

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

\_\_\_\_\_  
Name of Property

\_\_\_\_\_  
County and State

Section number \_\_\_\_\_ Page \_\_\_\_\_

\_\_\_\_\_  
Name of multiple property listing (if applicable)

### SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 13000695

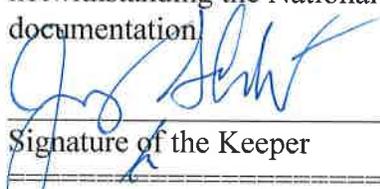
Date Listed: 9/11/2013

Property Name: US Naval Station Algiers Historic District

County: Orleans

State: LA

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This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
\_\_\_\_\_  
Signature of the Keeper

9/11/2013  
\_\_\_\_\_  
Date of Action

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Amended Items in Nomination:

Section 3: Level of Significance

The Level of Significance is hereby changed to **Statewide**

The nomination as written does not support the National level of significance. The facility is not placed in a national context for its role or activities. It was an important US Navy facility, but one of many that served during the World Wars; it was, however, an important facility in the state and local context, both in the military and economic sense.

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The Louisiana State Historic Preservation Office was notified of this amendment.

#### DISTRIBUTION:

**National Register property file**

**Nominating Authority (without nomination attachment)**



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 U.S. Naval Station Algiers Historic District  
other names/site number Algiers Naval Station, New Orleans Naval Base, New Orleans Naval Station, Naval Support Activity New Orleans, Federal City

### 2. Location

street & number Roughly bounded by Heerman Street, Constitution Street, Carmick Street, and the Mississippi River levee

NA
NA

 not for publication

city or town New Orleans Vicinity

state Louisiana code LA county Orleans code 071 zip code 70114

### 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:

national \_\_\_ statewide  local

Pam Breaux Pam Breaux, State Historic Preservation Officer 7-23-13  
Signature of certifying official/Title Date

Louisiana Department of Culture, Recreation and Tourism  
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 \_\_\_\_\_

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**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:)

*James H. ...*  
 Signature of the Keeper

9/11/2013  
 Date of Action

**5. Classification**

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

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

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

- private  
 public - Local  
 public - State  
 public - Federal

- building(s)  
 District  
 Site  
 Structure  
 Object

Contributing	Noncontributing	
39	13	buildings
		District
		Site
	1	structure
		Object
39	14	<b>Total</b>

**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**

3

**6. Function or Use**

**Historic Functions**  
 (Enter categories from instructions.)

- DEFENSE/Naval Facility  
 DEFENSE/Coast Guard Facility  
 DOMESTIC/Single Dwelling  
 COMMERCE/TRADE/Warehouse  
 COMMERCE/TRADE/Business  
 RECREATION AND CULTURE/Sports Facility

**Current Functions**  
 (Enter categories from instructions.)

- COMMERCE/TRADE/Business  
 DOMESTIC/Single Dwelling  
 RECREATION AND CULTURE/Auditorium  
 RECREATION AND CULTURE/Sports Facility  
 VACANT NOT/IN USE  
 WORK IN PROGRESS

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**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY

REVIVALS/Colonial Revival

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY

REVIVALS/Classical Revival

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY

REVIVALS/Romanesque Revival

OTHER/French Creole

MODERN MOVEMENT

**Materials**

(Enter categories from instructions.)

foundation: CONCRETE

walls: BRICK; CONCRETE; SYNTHETICS/Vinyl

roof: ASPHALT; METAL

other:

**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.)

**Buildings already on the National Register**

LeBeuf Plantation House, AKA Quarters A, Orleans Parish, LA

2 contributing buildings (main house and guest house)

1 noncontributing building (garage)

Related Multiple Property Listing Form: Louisiana's French Creole Architecture

**Summary Paragraph**

The United States Naval Station Algiers Historic District is located on the south bank of the Mississippi River, just west of Algiers Point in New Orleans (Orleans Parish). Major development took place 1902-1919 and 1941-1945. The facility is a mixture of styled and unstyled resources. Styled contributing elements reflect the Colonial, Classical, and Romanesque revivals. There is also one mid-nineteenth century French Creole dwelling (National Register) within the boundaries. Styled non-contributing elements display elements of the Modern Movement, mainly Postmodernism. Unstyled resources are industrial and utilitarian in nature. The district contains a total of fifty-six resources, forty-one (73%) of which are contributing elements and fifteen (27%) of which are non-contributing. Most of the older buildings are of masonry construction. Industrial/utilitarian resources are generally composed of steel, concrete, and brick. Despite changes over time, the district retains a high degree of integrity and is a strong National Register candidate.

**Narrative Description**

The U.S. Naval Station Algiers Historic District in New Orleans encompasses the extant historic resources at the former naval station, which served the United States from 1901 to 2011. The U.S. Naval Station Algiers Historic District forms a cohesive and representative example of a permanent naval construction and illustrates trends in United States naval military history during the first half of the twentieth century. The district is composed of fifty-six (56) buildings and structures – forty-one (41) contribute to the historic character of the district and fifteen (15) are non-contributing resources. In addition to the fifty-six resources located within the boundary, there are numerous parking areas (paved and gravel) and open spaces where resources have been lost as the function and mission of the naval station changed over the years. The district contains a large concentration of administrative buildings, support structures, storage facilities, and residential

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buildings. In general, the buildings that contribute to the significance of the district were constructed between the turn of the twentieth century and the conclusion of World War II; two buildings that date to the mid-nineteenth century are also included as contributing resources to the district. These buildings (Quarters A and Facility 34) were purchased by the U.S. Navy and incorporated into the naval station. Quarters A (historically known as the LeBeuf Plantation House) is individually listed in the National Register and its outbuilding (historically the kitchen and then guest house) is a contributing element. The buildings have not undergone any substantial changes since they were listed in 1993.

The 193-acre former naval facility (most recently known as Naval Activity Support (NSA) New Orleans) was established in 1901 with the arrival of a dry dock (no longer extant); now under private ownership, the area has been renamed Federal City. The naval facility is situated downstream from Algiers Point on the south bank of the Mississippi River on flat ground behind a levee. The layout of the station reflects the functional relationships of an industrial facility overlaid on an urban grid system of blocks and roads, served by an extensive infrastructure system of rail lines, power distribution, water and wastewater, and communication. Over time, NSA New Orleans was substantially developed with numerous significant buildings, marine docks, and extensive infrastructure. The station primarily developed in two stages: 1902-1919 and 1941-1945. The original grid system that dates to 1905 generally accommodated development over time.

The location of buildings throughout the base was closely tied to the requirements of rail service. While the arrangement of the various shops and warehouses was designed to serve ship fitting and supply activities, the entire complex was centered on the berths and docks at the Mississippi River. Building types on the installation supported a wide range of uses and included residential (single and multi-family style housing), commercial (e.g. offices, mercantile/retail, and motel), institutional (e.g. church, medical clinic, school/training, and recreation facilities), and industrial/service (e.g. shops, warehouses, shipping/receiving, marine services). The former naval station displays a range of building types and styles. Buildings include a raised Creole-style plantation house dating to the 1840s, a number of early twentieth century large-scale brick, steel, and concrete buildings, and a number of smaller, utilitarian buildings. The permanent buildings at the station, particularly those constructed between 1904 and 1919, illustrate a concern for functional necessity as well as character and tradition. Large buildings required for shops, warehouses, and related activities, such as Facilities 2, 4, 10, 11, and 16, had their own sense of presence and scale and demanded strong materials such as steel, concrete, and brick.

Initial construction at the naval station centered on the dry dock. A map dating to July 1, 1902 shows two office buildings, a power plant, and two machine shops located south of the dry dock (Figure 1). As the station continued to develop, the construction of new facilities ran along the Mississippi River as well as directly south of the dry dock. A map dating to 1909 shows that several of the extant monumental buildings (Facilities 2, 4, 8, 10, 11, 16) had been completed by that time. These earlier period buildings are not only monumental in scale but are also elaborate in their stylistic sophistication and ornamentation. The facilities are executed in several early twentieth revival styles including Romanesque, Colonial, and Classical. Smaller, utilitarian support buildings continued to flank the river, while initial residential construction (no longer extant) was concentrated along one street (the equivalent of present-day Herbert Drive) running south from the river (Figure 2). A third map dating to ca. 1915 shows additional development spurred by the onset of World War I. The station's role of repairing ships and serving as a receiving station required the construction of additional facilities, many of which were constructed adjacent to the rail spur that had been extended through the station. The marines also had a presence on the base at that time, with their facilities (none of which are extant) located in the southwest corner of the station. A hospital had also been established during this period; it was located along the eastern edge of the base but is no longer extant. This ca. 1915 map shows that although substantial development had occurred, large undeveloped open spaces remained. Buildings are grouped by function, with functions separated by open areas (Figure 3).

During the interwar years, minimal development occurred at the naval station. Facilities from this period tend to date to the early 1920s, such as the residential construction on Constitution Street (extant) and some storage and service facilities (no longer extant) that were completed by 1925. There was no substantial development during the station's use as a transient camp during the 1930s. When the station became a WPA site (see Part 8 for a discussion of the transient camp and WPA periods), extensive maintenance and repair work on existing facilities occurred throughout the base but no new construction occurred.

The onset of World War II prompted the reactivation of the base, with the Navy resuming control of portions of the station from the Coast Guard. Between 1940 and 1942, fifty new facilities were constructed to meet the demands placed on the naval station by the war effort. A map dating to 1946 illustrates the significant amount of development that occurred with the onset of World War II. The smaller facilities on the station, mainly those located along present-day Guadalacanal, were razed to allow for more substantial development. Open space became more limited, with recreational facilities located in the central and southeastern portions of the station. Open space also ran north-south and along the river in the eastern portion of the station. Areas marked as parking are limited on this map; however, parking in the open areas between

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buildings is presently a common practice and was likely the case during World War II. This map depicts the highest density of construction the naval station experienced throughout its history (Figure 4). Many of the resources constructed for the war effort have been lost (many were also intended to be temporary structures), especially those located in the eastern, southern, and western portions of the base; those facilities that remain are located in the historic core of the station and within the historic district boundaries.

By 1996, substantial changes had occurred at the eastern, southern, and western edges of the station. In the 1950s, the eastern, southern, and western edges of the station were declared as surplus; these areas were later redeveloped (generally in the 1970s) with changing naval commands and the expansion of the Eighth Naval District. New development required the demolition of housing and other temporary facilities constructed during World War II. Street layouts at the edges were altered in some cases and new construction was located in previous open areas in the eastern and northern portions of the station (Figure 5).

### Integrity

Changes in the station's mission and ownership have necessitated physical changes over time. Initial development through World War I was characterized by monumental and stylistically elaborate buildings that were centrally located at the naval station. Most of these early buildings remain, are in good condition, retain their significant historic features, and constitute the bulk of the historic district. At the end of World War I, the station also exhibited a large amount of open space. Though some buildings within the historic district have been demolished, the open space and new construction does not drastically alter the visual character of the district.

Although intense development occurred during World War II, many of those buildings, especially the residential construction, have been lost as the mission of the station has changed over time. Currently, there is less open space than at the end of World War I but more than at the end of World War II following an intense building campaign. Military installations necessarily change over time in the form of demolition and new construction in order to meet changing missions and functions of a station. Thus, the overall visual experience of the district has not been comprised by changes to the building stock.

In summary, the U.S. Naval Station Algiers Historic District retains integrity of location, setting, association, and feeling. Additionally, many of the original buildings retain their integrity of design, materials and workmanship.

### Non-Contributing Elements

Non-contributing elements to the district were all constructed following World War II. The majority date to the 1970s and 1990s. These resources are a combination of storage sheds, residential buildings, office and administrative buildings, an auditorium, garage, and hotel. While many of the non-contributing resources are utilitarian and unstyled, those that are styled exhibit elements of the Modern Movement, particularly Postmodernism.

## INVENTORY OF RESOURCES

**NOTE:** This district inventory is arranged according to the numbering scheme employed by the United States Navy prior to the closure of the base in 2011. Current street names (and street addresses where they exist) have also been used for reference as ongoing and future development may not retain the Navy's numerical identification system.

### CONTRIBUTING RESOURCES:

#### **1) Quarters D (112 Constitution Street), ca. 1907**

Designed in the Colonial Revival style, this two-story wood-frame house has been re-clad in vinyl siding. A hipped roof with wide overhanging eaves and asphalt shingles covers the dwelling. Five brick chimneys punctuate the roofline. Window openings throughout hold replacement 1/1 vinyl sashes. The house retains its original single-leaf wood door, multi-light transom, and multi-light sidelights. A one-story screened-in porch runs along the façade and side elevations. A one-story shed-roofed extension is located on the rear elevation.

