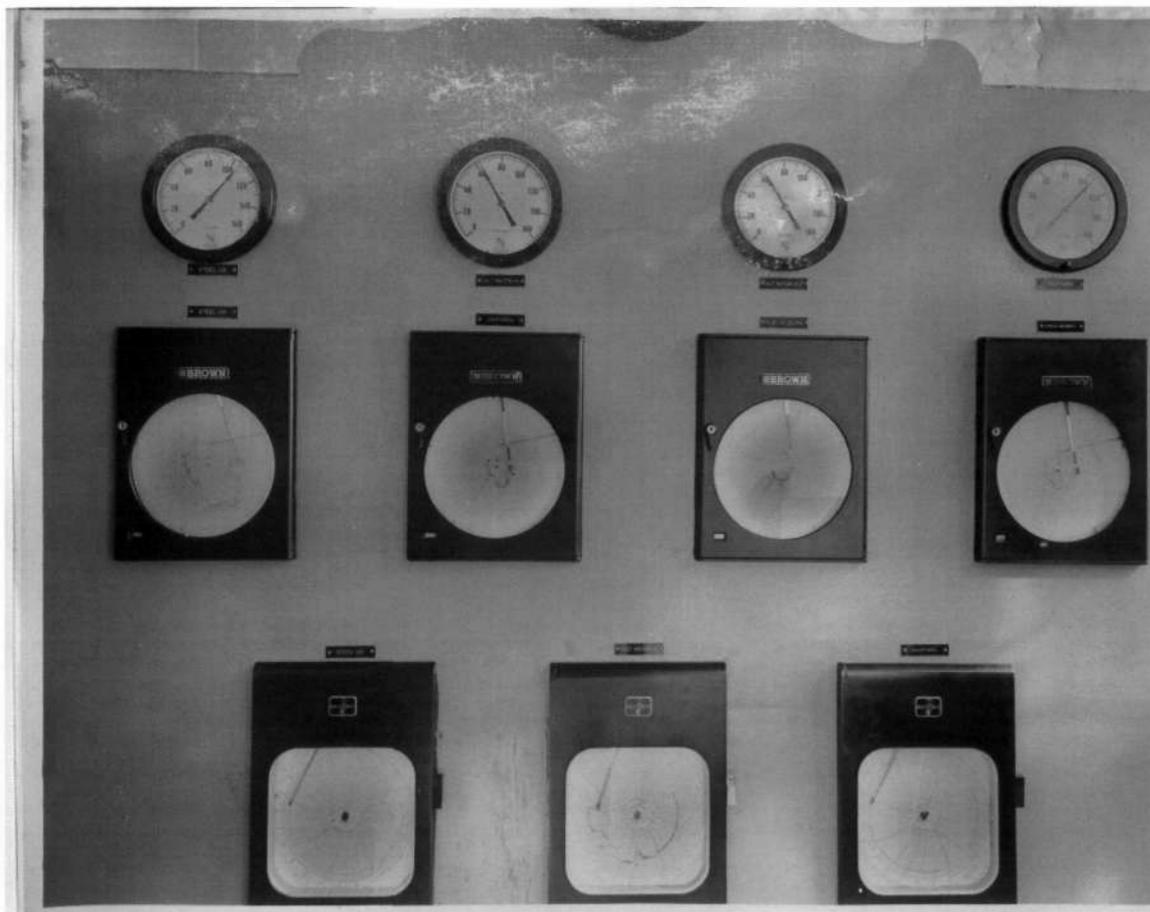
Mold loft on top of Fabrication Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. August 16, 1949. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Air Compressor Room. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. March 23, 1951. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Air Compression Room, Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. March 23, 1951. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



