

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Virginia	
COUNTY: Portsmouth (in cit.)	
FOR NPS USE ONLY	
ENTRY NUMBER 70-245-0020	DATE 2/26/70

1. NAME	
COMMON: Drydock Number One, Norfolk Naval Shipyard	
AND/OR HISTORIC: Drydock Number One, Norfolk Naval Shipyard	

2. LOCATION			
STREET AND NUMBER: Naval Shipyard			
CITY OR TOWN: Portsmouth			
STATE: Virginia	CODE: 45	COUNTY: (in cit.)	CODE: 740

3. CLASSIFICATION	
CATEGORY (Check One)	OWNERSHIP
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both
STATUS <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	
ACCESSIBLE TO THE PUBLIC Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No	
PRESENT USE (Check One or More as Appropriate)	
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Government <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Military <input type="checkbox"/> Museum
<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

4. OWNER OF PROPERTY	
OWNER'S NAME: U. S. Department of the Navy	
STREET AND NUMBER: Naval Shipyard	
CITY OR TOWN: Portsmouth	STATE: Virginia
	CODE: 45

5. LOCATION OF LEGAL DESCRIPTION	
COURTHOUSE, REGISTRY OF DEEDS, ETC: U.S. Department of the Navy	
STREET AND NUMBER: 	
CITY OR TOWN: Washington	STATE: D. C.
	CODE: 08

6. REPRESENTATION IN EXISTING SURVEYS	
TITLE OF SURVEY: Virginia Historic Landmarks Commission Report #124-29	
DATE OF SURVEY: 1969 <input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local	
DEPOSITORY FOR SURVEY RECORDS: Virginia Historic Landmarks Commission	
STREET AND NUMBER: Room 1116, Ninth Street State Office Building	
CITY OR TOWN: Richmond	STATE: Virginia
	CODE: 45

SEE INSTRUCTIONS

STATE: Virginia  
COUNTY: Portsmouth (in cit.)  
ENTRY NUMBER  
DATE

FOR NPS USE ONLY

(260)

## 7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Drydock Number One is constructed of large blocks of Massachusetts granite. The sides are built up in a series of stepped tiers with two flights of stairs at the land end. The overall length of the drydock is 319½ feet. It survives as originally built except for the replacement of the original caisson.) Drydock Number One is still in daily use.



SEE INSTRUCTIONS



## 8. SIGNIFICANCE

## PERIOD (Check One or More as Appropriate)

☐ Pre-Columbian☐ 16th Century☐ 18th Century☐ 20th Century☐ 15th Century☐ 17th Century☒ 19th Century

## SPECIFIC DATE(S) (If Applicable and Known)

## AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

## Aboriginal

☐ Prehistoric☐ Historic☐ Agriculture☐ Architecture☐ Art☐ Commerce☐ Communications☐ Conservation☐ Education☐ Engineering☐ Industry☐ Invention☐ Landscape☐ Architecture☐ Literature☒ Military☐ Music☐ Political☐ Religion/Phi-

losophy

☐ Science☐ Sculpture☐ Social/Human-

itarian

☐ Theater☐ Transportation☐ Urban Planning☐ Other (Specify)

## STATEMENT OF SIGNIFICANCE

The Norfolk Naval Shipyard in Portsmouth, established in 1767, is the oldest naval shipyard in the United States. In 1827, in response to "An Act for the Gradual Improvement of the Navy of the United States" passed by Congress, work was begun on Drydock Number One, one of the first two built in the United States. The dock was built of Massachusetts granite at the high cost of \$974,365.65 and was completed in 1834. On 17 June 1833, before its completion, it was opened and the Delaware became the first vessel to be drydocked in the United States. Since that time, it has had a long and illustrious history and is still in use. During the War Between the States, the world's first battle-tested ironclad ship, the Virginia, was rebuilt in this dock by the Confederate government from the Union steam frigate, the Merrimac. In 1862 the refurbished Virginia attacked the Union fleet with great success until her triumphs were brought to a standstill by the appearance of the Union Monitor, another ironclad.

*designed by Lemmi Baldwin*



**NATIONAL REGISTER OF HISTORIC PLACES**

**INVENTORY - NOMINATION FORM**

Drydock Number One,  
Norfolk Naval  
Shipyard

(Continuation Sheet)

STATE Virginia	
COUNTY Portsmouth	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

**8. Statement of Significance**

In the early 19th century the professional separation between architecture and engineering was much less marked. Architects such as Benjamin H. Latrobe and Robert Mills were involved in the designs of canals, shipyards, and railroads as well as buildings. In 1827 work was begun on the first drydock in the United States. Drydock Number One at the Norfolk Naval Shipyard, Norfolk, Virginia, was completed in 1834. It is constructed of slabs of granite quarried in Massachusetts. A living testimonial to the excellence of its design is the fact that it has been in continuous use to this day. Because of the utilitarian nature of these specialized type of structures it is easy for them to be overlooked by the general public and by the usual historical survey. However, with reflection, it can be appreciated that structures such as the Drydock Number One formed the base upon which this country was built.

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OPENED 17 JUNE 1893.

ANDREW JACKSON PRESIDENT OF THE UNITED STATES.

LEVI WOODBURY SECRETARY OF THE NAVY.

BOAMM BALDWIN ENGINEER.

ONE HUNDREDTH ANNIVERSARY.

17 JUNE 1993.

FRANKLIN D. ROOSEVELT PRESIDENT OF THE UNITED STATES.

CLAUDE A. SWANSON SECRETARY OF THE NAVY.



Drydock #1

NORFOLK NAVAL SHIPYARD  
VIRGINIA



DRYDOCK #1 Va





Drydock 4

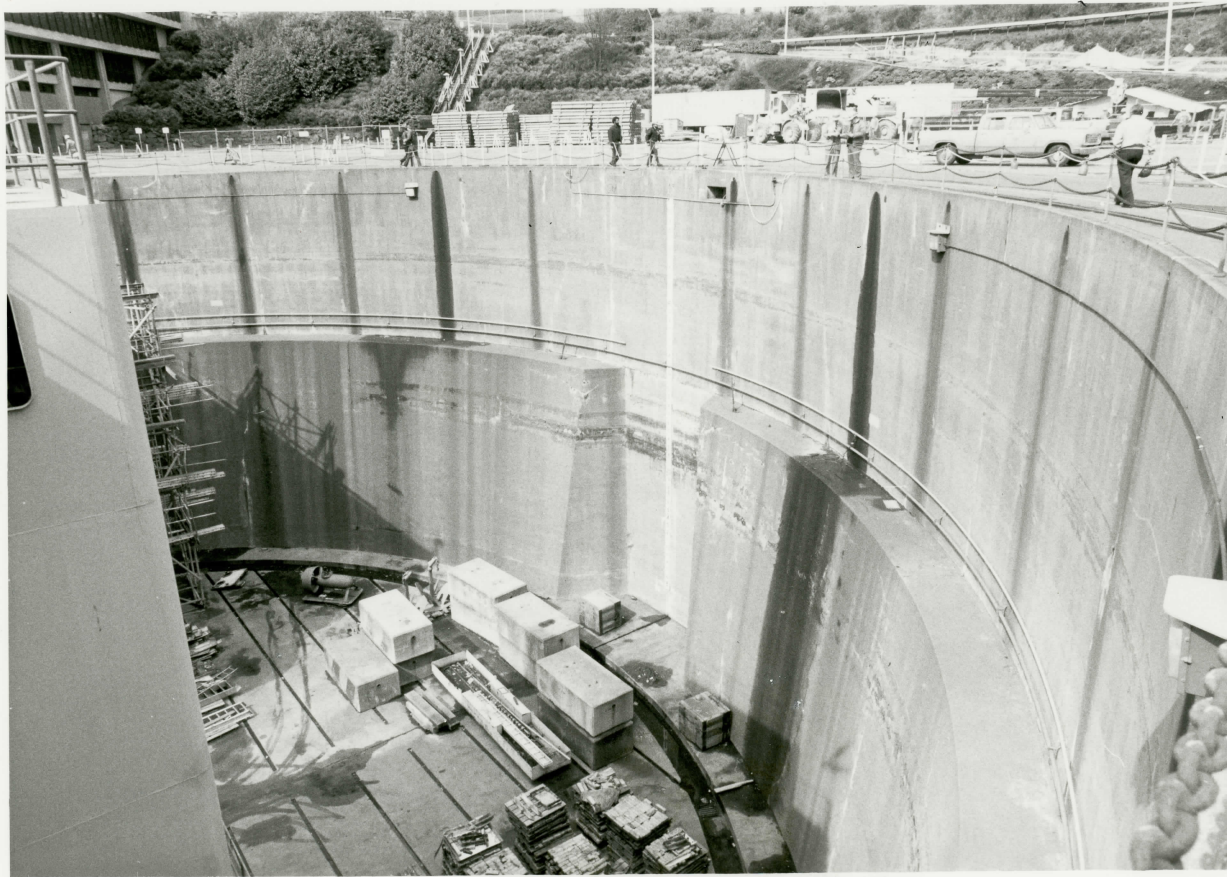
DRY DOCK 4 (STRUCTURE # 714)

VIEW LOOKING SOUTH WEST WITH  
CARRIER AT PIER 3 AT FAR LEFT

PHOTO BY PSNS

1985





5. Drydock 4, one of two large drydocks constructed on the eve of World War II. It was capable of taking the largest battleships and carriers of that period.

Courtesy, U.S. Navy

February 1984

PHOTOGRAPHIC SERVICES  
CODE 202.6  
PUGET SOUND NAVAL SHIPYARD  
BREMERTON, WA 98314  
NOT TO BE RELEASED FOR PUBLICATION  
WITHOUT APPROVAL OF CODE 103

5  
My clock no 4

40401



6. Another view of Drydock 4. Tight security prohibited closer views.

Courtesy, U.S. Navy

February 1984

PHOTOGRAPHIC SERVICES

CODE 202.6

PUGET SOUND NAVAL SHIPYARD

BREMERTON, WA 98314

NOT TO BE RELEASED FOR PUBLICATION

WITHOUT APPROVAL OF CODE 109

*[Handwritten signature]*

*[Handwritten mark]*

40401



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

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STREET AND NUMBER: Naval Shipyard	
CITY OR TOWN: Portsmouth	
STATE: Virginia	CODE 45
COUNTY: (in cit.)	CODE 740

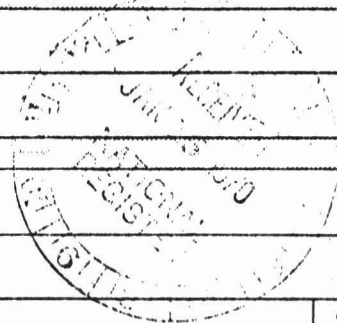
3. CLASSIFICATION	
CATEGORY (Check One)	OWNERSHIP
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both
STATUS <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	
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	CODE 45

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COURTHOUSE, REGISTRY OF DEEDS, ETC: U.S. Department of the Navy	
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CITY OR TOWN: Washington	STATE: D. C.
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CITY OR TOWN: Richmond	STATE: Virginia
	CODE 45

SEE INSTRUCTIONS



STATE: Virginia	COUNTY: Portsmouth (in cit.)	ENTRY NUMBER	DATE

(240)

## 7. DESCRIPTION

CONDITION

(Check One)

☒ Excellent    ☐ Good    ☐ Fair    ☐ Deteriorated    ☐ Ruins    ☐ Unexposed

(Check One)

☒ Altered    ☐ Unaltered

(Check One)

☐ Moved    ☒ Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

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SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal

☐ Education☐ Political☐ Urban Planning☐ Prehistoric☐ Engineering☐ Religion/Phi-☐ Other (Specify)☐ Historic☐ Industry

losophy

☐ Agriculture☐ Invention☐ Science☐ Architecture☐ Landscape☐ Sculpture☐ Art

Architecture

☐ Social/Human-☐ Commerce☐ Literature

itarian

☐ Communications☒ Military☐ Theater☐ Conservation☐ Music☐ Transportation

## STATEMENT OF SIGNIFICANCE

The Norfolk Naval Shipyard in Portsmouth, established in 1767, is the oldest naval shipyard in the United States. In 1827, in response to "An Act for the Gradual Improvement of the Navy of the United States" passed by Congress, work was begun on Drydock Number One, one of the first two built in the United States. The dock was built of Massachusetts granite at the high cost of \$974,365.65 and was completed in 1834. On 17 June 1833, before its completion, it was opened and the Delaware became the first vessel to be drydocked in the United States. Since that time, it has had a long and illustrious history and is still in use. During the War Between the States, the world's first battle-tested ironclad ship, the Virginia, was rebuilt in this dock by the Confederate government from the Union steam frigate, the Merrimac. In 1862 the refurbished Virginia attacked the Union fleet with great success until her triumphs were brought to a standstill by the appearance of the Union Monitor, another ironclad.

SEE INSTRUCTIONS



**NATIONAL REGISTER OF HISTORIC PLACES**

**INVENTORY - NOMINATION FORM**

Drydock Number One,  
Norfolk Naval  
Shipyard

(Continuation Sheet)

STATE Virginia	
COUNTY Portsmouth	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

8. Statement of Significance

In the early 19th century the professional separation between architecture and engineering was much less marked. Architects such as Benjamin H. Latrobe and Robert Mills were involved in the designs of canals, shipyards, and railroads as well as buildings. In 1827 work was begun on the first drydock in the United States. Drydock Number One at the Norfolk Naval Shipyard, Norfolk, Virginia, was completed in 1834. It is constructed of slabs of granite quarried in Massachusetts. A living testimonial to the excellence of its design is the fact that it has been in continuous use to this day. Because of the utilitarian nature of these specialized type of structures it is easy for them to be overlooked by the general public and by the usual historical survey. However, with reflection, it can be appreciated that structures such as the Drydock Number One formed the base upon which this country was built.



Butt, Marshall W., Norfolk Naval Shipyard, Portsmouth, Virginia, A Brief History. Portsmouth, Va.: Public Information Office, 1960 (revised edition).

## 10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	° ' "	° ' "		36°	49'	14"
NE	° ' "	° ' "		76°	17'	35"
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 2 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

## 11. FORM PREPARED BY

NAME AND TITLE:	
Staff, Virginia Historic Landmarks Commission, James W. Moody, Jr., Director	
ORGANIZATION	DATE
Virginia Historic Landmarks Commission	November 18, 1969
STREET AND NUMBER:	
Room 1116, Ninth Street State Office Building	
CITY OR TOWN:	STATE
Richmond	Virginia
	45

## 12. STATE LIAISON OFFICER CERTIFICATION

## NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☒ State ☐ Local ☐

Name

Dr. P. Alexander G. Jones

Dr. Edward P. Alexander, Chairman  
Title Virginia Historic Landmarks Commission

Date December 2, 1969

I hereby certify that this property is included in the National Register.

Robert Allen Connelly  
Chief, Office of Archeology and Historic Preservation

Date

FEB 26 1970

ATTEST:

William J. Harbough  
Keeper of The National Register

Date

FEB 1 1970

SEE INSTRUCTIONS

53B US Navy Yard Norfolk Va Feb 18 1908  
Dry Dock No 1



Drydock Number One, Norfolk Naval Shipyard, Virginia

U.S. Navy Dept. Photo 1908

Drydock Number One

Statement of Significance:

In the early 19th century the <sup>professional</sup> ~~present~~ separation between architecture and engineering was much less <sup>marked</sup> ~~distinguishable~~. Architects such as Benjamin H. Latrobe and Robert Mills were involved in the designs of canals, shipyards, and railroads as well as buildings. In 1827 work was begun on the first drydock in the United States. Drydock Number One at the Norfolk Naval Shipyard, Norfolk, Virginia, was completed in 1834. It is constructed of slabs of granite quarried in Massachusetts. A living testimonial to the excellence of its design is the fact that it has been in continuous use to this day. Because of the utilitarian nature of these specialized type of structures it is easy for them to be overlooked by the general public and by the usual historical survey. However, with reflection, it can be appreciated that structures such as the Drydock Number One formed the base upon which this country was built.