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**2) Facility 351 (112 Constitution Street), ca. 1919**

This one-story, wood-frame building is the garage for Quarters D. The building has been re-clad in vinyl siding and is capped with a hipped roof clad in asphalt shingles. A modern roll-up door as well as a single-leaf door provide access.

**3) Quarters B (110 Constitution Street), ca. 1907**

Designed in the Colonial Revival style, this two-story wood-frame house has been re-clad in vinyl siding. A hipped roof with overhanging eaves and asphalt shingles covers the dwelling. Five brick chimneys punctuate the roofline. Window openings throughout hold replacement 1/1 vinyl sashes. The house retains its original single-leaf wood door, multi-light transom, and multi-light sidelights. A one-story screened-in porch runs along the façade and side elevations. A one-story shed-roofed extension is located on the rear elevation.

**4) Facility 338 (110 Constitution Street), ca. 1919**

This one-story, wood-frame building is the garage for Quarters B. The building has been re-clad in vinyl siding and is capped with a hipped roof clad in asphalt shingles. A modern roll-up door as well as a single-leaf door provide access.

**5) Quarters C (104 Constitution Street), ca. 1907**

Designed in the Colonial Revival style, this two-story wood-frame house has been re-clad in vinyl siding. A hipped roof with overhanging eaves and asphalt shingles covers the dwelling. Five brick chimneys punctuate the roofline. Window openings throughout hold replacement 1/1 vinyl sashes. The house retains its original single-leaf wood door, multi-light transom, and multi-light sidelights. A one-story screened-in porch runs along the façade and side elevations. A one-story shed-roofed extension is located on the rear elevation.

**6) Facility 358 (104 Constitution Street), ca. 1919**

This one-story, wood-frame building is the garage for Quarters C. The building has been re-clad in vinyl siding and is capped with a hipped roof clad in asphalt shingles. A modern roll-up door as well as a single-leaf door provide access.

**7) Quarters E (102 Constitution Street), ca. 1907**

Designed in the Colonial Revival style, this two-story wood-frame house has been re-clad in vinyl siding. A hipped roof with overhanging eaves and asphalt shingles covers the dwelling. Five brick chimneys punctuate the roofline. Window openings throughout hold replacement 1/1 vinyl sashes. The house retains its original single-leaf wood door, multi-light transom, and multi-light sidelights. A one-story screened-in porch runs along the façade and side elevations. A one-story shed-roof extension is located on the rear elevation. The formerly freestanding garage is now connected to the dwelling via a one-story addition off the shed-roof extension.

**8) Quarters 29 (111 Constitution Street), ca. 1920s**

This dwelling is composed of a central one-and-a-half-story block with one-story wings extending from both side elevations and does not make a stylistic statement. A gable roof with a shed-extension along the face of the central block covers the building. The roof is clad in asphalt shingles and punctuated with two brick chimneys. The building has been re-clad in vinyl siding and window openings hold replacement 6/6 vinyl sashes. The porch was infilled at an unknown time.

**9) Facility 350 (111 Constitution Street), ca. 1942**

This one-story wood-frame building is the garage for Quarters 29. The garage has a pyramidal hipped roof clad in asphalt shingles. The building has been re-clad in vinyl siding and has two modern roll-up doors.

**10) Quarters M2 (109 Constitution Street), ca. 1925**

Designed in the French Creole style, this one-and-a-half story dwelling has been re-clad in vinyl siding and is covered by a steep double pitch gable roof clad in asphalt shingles. Window openings hold multi-light sashes, which are obscured by a one-story, screened-in porch that wraps around the south and east elevations.

**11) Facility 354 (109 Constitution Street), ca. 1942**

This one-story wood-frame building is the garage for Quarters M2. The garage has a pyramidal hipped roof clad in asphalt shingles. The building has been re-clad in vinyl siding and has two modern roll-up doors.

**12) Quarters M1 (107 Constitution Street), ca. 1908**

This one-story dwelling with central porch has been re-clad in vinyl siding. Its hipped roof with slightly flared ends and overhanging eaves is slightly suggestive of the French Creole style. The roof is clad in asphalt shingles and punctuated by a brick chimney. Window openings hold replacement 6/6 vinyl sashes. The porch was enclosed at an unknown time.

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**13) Facility 343 (107 Constitution Street), ca. 1942**

This one-story wood-frame building is the garage for Quarters M1. The garage has a pyramidal hipped roof clad in asphalt shingles. The building has been re-clad in vinyl siding and has two modern roll-up doors.

**14) Quarters M3 (105 Constitution Street), ca. 1923**

This one-story dwelling has been re-clad in vinyl siding. A very steep hipped roof clad in asphalt shingles covers the dwelling. The roof has flared, overhanging eaves suggestive of the French Creole style and is punctuated with a brick chimney. Window openings hold replacement 6/6 vinyl sashes. The front porch was enclosed at an unknown time.

**15) Facility 345 (105 Constitution Street), ca. 1945**

This one-story wood-frame building is the garage for Quarters M3. The garage has a pyramidal hipped roof clad in asphalt shingles. The building has been re-clad in vinyl siding and has two modern roll-up doors.

**16) Quarters U (103 Constitution Street), ca. 1906**

Designed in the Colonial Revival style, this one-and-a-half story dwelling has a front gable roof punctuated with large, side-projecting gabled dormers and a brick chimney. The building has been re-clad in vinyl siding and window openings hold a combination of 6/6 and 4/4 wood sashes. A screened-in porch is located on the façade elevation and is covered by a half-hipped roof.

**17) Facility 346 (103 Constitution Street), ca. 1919**

This one-story wood-frame building is the garage for Quarters U. The garage has a gable roof re-clad with standing-seam metal. The garage has been re-clad in vinyl siding and has a modern roll-up door.

**18) Facility 23 (Part of The Village at Federal City, Con Thien Drive), ca. 1915**

This one-story wood-frame building has been re-clad in vinyl siding; its design is suggestive of the French Creole style. A hipped roof with overhanging eaves covers the building. The roof has asphalt shingles and is punctuated with a brick chimney. Window openings hold 3/3 double-hung wood sashes and paired 8-light wood sashes. Multi-light wood doors provide access to the open, shed-roofed porch.

**19) Facility 349, ca. 1915**

This one-story wood-frame building is the garage for Facility 23. The garage walls are clad in asbestos shingles and covered with a gable roof. The roof has asphalt shingles and exposed rafters. A single modern roll-up door provides access. The building abuts Facility 425, which is the garage for Facility 24.

**20) Facility 24 (Part of The Village at Federal City, Con Thien Drive), ca. 1915**

This one-story wood-frame building has been re-clad in vinyl siding. Its hipped roof with overhanging eaves is suggestive of the French Creole style. The roof has asphalt shingles and is punctuated with two brick chimneys. Window openings hold a combination of 9/1 and 6/1 double-hung wood sashes. An open, shed-roofed porch with square posts fronts the building. A one-story addition extends off the rear elevation.

**21) Facility 425, ca. 1915**

This one-story wood-frame building is the garage for Facility 24. The garage walls are clad in asbestos shingles and covered with a gable roof. The roof has asphalt shingles and exposed rafters. A single modern roll-up door provides access. The building abuts Facility 349, which is the garage for Facility 23.

**22) Facility 22 (Carmick Street), ca. 1942**

This one-story building makes no stylistic statement. It is brick construction covered by a flat roof with metal coping. The building is composed of two rectangular sections with a small wood-frame, shed-roof addition that provides an additional entry. Window openings hold replacement 8/8 vinyl sashes with blind transom panels. A handicap ramp was constructed at an unknown time along the south elevation.

**23) Facility 10 (Guadalcanal Street), ca. 1906**

Designed in the Classical Revival style, this two-story building is brick construction with a side gable roof. The roof is clad in asphalt shingles and has a denticulated cornice. The gable ends are pedimented and hold circular vents ornamented with keystones. Window openings are regularly spaced on all elevations and stories and hold a combination of

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replacement 6/6 and 6/9 vinyl sashes. The main entrance holds a double-leaf wood door with a transom and paneled sidelights. The entrance is framed by a wood surround with a denticulated entablature. A full-height porch with Tuscan columns, a denticulated cornice, and a geometrically ornamented parapet adorns the façade elevation.

**24) Facility 11 (O'Bannon Street), ca. 1907**

Designed in the Classical Revival style, this two-story building is brick construction with a front gable roof. The roof is clad in asphalt shingles and has a denticulated cornice. The gable ends are pedimented and hold circular vents. Window openings are regularly spaced on all elevations and stories and are currently secured with plywood. A one-story porch with Tuscan columns frames the main entrance. The porch has a half-hipped roof clad in standing-seam metal. A historic one-story wood-frame addition extends from the rear elevation of the brick portion of the building. The addition has a gable roof and a one-and-a-half story wood-frame connector transitions the brick building from the wood-frame addition.

**25) Facility 56 (O'Bannon Street), ca. 1918**

Designed in the Colonial Revival style, this one-story brick building has a flat roof with metal coping. The roof has a corbeled brick cornice and a stepped parapet on the north elevation. The building has an L-shaped footprint. The building is punctuated with arched window and door openings. Windows hold 6/6 wood-sashes and door openings retain wood leafs with multi-light wood transoms.

**26) Facility 80 (O'Bannon Street), ca. 1945**

This one-story brick building is utilitarian in design but has minor stylistic elements suggestive of both the Colonial and Classical Revival styles. It has a flat roof with metal coping. A shallow gable parapet rises above the main garage door. Three roll-up garage doors are located along the façade. Window openings hold 6/6 double-hung wood-sash windows. An exterior end brick chimney with a corbeled cap rises from the side elevation. A metal canopy with metal posts extends from the rear elevation of the building, sheltering the location of former gas pumps.

**27) Facility 59 (O'Bannon Street), ca. 1918**

This two-story brick building is utilitarian in design but has minor stylistic elements suggestive of both the Colonial and Classical Revival styles. It has a flat roof with gable parapets and both concrete and metal coping. An exterior end brick chimney with a corbeled cap rises along the rear elevation. Window openings have large concrete lintels and hold a combination of 3/3 double-hung wood and 6/6 replacement vinyl sashes. The main entrance is framed by inset panels. The entrance was modified at an unknown time with brick infill and currently holds a single-leaf door.

**28) Facility 4 (Hebert Drive), ca. 1904**

Designed in the Classical Revival style, this two-story brick building has a side gable roof. The roof is clad in asphalt shingles, has a denticulated cornice, and the pedimented gable ends hold oculus windows. Bays on all elevations are delineated by pilasters. Window openings hold replacement 6/6 vinyl sashes; first story windows are larger and also feature fixed 6-light vinyl sash windows above the 6/6 vinyl sashes. The main entrance holds a series of single-leaf replacement doors and vinyl-sash transom lights. A non-historic metal canopy was constructed on the corner of the building at an unknown time.

**29) Facility 58 (Heerman Street), ca. 1917**

Designed in the Colonial Revival style, this two-story brick building has a flat roof with gable parapets and both concrete and metal coping. Window openings have large concrete lintels and are secured with plywood. The main entrance is framed by inset panels. The entrance was modified at an unknown time and currently holds three single-leaf doors. The remainder of the entrance bay is secured with plywood.

**30) Facility 16 (O'Bannon Street), ca. 1907**

Designed in the Romanesque Revival style, this two-story brick building features arched window openings on all first story elevations, molded brick belt courses, overhanging eaves with scalloped exposed rafters, and a scalloped bargeboard in the gable end. Window openings retain the original wood sashes in a combination of 1/1 and 6/6 double-hung wood and fixed multi-light wood sashes. The east and west elevations are three bays in width with centrally placed entrances. Entrances consist of double-leaf wood doors with multi-light sidelights and transoms that are set in arched openings. The openings are framed with Romanesque brick arches. The building is currently under rehabilitation following the Secretary of the Interior's Standards.

**31) Facility 71 (O'Bannon Street), ca. 1918 and 1942**

Designed in the Colonial Revival style, this one-story brick building was constructed in two phases – the original portion dates to 1918 and a substantial addition was constructed in 1942. A gable roof clad in asphalt shingles covers the building.

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Window openings hold the original multi-light wood sashes. Entrances are located at both ends of the building; doors have currently been removed. The building is currently under rehabilitation following the Secretary of the Interior's Standards.

**32) Facility 2 (Hebert Drive), ca. 1904**

Designed in the Classical Revival style, this two-story building is brick construction with a front gable roof. The roof is clad in asphalt shingles and has a molded brick cornice. The gable ends are pedimented and hold circular vents. Arched window openings are regularly spaced on all elevations and stories and are currently secured with plywood. Window openings are two stories in height with a wood spandrel panel separating sashes. Original paneled wood doors remain in all entrances.

**33) Facility 102 (470 Hebert Drive), ca. 1942**

This one-story brick building does not make a stylistic statement. The building has a flat roof with concrete and metal coping. Window openings hold replacement 1/1 vinyl sashes and door openings hold replacement single leaf doors – one paneled, one glazed with a metal frame.