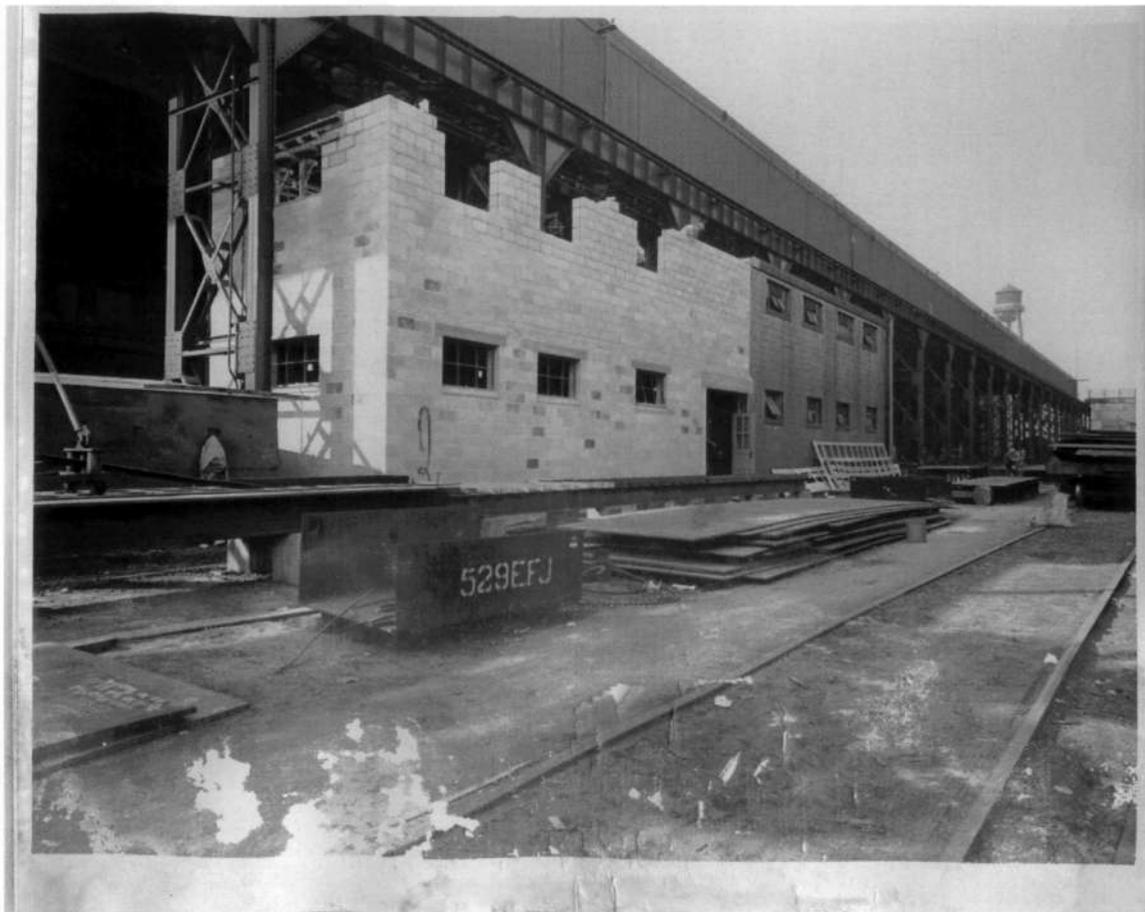
Sandblasting Dept. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. February 8, 1952. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



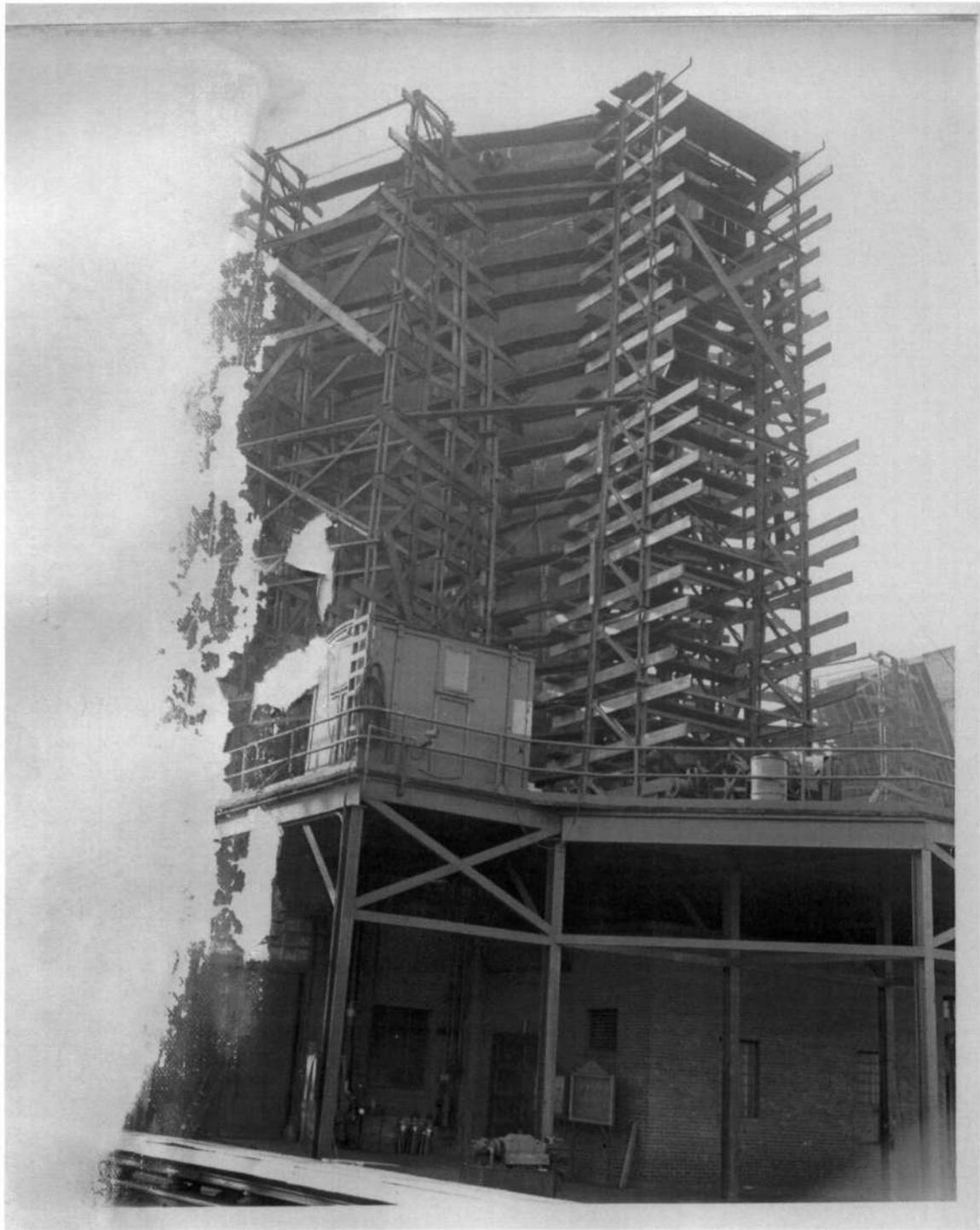
Sandblasting Dept. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. February 8, 1952. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Fabricating Shop Lay-Out Shed. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. October 14, 1952. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Way 9. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland. October 15, 1952. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



