North Carolina Department of Natural and Cultural Resources

State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

March 6, 2017

Russell L. Waters
Harvey Point Defense Testing Activity
2835 Harvey Point Road
Hertford, NC 27944

Re: Architectural Survey and Evaluation, Harvey Point Testing Area, Hertford, Perquimans County, ER 17-0160

Dear Mr. Waters:

Thank you for your recent submittal of the above-referenced evaluation, prepared by the Naval Facilities Engineering Command. We have reviewed the report and concur with its findings that the architectural resources constructed from 1959 to 1965 at Harvey Point are not eligible for listing in the National Register of Historic Places under any of the criteria for evaluation.

We found the report quite interesting and have no recommendations for revisions. We will add the report and information to our files for use in future Section 106 reviews and research.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

Renee Gledhill-Earley

for Ramona M. Bartos

DEPARTMENT OF DEFENSE
HARVEY POINT DEFENSE TESTING ACTIVITY

2835 HARVEY POINT ROAD
HERTFORD, NORTH CAROLINA 27944

eletters 2/24/17 ER 17-0160 RSE + To Scott Yes 2/24 Due 2/24

Ms. Renee Gledhill-Earley
North Carolina State Historic Preservation Office
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

Dear Ms. Gledhill-Earley,

Harvey Point Defense Testing Activity (HPDTA) is submitting the enclosed draft documents titled, Architectural Survey and Evaluation, Harvey Point Testing Activity, Hertford, Perquimans County, North Carolina, prepared by the Naval Facilities Engineering Command. Undertaken to comply with Section 110 of the National Historic Preservation Act, the survey focused on the evaluation of the architectural resources constructed between 1959 and 1965.

Due 2/17/17

Based on the enclosed evaluation report, HPDTA has determined that the architectural resources constructed from 1959 to 1965 at HPDTA do not possess sufficient significance to be eligible for the individual listing in the National Register of the Historic Places, or collectively as a historic district, under Criteria A, B, or C, in connection with a national historic context associated with the military during the Cold War era. Completion of this survey, however, does not preclude HPDTA from future responsibilities under 36 CFR Part 800.

HPDTA invites you to concur with these findings and provide comments on draft report in reply to this letter, for revision in the final report, within 30 days after receipt. Additionally, HPDTA requests that you provide an invoice for preparing the proof sheets required for architectural survey, prior to our payment and approval of the processing. If you need additional information or clarification, feel free to contact Brian Lee, ESO, at (252) 426-4360, or by email at brian.lee.civ@mail.mil.

Sincerely,

Russell Waters

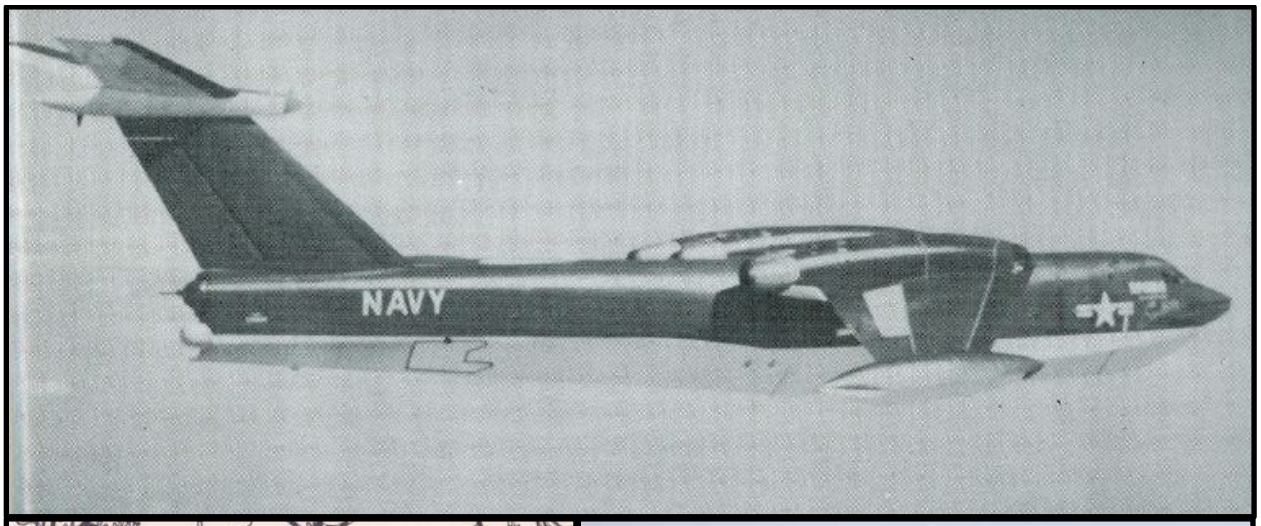
Russell L. Waters
Director HPDTA

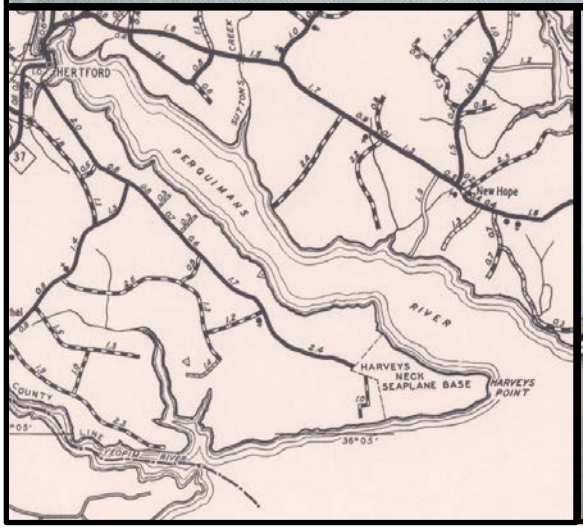
Enclosures: 1. October 2016 report with CD
2. Survey Forms

Copy to (w/o enclosures): Naval Facilities Engineering Command, Atlantic (D. Cook, R. Jackson)
Naval Facilities Engineering Command, Mid-Atlantic (H. Robbins)

Architectural Survey and Evaluation

HARVEY POINT DEFENSE TESTING ACTIVITY
Hertford, Perquimans County, North Carolina





October 2016

Darrell E. Cook (NAVFAC Atlantic)
Heather L. Robbins (NAVFAC Mid-Atlantic)

Architectural Survey and Evaluation

HARVEY POINT DEFENSE TESTING ACTIVITY
Hertford, Perquimans County, North Carolina

October 2016

Primary Authors:

Naval Facilities Engineering Command Atlantic – Darrell E. Cook

Naval Facilities Engineering Command Mid-Atlantic – Heather L. Robbins

Photographer:

Harvey Point Defense Testing Activity Natural Resources Manager/
Guest Services, Inc. – Paul Hunter

Front Cover Images:

Top – Image of P6M (SeaMaster) Jet Seaplane. (Source: Town of Hertford Bi-Centennial, p. 63, 1958).

Bottom Left – 1953 State Highway and Public Works Commission Roadway Map of Perquimans County. (Source: North Carolina Maps, accessed online at: http://dc.lib.unc.edu/cdm/singleitem/collection/ncmaps/id/8064/rec/1).

Bottom Right – Harvey Point Defense Testing Activity, Former Administration/Operations Building (PQ850; Building 3-1), August 2014. (Source: Harvey Point Defense Testing Activity photograph, 2014).

Executive Summary

Produced in fulfillment of Section 110 of the National Historic Preservation Act (NHPA), this report contains the inventory and National Register of Historic Places (NRHP) eligibility evaluation for thirty-three architectural resources constructed between 1959-1965 at Harvey Point Defense Testing Activity (HPDTA), Hertford, Perquimans County, North Carolina. Architectural historians from Naval Facilities Engineering Command, Atlantic and Mid-Atlantic, based in Norfolk, Virginia, with the assistance of HPDTA staff, conducted the fieldwork on August 7, 2014, and subsequently the architectural historians completed the survey forms and developed this report to include historical research in 2015 and 2016. The report and survey forms were completed in accordance with the North Carolina guidelines for architectural survey.

In support of this evaluation, research utilized various primary and secondary sources such as online forums and digital archives, staff interviews, previous HPDTA reports and on-site files, and holdings and files at the Naval Heritage and History Command, National Archives (College Park, Maryland), the State Archives of North Carolina, and the Perquimans County Library. The research yielded sufficient information associated with the property prior to the Navy's acquisition in 1942 as well as Navy activities and operations from 1942 to 1959. Research limitations were encountered with regard to data available on the operations of the facility as a Defense Testing Activity from 1960 to the present day. However, through interviews with the staff at HPDTA, the authors received the appropriate information associated with the historic context from the 1960 to the present day, and this aided in the evaluation of architectural resources built from 1960 to 1965.

In light of the evidence provided by the extant built environment and historic research, this survey report utilizes four contextual periods to evaluate HPDTA for NRHP eligibility: 1) pre-Navy (pre-1942); 2) WWII seaplane base (1942-1945); 3) SeaMaster build-up (c.1955-1960); and, Defense Testing Activity (1960-present). The Harvey Cemetery (Facility 1-17; PQ0086) is the only remaining extant architectural resource from the pre-Navy historic context. As part of this survey effort, the eligibility of the cemetery was not evaluated; however, the survey form was updated to note current conditions. There are no resources remaining from the WWII seaplane base historic context. Nine (9) resources constructed for the SeaMaster build-up remain relatively intact, and have served the current Defense Testing Activity mission, from 1960 forward. Twenty-four (24) resources were constructed during the Defense Testing Activity historic context. However, six (6) resources were found to be demolished during the fieldwork phase of the survey effort. In addition to the 33 resources, two previously identified resources, Harvey Cemetery and the Skinner Farm Smokehouse (PQ0024), were assessed to update the existing survey forms.

This report summarizes the early HPDTA contextual periods and provides additional references for further review. This survey evaluates the extant architectural resources related to the SeaMaster (c.1955-1960) and Defense Testing Activity (1960-present) periods, based on available information at that time of this report. Each contextual period and its significance, paired with period architectural resources and their physical integrity, provide the basis for the evaluation. As part of the evaluation, the report assesses the NRHP eligibility of individual resources, or collectively as a historic district, in accordance with applicable NRHP bulletins and other guidance provided from the United States Department of the Interior.

Based on historical research and fieldwork, it is the Navy's opinion that the architectural resources constructed from 1959 to 1965 at HPDTA do not possess sufficient significance to be eligible for listing in the NRHP individually, or collectively as a historic district, under Criteria A, B, or C, in connection with a national historic context associated with the military during the Cold War era. All resources were examined under the typical criteria of the NRHP, as all surveyed resources were 50 years old at the time of the evaluation. Overall, based on field observations and historical research, the extant resources do not provide a solid context associated with the SeaMaster program, as the program was canceled before the full build-out and operational tempo occurred. Also, based on available information, the resources associated with the Defense Testing Activity played a minor supporting role in a much larger operation, in which no significant events occurred at the installation that would have influenced military operations, equipment, and weapons systems during the Cold War era. As additional buildings and structures reach 50 years of age, and more information becomes available, this evaluation will require updating, to determine if HPDTA acquires significance with the passage of time.