MAR 2 1970

154-12

BASIC FILE RETAINED IN HR

Hon. Harry Flood Byrd, Jr.,  
United States Senate  
Washington, D. C.

Dear Senator Byrd:

We are pleased to inform you that the historic properties listed on the enclosure have been nominated by the officer appointed by the Governor for the implementation of the National Historic Preservation Program in Virginia and have been entered into the "National Register of Historic Places."

Senator William Walter Spong, Jr., and appropriate Representatives have also been provided with this information. A booklet explaining the National Register is enclosed.

Sincerely yours,

/s/ Ernest Allen Connally

Ernest Allen Connally  
Chief, Office of Archeology  
and Historic Preservation

Enclosures

Entered in the National Register

FEB 26 1970

cc:

Dr. Edward P. Alexander, Chairman, Virginia Historic Landmarks Commission,  
Room 1106, State Ninth Street Office Building, Richmond, Virginia 23219

Duplicate letters sent to:

Hon. William Walter Spong, Jr.,	Hon. David Edward Satterfield III
Hon. Richard H. Poff	Hon. William Lloyd Scott
Hon. John O. Marsh, Jr.,	Hon. Thomas N. Downing
Hon. Watkins M. Abbitt	Hon. Joel T. Broyhill
Hon. G. William Whithurst	Hon. William Creed Wampler

cc: Regional Director, Southeast Region  
Lt.-Mr. Melvin

2/24/70

RCamble:mm

134-13

Properties added to the National Register of Historical Places

VIRGINIA

Point of Honor	Lynchburg, Virginia
Hampton-Sperry College Preservation Zone	Prince Edward County, Virginia
The Falls Church	Falls Church, Virginia
<u>Drydock Number One, Norfolk Naval Shipyard</u>	Portsmouth, Virginia
Abingdon Preservation Zone	Abingdon, Virginia
Crowne County Courthouse	Stamandsville, Virginia
Courts	Northampton County, Virginia
Ross Place	Onancock, Virginia
St. John's Church	Hampton, Virginia
Vespeles Post Office	Accomack County, Virginia
Brownville	Northampton County, Virginia
Woodlawn Plantation	Mount Vernon, Virginia
Seaside House	Northampton County, Virginia
St. Nica	Warren County, Virginia
Hidden Valley	Isle County, Virginia
Fairfield	Clarke County, Virginia
Red Air	Prince William County, Virginia
Falmouth Preservation Zone	Falmouth, Virginia
Belgian Building	Richmond, Virginia
Daunt-Johns Town Front Building	Richmond, Virginia
Globe of Burger's Parish	Northampton County, Virginia
Saratoga	Clarke County, Virginia
Leesburg Preservation Zone	Loudoun County, Virginia
Fork Church	Hanover County, Virginia
Manassas Avenue Preservation Zone	Richmond, Virginia
Stearns Block	Richmond, Virginia
Harrison	King George County, Virginia
Aventine Hall	Luxey, Virginia

FEB 9 1972

Hon. G. William Whitehurst  
House of Representatives  
Washington, D.C.

Dear Mr. Whitehurst:

I am pleased to inform you that Drydock Number One, described in the enclosure, has been found to possess national significance in commemorating the history of the United States.

This site has been evaluated by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments through studies prepared by the National Survey of Historic Sites and Buildings, pursuant to the Historic Sites Act of August 21, 1935. I have approved the recommendation of the Board.

As explained in the enclosed folder, the site is eligible to receive a certificate and plaque designating it a National Historic Landmark. The Director of the National Park Service will notify the owner and provide him with the proper application forms.

Eligibility as a National Historic Landmark automatically places the property on the National Register of Historic Places. Under the provisions of the National Historic Preservation Act of 1966, entry on the National Register provides each Landmark with safeguards against damage by Federal undertakings and fulfills one qualification for participation in a grant-in-aid program to assist in its preservation. Further information about these provisions of the law is contained in the enclosed folder describing the National Register.

In recognizing the historical importance of this site in your State, I wish to commend the owner for the care and preservation of this property.

Sincerely yours,

(sgd) Rogers C. B. Morton

Secretary of the Interior

Enclosures

cc: *North*  
Director, ~~Southeast~~ Region  
HHS-Mr. Sheely

HP-Virginia-Drydock Number One

FEB 9 1972

Hon. Harry Flood Byrd, Jr.  
United States Senate  
Washington, D.C.

Dear Senator Byrd:

I am pleased to inform you that the following listed sites, described in the enclosures, have been found to possess national significance in commemorating the history of the United States. These sites are:

- ✓ Berkeley
- ✓ Berry Hill
- ✓ Bremo Historic District
- ✓ Camden
- ✓ Drydock Number One
- ✓ Egyptian Building
- ✓ Elsing Green
- ✓ The Exchange
- ✓ Ellen Glasgow House
- ✓ Menokin
- ✓ James Monroe Tomb
- ✓ Monumental Church
- ✓ Oatlands
- ✓ Poplar Forest
- ✓ Richmond City Hall
- ✓ Ripshin Farm
- ✓ Spence's Point
- ✓ University of Virginia
- ✓ Washington and Lee University
- ✓ Wickham-Valentine House

These sites have been evaluated by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments through studies prepared by the National Survey of Historic Sites and Buildings, pursuant to the Historic Sites Act of August 21, 1935. I have approved the recommendations of the Board.

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In recognizing the historical importance of these sites in your State, I wish to commend the owners for the care and preservation of these properties.

Sincerely yours,

[sgd] Rogers C. B. Morton

Secretary of the Interior

Enclosures

cc:

Director, Southeast Region

/ HHS-Mr. Sheely

HP-Virginia-Berkeley

Berry Hill

Bremo Historic District

Camden

Drydock Number One

Egyptian Building

Elsing Green

The Exchange

Ellen Glasgow House

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Poplar Forest

Richmond City Hall

Ripshin Farm

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Richmond City Hall  
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Washington and Lee University  
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Enclosures

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Director, Southeast Region

HHS-Mr. Sheely

HP-Virginia-Berkeley

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Bremo Historic District  
Camden

Drydock Number One  
Egyptian Building

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James Monroe Tomb

Monumental Church

Oatlands

Poplar Forest

Richmond City Hall

Ripshin Farm

Spence's Point

University of Virginia

Washington and Lee University

Wickham-Valentine House

# DEPARTMENT of the INTERIOR

news release

NATIONAL PARK SERVICE

H.J. Sheely (202) 343-2894

For Release Sunday, February 20, 1972

R.D. Morrow (202) 343-7394

## SECRETARY MORTON ADDS 78 HISTORIC LANDMARKS TO NATIONAL REGISTER

Hopsewee-on-the-Santee, Rattle and Snap, and the e.e. cummings farm are among 78 National Historic Landmarks announced today by Secretary of the Interior Rogers C.B. Morton.

The newest Historic Landmarks are located in 21 States and the District of Columbia and were selected from three studies by the Department of the Interior's National Park Service. Each Landmark is nominated by the Secretary's Advisory Board on National Parks, Historic Sites, Buildings and Monuments for his approval.

Included is the Harry S Truman Historic District in Independence, Mo.

Designation of the 78 sites automatically places them on the National Register of Historic Places maintained by the Secretary of the Interior.

While not owned or managed by the National Park Service, the Landmarks are recognized as a means of encouraging preservation of historically significant properties in the United States.

(more)

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EDITORS: As many of the sites mentioned in this release might prove useful for individual feature stories, more detailed information on each of the listed National Historic Landmarks is available on request. Sorry, photographs not available. Telephone 202/343-7394, or write:

Office of Information  
National Park Service  
Department of the Interior  
Washington, D.C. 20240

The designation of 18 homes associated with the lives of Signers of the Declaration of Independence as National Historic Landmarks completes the study of such sites. Nine homes of Signers were previously designated.

The homes include a variety of sites in several States such as Samuel Huntington's birthplace in Scotland, Conn. -- a typical New England salt-box structure still in use as a private farm residence; Doughoregan Manor, Charles Carroll III's Maryland mansion near Ellicott City; Hopsewee-on-the-Santee, the South Carolina plantation home of Thomas Lynch, Jr.; and the deteriorating "Menokin" mansion of Francis Lightfoot Lee in Richmond County, Va.

In addition, some 22 homes associated with important American literary figures have been added to a lengthy list of such homes previously designated. Most of the newly-designated Landmarks in this category are related to 20th century authors, including F. Scott Fitzgerald, Edna St. Vincent Millay, Upton Sinclair, Willa Cather, Thomas Wolfe, Vachel Lindsay, and e.e. cummings.

A study of structures recognized for their architectural significance has led to Landmark designation of such diverse buildings as the Louisville Water Company Pumping Station, Louisville, Ky. -- a notable example of the Classical Revival style of architecture; the Tennessee State Capitol in Nashville, one of the best surviving examples of the Greek Revival style; the George Tate House in Portland, Maine, exemplary of pre-Revolution New England architecture; and the Carrollton Viaduct in Baltimore, Md. -- the first masonry railroad bridge built in the United States and still in use.

The first Roman Catholic cathedral built in the United States is also recognized. It is the Minor Basilica of The Assumption of the Blessed Virgin Mary, in Baltimore, begun in 1806.

Included for its architectural importance, "Rattle and Snap," George Polk's Tennessee home, was named after the dice game of the same name in which his father, William Polk, won the property from the Governor of North Carolina.

The Harry S Truman Historic District was added to the list of National Historic Landmarks associated with the lives of the Presidents of the United States.

A brief description of each of the 78 newly-designated National Historic Landmarks follows:

1. Upton Sinclair House, 464 North Myrtle Avenue, Monrovia, California.  
Best remembered for his 1906 novel, The Jungle, which led to the first Pure Food and Drug Act, Upton Sinclair became one of the most influential of American writers in the area of social justice. He resided in this comfortable suburban residence for the last 20 years of his active life, from 1942 until the mid-1960's, and here found, as he declared, "perfect peace to write in." Externally the house is unchanged, and to the rear stands the garage which Sinclair converted into a study, as well as the vault which he built to house his voluminous collection of papers. The dwelling is still privately owned and occupied.

2. Samuel Huntington Birthplace, Scotland, Connecticut.  
Samuel Huntington, a Signer of the Declaration of Independence for Connecticut, was trained at the age of 16 to be a cooper. Self-educated, he later became a lawyer and entered politics. He was a delegate to the Continental Congress from 1775 to 1784, and served as the President of that body from September 1779 until July 1781. From 1786 until his death in 1796, Huntington was the Governor of Connecticut.

Built in the first quarter of the 18th century, the Samuel Huntington Birthplace was Huntington's home from 1731 to about 1760. The house, a typically New England salt-box structure with a large stone central chimney, is still a farm residence and is not open to the public.

3. William Williams House, Lebanon, Connecticut.  
As one of Connecticut's delegates to the Continental Congress, William Williams became a Signer of the Declaration of Independence. Later he assisted in framing the Articles of Confederation, and became a delegate to the state convention at Hartford in 1788, where he voted for the ratification of the new Federal Constitution.

A graduate of Harvard and a merchant by profession, Williams resided in the town of Lebanon from 1755 until he died in 1811. His home there, dating from 1748, has been slightly modified by the insertion of a Greek Revival doorway about 1830. Otherwise, the structure is little changed and remains a private dwelling. It is not open to visitors.

4. Oliver Wolcott House, South Street, Litchfield, Connecticut.  
From 1775 until 1778, and again between 1780 and 1783, Oliver Wolcott was one of Connecticut's representatives in the Continental Congress. He participated in the early debates on independence, and, being absent when the Declaration of Independence was proclaimed in the summer of 1776, was permitted to sign the document the following October.

Wolcott, a graduate of Yale College, built his Litchfield home in 1753, and resided there until his death in 1797. The addition of a rear service wing marks the only subsequent exterior alteration to the structure, which is still privately owned and not open to visitors.

5. College Hill, 2216 Wrightsboro Road, Augusta, Georgia.

George Walton, a Signer of the Declaration of Independence for Georgia, was a lawyer, politician, soldier, governor, chief justice, and U.S. Senator. Born near Farmville, Virginia, he moved to Savannah, Georgia, where he studied law and was admitted to the bar in 1774. With the exception of 1778 and 1779, Walton served continuously in the Continental Congress from 1776 until September 27, 1781.

About 1790 Walton took up residence in Augusta and in 1795 built "College Hill," which served as his home from 1795 until his death in 1804. A fine two-story veranda, consisting of a series of segmental arches supported by delicate square columns, extends across the full width of the front elevation. Little altered and well maintained, College Hill is still a private home and is not open to visitors.

6. The Commandant's House, Old Augusta Arsenal, 2500 Walton Way, Augusta, Georgia. At his best, Stephen Vincent Benét stirred the wellsprings of the American spirit with lyrical ballads that place him among the Nation's best-loved poets. He began living at the Commandant's House of the historic Augusta Arsenal in 1911, when his father became post commander. From 1913 on, young Benét wrote intensely, and produced his first book in the summer of 1915, before departing for study at Yale. Entitled Five Men and Pompey, the work consisted of a series of dramatic monologues in verse that prefigured his more famous John Brown's Body. The Arsenal complex is now Augusta College, part of the university system of Georgia, while the Commandant's House itself remains in excellent, little-altered condition as the home of the college president.

7. Vachel Lindsay House, 603 South Fifth Street, Springfield, Illinois.

When his work became known in the second decade of the 20th century, Vachel Lindsay emerged as a major figure of America's poetic Renaissance. His lyrical poems, among the best known of which are "Bryan, Bryan, Bryan," "Santa Fe Trail," and "General William Booth Enters into Heaven," were at once popular and uniquely evocative of his Midwestern origins. Throughout his life Lindsay was devoted to his native Springfield, and today the family home where he was born and to which he returned between frequent wanderings is open to the public as a memorial museum. Dating from 1847, the dwelling retains the golden oak interior woodwork installed by Lindsay's parents and is the setting for an invaluable collection of Lindsay memorabilia, including many original manuscripts and ink drawings.

8. Liberty Hall, 218 Wilkinson Street, Frankfort, Kentucky. Liberty Hall was built in Frankfort, Kentucky, by the Hon. John Brown between 1796 and 1800. Brown was a leading lawyer and politician of the area.

The house that he built in the new capital of the state was patterned on the finest Federal architecture in the East, especially Philadelphia. Liberty Hall is a two-story gable roof brick house. The central bay of the ground floor is the entrance doorway with a semicircular transom and wooden frontispiece. Above it is a finely scaled palladian window. Across the entire east front is a well executed modillion cornice with dentil band. The great achievement of Liberty Hall is that, in spite of its remote location, it is one of the best examples of Federal domestic architecture in the country.

9. Louisville Water Company Pumping Station, Zorn Avenue, Louisville, Kentucky. The Louisville Water Company Pumping Station, located at the end of Zorn Avenue, was built from 1858 to 1860. It was designed and constructed by the chief engineer of the Water Company, Theodore R. Scowden.

The pumping station is composed of the engine room and the standpipe tower, both in the Classical Revival style and both exuberant outpourings of civic pride. The engine room is in the form of a temple in the Corinthian order and the 169 foot high standpipe tower is built in imitation of a triumphal Roman column. The ornamental details are made of terra cotta and cast iron, in themselves the products of industry.

The Louisville Water Company Pumping Station is the finest example in the country of the symbolic and monumental function of 19th-century industrial architecture.

