ERDC/CERL TR-14-28

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The United States Merchant Marine Academy Historic District

Nomination to the National Register of Historic Places

Adam D. Smith, Susan I. Enscore, and Megan W. Tooker

October 2014







Construction Engineering
Research Laboratory

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The United States Merchant Marine Academy Historic District

Nomination to the National Register of Historic Places

Adam D. Smith, Susan I. Enscore, and Megan W. Tooker

Construction Engineering Research Laboratory
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Final report

Approved for public release; distribution is unlimited.

Prepared for U.S. Department of Transportation
Maritime Administration
MAR-612-W23-495
1200 New Jersey Ave SE
Washington, DC 20590

Under Project#400142, "Historic Preservation Plan for U.S. Merchant Marine Academy"

Abstract

Congress codified the National Historic Preservation Act of 1966 (NHPA), to provide guidelines and requirements for preserving tangible elements of the nation's past. This was done primarily through the creation of the National Register of Historic Places (NRHP). Through Sections 110 and 106 of the NHPA, federal agencies are required to address their cultural resources, which are defined as any prehistoric or historic district, site, building, structure, or object.

This document contains all supporting documentation and photos for the nomination of the United States Merchant Marine Academy (USMMA) Historic District to the NRHP. The USMMA is the nation's only federally-owned educational facility for the advanced training of merchant mariners. This work determined the USMMA Historic District has two periods of significance: 1912–1941 (Gold Coast Era) and 1942–1969 (USMMA Design and Development). The 42-acre district consists of a contributing landscape and 38 contributing buildings, structures, and objects. The district is historically significant on a national level under National Register Criterion A as a reminder of the "Golden Age" of the late nineteenth and early twentieth centuries. Criterion C is met through the design of the buildings that survive on the district's grounds. The district was listed by the NRHP in August 2014 as #14000538.

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Contents

Abstract ii

Figures and Tables iv

Preface v

Unit Conversion Factors vi

Abbreviations vii

1 Methodology 1

1.1 Background 1

1.2 Objective 3

1.3 Approach 7

1.3.1 Previous reports 7

1.3.2 Current project 8

1.3.3 Site visits 8

1.3.4 Submission to NRHP 8

1.4 Researchers 8

2 National Register of Historic Places Registration Form 9

References 149

Report Documentation Page

Figures and Tables

Figures

Figure 1. Location and boundary for the USMMA historic district (USGS). 4

Figure 2. Sketch map of USMMA Historic District Sketch map of USMMA historic district, with numbered properties from Table 1 located within bold outline of the district (map courtesy of USMMA DPW, with modifications by ERDC-CERL). 7

Tables

Table 1. List of contributing and noncontributing features. Numbers in first column refer to site sketch map locations in Figure 2. 5

Preface

This work was conducted for the U.S. Department of Transportation Maritime Administration under Project #400142, "Historic Preservation Plan for U.S. Merchant Marine Academy." The technical monitor was Barbara Voulgaris, Federal Preservation Officer, U.S. Department of Transportation, Maritime Administration (MARAD).

The work was performed by the Land and Heritage Conservation Branch (CN-C) of the Installations Division (CN), U.S. Army Engineer Research and Development Center – Construction Engineering Research Laboratory (ERDC-CERL). At the time of publication, Dr. Michael L. Hargrave was Chief, CEERD-CN-C, and Ms. Michelle Hanson was Chief, CEERD-CN. The Deputy Director of ERDC-CERL was Dr. Kirankumar Topudurti, and the Director was Dr. Ilker Adiguzel.

Colonel Jeffrey R. Eckstein was the Commander of ERDC, and Dr. Jeffery P. Holland was the Director.

Unit Conversion Factors

Multiply	By	To Obtain
acres	4,046.873	square meters
degrees Fahrenheit	(F-32)/1.8	degrees Celsius
feet	0.3048	meters
gallons (U.S. liquid)	3.785412 E-03	cubic meters
hectares	1.0 E+04	square meters
inches	0.0254	meters
miles (U.S. statute)	1,609.347	meters
miles per hour	0.44704	meters per second
square feet	0.09290304	square meters
square inches	6.4516 E-04	square meters
square miles	2.589998 E+06	square meters
square yards	0.8361274	square meters
yards	0.9144	meters

Abbreviations

Term	Spell-out
ADA	Americans with Disabilities Act
ALCO	American Locomotive Company
CAORF	Computer Aided Operations Research Facility
CCC	Civilian Conservation Corps
CO	Commanding Officer
ERDC-CERL	Engineer Research and Development Center – Construction Engineering Research Laboratory
LILRC	Long Island Library Resources
LIRR	Long Island Rail Road
MARAD	Maritime Administration (US Department of Transportation)
NARA	National Archives and Records Administration
NHPA	National Historic Preservation Act of 1966
NRHP	National Register of Historic Places
NY SHPO	New York State Historic Preservation Office
SUNY	State University of New York
USNR	US Navy Reserve
USMMA	United States Merchant Marine Academy
VADM	Vice Admiral

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1 Methodology

1.1 Background

Congress codified the National Historic Preservation Act of 1966 (NHPA), the nation's most effective cultural resources legislation to date, in order to provide guidelines and requirements for preserving tangible elements of our past. This was done primarily through the creation of the National Register of Historic Places (NRHP). Contained within the NHPA (Sections 110 and 106) are requirements for federal agencies to address their cultural resources, which are defined as any prehistoric or historic district, site, building, structure, or object. Section 110 requires federal agencies to inventory and evaluate their cultural resources. Section 106 requires the determination of effect of federal undertakings on properties deemed eligible or potentially eligible for the NRHP.

The United States Merchant Marine Academy (USMMA) Historic District (see Figure 1 for location and boundary) encompasses a group of buildings of various property types (administrative, academic, residential, religious, and athletic/recreational; see site map in Figure 2). The USMMA Historic District forms a defined space in which the individual elements are similar in materials, architectural details, and physical proportions, and that collectively exhibit a unity of exterior design that creates a cohesive visual environment. The Classical Revival-style buildings of the academy were designed with an emphasis on balance and symmetry. This cohesion and repetition of architectural elements was a conscious decision on the part of Alfred Hopkins & Associates, who designed the buildings and gave the space a campus-like feeling. The centerpiece of the district is Wiley Hall, the former Bendel-Chrysler mansion designed by architect Henry Otis Chapman, Sr., which was located on the property when the government purchased it in 1942. The clockwise completion of residence halls and academic buildings around Wiley Hall created a quadrangle that became the heart of the new academy. The new buildings, all of which were completed between 1942 and 1943, were designed in a Classical Revival-inspired vocabulary that echoed the Beaux Arts Classical Style of Wiley Hall, thus creating a unified architectural complex. The USMMA incorporated a series of preexisting Gold Coast-era mansions, houses, and support buildings to the south of the original Bendel/Chrysler estate. Their construction dates range from 1912 to the 1920s. A chapel, which was designed by Eggers &

Higgins, was added on the waterfront of the USMMA in 1961, and a library (also designed by Eggers & Higgins) was added to the center of campus in 1969.

As the former site of a mansion and estate belonging first to Henri W. Bendel and then to Walter P. and Della Chrysler, as well as the site of former estates belonging to other prominent wealthy Americans, the USMMA Historic District is nationally significant as a reminder of the "Golden Age" of the late nineteenth and early twentieth centuries. This was a period when financial, industrial, and entertainment leaders were nationally known and recipients of vast amounts of wealth, either earned or inherited. In and around the New York City area, this affluent cohort sought the "country life" in Long Island for their second (or third, or fourth) homes. Like those of Newport, Rhode Island, these estates were often called "cottages" or given other diminutive terms that belied their often-palatial dimensions and decorations. The owners of these estates were at the pinnacle of the New York social scene, and their entertainments and other extravagances during the "Jazz Age" were fodder to the news outlets of the time, with magazines and newspapers recounting every party, event, real estate transaction, new construction, and civic institution with which these "celebrities" were involved.

The USMMA Historic District is also significant nationally as the nation's only federally-owned educational facility for the advanced training of merchant mariners, and is one of five federal service academies (others are: U.S. Military Academy, U.S. Naval Academy, U.S. Air Force Academy, and U.S. Coast Guard Academy). The merchant marine officers serve the U.S. merchant fleet including commercial and military transport. The USMMA was established in 1942 with the acquisition of the Walter P. Chrysler estate at Kings Point, New York, followed quickly by adding other estates and grounds.

With periods of significance from 1912–1941 (Gold Coast Era) and 1942–1969 (USMMA Design and Development), the USMMA Historic District retains its integrity and meets, at a national level, National Register Criteria A and C, and Criteria Consideration G. Criterion A is met through the association of the campus buildings with the historical trends of merchant marine training and the development of a professional merchant marine for the nation; Criterion A is also met for buildings associated with the development of Kings Point as a summer resort for Manhattanites in the ear-

ly twentieth century. Criterion C is met through the design of the campus buildings, both those remaining from the previous Gold Coast estates and those constructed specifically for the USMMA. Criteria Consideration G is met through the inclusion of one building that is less than 50 years old as an integral part of the historic district.

The architectural resources included in the USMMA Historic District were constructed specifically for or were converted for use by USMMA during its initial establishment in 1942 and 1943. The converted resources were former Gold Coast estates which, although incorporated into the USMMA campus, retain their integrity and provide one of the few remaining spatial accounts of the extent and proximity of homes of the wealthy along Long Island's North Shore. Collectively, the buildings within the USMMA Historic District represent the academic, administrative, and residential support provided to cadet-midshipmen during their ashore training at USMMA. The USMMA Historic District, consisting of 39 contributing resources and 10 noncontributing resources, meets National Register Criterion C as an excellent example of a significant concentration of buildings that are linked historically and that are physically and spatially interrelated. The centerpiece of the district is Wiley Hall, which was a preexisting mansion on the property when the government purchased it. The clockwise completion around Wiley Hall of Fulton, Bowditch, Barry, Jones, Cleveland, Rogers, Delano, Murphy, and Palmer Halls created a quadrangle that became the heart of the new academy. The new buildings, all of which were completed between 1942 and 1944, were designed in a classically inspired vocabulary that echoed the Beaux Arts classicism of Wiley Hall, thus creating a unified architectural complex. With the exception of Wiley Hall, which is masonry and stucco, all buildings are of buff-colored concrete masonry units with cast stone (concrete) accents, and the buildings display a generally consistent cornice line, which adds to the visual cohesiveness of the area. The Classical Revival-style buildings are designed with an emphasis on balance and symmetry. The choice of architectural style likely was influenced by the architecture of the Bendel-Chrysler house. This cohesion and repetition of architectural elements was a conscious decision on the part of the architects who designed the buildings, and it gives the space a campus-like feeling.

1.2 Objective

The objective of this work was to establish the boundaries and define all contributing features of the USMMA Historic District, with boundaries

shown in Figure 1. The contributing and noncontributing elements of the district are given in Table 1 and located by the sketch map in Figure 2.

Figure 1. Location and boundary for the USMMA historic district (USGS).

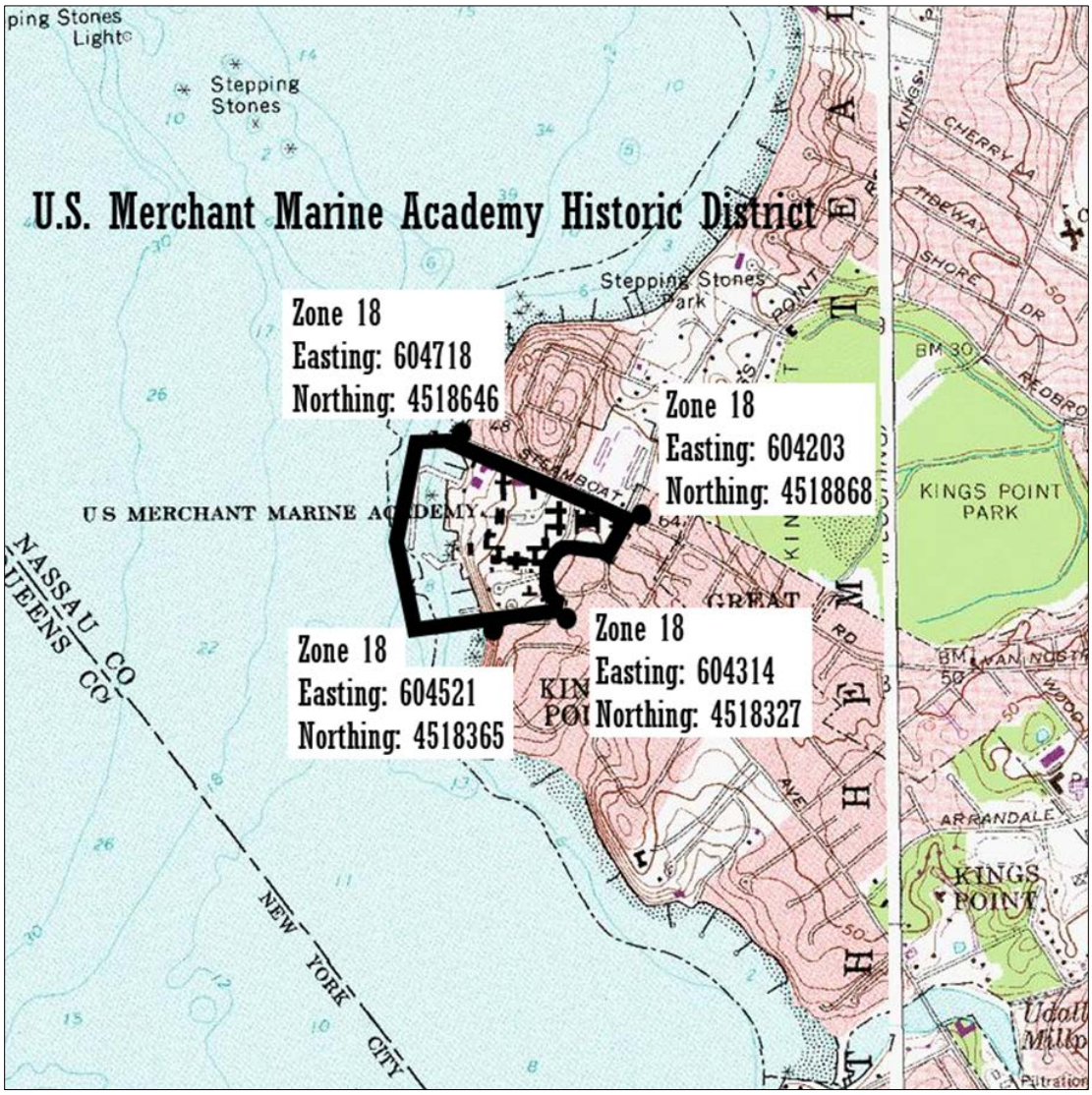
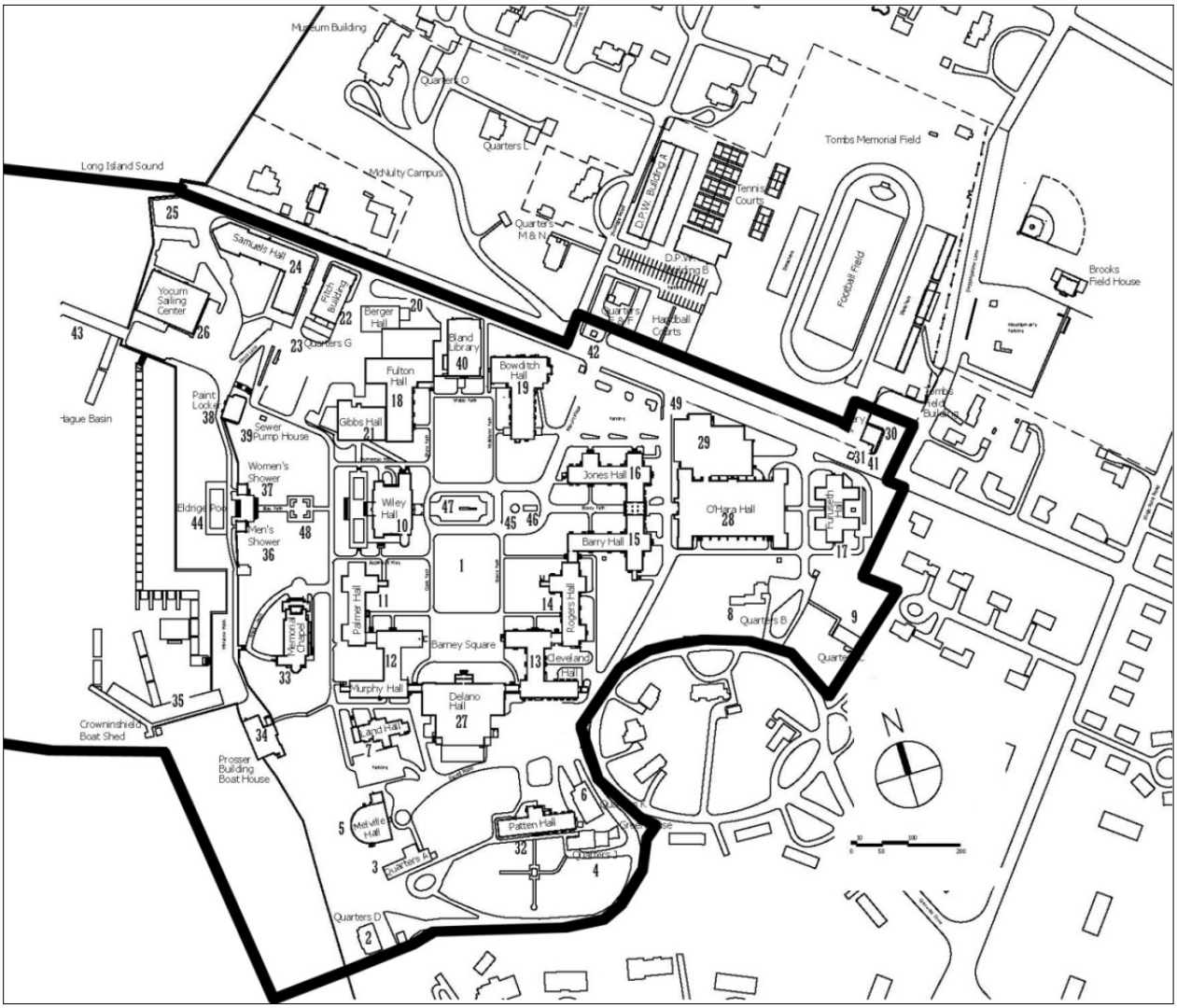


Table 1. List of contributing and noncontributing features.
Numbers in first column refer to site sketch map locations in Figure 2.

Feature Type and Site Map Number	Description of Feature	Contributing or Noncontributing Status
Site (1 contributing)		
1	Topography, landscape, viewsheds, layout, and circulation	Contributing
Buildings (30 contributing, 9 noncontributing)		
2	Quarters D (Grenwolde Casino)	Contributing
3	Quarters A (Neiley Estate – Main House)	Contributing
4	Quarters J (Neiley Estate – Garage)	Contributing
5	Melville Hall (Meighan Estate)	Contributing
6	Quarters K (Meighan Estate – Garage)	Contributing
7	Land Hall (Schenck Estate)	Contributing
8	Quarters B (a Grenwolde house)	Contributing
9	Quarters C (Vreeland house)	Contributing
10	Wiley Hall (Bendel/Chrysler Mansion)	Contributing
11	Palmer Hall	Contributing
12	Murphy Hall	Contributing
13	Cleveland Hall	Contributing
14	Rogers Hall	Contributing
15	Barry Hall	Contributing
16	Jones Hall	Contributing
17	Furuseth Hall	Contributing
18	Fulton Hall	Contributing
19	Bowditch Hall	Contributing
20	Berger Hall	Noncontributing
21	Gibbs Hall	Noncontributing
22	Fitch Building	Contributing
23	Quarters G	Noncontributing
24	Samuels Hall	Contributing
25	Coast Guard Station	Noncontributing
26	Yocum Sailing Center	Noncontributing

Feature Type and Site Map Number	Description of Feature	Contributing or Noncontributing Status
27	Delano Hall	Contributing
28	O'Hara Hall	Contributing
29	Natatorium	Noncontributing
30	Admissions Center	Contributing
31	Guard Shack	Noncontributing
32	Patten Medical Clinic	Contributing
33	U.S. Merchant Marine Memorial Chapel	Contributing
34	Boat House (Schenck Estate swimming pool)	Noncontributing
35	Crowninshield Pier and Boat House	Contributing
36	Men's Shower	Contributing
37	Women's Shower	Contributing
38	Paint Locker	Contributing
39	Sewer Pump House	Noncontributing
40	Bland Library	Contributing
Structures (4 contributing)		
41	Vickery Gate	Contributing
42	Marvin Place Gate	Contributing
43	Mallory Pier	Contributing
44	Eldridge Pool	Contributing
Objects (4 contributing, 1 noncontributing)		
	Flagpole	Contributing
	Amphitrite Pool	Contributing
	Gun (5-inch deck gun)	Contributing
	War Memorial	Contributing
	Mariner Monument	Noncontributing

Figure 2. Sketch map of USMMA Historic District Sketch map of USMMA historic district, with numbered properties from Table 1 located within bold outline of the district (map courtesy of USMMA DPW, with modifications by ERDC-CERL).



1.3 Approach

1.3.1 Previous reports

The USMMA has performed three other architectural inventories and evaluations of buildings at the USMMA per Section 110 of the NHPA. In 2005, the Louis Berger Group wrote *Cultural Resources Survey Report, U.S. Merchant Marine Academy, Kings Point, New York*. The second report was a character-defining features report for the USMMA written by the U.S. Army Corps of Engineers, Engineer Research Development Center-Construction and Engineering Research Laboratory (ERDC-CERL; Smith et al. 2014a). The ERDC-CERL report expanded the historic district

and its context that were contained in the Louis Berger report. While not a part of the USMMA Historic District, the William Barstow Mansion property on the USMMA grounds (now serving as the American Merchant Marine Academy Museum) was the subject of a third ERDC-CERL report which summarized the mansion property's nomination and listing to the NRHP (Smith et al. 2014b).

1.3.2 Current project

ERDC-CERL was retained by USMMA to complete a Section 110 inventory and assessment of character-defining features of all buildings and structures within the USMMA Historic District. One of the outcomes was the nomination of an expanded USMMA Historic District to the NRHP. The listing was approved on 29 August 2014 as #14000538.

1.3.3 Site visits

The researchers conducted three site visits to inventory and assess buildings and structures at the USMMA. The site visits occurred in December 2012, January 2013, and April 2013.

1.3.4 Submission to NRHP

The nomination of the USMMA Historic District was submitted to the Keeper of the National Register of Historic Places in July 2014 and approved as listing #14000538 on 29 August 2014. Details of the submission along with the complete nomination form are in Chapter 2 of this report.

1.4 Researchers

This project was conducted by researchers at ERDC-CERL in Champaign, Illinois. The researchers were Adam Smith (M.Arch), with 15 years experience in military architectural history; Susan Enscore (PhD.), with over 20 years experience in military history; and Megan Weaver Tooker (MLA), with 15 years experience as a historic landscape architect.

2 National Register of Historic Places Registration Form

The following 138 pages reproduce the NPS Form 10-990-a that was submitted by The United States Maritime Administration Federal Preservation Office to the New York State Historic Preservation Officer (SHPO) for concurrence in March 2014 and to the Keeper of the National Register of Historic Places in July 2014. Formal acceptance by the NRHP came on 29 August 2014 as listing #14000538.

The 42-acre USMMA Historic District is significant under Criterion A for its development to support the war effort at the early part of World War II and as a training academy for merchant mariners. For Criterion C, the USMMA Historic District is significant for the master planning and design of the academy in 1942 by Alfred Hopkins & Associates, the design of the Bendel-Chrysler mansion by Henry Otis Chapman, and the design of several of the houses in the Grenwolde development by Caretto & Forster. In addition, the chapel constructed in 1962 and the library constructed in 1969 were both designed by nationally-known campus architects, Eggers & Higgins.

The historic district's boundary includes the buildings, structures, and objects that have historically been part of the USMMA from its inception and the preexisting buildings that were retained through the development of its master plan in 1942. The portions of the academy northeast of Steamboat Road (primarily athletic fields) have not retained their integrity and are not included as part of the historic district. The McNulty Campus (William S. Barstow Estate) north of Steamboat Road is also not part of the historic district boundary.*

Descriptions of contributing and noncontributing resources to the district (along with numerous photographs) are contained in the nomination form that follows. The resources are keyed to a sketch map of the proposed district (Section 7, page 12 of the nomination form that follows; page 29 of this overall document).

* The McNulty Campus (William S. Barstow Estate) was nominated separately and approved as National Register listing #14000539, which is documented by ERDC/CERL TR-14-29 (Smith et al. 2014b).

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NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name United States Merchant Marine Academy Historic District

other names/site number

2. Location

street & number 300 Steamboat Road ☐ not for publication

city or town Kings Point ☐ vicinity

state New York code NY county Nassau code 059 zip code 11024

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this __ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

_X_ national **__ statewide** **__local**

Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Signature of the Keeper Date of Action

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

U.S. Merchant Marine Academy Historic District
Name of Property

Nassau, NY
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

	private
	public - Local
	public - State
X	public - Federal

Category of Property
(Check only **one** box.)

	building(s)
X	district
	site
	structure
	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
30	9	buildings
1	0	sites
4	0	structures
4	1	objects
39	10	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions.)

DOMESTIC/single dwelling
DOMESTIC/secondary structure
EDUCATION/college
EDUCATION/education related
EDUCATION/library
RELIGION/religious facility

Current Functions
(Enter categories from instructions.)

EDUCATION/college
EDUCATION/education related
EDUCATION/library
RELIGION/religious facility

7. Description

Architectural Classification
(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY REVIVALS/Beaux Arts
LATE 19TH AND 20TH CENTURY REVIVALS/Dutch Revival
LATE 19TH AND 20TH CENTURY REVIVALS/Mediterranean Revival
OTHER
LATE 19TH AND 20TH CENTURY REVIVALS/Colonial Revival
MODERN MOVEMENT/Brutalism

Materials
(Enter categories from instructions.)

foundation: BRICK
walls: BRICK; STUCCO
CONCRETE
roof: ASPHALT; STONE/slate
other:

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

U.S. Merchant Marine Academy Historic District
Name of Property

Nassau, NY
County and State

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

SEE CONTINUATION SHEET

Narrative Description

SEE CONTINUATION SHEET

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

U.S. Merchant Marine Academy Historic District
Name of Property

Nassau, NY
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [X] A Owned by a religious institution or used for religious purposes.
- [ ] B Removed from its original location.
- [ ] C A birthplace or grave.
- [ ] D A cemetery.
- [ ] E A reconstructed building, object, or structure.
- [ ] F A commemorative property.
- [X] G Less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

ARCHITECTURE
LANDSCAPE ARCHITECTURE
EDUCATION
OTHER

Period of Significance

1912 - 1969

Significant Dates

1916 (Bendel/Chrysler Mansion construction)
1942 (Construction of Academy)

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

n/a

Architect/Builder

Alfred Hopkins (Academy)
Henry Otis Chapman (Wiley Hall)
Eggers & Higgins (Chapel and Library)
Caretto and Forster (Quarters A and C)

Period of Significance (justification)

SEE CONTINUATION SHEET

Criteria Considerations (explanation, if necessary)

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

U.S. Merchant Marine Academy Historic District
Name of Property

Nassau, NY
County and State

SEE CONTINUATION SHEET

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

SEE CONTINUATION SHEET

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

SEE CONTINUATION SHEET

Developmental history/additional historic context information (if appropriate)

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

U.S. Merchant Marine Academy Historic District
Name of Property

Nassau, NY
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

SEE CONTINUATION SHEET

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 42 acres
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	604203	4518868	3	18	604521	4518365
2	18	604718	4518646	4	18	604314	4518327

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary includes the area in the southern portion of the U.S. Merchant Marine Academy south of Steamboat Road. The legal lot numbers in the historic district are 100, 104, 105, and 109 which were provided by the Nassau County Clerk.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the buildings, structures, and objects that have historically been part of the U.S. Merchant Marine Academy from its inception and the preexisting buildings that were retained through the development of its master plan in 1942. The portions of the academy northeast of Steamboat Road (primarily athletic fields) have not retained their integrity and are not included as part of the historic district. The McNulty Campus (William S. Barstow Estate) north of Steamboat Road is also not part of the historic district boundary due to lack of association with the U.S. Merchant Marine Academy during the period of significance.