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CHAPTER 1: Introduction

Harvey Point Defense Testing Activity (HPDTA) exists primarily "to test and evaluate conventional high explosives, fused ordnance, and ballistic materials under simulated field conditions in search of more diversified uses to meet special requirements." (HPDTA:1). HPDTA supports the Department of Defense and other federal agencies and departments. The installation is considered a special area under Naval Station Norfolk, in Virginia, under the ownership of Commander, Navy Installations Command (CNIC).

HPDTA sits in northeastern North Carolina, at the tip of the Harvey Point peninsula, with the Perquimans River on its north shore, and the Albemarle Sound to the south. Located near the Town of Hertford, in Perquimans County, the installation began operations in 1942 as Navy Auxiliary Air Station Harvey Point, to support the United States in World War II (WWII). After a brief drawdown period after WWII, the base began a new building campaign in the late-1950s, in anticipation of the arrival of an experimental jet seaplane, known as the P6M SeaMaster. With the abrupt cancellation of the SeaMaster program in 1959, the Navy evaluated possible uses for the newly revamped installation, and the Department of Defense took over the management of the property with its current mission in 1960, renaming it HPDTA. However, the Navy still owns the property.

Produced in fulfillment of Section 110 of the National Historic Preservation Act (NHPA), this report inventories and evaluates the National Register of Historic Places (NRHP) eligibility of the architectural resources constructed between 1959-1965 at HPDTA. Architectural historians from Naval Facilities Engineering Command (NAVFAC), Atlantic and Mid-Atlantic, based in Norfolk, Virginia, with the assistance of HPDTA staff, conducted the fieldwork on August 7, 2014.

Research of various primary and secondary sources, such as online forums and digital archives, staff interviews, previous HPDTA reports and on-site files, and holdings and files at the Naval Heritage and History Command, National Archives (College Park, Maryland), the State Archives of North Carolina, and the Perquimans County Library, support this evaluation. The research yielded sufficient information associated with the property prior to the Navy's acquisition in 1942 as well as Navy activities and operations from 1942 to 1959. Research limitations were encountered with regard to data available on the operations of the facility as a Defense Testing Activity from 1960 to the present day. However, staff interviews at HPDTA yielded information associated with the historic context from 1960 to the present day, and this aided in the evaluation of architectural resources built from 1960 to 1965.

In light of the evidence provided by the extant built environment and historic research, this survey report utilizes four contextual periods to evaluate HPDTA for NRHP eligibility: 1) pre-Navy (pre-1942); 2) WWII seaplane base (1942-1945); 3) SeaMaster build-up (c.1955-1960); and, Defense Testing Activity (1960-present). The Harvey Cemetery (Facility 1-17; PQ0086) is the only remaining extant architectural resource from the pre-Navy historic context. As part of this survey effort, the cemetery was not evaluated; however, the survey form was updated to reflect current conditions. There are no resources remaining from the WWII seaplane base historic context. A handful of resources constructed for the SeaMaster build-up remain relatively intact, and have served the current Defense Testing Activity mission, from 1960 forward. In addition, numerous resources were constructed during the Defense Testing Activity historic context.

This report provides the NRHP assessment and evaluation of resources constructed at HPDTA from 1959 to 1965 for individual eligibility, as well as the consideration of a historic district at the installation. The report is divided into six chapters. This chapter (Chapter 1) provides an introduction to the report. Chapter 2 consists of the survey and evaluation methodologies utilized for the analysis of the extant architectural resources. Chapter 3 summarizes the historic context periods of HPDTA from pre-Navy to the present day, with a focus on the development of the historic context for the SeaMaster program (1955-1959) and the Defense Testing Activity (1960-2016). Chapter 4 includes the architectural survey and inventory of the resources surveyed, including architectural descriptions and photographs of the resources. Chapter 5 provides the conclusion of the report with the NRHP assessment and evaluation of the surveyed resources, based on the information contained in Chapters 3 and 4. Lastly, Chapter 6 provides a list of bibliographical references utilized in the development of this report.

CHAPTER 2: Survey and Evaluation Methodology

This chapter describes the NRHP evaluation process and the process as applied to HPDTA. This survey effort consisted of an architectural assessment and NRHP eligibility evaluation of 33 resources constructed from ca. 1959 to 1965 at HPDTA, in which six (6) resources were identified as demolished during the fieldwork. The resources consisted of a range of historic functions such as administrative, classroom, utility buildings, storage and shops, etc., and architecturally were utilitarian in design and style. The resources were scattered throughout the installation with a few concentrations of buildings in certain areas (Figure 1.). In addition to the 33 resources, two previously identified resources, Harvey Cemetery (Facility 1-17; PQ0086) and the Skinner Farm Smokehouse (PQ0024), were assessed to update the existing survey forms. Harvey Cemetery is still located on the property, and the survey form was updated to reflect the current conditions. The Skinner Farm Smokehouse could not be located during the fieldwork. It is believed the building was demolished and is now associated with the archaeological site 31PQ133, the Ashland Plantation site. The survey form was updated to reflect that the building has been demolished.

National Register of Historic Places Evaluation

A National Register evaluation involves several related components. The following paragraphs describe the overall National Register process, and how the survey at HPDTA fits into the criteria.

The National Register divides resources into five property types, including: 1) buildings; 2) structures; 3) objects; 4) sites; and, 5) districts. A *building* shelters human activity. Constructed resources that do not shelter human activity are *structures*. *Objects*, typically smaller in scale than building and structures, are also readily movable. A *site* is the location of a significant activity, and archaeological features dominate this property type. Natural features do not normally qualify as sites. A district is a collection of sites, buildings, structures or objects that demonstrate a ”significant concentration, linkage, or continuity of the resources that are united historically or aesthetically by plan or physical development” (U.S. Department of the Interior 1997:5).

Figure 1. HPDTA architectural resources surveyed and location of demolished resources. (Source: HPDTA).

Table 1. HPDTA architectural resources surveyed. Those resources that have been demolished are noted in italics.

	Survey Site #	Facility Number/Name	Construction Date	Historic Function	Current Function
1	PQ0086	Facility 1-17/Harvey Cemetery	Unknown	Cemetery	Cemetery
2	*PQ0024*	*Skinner Farm Smokehouse*	*Unknown*	*Smokehouse*	*Demolished*
3	PQ844	Building 1-4	1961	Storage	Storage
4	PQ845	Building 1-6	1962	Classroom and storage	Classroom
5	PQ846	Building 1-7	1962	Unknown	Medical clinic
6	PQ847	Building 1-9	c.1962	Storage	Storage
7	PQ848	Building 1-13	1961	Storage	Storage
8	PQ849	Building 1-14	c.1959	Control tower	Vacant
9	PQ850	Building 3-1	c.1959	Administration and operations	Vacant
10	PQ851	Building 3-2	c.1959	Boathouse	Boathouse
11	PQ852	Building 3-3	c.1959	Transformer building	Transformer building
12	PQ853	Facility 3-4	c.1961	Transformer pad	Transformer pad
13	PQ854	Facility 3-10	c.1959	Seaplane ramp	Seaplane ramp
14	PQ855	Facility 3-11	c.1959	Seaplane ramp	Seaplane ramp
15	PQ856	Facility 3-12	c.1959	Aircraft apron	Aircraft apron
16	PQ857	Facility 3-13	c.1961	Runway	Runway
17	PQ858	Building 5-1	c.1959	Public works	Public works
18	PQ859	Building 5-2	c.1959	Warehouse	Warehouse
19	*PQ860*	*Building 5-4A*	*1961*	*Fuel storage*	*Demolished*
20	PQ861	Building 5-6	1961	Pumphouse	Pumphouse
21	PQ862	Facility 5-7	1961	Reservoir	Reservoir
22	*PQ863*	*Building 5-8*	*1961*	*Chlorinator*	*Demolished*
23	*PQ864*	*Building 5-9*	*1961*	*Pumphouse*	*Demolished*
24	PQ865	Building 5-10	c.1965	Welder's shop	Maintenance
25	PQ866	Building 5-11	1961	Pumphouse (Well #2)	Pumphouse (Well #2)
26	*PQ867*	*Building 5-12*	*1961*	*Pumphouse (Well #3)*	*Demolished*
27	*PQ868*	*Building 5-13*	*1961*	*Pumphouse (Well #1)*	*Demolished*
28	PQ869	Building 5-14	1961	Pumphouse (Well #4)	Pumphouse (Well #4)
29	PQ870	Building 5-15	1961	Pumphouse (Well #5)	Pumphouse (Well #5)

	Survey Site #	Facility Number/Name	Construction Date	Historic Function	Current Function
30	PQ871	Building 6-1	c.1961	Photography lab and Communications	Vacant
31	PQ872	Building 6-2	1961	Unknown	Storage
32	*PQ873*	*Building 6-3*	*1961*	*Environmental lab*	*Demolished*
33	PQ874	Building 6-4	1961	Unknown	Maintenance
34	PQ875	Building 6-6	c.1965	Shop	Shop
35	PQ876	Building 8-4	1961	Water tower	Water tower

At HPDTA, the survey focused on the property types of buildings and structures as well as districts. No objects or sites were identified during the fieldwork portion of the survey. In regard to districts, the survey considered the small groupings of buildings and structures, ranges, and the presence of an installation-wide historic district. The fieldwork consisted of an overview of the areas of the facility; interior and exterior assessment of each resource through the recordation of necessary information for the North Carolina State survey forms; and digital photographs of the resource by an HPDTA staff member. After the fieldwork was completed, a thorough review of HPDTA's existing files occurred and other primary and secondary sources were consulted to develop the historic context of the installation.

The development of the historic context is an integral part of the evaluation, in which, how buildings, structures, sites, and objects relate to one another, and how they work together to portray the historic significance of an installation, provide the key to determine the eligibility of resources, either individually or collectively as a district. An historic property must represent a significant part of history, either local, state, national, or a combination. Properties may represent various periods of history, but do not have to be significant for every phase, to be historic. Thus, determining the period of significance, a simple date or date range, is important to evaluate resources, and how they fit into the context.

As it relates to HPDTA, the installation represents four distinct contextual periods in its history: 1) pre-Navy (pre-1942); 2) WWII seaplane base (1942-1945); 3) SeaMaster build-up (c.1955-1960); and, Defense Testing Activity (1960-present). However, only two of the contextual periods are associated with the architectural resources constructed from 1959 to 1965: 1) SeaMaster build-up; and 2) Defense Testing Activity. Therefore, for the purposes of evaluation, the period of significance associated with the 27 resources is from 1959 to 1965.

National Register Criteria for Evaluation include four main criteria that explain how a resource fits within the historic context, and what comprises its significance:

Criterion A: an event, a series of events or activities, or patterns of an area's development

Criterion B: association with the life of an important person

Criterion C: a building form, architectural style, engineering technique, or artistic values, based on a stage of physical development, or the use of a material or method of construction that shaped the historic identity of an area

Criterion D: generally reserved for archaeological sites; information value or research potential

In addition, certain types of properties, including relocated properties, cemeteries, and religious properties, do not qualify for the NRHP unless they are integral parts of districts that do meet the significance criteria, or if they meet one of the following additional special conditions known as Criteria Considerations:

- **A.** A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- **B.** A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- **C.** A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
- **D.** A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- **E.** A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- **F.** A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- **G.** A property achieving significance within the past 50 years if it is of exceptional importance (US Department of Interior 1998).