10. Old Bank of Louisville, 320 West Main Street, Louisville, Kentucky. The Old Bank of Louisville was built at 320 West Main Street ca. 1836. Recent research would seem to indicate that the building was designed in part by James H. Dakin, a New Orleans architect and that the construction was supervised by Gideon Shryock.

The facade of the Old Bank of Louisville is in essence a distyle-in-antis doorway design similar to Plates 25 and 26 in The Beauties of Modern Architecture magnified to the scale of an entire building. Much of the interior is also based on the Lafever plates. The building combines superbly executed Greek Revival architectural detail with an unexpected and bold design brilliantly adapted to a narrow city site. It is one of the most original examples of small scale commercial architecture ever built in the United States.



11. Old State House, Frankfort, Kentucky. The Old State House in Frankfort, Kentucky, was designed and built by Gideon Shryock from 1827 to 1830. This building is the third of four State Houses in Kentucky; it replaced the second State House which burned down.

The Old State House is a severely simple temple form stone building with a hexastyle Ionic portico. The building is two stories high and has the Senate and House of Representatives chambers across the full width of the building on the second floor. The ground floor is given over to offices and courtrooms.

In addition to the well executed plan, the outstanding feature of the Old State House is the brilliant design of the central circular stairway and the dome above it. Gideon Shryock captured in the design of this building the essence of the American contribution to the Greek Revival style. The Old State House is now the headquarters of the Kentucky Historical Society and is open to the public.

12. Shakertown at Pleasant Hill, U.S. Route 68, Mercer County, Shakertown, Kentucky. In 1805 the Shaker community, known as Pleasant Hill, was founded in Mercer County, Kentucky. The community plan was first laid out in 1803. From 1809 to 1860 the village grew to its maximum size and prosperity. After the Civil War, decline overtook the Shaker organization and finally in 1910 the last of the Shaker property was deeded into private hands. In 1961 Shakertown at Pleasant Hill, Inc. was organized to conserve and restore what remained of the original community. The corporation has acquired 2200 acres of the original tract and restored most of the extant buildings. The entire community is open to the public as an historic area.

At Pleasant Hill the Shakers created a spare, graceful architecture which varies from the austere stone Central Family House built from 1824 to 1843 to the restrained elegance of the Trustee's Office with its soaring matched pair of spiral stairs. The large number and type of original Shaker buildings at Pleasant Hill in their virtually unaltered original rural setting form a milestone in American architecture.

13. Edwin Arlington Robinson House, 67 Lincoln Avenue, Gardiner, Maine. Growing up in this tall frame house near the Kennebec River, between 1870 and 1891, Edwin Arlington Robinson absorbed the drama of the life around him that eventually provided the substance for a poetry which, while adhering to traditional forms, singularly expressed the human experience in works such as "Miniver Cheevy" and "Richard Cory." As the fictional "Tilbury Town," Gardiner provided the backdrop for many of Robinson's characterizations, and at the family home he doubtless wrote much of the poetry included in his first two volumes. The dwelling has suffered no major structural changes, and remains a private residence.



14. George Tate House, 1270 Westbrook Street, Portland, Maine. Built in 1755 for George Tate (1700-1794), Mast Agent for the Royal Navy, the house is a tangible link with pre-Revolutionary New England.

The outstanding architectural features of the George Tate House are the clerestory gambrel roof and the fine interior paneling. The austere, unpainted exterior of the house belies the quite lavish interior trim and typifies the pioneer conditions under which the building was built. The Tate House is owned by The National Society of the Colonial Dames of America in Maine and is open to the public.

15. Carrollton Viaduct, Baltimore City, Maryland. The 19th-century railroad industry created an architecture of its own as traditional building forms were adapted to fit its particular needs. A position of great importance in this development is held by the Carrollton Viaduct which crosses Gwynn's Falls near Carroll Park in Baltimore, Maryland. Constructed between May 1828 and November 1829, the Carrollton Viaduct is the first masonry railroad bridge constructed in the United States. Designed by James Lloyd and constructed by Caspar Wever, it is constructed of dressed granite ashlar and spans the stream with a full center arch, eighty feet in diameter. Still in daily use, it is a bench mark in American industrial architecture.

16. Doughoregan Manor, near Ellicott City, Howard County, Maryland. Doughoregan Manor was the home of Charles Carroll III, who at the time of his death was the last surviving Signer of the Declaration of Independence. The scion of a wealthy Roman Catholic family, Carroll was appointed a member of the Continental Congress from his native Maryland on July 4, 1776, and went almost immediately to Philadelphia, where he signed the Declaration on August 2. He served in the Congress until 1779, and later became a U.S. Senator.

From 1766 until he died on November 14, 1832, Carroll made Doughoregan Manor his principal country seat. He lies buried in the private chapel of the estate. The original house was enlarged and assumed its present appearance shortly after Carroll's death. The mansion continues to be privately occupied and is not open to the public.

17. First Unitarian Church, Charles and Franklin Streets, Baltimore City, Maryland. The First Unitarian Church, in Baltimore, Maryland, was designed by Maximilian Godefroy in 1817 and completed in 1818. This Neo-Classical church reflects the early 19th-century interest in basic shapes and volumes. It is essentially a hemisphere set on a cube.

The dramatic domed interior space, which measures 80' from the floor of the auditorium to the top of the dome, proved to have serious acoustical defects. In 1893 the entire original interior of the church was masked by a new interior.

In many ways this church is the most ambitious of Maximilian Godefroy's American buildings and certainly the most spatially dramatic. The First Unitarian Church is one of the outstanding examples of 19th-century American architecture.

18. Habre-de-Venture, Rose Hill Road, Port Tobacco, Charles County, Maryland. Born near Welcome, Maryland, Thomas Stone was a Signer of the Declaration of Independence for his native State, as well as a lawyer, planter, and politician. He was admitted to the Maryland bar in 1764, and between 1776 and 1778 he served in the Continental Congress. He was again a delegate to the Congress in 1784. Stone built Habre-de-Venture on his Charles County plantation in 1771, and lived there until his death in 1787. He is buried in the nearby family cemetery. The story-and-a-half central block of the house is little changed today and, still a private home, is not open to the public.

19. Homewood, North Charles and 34th Streets, Baltimore, Maryland. Homewood was built from 1801 to 1803 in Baltimore, Maryland, by Charles Carroll, Jr. Homewood was designed as a five-part composition including the main central section, flanking pavilions and low hyphens that connect them to the central section. The design for Homewood has its roots in the small, intimate, essentially single story houses which became popular during the last half of the eighteenth century. Thomas Jefferson encouraged the style in Virginia, and it also attained a high degree of popularity in Kentucky. Although Homewood is not among the very earliest examples of this style, it is unquestionably one of the most finely developed examples of it. Homewood is on the grounds of the Johns Hopkins University and is not open to the public.

20. Minor Basilica of The Assumption of The Blessed Virgin Mary, 401 Cathedral Street, Baltimore, Maryland. The Minor Basilica of the Assumption of the Blessed Virgin Mary in Baltimore, Maryland, designed by Benjamin Henry Latrobe in 1806, is the first Roman Catholic Cathedral built in the United States.

Latrobe rejected the meetinghouse-with-central-steeple approach entirely and planned the Cathedral in the shape of the Latin Cross. Working in the style of restrained Neo-Classicism he displayed his considerable knowledge of structural design, and employed in the Cathedral a highly sophisticated system of masonry barrel vaults and shallow domes never before used in the United States in this way.

The Ionic entrance portico and twin towers were not completed until much later and the east end of the building was extended in 1890. Nevertheless this Cathedral is the masterpiece of Benjamin Henry Latrobe's entire career and one of the most distinguished buildings ever erected in the United States.

21. Mount Vernon Place Historic District, Baltimore, Maryland.  
The area commonly known as "Mount Vernon Place" in Baltimore, Maryland, is composed of four rectangular parks, East and West Mount Vernon Place and North and South Washington Place. These garden-parks, and the houses that line them, form the setting for the Washington Monument designed by Robert Mills and completed in 1829, which is the first major monument in the country built to honor the first president.

Mount Vernon Place laid out in 1831 is one of the first examples in the United States of deliberate city planning to create a dramatic setting for an existing monument. The Washington Monument by Robert Mills is most certainly an example of American architecture of the first importance and it became the focus and the reason for one of the best conceived and executed city planning projects ever carried out in 19th-century America.

22. William Paca House, 186 Prince George Street, Annapolis, Maryland.  
Admitted to the Maryland bar in 1764, William Paca was a delegate to the Continental Congress from 1774 to 1779 and one of the State's Signers of the Declaration of Independence. He served as Governor of Maryland from 1782 to 1783, and in 1789 George Washington appointed Paca a Federal District judge, a position that he held until his death in 1799.

Paca built his imposing Annapolis home in 1763-65, and lived there until 1780, a few months after the death of his second wife. Now owned by the State of Maryland, the Paca House is currently undergoing a very extensive restoration. It is hoped that this work will be completed by 1976. The restored structure will be utilized as a guest house for visiting dignitaries and the first floor will also be open to visitors.

23. Phoenix Shot Tower, Fayette and Front Streets, Baltimore, Maryland.  
The Phoenix Shot Tower in Baltimore, Maryland, was built in 1828 to manufacture lead shot. It remained in operation until 1892. The red brick tower is an excellent example of industrial architecture; however, the major significance of the structure is its impressive height of over 234 feet. It was the tallest structure in the United States until work resumed on the Washington National Monument in the District of Columbia after the Civil War. Never a building type erected in great numbers, less than four shot towers remain in existence. The Phoenix Shot Tower in Baltimore is the most outstanding example. Owned by the City of Baltimore, it is not open to the public.

24. Edgar Allan Poe House, 203 Amity Street, Baltimore, Maryland. Literary critic Arthur Hobson Quinn has termed Edgar Allan Poe "the one writer in the English language who was at once foremost in criticism, supreme in fiction, and in poetry destined to be immortal." Poe virtually invented the detective story, and created a body of poems of timeless value and great historical significance. Abroad, his craft influenced Baudelaire and the French Symbolists, as well as the writings of Dostoyevsky. Poe lived in this modest brick Baltimore house between 1832 and 1835, the period during which his prose first began to receive acclaim. In the summer of 1835, he moved to Richmond, Virginia, to join the staff of the Southern Literary Messenger. The City of Baltimore acquired the Poe House in 1939, and, simply furnished as it might have been in the 1830's, it is today open to the public.

25. St. Mary's Seminary Chapel, 600 North Paca Street, Baltimore, Maryland. Saint Mary's Seminary Chapel in Baltimore, Maryland, was designed in the Neo-Gothic style and built by the French architect Maximilian Godefroy between 1806 and 1808. It was an experiment in a new and unfamiliar style, hindered from the outset by the enlarging of an earlier structure. However, this building occupies a unique position in the history of American architecture. It is the first church in the Neo-Gothic style to be built in the United States.

26. The Sheppard and Enoch Pratt Hospital, Charles Street Avenue, Towson, Maryland. The Sheppard and Enoch Pratt Hospital in Towson, Maryland, has been for over a century one of the leading private hospitals in the country devoted to the care and treatment of the mentally ill.

The two principal buildings of the hospital, built from 1862 to 1891 and known originally as the Western Division and the Eastern Division, were designed by the nationally prominent architect Calvert Vaux. They are virtual mirror images of each other, and, together with their twin towers, these Norman Revival buildings present an impressive aspect over 800 feet long. Their functional design marked a milestone in psychiatric planning by separating patients according to the nature of their illness. The hospital buildings are not open to the public.

27. Edward Bellamy House, 91-93 Church Street, Chicopee, Massachusetts. When Edward Bellamy was an infant, his family moved into the simple white house in Chicopee which the author occupied throughout his life. Best remembered for his Utopian socialist novel, Looking Backward (1888), Bellamy wrought with his pen a far-reaching effect upon 19th-century liberal thought in America. A few years after Bellamy's death, the family residence was sold. Except for the removal of a side porch, however, the facade preserves its late 19th-century appearance, and the house continues to be used as a private home.

28. The Mount, Lenox, Massachusetts. Edith Wharton observed her own exclusive social milieu without illusion, and portrayed it with a candor that placed her at the head of the realistic novelists of her period. That she was more than an analyst of polite society, however, is attested to by her best known work, Ethan Frome, a stark tale of rural New England, set among wooded hills much like those surrounding The Mount, her estate at Lenox. For a decade before 1910, Edith Wharton spent part of each year at The Mount, and her first popular work, House of Mirth, dates from this period. One biographer has called The Mount "physically and symbolically" the peak of Edith Wharton's social and literary lives. The mansion and dependencies still express an air of restrained elegance, and survive relatively unchanged as the Foxhollow School for Girls.

29. The Parsonage, 16 Pleasant Street, Natick, Massachusetts. Although few literary critics would maintain that Horatio Alger's work has genuine literary merit, his boys' stories indoctrinated an entire generation of American youth with the comforting value that virtue is always rewarded by wealth and honor. Hence Alger left a profound if intangible mark on American history. Except for two years in the West, Alger spent his summers from 1866 until shortly before his death at the parsonage of Eliot Church, where his father served as pastor. He retired to Natick in 1898 and died the following year. Built about 1820, The Parsonage still serves its traditional purpose and has been only moderately altered since Alger's time.

30. Red Top, 90 Somerset Street, Belmont, Massachusetts. For 20 years at the turn of the century, William Dean Howells was America's foremost literary figure. He set the standards by which writers were measured, and through his own novels and critical impact, he pointed the way toward realism and a more mature literary tradition. Howells occupied a number of houses in the Boston area, of which Red Top is today the best preserved and least altered. The house was designed by Howells' brother-in-law of the firm of McKim, Mead, and White. Howells resided here, amid "lovely hilltops and garden slopes" as he wrote, from 1878 until 1882. During this period, he produced several novels while at the same time serving as editor of the Atlantic Monthly. Subsequent owners have effected changes, but essentially Red Top preserves its late 19th-century character. It is not open to the public.



31. F. Scott Fitzgerald House, 599 Summit Avenue, St. Paul, Minnesota. Number 599 Summit Avenue is part of Summit Terrace, an imposing brownstone Victorian row which typifies the environment upon which Fitzgerald drew for some of his finest stories. About 1914, during Fitzgerald's youth, his parents moved to 593 in the same row, and in 1918 they occupied number 599. Fitzgerald returned from New York to his parents' home the following year, and in a quiet upstairs front room he rewrote the rejected manuscript of The Romantic Egoist into This Side of Paradise, the novel which made its author a leading voice of the Jazz Age. Because it represents Fitzgerald's youthful surroundings, and a crucial phase of his literary development, the residence stands a significant monument to a leading American author. It remains a private home.

32. Harry S. Truman Historic District, North Delaware Street area, Independence, Missouri. More than any other locale, the North Delaware Street neighborhood suggests the life and career of former President Harry S. Truman. As a boy, Truman lived nearby, and since 1919 he and his wife have resided at 219 North Delaware. The lower part of the quiet, oak-shaded street in the vicinity of the Truman house itself appears much as it did during Mr. Truman's years in the White House, and a number of structures included in the district are variously associated with the 33d President. On the north the district is bounded by the Truman Library, completed in 1957 to house the Presidential papers.

33. Willa Cather House, Third and Cedar Streets, Red Cloud, Nebraska. Willa Cather captured the pioneer spirit as perhaps no other American author has succeeded in doing. Her artistry has been called local in scope, for it dealt primarily with the West and Southwest, but national in significance as a spiritual chronicle of the westward movement. According to Miss Cather herself, the essence of her craft was determined by her life in the prairie town of Red Cloud, the thinly-veiled setting for O Pioneers!, My Ántonia, and many other works. Today the modest frame Cather residence stands restored to the period when it was occupied by the future novelist and her family, from 1884 to 1891. Maintained by the Willa Cather Pioneer Memorial and Educational Foundation, the house is open to the public.