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

U.S. Merchant Marine Academy Historic District
Name of Property

Nassau, NY
County and State

11. Form Prepared By

name/title Adam Smith, Susan Enscore, and Megan Tooker

organization US Army Corps of Engineers, ERDC-CERL date 30 September 2013

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city or town Champaign state IL zip code 61822

e-mail adam.smith@usace.army.mil

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

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Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name

street & number telephone

city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
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NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 7 Page 1

Narrative Description Summary Paragraph

The USMMA Historic District encompasses a group of buildings of various property types (administrative, academic, residential, religious, and athletic/recreational) that form a defined space in which the individual elements are similar in materials, architectural details, and physical proportions, and that collectively exhibit a unity of exterior design that creates a cohesive visual environment. The Classical Revival-style buildings of the academy were designed with an emphasis on balance and symmetry. This cohesion and repetition of architectural elements was a conscious decision on the part of Alfred Hopkins & Associates who designed the buildings and give the space a campus-like feeling. The centerpiece of the district is Wiley Hall, the former Bendel-Chrysler mansion, designed by architect Henry Otis Chapman, Sr. and was located on the property when the government purchased it in 1942. The clockwise completion of residence halls and academic buildings around Wiley Hall created a quadrangle that became the heart of the new academy. The new buildings, all of which were completed between 1942 and 1943, were designed in a Classical Revival inspired vocabulary that echoed the Beaux Arts Classical style of Wiley Hall, thus creating a unified architectural complex. The USMMA incorporated a series of preexisting Gold Coast-era mansions, houses, and support buildings to the south of the original Bendel/Chrysler estate. Their construction dates ranges from 1912 to the 1920s. A chapel was added on the waterfront of the USMMA in 1961, which was designed by Eggers & Higgins, and a library also designed by Eggers & Higgins was added to the center of campus in 1969.

Description of Contributing and Non-Contributing Resources
The 42-acre USMMA Historic District is significant under Criterion A for its development to support the war effort at the early part of World War II and as a training academy for merchant mariners. For Criterion C, the USMMA Historic District is significant for the master planning and design of the academy in 1942 by Alfred Hopkins & Associates, the design of the Bendel-Chrysler mansion by Henry Otis Chapman, and the design of several of the houses in the Grenwolde development by Caretto & Forster. In addition, the chapel constructed in 1962 and the library constructed in 1969 were both designed by nationally-known campus architects, Eggers & Higgins. Per National Register Bulletin 16a, not all of the resources are described below.

U.S. Merchant Marine Academy (Site #1 on sketch map)

Topography, Natural Features, and Vegetation - The USMMA is located on 81 acres overlooking Long Island Sound, Throgs Neck Bridge, the Bronx, and Manhattan. The landscape of the academy gently slopes to the water's edge. The center of the academy is dominated by Wiley Hall, originally the estate of Henri Bendel and later the Walter P. Chrysler family; the academy buildings envelop the historic Bendel/Chrysler mansion (#10 on sketch map), creating a quadrangle in the center of the campus. The quadrangle is surrounded by quarters, many of which predate the academy. The athletic fields are located north of the formal entrance of the academy at Vickery Gate. The waterfront landscape includes a series of paved and grass terraces descending from Wiley Hall to the water including pergolas, retaining walls, a pool and bath houses. Docks, piers and boathouses create a basin at the waterfront.

Layout and design of Academy – The strong axial layout of the house and gardens of the Bendel/Chrysler Estate [credited to designer Charles W. Leavitt, Jr. (1871-1928)] was continued in the design of the academy. The academic buildings and residence halls were designed to circle a formal quadrangle. O'Hara Hall (the drill hall/gymnasium, #28 on the sketch map) was added to the east of the quadrangle on axis with the entrance to Wiley Hall (#10), the Powell Oval, the flagpole (#45 on the sketch map), the Amphitrite Fountain (#46 on the sketch map), and "Victory Arcade" (Truxton Arcade) created by Jones Hall and Barry Hall (#15 and #16 on the sketch map). The north-south paths and walkways spanned the Powell Oval in front of Wiley Hall (#10).

The athletic fields were built north across Steamboat Road from O'Hara Hall and the rest of the academy. While no formal gardens were planned during the design, the careful layout of the walks along the access and the preservation of the Powell Oval and Amphitrite Fountain in front of the Bendel/Chrysler mansion (Wiley Hall) were key to the overall composition and design of the site today. At the south end of the quadrangle in the front of

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 7 Page 2

Delano Hall, the school's dining hall (#27 on the sketch map), a formal plaza (Barney Square) was created north of Delano Hall (#27) for formations. The library (#40 on the sketch map), while completed much later in 1969, completed the enclosure at the north end of the quadrangle.

At the waterfront, a pier was added in 1943 to the existing Chrysler pier to create Hague Basin and Mallory Pier (#43). This allowed the training ships and vessels to be moored and protected. A second Gold Coast-era pier (Schenck) and the Crowninshield Boatshed (#35) enclosed the southern end of Hague Basin. A large Colonial Revival chapel (#33) was added to the waterfront in 1962.

Circulation systems – Vickery Gate (#41) is the main gate into the academy. The gate is located on Steamboat Road, which pre-existed the academy, and it was named for the steamboat dock where the road meets the water's edge. This was also the site of the Great Neck Park Recreation Area and bathhouse. Today this is the site of U.S. Coast Guard Station Kings Point (#25) and the academy's Yocum Sailing Center (#26). Third Street, which historically connected Steamboat Road with Grenwolde Drive, is gone; it has been replaced by a drive (Farrell Road) which extends west from Steamboat Road between O'Hara Hall (#28) and Jones Hall (#15) and connects to Melville Hall (#5). A smaller drive, Peabody Drive, extends from Farrell Road to Quarters A (#3) and D (#2). Sunset Road, Elmridge Road, and Stepping Stone Lane still exist today, and they form the academy's northern and eastern boundaries and serve as access to the athletic fields and residences. Steamboat Road still serves as the entrance and backbone of the academy today.

Vegetation – The quadrangle is grass covered with mature shade trees throughout, many dating to the construction of the academy. Most formal plantings, flowers, and perennials are contained within the formal fabric remaining from the Chrysler Estate. However, there are many shrubs and accent evergreens planted along the foundations of all the buildings. Main entrances to buildings are planted with more vegetation than the sides of the buildings. For example, the main entrance to Delano Hall (#27) is planted with evergreens, flowering trees and some perennials.

A formal garden existed as well to the south of Patten Hall Medical Clinic (#32). The garden, square in shape, appears to have had evergreens at the corners with a hedge along the outside edge. This garden was originally part of the Neiley estate (see Quarters A (#3) below). The garden's interior was created by two intersecting paths with beds near the center. Only a few beds and paths remain in this location today.

Viewsheds – The terraced landscape of the Chrysler Mansion (Wiley Hall (#10) and the academy contributes to the views, both toward Long Island Sound and those from the sound back toward the academy. In addition, due to the axial layout of the academy, there are views across the quadrangle in four directions.

Small-Scale features – In addition to the other features in the landscape, many small-scale features exist around the academy and quadrangle, which reflect the commemorative culture of the military and the Merchant Marines. The recognition of historic events, fallen heroes, and persons integral to the academy's establishment is seen in the numerous monuments, plaques, and maritime artifacts strategically placed throughout the landscape. Every plaza, portico, building, and terrace has been dedicated to person(s) of importance to the academy's history, many in recent years. For example, the railings of the two porticos at the waterfront contain memorial plaques inscribed with the names and class year and the words "Fair wind & following seas, from your classmates." While the plaques and monuments may not be contributing due to their younger age, it is noted that the collective presence of these features does contribute to the association and feeling of the academy.

The Amphitrite Pool (#46) is located in the heart of campus. Amphitrite, the Greek goddess of the sea and wife of Poseidon, is holding an urn on her left shoulder. A shell lies at her feet in the pool, and four frogs on pedestals are arranged around her. A plaque, dedicated in 1991, recognizes Denis B. O'Donnell Class of 1944. West of the Amphitrite Pool (#46) is the academy flagpole (#45). The flagpole (#45) is 176 feet tall and is located in the center of the quadrangle and the academy. Two monuments and markers are located in the heart of campus on either

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 7 Page 3

side of the academy flagpole. On the east side is a monument to the U.S.S. *Missouri* (BB-63) (1947), and on the west side is one honoring Vice Admiral Richard McNulty, "Father of the USMMA" (1976). The formal surrender of Japan to the Allied forces took place onboard the *Missouri*, officially ending World War II. The monument at USMMA contains a replica of the plaque mounted onboard the *Missouri* and was given to the academy by the Secretary of the Navy in 1947.

In the Powell Oval, just east of the entrance and portico to Wiley Hall (#10), is a monument (no date) to James Harvey Tomb, the first superintendent of the USMMA. East of this monument is the Kings Point Bell (dated 1959) and the Hagner Sundial (no date). Just east of the sundial is a 5-inch deck gun (#47) which was placed in this location in 1942. Several urns and benches adorn the terraces outside of Wiley Hall (#10) which match the retaining walls and terrace structures. It is assumed that these features pre-date the academy and contribute to the remaining landscape and gardens of the Chrysler Mansion (Wiley Hall, #10).

A large World War II monument (#48) with a bell on top sits between Wiley Hall (#10) and the waterfront on one of the lower terraces. The monument commemorates the cadets of the USMMA lost in World War II. The plaque was presented by the Class of 1943, the base by cadet midshipmen 1942–1946, and the monument by Bethlehem Steel Company. The base contains four urns, one at each corner; spot lights aimed at the monument are located in each of the urns. The monument is encircled by the path from Wiley Hall to the pool (#44) and by evergreen shrubs.

Two eagles, commissioned by architect Stanford White in 1909 and sculpted by Adolph Alexander Weinman for the 7th Avenue façade of the New York Pennsylvania Station, are now located in front of O'Hara Hall. They were moved to USMMA and placed at O'Hara Hall in 1964. These two eagles are non-contributing features of the landscape.

The Mariner Monument (#49), located north of the Natatorium (#29) at the entrance to the academy, was dedicated in 2003 as a symbol of the "invaluable contributions of Kings Pointers past and present – in service to the maritime industry and to our country, in time of war and peace – while looking to the great promise of our future midshipmen."

More recent additions to the landscape include class benches, picnic tables, telescopes, trashcans, monuments, and signs. These small-scale features have been added after the period of significance and are noncontributing.

U.S. Merchant Marine Academy (Buildings)

The buildings in the USMMA Historic District include remnants of the Gold Coast era including the Bendel/Chrysler Mansion (Wiley Hall, #10), Schenck Estate (Land Hall, #7), Meighan Estate (Melville Hall, #5 and Quarters K, #6), Neiley Estate (Quarters A, #3 and Quarters J, #4), an intact World War II era "college" campus, and two mid-century modern collegiate buildings (chapel, #33 and library, #40). Collectively, they illustrate a cohesive "college" campus, and the government's ability to adaptively reuse buildings for a war effort.

As a whole, the existing buildings in the USMMA Historic District retain a high degree of historic integrity. The Gold Coast estates that were incorporated into the USMMA campus retain their integrity and provide one of the few remaining spatial accounts of the extent and proximity of homes of the wealthy along Long Island's North Shore. The buildings designed and constructed for the USMMA campus in 1942 still exude their original Classical Revival style, and the addition of the Classical Revival style chapel continues that theme into the 1960s.

Quarters D (#2 on sketch map; Figure 20; photo 19) – Quarters D was constructed in 1912 for use by the Grenwolde association as a bathhouse and recreation building (then called Grenwolde Casino), and it is the oldest building on the USMMA campus. It is a rectangular two-story house. The east side of the house is built into the side of the bluff so the entrance to the house is on the second floor. The west side faces out to Long Island Sound and is a full two stories in height. The west side has an open loggia (a remnant of a wraparound veranda)

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 7 Page 4

on the top floor and a three-arched arcade on the ground floor. The walls are covered in stucco, and it has a hipped roof covered in asphalt shingles. The original style of the building was Italian Renaissance revival. It is a contributing feature to the historic district; however, its interior is not.

Quarters A (#3 on sketch map; Figure 17; photo 20) – Quarters A (Neiley house) was designed by Caretto & Forster and completed at the latest by 1915. It was part of the Grenwolde development. It is a large Dutch Colonial revival house with a large ell to the north. It is one and a half stories tall, and the half story has almost full-width shed dormers. The house is brick painted white, and the roof is covered in slate. It is a contributing feature to the historic district; however, its interior is not.

Quarters J (#4 on sketch map; Figure 18; photo 21) – Quarters J was originally the garage and chauffeur apartment for Quarters A. It is not known when it was constructed, but it was probably at the same time as Quarters A. The building is in the Dutch Colonial revival style and is one and a half stories with large shed dormers on the north and south sides of the roof. There are one-story additions to the building on the east, west, and north sides. The building is constructed of brick, and the gambrel roof is covered in asphalt shingles. There is a large greenhouse attached to the house on the east side. The original garage is still a garage, but the additions to either side afford entrance to the house portion of the building. It is a contributing feature to the historic district; however, its interior is not.

Melville Hall (#5 on sketch map; Figures 15 and 16; photo 22) – It is not known when Melville Hall (Meighan house) was constructed. It is part of the Grenwolde development but does not follow the design aesthetic of Grenwolde since it is in the Mediterranean style. It is a large two-story house covered with stucco. The former house faces east and has a central entrance. The hipped roof is covered in variegated Spanish tile. The building is now utilized as a meeting and conference facility, and a large one-story addition was constructed to house a ballroom. The ballroom has a window-wall of smoked glass. It is a contributing feature to the historic district; however, its interior is not.

Quarters K (#6 on sketch map; photo 23) – It is not known when Quarters K was constructed, but it was constructed for the garage and chauffeur apartment for the Meighan Estate. It is a two-story building with a half-story in the attic under the roof. The garage was converted to living quarters at some point, and a large addition was constructed on the eastern portion of the building. The house is covered in stucco, and the hipped roof has flat clay tiles. It is a contributing feature to the historic district; however, its interior is not.

Land Hall (#7 on sketch map; Figure 11; photo 24) – Land Hall (Schenck house) was constructed circa 1920, but the architect is not known. The house was originally named "Claralea" and was part of the Grenwolde development, although its design did not follow the Grenwolde aesthetic. It is a large, two-story, Italian Renaissance revival house covered in stucco with a large hipped roof covered with green clay tile. The building is now utilized for cadet recreation services. It is a contributing feature to the historic district; however, its interior is not.

Quarters B (#8 on sketch map; photo 25) – Quarters B (a Grenwolde house) was more than likely designed by Caretto & Forster since it is very similar to Quarters A and other Grenwolde houses in the Dutch Colonial revival style. It was completed at the latest by 1915. It was part of the Grenwolde development. It is one and half stories tall and the half story has almost full-width shed dormers. The house is brick painted blue and the roof is covered in brown asphalt shingles. It is a contributing feature to the historic district; however, its interior is not.

Quarters C (#9 on sketch map; Figure 22; photo 26) – Quarters C (a Grenwolde house) was designed by Caretto & Forster. It was completed at the latest by 1915 as part of the Grenwolde development. It is two and half stories tall. The house has white painted brick on the first story, and half-timbering with stucco on the second and half stories. The roof mimics English thatching and rolls around on the rakes. The roof is covered with green asphalt shingles. It is a contributing feature to the historic district; however, its interior is not.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 7 Page 5

Wiley Hall (#10 on sketch map; Figure 3–7, 9, 25–27; photos 1, 8, 11–15) – Wiley Hall is the main administration building for the academy. It originally was constructed for Henri W. Bendel in 1916. It was designed by Henry Otis Chapman as a two-story residence with a full-height basement. The mansion features such typical design elements of Beaux Arts classicism as columns, balustrades, loggias, quoins, Palladian windows, and detailed entablatures, and it is constructed of reinforced concrete finished with stucco. The quoins were constructed with brick or terracotta block foundations that projected and were finished with stucco. The interior reflects the grandeur of the early twentieth-century Gold Coast estates with a double-height entrance hall, elaborate fireplace surrounds, and carved and painted wooden ceilings. The basement once had a large swimming pool (now offices), a smoking room, a billiard room, and a variety of mechanical rooms. The first floor had thirteen main rooms including the main entrance hall, living room, dining room, music room (with organ), conservatory, and kitchen. The open loggia was enclosed early on by the academy for use a dining room for the cadets and now for a variety of offices. All of these rooms retain their integrity, although they all are used for different purposes (for instance the music room is now a classroom). The second floor originally had six bedrooms, a variety of sitting rooms and bathrooms, a wing for the servant bedrooms, plus the upper level of the main entrance hall. All of these rooms are now office space for academy staff. It is a contributing feature to the historic district, and its interior is contributing as well.

Barracks [Palmer, Murphy, Cleveland, and Rogers Halls] (#11, 12, 13, and 14 on sketch map; photo 32) – There are four barracks (dorms) that flank Delano Hall and Barney Square on the south side of the central part of the campus. They are Palmer Hall and Murphy Hall to the west of Delano Hall and Cleveland Hall and Rogers Hall are on the east. They were all constructed in 1943 and designed by Alfred Hopkins & Associates. They are three-story concrete framed buildings with a central hallway and dorms off to each side. The walls are constructed of buff-colored concrete masonry units with cast stone (concrete) accents, and the buildings display a generally consistent cornice line, which adds to the visual cohesiveness of the area. The Classical Revival-style buildings are designed with an emphasis on balance and symmetry. The roofs are layered asphalt hidden behind a parapet of the same buff-colored concrete masonry units. The original double-hung, six-over-six wood windows have all been replaced with anodized bronze, double-hung, six-over-one aluminum windows. The doors and light fixtures are not original. The interiors have been heavily remodeled through the years. It is a contributing feature to the historic district; however, its interior is not.

Barracks [Barry and Jones Halls and the Truxton Arcade] (#15 and 16 on sketch map; Figure 34; photos 2, 18, and 33) – These two barracks (dorms) that are on the east side of the central campus are connected by the Truxton Arcade. The arcade allows passage to O'Hara Hall (gymnasium). Barry Hall is to the south of the arcade while Jones Hall is to the north. They are of the same construction as the four other barracks previously discussed above. They were both constructed in 1943 and designed by Alfred Hopkins & Associates. The original double-hung, six-over-six wood windows have all been replaced with anodized bronze, double-hung, six-over-one aluminum windows. The doors and light fixtures are not original. The interiors have been heavily remodeled through the years. It is a contributing feature to the historic district; however, its interior is not.

Barracks [Furuseth Hall] (#17 on sketch map) – Furuseth Hall was originally constructed as a staff barracks; it was constructed in 1943 and designed by Alfred Hopkins & Associates. The building is located to the east of O'Hara Hall on the eastern edge of the historic district. It was converted for administrative use at an unknown date. It is of the same construction as the six other barracks previously discussed. The original double-hung, six-over-six wood windows have all been replaced with anodized bronze double-hung, six-over-one aluminum windows. The doors and light fixtures are not original. The interiors have been heavily remodeled through the years. It is a contributing feature to the historic district; however, its interior is not.

Classrooms [Fulton Hall and Bowditch Hall] (#18 and 19 on sketch map; Figure 35; photo 34) – There are two large classroom buildings that flank the Bland Library on the north side of the central part of the campus. They are Fulton Hall to the west of the library, while Bowditch Hall is to the east. They were both constructed in

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 7 Page 6

1943 and designed by Alfred Hopkins & Associates. They are four-story concrete-framed buildings with a central hallway and classrooms off to each side. Bowditch Hall has a large auditorium on the north end. The walls are constructed of buff-colored concrete masonry units with cast stone (concrete) accents, and the buildings display the same consistent cornice line as do the barracks buildings previously discussed above. The Classical Revival-style buildings are designed with an emphasis on balance and symmetry. The roofs are layered asphalt hidden behind a parapet of the same buff-colored concrete masonry units. At the north end of Fulton Hall is the heating plant for the campus and a large chimneystack. The original double-hung wood windows have all been replaced with anodized bronze, casement, aluminum windows. The doors and the light fixtures are not original, except for the light fixtures in the vestibule of the auditorium in Bowditch Hall. The interiors of these two classroom buildings have been heavily remodeled through the years. It is a contributing feature to the historic district; however, its interior is not.

Berger Hall (#20 on sketch map) – Berger Hall was constructed in 1985. It is of concrete masonry unit construction with large plate glass windows. It is connected to the northwest corner of Fulton Hall by a common wall. It houses a horizontal compound engine from the period between 1840 and 1880 and has been designated a National Historic Mechanical Engineering Landmark. Berger Hall is a noncontributing feature to the historic district.

Gibbs Hall (#21 on sketch map) – Gibbs Hall was constructed in 1980. It is a four-story building of unknown construction but is faced with buff-colored concrete masonry units with a mixture of large anodized bronze casement aluminum windows and smaller, anodized bronze, aluminum awning windows. It is connected to Fulton Hall by a common wall on the eastern side of the building. It houses classrooms. Gibbs Hall is a noncontributing feature to the historic district.

Fitch Building (#22 on sketch map) – The Fitch Building was originally constructed as offices and workspace for the academy's public works employees; it was constructed in 1943 and designed by Alfred Hopkins & Associates. The building is located to the west of Fulton Hall and to the east of Samuels Hall. It was converted for administrative use at an unknown date. The walls are constructed of buff-colored concrete masonry units with cast stone (concrete) accents, and the building displays the same consistent cornice line as the other buildings previously discussed. The roof is layered asphalt, hidden behind a parapet of the same buff-colored concrete masonry units, but covered by metal coping for waterproofing purposes. The original double-hung, six-over-six wood windows have all been replaced with large anodized bronze casement aluminum windows. The interior has been heavily remodeled through the years. The high-bay doors on the east side of the building are not original. The interior has been heavily remodeled through the years. It is a contributing feature to the historic district; however, its interior is not.

Quarters G (#23 on sketch map) – Not much is known regarding Quarters G; it is not on the original master plan nor on aerials from the Chrysler era or from the academy's early period. It is a one-and-a-half-story bungalow-style house covered in aluminum siding, while the roof is covered with asphalt shingles. It is a noncontributing feature to the historic district.

Samuels Hall (#24 on sketch map) – Samuels Hall was originally constructed as academic space for seamanship and visual signaling; it was constructed in 1943 and designed by Alfred Hopkins & Associates. The building is located to the west of the Fitch Building. The walls are constructed of buff-colored concrete masonry units with cast stone (concrete) accents, and the building displays the same consistent cornice line as the other buildings previously discussed. The roof is layered asphalt hidden behind a parapet of the same buff-colored concrete masonry units. The original double-hung, six-over-six wood windows have all been replaced with anodized bronze, double-hung, six-over-one aluminum windows. In 1975, an addition was constructed on the building's western edge for the Computer Aided Operations Facility. The addition's structure is unknown, but it is covered with glazed terra cotta blocks and has no fenestration. It is a contributing feature to the historic district; however, its interior is not.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Yocum Sailing Center (#26 on sketch map) – The Yocum Sailing Center was constructed in 1994. It is a two-story building of steel construction with large plate glass windows. It is a noncontributing feature to the historic district.

Delano Hall [mess hall] (#27 on sketch map; Figure 37; photos 4, 27,28) – Delano Hall is a large, two-story mess hall (dining facility).The front faces Barney Square, and it is connected by hyphens to Murphy Hall on the west and Cleveland Hall to the north. It was constructed in 1943 and designed by Alfred Hopkins & Associates. It is a concrete-framed building with a large dining room on the top floor and large kitchen behind that (towards the south). The basement level contains several stores, a restaurant, and restrooms. The walls are constructed of buff-colored concrete masonry units with cast stone (concrete) accents, and the buildings display the same consistent cornice line as the other academy buildings previously discussed. The exception is the large, porticoed entrance that faces onto Barney Square. The front-gabled portico has square, cast concrete columns. Delano Hall is in the same Classical Revival style as the other buildings of the central campus. Generally, the roof is layered asphalt hidden behind a parapet of the same buff-colored concrete masonry units. The original double-hung wood windows have all been replaced with anodized bronze, double-hung, aluminum windows. The doors are not original, but the light fixtures in the entrance vestibule and inside the dining facility are original and distinctive. The main-floor dining facility has not been changed and retains its integrity, while the kitchen areas and ground floor have been modified and changed throughout the years. Delano Hall, its entrance vestibule, and the main floor of the dining room are contributing elements to the historic district.

O'Hara Hall [gymnasium] (#28 on sketch map; Figures 36 and 38; photos 5 and 29) – O'Hara Hall was constructed in 1943 as the academy's drill hall and gymnasium. The exterior is covered in the same buff-colored concrete masonry units and cast stone architectural details as the other campus buildings designed by Alfred Hopkins & Associates. The large, distinctive, bow roof was constructed with glue-laminated wooden trusses. Concrete buttresses on the north and south sides structurally support the roof's weight. The front (west) façade of the building was designed in the Classical Revival style and features a double-height, square-columned portico, while the rear (east) façade is much more utilitarian. The eagle statues positioned on either side of the west entrance are architectural elements relocated from the demolished Pennsylvania Station in New York City, and they are not contributing elements to the building or academy. The large interior is dominated by the clear-span bow roof that houses the wood-floored gymnasium. The west side of the interior has a series of offices, while the east side has an entrance flanked by restrooms and locker rooms in the basement. The former north entrance has been closed off. The upper walls on the west and east sides have original glass block windows. The rest of the original fenestration has been replaced with anodized bronze, double-hung, aluminum windows. O'Hara Hall, its west and east entrance vestibules, and the drill hall interiors are contributing elements to the historic district.

Natatorium (#29 on sketch map) – The Natatorium is connected to O'Hara Hall on the northwest by a hyphen. The Natatorium was constructed in 1978. It is a steel-framed building covered in concrete masonry units and stucco. It has large opaque windows on the east and west sides of the facility. It is a noncontributing feature to the historic district.

Admissions Center (#30 on sketch map) – The Admissions Center is sited north of the Vickery Gate. It was constructed in 1943 and has a large addition that was constructed circa 2000. The building is two stories, and the east and south facades have the same buff-colored concrete masonry units as the other 1943 academy buildings. The roof is hidden by a parapet, with U.S. Merchant Marine Academy inscribed onto the eastern portion of the parapet. The addition to the north is a concrete masonry unit building with a barrel roof; a large portion of the original west façade of the Admissions Center was replaced with concrete masonry units similar to the addition. The original double-hung, six-over-six, wood windows have been replaced with anodized bronze, double-hung, aluminum windows. It is a contributing feature to the historic district; however, its interior is not.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 7 Page 8

Guard Shack (#31 on sketch map; Photo 6) – The Guard Shack is to the west of the Vickery Gate. It is of temporary steel construction to shelter the officer monitoring the academy's entrance. It is a noncontributing feature to the historic district.

Patten Medical Clinic (#32 on sketch map; Figure 19; Photo 31) – The Patten Medical Clinic is a three-story building with two-story wings utilizing the same buff-colored concrete masonry units and cast stone architectural details as the rest of the 1942 buildings. It was constructed in 1943 to the south of Delano Hall. A large ambulance bay is located on the north side, while the south side faces out on the old formal garden of the Neiley house. Most of the original elements of the garden are gone, but the parterre does have grass and a formal flagstone walk. The original windows were replaced at some point with one-over-one, anodized bronze metal windows. The doors are replacements as well. It is a contributing feature to the historic district; however, its interior is not.

U.S. Merchant Marine Memorial Chapel (#33 on sketch map; Figure 39; Photos 9 and 30) – The chapel was designed by the architectural firm of Eggers & Higgins and completed in 1962. The chapel faces north and is located to the west of Palmer Hall on the waterfront. The chapel contains a sanctuary and chaplain offices. It is designed in the Classical Revival style similar to the earlier buildings of the academy; however, the construction is of buff-colored brick instead on concrete masonry units. The north entrance is dominated by square columns and large double doors with smaller doors to either side. The Classical Revival steeple serves as a navigational beacon and the light sits 102 feet above sea level. The interior is a large, open nave with terrazzo flooring. The altar is dominated by a rotating altar to serve the different religions of the cadets. The large windows on the east and west are clear glass, while the smaller windows in the altar have colored glass. The chapel and its interior are contributing elements to the historic district.