Electrical Shop. Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland.  
October 5, 1953. Photo by A. Leigh Sanders, 105 E. Franklin St., Baltimore-2, Md.  
Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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Graving Dock. Bethlehem-Sparrows Point Shipyard. August 31, 1970. Photo By: Francis DiGennaro, 5805 Chinquapin Parkway, Balto. 12, MD. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



Graving Dock. Bethlehem-Sparrows Point Shipyard. August 31, 1970. Photo By:  
Francis DiGennaro, 5805 Chinquapin Parkway, Balto. 12, MD. Original in Shipyard  
Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



Graving Dock. Bethlehem-Sparrows Point Shipyard. August 31, 1970. Photo By: Francis DiGennaro, 5805 Chinquapin Parkway, Balto. 12, MD. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



Graving Dock. Bethlehem-Sparrows Point Shipyard. August 31, 1970. Photo By: Francis DiGennaro, 5805 Chinquapin Parkway, Balto. 12, MD. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



Graving Dock. Bethlehem-Sparrows Point Shipyard. October 1, 1970. Photo By: Francis DiGennaro, 5805 Chinquapin Parkway, Balto. 12, MD. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



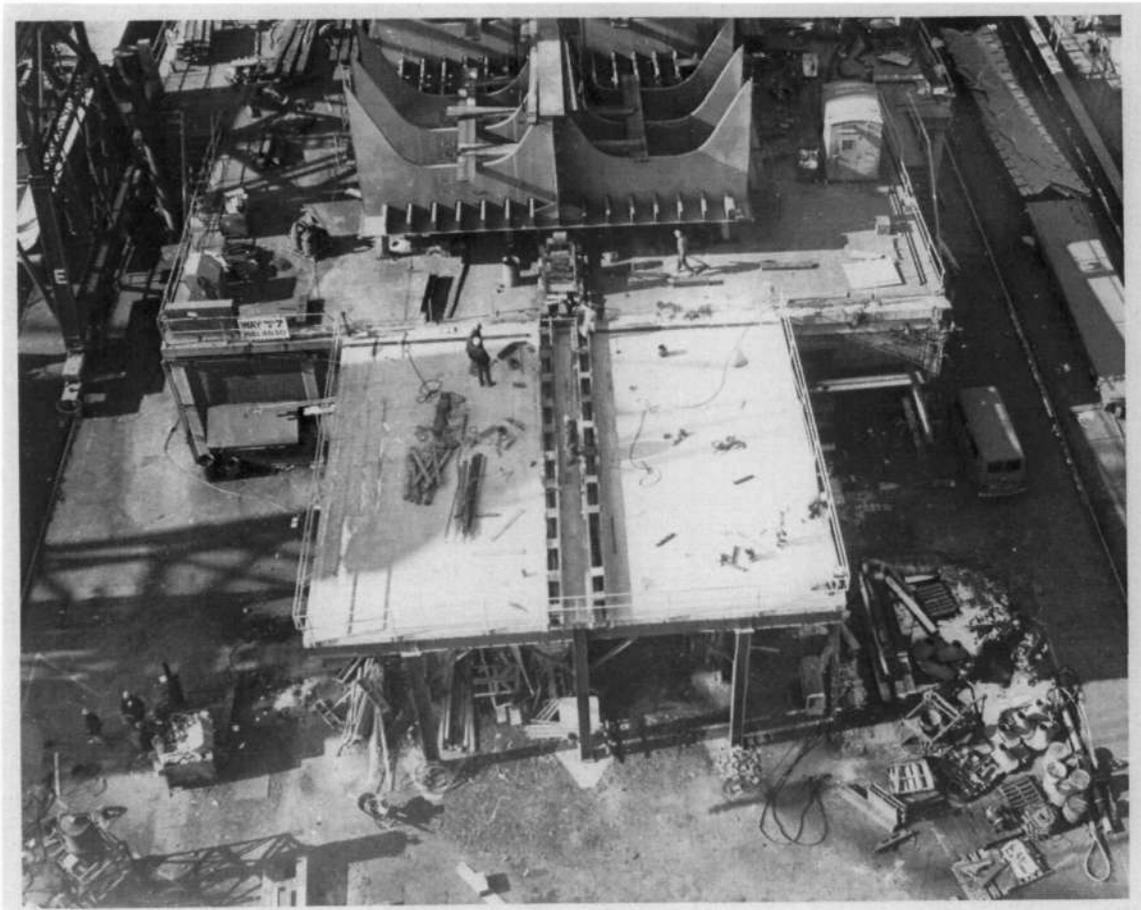
Graving Dock. Bethlehem-Sparrows Point Shipyard. October 1, 1970. Photo By: Francis DiGennaro, 5805 Chinquapin Parkway, Balto. 12, MD. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