34. Josiah Bartlett House, Route 111, Kingston, New Hampshire. Josiah Bartlett, a Signer of the Declaration of Independence for New Hampshire, was a physician, politician, chief justice, and governor. He entered politics in 1765 and was elected a delegate to the First Continental Congress in 1774, but was unable to attend because of the destruction of his house by fire. He attended the Second Congress in 1775-76 and was the first delegate to vote for the Declaration of Independence. Although reelected in 1777, he did not attend Congress

because of illness. From 1778 to 1779 he was again active in Congress but then resigned because of physical exhaustion. He retired from public life because of ill health in 1794 and died the following year.

Bartlett built the house in 1774 and made it his home from 1774-1795. The exterior and part of the interior were remodeled in the Greek Revival style during the early part of the 19th century. The house has never been restored and is still furnished with many original Bartlett pieces. It is used as a private residence and is not open to visitors.

35. Joy Farm, Silver Lake, Carroll County, New Hampshire. First recognized for his war novel, The Enormous Room (1922), Edward Estlin Cummings made his greatest contribution as a poet. Innovative and eccentric, he was in the vanguard of the ultra-modern, radical, and experimental in American prosody. His innovations would be of little importance, however, had not they been used in the service of one of the finest poetic sensibilities in modern American literature. Cummings often visited the family summer retreat, Joy Farm, as a boy. After 1923, he generally summered there, and died at the farm in 1962. Subsequently, the property has changed hands, but the main house, its cluster of dependencies, and the unspoiled wooded setting, have changed little.

36. Matthew Thornton House, 2 Thornton Street, Derry Village, New Hampshire. Irish-born Matthew Thornton, a Signer of the Declaration of Independence for New Hampshire, was a physician, politician, and jurist. Thornton entered politics in 1758, and in 1775 was elected president of the provincial assembly and helped prepare a constitution for New Hampshire. In January 1776 he was elected Speaker of the House of Representatives of the new State legislature. In 1776 he was also elected a delegate to the Continental Congress and although he did not take his place until November 19, he was allowed to sign the Declaration of Independence. He served in Congress for about one year and then returned home to resume service in State affairs.

The Matthew Thornton House was the Signer's home from 1740 to 1780. The exterior of the house was remodeled in the Greek Revival style during the first portion of the 19th century. The frame and floors of the structure are 18th century, but the exterior clapboarding and chimneys are replacements of the originals. Used as a private residence, the house is not open to visitors.

37. Maybury Hill, Snowden Lane, Princeton, New Jersey. Joseph Hewes was a Signer of the Declaration of Independence for North Carolina. A merchant and politician, he was born in 1730 in a farm house located on the edge of Princeton, New Jersey. About 1760 he moved to Edenton, an important shipping and trading center in North Carolina, where he was to reside for the rest of his life. He was a delegate to the Continental

Congress from 1774 to 1777. In 1775 he was the active member and real head of the committee to fit out armed vessels, and as chairman of the committee of the marine, was in actual fact the first executive head of the new U.S. Navy. Hewes was not reelected in 1777 but was returned to the Continental Congress in 1779. However, in November of that year he died. His Edenton house is no longer standing.

Maybury Hill, Joseph Hewes' birthplace, was leased by his father from 1730 to 1755. The farmhouse was built about 1725 and enlarged to its present size in 1753. The massive walls, constructed of field stone, were covered with concrete on the exterior about 1900. Otherwise, the house is little altered. Used as a private residence, the dwelling is not open to visitors.

38. The Owl's Nest, on Dunham's Bay, near Lake George, Warren County, New York. An early exponent of the literary realism advocated by his contemporary, William Dean Howells, Edward Eggleston was perhaps the first novelist to tap in a serious vein the potential of America's frontier experience. Besides The Hoosier Schoolmaster (1871) and other works of fiction, his The Transit of Civilization was a seminal work in American social history. Eggleston began summering at Lake George in 1875, and between 1880 and 1890 he completed the three principal structures composing the complex which he called The Owl's Nest. Here he did most of his later writing, including his historical studies. Used by his descendants as a summer retreat, The Owl's Nest retains a remarkable degree of historical integrity.

39. Steepletop, near Austerlitz, Columbia County, New York. A feminist, agnostic, and political radical, Edna St. Vincent Millay became the ideal of the emancipated young woman of the 1920's, when she was one of America's most popular poets and a leader of the Bohemian movement centering about Greenwich Village. Her earlier work, which includes the well-known "Renasceance," is generally conceded to be her best, but during the quarter of a century that she lived at Steepletop, from 1925 until her death in 1950, she composed numerous volumes of verse. The two-story clapboard house, together with Miss Millay's writing cabin, the guesthouse, and other structures, remain, complete with furnishings, unchanged amid a sylvan setting. Privately occupied, Steepletop reflects the personality of the poet in countless ways.

40. Nash-Hooper House, 118 West Tryon Street, Hillsborough, North Carolina. A Signer of the Declaration of Independence from North Carolina, William Hooper was born at Boston, Massachusetts, graduated from Harvard College in 1760, and studied law under James Otis. In 1764 Hooper moved to Wilmington, North Carolina, where he quickly built up a law practice among the planters of the Lower Cape Fear area. He was a delegate to the Continental Congress from 1775 to April 29, 1777, when he resigned and retired to his country home near Wilmington, where he resumed his legal practice.



The Nash-Hooper House was Hooper's home from 1782, when he moved to Hillsborough, until 1790. The residence was built in 1772 by Francis Nash, the Revolutionary War hero and general who was killed at the Battle of Germantown, Pennsylvania, in 1777. Except for a one-story wing added in 1819, the Nash-Hooper House is much as it was originally. Used as a private residence, the house is not open to visitors.

41. Thomas Wolfe House, 48 Spruce Street, Asheville, North Carolina. Thomas Wolfe's shift from romantic individualism to social awareness, in a brief career which spanned the late 1920's and the 1930's, typifies the intellectual progression of his time. Yet the real value of his writing lies in its more intrinsic qualities, its scope, lyricism, and sheer genius. Wolfe was perhaps the most overtly autobiographical of this country's major novelists, and his family and early life provided the material for many of his most memorable passages and characters. As the scene of his boyhood, the rambling Spruce Street house in Asheville became the "Dixieland" boardinghouse of the classic Look Homeward Angel. Preserved unchanged by the City of Asheville since the death of Wolfe's mother in 1945, the home is open to the public as a striking memorial to the author.

42. Cedarcroft, near Kennett Square, Chester County, Pennsylvania. A vivid and romantic personality, Bayard Taylor was popularly regarded by mid-19th century America as a great writer. He was a type-specimen of his age, a man of strong will who drove himself toward the success he desperately desired. His Home Pastorals (1875) has been called "intrinsically as well as historically valuable," and a "handsome contribution to American culture." Most of Taylor's work is forgotten, but Taylor is significant in American literary annals both for what he represented and for what his contemporaries believed him to be. Cedarcroft, an elegant Italianate mansion completed by Taylor in 1859, was the scene of some of his most productive labors. Today the extensive grounds formerly surrounding the house have become a residential development. But the dwelling itself, still a private residence, survives little altered.

43. Governor Stephen Hopkins House, 15 Hopkins Street, Providence, Rhode Island. Before representing Rhode Island at the Continental Congress, where he was a Signer of the Declaration of Independence, Stephen Hopkins had been a surveyor, a merchant, Chief Justice of the Rhode Island Superior Court, and finally royal governor of the colony from 1755 to 1757. He also attended the general colonial congresses of 1754, 1755, and 1757 before becoming a delegate to the Continental Congress in 1774. Ill health compelled his return to Rhode Island in September, 1776.

The Hopkins Street house was Hopkins' home from 1742 until his death in 1785. Acquired by the State of Rhode Island in 1927 and carefully restored the following year, the dwelling is maintained by the Society of Colonial Dames as a historic house museum.

44. College of Charleston, Charleston, South Carolina. The small campus of the College of Charleston chartered in 1785 contains three principal structures--the Main Building, the Library, and Gate Lodge, situated in an attractive setting of evergreen oaks. The Main Building is a large Roman Revival edifice erected in two stages between 1827 and 1852, with later rebuildings and additions. The core of the building was the work of the architect William Strickland; the later design is by Edward Brickell White. The Gate Lodge, also designed by White and built in 1852, is an example of a Roman Revival brick building. The Library, constructed in 1854-56 was designed by George Edward Walker. The complex is an outstanding example of 19th-century academic architecture achieved on a series of stages of orderly growth.

45. DuBose Heyward House, 76 Church Street, Charleston, South Carolina. From 1919 to 1924, DuBose Heyward lived in a small 18th-century house on Church Street in his native Charleston, the city which provided the setting for his world-famous novel, Porgy. Unique in American letters when it appeared in 1925, Porgy for the first time presented the Southern black as a human being. At the same time, it recorded a vanishing way of life. The novel and subsequent dramatization were later transformed by Gershwin into the beloved opera, Porgy and Bess, and has become part of America's native folklore. Internally incorporated into an adjacent structure, the exterior of the Church Street house, as well as its mellow setting, largely preserve the character of Heyward's time. The house is not open to the public.

46. Hopsewee-on-the-Santee, on U.S. 17, Georgetown County, South Carolina. Born at Hopsewee-on-the-Santee, Thomas Lynch, Jr. was a Signer of the Declaration of Independence from South Carolina. He studied law in England, but became a rice planter upon his return to South Carolina in 1772. Lynch entered public life in 1774 as a member of the South Carolina legislature, and in March 1776, he was appointed a delegate to the Continental Congress so that he might care for his father, also a delegate, who had suffered a stroke. Thomas Lynch, Jr., was thus present, voted for, and shortly thereafter signed the Declaration of Independence. However, the poor health of both him and his father forced their return to South Carolina shortly thereafter.

Hopsewee was the birthplace and boyhood home of Thomas Lynch, Jr. from 1749 to 1763. Built in the 1740's, the two-and-a-half story plantation house is little altered. It remains a private residence, but from Tuesday through Friday of each week it is open to the public.

47. Middleton Place, Dorchester County, South Carolina. One of South Carolina's four Signers of the Declaration of Independence, Arthur Middleton was born at Middleton Place into one of the colony's leading families. Law studies at the Inns of Court in London prepared him for a political career upon his return to South Carolina in 1764. Middleton

was a member of the first and second provincial congresses of 1775-76, and served on the committee which framed a constitution for South Carolina in February 1776. From May of that year until October of 1777 he was a delegate to the Congress in Philadelphia.

Middleton Place remained Arthur Middleton's lifelong home, and he is buried on the estate. The original mansion and one of the brick flankers was burned in 1865, during the advance of Sherman's army. The south wing survived, however, and today serves as the plantation residence. Although the house itself is privately occupied, the surrounding landscaped gardens are open year round to visitors.

48. Edward Rutledge House, 117 Broad Street, Charleston, South Carolina. English-educated Edward Rutledge was one of the Signers of the Declaration of Independence for South Carolina. He was elected a delegate to the First Continental Congress in July 1774, where, because of his distrust of the New Englanders and their democratic proclivities, Rutledge favored a weak confederation of the colonies. In November 1776, he left Philadelphia and once more took up his law practice in Charleston. Later he served against the British as a member of the State militia.

The Rutledge house in Charleston, also known as the Carter-May House, was the Signer's residence from 1787 until his death in 1800. Except for a late 19th-century wing, the original exterior character of the house is not substantially altered. Now a home for elderly women, the house is not ordinarily open to the public.

49. Woodlands, Bamberg County, South Carolina. Assured a secure place in the evolution of American letters for his historical romances The Yemassee and Eutaw, William Gilmore Simms was a leading writer of the national period, along with Cooper, Hawthorne, and Melville. He was also the foremost literary link between North and South prior to the Civil War. For almost four decades, beginning in 1836, Simms lived at Woodlands, his plantation on the South Edisto River. His residence there was three times destroyed and rebuilt during this period, and the present house dates from 1867. While the dwelling has been substantially altered, its setting and the surrounding ante-bellum outbuildings remain virtually undisturbed. Simms' small brick study, despite deterioration, has been left as it was at the time of the author's death in 1870. The plantation is privately owned.

50. Castalian Springs, Gallatin-Hartsville Pike (State Highway 25) Sumner County, Castalian Springs, Tennessee. Castalian Springs was built in 1828 by Colonel Alfred Wynne near Bledsoe's Lick, Tennessee, to serve as an inn. In 1834 the Wynne family made it their residence.

The two-story main house and five one-story dependencies are built of log on stone foundations.

The dependencies are constructed of oak, cedar, walnut, and ash. The main house, 110-feet long by 22-feet wide, is constructed of white oak logs and is composed of the two traditional forms for multiple-room log dwellings, the "dog trot" and "saddle bag."

Castalian Springs is the finest remaining and most fully developed example of pioneer log architecture in the United States.

51. Rattle and Snap, Andrew Jackson Highway, Route 43, Maury County, Tennessee. Rattle and Snap was built by George Knox Polk in 1845 near Columbia, Tennessee. Mr. Polk was a cousin of the eleventh President of the United States, James K. Polk. Though the architect for Rattle and Snap is not known, this large two-story brick house with its magnificent ten columned Corinthian portico has come to be regarded as one of the most distinguished examples of the late Greek Revival style in America. Rattle and Snap is not open to the public.

52. Tennessee State Capitol, Capitol Hill, Nashville, Tennessee. The Tennessee State Capitol in Nashville was designed by the nationally important architect, William Strickland, in 1845 and constructed between 1845 and 1859.

It is one of the greatest expressions of Greek Revival architecture in America. The design is marked by porticoes front and back and also on the lateral facades, and a central cupola in imitation of the Choragic Monument of Lysicrates. The interior is noted for the monumental cross corridors that separate the House of Representatives, the Senate, and the Library.

The exterior stonework of the building was resurfaced in 1956.

53. Berkeley, State Route 5, Charles City County, Virginia. Benjamin Harrison V, a Signer of the Declaration of Independence for Virginia, was the son of a well-to-do Virginia planter. Harrison attended the College of William and Mary at Williamsburg but left without graduating, upon the death of his father. He was a member of the Virginia House of Burgesses from 1749 to 1775 and often served as its speaker. From 1774 until October of 1777, he was a delegate to the Continental Congress, and at the end of the Revolution he became Governor of Virginia.

Berkeley, built in 1726, was Harrison's birthplace and lifelong home. The mansion was also the birthplace of William Henry Harrison (1773-1841), soldier and ninth President of the United States. Between 1790 and 1800, the interior of the house was redecorated in the Adam style. Otherwise it is little altered. The basement and first floor of the mansion are open to visitors, while the upper floors are privately occupied.

54. Berry Hill, Halifax County, Virginia. Berry Hill, located in Halifax County, Virginia, achieved its present form between 1835 and 1840 when the owner, James Cole Bruce, completely redesigned and greatly enlarged an earlier brick house. The result, possibly the work of John E. Johnson, has come to be regarded as the quintessence of domestic Greek Revival architecture in the United States. The main two-story house faces a large rectangular grassed forecourt. Flanking the main house and some distance in front of it are two identical service pavillions which face each other. Across the entire front of the main house is a monumental octastyle Greek Doric pedimented portico in imitation of the Parthenon. Berry Hill is not open to the public.

55. Bremo Historic District, Fluvanna County, Bremo Bluff, Virginia. Bremo Historic District, Fluvanna County, Virginia, consists of three plantation house groupings and their outbuildings and dependencies all built on Bremo Plantation by General John Hartwell Cocke between 1803 and 1845. The first to be constructed was Bremo Recess (1803-1809); the second and most important of the three, Upper Bremo, was completed in 1820. The last, Lower Bremo, was built ca. 1844 at the same time Bremo Recess was extensively remodeled.