Bland Library (#40 on sketch map; Figure 40; Photos 3 and 35) – Bland Library is a Brutalist-inspired building designed by Eggers & Higgins and opened in 1969. It sits on the northern end of the central area of campus and is flanked by Fulton Hall on the west and Bowditch Hall on the east. It is on axis with the entrance to Delano Hall. The first floor of the library is covered in the same buff-colored concrete masonry units as the older buildings designed by Alfred Hopkins & Associates in 1942. The second floor is a concrete grid with small, tall windows. It is a contributing feature to the historic district; however, its interior is not.

U.S. Merchant Marine Academy (Structures)

Vickery Gate (#41 on sketch map; Photo 6) – Vickery Gate is the main entrance to the academy and is situated near the corner of Steamboat Road and Stepping Stone Lane. The gate was constructed in 1943 and designed by Alfred Hopkins & Associates. The gate consists of two guard rooms on either side of Steamboat Road. The two cast-stone structures are square in plan and are topped by sculpted globe and dolphins atop a stepped base with Federal eagles at the corners. "United States Merchant Marine Academy" in copper lettering is on the east side of each structure. Both structures have had their original doors removed to allow pedestrians to walk through them, and the original windows have been replaced with anodized bronze metal windows. It is a contributing feature to the historic district.

Marvin Place Gate (#42 on sketch map) – Marvin Place Gate (originally the main entrance) is situated near the corner of Steamboat Road and Elmridge Road. The gate was constructed in 1943 and designed by Alfred Hopkins & Associates. The gate consists of two guard rooms on either side of Steamboat Road similar to the Vickery Gate, except both structures do not have the sculpted globe and dolphins atop a stepped base but both structures have the Federal eagles at the corners. Both structures have had their original doors replaced with steel doors; however, they both have their original windows. It is a contributing feature to the historic district.

Mallory Pier (#43 on sketch map; Figures 4, 9, 28, 29, and 41; Photo 7) – Mallory Pier, a wood and concrete structure, serves as the main berthing dock at the academy. It provides a transition between Long Island Sound

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 7 Page 9

and Hague Basin. Larger training vessels dock on the outboard side of Mallory Pier, while smaller vessels, such as training dinghies, are berthed along smaller floating docks on the inboard side. The portion of the pier closest to shore dates to the Chrysler era, while the portion that extends out to surround Hague Basin dates to 1943. It is a contributing feature to the historic district.

Eldridge Pool (#44 on sketch map, Figure 6 and 29; Photos 16) – The Eldridge Pool dates to the Chrysler era (circa 1930). The pool is concrete with a concrete surround. It has two associated bathhouses from the same era (#36 and #37 on the sketch map) and an associated mechanical room [Paint Locker] (#29 on sketch map, Photo 17). It is a contributing feature to the historic district.

U.S. Merchant Marine Academy (Objects)

Flagpole (#45 on sketch map) – The flagpole dates to 1943 and is 176 feet tall. It sits on the main east-west axis of the academy west of the Amphitrite Pool. It is a contributing feature to the historic district.

Amphitrite Pool (#46 on sketch map, Figures 6 and 8; Photos 2 and 18) - The fountain was constructed after Walter P. Chrysler purchased the Henri Bendel estate. It is placed on axis with the entrance to Wiley Hall and the Truxton Arcade. The fountain's basin is a rounded concrete cruciform shape. A statue of the mythological goddess Amphitrite—queen of the sea and wife to Poseidon—rises from the basin. The statue is surrounded on four sides by small frog sculptures. Contributing flower beds and a flagstone walkway encircle the basin. The fountain was most likely designed by the landscape architectural firm of Charles W. Leavitt & Sons circa 1929. It is a contributing feature to the historic district.

War Memorial (#48 on sketch map, Photos 7 and 36) – A large World War II monument with a bell on top sits between Wiley Hall and Eldridge Pool on one of the lower terraces. The monument commemorates the cadet midshipmen and graduates of the USMMA who were lost in World War II. The base was presented by cadet midshipmen from classes 1942–1946, and the monument by Bethlehem Steel Company. The base contains four urns, one at each corner; spot lights aimed at the monument are located in each of the urns. The monument is encircled by the path from Wiley Hall to the pool and by evergreen shrubs. It is a contributing feature to the historic district.

Mariner Monument (#49 on sketch map) – The Mariner Monument, located north of the Natatorium at the entrance to the academy, was dedicated in 2003 as a symbol of the "invaluable contributions of Kings Pointers past and present - in service to the maritime industry and to our country, in time of war and peace – while looking to the great promise of our future midshipmen." It is a noncontributing feature to the historic district.

U.S. Merchant Marine Academy Historic District
List of Contributing and Non-Contributing Features

SITE: (1 contributing)
1 Topography, landscape, viewsheds, layout, and circulation

BUILDINGS: (30 contributing, 9 noncontributing)
2 Quarters D (Grenwolde Casino)
3 Quarters A (Neiley Estate – Main House)
4 Quarters J (Neiley Estate – Garage)
5 Melville Hall (Meighan Estate)
6 Quarters K (Meighan Estate – Garage)
7 Land Hall (Schenck Estate)
8 Quarters B (a Grenwolde house)
9 Quarters C (Vreeland house)
10 Wiley Hall (Bendel/Chrysler Mansion)

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 7 Page 10

11 Palmer Hall
12 Murphy Hall
13 Cleveland Hall
14 Rogers Hall
15 Barry Hall
16 Jones Hall
17 Furuseth Hall
18 Fulton Hall
19 Bowditch Hall
20 Berger Hall [noncontributing]
21 Gibbs Hall [noncontributing]
22 Fitch Building
23 Quarters G [noncontributing]
24 Samuels Hall
25 Coast Guard Station [noncontributing]
26 Yocum Sailing Center [noncontributing]
27 Delano Hall
28 O'Hara Hall
29 Natatorium [noncontributing]
30 Admissions Center
31 Guard Shack [noncontributing]
32 Patten Medical Clinic
33 U.S. Merchant Marine Memorial Chapel
34 Boat House (Schenck Estate swimming pool) [noncontributing]
35 Crowninshield Pier and Boat House
36 Men's Shower
37 Women's Shower
38 Paint Locker
39 Sewer Pump House [noncontributing]
40 Bland Library

STRUCTURES: (4 contributing)
41 Vickery Gate
42 Marvin Place Gate
43 Mallory Pier
44 Eldridge Pool

OBJECTS: (4 Contributing, 1 Noncontributing)
45 Flagpole
46 Amphitrite Pool
47 Gun (5-inch deck gun)
48 War Memorial
49 Mariner Monument [noncontributing]

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

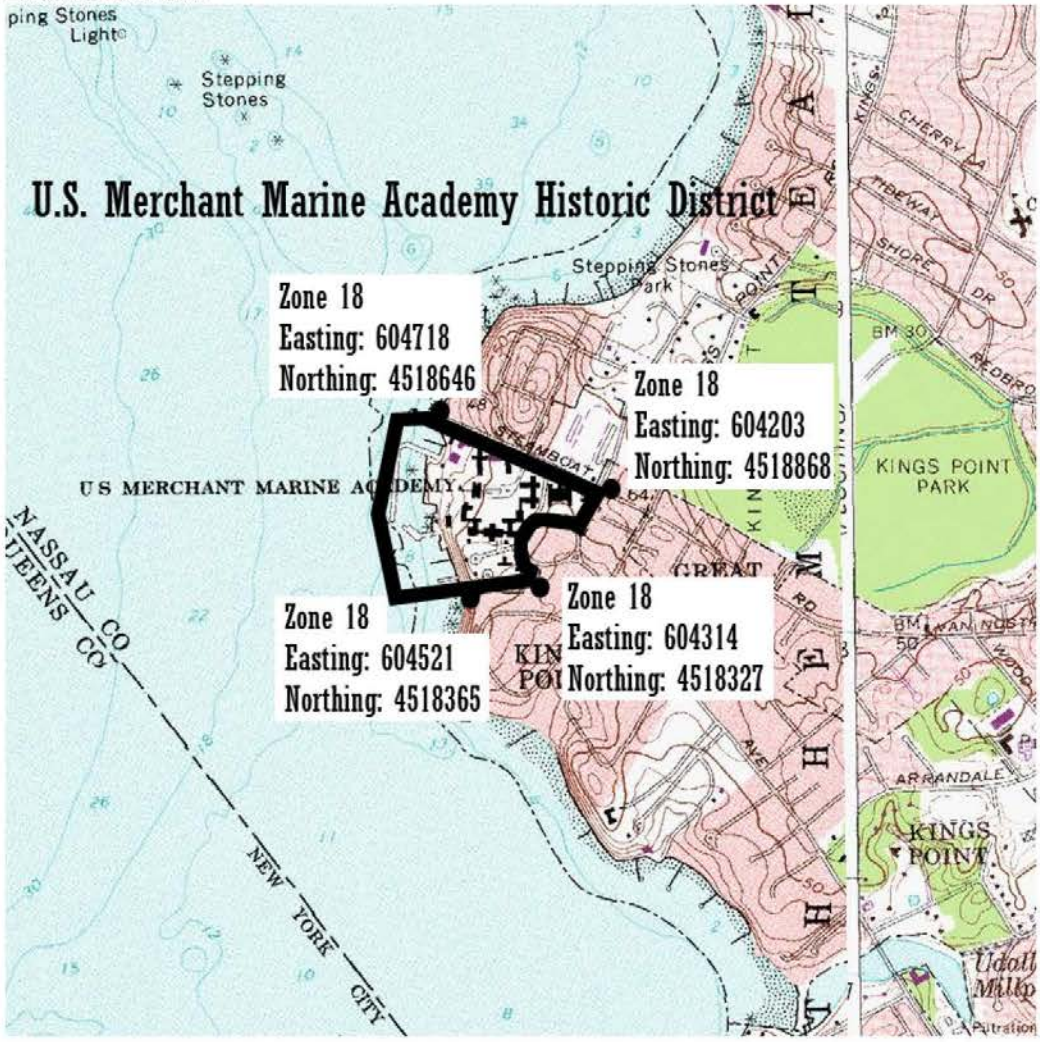
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 7 Page 11

LOCATION MAP



NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

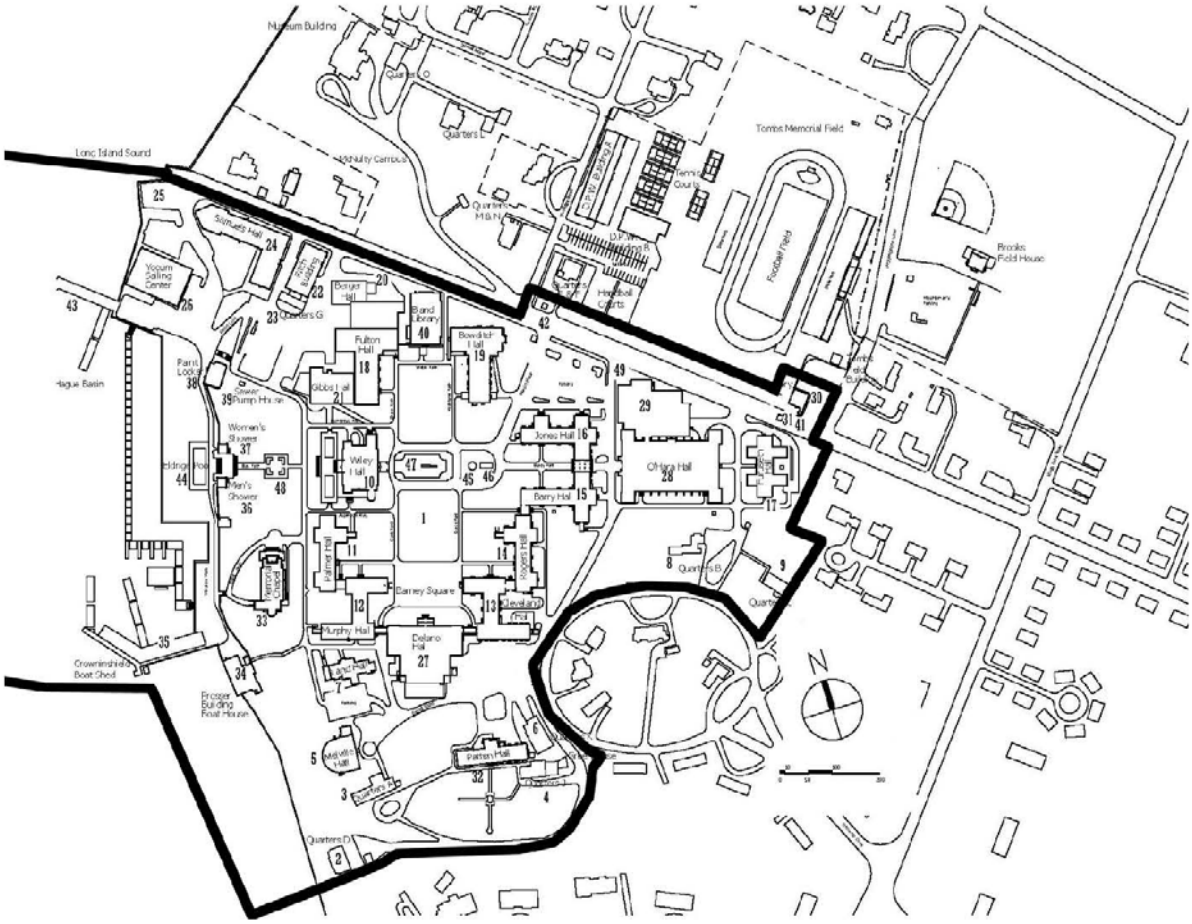
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 7 Page 12

SKETCH MAP (including boundary)
The numbers on this sketch map are keyed to the List of Contributing and Non-contributing Features.



NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 13

Significance

Period of Significance (justification)

1912–1941. This marks the high point of development for Kings Point, the location of the US Merchant Marine Academy Historic District (USMMAHD). The area was part of the Long Island "Gold Coast" of second homes for wealthy Manhattanites. The year 1912 is the earliest date confirmed for construction of a surviving building in the USMMAHD.
1942–1969. This period begins with acquisition of the USMMAHD grounds and initial construction, and ends with the construction of the Library, completing the main campus plan.

Statement of Significance Summary Paragraph

As the former site of a mansion and estate belonging first to Henri W. Bendel then to Walter P. and Della Chrysler, as well as the site of former estates belonging to other prominent wealthy Americans, the USMMAHD is nationally significant as a reminder of the "Golden Age" of the late nineteenth and early twentieth centuries. This was a period when financial, industrial, and entertainment leaders were nationally known, and the recipients of vast amounts of wealth, either earned or inherited. In and around the New York City area, this affluent cohort sought the "country life" in Long Island for their second (or third, or fourth) homes. Like those of Newport, Rhode Island, these estates were often called "cottages" or given other diminutive terms that belied their often palatial dimensions and decorations. The owners of these estates were at the pinnacle of the New York social scene, and their entertainments and other extravagances during the "jazz age" were fodder to the news outlets of the time, with magazines and newspapers recounting every party, event, real estate transaction, new construction, and civic institution with which these "celebrities" were involved. With a period of significance from 1912-1941, the USMMAHD retains its integrity and meets National Register Criteria A and C at a national level. Criterion A is met through the association of the remaining structures from this period with the history of the Long Island "Gold Coast" estates. Criterion C is met through the design of the remaining estate buildings surviving on USMMAHD grounds.

USMMAHD is also significant nationally as the nation's only federally-owned educational facility for the advanced training of merchant mariners, and is one of five federal service academies (others are US Military Academy, US Naval Academy, US Air Force Academy, and US Coast Guard Academy). The merchant marine officers serve the US merchant fleet, including commercial and military transport. The USMMA was established in 1942, with the acquisition of the Walter P. Chrysler estate at King's Point, New York, followed quickly by adding other estates and grounds. With a period of significance from 1942–1969, when the last remaining building in the central campus plan was constructed, USMMAHD retains its integrity and meets, at a national level, National Register Criteria A and C, and Criteria Consideration G. Criterion A is met through the association of the campus buildings with the historical trends of Merchant Marine training and the development of a professional merchant marine for the nation; Criterion A is also met for buildings associated with the development of Kings Point as a summer resort for Manhattanites in the early twentieth century. Criterion C is met through the design of the campus buildings, both those remaining from the previous estates and those constructed specifically for the USMMA. Criteria Consideration G is met through the inclusion of one building which is less than 50-years old as an integral part of the historic district.

The architectural resources included in the USMMA Main Campus Historic District were constructed specifically for or were converted for use by USMMA during its initial establishment in 1942 and 1943.[1] These buildings represent the academic, administrative, and residential support provided to cadet-midshipmen during their ashore training at USMMA. The USMMAHD, consisting of 39 contributing resources and 10 non-contributing resources, meets National Register Criterion C as an excellent example of a significant concentration of buildings that are linked historically and that are physically and spatially interrelated. The centerpiece of the district is Wiley Hall, which was a preexisting mansion on the property when the government purchased it. The clockwise completion of Fulton, Bowditch, Barry, Jones, Cleveland,

[1] This paragraph is extracted from The Louis Berger Group, Inc., *Cultural Resources Survey Report, U.S. Merchant Marine Academy, Kings Point, New York*. (Lester, PA: Naval Facilities Engineering Command, 2005).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 14

Rogers, Delano, Murphy, and Palmer Halls around Wiley Hall created a quadrangle that became the heart of the new academy. The new buildings, all of which were completed between 1942 and 1944, were designed in a classically inspired vocabulary that echoed the Beaux Arts classicism of Wiley Hall, thus creating a unified architectural complex. With the exception of Wiley Hall, which is masonry and stucco, all buildings are of buff-colored concrete masonry units with cast stone (concrete) accents, and the buildings display a generally consistent cornice line, which adds to the visual cohesiveness of the area. The Classical Revival-style buildings are designed with an emphasis on balance and symmetry. The choice of architectural style likely was influenced by the architecture of the Bendel-Chrysler house. This cohesion and repetition of architectural elements was a conscious decision on the part of the architects who designed the buildings and give the space a campus-like feeling.

For all areas of significance claimed for USMMAHD under Criteria A and C, USMMAHD is significant at a national level. The USMMAHD contains all features that contribute to these areas of significance, and conveys a sense of historic and architectural cohesiveness through its location, design, setting, materials, workmanship, feeling, and association.

Criteria Considerations

Criteria Consideration G refers to properties that have achieved significance within the last 50 years. These properties can be eligible for the NRHP if they exhibit exceptional importance (Potter and Boland 1992:17). Properties less than 50-years old can also qualify for listing if they are an "integral part" of a qualifying historic district; this does not require the property to have exceptional importance in itself, but the property must be documented as dating from the district's period of significance. It must also be associated with an area(s) of significance defined for the district (Sherfy and Luce 1998:10). The Schuyler Otis Bland Library is less than 50-years old, but it is an integral part of the historic district as a component of the campus design and is therefore a contributing property.

Narrative Statement of Significance

Introduction to U.S. Merchant Marine Academy[2]

The direct federal program to train merchant mariners is a relatively recent development in U.S. maritime history. Prior to the 1938 establishment of the U.S. Maritime Service training program under the provisions of the Merchant Marine Act of 1936, the federal government provided support and assistance to city (later state) nautical schools and mandated a privately-run cadet program on ships receiving mail subsidies (USMM 2002c). Established under the 1891 Postal Aid Law (and later the 1928 Jones-White Act), private ships that received federal mail subsidies were required to embark young men as cadets and to teach those cadets the duties of seamanship (USMM 2002c). The graduates of these programs generally had no financial tie or duty to serve in the merchant marine, and no obligation to the federal government for its contribution to the cost of their education. These systems, when combined with the state schools, were generally adequate to meet the demand for merchant marine personnel before World War I. The USMMA was the final step in an evolutionary process of formal merchant mariner training that developed beginning in the mid-1800s and reached maturity following World War II.

For much of recorded history, the art of seafaring was learned and practiced aboard ship and in shipyards. Ship's officers were groomed as cadets (midshipmen in naval service) from a young age and "graduated" as they demonstrated proficiency in navigation and shiphandling. In the sailing ship era, this apprenticeship method of training kept pace as ships slowly grew in size and complexity. The industrial revolution saw the advent of steam propulsion, the introduction of first composite and then all-iron and steel construction methods, and the general application of the scientific method to all aspects of ship design, construction, and operation. This rapid technological transformation of the maritime industry necessitated fundamental change in the methods and practices of seafaring, including the eventual abandonment of the apprenticeship method in favor of formalized education. However, change was slow and often lagged substantially behind the technology as evidenced by major accidents and disasters that usually featured human error as a primary cause (Voulgaris 2009).

[2] This section was authored by Erhard Koehler and Barbara Voulgaris of the United States Maritime Administration for this nomination.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 15

In 1838, the U.S. Congress passed the first federal legislation requiring some degree of inspection for steamboats. In 1852, legislation reformed the inspection system, and for the first time, it included requirements for the licensing of officers and certification of crews. Succeeding legislation continued to strengthen these requirements, leading incrementally to the consolidation of marine inspection and merchant mariner licensing and credentialing programs in 1940 (Voulgaris 2009).

As officer licensing requirements gradually increased throughout the latter part of the 1800s, the systems of formal education followed. In 1850, the U.S. Navy established the U.S. Naval Academy in Annapolis, Maryland, and in 1884 the Naval War College in Newport, Rhode Island. The 1874 Nautical School Ship Act allowed coastal cities to apply for the assignment of naval vessels and personnel to train young men for the merchant marine (Independence Seaport Museum 2012). The first school established under the Act was the New York Nautical School, which survives today as the State University of New York Maritime College (SUNY) at Fort Schuyler (USMM 2002c). The SUNY Maritime campus is at the confluence of the East River and the Long Island Sound, immediately across from the campus of the USMMA. Other schools followed in Philadelphia (1889) and Boston (1891).

In the period prior to World War I, these schools were transferred to their respective states. The program was transferred from the U.S. Navy to the Maritime Commission in 1940 and is administered today by the Maritime Administration, with six state academies receiving support (Maine, Massachusetts, New York, Texas, California, and Michigan. The state schools were initially vocational schools with programs running from 18–24 months. The Boston school was the first to offer marine engineering on its steam-propelled school ship. Academic programs gradually increased in scope and length, moving first to three-year programs and eventually to full four-year undergraduate degree programs coupled with the Coast Guard license. Most of the schools either adopted or planned to adopt four-year programs prior to World War II, but the need to dramatically increase the number of officers led to curtailed wartime programs of as little as 15 months.

Federal oversight and involvement in maritime affairs ebbed and flowed in the two decades after World War I. Maritime revitalization became a focus of the Roosevelt Administration, leading to the landmark Merchant Marine Act of 1936. Among the objectives of the Act was the establishment of a federal program for the training of merchant marine officers; this objective was identified in the policy statement of the Act. To carry out this objective, the Maritime Commission created the United States Maritime Service as the training organization, to be administered by the Coast Guard (US Coast Guard 2012).

In the pre-war period, two training ships were converted for use by the USMS, and training centers were established in New London (Fort Trumbull), Connecticut, and Alameda (Government Island), California (US Coast Guard 2012). Under the Act, the old mail subsidy program was replaced by a more comprehensive operating differential subsidy. The mail cadet program was abolished and replaced by the U.S. Merchant Marine Cadet Corps, whose personnel were assigned to commercial vessels receiving operating subsidies (USMM 2002c). A formal training program for the cadets was established and administered by the USMS, with training officers stationed in various port cities. Cadets would report to the training officers for vessel assignments, and to review completed training and study packages. This program was the direct antecedent of the USMMA.

As the cadet corps program grew, it became apparent that a permanent, centralized shore establishment was necessary to effectively carry out the program. That shore establishment became the USMMA (USMM 2002c). The federal training program expanded considerably during World War II to meet the massive demand for officers and seamen to crew the nearly 6,000 merchant ships built for war service. In the postwar period, the training program retrenched and eventually, all direct federal activities were consolidated at Kings Point, which operates today alongside the six state maritime academies and several training centers operated by maritime unions and private concerns to serve the personnel needs of the merchant marine.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 16

Today's merchant marine consists of privately-owned, U.S.-registered merchant ships and a variety of towing, offshore supply, and passenger vessels operated by merchant mariners to provide waterborne transportation for passengers and cargoes moving in domestic and international commerce.

Long Island History[3]

English settlement of Long Island began in the 1640s, although Manhattan, then known as New Amsterdam, was still controlled by the Dutch. The English established the town of Hempstead near Manhasset Bay, and in 1683, nearly twenty years after the British had gained control of the New York colony, Long Island was divided into three counties: Kings, Suffolk, and Queens. Queens encompassed land along western Long Island, including nearly all of present-day Nassau County (Nassau County Board of Supervisors 1989:3-4). A 1936 map recreating the historical land ownership of Kings Point in the 1700s described the area now occupied by USMMA as part of "John's Division, Lot No. 24," which encompassed over 116 acres (Whittle 1936). The same map depicted George Hewlett's stone house, constructed in 1660, towards the east side of Elm Point. A clay pit, in operation during the mid-1700s, was located on the southwest side of the neck. This map indicated that by the mid-seventeenth century, Great Neck was occupied by Euro-American settlers and enterprises, such as the clay pit, were underway by the mid-eighteenth century. Grist mills were also established in the area by the late seventeenth century. Land was cleared for farms on which sheep and cattle were raised (Whittle 1940).

On January 1, 1898, western Queens became part of metropolitan New York. The towns of Hempstead, North Hempstead, and Oyster Bay, however, were not part of this incorporation. In April 1898, New York Governor Frank S. Black signed the law creating Nassau County, which included the three towns formerly included in Queens County. Garden City, located within one mile of the Mineola railroad station, was selected as the county seat (Nassau County Board of Supervisors 1989:6).

Agriculture and fisheries were among the earliest economic endeavors in Nassau County. These would later be supplemented with the presence of manufacturing industries, such as aviation production plants, and summer resort and tourist-oriented enterprises. During the late nineteenth century, agricultural production in Nassau County increased to support the burgeoning population of New York City (Nassau County Planning Commission 1997:III-1). Associated industries, such as milling, continued to develop throughout the county.

Beginning in the last quarter of the nineteenth century, Nassau County was part of what became known as Long Island's "Gold Coast," where many wealthy New Yorkers established elaborate estates within easy commuting distance to downtown Manhattan. Between the Civil War and World War II, over 900 estates were developed between Queens and Montauk (MacKay 1994:169). Most of these estates were summer retreats from which the residents returned to their city dwellings during the winter (Schisgall 1951:24). Long Island possessed several advantages that led to the development of estates, including easy access by rail, road, or water to the social, economic, and media center of New York City; the availability of recreational pursuits; and the founding of sporting and other clubs (MacKay1994:170). Great Neck and Kings Point were part of this development, and many of these early twentieth-century estates survive today.

The railroad was a dominant factor in the evolution of Long Island from a largely rural farming area into a thriving residential area. By 1865, railroads were constructed across the center of Long Island and along the north and south shores. By the turn of the twentieth century, the Long Island Rail Road (LIRR), which began construction in 1834, was the dominant means of transportation to New York City, and in 1911, the railroad completed direct rail service to Pennsylvania Station in the heart of Manhattan. The decision of the LIRR to build stations and spur lines throughout Long Island "sparked the summer colony movement" (MacKay 1994:170). The population of Nassau's small villages along the railroad lines swelled with commuters, leaping from 55,448 in 1900 to 303,053 in 1930 (Nassau County, Long Island, New York 2002).

[3] Paragraphs in the Long Island History section are extracted verbatim from Berger, *Cultural Resources Survey Report*.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 17

Although rail was the preferred method of commuters, many of Kings Point's residents traveled to their city jobs by steamboat since the landing off Elm Point proved to be more conveniently located than the rail station. As early as 1859, a steamboat landing was located at the end of present-day Steamboat Road, which runs through the USMMA campus (Walling 1859). Boats left the landing at 8:00 a.m. and returned at 6:00 p.m. The boats, however, were subject to seasonal weather delays. Steamboats such as the *Sewanhaka* and the *Idlewild* continued their daily commutes until the 1930s (Schisgall 1951:24). The landing and an adjacent park remained public until the establishment of USMMA in 1942 (Figure1). Some of the area's wealthier residents even invested in their own "business boats," which were private yachts that ferried them back and forth between their Long Island homes and the city (MacKay 1994:171).