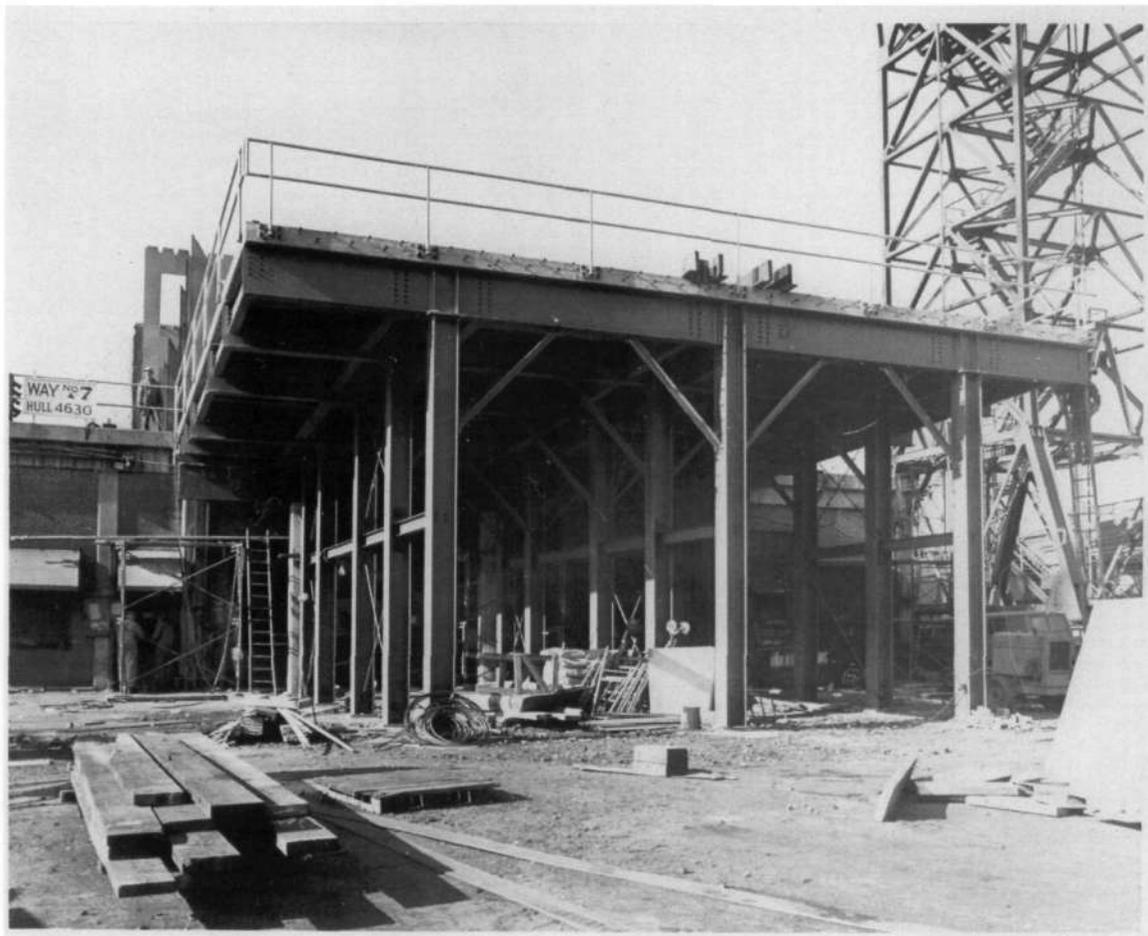
Graving Dock. Bethlehem-Sparrows Point Shipyard. October 1, 1970. Photo By: Francis DiGennaro, 5805 Chinquapin Parkway, Balto. 12, MD. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
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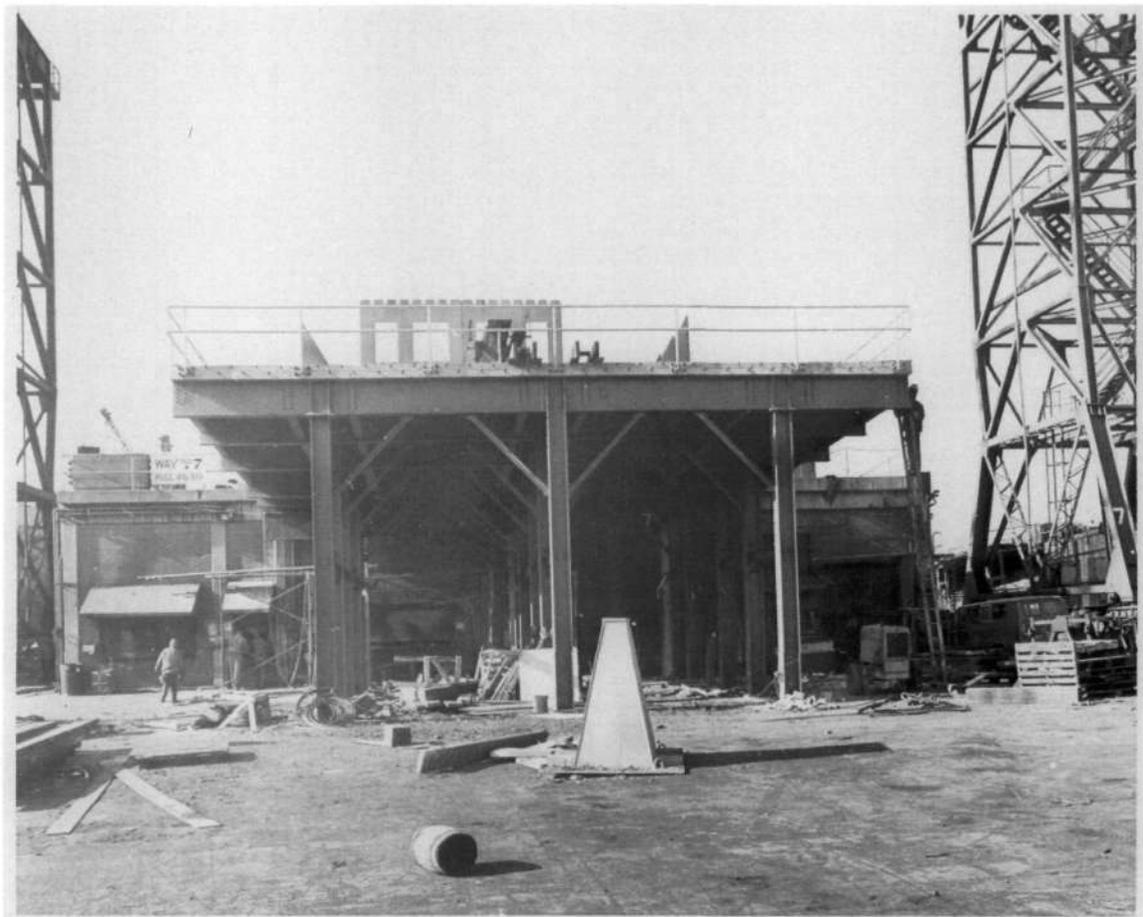
Graving Dock. Bethlehem-Sparrows Point Shipyard. December 29, 1970. Photo By: Francis DiGennaro, 5805 Chinquapin Parkway, Balto. 12, MD. Original in Shipyard Archives.