Upper Bremo has been described as the most nearly perfect of all the houses in the Jeffersonian Tradition.

Bremo Recess and Lower Bremo are both rare examples of the Jacobean Revival style. Bremo is not open to the public.

56. Camden, Caroline County, Virginia. Camden was built between 1857 and 1859 for William C. Pratt on the bank of the Rappahannock River near Port Royal, Virginia. The architect for Camden was the English-born Nathan G. Starkwether. Camden is one of the finest and most fully developed examples of the Italian Villa style of mid-19th century America. Camden is of particular interest because the architect's original drawings survive in the house, and also because the house retains much of the original furnishings. Maintained in an excellent state of preservation, Camden is not open to the public.



57. Drydock Number One, Naval Shipyard, Portsmouth, Virginia. In the early 19th century, architects were involved in the designs of canals, shipyards, and railroads as well as buildings. In 1827 work was begun on the first drydock in the United States. Drydock Number One at the Norfolk Naval Shipyard, Norfolk, Virginia, was completed in 1834. It is constructed of slabs of granite quarried in Massachusetts. A living testimonial to the excellence of its design is the fact that it has been in continuous use to this day. Drydock Number One is not open to the public.

58. Egyptian Building, Richmond, Virginia. In the United States the Egyptian Revival style enjoyed a limited popularity in the middle decades of the 19th century. It was often used with a certain sternness of purpose such as cemetery gateways, prisons, and obelisks to honor the dead. The most outstanding Egyptian Revival building in the United States is the Egyptian Building in Richmond. Built in 1845 by the architect Thomas Stewart for the Medical College of Virginia, it is uncompromisingly Egyptian in overall form as well as in detail. In 1929 the interior of the building was remodeled. It is the property of Virginia Commonwealth University and is not open to the public.

59. Elsing Green, County Route 623 near King William Courthouse, King William County, Virginia. Carter Braxton, one of Virginia's Signers of the Declaration of Independence, was the son of a wealthy planter. He was educated at the College of William and Mary at Williamsburg, then lived in England for a time. Returning in 1761, he was elected to the Virginia legislature and served in this body from 1761 to 1776. He was appointed a delegate to the Continental Congress as a successor to the deceased Peyton Randolph. Braxton took his seat on February 23, 1776, and was one of the Signers of the Declaration. He was not reappointed to Congress in 1777, probably because of his extremely conservative view of government and his distrust of democracy.

Elsing Green was Carter Braxton's home from 1761 to 1767. His later plantation house, "Chericoke" in King William County, Virginia, where he resided from 1767 to 1797, is no longer standing. A large brick, U-shaped Georgian mansion, Elsing Green is outwardly little altered. The original interior, however, was destroyed by a fire around 1800. Today it is a private residence and is not open to visitors.

60. The Exchange, 15-19 W. Bank Street, Petersburg, Virginia. The Exchange in Petersburg, Virginia, built in 1841 and designed by Mr. Berrien of New York, is a boldly detailed building in the Greek Revival style. Rectangular on the exterior with a tetrastyle Doric entrance portico, the interior contains a central two-story rotunda rising to a dome and octagonal lantern. The Exchange in Petersburg is probably the last, unaltered Merchants Exchange in existence in the United States. It is presently used as a police station.

61. Ellen Glasgow House, 1 West Main Street, Richmond, Virginia. Critic J. Donald Adams has praised novelist Ellen Glasgow as "among the best we Americans have produced," and calls her "the wittiest novelist in our history, bar none, and one of the best stylists." Although her works were set almost without exception in her native Virginia, their unifying theme is human nature itself, and the survival of essential human values in the face of adversity, pretense, and change. From her girlhood until her death in 1945, Ellen Glasgow lived in the sedate Greek Revival-style family home on West Main Street, Richmond. Her study and bedroom have been preserved virtually undisturbed, and the house, now owned by the Association for the Preservation of Virginia Antiquities, is leased as an office. It is open by appointment.

62. Menokin, four miles northwest of Warsaw via County Route 690, Richmond County, Virginia. Francis Lightfoot Lee, a planter, politician, and an ardent revolutionist, was a Signer of the Declaration of Independence from Virginia. After serving for eighteen years in the Virginia legislature, Lee became a delegate to the Continental Congress from 1775 until June of 1779.

Menokin, Lee's plantation home near the Rappahannock River, was probably completed in 1769. It was built for Lee and his bride by his father-in-law, Colonel John Tayloe of nearby Mount Airy. The house has been unoccupied for many years and is now in a ruinous state. The property is not open to visitors.

63. James Monroe Tomb, Hollywood Cemetery, Richmond, Virginia. In the study of 19th-century American architecture the James Monroe Tomb in Hollywood Cemetery, Richmond, Virginia, occupies an important place because of its unusual material. The James Monroe Tomb is made of cast iron, cast by the firm of Wood and Perot in Philadelphia and erected in 1859 from designs by Albert Lybrock. The delicate and flamboyant open Gothic tracery of the design was possible to achieve in cast iron in a manner not possible at this scale in stone. The James Monroe Tomb is a small-scale masterpiece of cast iron architecture.

64. Monumental Church, 1224 E. Broad Street, Richmond, Virginia. The Monumental Church in Richmond, Virginia, the work of the nationally-prominent architect Robert Mills, was built from 1812-1814 to commemorate the seventy-two persons, including the Governor of Virginia, who died in a theatre fire on that site in 1811. The building was erected to serve as a memorial and as an active church. By designing an octagonal auditorium-plan church covered with a shallow dome and casting the whole composition in the severest forms of the Greek Revival style, Robert Mills created a wholly original and unprecedented building regarded as a milestone in the development of American architecture. The building is owned by Virginia Commonwealth University and is open to the public.



65. Oatlands, Loudoun County, Virginia. Oatlands, near Leesburg, Virginia, was built between 1800 and 1803 by George Carter and completed in 1827 with the addition by him of the roof parapets and the monumental Corinthian portico. This very formal brick house covered with stucco, is a five part composition composed of a three-story central section flanked by two-story wings and terminated by semi-octagonal bays which contain the stairs.

The house is one of the finest extant examples of the late Federal style. Oatlands is the property of The National Trust for Historic Preservation.

66. Poplar Forest, Bedford County, Virginia. Between 1806 and 1819, Thomas Jefferson decided to build a retreat in the rural seclusion of Bedford County, Virginia. He named his hermitage Poplar Forest. In its design he gave full reign to his fancy and planned a one-story octagonal house over a raised basement. In planning the grounds Jefferson created miniature hills in the garden to screen the view of the octagonal out-houses from the main house.

Poplar Forest was completely gutted by fire in 1845 and immediately repaired.

In spite of the fire, Poplar Forest remains an intensely personal example of Thomas Jefferson's architectural taste second only to Monticello. Poplar Forest is not open to the public.

67. Richmond City Hall, Richmond, Virginia. The Richmond City Hall was built between 1886 and 1894 from designs by Elijah E. Myers (1832-1909). The building occupies an entire city block at the rear of the Virginia Capitol grounds. Stylistically, the Richmond City Hall represents a later phase of the 19th-century Gothic Revival. The most notable interior feature is an impressive skylighted central court surrounded by arcaded galleries. Among American municipal buildings of its size and style, the Richmond City Hall has no superior in similarly unaltered condition.

68. Ripshin Farm, near Trout Dale, Grayson County, Virginia. In the frankly self-revealing character of his writing, Sherwood Anderson set a powerful example for the novelists and short story writers who followed him during the late 1920's and the 1930's. William Faulkner, one of those influenced by Anderson, called him the father of a whole generation of American writers. In 1925, six years after Anderson's internationally-acclaimed Winesberg, Ohio appeared, he purchased a remote wooded tract in the mountains of southwestern Virginia where, two years later, he completed the rustic log and fieldstone house which forms the nucleus of Ripshin Farm. This became the author's permanent home, and in a tiny creekside cabin nearby he did most of his later writing. Now owned by his widow, Ripshin Farm remains virtually as it did when Anderson died in 1941.

69. Spence's Point, near Westmoreland Post Office, Westmoreland County, Virginia. Not only for the incisiveness with which he portrayed the complexities of a technological society, but also for the innovative artistry of such works as U.S.A. and Manhattan Transfer, John Dos Passos stands as a major 20th-century American writer. He maintained a lifelong association with Spence's Point, the family farm on the Potomac where he spent his boyhood summers, and in the early 1940's he began the restoration of a Federal-style brick farmhouse on the property. He settled permanently at Spence's Point in 1949, and his final works, although not as significant as his contributions of the 1920's and 1930's, were largely written here. Unchanged and in excellent condition, the house is still privately owned and is not open to the public.

70. University of Virginia, Charlottesville, Virginia. The University of Virginia, Charlottesville, Virginia, was conceived of and designed by Thomas Jefferson as an "academical village" that would serve as "the future bulwark of the human mind in this country." His brilliant scheme for the University buildings was very much in the European Neo-Classical tradition of the period. Construction was carried out from 1816 to 1827. The Rotunda was gutted by fire in 1895 and rebuilt by Stanford White. However the entire original "academical village" including Jefferson's brilliant arrangement of faculty pavilions, student housing, and "hotels" for feeding the students forms a unit that is unsurpassed in American architecture.

71. Washington and Lee University, Lexington, Virginia. Washington and Lee University, Lexington, Virginia, is composed of a collection of architecturally harmonious and spatially related Neo-Classical buildings that together form one of the most dignified and beautiful 19th-century college campuses in the Nation. The first buildings erected in 1803 by what was then Washington College, have long since disappeared. It is, however, the oldest of the existing buildings, Washington Hall, erected in 1824, which sets the architectural tone of the campus.

Even though the individual buildings that make up Washington and Lee have gone through extensive changes in the course of their organic growth and development, the integrity of the University complex as a whole has survived. The Lee Chapel was designated a National Historic Landmark in 1961 under the theme study of the Civil War.

72. Wickham-Valentine House, 1005 E. Clay Street, Richmond, Virginia. The Wickham-Valentine House was built in 1812 in Richmond, Virginia. Though the architect for the house is not known, it is generally accepted as the work of Robert Mills.

The severe restraint of the stuccoed exterior is contrasted on the interior by the extraordinary free form spiral staircase that rises out of an oval hall. The house is also noted for the elaborate mid-19th century drawing room installed by the second owner. The house is part of the Valentine Museum and is open to the public.

73. Hamlin Garland House, 357 West Garland Street, West Salem, Wisconsin. Hamlin Garland's fiction has been hailed as the finest regional work in American literature. More important, however, was Garland's contribution to the development of literary naturalism in America. Together with London, Crane, and Norris, he forged the way toward a more profound consideration of the human experience in the spirit earlier reflected by Tolstoy, Zola, and Hardy in Europe. Many of his writings, including the initial draft of A Son of the Middle Border, were composed at the West Salem house a few miles from his birthplace. The life described in these works was that of the surrounding Coulee Region. Garland purchased the dwelling in 1893, later remodeled it, and spent much of each year there until 1915. Divided into apartments today, the house nonetheless preserves the physical character of Garland's time.

74. Arts and Industries Building, 900 Jefferson Drive, S.W., Washington, District of Columbia. The Arts and Industries Building of the Smithsonian Institution, constructed in 1879, is the best preserved example in the United States of 19th-century "world's fair" or "exposition" type architecture, even though it was not constructed as part of a fair. It was built in Washington to house the international exhibits left over from the Philadelphia Centennial Exhibition of 1876, and was designed intentionally in the manner of the Philadelphia Centennial buildings by the architectural firm of Cluss and Schulze. The building is used for museum exhibits and is open to the public.

75. General Post Office, E and F Streets between 7th and 8th Streets, N.W., Washington, District of Columbia. The General Post Office, now The Tariff Commission Building, Washington, D.C., is the work of Robert Mills and Thomas U. Walter, two of the most noted 19th-century American architects. This beautifully scaled and finely detailed building, an exceptional specimen of restrained Neo-Classical design, is an outstanding example of civil architecture in this country.

The General Post Office was erected in two sections over a 27-year period. In 1839 construction was started on the south section of the present building designed by Robert Mills for use as the Post Office Department and City Post Office. In 1855 construction was begun on the extension designed by Mills' successor, Thomas Ustick Walter. The building was not completed until 1866. It is open to the public.

76. Old Corcoran Art Gallery, 1661 Pennsylvania Avenue, N.W., Washington, District of Columbia. The Old Corcoran Art Gallery, now the Renwick Gallery of the Smithsonian Institution, begun in 1859 from designs of James Renwick and Robert Auchmutz, is one of the first buildings in the United States erected exclusively as a gallery of art. Its outstanding merit is the quality of its architectural design. Conceived in the French Second Empire style, it is a deliberate emulation of the design of the

mid-19th century additions to the Louvre in Paris. The modest scale, the date of construction, and the excellence of architectural detail give this building a seminal position in the development of the Second Empire style in America.

77. State, War, and Navy Building, Pennsylvania Avenue and 17th Street, N.W., Washington, District of Columbia. The State, War, and Navy Building in Washington, D.C., now the Executive Office Building, was designed by Alfred B. Mullett and is his masterpiece. Begun in 1871 and completed in 1888, it is the most ambitious architectural undertaking of the Grant administrations. Conceived in the French Renaissance Revival style, it is dominated by a complex mansard roof. The State, War, and Navy Building has become a paradigm of post-Civil War architecture and one of the three grandest structures in the United States of its style.

78. United States Department of the Treasury, 1500 Pennsylvania Avenue, N.W., Washington, District of Columbia. The United States Department of the Treasury building, erected in Washington, D.C., between 1836 and 1869 is the work of Robert Mills, Thomas U. Walter, Ammi B. Young, Isaiah Rogers, and Alfred B. Mullett. Conceived and built in the Greek Revival style which so captured the spirit of the young Republic, this monumental stone building and the Old Patent Office, undertaken at the same time, are outstanding examples of Greek Revival civil architecture in the country.



# United States Department of the Interior

NATIONAL PARK SERVICE  
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

FEB 23 1972

The Director of the National Park Service

George B. Hartzog, Jr.

is pleased to inform you that the historic property described briefly in the enclosure, has been found to possess national significance in commemorating the history of the United States, and is thus eligible for designation as a National Historic Landmark.

The purpose of Landmark designation is to identify and recognize nationally significant sites and to encourage their owners to preserve them. Eligible Landmarks are chosen through studies prepared by the National Survey of Historic Sites and Buildings; evaluated by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments; and approved by the Secretary of the Interior in accordance with the Historic Sites Act of August 21, 1935.

As explained in the enclosed leaflet, recognition and designation of Landmark sites are accorded by certificates and bronze plaques, which are provided free of charge to the owners or administrators of these properties upon their application and agreement to adhere to simple preservation practices. If you wish to apply for the certificate and plaque, copies of the application form are enclosed. The form should be completed in triplicate and two copies returned to the National Park Service. You may retain the third copy for your records.

Designation as a National Historic Landmark automatically places the property on the National Register of Historic Places. Under the provisions of the National Historic Preservation Act of 1966, entry on the National Register provides each Landmark with safeguards against damage by Federal undertakings and fulfills one qualification for participation in a grant-in-aid program to assist in its preservation. Further information about these provisions of the law is contained in a leaflet describing the National Register that is also enclosed.

We will be pleased to include this property among the sites already recognized as National Historic Landmarks.

Hon. John Chafee  
Secretary of the Navy  
The Pentagon  
Washington, D.C. 20350

DRYDOCK NUMBER ONE, VA.