By the mid-twentieth century, major redevelopment of the east/west parkway systems, which were created just before World War II, was supplemented by the creation of additional north/south parkways and the Long Island Expressway (Nassau County, Long Island, New York 2002). Automobile travel was bolstered by the construction of bridges over the East River as well. Increased access was a stimulus for additional residential construction. After World War II, with increased industrial opportunities and such mass housing developments as Levittown, which held over 10,000 new homes, Nassau County's population continued to grow throughout the 1940s. What had at first been a retreat for wealthy city dwellers soon became accessible to the middle class. Between 1950 and 1960, Nassau County experienced its greatest population growth with an increase of 93.3 percent (from 672,765 to 1,300,171) (Long Island Power Authority 2001:iv). Prior to and immediately after World War II, new county residents were mostly middle-class families settling in the more affordable communities located along the LIRR. After World War II, the construction of new roads and parkways and the subsequent growth in the use of automobiles made Nassau County even more accessible to suburbanization (Nassau County Planning Commission 1997:III-2). Combined with the increase in Suffolk County's population, the population on Long Island for the period 1950-1960 increased by over a million people. Population in Nassau County continued to increase into the 1970s when the county's population peaked at 1,428,000; during the 1980s and 1990s, however, the county experienced a slight loss of population.

Kings Point Estates on the Future Grounds of the US Merchant Marine Academy[4]

The properties acquired for the USMMA are discussed below in spatial order along the shore from the Chrysler Estate south to the Grenwolde Casino property, then around the curve of the Grenwolde development moving to the north and east, then finally northeast to the edge of the USMMA grounds (see sketch map).

The Henri W. Bendel/Walter P. Chrysler Estate (Wiley Hall) (#10 on sketch map)

The main house (named the Forker House by the Chryslers) was originally built for, and owned by, retail magnate Henri Willis Bendel. The couturier made his fortune in women's clothing in the first several decades of the twentieth century and established a retail store in New York City bearing his name that remains in business to the current day, although it is no longer family owned. During the 1910s and 1920s, Bendel was the foremost fashion designer in America, and was also primary in introducing European designers, including Coco Chanel, to American society. Bendel is also credited with staging New York City's first fashion show (Holub 2008). Henri Bendel maintained a Manhattan residence on Park Avenue as his primary abode until his death in 1936. After selling the Kings Point property in 1923, Bendel purchased and helped design a large mansion and country estate in Stamford, Connecticut, and acquired another large estate near his hometown of Lafayette, Louisiana (Stamford Museum 2013; Arsht 2006:11).

Bendel purchased the Kings Point property in 1915, and the house was built in 1916 (New York Times 1916). Prior to Bendel's purchase, the property went through a series of owners, with records of Skidmore (unknown–1912), Howell (1912–unknown), and Busch (unknown–1915) as previous owners (*The Sun* 1917). An insurance map from 1914 shows the property as owned by C.N. Busch, with a two story house (Figure 2), and a 1915 *New York Times* article about the sale mentioned an existing large brick and stone dwelling, with a purchase price for the property of $150,000 (Hyde 1914; *New York Times* 1915b).

[4] The Kings Point Estates section was researched and written by ERDC-CERL authors.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 8 Page 18

The architect was Henry Otis Chapman, who in 1913 had designed Bendel's eight-story 57th Street store in Manhattan. Chapman graduated from Cornell University in 1890 and began an architectural practice in New York City. By 1900 he was a partner in the firm of Barney & Chapman, along with John Stewart Barney. During the eight years of the partnership, the firm was primarily noted for designing churches, hotels, and commercial structures, but they also designed four "country-house" estates on Long Island ca. 1900, primarily in the Tudor style (MacKay et. al. 1997:62). One of the houses, in Woodmere, was a home for Chapman. After the partnership dissolved in 1908, both former partners had residential commissions on Long Island, with Barney designing one home and Chapman credited with three. The final one of the three was the house for Henri Bendel, and it is unique among Chapman's projects for the use of French Renaissance design elements (MacKay et. al. 1997:66).

Walter Percy Chrysler and Della V. Forker Chrysler, his wife, purchased the property, with both receiving the premises by deed dated 16 February 1923 (77th Congress 1942a:3). Walter Percy Chrysler (1875-1940) was not born to a life of estates and mansions. His childhood was spent in Kansas, where his father worked as an engineer for the Union Pacific Railroad. He acquired a love of engines from his father and from early jobs for the Union Pacific as a janitor and mechanic's apprentice (Kansas Historical Society 2013). After absorbing all he could from the Union Pacific shops, he left home in 1897 for a series of railroad mechanic jobs that carried him through the next decade. These jobs provided steady increases in responsibility, and he felt secure enough to marry Della Forker in 1901 (Walter P. Chrysler Museum 2009a:I:4). By 1905 the Chryslers were in Oelwein, Iowa, where Walter was working for the Chicago Great Western Railroad as master mechanic of the repair shops. By 1907 he was the superintendent of motive power for the entire system, including all locomotives and supervising 1,000 men (Walter P. Chrysler Museum 2009a:I:5). Becoming more financially secure, Chrysler bought his first car the following year, a 1908 Locomobile. The car was produced by the American Locomotive Company (ALCO), the second largest manufacturer of locomotives in the United States, which had recently branched out into automobile production. Chrysler immediately spent three months taking the car apart and putting it back together to understand how it worked before he drove it (Walter P. Chrysler Museum 2009a:I:6). Still ambitious, Chrysler left the Chicago Great Western Railroad in 1909, and managed to get hired by ALCO in Pittsburgh, Pennsylvania. Within two years, he was works manager of the Allegheny shops in Pittsburgh, where the locomotives were manufactured, and he had made the business profitable. Even so, when an offer to work in the automotive industry arose, he never looked back. First, he worked as the works manager for the Buick plant in Flint, Michigan, transforming it in four years from an inefficient operation with skilled craftsmen hand-assembling cars one at a time to one with a basic assembly-line structure, augmented by increased productivity through an open factory floor, simplifying production. Between 1912 and 1916, production at the plant increased from 19,812 to 124,834, with a greatly improved product (Walter P. Chrysler Museum 2009a:I:7-9). Chrysler had become a valuable property to Buick's parent company, General Motors. After a corporate shake-up in 1916, Chrysler was offered the position of president of Buick at a salary of $500,000 a year – he accepted (Walter P. Chrysler Museum 2009a:I:10). By 1918 he had risen to become General Motors' vice president with responsibilities across the corporation, but conflicts with Billy Durant, the head of General Motors resulted in Chrysler leaving the company in 1919; his General Motors stock was purchased by Durant in 1920 for $10 million (Walter P. Chrysler Museum 2009a:I:10-12). That same year, he was asked to take over management of the Willys-Overland Company to save the automobile company from going out of business. Chrysler agreed, dependent on being able to live in New York City (a Park Avenue apartment), make any changes he saw as necessary to the firm, and receiving a salary of $1 million a year (Walter P. Chrysler Museum 2009a:I:13). Walter Chrysler entered the Roaring Twenties as a very wealthy man and began making his own cars in 1924. The new Chrysler car was an immediate hit, and 32,000 were sold the first year, enabling Chrysler to form the Chrysler Corporation in 1925 and selling over 100,000 cars that year with profits of $17 million; two years later, nearly 200,000 Chryslers were sold (Walter P. Chrysler Museum 2009b:III:5,8,10). The Chrysler Corporation soon rivaled Ford and General Motors as one of the "big three" American automobile companies. Walter Chrysler ran the company on a day-to-day basis until 1935, when he retired as president and became chairman of the board. Three years later, he retired completely after a stroke. His wife, Della, with whom he had four children, died in 1938, and Chrysler followed her in 1940, dying at home in the Forker House (Kansas Historical Society 2013).

The building most closely associated with Walter Chryslers' life is undoubtedly the world-renowned 1930 Art Deco masterpiece that is the Chrysler Building in Manhattan. It served as Chrysler Company's New York headquarters for

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 19

decades and was owned entirely by the Chrysler family until 1953 (Pierpont 2002). The King's Point property purchase in 1923 was, however, Walter Chrysler's first big real estate purchase (Curcio 2001:307). The grounds were landscaped by the landscape architecture firm of Charles W. Leavitt & Sons. (Old Long Island 2009). Leavitt began his career as an engineer, and had opened an office in New York City for civil and landscape engineering and city planning by 1897. Leavitt's combination of skills ensured a steady stream of diverse work, including city parks, college campuses (Universities of Georgia and South Carolina), race tracks (Saratoga), city planning (Garden City, Long Island and West Palm Beach, FL), and dozens of grounds and gardens for private estates in New York and New Jersey, including Long Island (Hamersly 1918:654). Among his estate clients were William C. Whitney, Chester A. Congdon, George Foster Peabody, Charles M. Schwab, Carlton Macy, and Harry K. Knapp (Hamersly 1918:654; MacKay et. al. 1997:253). The work he did at Kings Point for Chrysler was probably circa 1929 (Sclare 1975:244). Leavitt's firm provided flower gardens along the drive and south of the mansion, along with broad terraces to the waterfront with geometric patterns, and grassy lawns with scattered trees. He also provided Chrysler with an elaborate sea wall, pergolas, a boathouse, and a jetty (MacKay et.al. 1997:253) (Figure 3).

During the 1920s and 1930s, after a day in his Manhattan skyscraper office, Walter Chrysler often came home to the elegant, shore-lined Kings Point estate. Chrysler was quoted in a 1936 promotional publication for the area as saying, "I have always found Great Neck a most delightful place in which to live. Its distinct advantages attracted me a good many years ago and I have come to have an increasing appreciation of the beauty, convenience and climate of this pleasant section of Long Island. As a suburban community, it is ideally located, combining natural country surroundings with proximity to the city" (Spear 1936:84). Ownership of an elegant mansion in the most sought-after part of New York placed the Chryslers in the midst of the Gold Coast heyday. As a biographer of Chrysler described the era, there were "diaphanous summer evenings on sweeping lawns, mad parties in impossibly big waterfront mansions, and over it all the smell and feel of fresh money, crackling and new, pervaded the whole atmosphere" (Curcio 2001:309). The Chrysler family entertained guests and relaxed in their Long Island home, while in good weather, Walter commuted to work on one of his several private yachts (Curcio 2001:308). Daughter Thelma married Byron Foy at the estate on 3 December 1923. On 12 May 1932, Walter deeded the property solely to Della (77th Congress 1942a:5,8; US Coast Guard 1942).

Immediately before the government acquisition, the property was inspected, and the 12-acre estate was described as containing a garage (three apartments on the second floor), a Superintendent's house, a greenhouse, and the main house at the center of the estate (Figure 4). The main house was large and equipped with a variety of rooms necessary for entertaining guests, providing spacious comfort for the family, and work spaces for the running of the house. On the first floor, the main house contained a large main hall, a dressing room, and office, a dining room, breakfast room, living room, music room, enclosed veranda, card room, kitchen, butler's pantry, servants' dining room, and store room. Up the grand staircase, the second floor housed six bedrooms, six baths, two sitting rooms, and a library. The northeast wing of the second floor had four bedrooms and three baths for servants. On the third floor were three bedrooms (one for guests), one bath, and one sitting room. The house had a large basement for recreation and housekeeping, with an indoor swimming pool, shower room, massage room, enclosed veranda, four storage rooms, billiard room, furnace room, laundry room, and pressing room. A 1941 sales brochure for the property gives a sense of the splendor contained within the walls (Figure 5):

> The entrance hall runs through the width of the house, is two and a half stories high with a balcony around it on the second floor. To the left of the entrance is an impressive Gothic music room, also two stories high, with grey stone walls, vaulted ceiling and stained glass windows. The organ in this room is so constructed that through a remote control system it may be heard in any part of the house. Opening off the music room is a large living room and off this a small card room with walls and vaulted ceiling painted on canvas. On the right hand side of the entrance is a powder room and coat room, a wide stairway, and a large and spacious dining room with a small breakfast room, decorated with original Della Robbias, at one side. All of the rooms have large and imposing fireplaces and the ceilings are beyond descriptions; beamed, carved or decorated with the most delicate and exquisite paintings (Previews Incorporated 1941).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 20

Toward the waterfront, there was a separate recreation building near the pier, a large salt water outdoor pool, a boat house, and 2 bath houses. The grounds contained several large areas of lawn with paved terraces (Wilson 1941:1-4; Previews Incorporated 1941). A formal sunken garden with lawn and ornamental plantings located at the main entry east of the house had steps at its eastern end leading up to a fountain or statuary (Figure 6). There was also a formal rose garden to the south of the house, with an exedra at the southern end (Figure 7). The Amphitrite Fountain currently located at the eastern end of the formal lawn to the east of the house has been in that position since before government acquisition. There is an extant photograph of Walter Chrysler in the 1930s that shows him beside a car and in front of the fountain, at the end of the eastern garden (Curcio 2001:609), was likely originally set at the end of the exedra, but moved when the academy construction began (Berger 2005: Appendix B). The fountain is cruciform in shape and contains a female statue representing the mythological goddess Amphitrite, "queen of the sea" and Poseidon's wife (Berger 2005: Appendix B) (Figure 8). The three acres across the road from the estate's Main Gate (also owned by the Chryslers) were being used for a greenhouse and vegetable garden (Wilson 1941:1).

Grenwolde Estates

The Grenwolde development plot map was filed with Nassau County on 10 October 1913 (US Coast Guard 1942). Grenwolde was part of a boom in Great Neck land sales for country estates during the 1910s. In 1915 alone, over $1,500,000 in real estate sales occurred in Great Neck (*New York Times* 1916). The development was controlled by the Great Neck Shores Corporation, with Walter J. Vreeland, President (*New York Times* 1915a). Planning and construction was underway before that time, as a series of advertisements for the development had appeared in *House and Garden* magazine that Spring. The ads were geared towards the New York City resident that desired a country haven but could not afford a large estate. The romantic notion of English country houses was invoked in the ads, with phrases such as "the fascination that impels the tourist to linger amid the hedgerows and by-ways of the English countryside finds its counterpart at Grenwolde, Great Neck, Long Island" (*House and Garden* 1913a:82). The lots were described as "generous in size, unique in shape and outlook and lend themselves readily to individual treatment in landscaping and architecture" (*House and Garden,* 1913b:160). The revival styles of the homes reflected the "old world" charm the developers sought to present. Grenwolde was an exclusive community, with property restrictions and purchase conditions, as well as an owners association. Several of the Grenwolde homes were designed by Frank J. Forster under the firm name of Caretto & Forster. Based in New York City, Forster became well known as a designer of domestic architecture, building estate houses on Long Island's North Shore, along the Hudson River, and in Fairfield County (Fisher 2012). He was an advocate for traditional French, Tudor, and Gothic architecture, often utilizing elements of these styles in his commissions (MacKay et. al. 1997:170). The Grenwolde property stretched south from the Chrysler estate to include four more estates, and then encompassed a circle to the east, and a line of properties north of the circle (Figure 9) which are described below.

W.S. Houston Estate (not extant) (not on sketch map)

Located next to the Chrysler estate, this property (Grenwolde Plot 1 and part of Plot 2), fronted on the shore and was owned in the first years of the 1920s by H.O. Lisser, or Lesser, or Losser (Great Neck Public Library ca.1922). It was owned by W. S. Houston in 1923, when a large Tudor Revival house was constructed (Spinzia 2006:385). The architect is not known. Houston was listed as a "ship owner" in the 1929 phone directory for Great Neck (Great Neck Directory 1929). The Houstons remained in the house until at least 1932, but by 1936 the property was owned by someone named Band or Dand (Hagstrom 1932; Pincus 1983: Appendix; Sanborn 1937). By the time of the land's acquisition by the government in 1942, the property was owned by the next door neighbor, Nicholas Schenck (listed as Schenck building #2 in government acquisition documents); by 22 May 1942, the house had been demolished for the expansion of USMMA, but the garage and greenhouses that abutted those of Walter Chrysler remained for a brief time (Tomb 1942a; USMMA 1942a; USMMA 1942b). There was a small, square, formal garden located to the south of the house with four quadrants and a central feature, and a long driveway to the north side of the house (Figure 10).

Nicholas M. Schenck Estate (Land Hall) (#7 on sketch map)

This property (Grenwolde Plot 3 and part of Plot 2) was owned by Sidney H. March, and a house erected on the property ca. 1920 (MacKay 1997:522; LILRC 2013). The architect is unknown, but the house was known early as "Claralea." A few

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 21

years later, it was owned by Max Horowitz (LILRC 2013). In 1925, the famous Vaudeville comedian Ed Wynn purchased the property for $250,000, gaining a four-acre estate, a house with 24 rooms and nine baths, a five-car garage with two apartments, and greenhouses (*New York Times* 1925) (Figure 11). Mr. Wynn only owned the home for a few years, as by 1927, the property has passed to Ellsworth M. Statler, president of the Statler Hotels (*New York Times* 1927). He was the most successful hotelier of the era, pioneering establishments that were clean, comfortable, and moderately priced. Statler remodeled the house, but did not enjoy his home for long, as he died in 1928; his widow continued to live in the house until she sold it in 1929 (*New York Times* 1929). The purchaser was Nicholas M. Schenck, president of Loew's Incorporated.

Schenck had started in the motion picture business by becoming Marcus Loew's right-hand man for managing his extensive chain of movie theaters and becoming president of the company in 1927, three years after the firm had put together Metro-Goldwyn-Meyer studios (Gomery1991:146). As one of the most powerful movie moguls (his brother Joseph ran 20th Century Fox), Schenck ran Loew's as an integrated empire with a movie studio, an international film distribution network, and a profitable chain of theaters (Gomery 1991:146). As a result, Schenck was a very wealthy man, and he invested some of his wealth in his King's Point home. Among his improvements to the property was the construction of a separate building to serve as a private theater sometime after 1932, and in 1934 he had an 80-foot swimming pool installed against the seawall (*Plattsburgh Daily Press* 1934) (Figure 12).

With the presence of many other entertainers in the Great Neck area and Schenck's powerful position in the movie business, the house was the scene of many illustrious parties. In a letter sent to an cadet journalist in 1946, Schenck included a list of guests to the estate, recalling dozens of nationally known figures including "Thomas Meighan, Mary Pickford and Douglas Fairbanks, Clark Gable, Spencer Tracy, Greer Garson, Lana Turner, Judy Garland, Ed Wynn, Mickey Rooney, David Warfield, Charlie Chaplin, Grace Moore, Irving Thalberg, Norma Shearer, and Irving Berlin" (Schenck 1946). At some point in the late 1930s or early 1940s, the Schencks had acquired the property between his estate and Walter Chrysler's, and both were sold to the government in 1942. In early 1942, there were six buildings located on the Schenck property—two houses (Schenck's and Houston's), theater, garage/quarters with connected greenhouse, a small cottage, and another garage/quarters with connected greenhouse. The latter two buildings were from the Houston estate (USMMA 1942a) (Figure 13). There was a small designed garden to the south of the house with a circular feature, and a large circular parking area on the north side just past the porte cochere (see Figure 10). The original Schenck garage was used as Quarters I until 2001 (Berger 2005:9).

Thomas Meighan (Melville Hall) (#5 on sketch map)
It is not known when the residence known today as Melville Hall was constructed. The name of the original owner is not known; by the early 1920s the property was owned by Mr. and Mrs. Trabue Pittman (Pittman 1923). The Pittmans were from St. Louis, and summered on Long Island. On 26 November 1923, the property was sold to Thomas Meighan, including a house and garage (with boat), along with a mortgage for $50,000 (Pittman 1923).

Born in 1879, Thomas Meighan was a very famous silent film star in the 1920s and 1930s. Originally from Pittsburgh, Pennsylvania, he worked on the stage before his film career began in 1916. His screen portrayals of heroic protagonists brought him great fame and great wealth. In 1925, he was reputed to be making $10,000 a week, one of the highest salaries of the day for actors. His career largely did not survive the industry's move into sound pictures, but he worked off and on until 1934. He died at his home in Great Neck in 1936 (*Los Angeles Times* 1936). As the center of the film industry at this time was still New York, particularly for the business aspects, many studio heads, producers, actors, directors, writers, and composers lived in Manhattan and summered on Long Island. The Great Neck area attracted the largest number of this group, and a specialized society soon developed, including such luminaries such as Groucho Marx, Fannie Bryce, Charlie Chaplin, and literary authors such as Ring Lardner, and F. Scott Fitzgerald, author of *The Great Gatsby* (USMMA 2013). There were many parties with impromptu performances by stage and screen icons reported in the local papers, while the movie moguls made the rounds as well. The Meighans were socially active in this group and hosted their share of parties. Writer Ring Lardner wrote to F. Scott Fitzgerald recounting such an event, "On the Fourth of July, Ed Wynn gave a fireworks party at his new estate in the Grenwolde division... all the Great Neck professionals did their stuff, the former chorus girls danced... the party lasted through the next day and wound up next evening at Tom

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 22

Meighan's" (Goldstein 2006:35). A satirical map drawn by John Held, Jr., a social cartographer for the *New Yorker*, depicts a 1927 snapshot of some of the famous names that Great Neck and the larger Gold Coast populace had as neighbors (Goldstein 2006:14-15; Held 1927) (Figure 14).

It is likely that the Pittman house was removed and a new house was built by Meighan, as it was reported by a representative for the owner in 1942 that the house "was originally built by Thomas Meighan" (McNulty 1942g) (Figure 15). The house was featured in the December 1931 issue of *New Movie Magazine* (Browning 1931:44-45) (Figure 16). In addition to the main house, there was a garage, servant's quarters, and a greenhouse (Edwards 1942). (The garage/quarters is now Quarters K, #6 on the sketch map.) Sometime after Meighan's death on 8 July 1936, the home was sold (Miller 2013). At the time of the government's acquisition in 1942, the property was owned by Ernest T. Laubscher or Julius Mueller – Mueller is the name used in acquisition documents, but the property maps use Laubscher (US Coast Guard 1942; Edwards 1942). The lot was wooded and there was a significant slope down to the waterfront. A small formal garden was located south of the main house, and there was also an English-style garden. The entrance and front of the house had foundation plantings (see Figure 16).

Charles Neiley (Quarters A) (#3 on sketch map)
The estate, consisting of Grenwolde plots 5, 5A, and 6, was originally owned and developed by Mrs. C.H. Smithers. The house was featured in the June 1915 *Architecture* magazine, and the architect was Frank J. Forster of Caretto & Forster, New York (*Architecture* 1915) (Figure 17). The estate was also featured in a February 1919 issue of *Arts and Decoration* (1919: 213). The property was owned by Joseph Bryan in the 1920s, a successful financier (Renick 2001). Mary C. Bryan was the owner by 1926 (Houston et.al. 1926). By late 1932 or 1933, the property was purchased by Charles F. Neiley (Bland Library 1932). Neiley was an executive of the American Tobacco Company during the 1920s and 1930s. The property contained the main house, garage with servant's quarters (now Quarters J, #4 on sketch map) (Figure 18), and a greenhouse attached to the garage sometime after 1919 (Edwards 1942). The garage was greatly expanded sometime between 1919 and 1943 (Figure 19). A circular, paved driveway with center plantings was constructed for the house. There was a large formal garden south of the house (Figure 19). The property was acquired by the government in 1943 from Charles Neiley.

Dan A. Japhet (Quarters D) (#2 on sketch map)
The property farthest to the south to be acquired by USMMA belonged initially to the Grenwolde developers (known as the "casino plot") who first utilized it as an access point to the beach for Grenwolde homeowners. By 1912, a building was constructed on the plot to serve as a "casino," a term used at that time for recreational buildings associated with the waterfront (Figure 20). The Grenwolde Casino had bathing facilities and a dancing hall; a seawall had been built on the property, and a pier for yachts was planned (*New York Times* 1915a). By 1926, the building had ceased its function as a casino and had been purchased by Dan A. Japhet for use as a residence (Houston et. al. 1926). The casino/house was constructed on a sloping lot with lower-story access directly to the beach. The government acquired the property from Mr. Japhet in 1943.

James C. Marchant (not extant) (not on sketch map)
The James Marchant property was located southeast of the Chrysler property on approximately 3 acres (Grenwolde lots 18 and 19). Henri Bendel first acquired the property in 1919 (Houston et.al. 1926). It is likely the house was constructed around the same time, and that it was constructed for Mr. Bendel (Wilson 1942). A map compiled between 1930 and 1932 also shows Bendel as the property owner (Pincus 1983: Appendix). The property contained a large, stuccoed concrete house with design similarities to the interior of the Chrysler house (Figure 21). A covered passageway led to a large garage with caretaker's house to the north of the main house (Wilson 1942; US Coast Guard 1942). It is not known when the property was sold, but it was likely in 1936 or 1937 after Bendel's death. When acquired by the government in 1942, the estate was owned by James C. Marchant (Wilson 1942). The property was utilized for a few years after acquisition, but the buildings were gone by the late 1940s. The property was open on the north, with the remainder covered by lawns and shade trees, and had a large driveway to the main house.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 23

Beth S. Colen (Quarters B) (#8 on sketch map)
Little is known about this Grenwolde property. Beth S. Colen is listed as the owner on a July 1942 map prepared for the government acquisition that year, with the properties directly adjacent to the west and to the north owned by Bernard D. Colen (US Coast Guard 1942). The house is a 1.5-story Dutch Colonial. The house was likely designed by Caretto and Forster as it is similar to the Neiley house (Quarters A) and another Dutch Colonial house in the Grenwolde development attributed to Frank J. Forster. There was a garage in addition to the main house. For approximately the first year of Academy operation, this house was used as the Superintendent's Quarters.

Walter J. Vreeland/Underwriters Trust Company (Quarters C) (#9 on sketch map)
This property was owned in 1914 by Walter J. Vreeland, who was likely the developer of Grenwolde, and the house was designed by Caretto & Forster (*Architectural Record* 1914). As Mr. Vreeland had a home at the intersection of King's Point Road and Steamboat Road, it is probable that this was a model house for the development and not his personal house (Great Neck Public Library ca.1922; Pincus 1983: Appendix). A 1913 advertisement for the Grenwolde development uses illustrations of similar houses, and the thatched roof fits in with the overall marketing scheme for the development as similar to rural England (*House and Garden* 1913a). The property was featured in the November 1914 issue of *Architectural Record* (Figure 22). By the late 1930s, the property was owned by Judith Friedman, but at the time of acquisition in 1942, the owner was the Underwriters Trust Company, and the property contained a main house and a garage (Pincus 1983: Appendix; US Coast Guard 1942).

Acquisition of an Academy Site[5]

By late November 1941, the Chrysler Estate was becoming the choice of the United States Maritime Commission and the Cadet School for the new Merchant Marine Academy. A 29 November 1941 Commission report provides the major reasons for selection of the Chrysler property: the Chrysler heirs were willing to consider government acquisition; existing facilities could be utilized without delay for approximately 100 cadets; sufficient space was available for additional construction and cadet drill; it was a desirable location protected from heavy winds; and there was an existing wooden and concrete pier (Nerney 1941:1-2).

With the sudden US involvement in World War II on 7 December 1941, the United States Maritime Commission was placed on a war footing, and quick expansion of facilities for officer and cadet training was essential. Telfair Knight, Director of Training for the Commission, reported on the expanded program on 19 December 1941, particularly the need for training officers and securing the Chrysler Estate. Knight stated that "since 1,200 new ships to be placed into service in those two years [1942 and 1943] require 10,000 officers, and since it is daily becoming more apparent that we cannot rely on securing many experienced officers who now have shore jobs, it is apparent that this expansion is absolutely necessary" (Knight 1941).