**34) Quarters A (LeBeuf Plantation House), ca. 1844**

Quarters A is an antebellum raised French Creole plantation house and is individually listed in the National Register of Historic Places (1993). Surviving exterior Creole features include a hipped roof, an above ground brick basement story surmounted by a frame primary living floor, a seven bay upper gallery supported by slightly corbelled brick pillars, French doors, Tuscan gallery columns, classical dormers, and delicately subdivided transoms. Minimal changes have occurred to the house since its listing in 1993 and appear to be limited to general maintenance and upkeep.

**35) Facility 34 (LeBeuf Plantation Guest House), ca. 1844**

Facility 34 is a contributing element in the 1993 National Register listing for the LeBeuf Plantation House (Quarters A). The one-story brick outbuilding has a slightly overhanging shingle roof and one set of French doors. Minimal changes have occurred to the guest house since its listing in 1993 and appear to be limited to general maintenance and upkeep.

**36) Facility 266 (Heerman Street), ca. 1944**

This metal-frame Quonset hut does not make a stylistic statement. The building's walls are clad in metal siding and a barrel roof of standing-seam metal covers the building. Window openings hold multi-light metal sashes. A roll-up metal door and a single-leaf metal pedestrian entrance provide access. A one-story, flat-roofed addition extends along the side elevation.

**37) Facility 81 (Hebert Drive) ca. 1907**

This small brick storage building does not make a stylistic statement. It is covered by a truncated hip roof that is clad in asphalt shingles. Roof ridges are clad with clay tiles. Window openings hold 6/6 double-hung wood sashes. The original entrance was modified with wood infill at an unknown time; a single-leaf wood door currently provides access to the building.

**38) Facility 762 (O'Bannon Street), ca. 1944**

This one-story brick building does not make a stylistic statement. The building is covered by a gable roof with overhanging eaves. The roof is clad in asphalt shingles. The window opening holds a replacement 1/1 vinyl window. A double-leaf metal door provides access.

**39) Facility 101 (Sanctuary Drive), ca. 1944**

This one-story building does not make a stylistic statement. The building has a central portion with a gable roof that rises slightly above the one-story wings. Metal vents punctuate the gable roof. Additions have been constructed at the rear of the building and it has been re-clad in vinyl siding. Window openings hold a combination of wood and vinyl sashes. A roll-up garage door fronts Sanctuary Drive, with single-leaf pedestrian entrances located on the side elevation.

**40) Facility 251 (O'Bannon Street), ca. 1944**

This one-story metal-frame truck storage does not make a stylistic statement. A flat roof with metal coping covers the shed. The shed has exterior walls clad in a combination of metal siding and asbestos shingles. One elevation is partially open with truck docks sheltered by a metal canopy.

**41) Facility 8 (Sanctuary Drive), ca. 1904**

This two-story brick building displays elements of the Colonial Revival style. The building is covered by a steeply-pitched hipped roof clad in asphalt shingles. The roof has gable dormers and a denticulated brick cornice. First story window

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openings are arched and hold the original 2/2 wood sashes. Second story window openings are squared and also hold the original 2/2 wood sashes. A one-story porch runs the length of the north elevation; the porch has a flat roof, denticulated cornice, and Tuscan columns. Partial width hipped entry porches are located on the south and east elevations.

#### **NON-CONTRIBUTING RESOURCES:**

##### **42) Facility 381/Facility 750 (deLassus Fitness Area), ca. 1991**

Facility 381 is composed of a basketball court, football field (Facility 750), and an asphalt running track. Based on historic maps, it is possible the basketball court is older (dating to the 1940s). However, the entire area was altered and upgraded in the 1990s (replacing World War II-era buildings), likely including changes to the courts.

##### **43) Quarters G (108 Constitution Street), ca. 1970s**

This one-story brick veneer building is a ranch house. The dwelling is covered by a hipped roof with overhanging eaves. Window openings hold paired 6/6 vinyl sashes set above wood spandrel panels and single 6/6 vinyl sashes. A carport fronts the building.

##### **44) Quarters F (106 Constitution Street), ca. 1970s**

This one-story brick veneer building is a ranch house. The dwelling is covered by a hipped roof with overhanging eaves. Window openings hold paired 6/6 vinyl sashes set above wood spandrel panels and single 6/6 vinyl sashes. A carport fronts the building.

##### **45) Federal City Inn and Suites (740 Hebert Drive), ca. 2000s**

This two-story hotel building is designed in the postmodern style. A side gable roof covers the dwelling; a portion of the roof extends from the main entrance across the parking area to create a porte cochere for guests. The latter is supported by brick piers. The exterior is partially clad in brick veneer, with sections of parged concrete. Windows are 1/1 metal sashes and single light metal sashes. The main entrance is composed of glazed and metal doors.

##### **46) Facility 731 (Sanctuary Drive), ca. 1986**

This one-story building is designed in the postmodern style. The building is brick veneer capped with a flat roof. The roof has a rounded monitor running north-south across the middle of the roof. Window openings hold multi-light vinyl sashes.

##### **47) Facility 732 (Sanctuary Drive), ca. 1987**

This one-story building is designed in the postmodern style. The building is brick veneer capped with a pyramidal roof. The roof is clad in asphalt shingles and punctuated with gabled dormers. Window openings hold multi-light vinyl sashes. The entrance is sheltered by a gable-roofed canopy with wood supports.

##### **48) Facility 700 (Fairwinds Club, Carmick Street), ca. 1977**

This building is composed of a three-story section and a one-story section and exhibits elements of the late modernism postmodern styles. The building is clad in brick veneer and capped by a flat roof with concrete coping. Windows are situated in vertical bays framed by brick fins. The main entrance is inset and composed of glazed metal doors with transoms. A one-story glazed and metal connector extends from the rear elevation and provides circulation to the one-story Fairwinds Club. The club is also clad in brick veneer and covered by a flat roof with concrete coping.

##### **49) Federal City Auditorium (2485 Guadalcanal Street), ca. 2010**

The auditorium features a postmodern design. The concrete block building is clad in brick veneer. The main portion is two stories in height with a rectangular footprint and houses the theater. A curved, one-story portion creates an entry vestibule; a series of glazed and metal doors provide access. The façade is finished in a combination of concrete block (on the lower portion of the elevation) and brick veneer (on the upper portion of the elevation). The one-story vestibule portion of the building wraps around the east elevation. A glazed wall with doors is located on the west elevation, providing access to a terrace.

##### **50) Garage/Navy Federal Credit Union (O'Bannon Street), ca. 2010**

The garage does not make a stylistic statement. The garage is concrete-frame construction. The first story provides a number of retail spaces with glazed doors and storefront windows. The upper stories along with the roof provide parking.

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**51) Facility 684 (Navy Water Tower, Hebert Drive), ca. 1970s**

The water tower's sealed metal tank is supported by metal posts. The tank is painted with red, white, and blue bands. The blue band features white stars. The white band reads "NAVY."

**52) Facility 3 (Sanctuary Drive), ca. 1970s**

This one-story concrete block shed is a utilitarian building does not make a stylistic statement. It has a shed roof clad in metal. There is one window opening that holds a 6/6 metal sash window. A double-metal door provides access.

**53) Facility 416 (Hebert Drive), ca. 1974**

This one-story brick building is utilitarian in design but references the late modern movement. The building has a gable roof. Window openings hold 2/2 metal sashes and entrances hold double-leaf metal doors.

**54) Storage Shed (associated with Facility 10, Guadalacanal Street), ca. 1990s**

This one-story utilitarian shed is constructed of concrete block and does not make a stylistic statement. It is covered with a gable roof clad in standing seam metal. Two doors provide access to the shed.

**55) NOMMA New Construction (O'Bannon Street)**

Steel framing has been put in place. The building will eventually connect Facilities 16 and 71 and will follow the Secretary of the Interior's Standards.

**56) Facility 362 (LeBeuf Plantation House Garage, twentieth century)**

Facility 362 is a non-contributing element in the 1993 National Register listing for the LeBeuf Plantation House (Quarters A). The one-story, three bay, frame outbuilding has a hipped roof. It is covered by vinyl siding and features three modern vinyl garage doors.

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**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.)

- 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.
  - 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.
- Not applicable

**Areas of Significance**

(Enter categories from instructions.)

MILITARY

**Period of Significance**

1902-1945

**Significant Dates**

1902, 1915, 1934, 1940

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Multiple

**Criteria Considerations**

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

Property is:

- 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.
  - G less than 50 years old or achieving significance within the past 50 years.
- Not applicable

**Period of Significance (justification)**

The period of significance begins in 1902 with the purchase by the Navy of the parcel of land containing an extant French Creole plantation house that became known as Quarters A. This is the oldest building within the district's boundaries. The period of significance extends through 1945 when activity at the station ramped down following the end of World War II.

**Criteria Considerations (explanation, if necessary)** N/A

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

The U.S. Naval Station, Algiers (most recently known as Naval Support Activity (NSA) New Orleans) is significant under Criterion A: History in the Military area at the national level. Its period of significance begins with the purchase and incorporation into the base of a pre-existing French Creole plantation house in 1902. It concludes with the end of World War II in 1945. The historical periods associated with the district include the establishment and early years of the U.S. Naval Station, Algiers through the end of World I and World War II. Distinctive developments occurred at the naval station following national military trends and a significant number of resources from its establishment through World War I and World War II are extant. During its tenure, operations at the base included the building and repair of ships, training of crews, and providing support for Naval operations around the globe. The period of significance ends in 1945 because the station was marginalized throughout the 1950s and 1960s, with no major physical developments occurring until the 1970s.

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

The U.S. Naval Station, Algiers Historic District is significant under the area of Military because it was the first naval station established on the Gulf coast. Due to its location on the Mississippi River, New Orleans had established itself as the economic center of the Deep South by the time of the Civil War. The city was the staging point where river-going barges offloaded their cargo to sturdier vessels that could navigate the Gulf. The city's economic importance precipitated the need for a naval presence especially as the United States emerged as a world power at the turn of the twentieth century.

**Developmental history/additional historic context information** (if appropriate)

### **The Establishment and Early Development of the U.S. Naval Station, Algiers, 1901-1919**

#### ***The National Context***

(text below in italics taken directly from the Charleston Navy Yard Historic District National Register nomination)

*The first two decades of the twentieth century have been termed "the Progressive Era" because of a prevailing commitment to reform American institutions, a trend which profoundly affected the American military as well. In 1889, the Secretary of the Navy estimated the United States ranked twelfth among the world's naval powers, somewhere below Turkey and China.*

*By 1907, President Theodore Roosevelt could dispatch the "Great White Fleet" (so called because the Navy's battleships were painted white) around the world to trouble spots or wherever American interests were threatened. By 1910, the United States Navy was the world's third ranking naval force, in tonnage, behind Great Britain and Germany, and second only to Great Britain in the number of capital ships.*

*As the United States consolidated control over the territory within its own borders, national attention turned to international politics, trade, and establishing a physical presence abroad. The Progressive Era was punctuated by two wars involving the United States and its military forces. The Spanish-American War of 1898 marks the beginning of modern military involvement overseas as the United States began acquiring far-flung territories, establishing overseas military stations, and conducting overseas military expeditions. The opening of the Panama Canal cut by half the time that traveling by vessel between the Atlantic and Pacific Oceans had previously required, and greatly reduced the hazards posed by the route around Africa as well, making it possible for the fleet to respond more quickly and safely.*

*The outbreak of World War I, coupled with the United States' ability to quickly deploy its military around the world, heralded America's status as a world power. The Navy rapidly adopted technological changes during this period that further enhanced its effectiveness. Heavily armored steel ships replaced older, wooden ones; wireless telegraphs and radio revolutionized communications; new weaponry, submarines, and aircraft played an important role during World War I, foreshadowing their even greater utility during World War II.*

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*The history, growth and development of naval shore-based operations reflect the increased demand for production, refitting, training and support necessitated by the buildup and deployment of the naval fleet during this era. At the beginning of the era, the shore-based facilities consisted of a collection of naval shipyards and stations lacking the capacity to produce a modern navy fleet. Within a few decades, shore operations grew into a multitude of dispersed bustling facilities each with the capability of supporting the demands of a rapidly modernizing, ocean-going fleet. Navy shipyards and docks expanded and diversified to the point that they could construct any type of warship or support vessel.*

*New research and development facilities opened to test both ordnance and ship design. Old methods of instructing recruits on training ships were replaced with shore-based training stations. Communication facilities, magazines, and coaling stations all contributed to the complexity of the Navy's shore establishments.*