Historic Photographs  
Sparrows Point Shipyard  
BA-3208



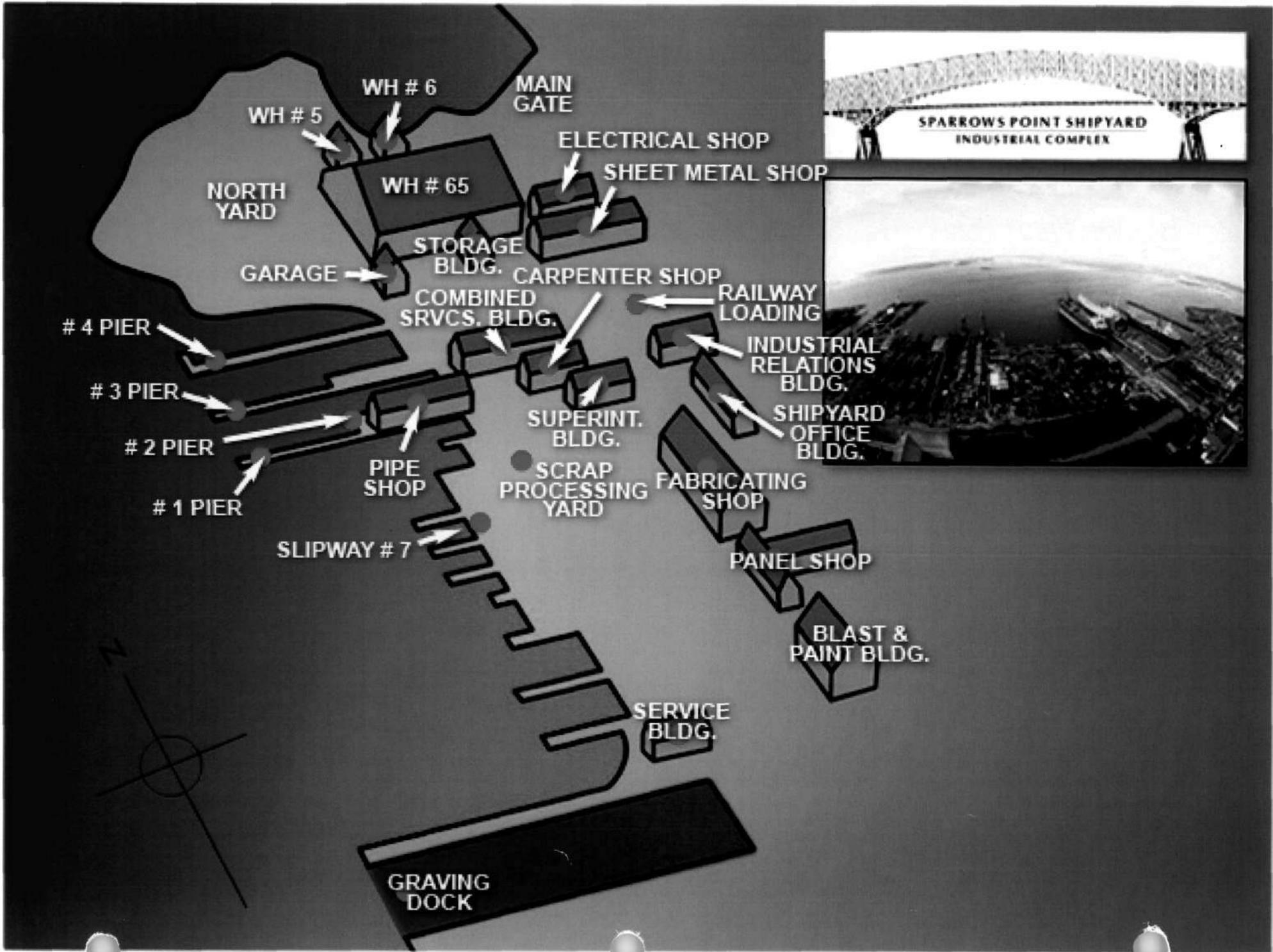
Graving Dock. Bethlehem-Sparrows Point Shipyard. December 29, 1970. Graving Dock.  
Photo By: Francis DiGennaro, 5805 Chinquapin Parkway, Balto. 12, MD. Original in  
Shipyard Archives.