The King's Point estate was held by Walter's wife, Della V. Chrysler, then by their four children after her death in 1938. The heirs put the property on the market in 1941, at an asking price of $175,000 (Cruikshank and Kline 2008:78). On 15 January 1942, Della Chrysler's Executors (Byron C. Foy and Dick R. McLain) and her heirs "granted to the United States of America, represented by the United States Maritime Commission, the exclusive option to purchase prior to July 15, 1942, the estate of the late Della V. Chrysler located in the Village of Kings Point, Town of North Hempstead, Nassau County, New York. The agreement provides for a purchase price of $100,000" (Farbach 1942). On 4 March 1942, President Franklin D. Roosevelt signed Public Law 472, 77th Congress, a Joint Resolution authorizing the United States Maritime Commission to acquire the Chrysler Estate on behalf of the United States (Farbach 1942). The government formally elected to exercise the purchase option on 19 March 1942. The purchase option included the property itself (all buildings and improvements) as well as the implements and tools used for the property's upkeep (Land 1942).

The 15 January 1942 option to purchase agreement granted the United States Maritime Commission the right to begin using the property upon execution of the agreement, which occurred the following day. This occupancy was at no cost if

[5] This section researched and written by ERDC-CERL authors.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 24

the option to purchase was exercised; if not, the government agreed to pay the sellers $25,000 in rent for the 15 January–15 July period (Farbach 1942). Included with the immediate possession of the Chrysler Estate was permission to "make alterations, attach fixtures, and erect buildings and other structures" on the property, with the stipulations that the government's changes would remain government property and in the event the government did not acquire the estate, the additions would be removed at government expense (Farbach 1942a:3).

News of the proposed acquisition broke before the formal offer was even in place. On 11 January 1942, the New York papers carried articles proclaiming the Chrysler mansion to be the home of the new maritime training academy. The articles discussed the potential new use of the property, the erection of temporary buildings, details of the property itself, and the imminent completion of negotiations (*New York Times* 1942a and 1942b; *New York Herald Tribune* 1942).

The Chrysler Estate was formally acquired through condemnation proceedings with a Declaration of Taking to pass the property's title to the government. The declaration was filed in New York on Monday, 29 June 1942. At the same time, the estate's executors received a government check for $100,000. In a letter to Mr. McLain on 27 June, Telfair Knight, Assistant to the Commandant of the Coast Guard, informed him that "the Chrysler heirs may rest assured that the sale of this property for the site of the United States Merchant Marine Academy represents a real contribution both to national defense and to the merchant marine of the United States" (Knight 1942c). It was estimated in a Congressional report on the Joint Resolution that the former owners had invested approximately $2,000,000 in the property (77th Congress 1942b:3).

Acquisition of Other Properties

Shortly after plans to acquire the Chrysler property were initiated in 1942, several surrounding properties also were sought for the new Academy. This turned out to be an iterative process, with several different acquisition efforts put in place over the ensuing year. The U.S. Coast Guard received $3,350,000 on 8 April 1942 for the acquisition of property for the USMMA and for the new construction required for the Academy (McNulty 1942a). Besides the Chrysler estate (including the three acres directly east of the main estate and an unimproved property north of the Friedman lot belonging to Walter P. Chrysler Jr.), the first group of properties marked for acquisition consisted of the Schenck, Marchant, Colen, and Friedman lots in Grenwolde, and a series of lots east of the Chrysler estate and adjoining Grenwolde, not all of which were improved (Figures 23 and 24). Owners of the lots included the Grenwolde Association Inc. (property containing a sewage station for the development), the Kings Point Village (Police Station property with station/jail and garages), Elizabeth and Thomas Keegan, Thomas Bogart and Eleanor Copeland, Dora Rickenburg, and another lot owned by Bernard Colen (US Coast Guard 1942). With the exception of the Schenck estate which was appraised between $140,000 and $145,000, the individual properties came in at less than $35,000 each, with the total for the eight properties of $250,000 (McNulty 1942a). The Lands Division, Department of Justice, instituted a condemnation proceeding on 25 April 1942 to acquire these properties, in combination with a Declaration of Taking filed by the U.S. Navy on the same day. Funds representing "fair value and just compensation" were deposited with the court (Dolan 1942). Marchant was paid $32,500 for his property and Schenck received $142,500 (Dolan 1942; McNulty 1942g). The Village of Kings Point was paid $18,500 for the Police Station property, and the buildings were moved to the Kings Point park not far away (Village of Kings Point 1942). Third Street, between Steamboat Road and Grenwolde Drive, was acquired from Marchant and Schenck in September 1942 (Nerney 1942).

Efforts to acquire a drill and athletic field for the USMMA also began in early April 1942. A 13 April memorandum from Commander McNulty presented the desired location and property acquisition needed (McNulty 1942b). A 10-acre field existed across Steamboat Road from the proposed location of the drill hall and gymnasium; the property contained two houses, a garage, and a barn. Property owners were William S. Barstow, Walter and May Childs Parsons, and Hamilton and Jean Merrill (Figure 23). An area adjacent to the field to the west was selected for potential to house the Superintendent, the Commandant, and the Department Heads, which contained eight houses owned by Nell Posner, Louise and Frederick Schmidt (and heirs), Helen Stursburgh, Carla Garabelli/Stephen Maresca, and May Bertrand. Commander McNulty recommended the immediate acquisition of these properties, and that a contract be let to prepare the athletic field with baseball and softball diamonds and tennis courts, as well as wooden bleachers and a fence around the field with gates on four sides (McNulty 1942b). As of 10 May, acquisition of the relevant properties was in progress,

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 25

including the Parsons, Merrill, Posner, Barstow, Schmidt, Garabelli, Stursburgh, and Bertrand holdings (McNulty 1942c). By 18 May 1942, houses on the Elmridge Road block had not yet been acquired, but were expected to be in hand by the end of that month (McNulty 1942d). In actuality, it was September before the last of these properties was acquired (Swann 1942). The appraised value of the athletic field and adjacent properties was $130,000 (McNulty 1942a).

There was also property just north of the Chrysler waterfront owned by the Town of North Hempstead and the Board of Park Commissioners of the Great Neck Park District (MacRoberts 1942; Berger 2005:16). This area included the old wooden steamboat pier at the end of Steamboat Road, which had a small wooden pavilion (Figure 24). The property also included a public bathing beach for Great Neck residents, and there was a three-story frame building and a bathhouse on the lot as well as a pier (Spear 1936:39). The government purchased this property in September 1942 for $90,000 (Pincus 1983:82). The former bathhouse on the park property, constructed around 1920, was utilized by the USMMA until it was demolished in 2001 (Berger 2005:9).

The Mueller/Laubscher (Meighan), Neiley, and Japhet properties were appraised for the Department of Justice on 20 August 1942. At the time, it was determined by the USMMA to take action to acquire the Mueller property, and wait on the others. The Mueller property was acquired by the USMMA on 2 October 1942, at a negotiated price of $60,000 (Page 1942). The property consisted of 3.65 acres with 139 feet of waterfront, a pier, bath house, 15-room mansion of hollow-tile construction and tile roof, and a large three-car garage and separate servants' quarters (McNulty 1942g). The buildings were needed to house the Educational Unit.

The Neiley and Japhet properties were acquired after the others, in 1943. The land was needed for the construction of a permanent medical clinic, and the Japhet house was planned for immediate use as a dispensary. An inquiry conducted in July 1942 listed assessed values for the Neiley property at $74,150 and $20,800 for the Japhet property (Tomb 1942b).

Existing Buildings at Kings Point[6]

As soon as was possible, cadets began to arrive on the new campus. According to the USMMA Cultural Resources Report, "on January 21, 1942, 103 midshipmen from Fort Schuyler crossed Long Island Sound and arrived at Kings Point" (Berger 2005:16). Wartime exigencies resulted in a rapidly increasing number of cadets, and "by March, there were over 220 midshipmen on campus; in April there were 500; and by October 1942, there were approximately 1,000 midshipmen at Kings Point" (Berger 2005:16). By June, equipment for the full complement of 2,400 students and 300 enlisted men expected by the end of 1942 had been determined at a cost of $319,800 (McNulty 1942e). This cost included berthing, messing, and instructional items necessary for operation of the USMMA. Plans were immediately drawn up for utilizing the Chrysler mansion (Wiley Hall) for barracks, messing, and classrooms (Figures 25 and 26).

By mid-May 1942, USMMA had developed capacity for 758 students, utilizing a combination of existing buildings and temporary Civilian Conservation Corp (CCC) structures scattered around the central area of the Academy. Cadets were berthed in six CCC barracks and also in the Chrysler mansion (only briefly), the Chrysler superintendent's house, the Chrysler garage, the Schenck main house and garage, and the Marchant house and garage (McNulty 1942c). Cadet mess Halls were placed in a CCC building and on the lower floor of the Schenck house, while the upper floor housed approximately 100 cadets (Bosler 1942). Classes were taught in four CCC buildings, and the Chrysler garage, greenhouses, playhouse, and billiard room (McNulty 1942c). Enlisted staff were housed in two CCC buildings and in the servants' wings of the Chrysler and Schenck houses (McNulty 1942c). Uses were still being determined for the garage, greenhouses, and cottage from the Houston property that Schenck acquired, as well as the Schenck movie theater and nearby greenhouses (McNulty 1942c). The Friedman property was to be used as headquarters for the Educational Unit, pay and supply personnel, and storage, while the Grenwolde Association, Keegan, and Kings Point Village properties had uncertain usage plans (McNulty 1942c). The Colen house became quarters for Superintendent Tomb (Quarters B) (McNulty 1942c). In 1943, the Neiley house became home to the Superintendent (Quarters A), first inhabited by Rear Admiral (RADM) Giles Stedman, US Navy Reserve (USNR) (Renick 2001). The Bogart house was used as staff barracks,

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NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 26

and the Chrysler bathhouses were converted to classrooms (Bosler 1942). The barracks facilities in existing buildings were gradually moved into the CCC structures as the interiors of existing buildings were converted into classrooms. The Chrysler garage became the location for seamanship classes, and engineering courses were taught in the Marchant house, with the garage becoming the armory (Mitchell 1977:51). In later years, the Friedman property became Quarters C, the Meighan house became Melville Hall (reconfigured for the Officers Club in the 1950s) and the Meighan garage became Quarters K (USMMA 2013). The Schenck house became Land Hall. The Neiley garage became Quarters J, and the Japhet property became Quarters D.

This use of facilities required alterations of the structures and grounds to varying degrees. For the Chrysler mansion (first named McKay Hall and renamed Wiley Hall in 1943), the largest change was the enclosure of the loggia on the west façade to provide a cadet entrance to the building. The construction firm of Vermilya-Brown Company Inc. was contracted for this work, and the task was completed by 10 July 1942 (McLaren 1942) (Figure 27). Light blue awnings were put up at the same time. By mid-summer, the mansion was primarily used for administrative purposes. Vermilya-Brown was also tasked to convert the two existing Chrysler greenhouses into machine shops (McLaren 1942).

The Chrysler grounds were altered by the removal of the south garden for CCC structures; CCC structures were also placed on the open lawn areas around the mansion for midshipman barracks and mess facilities. The eastern part of the sunken garden was paved for a gun emplacement in July 1942, and a tall flagpole was added east of the gun. A new entrance road to the mansion was also completed in 1942. On the waterfront side, a new flagstone walkway between the mansion and the pool was in place by early July 1942. The path split around a large tree in the center of the lawn (Figure 28). A memorial was constructed in the oval area created by the split path to commemorate all Kings Pointers who had died in WWII. The memorial was completed in 1946 with a gift from Bethlehem Steel and is composed of a commemorative shaft with a bell and poised eagle (Mitchell 1977:149-150).

The waterfront facilities were greatly expanded, with the existing Chrysler pier (Mallory Pier) enlarged to form the semi-enclosed Hague Basin, and a new pier was constructed on the south end of Chrysler estate waterfront (Crowninshield Pier) with a covered pavilion (Knight 1942a) (Figure 29). The Schenck pool (Marshall Pool/Prosser Boat House) was used in the early years of the USMMA for swimming instruction in cold weather, after the dismantled Chrysler greenhouse glass had been used to enclose the pool in early 1943 (Otto 1942, 1943) (Figure 30).

By the end of May 1942, plans were made for enclosing USMMA within a wooden stockade type of fencing, which necessitated removing existing iron fencing around parts of the Chrysler property and moving vegetative barriers to areas where new construction was not planned. Vermilya-Brown received a request for an estimate on this task 11 July 1942 for a 6 ft 6 in.-high reed fence to enclose the campus beginning at the southern beach terminus of the Schenck property, around the Academy, down Steamboat Road, and across the entrance to the dock, complete with eleven gates (Vermilya-Brown 1942). There was a separate task to enclose the Drill and Athletic Field with the same type fencing with four gates. The project was authorized by Commander McNulty on 17 July 1942 (McNulty 1942f).

New Construction at Kings Point[7]

In February 1942, contracts were signed with the architectural and construction firms that would design and build the new academy (Mitchell 1977:52; *Polaris* 1946b:9). Alfred Hopkins & Associates of New York City completed detailed plans and specifications for the new buildings, which were designed to accommodate 1,200 cadets during peacetime. The firm was selected, as they had served as architects for Coast Guard projects at Avery Point and New London, Connecticut, as well as other large-scale government projects including two penitentiaries (Knight 1942b). Hopkins received his architectural training at the École des Beaux-arts in Paris and was best known as an architect of state and federal correctional facilities; he also designed several groups of farm buildings for numerous Long Island estates (MacKay et al. 1997:215). In so doing, he worked with some of the leading architects of the day including Bertram G. Goodhue, John Russell Pope, and

[7] This section is a combination of text extracted from Berger, *Cultural Resources Survey Report,* and content added by ERDC-CERL authors.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 8 Page 27

Charles A. Platt. Hopkins, however, died in 1941, before the commission for USMMA was received by the firm, which at the time of his death was located at 415 Lexington Avenue. The design that the office produced nonetheless exhibits elements of Beaux Arts design, including strong axial arrangements and balance, which were ideas that Hopkins might well have endorsed.

Construction of new buildings was completed by the Vermilya-Brown Company of New York City (Mitchell 1977:51-52). They were first contracted to provide temporary CCC buildings for living and working facilities while the campus was constructed, and to construct two cadet quarters buildings, one mess hall and galley, one central power plant, utilities, and miscellaneous alterations to the existing buildings (McLaren 1942).

Of the $3,350,000 received in April 1942 for creating the USMMA, $2,950,000 was earmarked for new construction. The initial list of needed construction included a mess hall and galley, engineering building, docks and dredging, utilities, roads, walks and yards, CCC buildings, grading, fire alarm system, and cadet barracks (McNulty 1942a). The most expensive item was the cadet barracks, budgeted at $1,052,500, and the architects and contractor's fees came to $340,175 (McNulty 1942a). It soon became apparent that the appropriated funds would not be sufficient for the additional construction required, and additional funds were requested for fiscal year 1943 in the amount of $3,516,000 (McNulty 1942a). These funds were needed for alterations to the "taken over" buildings to alter them for USMMA purposes, completion of the mess hall and barracks, an academic building, a staff barracks building, a drill hall, armory and gymnasium, carpenter shops, boat sheds, sail loft, marine railways and dock, completion of utilities, fencing, athletic field, and equipment (McNulty 1942a). Plans from August 1942 show the existing buildings acquired up to that time and the temporary CCC buildings in place during construction (Figure 31), while a similar plan from later in the year depicts the placement and design of the new buildings, with the use of Wiley Hall as the USMMA focal point made clear (Figure 32).

Alfred Hopkins & Associates designed the new buildings with a frame of reinforced concrete columns, and concrete block exterior walls with cast stone trimming. Interior walls were also of concrete block, floors were concrete, and windows were wood double-hung (Litchfield 1942). The architects had to work within wartime constraints when determining the building materials (Figure 33):

> Since construction was carried on during the war, it was necessary to curtail the use of critical materials and at the same time provide structures as permanent as possible. The solution which Alfred Hopkins & Associates evolved was a concrete frame—posts, girders, piers and grade beams—with enclosing walls of concrete blocks. A finished exterior surface of great interest was obtained by using an irregular surface texture and several color tone variations in the blocks, and laying them in 4, 6, and 8 inch courses with random vertical joints. In this way a permanent wall surface was obtained, which has an interesting character, is inexpensive, and does not use scarce materials, or crucial transportation facilities (Alfred Hopkins & Associates undated).

On 11 June 1942, concrete was poured for the first new permanent building, Palmer Hall, a dormitory located south of the Chrysler mansion. However, progress was halted nearly as soon as it was started. An Executive Order, issued on 1 March 1942, had transferred all maritime training responsibilities from the Maritime Commission to the Coast Guard. In the Coast Guard's view, the establishment of the Kings Point school was a wartime emergency effort and was, therefore, temporary. Construction of "permanent" facilities, that is, concrete structures, was halted and orders were given to construct the academy buildings of wood (Merrill 1977:53). It seems that the administrative and philosophical battle for the academy occurred mostly in Washington offices and that the cadets continued about their training, while surrounded by half-completed buildings. The situation was resolved by an Executive Order issued on 15 July 1942 that transferred training responsibilities to the newly-established War Shipping Administration (Mitchell 1977:39-42). The War Shipping Administration held the view that Kings Point was to be a permanent service academy, an idea that was echoed in a letter sent by President Franklin D. Roosevelt to the Maritime Commission on the occasion of the school's official dedication. In his letter, Roosevelt stated, "This Academy serves the Merchant Marine as West Point serves the Army and Annapolis serves the Navy" (Mitchell 1977:102). This declaration seemed to put the issue to rest.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 28

Of the 14 new buildings constructed at the academy, six were dormitories (Barry, Jones, Cleveland, Rogers, Palmer, and Murphy Halls), one was a large dining facility (Delano Hall), one was a medical facility (Patten Clinic), one was a drill hall and gymnasium (O'Hara Hall), and five were academic and administrative buildings (Bowditch, Fulton, and Samuels Halls and Fitch and Furuseth buildings) (Figures 34–37).

A series of *Polaris* articles in early 1943 described some of the features of the new academic buildings as the buildings were completed and put into use. Bowditch Hall, located northeast of Wiley Hall, held the chart and navigation lab, the radio code room, and also housed the navigating bridge that was equipped with a Mark XV Sperry gyroscope repeater and Pelorus stand on both port and starboard sides. Bowditch Hall also played an important part in the social lives of the midshipmen. A 900-seat auditorium and stage, since dedicated as the Ackerman Auditorium, was used to show movies and the library was housed on the first floor. The Merchant Marine Band had offices in the basement, along with the visual education department (*Polaris* 1943a:11). Today, the Department of Marine Transportation is located in Bowditch Hall.

In 1943, one of the engine labs at Fulton Hall (Figure 35), located north of Wiley Hall, held a scale model of an engine room from a Liberty Ship, complete with valves, ladders, generators, and a miniature machine shop. The basement level held a steam engine laboratory and full-sized Liberty Ship boilers. The second floor held conventional classrooms and an electronics laboratory, while the third floor held more classrooms and a chemistry laboratory. The fourth floor (the penthouse), housed the mechanical drawing department (*Polaris* 1943b:9). Today, Fulton Hall is known as the marine engineering and science building.

Samuels Hall, located on the south side of Steamboat Road near the former landing, housed the seamanship and visual signaling school. Sailmaking and canvas work, such as making seabags, was conducted on a wooden-decked sail loft at the south end of the first floor. Classrooms were located on the second floor where blinker, code flag, and semaphore (mirror) signaling training was held (*Polaris* 1943c:13). Today, the humanities department is housed in Samuels Hall, which had a large addition constructed to it in 1974 for the Computer Aided Operations Research Facility (CAORF). A ship's bridge simulator, located in this addition and under the Department of Marine Transportation, offers midshipmen the opportunity to practice team management and vessel maneuvering under realistic conditions (USMMA 2001:59).

O'Hara Hall, the drill hall and gymnasium, held the Department of Naval Science, the Department of Ship's Medicine, and the Department of Physical Training. Located near the east end of the campus, O'Hara Hall provided basketball and volleyball courts, punching bags, wrestling mats, and a trampoline. Tennis courts and handball courts were located outside, north across Steamboat Road. The Marshall Pool, as well as the Eldridge Pool, provided outdoor swimming facilities. Each midshipman was required to pass a swimming test before they departed for their Third Class training at sea (*Polaris* 1950b:18).

As mentioned, the six new three-story barracks, or dormitories, formed two sides of the central quadrangle, of which the Administration Building, Wiley Hall, was the focal point. Billeting was two to four midshipmen per room, 75 midshipmen per floor, for a total of about 225 midshipmen per dormitory. Barracks No.1, later designated as Palmer Hall, was completed around November 1942; Barracks No.2, Murphy Hall, was completed about two weeks later (*Polaris* 1942a:5; 1942b:2). The buildings featured a wide central hallway with rooms to either side, and large entrances planned to avoid congestion at doorways. Each floor had two lavatories, one at each end, with six tiled showers. The average room measured 16' by 16' and was furnished with two double-tiered metal bunks, a wooden table, chairs, built-in lockers, and two washstands. A duty officer's office was located on the first floor. Each barracks was considered to be a self-contained unit (*Polaris* 1942b:2).

The need for a permanent medical clinic was growing along with the cadet population, and the Posner House (Quarters E and F) on Elmridge Road was no longer adequate to the task. In an 8 March 1943 memorandum from Superintendant Tomb, the need for a new medical facility was spelled out, primarily overcrowding and unsanitary conditions. By that time, the Schmidt House (Facilities Management Building A), adjacent to the Posner House was also being utilized for health care, and was unsuitable for the task. Superintendent Tomb recommended steps be taken to construct a new hospital of up to 100 beds on the Neiley property (Tomb 1943). The new Patten Hospital was constructed in 1943-44, and was

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 29

placed between the Neiley house (Quarters A) and garage (Quarters J) (Mitchell 1977:96). Neiley's formal garden survived the construction and became a park-like area directly south of the hospital.

The original gate to the USMMA was at the Third Street entrance off of Steamboat Road (now Marvin Place), but in 1943 a new entrance was created at the intersection of Steamboat Road and Steppingstone Lane, at the far eastern edge of the USMMA. In 1946, the main gate to the campus was designated Vickery Gate in honor of Vice Admiral (VADM) Howard L. Vickery, Vice Chairman of the Maritime Commission (*Polaris* 1946a). Barney Square, located on the north side of Delano Hall, is a paved area that has served as a parade and formation area since 1944 (*Polaris* 1944:45).

Training Program and Academy Administration

On January 28, 1942, one week after the first midshipmen arrived, Kings Point held classes in visual signaling (Mitchell 1977:49). Days later, seamanship classes were held, followed by the start of engineering courses. Throughout the first year of the academy's existence, there was a shortage of laboratory and shop equipment. Instructors often salvaged used items from naval yards and port docks, or improvised with hastily assembled equipment. Instructors were also at a premium since many served in the naval reserves and throughout the war were often called to active duty. The first instructors to arrive at Kings Point arrived from state-operated naval schools, such as the New York Merchant Marine Academy at Fort Schuyler and the Pennsylvania Maritime Academy (Mitchell 1977:49, 55)

For the first two months of 1942, John F. Wilson served as the academy's Commanding Officer (CO). On 9 March 1942, Wilson was called to active naval duty and was succeeded as CO by John D. Bosler. On 11 April 1942, Capt. James Tomb was appointed as the first Superintendent of USMMA (*Polaris* 1946b:9-10). Tomb served as Superintendent until 1943 when he was succeeded by RADM Giles C. Stedman. At present, RADM James A. Helis serves as USMMA's twelfth Superintendent (Table 1).

Table 1. Superintendents of the U.S. Merchant Marine Academy

Superintendent	Dates of Service
Capt. J. Harvey Tomb	1942-1943
RADM Giles C. Stedman	1943-1946
RADM Richard R. McNulty	1946-1948
VADM Gordon McLintock	1948-1970
RADM Arthur B. Engel	1970-1979
RADM Thomas A. King	1980-1987
RADM Paul L. Krinsky	1987-1993
RADM Thomas T. Matteson	1993-1998
VADM Joseph D. Stewart	1998-2008
RADM Allen B. Worley	2009-2010
RADM Phillip H. Greene, Jr.	2010-2011
RADM James A. Helis	2012-present

In May 1942, the Educational Unit of the War Shipping Administration's Division of Training moved its offices from Washington, D.C., to Kings Point in order to more efficiently develop accelerated courses and provide training to instructors (*Polaris* 1946b:10; Mitchell 1977:67). The department, however, retained its countrywide jurisdiction, providing guidance for the training programs at the Pacific and Gulf coast schools as well.

Prior to the war, a midshipman's training consisted of three years at sea and one year ashore. Beginning in April 1942, the training program was cut to 16 months, which included 6 months at sea, 2 weeks preliminary training, 8 weeks of basic training, and 30 weeks of advanced training (Mitchell 1977:63). On 8 December 1942, the War Shipping Administration issued emergency regulations that limited Fourth Class (freshman) instruction to 12 weeks, while Third Classmen (sophomores) spent at least 6 months at sea aboard a merchant vessel; Second and First Classmen (juniors and seniors)

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 30

returned to the academy for 36 weeks of advanced training at USMMA (*Polaris* 1946b:42). This shortened training program continued in operation until July 1, 1944.

The academy had three academic departments: Naval Science, Engineering, and Seamanship and Navigation (Nautical Science). Two weeks of indoctrination and orientation were followed by academic training consisting of classroom work and drills. In eight weeks, midshipmen who had selected either "deck section" or "engine section" carried eight class periods and three periods of study every day (Mitchell 1977:69). With the initial 10 weeks completed, the midshipmen then took a "year at sea," which was to last at least six months. While aboard, midshipmen served as a full-time member of the ship's company, while also pursuing studies assigned to be completed upon his return to the academy (Mitchell 1977:69-70).

While the Maritime Service was not officially a branch of the military, its officers and midshipmen could be called to active duty at any time. Since 5 October 1940, midshipmen had been enrolled as "Cadets, Merchant Marine Reserve." Accordingly, the midshipman corps standards, as far as physical health and educational qualifications, had to conform to Naval Reserve standards (Mitchell 1977:35, 72). On August 8, 1942, the Chief of Naval Personnel announced that all enrolled midshipmen were appointed as Midshipmen, U.S. Naval Reserve, resulting in an official designation of "Cadet-Midshipman" (*Polaris* 1946b:42). Those seeking acceptance as a cadet had to be American citizens, between the ages of 18 and 23 years, and 5'6" to 6'4" in height. Midshipmen had to have good eyesight and hearing and could not be color blind. A cadet also had to have completed at least 15 high school credits (USMM 2002c; Mitchell 1977:72). During the war, some waivers were allowed concerning the age and education requirements, but no waivers were granted on the color-perception, vision, or hearing requirements—senses that were essential in performing the duties of a mariner.

Formal Dedication

In July 1942, there were 739 midshipmen at the academy; one year later, July 1943, there were nearly 2,500 midshipmen at USMMA (*Polaris* 1946b:42; 1958a:7). On 30 September 1943, "Dedication Day," official dedication services for the new academy were held in O'Hara Hall and were broadcast over national radio (*Polaris* 1958a:9) (Figure 38). By this time, most buildings, streets, and other structures of consequence had been christened with names of naval heroes, sea captains, naval designers, authors, scientists, inventors, ship owners, legislative supporters, and maritime labor leaders. The academy's third Superintendent, Admiral Richard McNulty, endorsed the program of naming the buildings in honor of historic persons, ships, or events associated with the nation's maritime history as a way to give the new academy "roots" and a sense of its heritage (Mitchell 1977:91). It was ADM McNulty's wife who also coined the motto for the academy and corps: *Acta Non Verba* (deeds not words).

Wartime Service

As mentioned, during World War II, the United States' merchant fleet of ships was in effect "nationalized" by the federal government. The government controlled the cargo and its destination and contracted with private companies to operate the ships. Cargo included gasoline, food, vehicles, medicine, war supplies, and even the mail. The government also placed Navy personnel and guns on the vessels. With the establishment of USMMA, the government also trained the men who would operate the ships and would provide military defense of the ships at sea (USMM 2002a).

Since the Merchant Marine was not an official military branch during World War II and official records were not kept, estimates vary as to the number of mariners who served during combat. A 1946 press release from the War Shipping Administration stated that 243,000 mariners had served, while some estimates go as high as 285,000. The total number of Merchant Marine casualties is estimated at 9,349 (USMM 2002a). Compared with the other branches of service (Marines, Army, Navy, Coast Guard), the Merchant Marine had the highest percentage of personnel loss during the war (3.85 percent). Despite their contribution, members of the Merchant Marine do not receive veteran status for their service, although some World War II mariners and others have successfully sought veteran status and benefits (USMM 2002a).