*In 1916, the United States Navy, which was a significantly improved force over its predecessor of the late-nineteenth and early-twentieth centuries, still did not possess an adequate fleet or shore establishments to wage a successful war against any of Europe's modern navies. In response to these deficiencies, the Navy began a three-year program to expand and enhance its fleet and shore-based capacity. With the nation's entry into World War I in 1917, the Navy's efforts to address this deficiency began rapidly and in earnest but with priorities different from its pre-war plans.*

*Strategic thinking associated with the modern navy had stressed battleships and focused on supporting shore engagements. The advent of submarines that could disrupt or destroy military and commercial shipping, however, required shifting the Navy's emphasis to smaller ships and escort duties. The Navy met this challenge during the war with a convoy system that escorted some fifty transports across the Atlantic while suffering only eight losses. New ship production focused on anti-submarine vessels such as destroyers and sub-chasers, and the Navy placed 406 of these into commission during the war years. Expansion of the fleet also required expansion of shore establishments. The Navy conserved available resources through stringent economizing measures. Wherever feasible, temporary wooden buildings were constructed, never intended for permanent post-war use. This approach proved to be less effective than was anticipated, however, as many of these buildings turned out to be unsuitable for heavy industrial use. As the Navy began to prepare for expansion of its yards in 1916, plans called for new dry docks and supporting industrial facilities. Upon America's formal entry into the war in the spring of 1917, a massive construction program at existing Navy yards was initiated and costs soared to over \$210 million by the war's end in the fall of 1918. Typical improvements included slips for building ships, machine shops, structural shops, cranes, and related industrial buildings.*

*Navy yards were, however, not suited to the temporary wartime mobilization facilities used by some branches of the military—including some facilities used by the navy apart from its production and maintenance of ships—shipyards required more durable, permanent construction methods to stand up to the industrial nature of their use. Shop buildings utilized structural, steel-frame systems and were clad in hollow-tile block, concrete, or brick. Foundry processes demanded the use of overhead cranes, which required supporting walls substantial enough to bear their weight, precluding temporary construction techniques and materials. Two types of machine shop buildings were needed, taking different forms depending on whether their use was intended for light or heavy machining processes. Light machine shops were typically smaller in size and were not required to be of as substantial construction, even those with multi-stories, as those for heavy machining activities. The heavy machine shops, often described as "mammoth," contained expansive aisles for heavy machines and were often architecturally elaborate in appearance rather than merely utilitarian in form. During this building campaign, the Navy employed steel construction at its yards for building slips, launching ways, and large cranes, all of which were for use in the construction or repair of warships.*

*The Navy also began rapidly expanding its training facilities, ammunition depots, and radio stations. From January through November 1917, the Navy's ranks grew from 4,500 officers and 68,000 enlisted personnel to 15,000 officers and 254,000 enlisted personnel. The majority of the new recruits received training at the four existing training stations, where they were accommodated by the construction of hastily built temporary facilities. The remainder trained at camps erected at existing facilities. World War I also saw the widespread incorporation of radio technology into naval warfare. By 1919, the Navy had established almost 150 radio stations distributed throughout the United States and its territories.*

### **Local Context**

Following the Louisiana Purchase in 1803, the United States established a naval presence in New Orleans to secure the region's agricultural and trade resources. The naval station at New Orleans, by 1822, was one of thirteen naval stations across the country. The New Orleans facility included a navy yard, making it one of seven U.S. cities with the capability to

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repair ships. However, between 1821 and 1828, Congress diminished the military presence in New Orleans, relocating military troops to Baton Rouge.<sup>1</sup>

Despite diminishing its New Orleans military presence in the late 1820s, Congress and naval planners began exploring the possibility of again strengthening its naval presence along the Mississippi River at New Orleans throughout the 1830s and 1840s. The 1846 Mexican War demonstrated to Congress and the Navy the difficulties of protecting the resources of the Gulf Region without a strong naval presence. On February 17, 1849, the federal government purchased a 31.12-acre tract of land near Algiers Point along the Mississippi River with the intention of establishing a navy yard. The naval development failed to materialize due to a lack of Congressional appropriations to fund construction.<sup>2</sup>

Establishing the navy yard at New Orleans took another fifty years as several factors delayed its development. During the 1850s, the Navy focused on expanding its shore developments outside of southern areas, while the Civil War and Reconstruction period further delayed southern naval development. By the 1880s, however, the United States became increasingly concerned with the protection of its borders and looked at strengthening its naval facilities in the face of increasing foreign instability.<sup>3</sup>

It was during this period that Congressman General Adolph Meyer spearheaded a powerful lobbying effort to shift the focus of the War Department from the Trans-Mississippi Indian wars to the protection of American borders. General Meyer's efforts met mixed reaction until the onset of the Spanish-American War in 1898; these hostilities prompted Congress to fund the construction of installations to protect American borders. The task of securing funding for the establishment of a dry dock and navy yard in Algiers was difficult as Congress disagreed on the nature and extent of the proposed facility and also weighed the option of constructing the navy installation in other Gulf Coast communities.<sup>4</sup>

Following a year of study by Congressional commission, it was announced that New Orleans had been chosen as the best possible location for a navy yard. The choice was announced in the *Daily Picayune* on November 10, 1889. The article enumerated the reasons Algiers was chosen for the naval installation:

New Orleans is the terminus of six trunk lines of railroads. The communications by water with the vast extent of territory embraced in the valley of the Mississippi is unsurpassed. It is the principal commercial port of the Gulf States and possesses great facilities for obtaining every class of building material, skilled and unskilled labor and supplies; coal is abundant and cheap. The amount of commerce that passes in and out of the Gulf of Mexico is a very large portion of the total commerce of the United States. The amount of export from New Orleans, coming from the whole Mississippi basin and much of the great west, will demand protection at any cost, and, consequently, whether the navy-yard be located at New Orleans or elsewhere, the passes and all the approaches to the city will have to be defended as thoroughly as military and naval skill can affect it. Such being the case, and since there is no other point in the gulf of equal importance, or the closing of which would do as much injury to so large a district, or to so many people, no other place will have or begin to have the same protection and care, unless the government establishes elsewhere a navy-yard and it is absolutely necessary to protect it in order to retain the command of the gulf.<sup>5</sup>

Although chosen by the commission as the best possible location, Congress again delayed approving the choice and appropriating the necessary funds for the acquisition of property and the construction of facilities.

The following year, the Senate Committee on Naval Affairs finally supported a bill to appropriate funds for the construction in Algiers, but the Navy Department did not support the measure, insisting that the needs of the Navy did not warrant a new yard. In 1891, a second commission studying possible locations for a new navy yard and dry dock also determined that "New Orleans was the only city on the Gulf where the primary requisites for a dry dock were to be found." This time the Secretary of the Navy concurred with the choice and noted that additional land would need to be purchased to

<sup>1</sup> "Naval Support Activity, New Orleans, Louisiana," Integrated Cultural Resources Management Plan, 2004:8-14.

<sup>2</sup> "Naval Support Activity, New Orleans, Louisiana," Integrated Cultural Resources Management Plan, 2004:8-14.

<sup>3</sup> "Naval Support Activity, New Orleans, Louisiana," Integrated Cultural Resources Management Plan, 2004:8-14.

<sup>4</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT), West Bank, New Orleans, Louisiana*. Geo-Marine, Inc.: Plano, TX, 1996: 9, 16.

<sup>5</sup> *Daily Picayune* November 10, 1889.

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establish the installation. Despite naval support, the opposition of rival cities held up the passage of Congressional funding measures that year.<sup>6</sup>

A small step toward establishing the base had been taken in 1893 when the U.S. government purchased an additional 212 acres for the installation; however, approval of and appropriations for construction lagged for several years. Several bills were voted down between 1893 and 1898; finally, in 1898, the strained relations between the United States and Spain created a war scare that led to funding of the navy yard and dry dock in Algiers. As noted in the *Daily Picayune*, "the authority for the construction of the dock was given by the war congress in May 1898." Many months were consumed in the consideration of plans and the advertising for bids, so that it was not before the following April that the construction contract was awarded to the Maryland Steel Company. About June, 1899, the actual work of the construction was started.<sup>7</sup> General Adolph Meyer worked tirelessly to secure funding for the construction of the naval installation. Meyer succeeded in securing nearly \$689,000 in appropriations for the installation, a portion of the nearly three million dollars eventually spent by the government to construct the naval station.<sup>8</sup>

By 1901, development of the naval station was well under way, with shops, offices, housing, storage facilities, a power house, and water and sewage systems under construction. Engineer A.C. Cunningham of the U.S. Navy oversaw initial construction projects at the navy yard. The station commander, Captain J.P. Merrell, the former head of the equipment office of the Norfolk Navy Yard, was also present to oversee the construction of the facilities and systems for which General Meyer had secured funding. In November of 1901, the Naval Station in New Orleans (then known as the U.S. Naval Station, Algiers) was christened with the arrival of Naval Dry Dock YFD-2. The dry dock YFD-2 was capable of raising ships that weighed up to fifteen tons. The arrival of the dry dock was heralded by the local paper as an event that would "eventually make the peerless gulf port the greatest naval station on earth." In addition to state and local officials, it was estimated that between eight and twelve thousand men, women, and children lined the river banks to view the installation of the dock.<sup>9</sup>

New navy yard facilities required additional land. In April 1902, the government instituted condemnation proceedings to acquire a large tract of land downstream from the navy yard. The acquisition was necessary to accommodate the dry dock and other buildings planned for construction such as storage buildings, a coaling station, and a freshwater basin. Land was secured in July 1902; the land extended back from the river and contained an existing building that would become Quarters A.<sup>10</sup> Historically, Quarters A was known as the LeBeuf-Ott Country Retreat (listed in the National Register of Historic Places in 1993), an Antebellum French Creole style country house dating to the 1840s. The LeBeuf-Ott country retreat was constructed as a plantation home for the Verret family's daughter, Elmire, and her husband Martial LeBeuf Jr., a physician. The house remained in the family for two generations before the U.S. government purchased the tract of land and house (including its outbuilding) for inclusion in the naval station. As part of the navy yard, the house served as the senior naval flag officer's residence while the base was active.<sup>11</sup>

In 1903, Commandant Merrell requested \$3,705,500 for the construction of additional facilities and site improvements as well as \$110,690 for repairs, maintenance, and other miscellaneous expenses. At the time, an appropriation of \$490,000 was available for the construction of facilities and improvements, and an appropriation of \$135,000 had been authorized for the purchase of additional land. Although no war vessels had used the dry dock since 1902, numerous merchant vessels had been raised, cleaned, painted, and repaired by local firms, generating \$38,000 for the government.<sup>12</sup>

Appropriations allowed for the expansion of the naval station and considerable construction between 1903 and 1906. By July 1, 1905, several buildings had been completed or were under construction and a rail spur had been extended on the navy yard from the main Southern Pacific Railroad line to service the buildings, dock, and wharf. Appropriation requests and construction continued through 1908, at which time nearly three million dollars had been spent on the facility. General

<sup>6</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT), West Bank, New Orleans, Louisiana*. Geo-Marine, Inc.: Plano, TX, 1996: 16-17.

<sup>7</sup> "New Orleans Dock Story in Detail" *Daily Picayune* November 7, 1901:12.

<sup>8</sup> "History of US Naval Repair Base, New Orleans, Louisiana" *United States Naval Administration in World War II, Commandant, Eighth Naval District*

<sup>9</sup> "New Orleans Welcomes the Dock" *Daily Picayune* November 7, 1901:1.

<sup>10</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT), West Bank, New Orleans, Louisiana*. Geo-Marine, Inc.: Plano, TX, 1996: 21.

<sup>11</sup> "U.S. Naval Support Area Neighborhood Snapshot" <http://www.gnocdc.org/orleans/12/5/snapshot.html>

<sup>12</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT), West Bank, New Orleans, Louisiana*. Geo-Marine, Inc.: Plano, TX, 1996: 21.