H34-HH

RECEIVED  
NATIONAL PARK SERVICE  
WASHINGTON OFFICE  
MAY 11 2 28 PM '72

24 April 1972  
(Date)

Mr. George B. Hartzog, Jr.  
Director  
National Park Service  
Department of the Interior  
Washington, D. C. 20240

Dear Mr. Hartzog:

As the (~~owner~~, owners) of Drydock Number One  
(Name of site)  
  
located in Portsmouth Virginia  
(City) (County) (State)

(X,we) hereby make formal application for a certificate (X) and a bronze plaque, 17" x 18" (X), designating this historic property a National Historic Landmark. (Check one or both as desired.)

1. Fully conscious of the high responsibility to the Nation that goes with the ownership and care of a property classified as having national significance and worthy of National Historic Landmark status, (X,we) agree to preserve, so far as practicable and to the best of (~~my~~,our) ability, the historical integrity of this important part of the national cultural heritage.
2. Toward this end, (~~Xy~~we) agree to continue to use the property only for purposes consistent with its historical character.
3. (X,we) agree to permit an annual visit to the property by a representative of the National Park Service, as a basis for continuing Landmark status.
4. If, for any reason, the three conditions mentioned above cannot continue to be met, it is agreed that the National Historic Landmark status shall cease and that until such status is restored by the Secretary of the Interior, neither the National Historic Landmark certificate nor the plaque will be displayed.

Sincerely yours,

  
J. O. COBB

Rear Admiral, USN  
Commandant, Fifth Naval District



MAY 31 1972

H34-HH

Rear Admiral J. O. Cobb  
U.S. Navy  
Naval Facilities Engineering  
Command  
Washington, D.C. 20390

Dear Admiral Cobb:

Thank you for your application of April 24 requesting the certificate and plaque designating Drydock Number One as a national historic landmark. A copy of the application form is being returned for your files. We are proceeding with the preparation of the certificate and plaque.

Our Northeast Regional Office administers the National Historic Landmarks Program in Virginia. The Director of the Region will inform you when the certificate and plaque for Drydock Number One have been completed. Should you wish the help of the Service in arranging ceremonies for the presentation, he will be glad to assist you. His name and address is: Mr. Chester L. Brooks, Director, Northeast Regional Office, National Park Service, 143 South Third Street, Philadelphia, Pennsylvania 19106.

We are pleased to know that you plan to accept designation as a national historic landmark for Drydock Number One.

Sincerely yours,

(Sgd.) A. R. Mortensen

A. R. Mortensen  
Chief Historian

Enclosure

cc:  
Director, Northeast Region w/c application form

I  
HHS-Mr. Sheely w/c application form

FNP:HJSheely:kr 5/30/72

BASIC FILE RETAINED IN HH

HP - Virginia - Drydock Number One



RECEIVED  
NATIONAL PARK SERVICE  
WASHINGTON OFFICE

JAN 23 1 44 PM '76

H3417  
MAR(PSH)

January 21, 1976

USN Commandant  
Fifth Naval District  
U.S. Navy  
Naval Facilities Engineering  
Command  
Washington, D. C. 20390

Dear Sir:

A review of our files has disclosed that you have not received the bronze plaque and certificate designating Drydock Number One as a Registered National Historic Landmark.

We would be happy to present them to you formally, perhaps on some appropriate occasion, mailing the plaque in advance of any ceremony. If I can be of assistance to you in planning the program please let me know. I may be reached by telephone at 215-597-9970.

Sincerely yours,

*[Signature]*

John W. Bond  
Regional Historian  
Mid-Atlantic Region

Mr. Sheely, OAHP, WASO

**VIRGINIA HISTORIC LANDMARKS COMMISSION**

221 GOVERNOR STREET • RICHMOND, VIRGINIA 23219 • PHONE: 786-3143 AREA CODE (804)

**M E S S A G E**

**R E P L Y**

TO

Ms. Polly Matherly  
Historic Sites Survey  
National Park Service  
1100 L Street, NW  
Washington, DC 20005

DATE

DATE

July 7, 1977

Dear Polly:

Enclosed is the article, "Saga of Drydock One," that I mentioned to you over the phone. I do hope it helps, and I am pleased we could be of some assistance to you in your research.

Sincerely,

*Cory Pellegrin*

Cory Pellegrin  
Registrar

Encl.

BY

SIGNED

Form NR73R The Drawing Board, Inc., Box 505, Dallas, Texas

RECIPIENT KEEP THIS COPY, RETURN WHITE COPY TO SENDER

# Saga of Drydock One

By Lieutenant Commander Thomas B. Buell, U. S. Navy

"Drydock One" at the Norfolk Naval Shipyard, now dwarfed by adjacent mammoth concrete drydocks, has been docking ships of the American Navy for 136 years. Only with difficulty can one envisage that the old stone drydock, housing modern submarines today, docked sailing men-of-war over a century and a quarter ago.

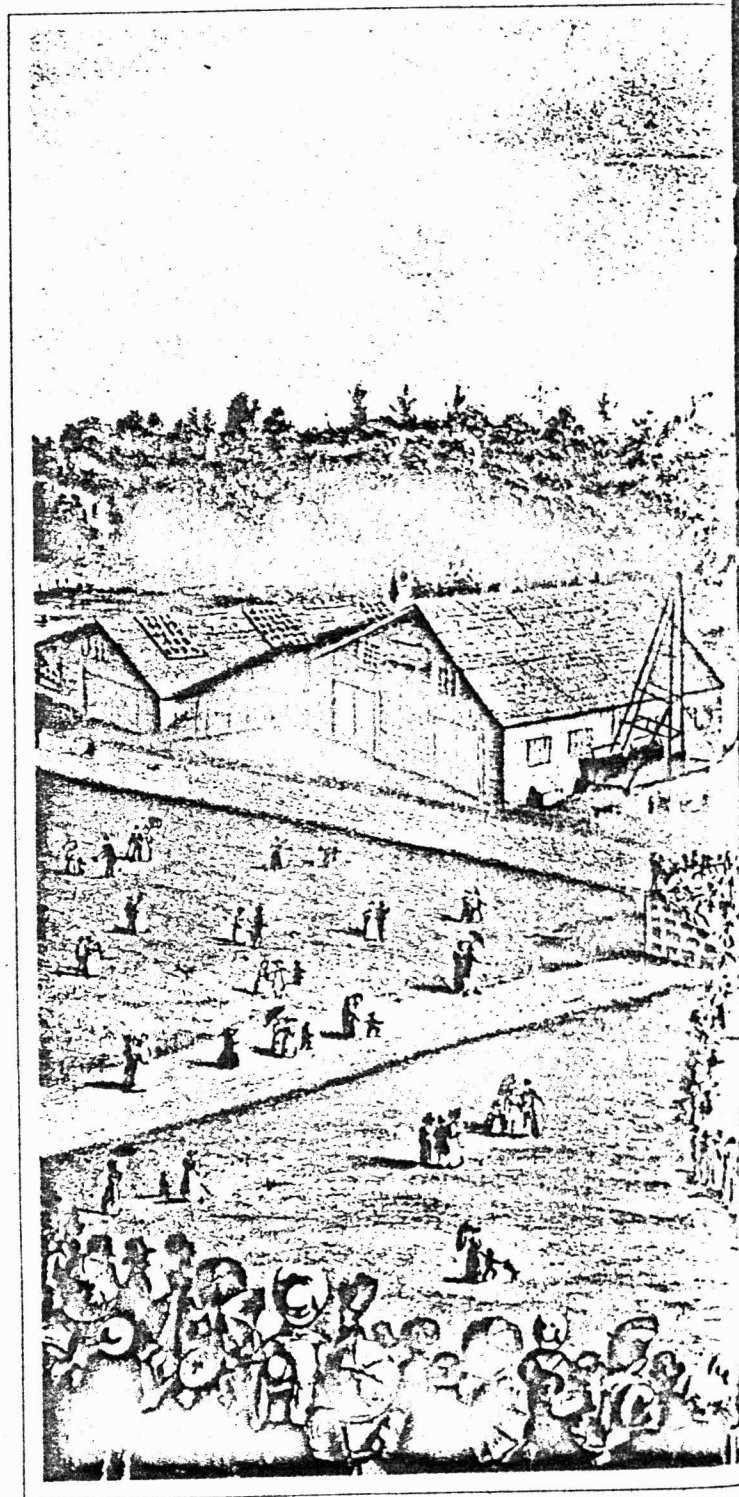
The need for an American drydock had become apparent early in the 19th century. In 1825, the Senate asked Secretary of the Navy Samuel L. Southard to give his views on the need for, best location of, and approximate cost of a drydock suitable for Navy use. The Secretary responded that the Navy needed, not one, but two drydocks. He reminded the Senate that since the Navy's formal organization in 1798 the Navy Department had unsuccessfully urged Congress on several occasions to authorize a drydock.

The need for a dock was clear, he said. The only available method of examining and repairing heavy ship hulls below the waterline was that of heaving down, an exceedingly slow, expensive, laborious, and dangerous operation, providing consistently unsatisfactory results. A drydock, however, would permit performing a comparable amount of work in a few hours instead of weeks, and at far less expense.

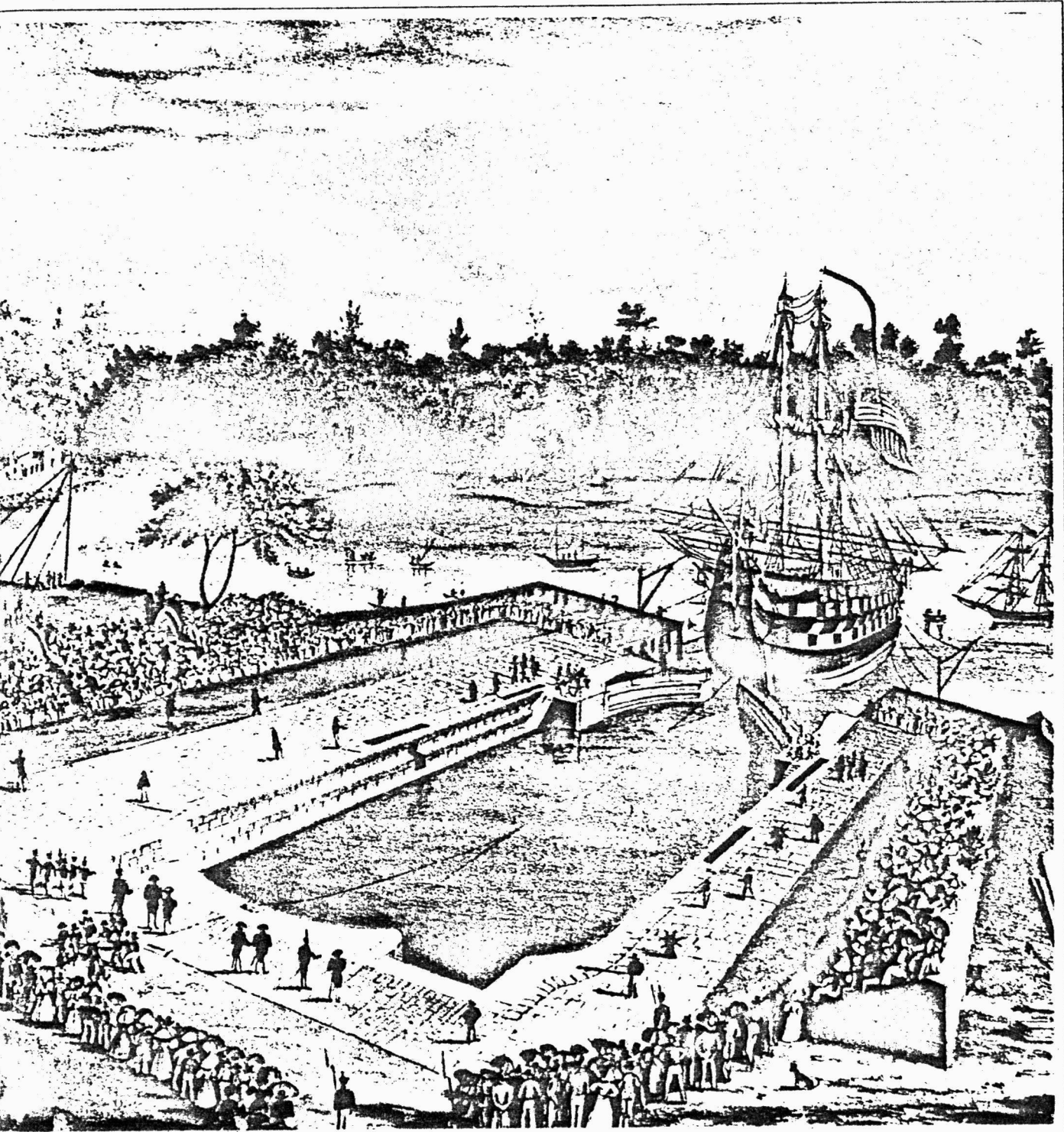
Southard recommended Charlestown (Boston), Massachusetts, and Gosport (Portsmouth), Virginia, as suitable drydock locations, the latter to serve the Gosport Navy Yard which had been established at Portsmouth some 60 years earlier and was indispensable as a repairing and refitting station. The two drydocks would cost \$700,000, based on an estimate by Colonel Loami Baldwin, one of the first American civil engineers.

Early in 1827, Congress authorized and funded construction of one drydock each at Charlestown and Gosport.

Colonel Baldwin was appointed engineer in charge both at Gosport and Charlestown. He had impressive credentials: 47 years old, educated at Harvard, he had turned from law to civil engineering early in life. He had designed canals, forts, dams, locks, railroads, tun-



*The first drydocking in America occurred when the 74-gun ship of the line Delaware docked in Drydock Number One, Gosport Navy Yard, Portsmouth, Virginia, on 17 June 1833.*





nels, and assorted public works. Several years earlier, he had traveled to Europe and had studied European drydocks. A man of great talent and integrity, he enjoyed a reputation as the finest and most respected American civil engineer. In accepting a fee of \$3,000 yearly, he insisted that his responsibility and authority be absolute and unquestioned. Clearly, he was the best qualified to design and supervise the construction of the first drydocks in the Western Hemisphere. Baldwin's principal assistant at Gosport was a lad of 17, William P. S. Sanger, who would become the first naval civil engineer and would serve in that capacity for 55 years, later gaining the title of Chief of Naval Civil Engineers.

Baldwin anticipated the problems. He wrote Congress, "In constructing a dock, no experienced workmen can be found in our country; it is wholly new here, even to engineers. A great mass of materials of various kinds must be crowded together near a deep excavation, surrounded with banks of earth; repeated removals and handling of stone, timber, etc., the ruptures and defects of cautionary measures, to which hydraulic works are particularly exposed; the embarrassments and delays attendant on sinking so deep in porous earth near the tide; the loss of tools, machinery, etc., and a variety of accidents, are all circumstances tending to shake the confidence of the best calculator." His apprehensions of the uncertainties in cost estimating were justified. The final cost of \$974,000 would be three times his original "firm" estimate.

The selected drydock site projected about 150 feet into the Elizabeth River and about 150 feet inland from the shoreline. A cofferdam was built surrounding the drydock location, and digging began. The excavated dirt was dumped between the shoreline and the cofferdam, forcing the water out, until finally Colonel Baldwin could survey a great hole 40 feet deep, 340 feet long, and 100 feet wide, the bottom filled with muck, caused by a copious flow of spring water.

Baldwin had calculated that the sand and clay soil could not support the ultimate weight of the dock and future ships, so pilings were driven over which a thick floor of wooden beams, stone rubble, bricks, and fitted planks was constructed. The masonry came next, beautifully shaped granite blocks shipped from Quincy, Massachusetts, using Baldwin's plans, and so well dressed at the quarry that less than \$100 was spent altering stone after arrival at Gosport.