The Academy after the War

After World War II, the mission of USMMA remained the same as it had been during the war—the academy was there to educate and train Merchant Marine officers. The Merchant Marine training program was once again extended from its

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 31

condensed 16-month program back to a four-year program, one year of which was spent at sea. As discussed above, the basic cadet schools at San Mateo and Pass Christian were closed in 1947 and 1950, respectively, leaving Kings Point as the sole federal maritime training school. In 1949, Congress approved the granting of Bachelor of Science degrees to USMMA graduates. In 1956, after some campaigning to close Kings Point, President Dwight Eisenhower signed a Congressional Bill making Kings Point a permanent federal facility (*Polaris* 1958a:9). Although it had received permanent status, tight budgets meant that little physical change occurred at Kings Point during the 1950s. It would be in the next decade that significant additions were made to the campus facilities.

New Construction

While chapel services had long been held in the music room of the former Chrysler house (Wiley Hall), which was equipped with a pipe organ, members of the Merchant Marine were eager to provide a suitable place of worship on the Kings Point campus. Plans for construction of a chapel had been discussed as early as 1942–43, but funding was not available. The Academy plan for new 1945 construction contained a request for a new chapel and provided a sketch showing a Gothic Revival style structure, but it was not built (USMMA 1944). In the early 1950s, the Merchant Marine Memorial Chapel Fund was begun to provide for the design and construction of a non-sectarian chapel that was intended to serve as a memorial to merchant seaman who were killed during the World Wars (*Polaris* 1950a:12). Initially, the drive sought $500,000 for the building program; in 1959, it was reported that the total cost for construction and furnishing was estimated at $720,000, of which $620,000 had been raised (*Polaris* 1959a:19). Donations, however, kept pace with the increase, and construction began that year. By 1961, the chapel was completed (Figure 39).

The chapel was designed by the architectural firm of Eggers & Higgins of New York and constructed by the Fisher-Malik Company of Long Island. Sited northwest of the Land Building (Activities Building) and southwest of Wiley Hall (Administration Building), the chapel faces north on a bluff overlooking Long Island Sound. The chapel contains a sanctuary and chaplain offices. Conceived as a "national memorial to the members of the American merchant service," the chapel contains a "Roll of Honor Book," which lists the name, rank or rating, and ship and date of sinking of over 7,000 officers and seamen who lost their lives on merchant ships during both World Wars (*Polaris* 1951:6; USMMA 2002b). An engraved panel above the chapel's portico states:

> This Chapel is built to the glory of God and to commemorate the sacrifices of the officers and men of the United States Merchant Marine who gave their lives at sea, in enemy action, in World Wars I and II and whose names are recorded in its Roll of Honor.

Donated by the Class of 1954 and erected in 1960, the classical steeple designed for the chapel, known as "Kings Point Light," serves as a navigational beacon. The Coast Guard approved the establishment of the light which is located 102 feet above water with 1,200 candlepower and a 1.0 second flash (*Polaris* 1960:28; 1961:14). The chapel underwent exterior renovation and provision of handicap access in 2005.

Improvements were also made during the 1960s to the academy's waterfront facilities. The existing Chrysler dock had been extended and enlarged during the 1940s, and additional buildings had been constructed along the shoreline; however, twenty years later, much needed renovations were taking place to the outmoded facilities (*Polaris* 1963:27). The multi-step program of improvement included the construction of three floating finger piers along the east side of the main Academy docking facility, Mallory Pier; dredging of Hague Basin; construction of a two-story building on land reclaimed by the deposition of dredge materials; and the construction of an observation platform on top of the Crowninshield boat shed (*Polaris* 1963:27). While the latter two projects were not realized, dredging of the basin, reclamation of about three acres, and construction of a new sea wall was completed. Additional rip rap breakfront was also added to the shoreline.

The same 1944 plan also contained a request for a new academic library, stating that adequate space, accessibility, collections, and professional staff were essential in reaching a high academic standard for the Academy (USMMA 1944).[8] A proposed building was designed in the Classical Revival style, but this design was never constructed. Beginning in mid-

8 This paragraph and the one that follows are a combination of text extracted from Berger, *Cultural Resources Survey Report*, and content added by ERDC-CERL authors.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 32

1942, the academy library had consisted of a random collection of reading material, largely provided by community donation, which was housed in areas of the Chrysler and Schenck houses. By August 1943, the library had secured space in Bowditch Hall, where it remained for the next 25 years. The overcrowded conditions, and the need to provide a research and study facility for the midshipmen, resulted in the construction of the Brutalist three-story Schuyler Otis Bland Memorial Library (at the north end of the central core of buildings between Fulton and Bowditch Halls [Figure 40]). The new library building was designed by the chapel's architectural firm of Eggers & Higgins, and it was the culmination of over 25 years of urging by the Board of Visitors for a permanent library. Constructed by the Frank L. Marino Corporation, the library was dedicated on 12 December 1968. The completion of this building formally closed the quadrangle of buildings making up the core of the USMMA campus, finalizing in concrete the original design intent for the campus. The campus has largely retained this configuration and appearance to the present (Figure 41).

A number of projects were part of a $1.8 million renewal program in 1974–75 which upgraded facilities at USMMA. In 1974, a complex of floating piers was added to the Academy's waterfront, along with a renovation of Mallory Pier, and the addition of a 50-ton walking lift for fleet maintenance. At some point after 1969, the bathing beach was filled in to a line that extended farther into the sea than the Chrysler seawall, and the fill became the site of new construction; this work may have been part of the larger renewal program. All 452 midshipman rooms were refurbished with painting, new closets and desks, and carpeting. The athletic field received an all-weather track, classroom buildings were enlarged and modernized, and Samuels Hall received a new wing in 1974. That same year, the Alumni Association raised $300,000 to add a large dining and meeting area to Melville Hall (*King's Point Newsletter* 1975:4).

In 1975, the USMMA Alumni Association purchased the eight-acre Barstow estate,[9] which lay adjacent to the USMMA campus on the north side of Steamboat Road, through its Kings Point Fund, Inc. The park-like estate consisted of the fully furnished 20-room main dwelling on the waterfront, terraced gardens, a four-car garage with apartment above, a guest house, a superintendent's house, a tea house, and a greenhouse (Morgan Guaranty Trust Company 1975). The purchase of the estate, designated as "McNulty Campus," ensured that "the last sizeable tract available in the immediate vicinity [of the campus] was secured to allow space for future growth and development of the Academy" (*Kings Point Newsletter* 1975:1). The Barstow mansion is now used as the American Merchant Marine Museum and provides space for special events. The secondary residences on the estate are now used as staff quarters.

The Alumni Association, which has played a major role in the late twentieth-century development of the campus, also helped to raise funds for the construction of a grandstand at Tombs Field in 1977 and the natatorium addition to O'Hara Hall in 1978. Berger Hall was constructed in 1985 as an administrative facility, as were Buildings A and B of the Department of Facilities Management (western edge of Athletic Field). In 1988, Fulton Hall received a new wing (Gibbs Hall) for academic use. The Yocum Sailing Center, constructed in 1994 and also funded by alumni, is the most recent addition to USMMA's waterfront facilities. The center provides storage, maintenance, and class space for the academy's sailing teams and clubs and other waterborne extracurricular activities.

The Academic Program

While the curriculum of the academy has changed significantly over the years, the mission of USMMA today remains essentially the same as it was in 1942:

> To educate and graduate professional officers and leaders of honor and integrity who are dedicated to serving the economic and defense interests of the United States in our Armed Forces and Merchant Marine, and who will contribute to an intermodal transportation system that effectively ties America together [USMMA 2002a].

The academic program at the academy has changed over the years as new technology has been introduced and as the world moved into the atomic age. Accelerated classes were once again offered during the Korean and Vietnam war eras.

9 The Barstow property is the subject of a separate NRHP nomination.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 8 Page 33

Midshipmen at USMMA were the first to train as officers aboard the first U.S. nuclear-powered merchant ship, the *Savannah* (*Polaris* 1958b:8-9; USMMA 2001:7). Since USMMA is a fully accredited four-year degree-granting institution, beginning in 1968, the academic advisory committee instituted a new program with an increase in hours spent in general education, including English, history, and other liberal arts disciplines, to provide midshipmen with a more well-rounded education (*Polaris* 1965:15). Social sciences, communications, and other courses are also offered.

In 1974, the Academy became the first federal service school to enroll women students (USMMA 2001:7). Each year approximately 260 "plebes" (new students) enter the academy. Total annual enrollment at USMMA is about 950 midshipmen. Qualifications for admission include meeting specified age and physical requirements as well as educational requirements. In addition, each candidate must be nominated by his or her Congressional member. Graduating midshipmen receive a B.S. in their chosen field of discipline, and are awarded a merchant marine license as third mate or third assistant engineer and a reserve or active duty appointment as a commissioned officer in the U.S. Armed Forces (USMMA 2001:97). Pursuant to the Maritime Education and Training Act of 1980, USMMA receives financial assistance from the Department of Transportation's Maritime Administration (MARAD) in training merchant marine officers. MARAD also supports six other state maritime academies.

Academic departments at USMMA include engineering, humanities, marine transportation, mathematics and science, naval science, and physical education and athletics. Midshipmen select their major course of study from USMMA's seven programs, which determines the type of license they receive upon graduation. The programs offered include: marine transportation, maritime operations and technology, logistics and intermodal transportation, marine engineering, marine engineering systems, marine engineering and shipyard management, or a dual license combining marine engineering and marine transportation studies. Regardless of the major field of study, all midshipmen will spend approximately one year at sea (USMMA 2001:25-26).

In addition to the undergraduate programs offered at USMMA, the Global Maritime and Transportation School (GMATS) also offers advanced educational courses to professionals from private sector, military, and government maritime and transportation industries. Courses are offered in three areas: nautical science and military affairs; marine engineering; and transportation logistics and management (USMMA 2001:79).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number 8 Page 34

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NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 8 Page 35

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 8 Page 37

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NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 8 Page 39

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NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 8 Page 40

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NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 8 Page 41

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 8 Page 42

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NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 8 Page 43

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number 8 Page 44

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 45

Figures



Figure 1. Steamboat Road Pier 1890 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 46

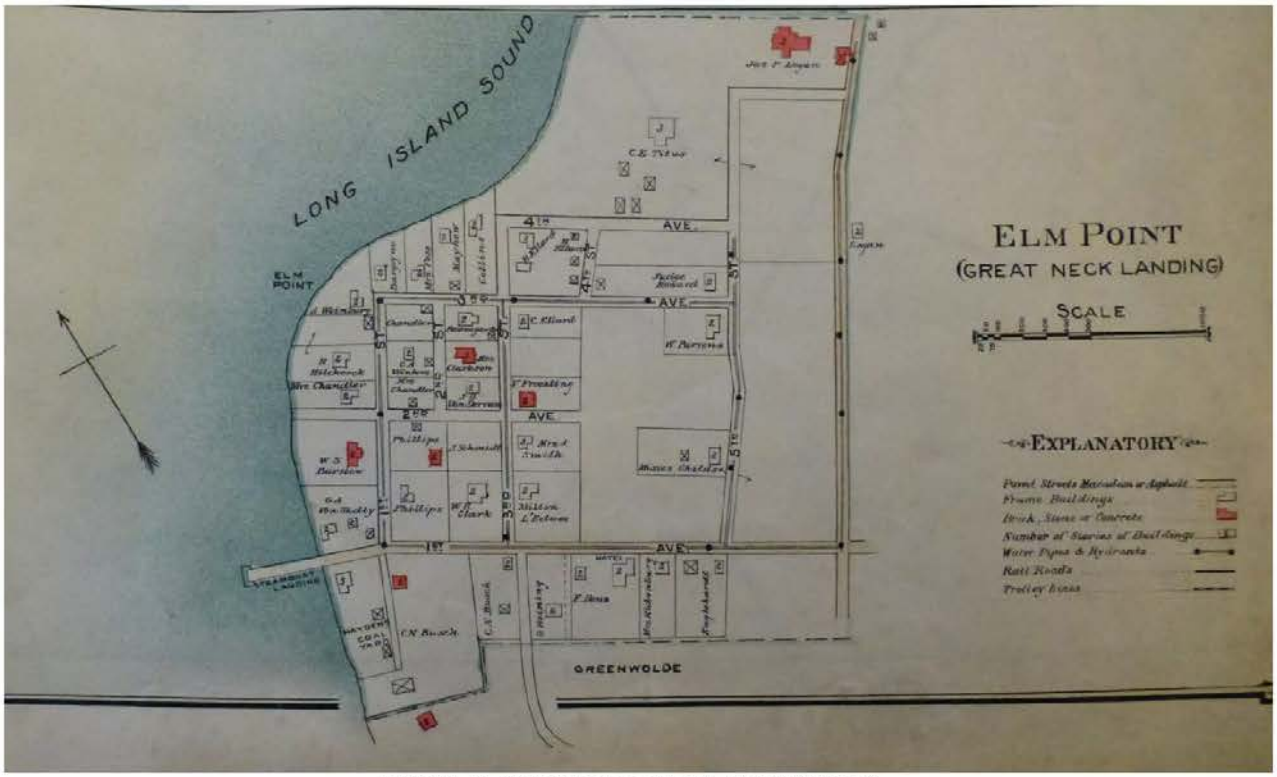


Figure 2. 1914 map of Elm Point (Hyde).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 47



Figure 3. Bendel/Chrysler mansion (Wiley Hall) and grounds, west facade, 1941 (Previews Incorporated).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 48

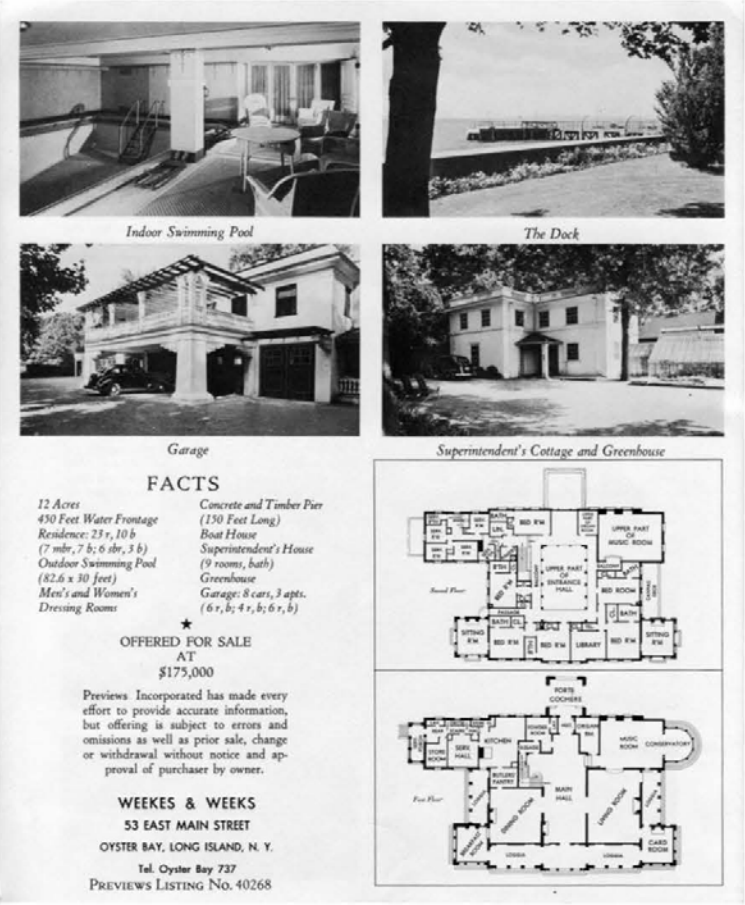


Figure 4. Components of the Chrysler Estate in 1941 (Previews Incorporated).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 49

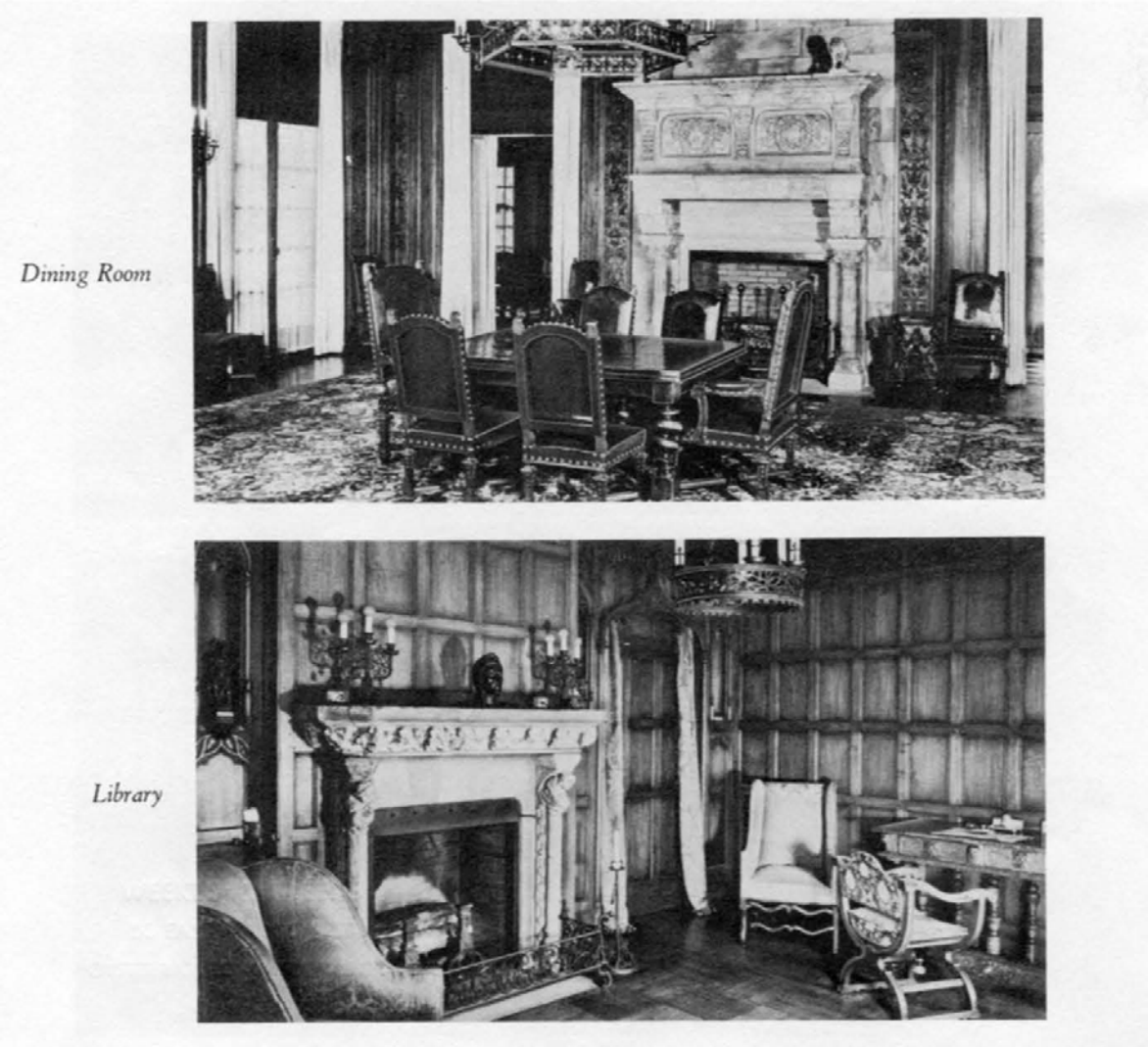


Figure 5. Interior of Chrysler mansion, 1941 (Previews Incorporated).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 50

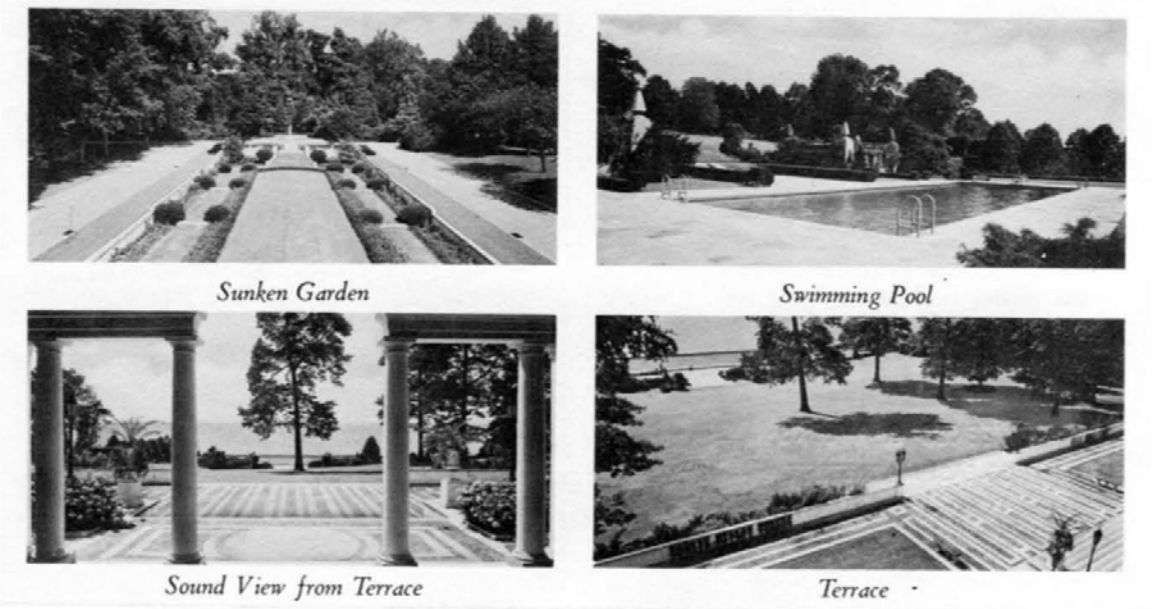


Figure 6. Gardens and landscaped grounds, Chrysler mansion, 1941 (Previews Incorporated).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 51



Figure 7. Rose garden south of Chrysler mansion, undated (American Merchant Marine Museum).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 52



Figure 8. Amphitrite Fountain at the Chrysler estate, undated (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 53



Figure 9. View of Chrysler estate (center front) and Grenwolde lots (toward upper right near circular road), 1932 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 54



Figure 10. Houston house (center) and garden (left), with Chrysler rose garden at lower right, undated; all were later demolished (MacKay et al. 1997).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 55



Figure 11. Schenck house (Land Hall), north façade, 1942 (NARA RG 178).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 56



Figure 12. Schenck swimming pool (Prosser Boat House), 1942 (NARA RG 178).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 57

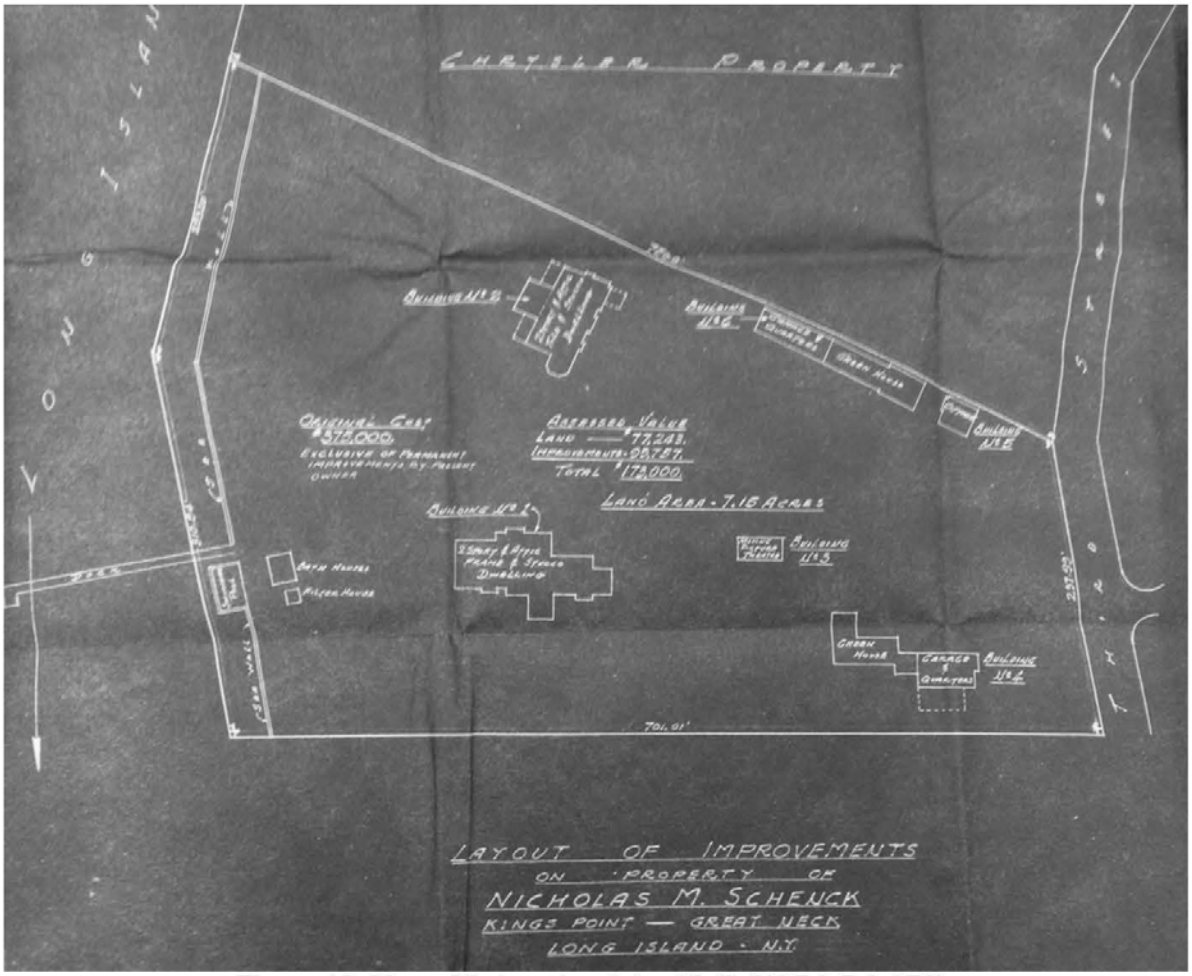


Figure 13. Map of Schenck estate, 1942 (NARA RG 178).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State

Name of multiple listing (if applicable)

Section number Additional Documentation Page 58

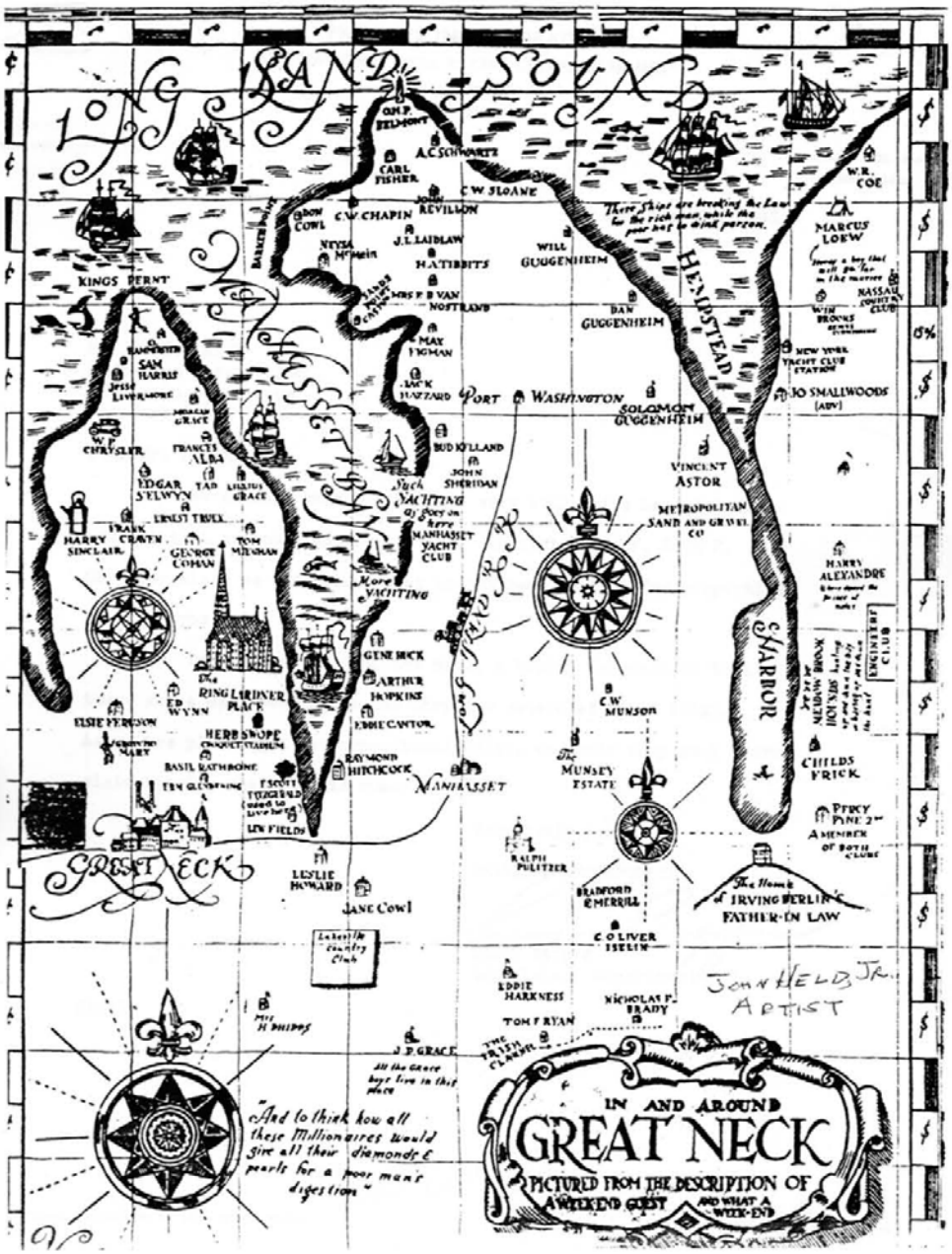


Figure 14. Satirical Map of Great Neck by John Held, Jr., 1927 (American Merchant Marine Museum). (Note: locations and scale are not entirely accurate.)