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Meyer, the station's primary Congressional supporter, died in 1908, leaving the station without a strong advocate; following Meyer's death, the generous appropriations for the New Orleans naval station ceased.<sup>13</sup>

Government economy prompted the closure of the naval station in September 1911. Between 1911 and 1914, Congress began reassessing the condition of its war machine as the threat of world war loomed. During the same time, business interests in New Orleans began to pressure Washington to consider reactivating the naval base. In May 1913, Secretary of the Navy Josephus Daniels visited the facility and was lobbied by civic leaders to reopen the base. Daniels' visit was followed by an inspection tour in June by a committee established to visit, inspect, and assess various naval bases throughout the U.S. Later that year, Assistant Secretary Franklin D. Roosevelt visited the facility. Both Daniels and Roosevelt were impressed by the condition and completeness of the naval station and sympathetic to its reopening.<sup>14</sup>

Following the recommendations of Daniels and Roosevelt, the New Orleans Naval Station was reopened on January 7, 1915. Upon reopening, the naval station was used for repairs and overhaul of gunboats, New Orleans class cruisers, and other vessels of the Special Service Squadron performing duty in the Gulf and Caribbean waters. These functions were assigned to the naval yard based on the Navy Yard Commission's assessment of the facility. According to the findings of the Navy Yard Commission,

New Orleans was an unlikely location for a first-class naval base because the strength of the river current at full flood was too great, the elevation of the yard was too low relative to the height of the levee, the level of the river varied greatly, there was insufficient water depth in the channel approaches at the mouth of the river, and the distance of the yard from the mouth of the river was unusually great. On the other hand, the Commission believed that in times of war New Orleans could render an important service by serving as a 'supply center and base for repair and refit for destroyers, submarines, light cruisers, auxiliary merchant cruisers, supply ships, transports, and other auxiliaries.'<sup>15</sup>

During World War I, the installation operated as an industrial navy yard for the repair of vessels small enough to be handled by dry dock YFD-2. A receiving station (a signals-intelligence gathering facility) was also established, with logistic support including a Naval hospital and a supply department. The base also served as a training station for firemen and machinist's mates. Although the naval station played only a small role during World War I, the physical plant of the station was further developed during this period (1915-1919). More shops and storage facilities were completed, as well as barracks and quarters. The majority of new buildings were located adjacent to the railroad tracks that had been extended to provide access to the new hospital and the coaling and gasoline storage plants. Most of these improvements were done to accommodate the 700 enlisted men that attended the firemen's and machinist's mate school as well as 100 officers stationed at the base. The new facilities also accommodated some personnel responsible for repairing warships in Gulf waters and served as headquarters for the training station of 3,400 men at West End.<sup>16</sup>

## **The Interwar Years (1920-1939)**

### ***The National Context***

(text below in italics taken directly from the Charleston Navy Yard Historic District National Register nomination)

*With the ending of hostilities in Europe, America's interest in military affairs declined rapidly. The war left the nation with an enormous debt that severely limited military expenditures. Following a brief post-war rise in prosperity during the first part of the 1920s, the country plunged into economic depression in 1929 and there was neither any perceived need, nor public sentiment, for extensive military spending for most of the next decade.*

*International events at first appeared to support the widely-held perception that large standing armed forces would be essentially unnecessary in the future, since many hoped that a truly lasting peace had been—or could be—achieved. Efforts by the League of Nations, the Washington Naval Disarmament Conference (1921-1922), and the London Naval*

<sup>13</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT)*, West Bank, New Orleans, Louisiana. Geo-Marine, Inc.: Plano, TX, 1996: 24.

<sup>14</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT)*, West Bank, New Orleans, Louisiana. Geo-Marine, Inc.: Plano, TX, 1996: 24-8.

<sup>15</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT)*, West Bank, New Orleans, Louisiana. Geo-Marine, Inc.: Plano, TX, 1996: 42.

<sup>16</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT)*, West Bank, New Orleans, Louisiana. Geo-Marine, Inc.: Plano, TX, 1996: 42.

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*Disarmament Conference (1930) further led to a sense of confidence—even overconfidence—that global war was a thing of the past. The disarmament treaties limited the overall ratio of capital ships and naval fortification in the Pacific. Under the Kellogg-Briand Act, world powers went as far as even to outlaw war as an instrument of national policy. As international tensions rose steadily in the mid-to-late 1930s amid the rise of dictatorships and military-dominated governments willing to be aggressive in their pursuit of national goals, however, dreams of a lasting peace faded.*

*Although the United States' military establishment suffered under severely restricted appropriations, it continued to improve the weapons introduced or improved during World War I, to continue to develop new weapons, and to develop strategies and tactics to employ them all with greater effectiveness, something that later proved to be essential to the Allied success in World War II.*

*The history of the Navy in the years between the two world wars was dominated by international naval disarmament conferences, the growing threat of Japan, and the emergence of aircraft and submarines as formidable weapons. Attention was refocused on the Pacific arena and in improving Navy installations on the West Coast and Hawaii. Despite its preference for traditional surface warfare, the Navy made great strides in incorporating aircraft and submarines into its system. The twin factors of increasing international tensions and domestic public works projects sponsored by President Franklin D. Roosevelt's New Deal programs of the mid-to-late 1930s resulted in the first consistent rise in military appropriations since the end of World War I. By the time America entered World War II in 1941, improvements in technology and to military installations such as the Navy's shore facilities strengthened the American war effort.*

### **Local Context**

The conclusion of World War I brought demobilization and consolidation of naval facilities and personnel throughout the United States. In New Orleans, the receiving station was decommissioned in 1921, and the Naval hospital was taken over by the Veteran's Administration (VA) in 1922; the VA ran the hospital from 1922 to 1924. The Commandant of the Eighth Naval District moved their headquarters from the Navy building in downtown New Orleans back to the Naval Station in 1921. The Commandant's headquarters remained at the station until June 30, 1933, when the Sixth, Seventh, and Eighth Naval districts were consolidated.<sup>17</sup> A skeleton crew remained at the yard during this period while ship repair was first curtailed and then discontinued. Between 1921 and 1940 a variety of organizations used the station and private companies used the docks.

During the 1930s, a number of attempts were made to find viable alternative uses for the New Orleans Naval Station (see the Historical Note: Local Activity during the Interwar Years (1934-1939)). In 1931, a landing field was established at the station, and later that year, an agreement was finalized with Todd Engineering Dry Dock and Repair Company to rent the dock and do repairs to the structure. By 1933, less than thirty navy personnel and civilians were left at the base to keep the buildings and grounds in repair.<sup>18</sup>

### **The World War II Years (1940-1945)**

#### ***The National Context***

(text below in italics taken directly from the Charleston Navy Yard Historic District National Register nomination)

*As war appeared imminent in Europe, the United States attempted to maintain neutrality by passing the Neutrality Acts of 1935 and 1937. Following the invasion of Poland in 1939 by Germany and the formal outbreak of World War II, additional neutrality measures were implemented, such as organizing and establishing the United States Atlantic Neutrality Patrol. Regardless of its continual declarations of neutrality, the United States steadily increased its military expenditures in anticipation of being drawn into the conflict.*

*The Navy expanded its fleet through measures such as the Naval Expansion Act of 1938, enacted at Roosevelt's request, authorizing an increase in the size of the fleet by twenty percent. Responding to victories by the Axis powers in 1940, Roosevelt signed legislation providing for the establishment of a two-ocean navy and construction of 200 warships. After*

<sup>17</sup> "History of US Naval Repair Base, New Orleans, Louisiana" *United States Naval Administration in World War II, Commandant, Eighth Naval District*

<sup>18</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT), West Bank, New Orleans, Louisiana*. Geo-Marine, Inc.: Plano, TX, 1996: 45.

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*the United States entered the war in December 1941, the Navy focused on repairing extant vessels and building new ones at an unprecedented rate. The principal navy yards constructing and repairing capital ships were the Brooklyn Navy Yard and Norfolk Navy Yard on the East Coast and the Puget Sound Navy Yard on the West Coast.*

*The Allies' success in World War II would owe a great deal to their ability to marshal and deploy resources for the war effort. Resources on the home front included establishing a well-trained workforce, assembling materials, implementing conservation measures, and securing funding. Scarcity of building materials and the need to respond quickly using as little labor and funds as possible in new construction dictated the extensive use of temporary buildings and structures whenever practicable. Temporary construction was designated as that which was to be employed for a minimum duration only and consisted largely of wood-frame buildings or metal ones that could be erected by the fewest workers possible.*

*While few permanent buildings and structures were built in this period, some facilities required more substantial and more lasting construction. Such uses included industrial manufacturing, the storing of explosive or perishable supplies, buildings and structures whose use was expected to continue after the war's end, and research and development facilities. Those that were built typically employed concrete, masonry, or steel-frame construction methods. By the end of 1942, most permanent construction activities ceased.*

### **Local Context**

Beginning in August 1940, the Chief of Naval Operations began to consider the possibilities of using facilities such as Algiers to assist in ship construction and service the increasing number of airplanes used by various branches of the military in anticipation of being drawn into World War II. In September 1940, the National Youth Administration (see historical note) vacated the base, leaving Todd-Johnson Dry Docks, Inc. and the Inland Waterways Corporation as the only tenants. At that time, the Coast Guard had assumed control of and responsibility for the station, with the intention of using it as a training facility. However, the Navy began to reconsider its use of the station and determined it could use a portion of the buildings without disrupting the activities of the Coast Guard. In April 1941, station commander Captain Philip Seymour moved his headquarters to the facility, assembled a crew, and procured civilian personnel, effectively signaling the reactivation of the station.<sup>19</sup>

Following reactivation, Navy officials determined the station lacked adequate facilities, especially a new receiving station that was needed due to the central, strategic location of the station. Plans for the receiving station were prepared by Wyatt C. Hedrick of Fort Worth, Texas, and the New Orleans-based firm, George J. Glover Company was contracted to construct the building. Work extended beyond the construction of the receiving station and was based on the four major Navy activities that took place at the station – waterfront operations, supply depot, receiving station, and radio station – as well as the Coast Guard training station and a division of the Director of the Port Detail. Additional construction projects included rehabilitation of the wharf and construction of a wharf shed, repair and maintenance shops, auxiliary power plant, water mains, fire hydrants, barracks, naval hospital, officers' quarters, station boundary fence, etc. By June 1942, fifty new buildings had been constructed, and that year the Naval Station Base was officially commissioned with the mission to outfit, inspect, and make ready small craft for sea.<sup>20</sup>

Activity at the Naval Station increased through much of World War II. The station was home to 3,003 Navy enlisted men and 1,243 men assigned to the Coast Guard Training Station. The base was the site of a supply depot, armed guard center, brig, motor torpedo boat program, firefighting school, hospital, ship repair school, Coast Guard Training, General Court Martial Board for the Eighth Naval District, the Naval Medical Supply Storehouse, and the floating dry dock YFD-41. By June 1945, personnel at the station had supplied and serviced 6,267 vessels and had outfitted an additional 769. Shore-based staff included 32 officers and 268 enlisted personnel, while 1,118 officers and 14,120 enlisted men were involved with the Naval Training School. The following month, the station began its transformation back to a peacetime naval station.<sup>21</sup>

<sup>19</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT)*, West Bank, New Orleans, Louisiana. Geo-Marine, Inc.: Plano, TX, 1996: 47-8.

<sup>20</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT)*, West Bank, New Orleans, Louisiana. Geo-Marine, Inc.: Plano, TX, 1996: 48.

<sup>21</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT)*, West Bank, New Orleans, Louisiana. Geo-Marine, Inc.: Plano, TX, 1996: 49-50.

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### **Historical Note: Post World War II Activity, 1946-2011**

While many stations were being closed (and the historic district's period of significance ends at this time), Congressman F. Edward Hebert successfully lobbied to keep the base open in the postwar period. As a member of the House Naval Affairs Committee, Hebert was able to identify new missions for the facility and was able to acquire appropriations to keep the physical plant in good repair. In 1947, the facility was re-designated as a naval station and played a key role in the Eighth Naval District, an area composed of eight states: Tennessee, Arkansas, Oklahoma, Texas, Louisiana, Mississippi, Alabama, and that part of Florida west of the Apalachicola River. Many of the district's 1,200 officers and men and 2,000 civilians were employed at the Naval Station.<sup>22</sup> In 1951, two million dollars were appropriated to the Naval Station for repair and construction work, specifically to modernize barracks in advance of the facility being used as a receiving station for the Korean conflict draft program. The facility was the only receiving station between Charleston, South Carolina, and San Diego, California.<sup>23</sup>

Although lobbying efforts by Congressman Hebert staved off closure of the entire installation, the U.S. Naval Station, New Orleans was disestablished in 1962, and a new Headquarters Support Activity was established in recognition of the Eighth Naval District Headquarters. Personnel were transferred to the 137.1 central acres of the property, while the western and eastern portions of the base were declared surplus.<sup>24</sup> In 1966, the New Orleans Army Base, located on the east bank of the Mississippi River, was transferred to the Navy. That same year, the Headquarters, Support Activity was reorganized as the Naval Support Activity to reflect the changing mission of the station. The change in mission and designation signaled the first time that both sides of the Mississippi River began serving as the Naval Support Activity. All naval districts were disestablished and replaced by Chief of Naval Reserve (CNARES) in 1990, which became the major area coordinator. In 1999, the Naval Support Activity (NSA) New Orleans and the New Orleans Naval Air Station (NAS) joint reserve base, which was built between 1954 and 1957 in Belle Chasse, were consolidated.<sup>25</sup> By the early 2000s, the Naval Support Activity New Orleans facility served solely as an administrative base where 4,500 military personnel and civilians worked and served the national headquarters for the Navy and Marine Corps reserve.<sup>26</sup>

In 2005, the Base Closure and Realignment (BRAC) Commission recommended closing the Naval Support Activity, New Orleans facility and the relocation of personnel and functions to specific bases. The closure of Naval Support Activity New Orleans furthered the Department of the Navy's efforts to streamline regional management structures and to institute consistent business practices.<sup>27</sup> On September 15, 2011, Naval Support Activity New Orleans was officially closed. Ownership of the property was officially transferred from the U.S. Navy to the Algiers Development District, a non-governmental, private entity, in May 2013.