The general shape of the drydock began to emerge: 320 feet long, 30 feet wide at the floor, the chamber widening to 85 feet at the coping by offsets in the side walls, called altars. The altars would provide balconies for access to ships' hulls and also served as bearing points for horizontal shores. The walls would be seven feet thick at the coping and 35 feet thick at the bottom,

not unlike a dam which must withstand increasing pressure at the greater depths. Stone stairs provided access to the floor and the various altar levels; timber slips at the head of the dock permitted the passing of ship repair material to the dock levels below. Culverts, tunnels, wells, reservoirs, pumps, gates, and caissons completed the arrangements.

Years passed, and construction was painfully slow. The Gosport construction crew cast anxious eyes to the north, where the Charlestown drydock construction had begun with a five-month head start. Not surprisingly, Gosport wanted their dock to be the first completed, but the problems prophesied by Baldwin, plus a few unexpected ones, made the going tough. After almost five years of effort, the dock was not finished. The Shipyard Commander, Commodore Lewis Warrington, was worried. The skilled craftsmen from the north wanted more money, and he recommended to the Navy Board of Commissioners that the wages of the master stone and brick mason be increased to \$3.50 a day. To get more black laborers he advocated increasing the per diem cost by 12½ cents over the current \$1.00. A cholera epidemic had also decimated the work force, and Warrington began the winter of 1832 having exhausted all his cholera medicine. And that winter was also marked by heavy rains, lasting a fortnight or more, defeating any measurable construction progress.

But there were also bright spots. James Ferguson, the field service engineer for the steam engine and pumps was optimistic. He wrote his company in Massachusetts that by the end of August 1832 everything would be working in good order. When his prediction came true and the engine had operated for the first time he took pen in hand on 29 August and reported,

i dare say i hade three hundred vesitors and i doe assure you it gave me much pleasure to mee to see and here them express there oppenions of Admiration towards it i declare i never sed so many peopole so well pleased about one thing before in my life all the Overseers of the Yards was here and evin Singleton and the Comodore himself. all I shall now say at present i feel pretty proud of the comp. they have paid my Engine and mee.

The engine was also used to provide power in the machine shop. Norfolk Naval Shipyard "old-timers" today invariably insist that the drydock was first pumped by oxen yoked to a treadmill, demonstrating the gross inaccuracies of word-of-mouth history and traditions.

As Commodore Warrington watched the drydock emerge from the great excavation near his quarters, he began to think about its implications on the future of the shipyard. He wrote the Secretary of the Navy in the fall of 1832 that the drydock "... will of course



increase the business of the establishment," and he wrote the Board of Commissioners of the Navy that he would need more officers and yard workmen to care for the drydock and to supervise the imminent ship repair work.

Spring of 1833 arrived, the drydock still was not completed, and the Charlestown drydock looked more and more like it might be the first in operation. But, in conferences with Baldwin, it became clear to Warrington that the drydock could soon dock a ship, even though it was not entirely completed and ready for formal turnover to the shipyard. We will be first, decided Warrington; and, on 12 June 1833, *The Norfolk and Portsmouth Herald* announced that the drydock would soon receive the USS *Delaware*, a 74-gun, 2,600-ton ship of the line.

The appointed day was 17 June, and the shipyard gates were opened at 0800 so that visitors could watch the scheduled 1000 docking. Thousands came, but many missed seeing the *Delaware* enter the drydock, for high tide had been earlier than calculated. The *Herald* later observed that "... time and tide wait for no man," but that nothing had been missed by not watching the *Delaware's* entrance. Pumping the dock and setting the *Delaware* on blocks was the significant achievement, and everyone was able to see that. The entire operation was without incident, workmen began repairing and recoppering the *Delaware's* bottom, and Commodore Warrington served refreshments at his quarters to celebrate this singular achievement. The Gosport docking was the first in the Western Hemisphere, and Baldwin's drydock was an unqualified success.

A description of the dock's operation that June day in 1833 is in order, for today we are accustomed to hydraulically-operated valves and mighty electric-powered pumps for filling and emptying the huge, modern concrete drydocks. What was used 136 years ago?

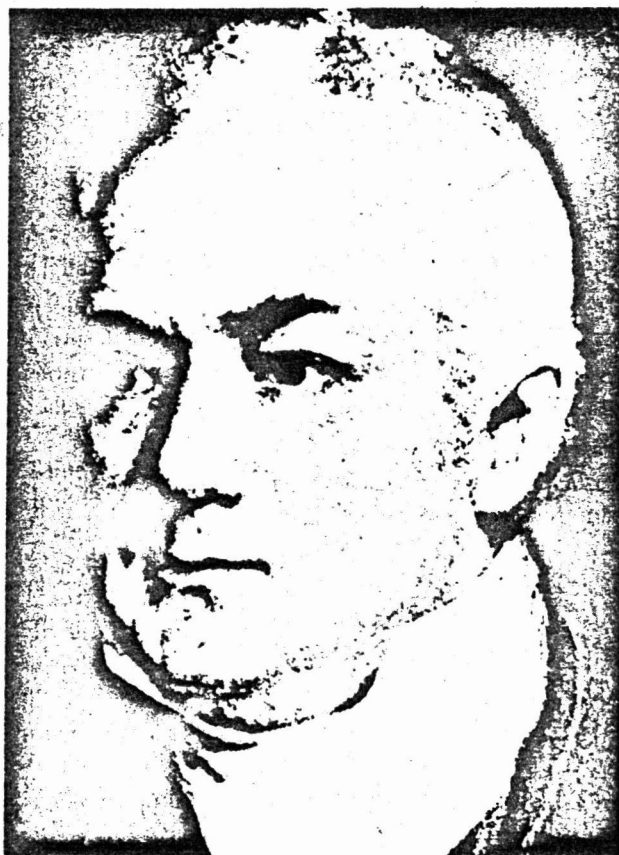
Baldwin was most knowledgeable in the laws of physics and the fundamentals of civil engineering. He once told President Andrew Jackson, during an argument concerning bridge building, that "... I yield in such matters to no one, when I have applied scientific principles to my investigations and am sure of my conclusions." Baldwin used these principles to devise the means to accomplish the four basic drydock operations:

*Filling the Drydock.* In a relatively simple operation, water was admitted to the dock through gravity-fed filling culverts, one on either side, leading from openings in the exterior face of the wing walls. The culverts were fitted with bronze gates, which were operated by hand-powered windlasses mounted on the coping and connected to the gates below by a long vertical shaft-worm gear assembly. Thus the gates could be opened

or closed at will by several men pushing windlass spokes. These culverts are no longer used; the dock is now filled through scuttles in the caisson.

*Emptying the Drydock.* Ferguson's steam engine and pumps and the force of gravity worked together to empty water from the drydock. A gutter in the middle of the floor led down an incline to a discharging gutter at the foot of the dock; here the water drained into a discharging culvert on either side, each provided with a windlass-operated bronze gate. The culverts in turn descended forward to a large reservoir under the head of the dock. A 200-foot tunnel then led from the reservoir to pump-wells in the engine house. There, Ferguson's lift pumps, powered by his steam engine, discharged the water into another culvert leading back to the river. The unique use of the discharging culverts and reservoir will be seen later.

This method prevailed for over 50 years. Then, in 1889, Drydock Number Two (the "Simpson wooden dock") was commissioned, and steam-driven centrifugal



Colonel Loami Baldwin

The pumps would then remove the remainder of the water.

*Keeping the Drydock Dry.* Baldwin considered that two sets of gates or guards were indispensable. He therefore provided an inner turning gate and an outer floating caisson. The gate had two huge wooden leaves, each pivoted on a massive hinge on either side of the dock, and the weight was supported by wheels turning on a curved iron track on the drydock floor. The wooden caisson was emptied by hand pumps for buoyancy and could either drop into grooves in the dock walls, or—a Baldwin innovation—could be “. . . brought in, broadside, against the shoulders of the entrance walls, sunk to its rest by admitting water into the side boats, and is kept firm against the shoulders of the masonry, by the external pressure of the water, when the dock is drained.”

The two sets of guards provided great flexibility. One could be repaired while the other continued in use, and they provided a safety feature should one suffer a disastrous accident while a ship was docked inside. As ships got longer, however, the space inside the dock that was occupied by the turning gates was needed. The 1889 Simpson drydock provided a means to repair the floating caisson. Thus, the turning gates were eventually removed, although the originally installed cast iron hinges remain today.

Baldwin predicted, “If the masonry of the shoulders of the outer gate is faithfully executed, there is little chance of repairs being required, except the boatgate [caisson] itself. . . .” In fact, the shoulders lasted for 115 years. They suffered extensive damage in World War II when ships, rushed into the dock, often banged into the shoulders, until by 1947 the caisson leaked so badly that extensive repairs were finally required.

Nine months after the first docking the completed drydock was turned over to the Navy and accepted by Commodore Warrington.

The next quarter-century passed uneventfully, with gradual improvements being made in the yard and several new ships being built. Drydock Number One routinely docked ships and was proving its worth. By the spring of 1861, however, Civil War was approaching. The Gosport yard was a Federal installation surrounded by Secessionist sentiment. Commodore C. S. McCauley, the Shipyard Commander, was uneasy. The local inhabitants were preparing for war by forming and drilling companies, officers of the Navy resigned their commissions, and others remaining in the service spoke openly of rebellion. Not knowing whom to trust, and realizing the Yard's vulnerable position, the Navy Department cautioned Commodore McCauley not to commit any act which, being regarded as hostile, could inadvertently “inaugurate civil war.”

Throughout April, Secretary of the Navy Gideon Welles was most unhappy at the prospect of the ships and stores at Gosport falling into the hands of the Secessionists, and he repeatedly urged Commodore McCauley to move the *Merrimack* to Philadelphia and to make other provisions to protect the government war armaments. When it appeared to Welles that McCauley was either unwilling or unable to protect the government's interests, he dispatched Commodore Hiram Paulding from Washington to Norfolk with a *carte blanche* charter. Paulding was to “. . . do all in [his] power to protect and place beyond danger the vessels and property belonging to the United States . . .,” and he was to destroy any property that could not be saved from the insurrectionists. Thus, he passed death sentence upon the indefensible and immovable stone drydock.

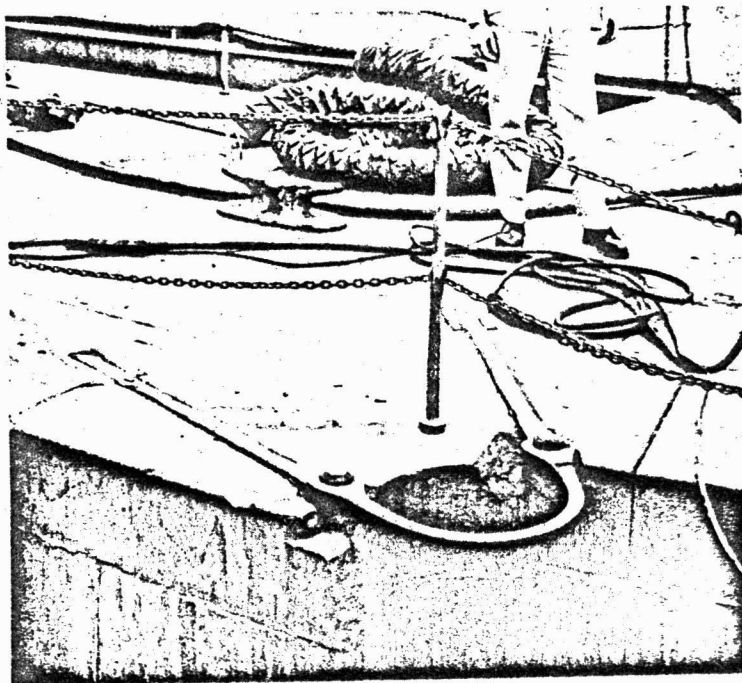
Commodore Paulding hurried southward in his flagship the *Paunee* and arrived at Fortress Monroe to obtain assistance from the Federal Army garrison before proceeding to Gosport. Paulding had also brought officers and men to man the several ships then in commission at Gosport. But when Paulding arrived at Gosport late Saturday night, 20 April, he found only sinking ships. Only the mighty *Cumberland* was afloat, and there he found Commodore McCauley, who explained he had scuttled the other ships because an insurrectionist takeover seemed imminent.

The Yard, however, remained untouched, and Paulding was determined that its facilities and naval stores had to be promptly put to the torch in that he had no means to defend it. He therefore decided to destroy the shipyard that very night.

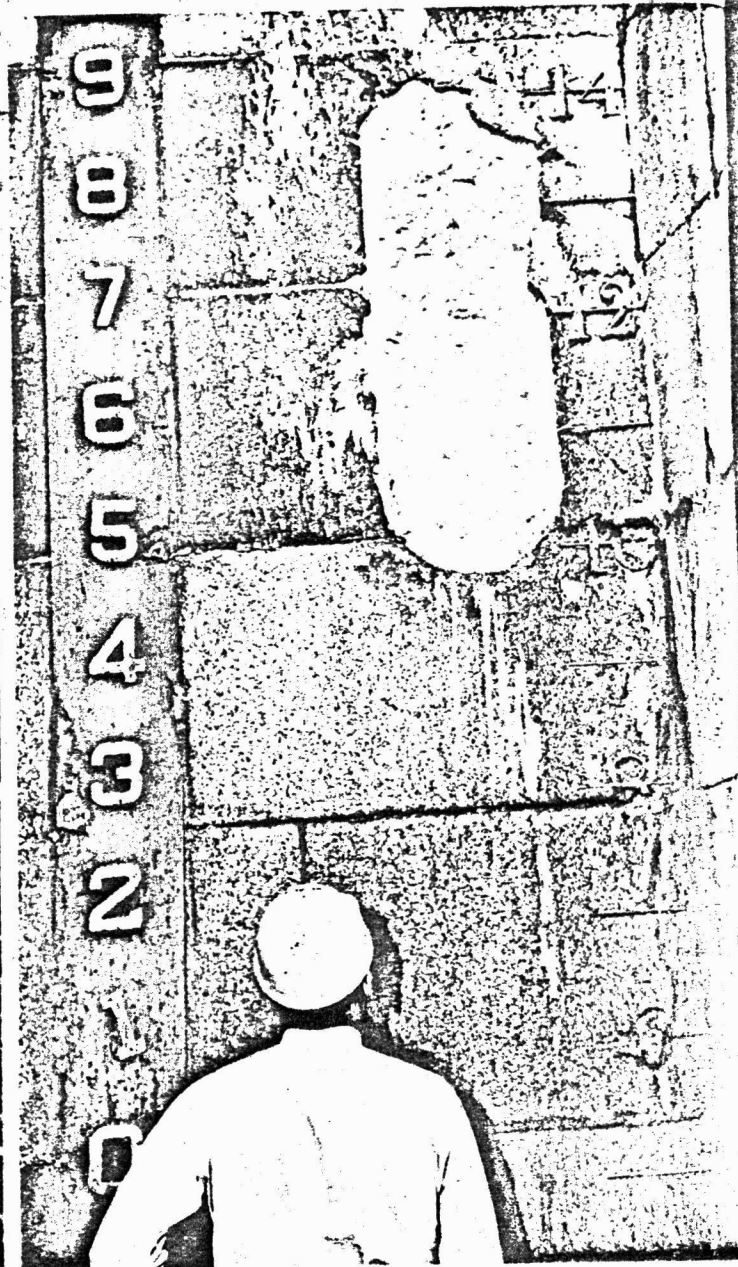
Officers and men were dispatched from the *Cumberland* and the *Paunee* with orders to burn, blow up, and destroy. Commander John Rodgers was detailed to blow up the drydock, and with a party of 40 men he placed barrels of gunpowder inside a discharge culvert. A powder train was laid and fuses lit. Rodgers and his companions were delayed in leaving the yard, now raging with flames, and missed the departing *Cumberland* and *Paunee*. They were eventually captured and later released. The drydock, however, did not blow up.