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 59



Figure 15. Thomas Meighan's house (Melville Hall) as depicted in *New Movie Magazine* in 1931 (Browning).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 60



Figure 16. *New Movie Magazine* article on Thomas Meighan's estate (Melville Hall), 1931 (Browning).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 61



Figure 17. Smithers' House (Neiley/Quarters A) in 1915 (*Architecture*).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 62



Figure 18. Smithers' garage (Neiley Garage/Quarters J) in Dutch Colonial Style, 1919 (*Arts and Decoration*).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 63



Figure 19. 1943 aerial showing the new Patten Hospital with the Neiley garden in the lower center, the expanded Neiley garage (Quarters J) in the lower right, and the Meighan garage (Quarters K) in the upper right (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 64

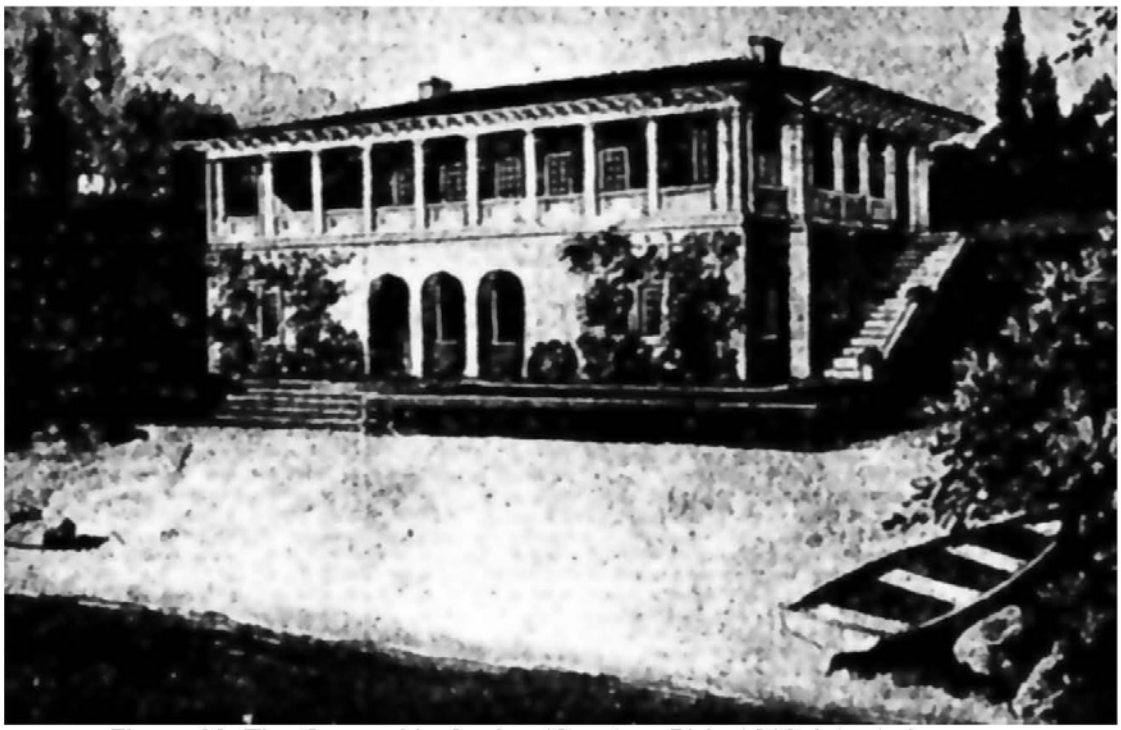


Figure 20. The Grenwolde Casino (Quarters D) in 1912, later to become the Japhet property (*The Sun*).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 65



Figure 21. Panoramic View of the Marchant house and garage (both demolished), 1942 (NARA RG 178).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 66



Figure 22. Vreeland (Friedman) house (Quarters C) in 1914 (*Architectural Record*).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 67

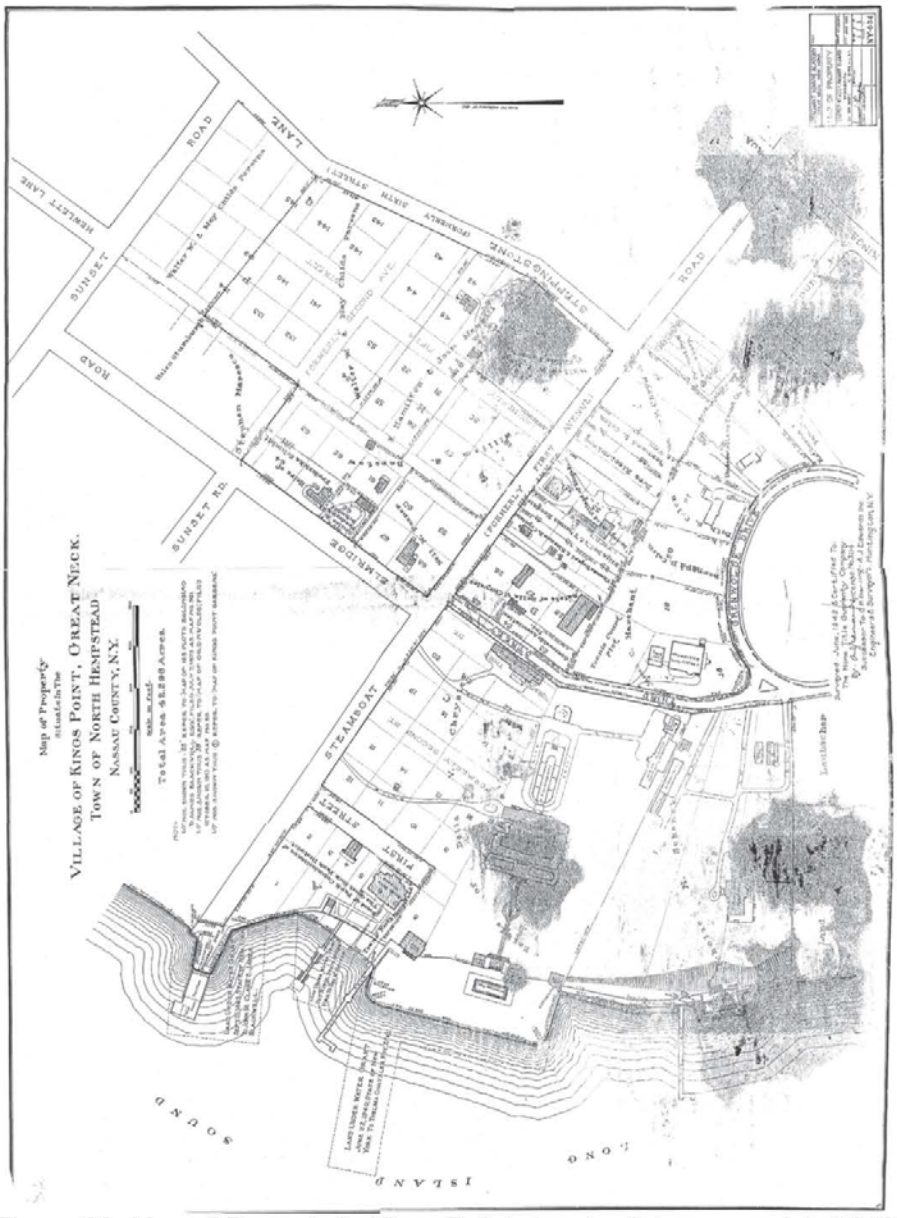


Figure 23. Map of Property in Kings Point showing lot owners, July 1942 (U. S. Coast Guard, from Berger 2005:19).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 68

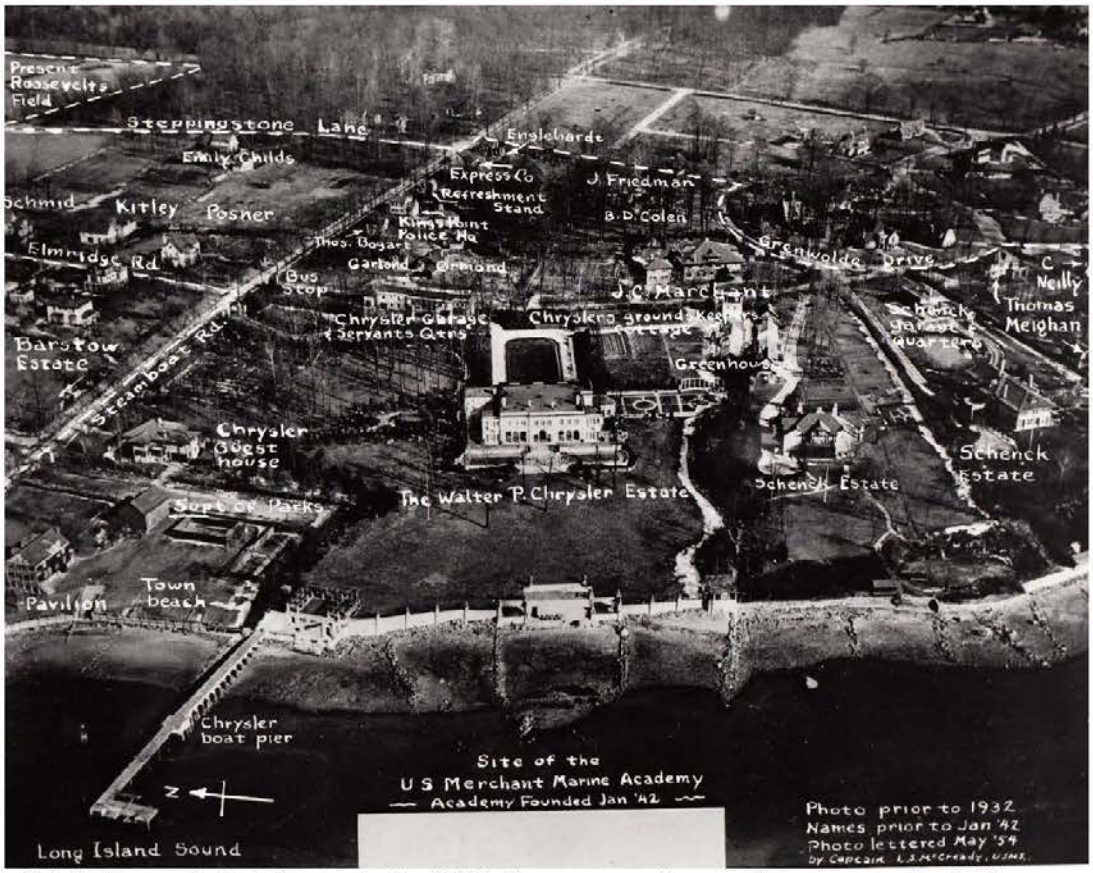


Figure 24. Using a photo taken prior to 1932, the names of property owners prior to January 1942 were handwritten by Capt. McCready in May 1954, to show USMMA acquisitions (Bland Library, USMMA). Bathing beach is in lower left.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 69

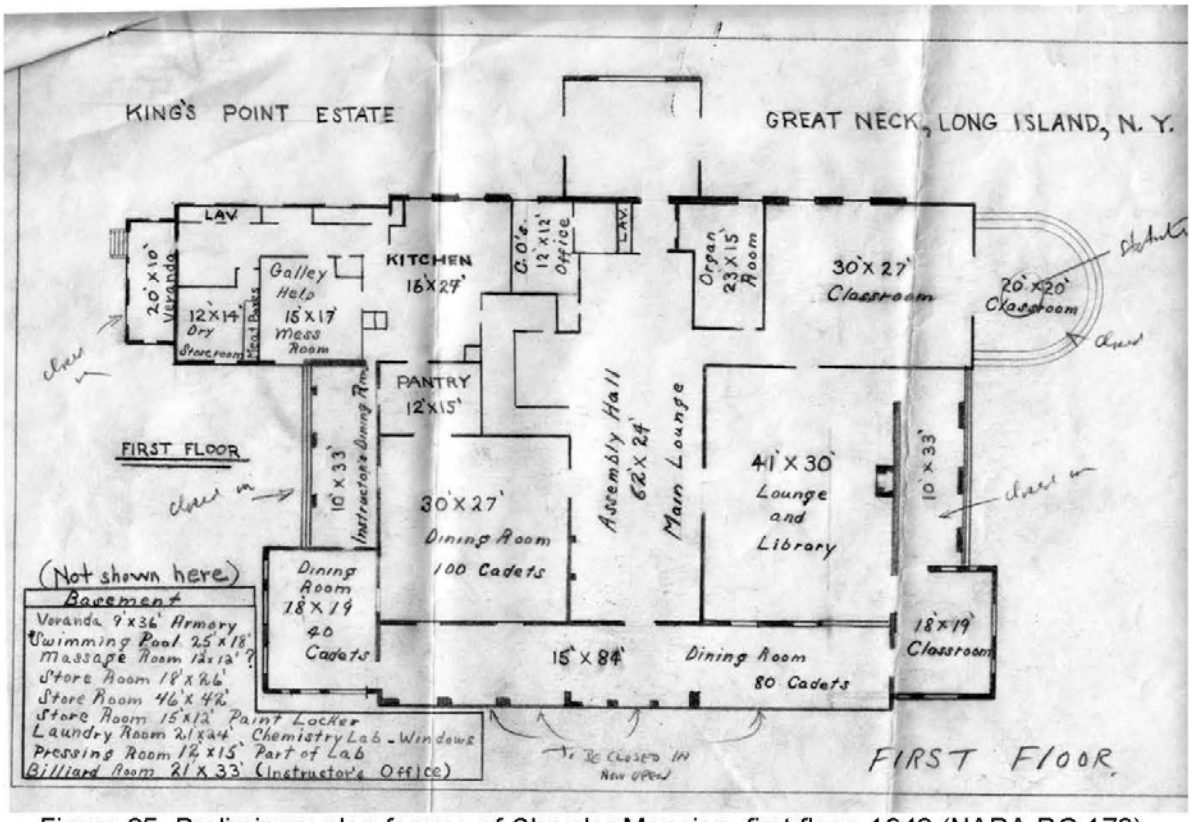


Figure 25. Preliminary plan for use of Chrysler Mansion, first floor, 1942 (NARA RG 178).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 70

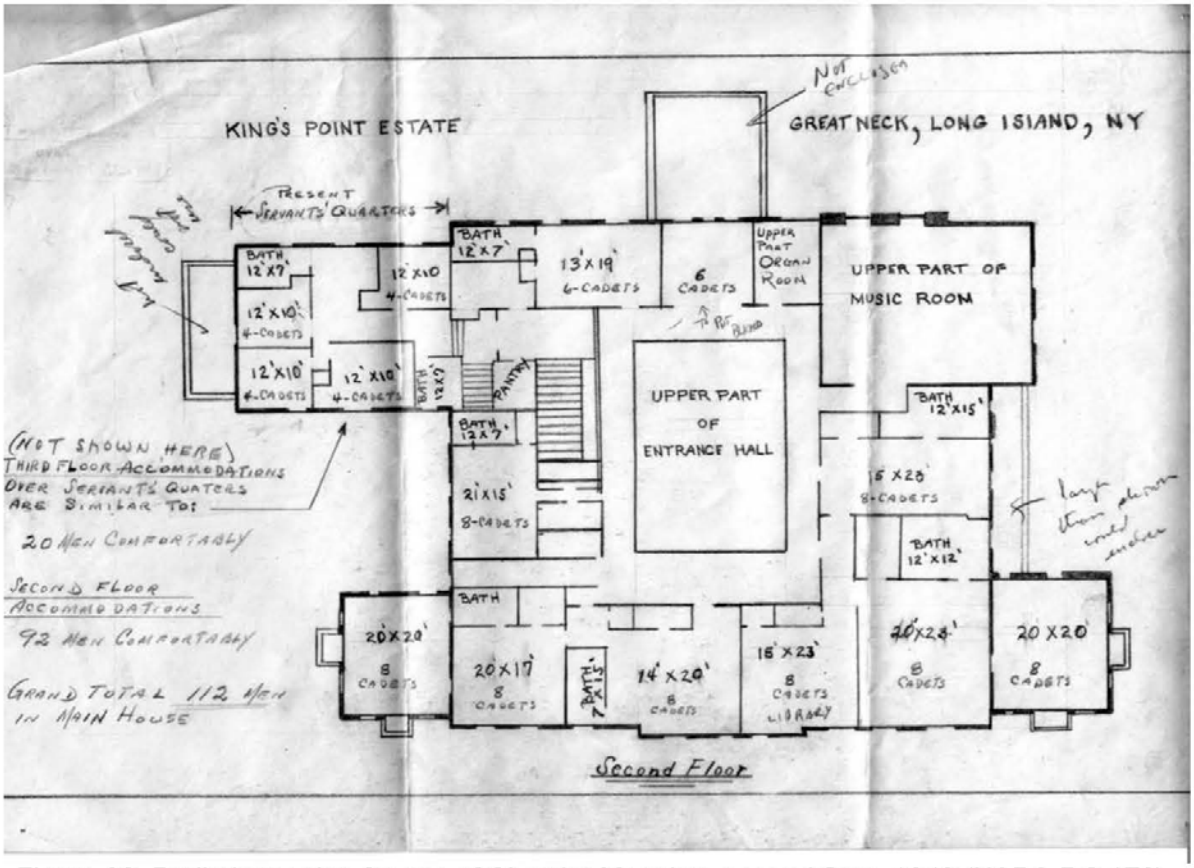


Figure 26. Preliminary plan for use of Chrysler Mansion, second floor, 1942 (NARA RG 178).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 71



Figure 27. Former west-side loggia, newly enclosed on Wiley Hall, 1942 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 72



Figure 28. Path from Wiley Hall to waterfront with new walkway and War Memorial, 1943 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 73



Figure 29, Expanded waterfront facilities, 1943 (Mitchell).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 74

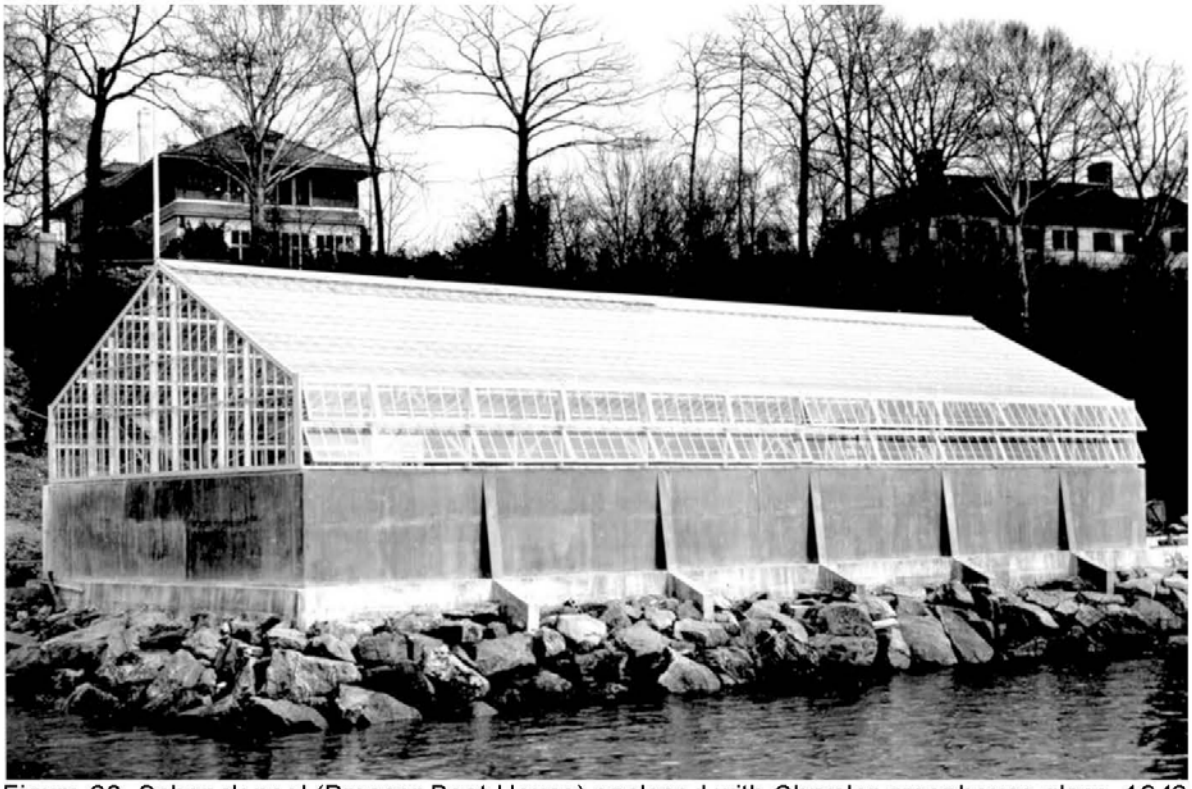


Figure 30. Schenck pool (Prosser Boat House) enclosed with Chrysler greenhouse glass, 1943 (Bland Library, USMMA).

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 75

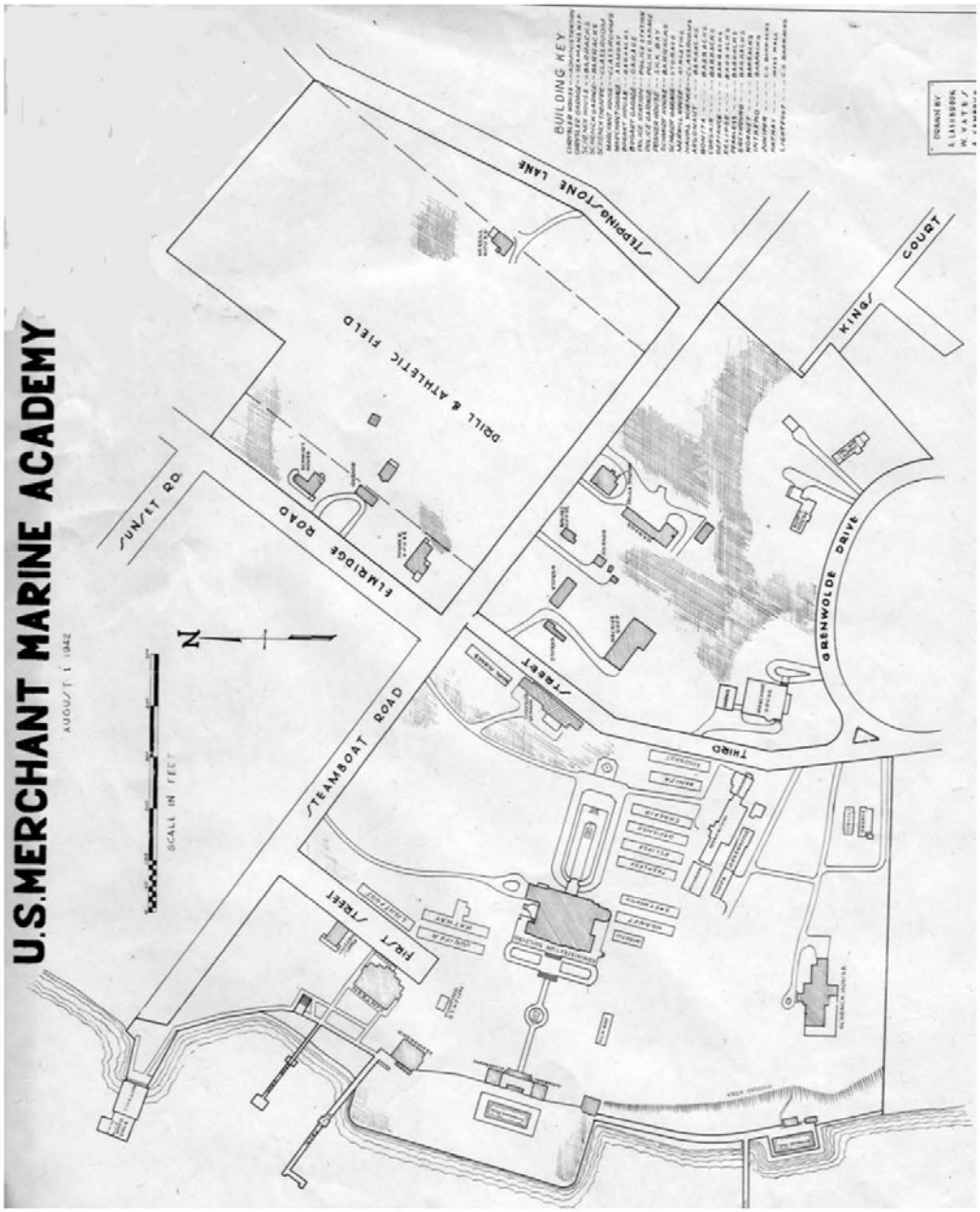


Figure 31. Plan for USMMA, showing existing buildings and CCC structures, August 1942 (Bland Library, USMMA).