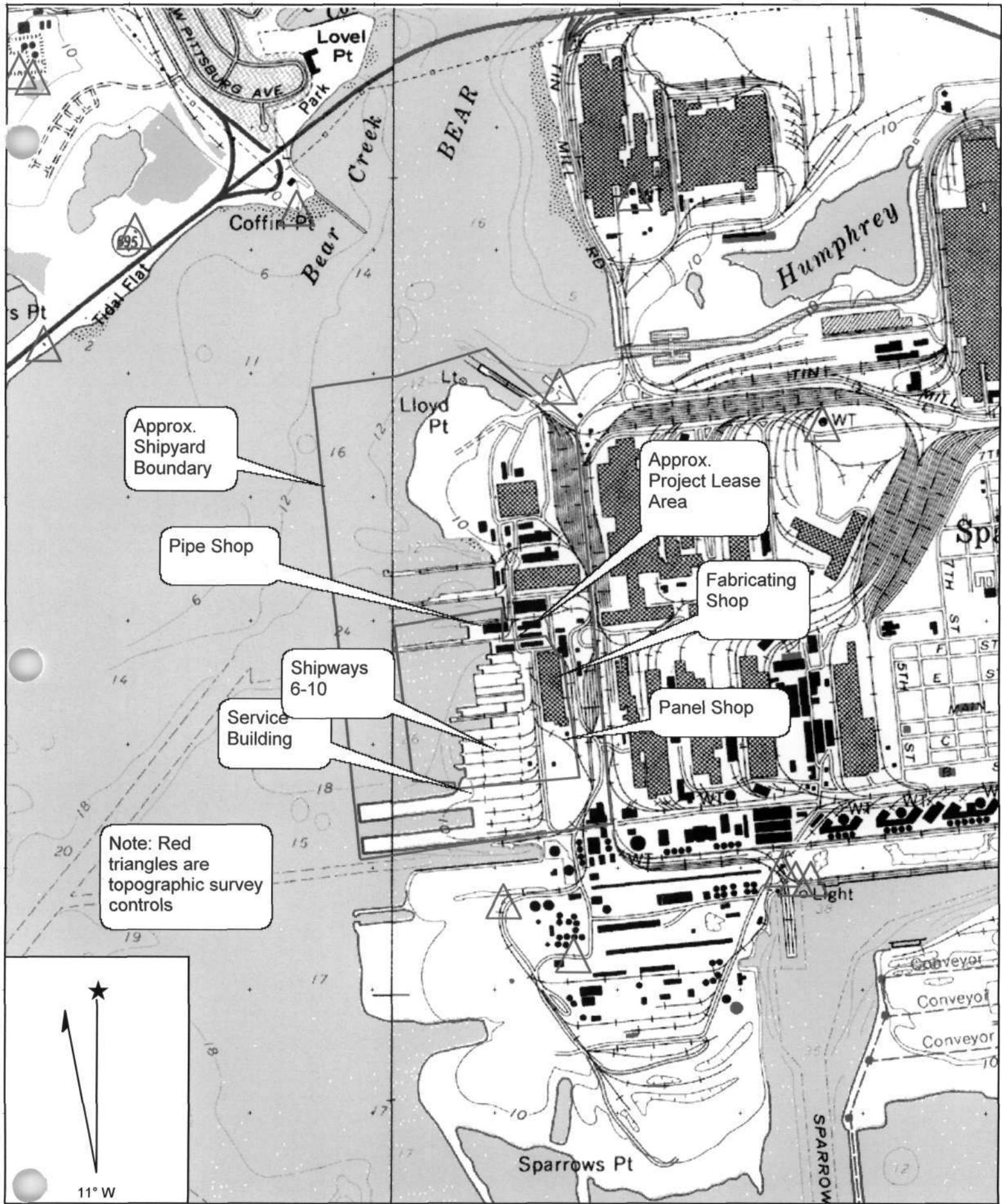
Historic Photographs  
Sparrows Point Shipyard  
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Graving Dock. Bethlehem-Sparrows Point Shipyard. December 29, 1970.  
Photo By: Francis DiGennaro, 5805 Chinquapin Parkway, Balto. 12, MD. Original in  
Shipyard Archives.