### **Historical Note: Local Activity during the Interwar Years (1934-1939)**

In 1934, the base in Algiers became home to a transient camp administered by city officials under the Federal Emergency Relief Administration (FERA). In May 1933, in one of the early enactments during the famous "One Hundred Days," President Franklin Roosevelt approved the Federal Emergency Relief Act, which authorized \$500,000,000 in Depression relief grants to the states. It specifically permitted grants to relieve the plight of America's transients – the homeless, jobless persons reeling through cities and train yards by the tens of thousands in the deep Depression. FERA launched an ambitious transient program in cooperation with the states. For two years, until the Works Progress Administration superseded FERA in 1935, FERA funded and guided transient programs in almost all the states.<sup>28</sup>

In February 1934, New Orleans transient officials were operating out of several facilities. The decommissioned Naval Station appeared ideally suited to consolidate the program. The base contained a large Marine Barracks and other

<sup>22</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT), West Bank, New Orleans, Louisiana*. Geo-Marine, Inc.: Plano, TX, 1996: 50.

<sup>23</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT), West Bank, New Orleans, Louisiana*. Geo-Marine, Inc.: Plano, TX, 1996: 53.

<sup>24</sup> Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT), West Bank, New Orleans, Louisiana*. Geo-Marine, Inc.: Plano, TX, 1996: 54.

<sup>25</sup> "New Orleans Naval Support Activity US Navy Base in Louisiana" <http://www.usmilitary.com/bases/base.php?id=88> April 30, 2008.

<sup>26</sup> Purpura, Paul. "Naval Support Activity marks end of an era in New Orleans" [www.nola.com](http://www.nola.com) August 12, 2011.

<sup>27</sup> United States Department of Defense. *Base Closure and Realignment Report*, 2005: DoN – 17.

<sup>28</sup> Wild, Frederick. *New Deal Harbor: Transient Camp at the New Orleans Naval Station 1934-1936*. University of New Orleans, 2001: 1.

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multistory brick buildings that would serve as dormitories and dining halls. Ship fitting plants, machine shops, electric, carpentry, and paint shops, together with broad fields of alluvial soil, provided many opportunities to occupy the men in productive work. In addition, solid administrative buildings offered work space and training and teaching rooms. By April 1934, the Navy and FERA had struck an agreement. The Navy granted FERA authority "to use and occupy as a shelter for transients under federal care the entire former naval station." That month, 1,857 persons, including a very few women, appeared on transient bureau rolls in New Orleans. Algiers fundamentally changed the transient operation as men would be occupied in training, they would work in the station's shops and facilities, and they would learn to grow vegetables, which would be consumed on base.<sup>29</sup>

The FERA transient program ended in 1935 with the intention of new programs being established through the Works Progress Administration (WPA). In September 1935, the Algiers camp closed its gates to all except previous residents returning from ended jobs. Between August and September, the camp population decreased from 1,200 to 850. That October, recruiters visited the camp in Algiers and registered employable men for the WPA program. Though short lived, the FERA base at Algiers fundamentally changed the nature of transient camps as men were occupied in training, working in the station's shops and facilities, and growing vegetables to be consumed on base. It is possible the station is significant for its FERA transient camp but research has not been conducted to support this as an area of significance.

On November 14, 1935, the camp officially became a WPA project. Work at the station included the continued operation of the camp dairy and farm. Many residents were sent to offsite projects, and the camp population continued to dwindle. Throughout the following year, hundreds of men were transferred to other projects, and on March 1, 1936, the Algiers camp was officially closed.<sup>30</sup>

From December 1938 to September 1940, the National Youth Administration (NYA) used the installation as one of their sites for teaching trades to unemployed youths.<sup>31</sup> The Federal Barge Line utilized the station's wharves from 1933 until 1941, and the United States Coast Guard established a training station at the facility from September 1940 until late 1942.<sup>32</sup> The dry dock YFD-2 was transferred from New Orleans to Pearl Harbor in 1940 and was sunk in the Japanese attack on Pearl Harbor of December 7, 1941, while holding the *USS Shaw*. During 1940, a major WPA plan was undertaken to modernize the facility, including the renovation of buildings throughout the installation and upgrading infrastructure including streets and sewage lines.<sup>33</sup> The station would receive a new dry dock during the World War II period, although it was not installed by the WPA.

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## 9. Major Bibliographical References

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

"Charleston Navy Yard Historic District" *National Register of Historic Places nomination*, 2006.

"Naval Support Activity New Orleans" *Integrated Cultural Resource Management Plan*, 2004.

Robinson Atlas

Sanborn Fire Insurance Maps

WPA Photograph Collection, New Orleans Public Library

### Books:

Doty, Martha et al. *An Historical and Architectural Assessment of the Naval Support Activity (NAVSUPACT), West Bank, New Orleans, Louisiana*. Geo-Marine, Inc.: Plano, TX, 1996.

Hamm, Thomas. *A Lifetime Spent Doing What I Loved to Do! An Autobiography*. New York: iUniverse, 2008.

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<sup>29</sup> Wild, Frederick. *New Deal Harbor: Transient Camp at the New Orleans Naval Station 1934-1936*. University of New Orleans, 2001: 30-2.

<sup>30</sup> Wild, Frederick. *New Deal Harbor: Transient Camp at the New Orleans Naval Station 1934-1936*. University of New Orleans, 2001: 79-81.

<sup>31</sup> Hamm, Thomas. *A Lifetime Spent Doing What I Loved to Do! An Autobiography*. New York: iUniverse, 2008. 43.

<sup>32</sup> "History of US Naval Repair Base, New Orleans, Louisiana" *United States Naval Administration in World War II, Commandant, Eighth Naval District*

<sup>33</sup> WPA Photograph Collection, New Orleans Public Library

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"History of US Naval Repair Base, New Orleans, Louisiana" *United States Naval Administration in World War II, Commandant, Eighth Naval District CXV Appendix A.*

United States Department of Defense. *Base Closure and Realignment Report, 2005.*

Wild, Frederick. *New Deal Harbor: Transient Camp at the New Orleans Naval Station 1934-1936.* University of New Orleans, 2001.

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"New Orleans Dock Story in Detail" *Daily Picayune* November 7, 1901:12.

Online Resources:

Navy Reserve Breaks Ground on New Administrative HQ at NSA Norfolk" <http://navy.mil>

"New Orleans Naval Support Activity US Navy Base in Louisiana" <http://www.usmilitary.com/bases/base.php?id=88> accessed July 2012.

Purpura, Paul. "Naval Support Activity marks end of an era in New Orleans" [www.nola.com](http://www.nola.com) August 12, 2011.

Purpura, Paul. "After 110 years, Naval Support Activity's Algiers base is closed" *Times-Picayune* September 15, 2011.

U.S. Naval Support Area Neighborhood Snapshot" <http://www.gnocdc.org/orleans/12/5/snapshot.html>

**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 # \_\_\_\_\_xxx\_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_xxx\_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_xxx\_\_\_\_\_
- Not Applicable

**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): NA

**10. Geographical Data**

**Acreage of Property** 47.92 acres

(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.) **NAD 83**

1	<u>15</u>	<u>786140</u>	<u>3317120</u>	4	<u>15</u>	<u>786800</u>	<u>3316560</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>15</u>	<u>786160</u>	<u>3316520</u>	5	<u>15</u>	<u>786570</u>	<u>3316000</u>
	Zone	Easting	Northing		Zone	Easting	Northing
3	<u>15</u>	<u>786800</u>	<u>3316460</u>	6			
	Zone	Easting	Northing		Zone	Easting	Northing

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

The boundary runs south along Heerman Street from just north of Facility 71 to Opelousas Avenue. At Opelousas Avenue, the boundary turns and runs directly east to Herbert Drive. At Herbert Drive, the boundary turns and runs south until the intersection of Herbert Drive and Constitution Street. At Constitution Street, the boundary turns again and runs east for a portion of the block before turning southeast just before Quarters E. At the rear lot of Quarters E, the boundary turns again and runs east to capture the buildings on the south side of Constitution Street. At Hunley Street, the boundary turns and runs north back to Constitution where it again turns and runs west for two blocks. At Carmick Street, the boundary turns and runs north until it reaches Sanctuary Drive. At Sanctuary Drive, the boundary turns west for half a block and then runs north and then west to capture Facility 8. The boundary continues west, crossing Herbert Drive. Continuing west, the boundary makes a slight jog northward while crossing O'Bannon Street. It then continues westward to capture Facility 71 where it intersects with the beginning of the boundary at Heerman Street.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundaries encompass the historic core of the naval base where all but one resource that date to World War II and before are located. The one World War II era building not included has been significantly altered and does not contribute to the historic character of the district.

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**11. Form Prepared By**

name/title Elizabeth Breiseth  
organization MacRostie Historic Advisors date May 2013  
street & number 1400 16<sup>th</sup> Street, NW, Suite 420 telephone (202) 483-2020  
city or town Washington state DC zip code 20036  
e-mail ejbreiseth@gmail.com

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**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**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

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**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.

Name of Property: **U.S. Naval Station Algiers Historic District**

City or Vicinity: **New Orleans**

County: **Orleans Parish**

State: **Louisiana**

Photographer: **Elizabeth Breiseth**

Date Photographed: **May 2013**

Description of Photograph(s) and number:

**Photo 1:** Quarters D, camera facing south

**Photo 2:** Facility 351, camera facing southeast

**Photo 3:** Quarters B, camera facing south

**Photo 4:** Facility 338, camera facing southwest

**Photo 5:** Quarters G, camera facing southwest

**Photo 6:** Quarters F, camera facing southwest

**Photo 7:** Quarters C, camera facing southwest

**Photo 8:** Facility 358, camera facing southwest

**Photo 9:** Quarters E, camera facing southwest

**Photo 10:** Quarters 29, camera facing northwest

**Photo 11:** Facility 350, camera facing north

**Photo 12:** Quarters M2, camera facing northwest

**Photo 13:** Facility 354, camera facing north

**Photo 14:** Quarters M1, camera facing northwest

**Photo 15:** Facility 343, camera facing north

**Photo 16:** Quarters M3, camera facing northwest

**Photo 17:** Facility 345, camera facing north

**Photo 18:** Quarters U, camera facing northwest

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- Photo 19:** Facility 346, camera facing northwest
- Photo 20:** Federal City Inn, camera facing northeast
- Photo 21:** Facility 684, camera facing west
- Photo 22:** Facility 81, camera facing northwest
- Photo 23:** Facility 23, camera facing southwest
- Photo 24:** Facility 349, camera facing south
- Photo 25:** Facility 24, camera facing northwest
- Photo 26:** Facility 425 at far right, camera facing southwest
- Photo 27:** Facility 22, camera facing northwest
- Photo 28:** Federal City Auditorium, camera facing southeast
- Photo 29:** Facility 700, camera facing southwest
- Photo 30:** Facility 700, Fairwinds Club, camera facing southeast
- Photo 31:** Facility 10, camera facing northeast
- Photo 32:** Storage Shed, camera facing southeast
- Photo 33:** Facility381 (basketball court)/Facility 750 (football field) and running track, camera facing northwest
- Photo 34:** Facility381 (basketball court)/Facility 750 (football field) and running track, camera facing southwest
- Photo 35:** Facility 8, camera facing southeast
- Photo 36:** Facility 416, camera facing northwest
- Photo 37:** Facility 102, camera facing northeast
- Photo 38:** Facility 2, camera facing northwest
- Photo 39:** Facility 3, camera facing northeast
- Photo 40:** Facility 101, camera facing northwest
- Photo 41:** Facility 4, camera facing northwest
- Photo 42:** Facility 56, camera facing southeast
- Photo 43:** Facility 251, camera facing southeast
- Photo 44:** Facility 762, camera facing east
- Photo 45:** Facility 11, camera facing west
- Photo 46:** Facility 11, camera facing southeast

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**Photo 47:** Facility 80, camera facing southwest

**Photo 48:** Facility 59, camera facing northeast

**Photo 49:** Facility 58, camera facing southeast

**Photo 50:** Garage/Navy Federal Credit Union, camera facing southwest

**Photo 51:** Facility 16, camera facing southeast

**Photo 52:** Facility 266, camera facing northeast

**Photo 53:** Facility 71, camera facing southwest

**Photo 54:** NOMMA (under construction), camera facing southwest

**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.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior  
National Park Service