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 76

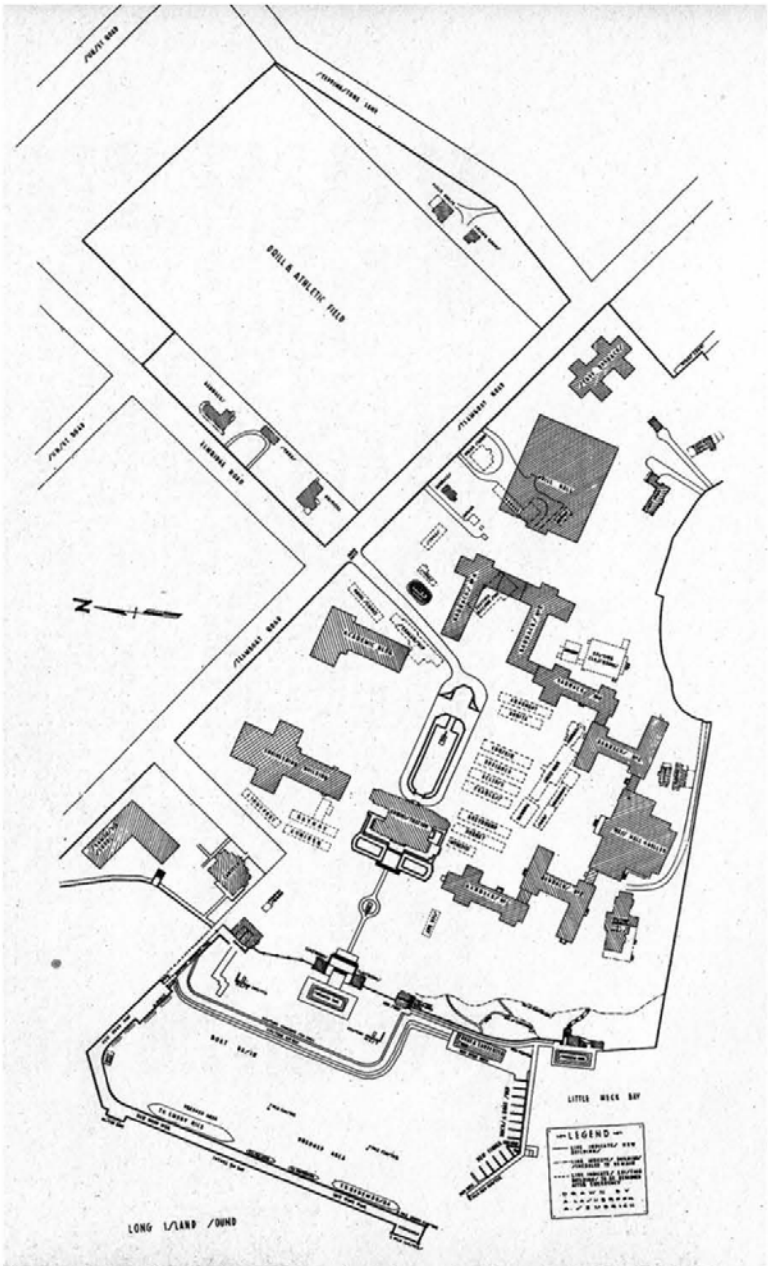


Figure 32. Plan for USMMA, showing new construction overlaid on existing buildings, 1942 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 77

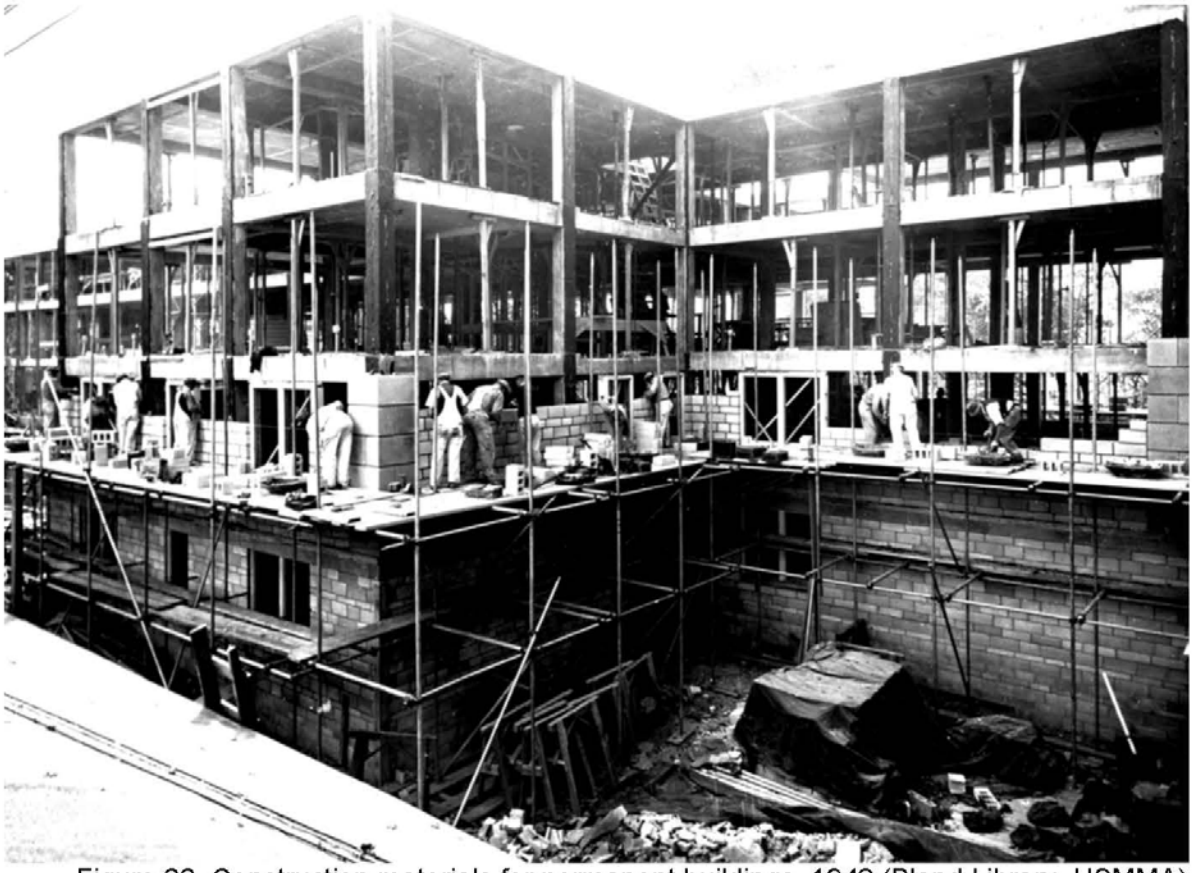


Figure 33. Construction materials for permanent buildings, 1942 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 78

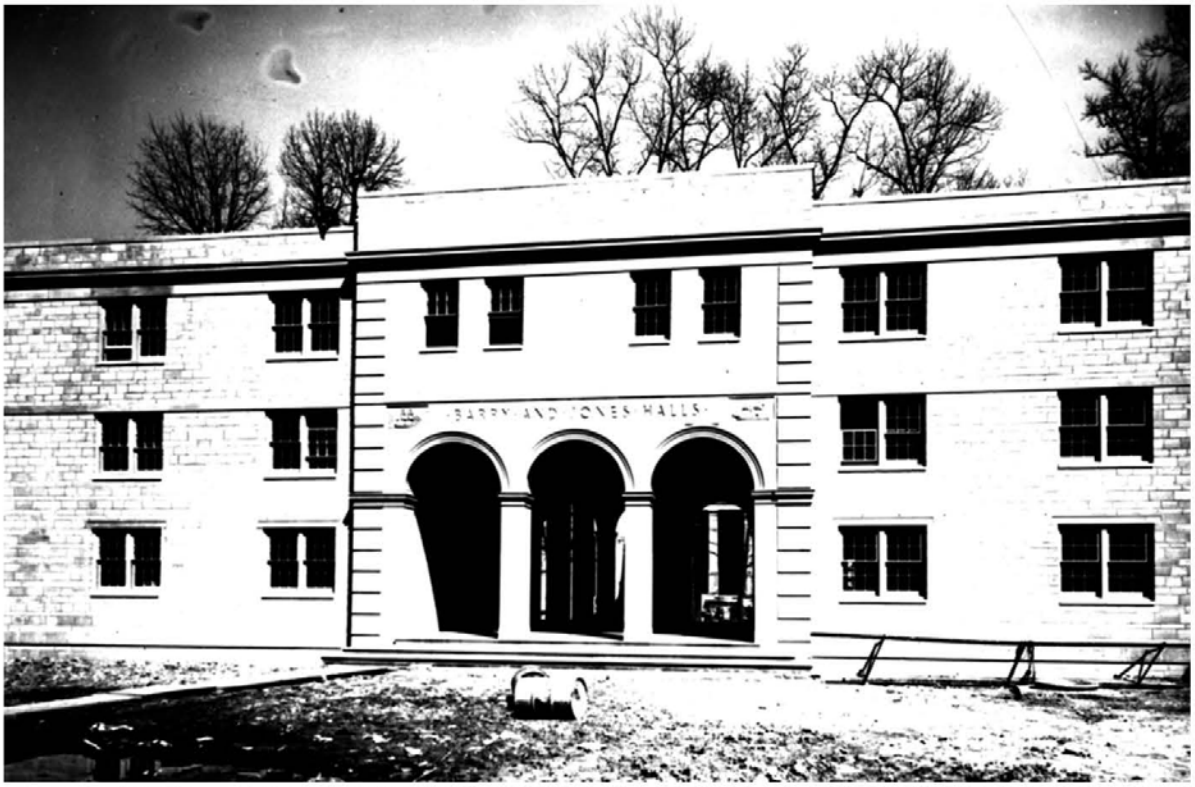


Figure 34. Barry and Jones Halls (barracks), April 1943 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 79



Figure 35. Fulton Hall, academic building, ca. 1960s (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 80



Figure 36. O'Hara Hall, drill hall/gymnasium, 1944 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 81



Figure 37. Delano Hall and Parade Ground, 1943 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 82



Figure 38. Dedication Day for USMMA at O'Hara Hall, 30 September 1943 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 83



Figure 39.Memorial Chapel, with Kings Point Light navigational beacon visible in steeple, 1960 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 84



Figure 40. Newly finished Schuyler Otis Bland Library, 1969 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 85



Figure 41. USMMA as it appeared in 1969 (Bland Library, USMMA).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

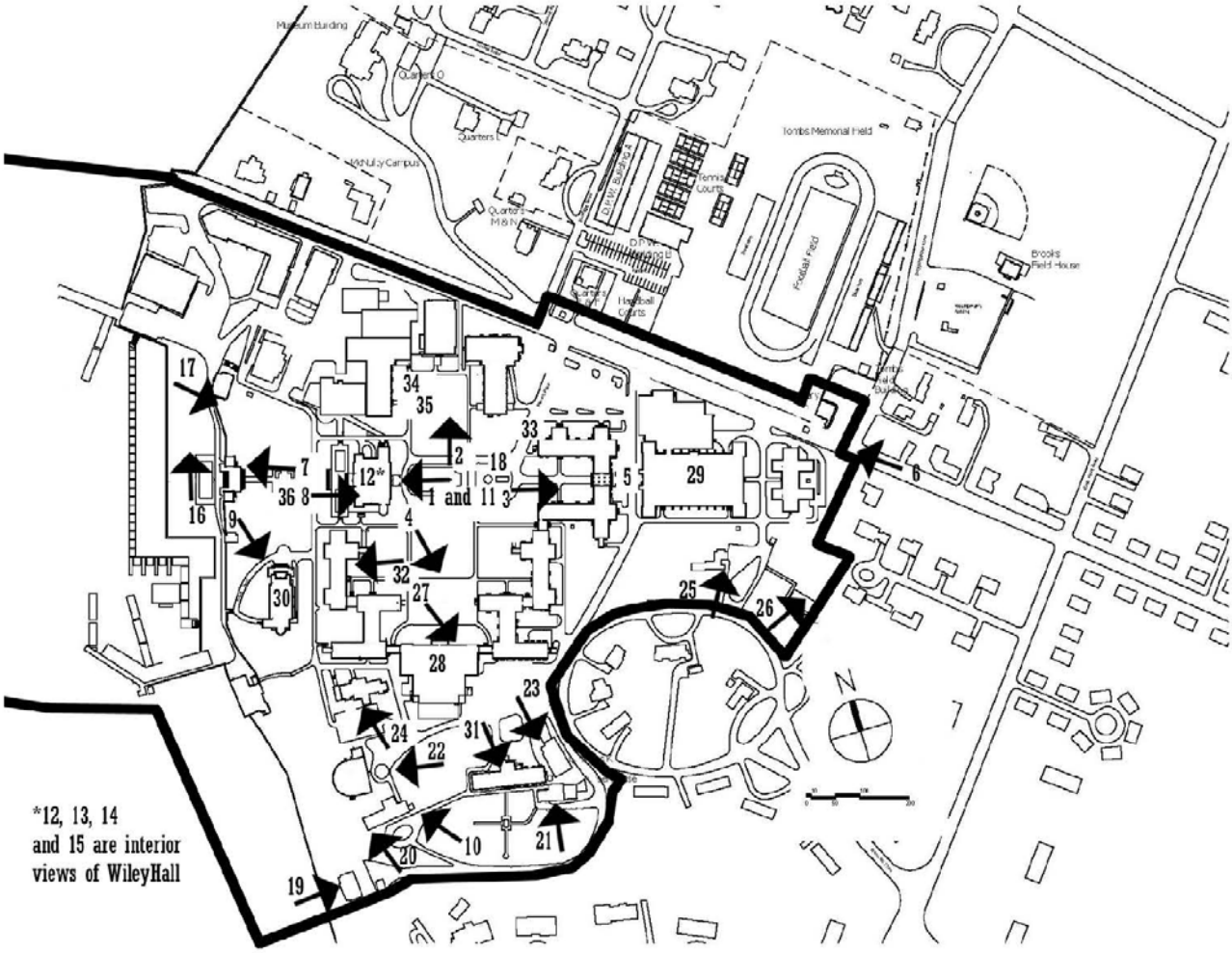
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 86

PHOTO KEY MAP



NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 87

PHOTOGRAPH LOG

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #1
View to the west towards Wiley Hall

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #2
Looking east to Jones Hall (left), Truxton Arcade (center), and Barry Hall (right).

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #3
Looking north to Fulton Hall (left), Bland Library (center), Bowditch Hall (right).

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Megan Tooker
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #4
View to the south towards Delano Hall.

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 88

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #5
View to east towards O'Hara Hall.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Megan Tooker
Date Photographed: December 6, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #6
View to west towards Vickery Gate

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 4, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #7
View to the west towards Eldridge Pool and Hague Basin.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 4, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #8
View to east of Wiley Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 89

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 6, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #9
View to the southeast of the U.S. Merchant Marine Chapel.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: January 15, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #10
View to the northwest of Quarters A (Neiley House) [left], Melville Hall (Meighan House) [center], and Land Hall (Schenck House) [right].

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #11
View to the west of Wiley Hall.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: January 16, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #12
Interior view of the Main Hall in Wiley Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 90

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 4, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #13
Interior view of the former living room in Wiley Hall.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 4, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #14
Interior view of the former dining room in Wiley Hall.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: January 16, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #15
Interior view of a former 2nd floor bedroom in Wiley Hall.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 6, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #16
View to the north of Eldridge Pool.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 91

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 6, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #17
View to the east of the mechanical room for Eldridge Pool.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #18
View of the Amphitrite Pool.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Clayton Harper
Date Photographed: February 10, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #19
View to the east of Quarters D (Grenwolde Casino).

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: January 15, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #20
View to the northwest of Quarters A (Neiley House).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 92

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: January 15, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #21
View to the north of Quarters J (Neiley House Garage).

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: January 15, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #22
View to the west of Melville Hall (Meighan House).

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Clayton Harper
Date Photographed: February 10, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #23
View to the south of Quarters K (Meighan House Garage).

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #24
View to the north of Land Hall (Schenck House).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 93

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Clayton Harper
Date Photographed: February 10, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #25
View to the north of Quarters B (a Grenwolde house).

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Clayton Harper
Date Photographed: February 10, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #26
View to the north of Quarters C (Vreeland house).

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Megan Tooker
Date Photographed: December 6, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #27
View to the southeast of the entrance to Delano Hall and Barney Square.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: January 16, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #28
View of the interior of Delano Hall.

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 94

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: January 15, 2013
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #29
View of the interior of O'Hara Hall.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 6, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #30
View of the interior of the U.S. Merchant Marine Chapel.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #31
View to the southeast of Patten Health Clinic.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #32
View to the west of Palmer Hall (a typical barracks).

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 95

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #33
View to the east of Jones Hall (a typical barracks).

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #34
View to the northwest of Fulton Hall (a typical classroom building).

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 5, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #35
View to the northeast of Bland Library.

Name of Property: U.S. Merchant Marine Academy Historic District
City or Vicinity: Kings Point
County: Nassau
State: NY
Name of Photographer: Adam Smith
Date Photographed: December 4, 2012
Location of Original Data Files: ERDC-CERL 2902 Newmark Drive, Champaign, IL 61822
Number of Photographs: 36

Photo #36
View to the west of the War Memorial.

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 96

PHOTOGRAPHS



Photo 1. View to the west towards Wiley Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 97



Photo 2. Looking east to Jones Hall (left), Truxton Arcade (center), and Barry Hall (right).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 98



Photo 3. Looking north to Fulton Hall (left), Bland Library (center), Bowditch Hall (right).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 99



Photo 4. View to the south towards Delano Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 100



Photo 5. View to east of O'Hara Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 101

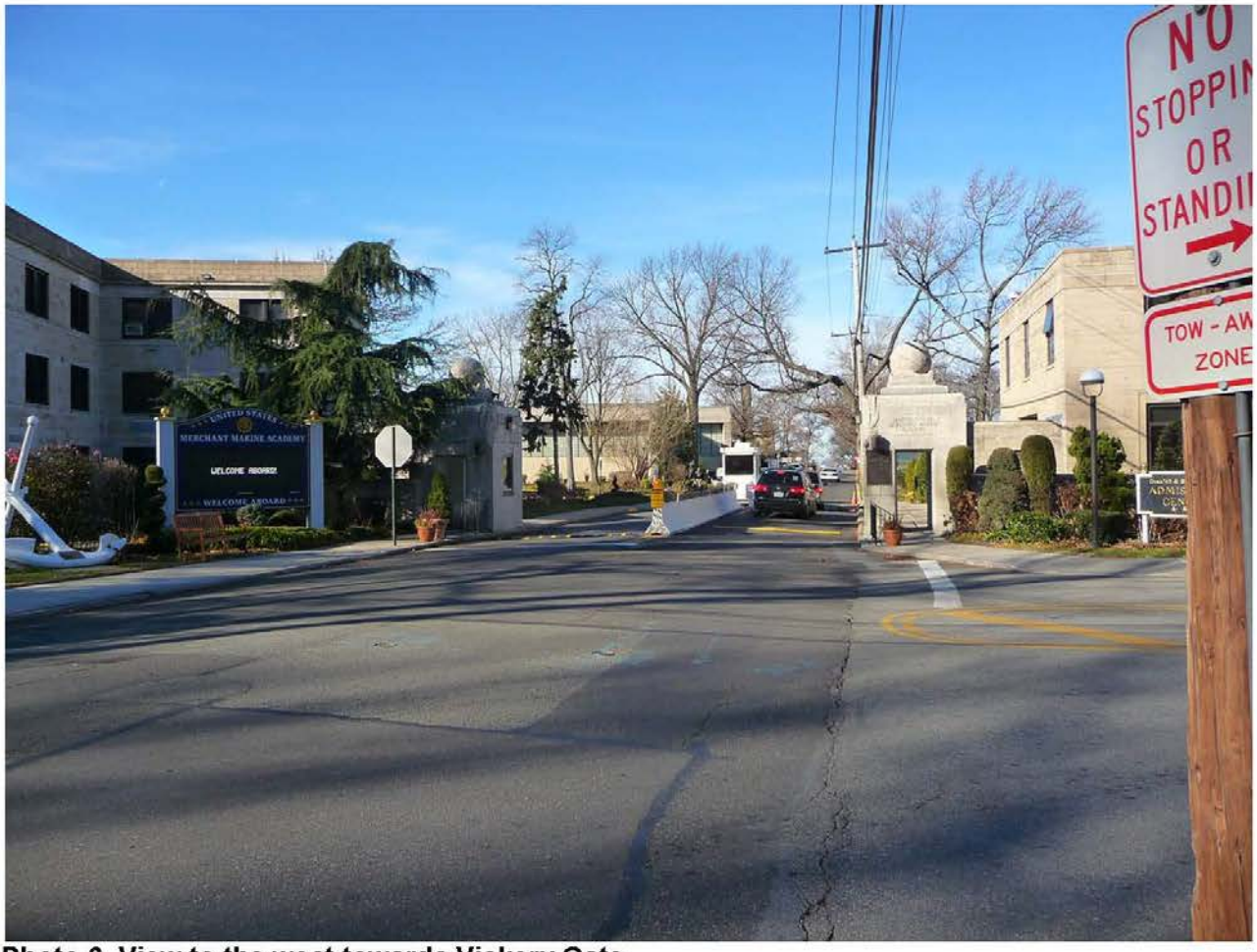


Photo 6. View to the west towards Vickery Gate.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 102



Photo 7. View to the west towards Eldridge Pool and Hague Basin.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 103



Photo 8. View to the east of Wiley Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 104



Photo 9. View to the southeast of the U.S. Merchant Marine Chapel.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 105



Photo 10. View to the northwest of Quarters A (Neiley House) [left], Melville Hall (Meighan House) [center], and Land Hall (Schenck House) [right].

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 106



Photo 11. View to the west of Wiley Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 107



Photo 12. Interior view of the Main Hall in Wiley Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 108



Photo 13. Interior view of the former living room in Wiley Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 109



Photo 14. Interior view of the former dining room in Wiley Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 110



Photo 15. Interior view of a former second-floor bedroom in Wiley Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 111



Photo 16. View to the north of Eldridge Pool.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 112



Photo 17. View to the east of the mechanical room for the Eldridge Pool.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 113



Photo 18. View of the Amphitrite Pool.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 114



Photo 19. View to the east of Quarters D (Grenwolde Casino).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 115



Photo 20. View to the northwest of Quarters A (Neiley House).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 116



Photo 21. View to the north of Quarters J (Neiley House Garage).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 117



Photo 22. View to the west of Melville Hall (Meighan House).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 118



Photo 23. View to the south of Quarters K (Meighan House Garage).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 119



Photo 24. View to the north of Land Hall (Schenck House).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 120



Photo 25. View to the north of Quarters B (a Grenwolde house).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 121



Photo 26. View to the north of Quarters C (Vreeland House).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 122



Photo 27. View to the southeast of the entrance to Delano Hall and Barney Square.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 123



Photo 28. View of the interior of Delano Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 124

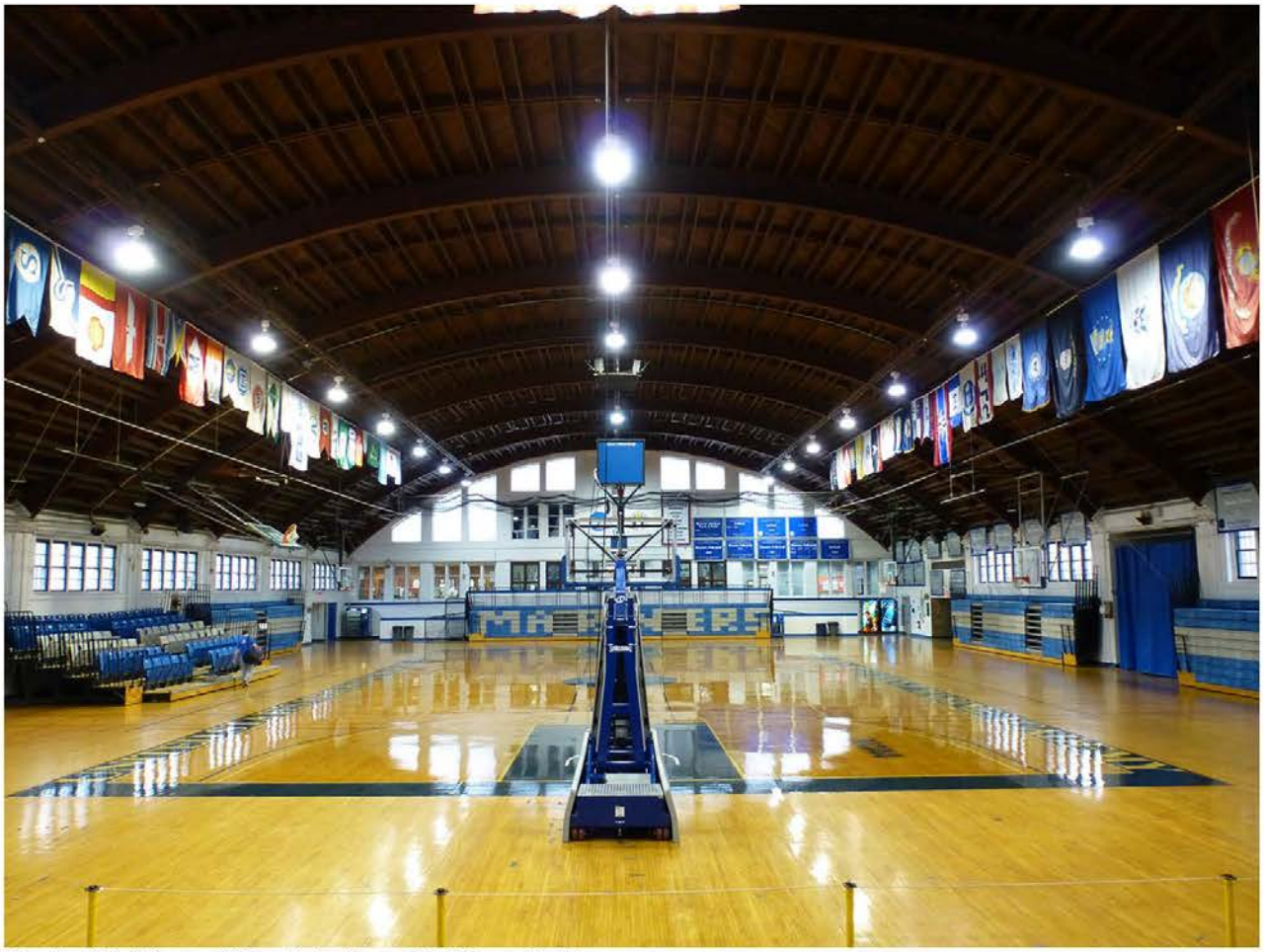


Photo 29. View of the interior of O'Hara Hall.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 125



Photo 30. View of the interior of the U.S. Merchant Marine Chapel.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 126



Photo 31. View to the southeast of Patten Health Clinic.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 127



Photo 32. View to the west of Palmer Hall (a typical barracks).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 128



Photo 33. View to the east of Jones Hall (a typical barracks).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 129



Photo 34. View to the northwest of Fulton Hall (a typical classroom building).

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 130



Photo 35. View to the northeast of Bland Library.

NPS Form 10-900-a (Rev. 8/2002) OMB No. 1024-0018 (Expires 5-31-2012)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U.S. Merchant Marine Academy Historic District
Name of Property
Nassau, NY
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 131



Photo 36. View to the west of the War Memorial.

References*

The Louis Berger Group, Inc. 2005. *Cultural Resources Survey Report, U.S. Merchant Marine Academy, Kings Point, New York*. Lester, PA: prepared for Naval Facilities Engineering Command.

Smith, Adam D., Susan I. Enscore, and Megan W. Tooker. 2014a. *Character-Defining Features in the United States Merchant Marine Academy Historic District*. ERDC/CERL SR-14-5. Champaign, IL: Engineer Research and Development Center–Construction Engineering Research Laboratory.

_____. 2014b. *William Barstow Mansion of the United States Merchant Marine Academy: Nomination to the National Register of Historic Places*. ERDC/CERL TR-14-29. Champaign, IL: Engineer Research and Development Center–Construction Engineering Research Laboratory.

* Also see complete listing of references in Section 8, pages 34–44 of the NRHP nomination form, reproduced as pages 59–69 in Chapter 2 of this report.

REPORT DOCUMENTATION PAGE

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Adam D. Smith, Susan I. Enscore, and Megan W. Tooker

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14. ABSTRACT

Congress codified the National Historic Preservation Act of 1966 (NHPA), to provide guidelines and requirements for preserving tangible elements of the nation's past. This was done primarily through the creation of the National Register of Historic Places (NRHP). Through Sections 110 and 106 of the NHPA, federal agencies are required to address their cultural resources, which are defined as any prehistoric or historic district, site, building, structure, or object. This document contains all supporting documentation and photos for nomination of the United States Merchant Marine Academy (USMMA) Historic District to the NRHP. The USMMA is the nation's only federally-owned educational facility for the advanced training of merchant mariners. This work determined the USMMA Historic District has two periods of significance: 1912–1941 (Gold Coast Era) and 1942–1969 (USMMA Design and Development). The 42-acre district consists of a contributing landscape and 38 contributing buildings, structures, and objects. The district is historically significant on a national level under National Register Criterion A as a reminder of the "Golden Age" of the late nineteenth and early twentieth centuries. Criterion C is met through the design of the buildings that survive on the district's grounds. The district was listed by the NRHP in August 2014 as #14000538.

15. SUBJECT TERMS
U.S. Merchant Marine Academy (USMMA), National Register of Historic Places (NRHP), historic buildings, historic preservation, historic district

16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
a. REPORT	b. ABSTRACT	c. THIS PAGE			19b. TELEPHONE NUMBER (include area code)
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