BA-3208





Name: SPARROWS POINT  
 Date: 11/15/2006  
 Scale: 1 inch equals 1333 feet

Location: 039° 13' 12.10" N 076° 29' 44.94" W  
 Caption: Sparrow's Point Shipyard District, BA-3208  
 Baltimore, MD 21219

### Index to Photographs

All photographs are labeled on reverse in pencil according to the specifications of the Maryland Historical Trust. They are labeled with MIHP number (BA-3208), resource name (building name and Sparrows Point Shipyard District), county of location (Baltimore County), photographer (Rebecca Howell), date (8/14/06), location of negative (MD SHPO), brief description, and sequence. The brief descriptions are here listed:

1. Facing northwest towards Pipeshop
2. Facing north towards Pipeshop
3. Facing east to Pipeshop
4. Facing east, interior of Pipeshop
5. Facing southwest to Pipeshop
6. Facing south to Pipeshop and Pier #2
7. Facing southeast to Pipeshop
8. Facing northeast to Pipeshop
9. Facing southwest to Shipways No. 6-10
11. Facing west to craneway between Shipways No. 6 and 7.
12. Facing west towards Headhouse No. 7
10. Facing west to Headhouse No. 6
13. Facing northwest to Headhouse and Shipway No. 7
14. Facing southwest to Headhouse and Shipway No. 8
15. Facing west to Headhouse No. 8
16. Facing south in Headhouse No. 8
17. Facing west between Shipways No. 8 and 9
18. Facing west towards Headhouse No. 9
19. Facing west towards Headhouse No. 10
20. Facing northwest towards Shipway No. 10
21. Facing north towards Shipway No. 10
22. Facing east between Shipways No. 9 and 10 towards Panel Shop
23. Facing northeast towards Shipway No. 10 and Panel Shop
24. Facing northwest towards Shipways 8 and 9 and Panel Shop
25. Facing northwest towards Shipways 8 and 9 and Panel Shop
26. Facing west from Shipways to Patapsco River
27. Facing northeast from Shipway No. 9
28. Facing southeast to Fabricating Shop
29. Detail of west facade of Fabricating Shop
30. Facing south, interior of Fabricating Shop
31. Facing southwest to north facade of Panel Shop and east facade of Fabricating Shop
32. Facing northeast towards Panel Shop
33. Facing northwest to Service Building
34. Facing southwest towards Service Building and Shipway No. 10



BA-3208

Pipe Shop, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing northwest to Pipe Shop

# 1 of 34



BA-3208

Pipe Shop, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MD SH20

Facing north to Pipe Shop

\* 2 of 34



BA-3208

Pipe Shop, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing east to Pipe Shop

#3 of 34



BA-3208

Interior, Pipe Shop, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing east, interior of Pipe Shop