For the purposes of this survey, none of the special considerations were applicable to the resources assessed as part of this survey effort. Harvey Cemetery was not evaluated for its NRHP eligibility as part of this effort; and therefore, Criteria Consideration D (Cemetery) does not apply.

Finally, if the property/resource represents significant history, it must retain sufficient materials and physical features from the historic period(s) it represents to convey that story. The NRHP evaluates that through the seven aspects of integrity (location, design, setting, materials, workmanship, feeling, and association). Generally, a resource must have greater physical integrity to meet Criterion C, than for Criterion A, and greater integrity for individual eligibility versus contributing to a historic district.

Department of Defense Cold War Historic Properties

In the early 1990s, the Department of Defense recognized the need to address historic properties associated with the Cold War era (1946 to 1989) and created guidance for the treatment of Cold War historic properties. A report titled, "Coming in from the Cold, Military Heritage in the Cold War," provided guidance for those types of properties that warranted preservation in 1994.

At the time of the guidance, the Cold War recently had ended and many weapon systems, structures, sites, and equipment critical to carrying out the military mission during the Cold War were no longer in service. Some were retired because they were worn out or technologically obsolete; whereas others were closed due to the need to reduce the military force with the end of the war. These resources were crucial elements of the military mission and the historical significance of the Cold War, including the evolution of technologies, international alliances, strategies, and tactics during the war. The study stated the historical significance associated with a Cold War resource should be determined based on the property type and function. Such questions as: how central were the resources to the military mission? how many were developed? how much did the military invest in them? should be answered during the evaluation process (Cold War Task Area 1994:17-18).

Typically, Department of Defense Cold War properties are those properties types that played a critical role in the military mission during the Cold War, such as air defense systems, command and communication, education and training, and research and development. Property types constructed and/or utilized to support day-to-day base operations such as utilities, personnel housing, mess halls, recreation facilities, chapels, etc. are not considered properties that are significant within a Cold War context. These property types would have been constructed as part of the establishment and/or growth of a military installation and played a supporting role in the Cold War (Cold War Task Area 1994:17-18).

Previous Architectural Surveys at HPDTA

There have been several cultural resources investigations completed at HPDTA; however, only two surveys are related to architectural surveys. For the purposes of this report, only the two surveys applicable to architectural surveys are summarized below.

In 2004, archaeological investigations, including the Harvey Cemetery (Facility 1-17; PQ0086), were conducted by Geo-Marine, Inc. (GMI). GMI conducted shallow archaeological excavation of five apparent historic grave locations in the southeastern quadrant of the cemetery, in order to confirm or negate the presence of grave shafts. The report provides a solid basis of historical information on the cemetery along with recordation of the historic

markers and significant features associated with the cemetery. The five grave locations selected for excavation did not contain interments and no evidence of interment 50 cmbs was observed during the investigation of the graves. However, the report stated further subsurface investigation was needed in order to support an overall definitive statement on the presence or absence of interments at Harvey Cemetery.

In 2006, Michael B. Newbill, a historic architect under contract to the James River Institute for Archaeology, Inc., prepared an NRHP evaluation of the HPDTA control tower (Building 1-14; PQ849). The report provided an in-depth historic context of HPDTA, specifically focusing on its WWII development and the SeaMaster program, and changes in the built environment during the contexts. The report included a detailed architectural description, maps, floor plans, and photographs to document the tower. Newbill concluded that the tower did not meet NRHP standards for eligibility, primarily because it lacked "an important association," as a resource affiliated with the short-lived and unsuccessful SeaMaster program, and it lacked "architectural or engineering distinction" (Newbill 2006:6).

Focus Resources

After fieldwork for this report, it was evident several of the resources constructed from 1959 to 1965 either lacked physical integrity, related to its specific features and materials, or in its overall setting, or served secondary functions not associated with the main mission of the installation during the Cold War Era, such as the pumphouses, water tower, and various shop buildings. Therefore, the historical research and further assessment on eligibility focused on the resources listed below and/or groupings of resources specific either to the SeaMaster context/resources or the Defense Testing Activity context/resources.

1) Administration/Operations (Building 3-1; PQ850);

2) Laboratory/Communications (Building 6-1; PQ871); and

3) Range A buildings (Building 1-4; PQ844), (Building 1-6; PQ845), (Building 1-7; PQ846), and, (Building 1-9; PQ847)

Specifically for the evaluation of Range A buildings, the United States Army Corps of Engineers military training lands contexts were consulted for guidance related to the assessment of significance and integrity of military ranges (Smith et al.). The range type specific to Range A was not included in the reports; however, the general evaluation parameters would apply. The key point gathered from range evaluation guidance is that ranges continually evolve, and the physical integrity must take into account the nature and use of ranges, and apply

alternative standards to their integrity evaluation. In addition to the resources listed above, the potential presence of a historic district was evaluated.

Paralleling the evaluation methodology, research focused on the SeaMaster build-up and the subsequent Defense Testing Activity period to determine the period of significance of the resources and their historic context. Primary source documents and previously prepared contexts provide a fairly detailed view of the SeaMaster period (c.1955-1960), but limited data was available at the time of this report associated with the Defense Testing Activity (1960+). However, an assessment of the resources constructed from 1960 to 1965 was made based on available information.

Contextual research included a variety of primary and secondary sources. Research included online forums and digital archives, a review of previous reports and on-site files, emailed queries to the Naval Heritage and History Command, research at pertinent holdings at the National Archives (College Park, Maryland), the State Archives of North Carolina, and the Perquimans County Library, and communicated follow-up questions to multiple contacts. In addition, interviews were conducted with HPDTA personnel.

CHAPTER 3: Historic Context

As mentioned earlier, based on historical research there are four distinct contextual periods associated with HPDTA: 1) pre-Navy (pre-1942); 2) WWII seaplane base (1942-1945); 3) SeaMaster build-up (c.1955-1960); and, Defense Testing Activity (1960-present). Based upon the abundance of information on the pre-Navy history and the WWII seaplane base era in previous cultural resources surveys and the contextual periods of the current built inventory, this report focuses on the SeaMaster program and Defense Testing Activity periods, while providing a brief synopsis of the earlier periods. For each of the four contextual periods, this report discusses the developments in the period, documents the known, extant resources from that period, and describes their physical integrity relating to that period.

Pre-Navy History

Prior to the purchase of the land that today comprises HPDTA by the Navy in 1942, this location featured a long history of prominent European settlement, starting in the early Colonial era. At least three related family surnames played a prominent role starting in the 17th-century at Harvey Point: Jenkins, Harvey, and Skinner. Figure 2 (below) depicts Harvey Point prior to Navy development. Some of the road patterns and land formations have carried through to the present day. Several reports provide detailed pre-Navy context on these families and other history on the land that would become HPDTA, including: 1) Integrated Cultural Resources Management Plan, Harvey Point Defense Testing Activity, Hertford, North Carolina, Years 2013-2017 (2013); and, 2) Phase I Archaeological Inventory Survey of Harvey Point Defense Testing Activity, Perquimans County, North Carolina (2001).

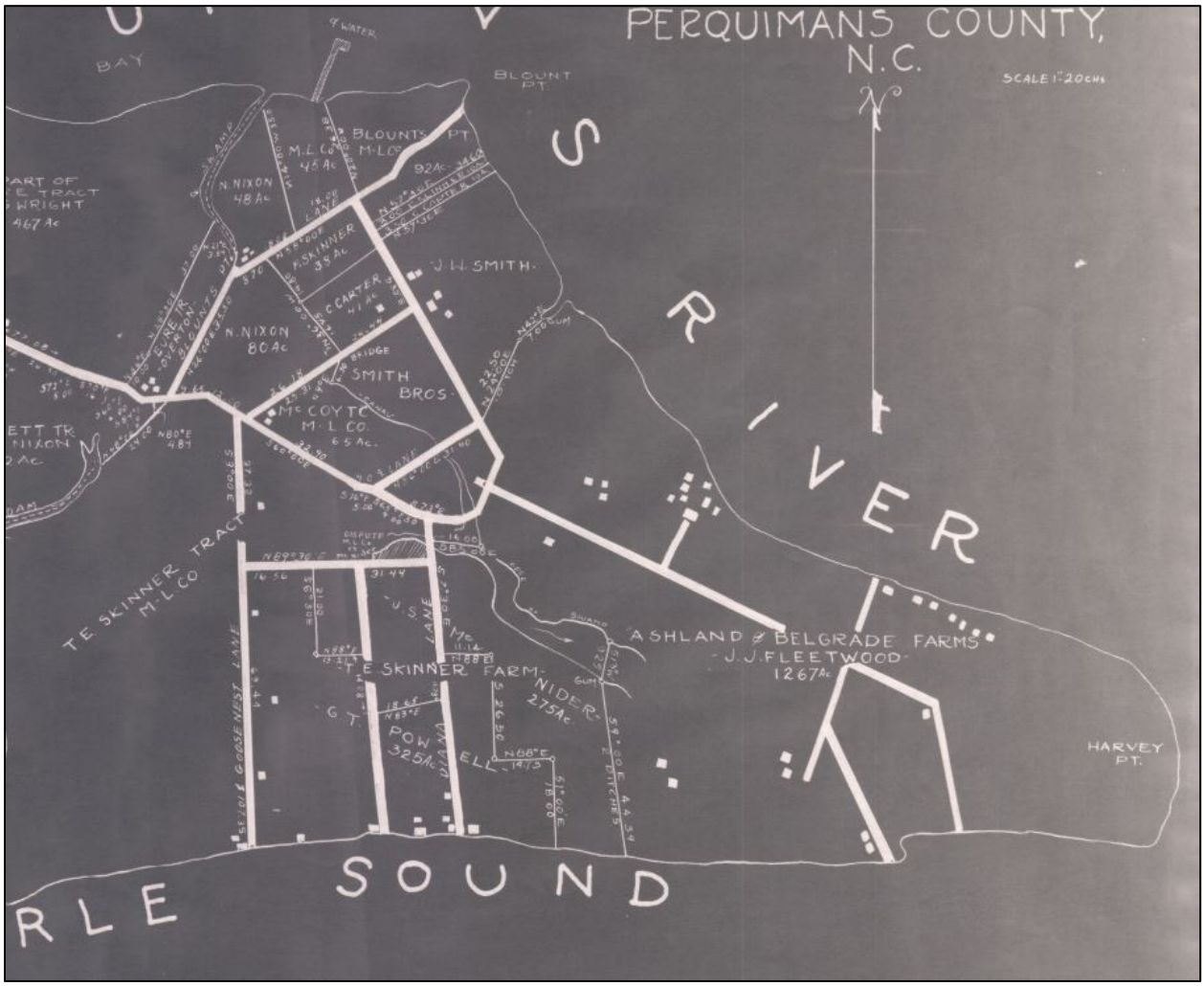


Figure 2: Detail of pre-Navy map of Harvey Point. (Source: State Archives of North Carolina)

Pre-Navy Resources

As part of this assessment, the Navy updated the existing North Carolina Survey forms for two pre-Navy Resources previously identified at HPDTA: the Harvey Cemetery (Facility 1-17; PQ0086) and the Skinner Farm Smokehouse (PQ0024). The present condition of the Harvey Cemetery was documented, and where applicable, information on the survey form updated. The Skinner Farm Smokehouse was not located during the fieldwork, and it is presumed to now be demolished and a part of the Ashland Plantation archaeological site (31PQ133). Past survey reports identified three properties associated with the historic families that occupied Harvey Point (Harvey Hall, Belgrade Plantation, and Ashland Plantation (Figure 3)) in the first century of European settlement there, but none remain extant (Davis:33).