National Register of Historic Places Continuation Sheet

U.S. Naval Station Algiers Historic District

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Name of multiple property listing (if applicable)

Section number **Maps** Page 1

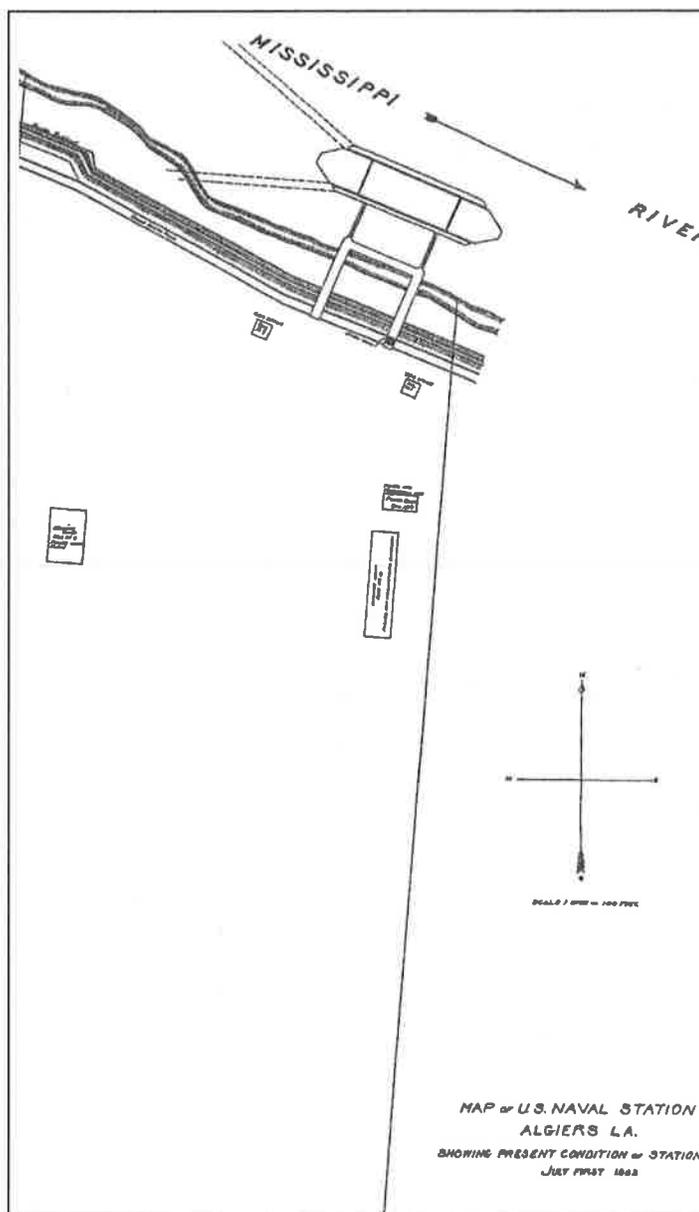


Figure 1: U.S. Naval Station Algiers, ca. 1902

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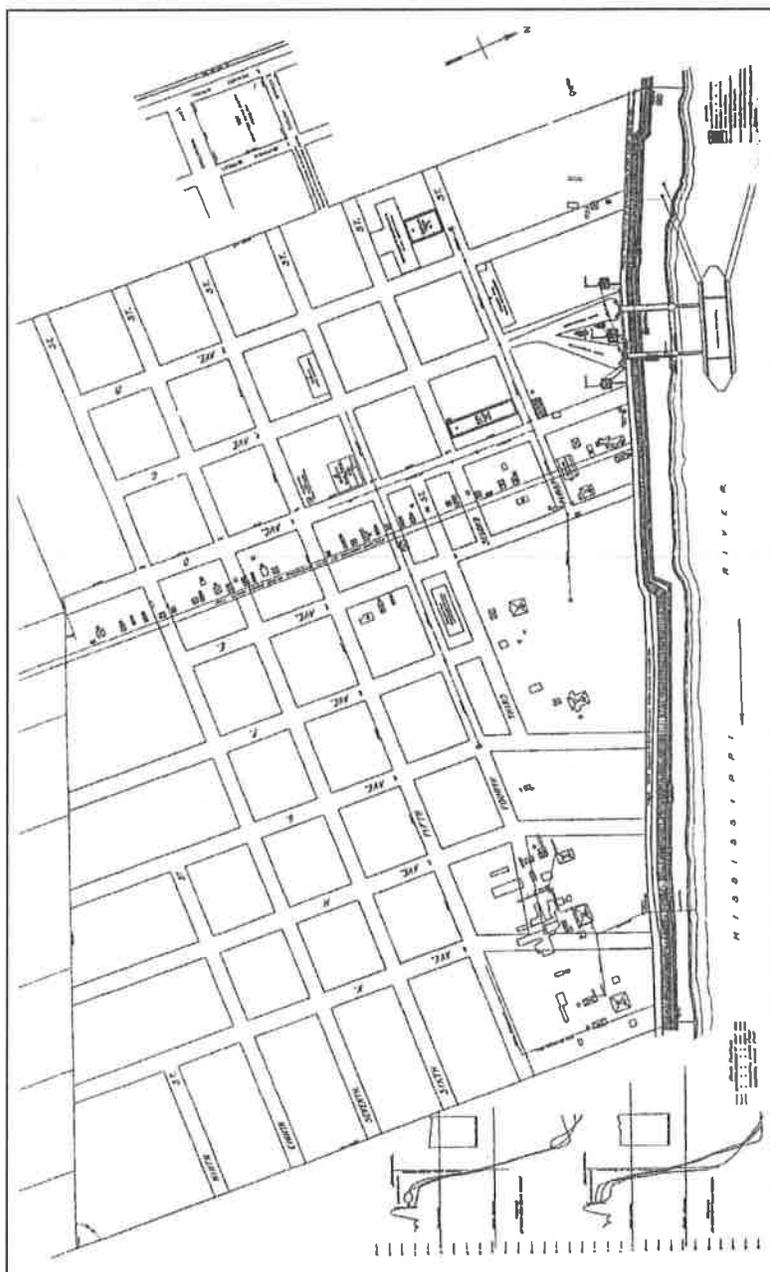


Figure 2: U.S. Naval Station Algiers, ca. 1909

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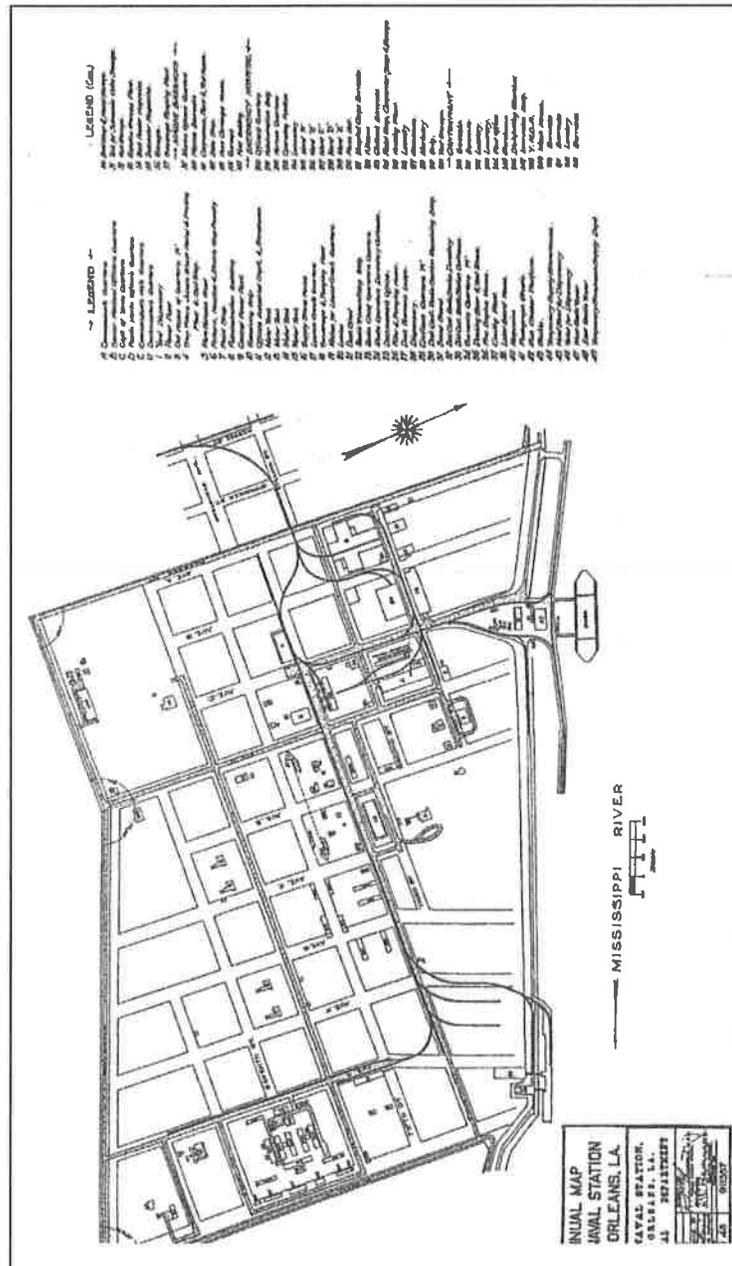


Figure 3: U.S. Naval Station Algiers, ca. 1915

National Register of Historic Places Continuation Sheet

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Section number **Maps** Page **4**

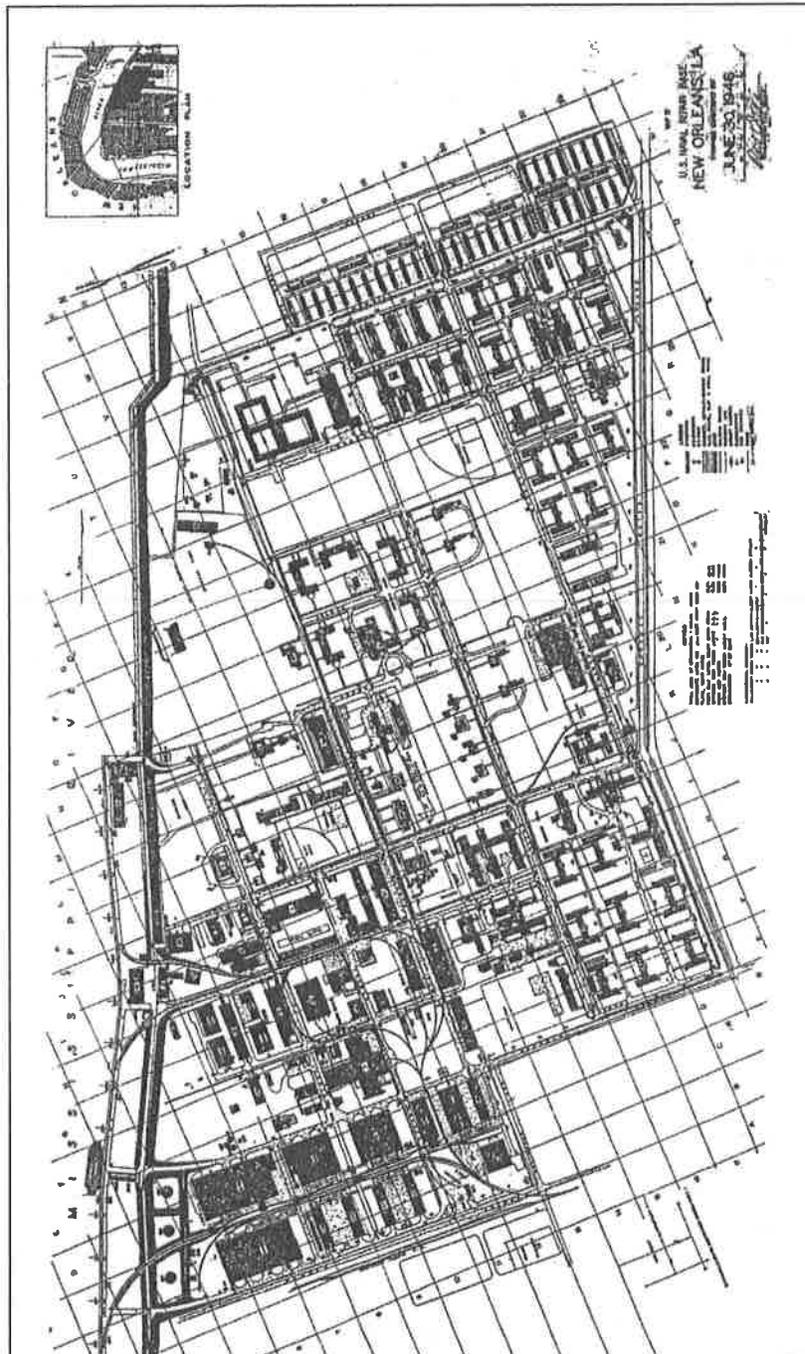


Figure 4: U.S. Naval Station Algiers, ca. 1946

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Name of multiple property listing (if applicable)