#4 of 34



BA-3208

Pipe Shop, Sparrows Point Shipyard District

Baltimore County

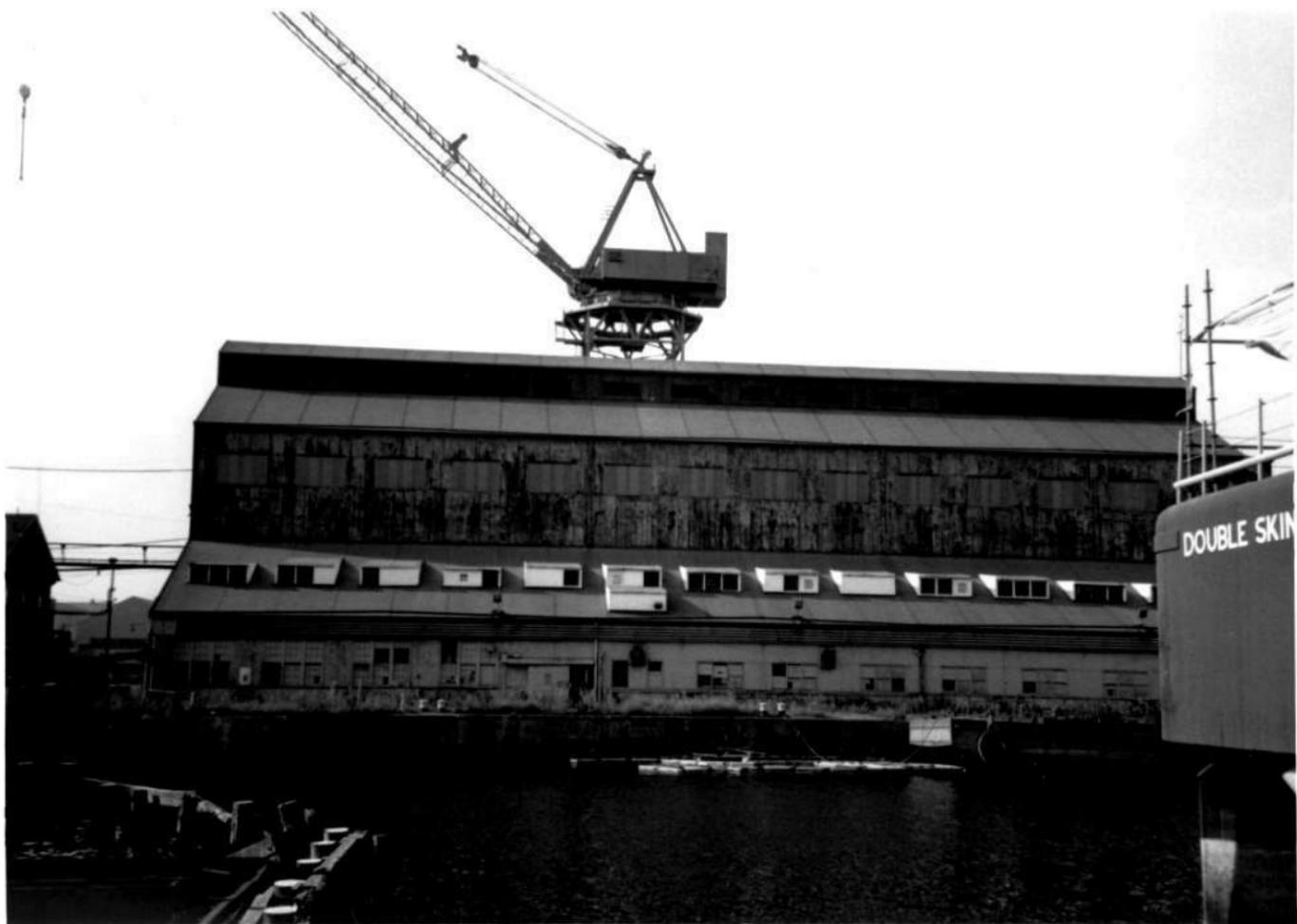
Rebecca Howell

8/14/2006

MD SHPO

Facing southwest to Pipe Shop

# 5 of 34



DOUBLE SKIN

BA - 3208

Pipe Shop, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing South to Pipe Shop and Pier No. 2

# 6 of 34



BA-320F

Pipe Shop, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing Southeast to Pipe Shop

# 7 of 34



BA-3208

Pipe Shop, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing northeast to Pipe shop

# 8 of 34



BA-3208

Shipways, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing southwest to Shipways Ato. 6-10

#9 of 34



BA-3208

Headhouse No. 6, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing west to Headhouse #6

#10 of 34



BA-3208

Head houses No. 6 and 7, Sparrows Point Shipyard District  
Baltimore County

Rebecca Howell

8/14/2006

MD SHPD

Facing west to crane way between shipways #6 and 7

#11 of 34



BA-3208

Head house No. 7, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MD STPD

Facing west to Headhouse No. 7

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BA-3268

Headhouse No. 7, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MD Stpo

Facing northwest to Headhouse & Shipway No. 7

#13 of 34



BA-3208

Headhouse No. 8, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MD SHPD

Facing southwest to Headhouse & Shipway No. 8

#14 of 34



BA-3208

Headhouse No. 8, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MB SHPO

Facing west to Headhouse No. 8

# 15 of 34



BA-3208

Headhouse No. 8, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MS 54PO

Facing South in Head House No. 8

# 16 of 2A



BA-3208

Headhouse No. 8 and No. 9, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing west between Shipways No. 8 and 9

#17 of 34



BA-3208

Headhouse No. 10, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MO SHPO

Facing west towards Headhouse No. 10

# 19 of 34



BA-3208

Lead house No. 9, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing west towards lead house No. 9

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BA-3208

Shipway No. 10, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing northwest to Shipway No. 10

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Shipway No. 10, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2004

MD SHPO

Facing north to Shipway No. 10

# 21 of 31



BA-3208

Shipways No. 9 and 10, Panel Shop, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing east between Shipways 9 and 10 towards Panel Shop

#22 of 34



BA-3208

Shipway No. 10 and Parcel Shop, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MD STPO

Facing northeast towards Shipway No. 10 and Parcel Shop

#23 of 34



BA-3208

Shipways No. 8 and 9, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing northwest towards Shipways 8 and 9 and Panel Shop

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BA-3208

Shipways No. 8 and 9, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MO SHPD

Facing northwest towards Shipways 8 and 9 and Panel Shop

# 25 of 34



BA-3208

Shipway No. 10, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MD SHPD

Faug west from Shipway to Patapsco River

# 26 of 31



BA-3208

Shipway No. 8 and No. 9, Sparrows Point Shipyard

Baltimore County

Rebecca Towell

8/14/2006

MD SHPO

Facing northeast from Shipway No. 9

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BA-3208

Fabricating Shop, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2004

MD SHPO

Facing southeast to Fabricating Shop

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BA-3208

Fabricating shop, Sparrows Point Shipyard District

Baltimore County

Rebecca Howell

8/14/2004

MD SHPO

Detail of west facade of Fabricating Shop

# 29 of 31



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Fabricating Shop, Sparrows Point Shipyard District

Baltimore County, MD

Rebecca Howell

8/24/2006

MD SHPO

Facing South, interior of Fabricating Shop

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BA-3208

Panel Shop and Fabricating Shop, Sparrows Point Shipyard District  
Baltimore County, MD

Rebecca Howell

8/14/2006

MD STPD

Facing Southwest to North facade of Panel Shop and  
East facade of Fabricating Shop

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BA-3208

Panel Shop, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MD SHPO

Facing northeast towards Panel Shop

# 32 of 34



BA-3208

Service Building, Sparrows Point Shipyard  
Baltimore County

Rebecca Howell

8/14/2006

MD SH100

Facing northwest to Service Building

# 33 of 34



BA-3208

Service Building, Sparrows Point Shipyard

Baltimore County

Rebecca Howell

8/14/2006

MD STIRP

Facing southwest towards Service Building and Shipway No. 10

# 34 of 34