Figure 3: Ashland Plantation house, 1938. (Source: Historic American Buildings Survey)

Pre-Navy Resources Physical Integrity

Based on the field survey associated with this evaluation and a comparison to previous surveys, the Harvey Cemetery largely retains its physical integrity since its mid-20th-century relocation, but does not hold integrity from its likely period of significance (largely the 18th- and 19th- centuries). The cemetery moved from a nearby, eroding shoreline location sometime in the 20th-century, and does not likely contain the human remains originally associated with it. Additionally, many of the headstones depict damage and wear from their long exposure to the elements.

As a non-extant architectural resource, the Skinner Farm Smokehouse retains no physical integrity as an architectural resource. The historic fabric no longer represents the pre-Navy historic context in a visible form.

World War II History

The Department of Defense presence at Harvey Point began, as with many military installations in the United States, during World War II. The Navy established the U.S. Naval Auxiliary Air Station at Harvey Point, after purchasing 1,264.5 acres in November 1942. During the next year, the rural land transformed into an active seaplane base, with dozens of buildings and 2,000 personnel, to provide training to pilots during the war years (HPDTA:28). According to the 2006 tower report,

> The World War II aircraft parking apron and the seaplane ramps were located on the north side of Harvey Point facing the Perquimans River. The two hangars were immediately south of the parking apron and were surrounded on the south, east, and west by revetments that provide parking for approximately 50 seaplanes. The hangars were joined, barrel vaulted structures with an integral control tower. In addition to the operational facilities a cantonment (group of temporary buildings for military personnel) providing administration and quarters was located immediately to the west of the seaplane parking revetments. As with many World War II auxiliary airfields, Harvey Point had relatively few permanent facilities and minimal infrastructure. (Newbill 2006: 1).

Ashland (Figure 3), a c.1775 wood-framed house associated with John Skinner's plantation, provided space for the base's commander from 1942 to 1946 (Davis 2001:33). The WWII housing and administrative cantonment, likely consisting of temporary, frame buildings, surrounded Ashland (Map of Auxiliary Air Station, Harvey Point, North Carolina, showing conditions on January 1, 1945 (Figure 5)). In addition to the cantonment and the operational seaplane area, the ammunition storage area supported the operations, but developed physically separate (southeast of the seaplane area), presumably for safety purposes.

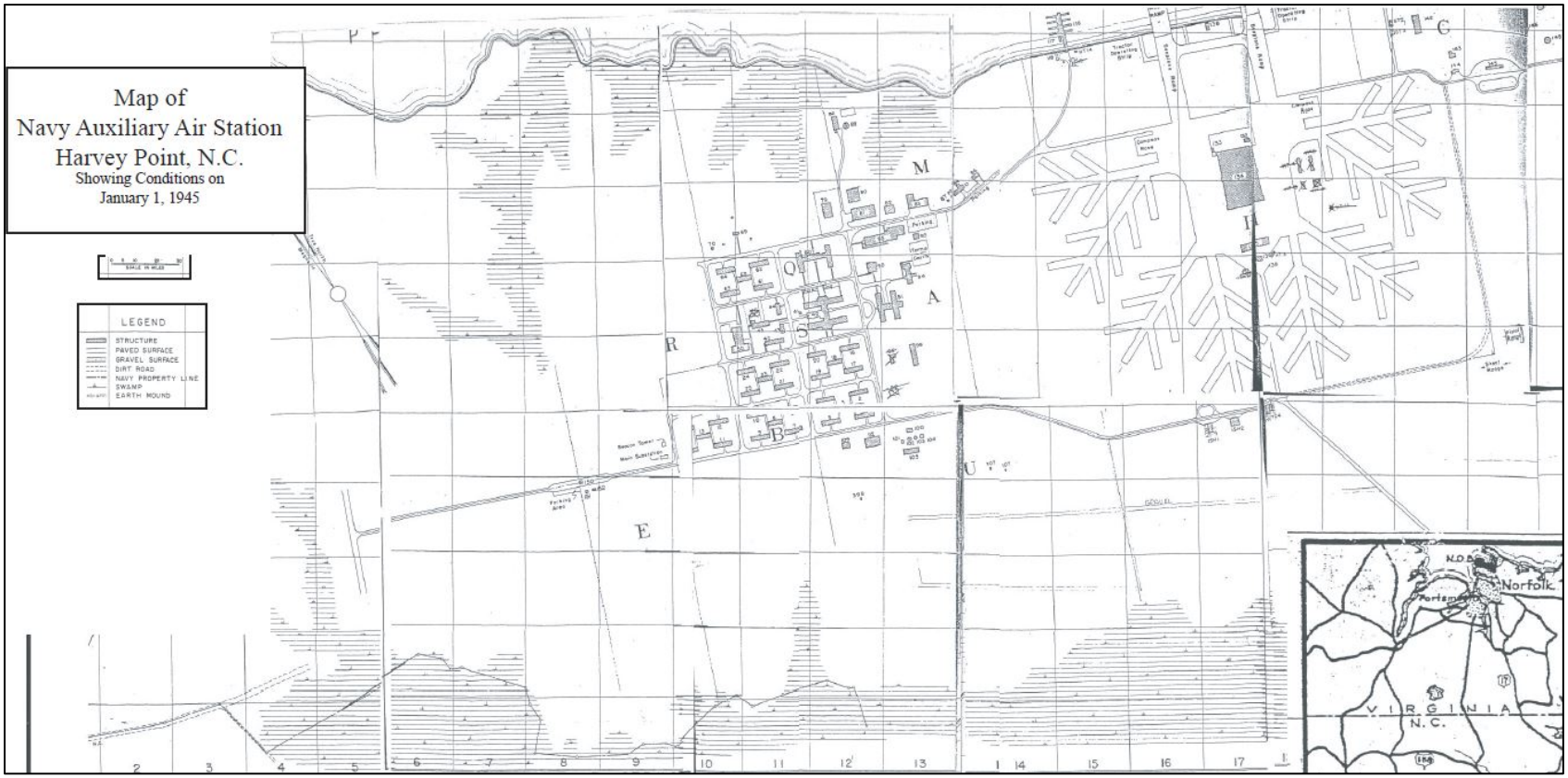


Figure 4: Map of Auxiliary Air Station, Harvey Point, North Carolina, showing conditions on January 1, 1945. Shows the administrative area of the seaplane base (left) and the operational seaplane area with revetments (right). (Source: McClintock and Sara, 2006)

Figure 5: Map of Auxiliary Air Station, Harvey Point, North Carolina, showing conditions on January 1, 1945, detail. Shows the administrative area of the seaplane base during WWII, with Ashland (Building 90, upper right) and its outbuildings (Buildings 79 and 80, upper center) circled in red. (Source: Davis, 2001)

After WWII, the Navy deactivated the base in October 1946, for a number of years. The property reverted to agricultural purposes, and the Town of Hertford administered the facilities. The Hervey Foundation subleased some of the land in 1948, focusing on the research and development of wood products. (HPDTA 2013:28). Ashland appears to have been a private residence associated with the Hervey Foundation at this time. The house burned in 1951.

WWII Resources

Each successive contextual period built upon the last in the slow evolution of the built environment at Harvey Point. The WWII development, which to some extent follows the earlier

roads and fields of Ashland Plantation and other agricultural endeavors, left an indelible mark on the road patterns, air-related infrastructure and the placement of later facilities. However, no extant resource surveyed in this report originated, or remained mostly as constructed, from the WWII period. Evidence of the eastern seaplane taxiway associated with the WWII seaplane operations is present, but the taxiway has lost integrity with the expansion of the runway (Facility 3-13; PQ857) in the 1960s. The expansion of the apron and runway, and other alterations in this area obliterated much of the paved, tree-like revetments that once provided parking space for the WWII seaplanes. There are small portions of the revetments that appear in current aerial photographs (Figure 6). Based on historic maps, two WWII seaplane ramps entered the Perquimans River shoreline immediately north of the two ramps constructed circa 1959 for the SeaMaster program (Facility 3-10 and Facility 3-11; PQ854 and PQ855). The WWII-era ammunition storage area, southeast of the seaplane parking and hangars, evolved into Range C in recent years, and as a result, the storage facilities no longer exist.

Figure 6. Historic map showing conditions in 1945 (left) and current aerial showing conditions in 2016 (right). (Source: McClintock and Sara, 2006 & Bing Maps, 2016)

WWII Resources Physical Integrity

Based on the fieldwork, no extant WWII buildings were identified at HPDTA. A few seaplane-related paved surfaces in the operational area remain extant, including portions of the parking apron and the parking revetments. However, they are so obscured by the later SeaMaster alterations from the 1950s and the runway alterations in the 1960s that they only become apparent from aerial views of the installation. Demolition, expansion, and resurfacing have erased the WWII signature at HPDTA, and the existing structures lack overall physical integrity.

Martin P6M SeaMaster Program History

Described at times as big, fast, beautiful, graceful, strong, and elegant, the P6M seaplane had a short, but notorious lifespan, and its history touches HPDTA for a brief period in the late 1950s. To counter the Soviet Union's post-WWII nuclear threat, the United States began the development of a series of weapon systems, including advanced submarines and the Air Force's long-range bombers. The Navy, through its Bureau of Aeronautics, explored its own sea-based options in this time period, and the development of a jet seaplane, capable of long-range reconnaissance and delivery of conventional and strategic weapons, began in earnest in the early 1950s (Newbill 2006:4). Early conceptual documents referred to the development of the plane only as a "high-speed minelayer" (National Archives and Murphy 1981:31), and the Navy began using the term "Seaplane Striking Force" to describe the whole offensive system (Dorr).

The P6M project began with the Navy's design competition in 1951 (National Archives, P6M chronology). A contract for its development and construction followed in 1952, awarded to the Glenn L. Martin Company (Martin), the famed WWI and WWII military aviation contractor, based near Baltimore, Maryland (National Archives, Newbill 2006:4, and Glenn L. Martin website). The original contracts consisted of two XP6M aircraft (early prototype), then six YP6M-1 aircraft (a pre-production model), and finally, up to 24 P6M-2 planes (the fully developed model), which Martin named the "SeaMaster" (National Archives, 20 January 1959). As the program faced reduced funding in the late 1950s, the Navy adjusted these numbers downward.