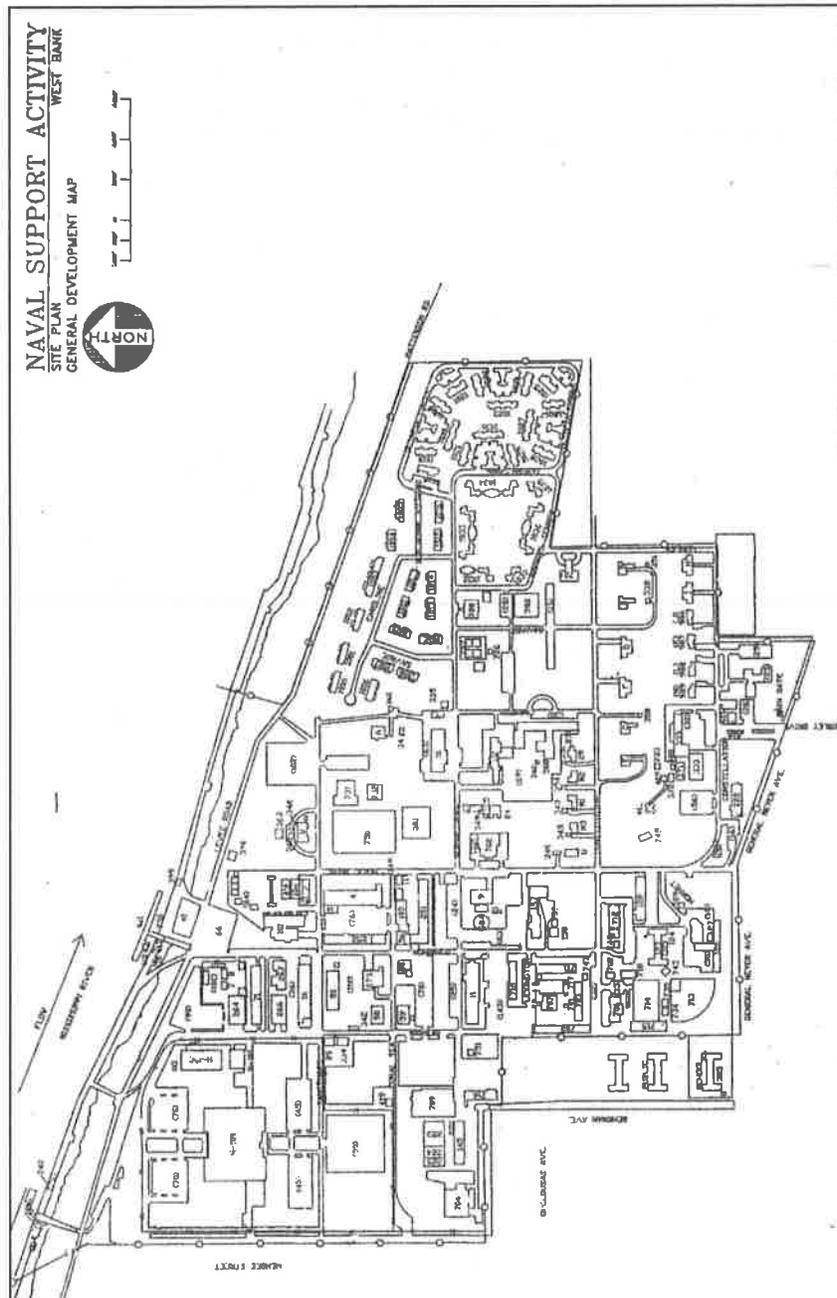


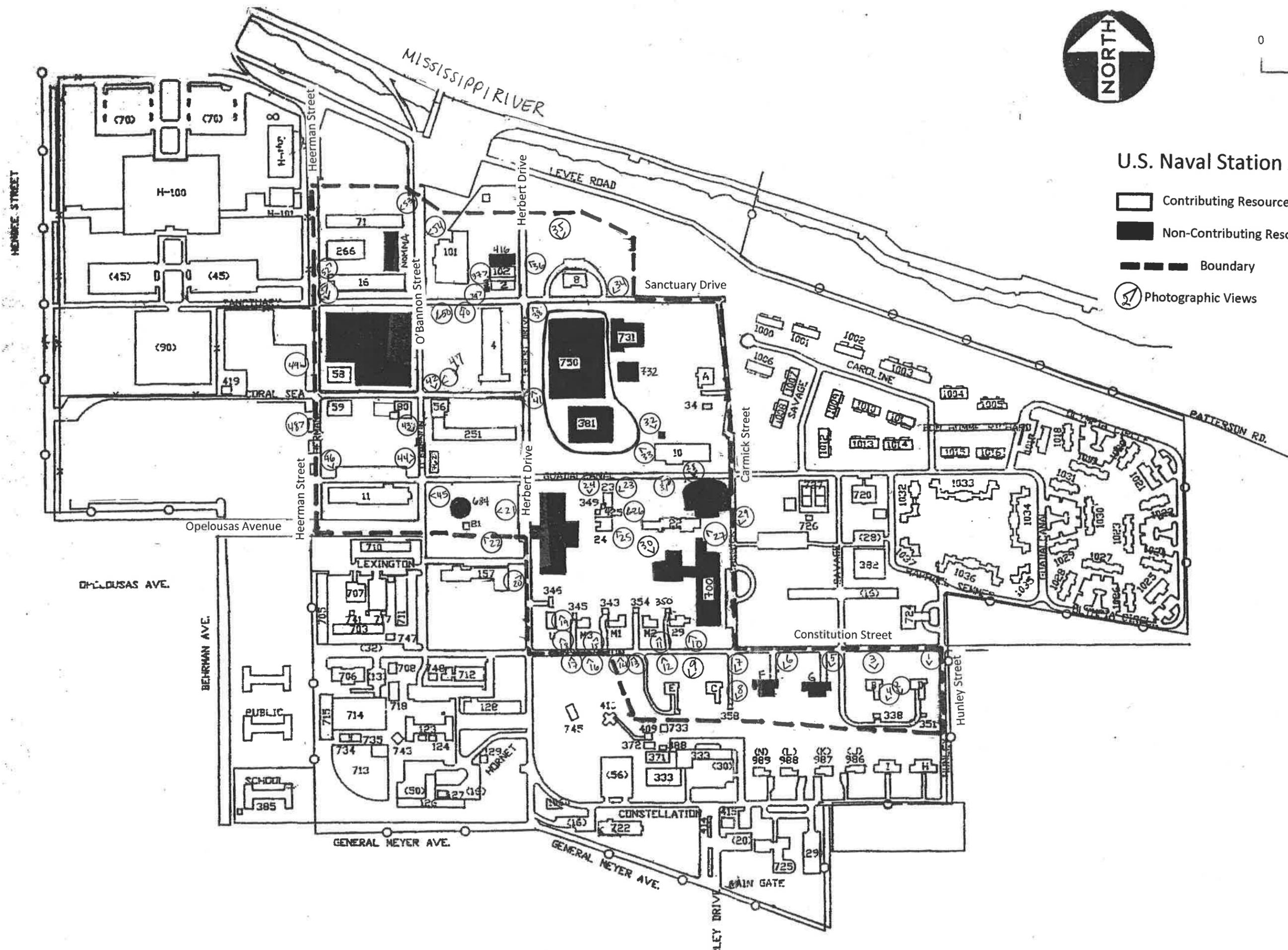
Figure 5: U.S. Naval Station Algiers, ca. 1996

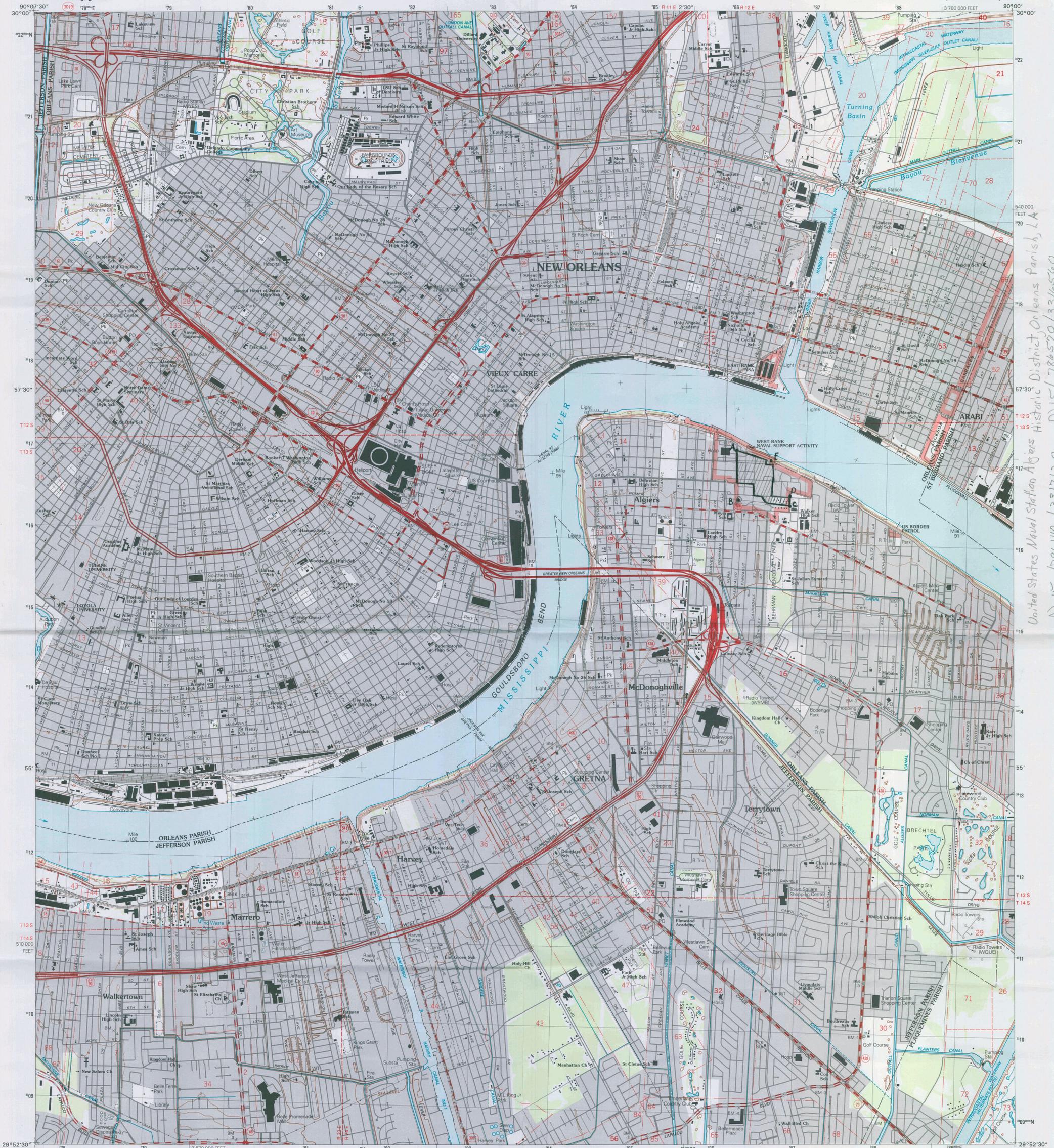


# U.S. Naval Station Algiers Historic District

Orleans Parish, LA

-  Contributing Resource
-  Non-Contributing Resource
-  Boundary
-  Photographic Views





United States Naval Station Algiers Historic District Orleans Parish, LA  
A) 15 1786140 / 3317120  
B) 15 1786160 / 3316520  
C) 15 1786800 / 3316460  
D) 15 1786570 / 3316560  
E) 15 1786570 / 3316000

Produced by the United States Geological Survey  
Topography compiled 1989. Planimetry derived from imagery taken 1998 and other sources. Public Land Survey System and survey control current as of 1991.  
North American Datum of 1983 (NAD 83). Projection and 1000-meter grid: Universal Transverse Mercator, zone 15 10 000-foot ticks. Louisiana Coordinate System of 1983 (south zone)  
North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software.  
This quadrangle covers a subsidence area  
City of New Orleans and Orleans Parish are coextensive  
Landmark buildings verified 1991



SCALE 1:24 000  
CONTOUR INTERVAL 5 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048



ADJOINING 7.5' QUADRANGLE NAMES LA 201B

1	2	3
4	5	6
7	8	

NEW ORLEANS EAST, LA  
1998  
NIMA 7943 I-91-SERIES V885





















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46

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TELEPHONE

TELEPHONE

TELEPHONE







HEBERT

25



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SUBWAY

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LEFT  
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ONE WAY



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