Theories vary why the powder failed to blow. One Norfolk native wrote 30 years later that a Lieutenant C.F.M. Spotswood discovered the demolition charges in time to flood the drydock. A 1927 history of the Yard relates that “the story goes” that, through an act of humanity and not sympathy for the Confederacy, a sailor broke the power train so that falling stones would not injure innocent Portsmouth people. The most reliable source says the fuses simply went out before the fire reached the powder train. No one really knows.

The Confederates had plans for the newly acquired



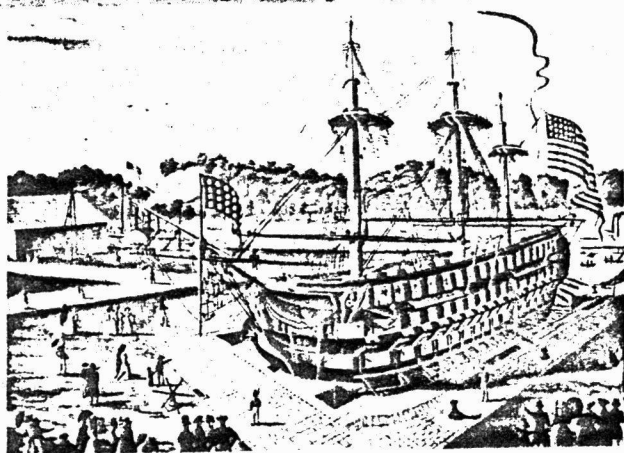
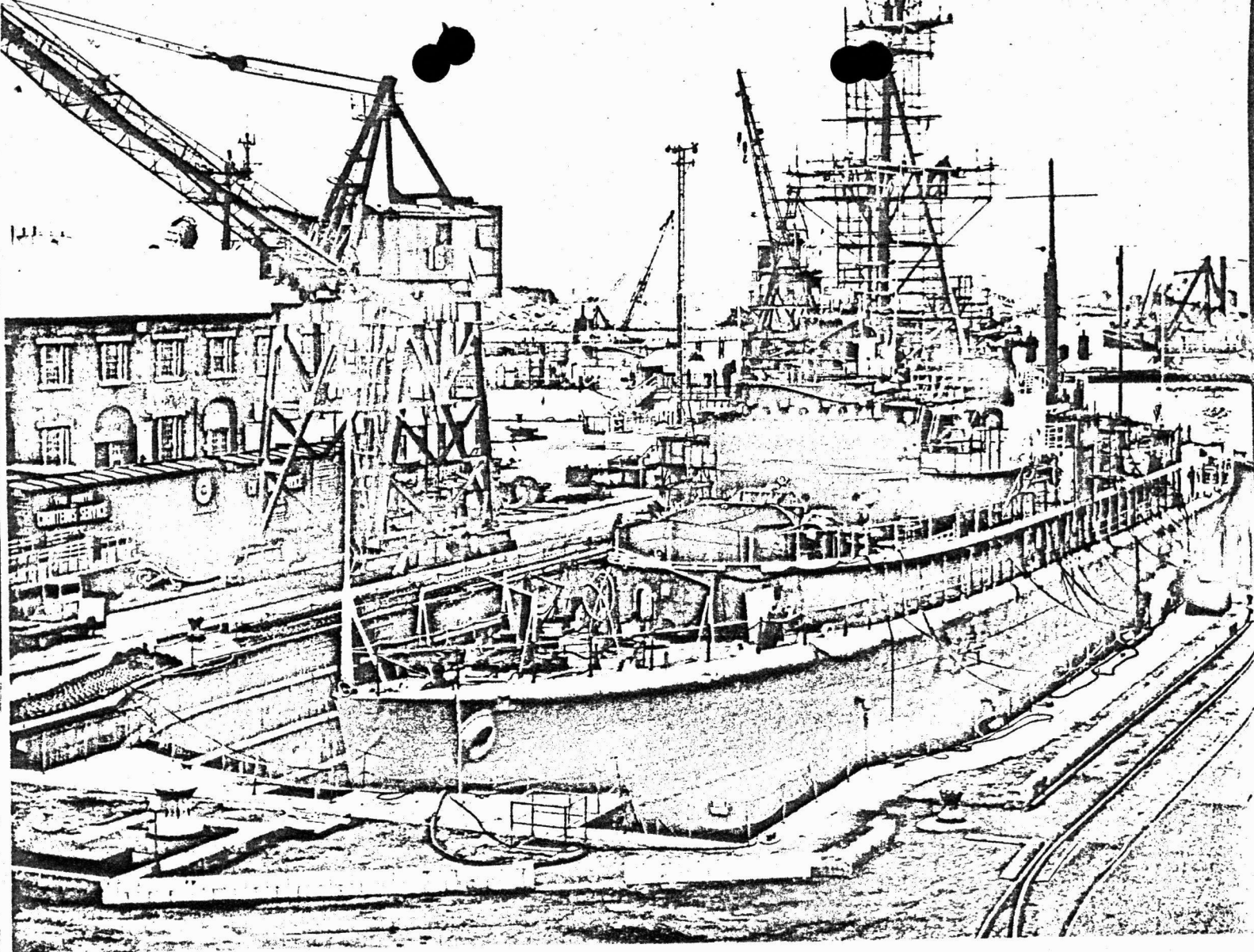
*A visitor to Drydock Number One today can see, top photograph, the original cast iron hinge that was used to pivot the turning gate prior to 1900; he can touch the original cast iron dowels that were used to fasten adjacent granite blocks on the coping; and he can see the original depth gauge and note that the drydock's floor became five feet higher after concrete filler was added.*



pumps were installed between the two docks, designed to empty either of them. About 25 years later, electrically-driven pumps—the originals still in use today—replaced the steam-operated machinery.

*Docking the Ship.* Horizontal shores were vital to prevent a ship from toppling after having been set on the keel blocks, and the reservoir and discharging culverts were specifically designed to facilitate docking. Pumped dry before the ship entered, the reservoir and culverts had a 17,000-cubic foot capacity. After the ship was positioned and the dock entrance closed, the bronze discharge gates were opened, permitting entrapped dock water to rush into the empty reservoir and culverts. In a few minutes the water level would lower over a foot, shores could be rapidly positioned at the first altar level, and an immediate pressure would be produced at the caisson to form a seal against further admission of water.





*It was as snug a fit for the 2,800-ton USS Valcour (AGF-1) in 1969 as it had been for the 2,600-ton Delaware 135 years before.*

drydock. A Portsmouth native, naval constructor John L. Porter, had developed plans for a steam-driven ironclad man o' war. The burned and sunken *Merrimack* was raised and placed in the drydock and there converted into an ironclad. In March of 1862 she left Gosport and sailed into history.

Three months later, the Yard again went up in flames, this time before the advancing Federal troops. The Confederates were no more successful in destroying the drydock than Commander Rodgers and his party had been two years earlier. At the time appointed to destroy the dock it was partially full of water, which could not be pumped out because the pumping engines were out of commission. The water prevented positioning powder in the vulnerable bowels of the dock, and the Confederates had to settle for burning the turning gates and inflicting some minor damage on the masonry by exploding powder charges in the capstan chambers. The indestructible old dock had survived again. A year later it was back in full operation.

The last quarter of the 19th century passed uneventfully. The Navy was transitioning from sail-driven

wooden ships to steam-driven, steel men o' war. Many famous ships graced the dock during that period. The *Delaware*, which had made history that June day in 1833, entered for the last time 37 years later when her hulk was broken up. The USS *Hartford*, Admiral David Farragut's flagship during the Civil War, docked in 1877. The *Merrimack*, having been raised near Craney Island, re-entered the dock where she was converted to an armored ship, and there, in 1876, broken up. And the famous *Kearsarge*, victor over the Confederate raider *Alabama*, was docked and repaired in 1881.

Some ships were not so well received. The drydock log book recorded that an English steamer had entered drydock on 22 November 1880 and left on 26 November without having been shored up. The shipyard watch officer explained in the yard log book: "English Stmr *Sandringham* came to the yard to go in Dry Dock, but on account of Profane language toward Naval Officers and outrageous language against the Gov. of the country the ship was ordered away and went to Baltimore for repairs."

The routine work done on docked ships was not unlike that done now. In a six-day period, the *Saratoga* in 1878 was "Stripped, caulked, coppered, groved pieces put in bottom." It took 14 days on the *Jean Sands* for the yard force to have "Patched copper, scraped bottom, graved deck, cut off galley house, repaired rudder." Costs, of course, have risen considerably. In 1892, a routine drydocking and painting cost \$1,000. Today the same work on a destroyer costs her type commander \$45,000. The Navy used the drydock for testing. In 1885, the steamer *Speedwell* had 52 kinds of experimental antifouling paint applied to her bottom. Redocked and examined a year later, all were impressed that the "... white zink (French) ... showed the cleanness surface, was entirely free from grass and shele."

The dock was not without its hazards. In 1886 Master Ship Wright W. M. Hope, the boss of the drydock operations, "... had his leg broke by sheare falling at the Dry Dock which was being used in hoisting the *Alliance's* propellor." High tides could also wreak havoc. The drydock log records that in 1888, "In consequence of the highest tide known to the oldest citizens, which occurred on Saturday night and Sunday morning the 6th and 7th of April, the dock was flooded, and the Kingston valves being opened, the ship [the *Pensacola*] filled with water and sank as low as possible." She was subsequently refloated and redocked. Extremely high tides are not uncommon today, and the normal procedure is to close up the ship and keep pumping.

The old stone drydock entered the 20th century. The shipyard continued to expand, and larger and larger drydocks were added to handle the newer ships, ever increasing in size. But those new-fangled concrete docks

would leak, the floor and sides would bulge and buckle and crack, and repairs would be needed time and again to keep them in commission. Yet the little stone dock would never cause any problems; she was as solid as the Rock of Gibraltar. Neither age nor men's efforts to destroy it nor the effects of weather and pressure and water could weaken the solid granite structure. The shipwrights and public works personnel at Norfolk Naval Shipyard in 1970 will testify to a man that the 136 year-old Drydock Number One is the most trouble-free dock in the yard.

In the early 1960s, Norfolk began repairing and overhauling submarines, and the ancient drydock seemed ideal for Fleet-type diesel boats. However, the dock was about 30 feet too short to permit pulling and removing the submarines' propellor shafts. An ingenious solution was effected; two four-foot diameter tunnels were drilled into the head of the dock. The propellor shafts could then be pulled into the tunnels, then removed from the dock. The contractor drilled through 15 feet of granite and discovered the huge reservoir across the head of the dock, long since unused and forgotten. The tunnel workers were awed at the beautiful workmanship of the granite walls and the expert brickwork forming the semicircular top of the 12-foot high reservoir. One worker remarked that it was almost a sacrilege to deface this masterpiece of masonry with the crude steel tunnels.

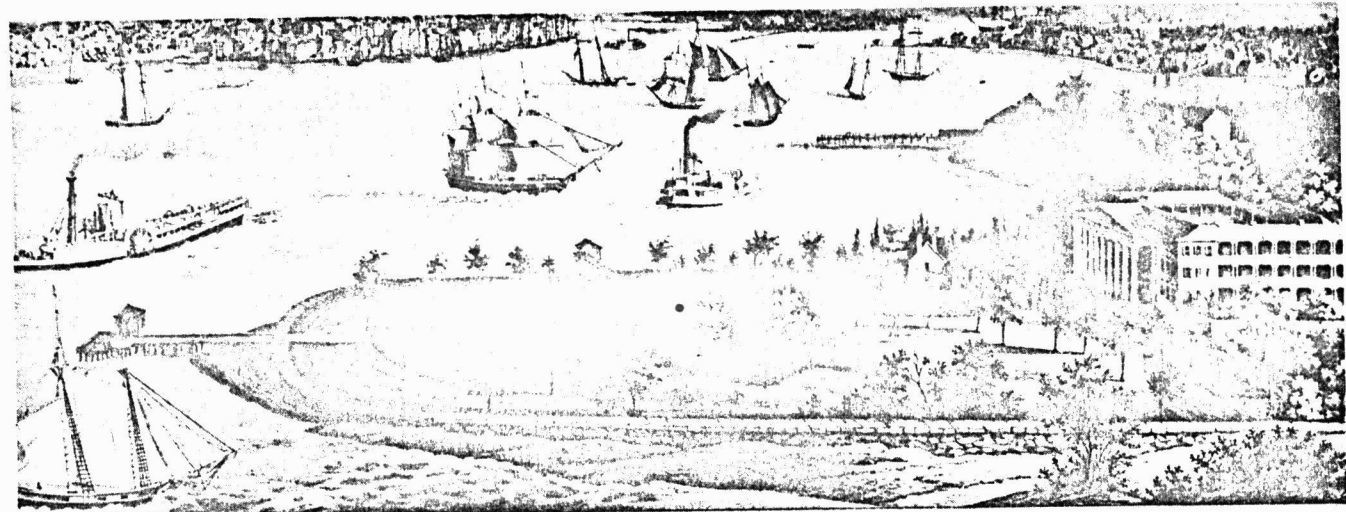
No one can predict how long the venerable drydock will remain in useful service. Even now plans are afoot to install a new drainage system to serve both it and the Simpson dock. Perhaps, many years from now, when the little dock has docked its last ship, there may be men of vision who will preserve it as a significant and worthy monument to two centuries of naval history.

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A graduate of the U. S. Naval Academy with the Class of 1958, Lieutenant Commander Buell has had extensive experience both in destroyers and in shipyards. He served first in USS *Hamner* (DD-718), followed by nucleus crew assignments as USS *King* (DLG-10) Missile Officer and USS *Brooke* (DEG-1) Weapons Officer. He gathered research data for this article while serving as Technical Assistant for Weapons at Norfolk Naval Shipyard. A graduate of the Weapons Curriculum at the U. S. Naval Postgraduate School, he now serves as Executive Officer, USS *John King* (DDG-3).



Plan of Gosport Navy Yard  
1851



Old Point



Navy Yard

Norfolk - Portsmouth Harbor in 1851  
Naval Hospital in Foreground

From a Lithograph by F. Sachse

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
WASHINGTON, D.C.

The National Survey of Historic Sites and Buildings

Drydock Number One, Naval Shipyard, Portsmouth, Virginia

In the early 19th century the professional separation between architecture and engineering was much less marked than at present. Architects were involved in the designs of canals, shipyards, and railroads as well as buildings. In 1827 work was begun on the first drydock in the United States. Drydock Number One at the Norfolk Naval Shipyard, Norfolk, Virginia, was completed in 1834. It is constructed of slabs of granite quarried in Massachusetts. A living testimonial to the excellence of its design is the fact that it has been in continuous use to this day. Because of the utilitarian nature of these specialized type of structures it is easy for them to be overlooked by the general public and by the usual historical survey. However, with reflection, it can be appreciated that structures such as the Drydock Number One formed the base upon which this country was built. Drydock Number One is not open to the public.

\* \* \* \* \*

NSHSB: 12-26-71  
W B M

VIRGINIA

MILITARY

NR

Warehouse No. 17, Portsmouth  
Navy Yard.

1835

Drydock - 1827-1833  
No 1

1827-1833

L. Baldwin

This straightforward two-story brick structure is an excellent example of early warehouse architecture. The strong rhythm of the first floor arcade, the oversized windows at second floor level, and the brick cornice enrich its basically functional appearance without obscuring the building's purpose.

Photo in repro. 6/4