The model XP6M SeaMaster's maiden flights began on July 14, 1955 (Dorr). A flight on December 7, 1955 ended when the plane "broke up, exploded, and burned on a flight over the Chesapeake," killing four passengers, including an experienced Navy seaplane pilot (Dorr). The SeaMaster began flying again in May 1956, and a second plane crashed on November 9, 1957, following the crew's successful bail out (Dorr). Although it appears that no serious flaws were reported to have been found with the plane, developers did make alterations after each crash,

and the plane continued to move toward production. Flight testing of the YP6M pre-production model began in January 1958 (*Seamaster Remembered* and Newbill). All six YP6M models underwent demonstrations by January 1959, and Martin worked to complete the production order of the final P6M SeaMasters (National Archives). Complementing the SeaMaster work at the Martin facilities in Maryland, the Navy's Naval Air Test Center, Patuxent River, Maryland hosted early trials.

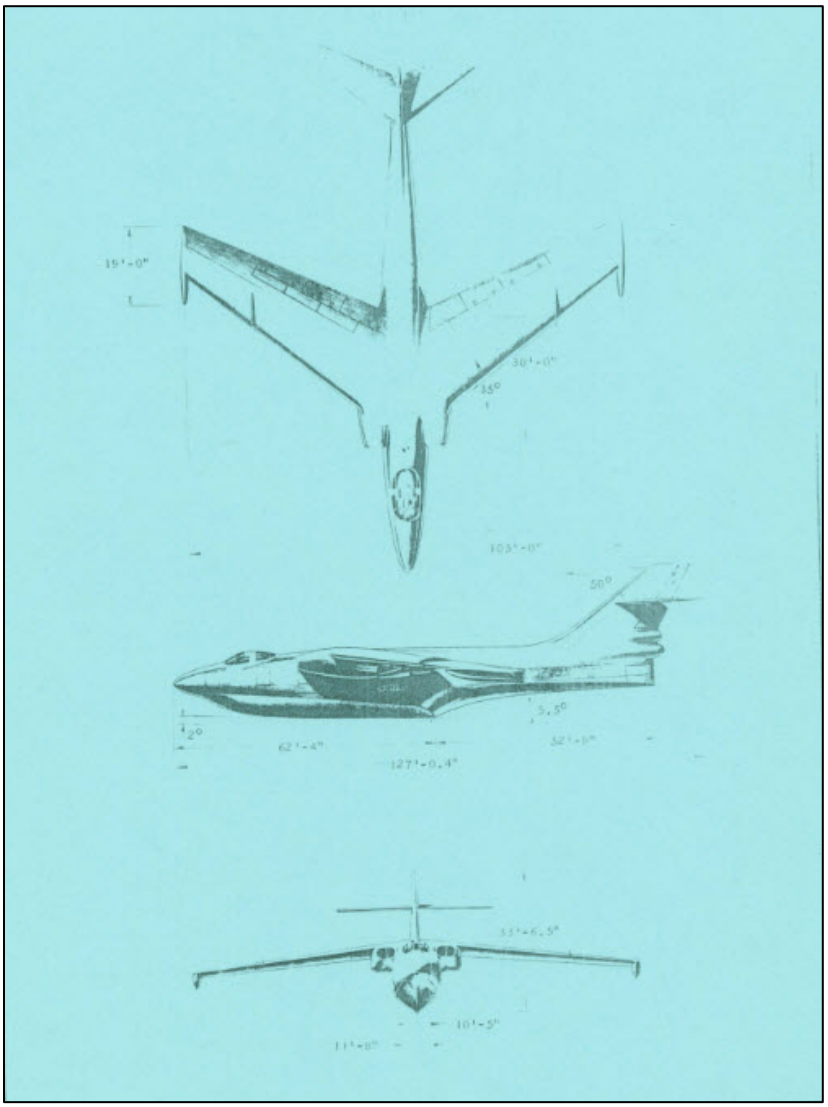


Figure 7: August 1952 early conceptual plan, titled "High Performance Flying Boat." (Source: National Archives)

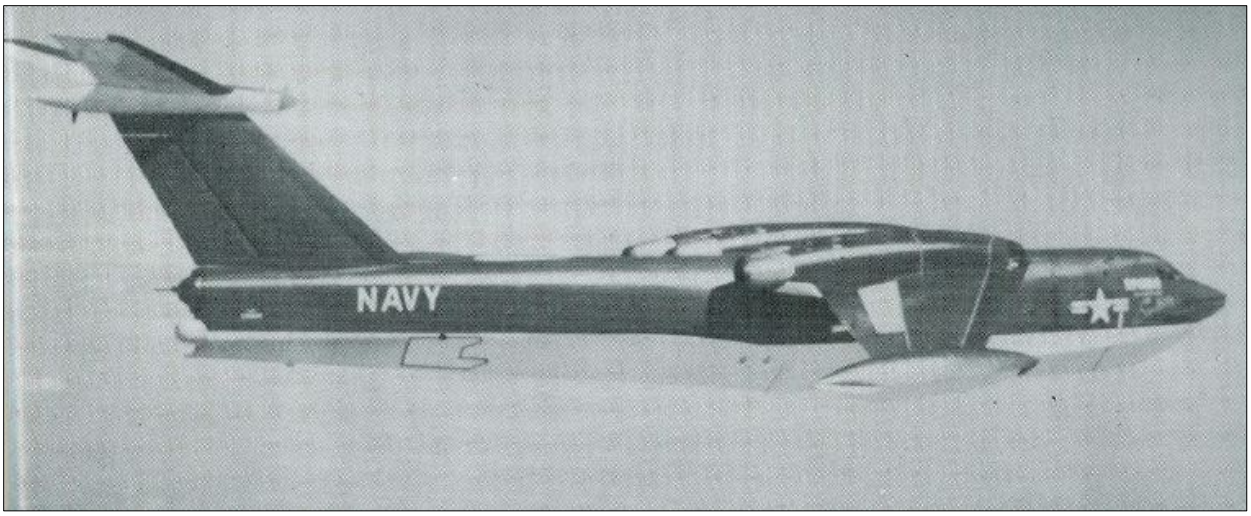


Figure 8: Image of P6M (SeaMaster) jet seaplane in flight. (Source: Town of Hertford Bi-Centennial, p. 63, 1958).

The P6M SeaMaster, one of the largest seaplanes every constructed, appeared deceivingly streamlined and graceful. "The SeaMaster weighed 160,000 pounds on takeoff, and was 134 feet long, with a wingspan of 102 feet," almost the size of a B-52 Stratofortress (Dorr). The plane, powered by four jets mounted on top of its wings, maintained a maximum capacity for 30,000 pounds of droppable stores, dispersed through Martin's distinct rotating mine door, at speeds of up to 600 miles-per-hour (Murphy 1981:31 and Dorr). Most importantly, as a seaplane, the P6M took flight and landed without a land-based runway, and did not need the costly and cumbersome support of an aircraft carrier for long-range missions.

Figure 9: P6M-2 on water. (Source: *SeaMaster Remembered*).

A January 20, 1959 Bureau of Aeronautics directive provides the details of the entire SeaMaster program, including the numbers of aircraft and trial dates, operating concepts and schedules, aircraft configurations, spare parts availability, trainers, supporting publications, maintenance, service tours, contract details, funding requirements, location of associated facilities and vessels, and the construction schedule for its planned home-base at Harvey Point, North Carolina (National Archives). The Navy anticipated a concentrated supporting network for the SeaMaster, and chose only one home-base, the revamped Naval Air Station Harvey Point, to host a heavy attack squadron and a fleet aircraft service squadron. Naval Air Station Patuxent River and Naval Air Station Jacksonville, Florida would maintain only mooring, small

boat, and refueling capabilities for the seaplane. Heavy attack and fleet aircraft service squadrons would also man two maintenance vessels, listed as “AV-5” and “AVD-1.” The directive describes the AVD as a converted LSD (dock landing ship) “capable of conducting hull bottom inspections and repairs as well as engine changes” (National Archives). The directive and other publications indicate that refueling operations may have also included submarines.

While the identity of AVD-1 remains inconclusive at the time of this report, literature conclusively identifies AV-5 as the *USS Albemarle.* The aptly named seaplane tender, and the third ship named *Albemarle*, constructed in 1939, saw continuous service throughout WWII and in the immediate years after. After decommissioning in 1950, the vessel moved to the Philadelphia Naval Shipyard in February 1956, to begin its transformation to serve the SeaMaster. As the only seaplane tender converted to service jet seaplanes, *Albemarle* featured stern ramps and servicing booms, negating the need for cranes, a semi-sheltered area and service drydock. (NHHC and http://www.combatreform.org/p6mseamaster.htm). The Bureau of Aeronautics 1959 directive seems to contradict the ramp construction details of the *Albemarle*, when it states that, “The AV-5 will not have a ramp installed, therefore, hull bottom inspections and repairs will not be performed on that vessel” (National Archives). Seaplanes could also be serviced alongside the vessel. Re-commissioned at Philadelphia on October 21, 1957, the *Albemarle* participated in exercises with traditional seaplanes across the globe, awaiting its eventual placement with the SeaMaster; an assignment that never arrived.

Figure 10: USS *Albemarle* on August 21, 1958, after extensive modifications to handle the SeaMaster. (Source: NHHC).

While the first construction appropriations for home-basing the SeaMaster at Harvey Point arrived in 1957, the site was likely selected by 1955 (Newbill and Potomac-Hudson Engineering). Plans for the re-opened Harvey Point describe an ambitious building program (1957 plan and National Archives directive).

> A 1957 Master Shore Station Development Plan illustrates…more than 200 existing and planned buildings and structures. Proposed operation facilities included two new squadron hangars, a new maintenance hangar, four seaplane ramps (two new and two existing), a boathouse and operations buildings, a parachute loft, a new aircraft parking apron, new mooring and refueling buoys, and a new control tower. The World War II hangars were not shown on the plan and were either demolished by the time the plan was prepared or would be demolished. The new plan clearly indicated that there was no intention to reuse the original seaplane parking revetments since the new hangars would block access to them. Anticipated supporting facilities included supply buildings, fuel storage areas, and antenna arrays. The proposed plan also provided for enlisted barracks, married enlisted and married officer's quarters, supply buildings, ball fields, a commissary, a chapel, a shopping center, and a theater. The barracks, married family housing, and related functions were to be located on the north side of the operations facilities, generally in the area beyond the site of the World War II cantonment. The new base was envisioned as a full-fledged Naval Air Station and not just an auxiliary field with limited facilities such as existed at Harvey Point during World War II. The Master Development Plan included a new house for the Flag Officer. The presence of an Admiral would mean that the base would also become the home of the Naval Command responsible for the Seamaster Program. (Newbill 2006:2).

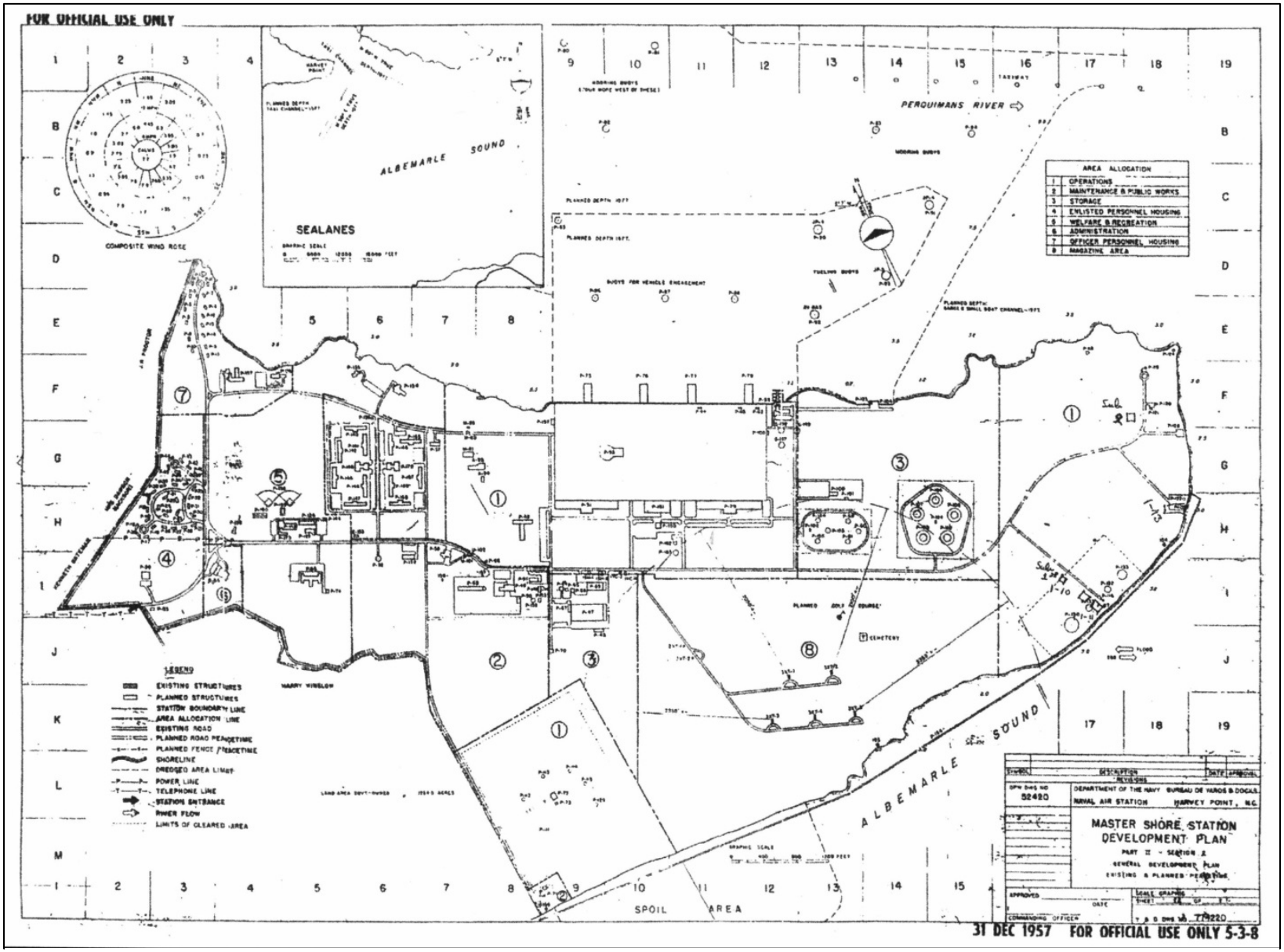


Figure 11: 1957 Master Shore Station Development Plan. (Source: Newbill, p. 4).

Military appropriations for fiscal years (FY) 1957, 1958, and 1959 indicate that the 1957 plan began to take shape, and many of today's extant buildings appear on the 1957 and 1958 appropriations list (National Archives 20 January 1959). By July 1958, the building campaign moved forward in earnest (Perquimans Weekly, July 25, 1958), but didn't result in completed buildings just yet. According to documents from January 1959, the Navy planned to complete the first buildings by March 1959, followed quickly by additional facilities (National Archives, 20 January 1959). Facilities listed with an estimated completion date of March or April 1959 seemed to comprise the majority of projects actually completed. The Navy targeted April 1960 for operational readiness (National Archives, 22 January 1959).

> The Control Tower must have been one of the first buildings to be built. Its architectural drawings were approved in May 1958. A location plan included in those drawings shows a relatively small collection of buildings and structures on the base at that time. These included two new seaplane ramps (the original ramps were not shown), a boathouse and operations building, the new parking apron, two barracks, a dispensary, a public works office and several utility facilities (a water pumping station, a steam plant, a standby generator, a sewage treatment plant, and a regulator vault). The two World War II hangars were not shown. It is not clear from this drawing if some of the facilities shown existed in 1958 or if they were to be built as part of the construction implementing the master plan. It is also not clear if the World War II hangars were simply omitted from the drawing or if they had been demolished. While there is no differentiation between existing and new construction, it is probable that the drawing captured most, if not all, of the existing buildings and structures and those that would be built during the initial phase of development. The absence of the new hangars on the drawing while the adjacent new aircraft parking apron was shown suggests that they were not in place when the drawing was prepared (2006 Newbill:2-3).

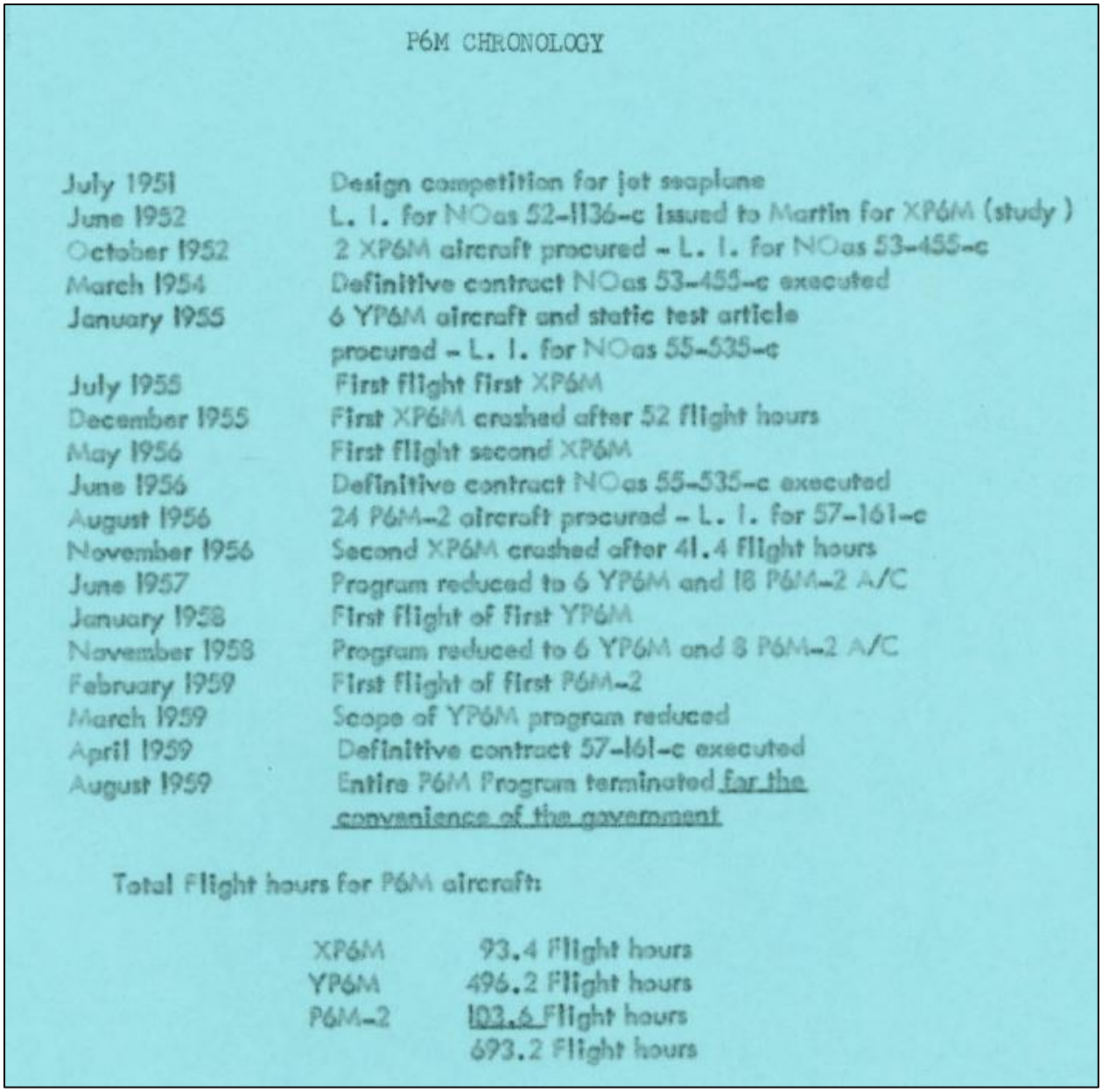
Additionally, a May 1960 newspaper article describes the buildings in existence at the time of an inspection tour by Navy officials (Perquimans Weekly May 6, 1960). The officials visited the boathouse, administration building (which housed a current operations program), warehouse and public works building, observation tower, heating and distribution plant, sanitation plant, and communications building. Plans for the operations/administration building illustrate shops, communications rooms, space for operations and aerology, map rooms, locker rooms, radio rooms, teletype rooms, officer space, and utilitarian areas, such as restrooms and storage (1958 administration building plans). Navy documents and the newspaper article indicate that facilities covered under 1959 appropriations, especially recreation and personnel support facilities, were never completed (National Archives).

Even in the midst of the SeaMaster development program, and the building campaign at Harvey Point, funding began to see a drawdown as early as July 1958 (Perquimans Weekly 1958 and later National Archives). Developmental delays in the program, as Martin and the Navy worked the kinks out, and the prioritization of other new military technologies brought about the end of the SeaMaster.

> The Navy decided to cancel the entire program on August 21, 1959 after spending more than $400 million (about 2.8 billion in 2006 dollars) on its development. The justification was "unforeseen technical difficulties." But also during the period when the SeaMaster was in development newer technologies emerged that gave the Navy its desired deterrent capabilities. The Polaris ballistic missile and submarine and the atomic powered aircraft carrier Enterprise with long range nuclear capable aircraft all became operational. The fleet of six SeaMaster jet seaplanes were parked at the Martin Aircraft manufacturing plant at Middle River, Maryland and finally scrapped over a year after the program had been canceled. (Newbill 2006:4).

To support the building campaign for the SeaMaster Program, the North Carolina architectural firm of Lashmit, James, Brown & Pollock, along with the engineering firm of Thomas B. Bourne Associates designed a few buildings at HPDTA. Facility 1-4 (control tower), Building 3-1 (administration building) and Building 3-2 (boathouse) are associated with the firm and were constructed between 1959-1961. The architectural firm of Lashmit, James, Brown & Pollock is the successor of the architectural firm Northup and O'Brien. Luther Lashmit joined the firm in the 1920s and became a partner in 1945. During his tenure at Northup and O'Brien, he designed several residences including Graylyn (home of R.J. Reynolds Tobacco Company president Bowman Gray), and Merry Acres (home of R.J. Reynolds, Jr.). After O'Brien retired in 1953, Mr. Lashmit created a partnership with engineers Mack B. Brown and William W. Pollock and architect William Russell James, Jr. The firm continues to operate today as CJMW (Calloway Johnson Moore and West). The firm completed numerous residences, schools, military and other public institutions within the state of North Carolina during the 20th century (Fearnbach).

The engineering firm of Thomas B. Bourne Associates of Washington, D.C. is a national and worldwide firm that specialized in airport development during the 1940s and 1950s. Within the United States, the firm designed the David J. Ward Administration Building at the Salisbury Naval Auxiliary Air Station in Maryland in the late 1940s, the Cleveland Air Route Traffic Control Center in Ohio in 1959, as well as developed several different planning studies for airports such as the requirements study at the Buffalo airport in New York in 1958. Overseas, they are responsible for the design of the 1955 master plan of Andersen Air Force Base in Guam and construction of nine Navy military airfields in Southeast Asia during the early 1950s, including Bien Hoa, Tan Son Nhut, and Da Nang (Traas 2010:5). No additional information on the history of the firm and its owners is available at the time of this report.



P6M CHRONOLOGY

July 1951	Design competition for jet seaplane
June 1952	L. I. for NOas 52-1136-c issued to Martin for XP6M (study)
October 1952	2 XP6M aircraft procured - L. I. for NOas 53-455-c
March 1954	Definitive contract NOas 53-455-c executed
January 1955	6 YP6M aircraft and static test article procured - L. I. for NOas 55-535-c
July 1955	First flight first XP6M
December 1955	First XP6M crashed after 52 flight hours
May 1956	First flight second XP6M
June 1956	Definitive contract NOas 55-535-c executed
August 1956	24 P6M-2 aircraft procured - L. I. for 57-161-c
November 1956	Second XP6M crashed after 41.4 flight hours
June 1957	Program reduced to 6 YP6M and 18 P6M-2 A/C
January 1958	First flight of first YP6M
November 1958	Program reduced to 6 YP6M and 8 P6M-2 A/C
February 1959	First flight of first P6M-2
March 1959	Scope of YP6M program reduced
April 1959	Definitive contract 57-161-c executed
August 1959	Entire P6M Program terminated for the convenience of the government

Total Flight hours for P6M aircraft:

XP6M	93.4 Flight hours
YP6M	496.2 Flight hours
P6M-2	103.6 Flight hours
	693.2 Flight hours

Figure 12: P6M Chronology. (Source: National Archives).

SeaMaster Program Resources

Although Naval Air Station Harvey Point never included the full complement of buildings and structures planned to support the SeaMaster program, due to its cancellation, a number of its resources remain extant.

Table 2. Resources constructed during the SeaMaster Program.

	Survey Site #	Name	Construction Date	Historic Function	Current Function
1	PQ849	Building 1-14	c.1959	Control tower	Vacant
2	PQ850	Building 3-1	c.1959	Administration/Operations	Vacant
3	PQ851	Building 3-2	c.1959	Boathouse	Boathouse
4	PQ852	Building 3-3	c.1959	Transformer building	Transformer building
5	PQ854	Facility 3-10	c.1959	Seaplane ramp	Seaplane ramp
6	PQ855	Facility 3-11	c.1959	Seaplane ramp	Seaplane ramp
7	PQ856	Facility 3-12	c.1959	Aircraft apron	Aircraft apron
8	PQ858	Building 5-1	c.1959	Public works building	Public works building
9	PQ859	Building 5-2	c.1959	Warehouse	Warehouse

SeaMaster Program Resources Physical Integrity

The extant, individual resources constructed in support of the SeaMaster program retain overall physical integrity in terms of their location, and exterior historic materials and designs. Facility 3-1 and Facility 5-1 have undergone interior renovations which have affected their interior physical integrity.

As it relates to a linkage or collective grouping of the resources constructed in support of the SeaMaster program, the resources are spread out across the installation, with two small groupings of the buildings and structures: Building 3-1, Building 3-2, Building 3-3, Facility 3-10, Facility 3-11, and Facility 3-12 located to the northeast of the current runway; and, Facility 5-1 and Facility 5-2 located to the southwest of the current runway. Building 1-4 was constructed as the control tower and is located on the far, east side of the installation. Even though there are complexes of buildings, the overall setting and context from the SeaMaster Program period of significance is obscured with the development of the installation from the 1960s to the present. The relationship of the buildings to significant features of the SeaMaster program is not evident, as the master plan associated with building the SeaMaster installation was never completed. The buildings that were constructed and still remain only portray a small part of the buildings necessary to support the SeaMaster program, and do not present a complete picture.

Figure 13. 2016 Aerial of HPDTA depicting Area 3, Area 5, and Building 1-4. (Source: Google Earth)

Defense Testing Activity History

Within a couple of months after the cancellation of the SeaMaster program, records indicate that the Chief of Naval Operations (CNO) began studying a future use for the revamped installation (BuAer 1959). The CNO records associated with this period were not located during this survey effort. During a May 1960 site visit to Harvey Point, high-ranking officials from the Navy in Washington, D.C. alluded to the new building campaign that had recently concluded with the SeaMaster program, and stated that, "The Navy is definitely considering the base for one of three operations, two of which were announced as being a communications center or a hydrofoil boat program" (1960 Perquimans Weekly). During that site visit, it was also noted that present operations "include the practice bombing program and a total of 17 men were stationed at Harvey Point" (Ibid.).

Figure 14: Aerial view, HPDTA post-1960. (Source: HPDTA).

"In July of 1961 the Navy announced a new mission for the old base…all four branches of the military would use it for testing and evaluation of various classified materials and equipment" (Newbill 2006:3). "The facility came under the auspices of DOD and was named Harvey Point Defense Testing Activity. Since this time, HPDTA's primary mission has been the testing and evaluation of equipment, material, and small conventional explosives under simulated real life conditions" (Potomac-Hudson Engineering 1994:3). The landing strip was constructed for the current mission, and seaplane operations ceased with the cancellation of the SeaMaster program. The SeaMaster control tower (Building 1-14; PQ849), located about one mile from the landing strip, has not been used for aircraft since 1959, and it has been used as a site for training activities unrelated to air traffic control (Newbill 2006:3).

According to staff interviews and the evidence of the current built environment, HPDTA's mission during the period of 1961-1965, which continues today, is to provide testing and training on weapons and explosives. Leaders within other headquarters, primarily in Washington, D.C., or Norfolk, Virginia, request the testing of weapons, HPDTA carries out the simulations on its ranges and other facilities, processes the test data, and provides the information back to the client. No decisions related to changes in military operations, procedures, or equipment are made at HPDTA.

Figure 15: 1993 aerial view, HPDTA. (Source: Google Earth).

Recent base construction activities have focused on providing additional range space, and moving administrative functions away from the range areas. HPDTA likely converted the former pentagon-shaped tank farm into Range B soon after it started operations in 1960, and later expanded its activities, with the demolition of the tank farm's remaining tanks. Range C, the former location of ammunition storage facilities, became a testing range in the early 2000s. Building 3-1, the administration and operations center since 1960, was replaced with Building 750, located farther from the testing ranges, around 2006.

Defense Testing Activity Resources

Most of the SeaMaster program buildings and structures remained in use during the Defense Testing Activity period, even if in a reduced or altered capacity. Additionally, every resource constructed after 1960 is associated with the Defense Testing Activity period. This survey targeted all resources that were constructed between 1960 and 1965.

Table 3. Resources constructed between 1961 and 1965 during the Defense Testing Activity period.

	Survey Site #	Name	Construction Date	Historic Function	Current Function
1	PQ844	Building 1-4	1961	Storage	Storage
2	PQ845	Building 1-6	1962	Classroom/Storage	Storage
3	PQ846	Building 1-7	1962	Unknown	Medical clinic
4	PQ847	Building 1-9	c.1962	Storage	Storage
5	PQ848	Building 1-13	1961	Storage	Storage
6	PQ853	Building 3-4	c.1961	Transformer pad	Transformer pad
7	PQ857	Facility 3-13	c.1961	Runway	Runway
8	PQ860	Building 5-4A	1961	Fuel storage	Fuel storage
9	PQ861	Building 5-6	1961	Pumphouse	Pumphouse
10	PQ862	Facility 5-7	1961	Reservoir	Reservoir
11	PQ863	Building 5-8	1961	Chlorinator	Chlorinator
12	PQ864	Building 5-9	1961	Pumphouse	Pumphouse
13	PQ865	Building 5-10	c.1965	Welder's shop	Welder's shop
14	PQ866	Building 5-11	1961	Pumphouse (well #2)	Pumphouse (well #2)
15	PQ867	Building 5-12	1961	Pumphouse (well #3)	Pumphouse (well #3)
16	PQ868	Building 5-13	1961	Pumphouse (well #1)	Pumphouse (well #1)
17	PQ869	Building 5-14	1961	Pumphouse (well #4)	Pumphouse (well #4)
18	PQ870	Building 5-15	1961	Pumphouse (well #5)	Pumphouse (well #5)
19	PQ871	Building 6-1	c.1961	Photography lab	Vacant
20	PQ872	Building 6-2	1961	Unknown	Storage
21	PQ874	Building 6-4	1961	Unknown	Maintenance
22	PQ875	Building 6-6	c.1965	Shop	Shop
23	PQ876	Building 8-4	1961	Water tower	Water tower

Table 4. Resources demolished within the Defense Testing Activity period of 1960 to 1965

	Survey Site #	Name	Construction Date	Historic Function
1	PQ860	Building 5-4A	1961	Fuel storage
2	PQ863	Building 5-8	1961	Chlorinator
3	PQ864	Building 5-9	1961	Pumphouse
4	PQ867	Building 5-12	1961	Pumphouse (Well #3)
5	PQ868	Building 5-13	1961	Pumphouse
6	PQ873	Building 6-3	1961	Laboratory

Defense Testing Activity Resources Physical Integrity

The Defense Testing Activity historic context of HPDTA is the longest military context associated with the installation, as it began in 1960 and continues today. Therefore, the built environment at HPDTA overwhelmingly represents the Defense Testing Activity period. Twenty-three (23) of the resources evaluated as part of this survey effort were constructed between 1961 and 1965 in support of the establishment of the Defense Testing Activity, in addition to the buildings and structures that were built for World War II and the SeaMaster Program that were re-purposed and/or modified in the 1960s. Since that time, numerous other resources have been constructed, with many post-dating the end of the Cold War era.

The extant, individual resources constructed in support of the Defense Testing Activity retain overall physical integrity in terms of their location, and exterior historic materials and designs. Buildings 1-7 and 6-1 have undergone interior renovations which have affected their interior physical integrity. As it relates to a linkage or collective grouping of the resources constructed from 1960 to 1965, in support of the Defense Testing Activity, to include those buildings re-purposed, the resources are spread out across the installation with small groupings of the buildings within Areas 1, 3, 5, and 6. Area 1 consists of Range A and associated buildings: 1-4, 1-6, 1-7, and 1-9. Area 3 contains the administrative area, where the repurposed Building 3-1 continued as the main administrative building, supported by the adjacent runway. Area 5 consists of the Public Works area, to include Building 5-1 as the public works building and facilities associated with utilities such as the reservoir and pump houses. Area 6 consisted of support buildings such as shops, laboratories, and an antenna array (demolished). Building 6-1 was connected to Range A, in which photographs of the explosions were processed in the building. Due to the interior renovations of Building 6-1, there is no evidence of a photography laboratory in the building.

Figure 16. 2016 Aerial of HPDTA depicting areas of development between 1960-1965. (Source: Google Earth).

CHAPTER 4: Architectural Survey and Inventory

NAVFAC Atlantic and Mid-Atlantic architectural historians, accompanied by HPDTA staff, conducted field survey and performed research at the installation on August 7, 2014. NAVFAC directed HPDTA staff in the taking of digital photographs, while NAVFAC captured relevant architectural data on North Carolina inventory forms. Additional information provided in the following inventory section comes from post-fieldwork archival research, HPDTA staff interviews, Navy property records, and past cultural resources surveys. The survey included three previously inventoried resources (Harvey Cemetery, Skinner Farm Smokehouse, and SeaMaster control tower (Building 1-14)), and 32 newly inventoried resources.

Previously Surveyed Resources

This survey report provides an update to three (3) previously surveyed resources at Harvey Point: 1) Harvey Cemetery (Facility 1-17; PQ0086); 2) Skinner Farm Smokehouse (PQ0224); and, 3) Control Tower (Building 1-14; PQ849). The Harvey Cemetery and Skinner Farm Smokehouse are affiliated with the pre-Navy historic context at HPDTA.

A 2006 report by Geo-Marine recorded detailed information about the extant above-ground portions of the relocated cemetery, and provided limited data on the testing of the soils below ground. The report provided no NRHP-eligibility conclusions, but rather, focused on the presence or absence of human remains or funerary objects.

The control tower (Building 1-14; PQ849) directly illustrates the scuttled SeaMaster program from the 1950s, and has seen sporadic use since its construction in the late 1950s. A 2006 evaluation of the control tower concluded that the resource did not meet the eligibility requirements of the NRHP, however, it appears that consultation did not occur on the survey report.

Newly Surveyed Resources

This survey report includes 32 newly surveyed architectural resources. The resources selected for survey were constructed between 1959 and 1965 for either the SeaMaster Program build-up (nine resources) period, or the Defense Testing Activity period (23 resources). Six (6) resources constructed during the Defense Testing Activity period where identified as demolished during the fieldwork; and therefore, only 26 resources were evaluated as part of this survey effort. Many of the resources surveyed consist of routine/utilitarian architecture and provide the infrastructure for support activities at the installation. A few of the newly surveyed resources provided operational or mission-related space, and became the focus of more intensive analysis in this report.

The architectural survey/inventory chapter of this report features a heading for each resource that includes the North Carolina site survey number, the HPDTA building number, the common name or function, construction date, and historic context period. Most resources include images, a location description, a limited history of property use, a contextual statement, and a physical description. Range A features a summary discussion of that particular area of the installation, prior to the descriptions of the Individual resources that comprise the range. Chapter 4 does not evaluate each resource for significance and integrity; Chapter 5 contains this analysis.

Figure 17: HPDTA architectural resources surveyed and those that were previously demolished. (Source: HPDTA).

Survey Site #: **PQ0086**
Resource Name (Function): **Facility 1-17 (Harvey Cemetery)**
Construction Date: **Unknown**
Historic Context(s): **pre-Navy (pre-1942)**

Figure 18: Harvey Cemetery

Located in the southeastern portion of the installation, the Harvey Cemetery originally sat on now submerged land. In 2004, Geo-Marine, Inc. conducted Phase II archaeological investigations on the cemetery. The resulting report, "Archaeological Significance Evaluations of Four Sites (31PQ123, 31PQ127, 31PQ131, and 31PQ133) and Investigations of Harvey Cemetery, Perquimans County, North Carolina" includes detailed descriptions of grave markings, including stone inscriptions, as well as a site plan (Figure 20). Based on the archaeological testing of five graves, the report concludes that the cemetery now serves as a memorial only, and does not contain the physical remains of the deceased.

Survey work completed in 2014 verified previously recorded information and noted the existing conditions of Harvey Cemetery. An ornamental black iron fence, with a double swing gate, surrounds the cemetery, and features a plaque that states, "TIDEWATER MACHINE & BOILER CO, AIRLINE TURNPIKE, PORTSMOUTH VIRGINIA, MAY 1959." Headstones, footstones,

and brick outlines mark eighteen possible grave locations. Cemetery inscriptions note death dates from the eighteenth and nineteenth centuries, starting in 1761.

Figure 19: Harvey Cemetery fence plaque

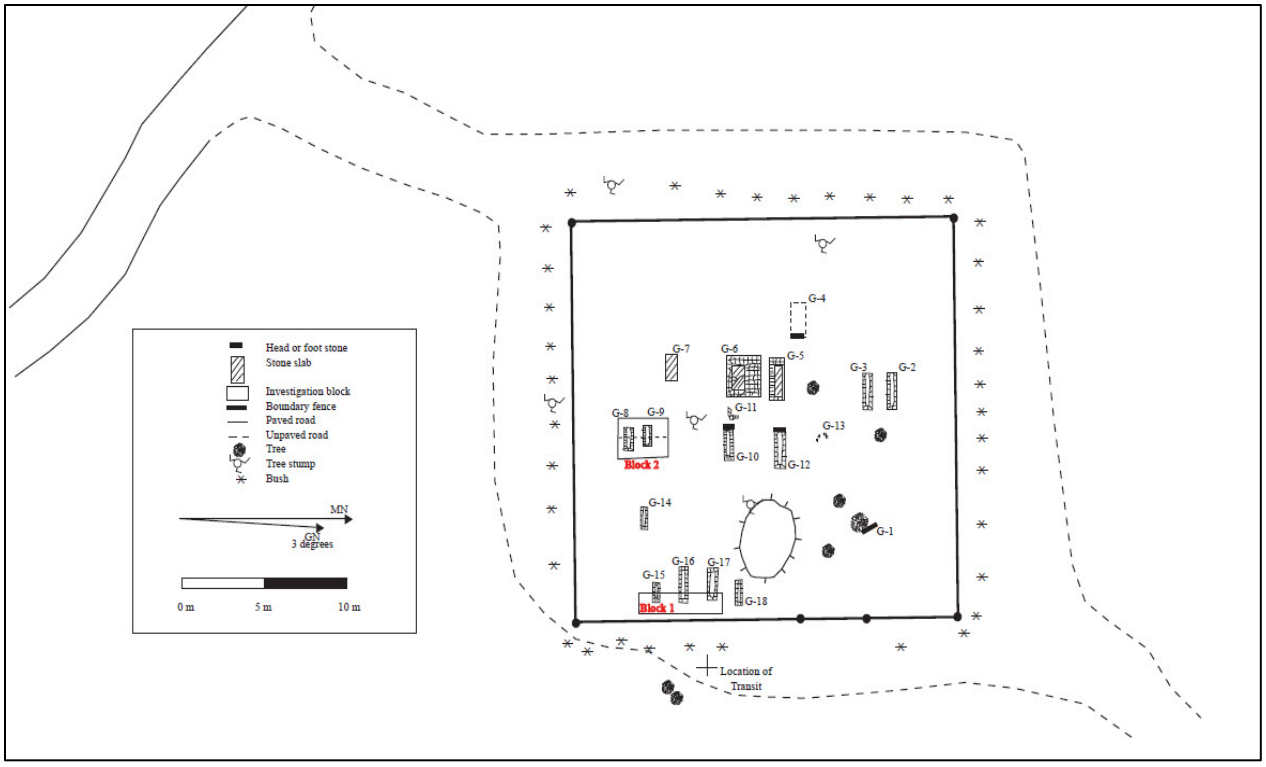


Figure 20: Harvey Cemetery site plan from 2006 Geo-Marine report

Survey Site #: **PQ0224**
Resource Name (Function): **Skinner Farm Smokehouse**
Construction Date: **Unknown**
Historic Context(s): **pre-Navy (pre-1942)**

The surveyors did not locate the resource during fieldwork. It is believed the Skinner Farm Smokehouse has been demolished and is associated with Ashland Plantation archaeological site (31PQ133).

Testing Range A & B

Testing Range A sits at the southeastern edge of Harvey Point, south of Harvey Point Road, and north of the Albemarle Sound. The rectangular-shaped range includes the surveyed Buildings 1-4, 1-6, 1-7, and 1-9, in addition to more modern buildings and structures, and temporary objects used for testing. HPDTA did not allow photography of the range itself during fieldwork. The construction dates of buildings on Testing Range A and maps suggest that the range was constructed in 1961. It appears to be the first purpose-built range located at HPDTA, for the Defense Testing Activity mission (1960+). The general shape and configuration of resources on the range has remained constant, although, as with most ranges, change is likely constant with the actual test objects. While the resources surveyed as part of this report on Range A maintain integrity, the blast house and other buildings on the range do not.

Range B was planned and constructed as a fuel farm for the SeaMaster program. HPDTA removed the last of the fuel tanks by 2013, although the pentagon-shaped area transitioned to use as Range B prior to this date. There are no structures or buildings constructed between 1959 and 1965 associated with Range B.

Figure 21. Post-1960 aerial view of HPDTA (left) and 1993 aerial view (right) showing configuration of Range A and B. (Source: HPDTA and Google Earth)

Figure 22. 2008 aerial view of HPDTA (left) and 2013 aerial view showing changes to Range A and B after 1965. (Source: Google Earth)

Figure 23: Surveyed resources associated with Range A. (Source: HPDTA).

Survey Site #: **PQ844**
Resource Name (Function): **Building 1-4 (Storage)**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 24: Building 1-4, south and east elevations

Building 1-4 sits south of Harvey Point Road, in Range A, the complex on the east side of the installation. Installation property records indicate this storage building, constructed in 1961, retains its original use. The one-story, one-bay, concrete block building rests on a reinforced concrete slab. A wood-framed, side-gabled roof covered in asphalt shingles tops the building. A hollow metal exterior door set in a metal frame opens in the center of the front elevation. The building includes no additional fenestration. A hollowed-out block near the side gable appears to provide ventilation. The interior floor, walls, and ceiling remain unfinished. This building is identical to Building 1-9, and no alterations were observed.

Survey Site #: **PQ845**
Resource Name (Function): **Building 1-6 (Classroom)**
Construction Date: **1962**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 25: Building 1-6, south and east elevations

Building 1-6 sits south of Harvey Point Road, in Range A, the complex on the east side of the installation. Installation property records indicate this classroom building, constructed in 1962, has also been used for storage. The one-story, concrete block building features vinyl siding on the gable ends. The front-gabled, asphalt-shingled roof includes a vinyl fascia board. A central, hollow metal door, set in a metal frame, opens on the one-bay front and rear elevations. Three, original two-over-one, horizontal, metal windows with wireglass, light the side elevations. The open bay interior of the building features painted concrete block walls, vinyl composite tile covering a concrete slab floor, and ceiling of painted plywood sheathing mounted to the roof superstructure with wood furring strips. Alterations, including door replacements, the addition of vinyl sheathing, and interior changes, such as the addition of vinyl composite tile and plywood sheathing are evident. Property records note that a renovation occurred in 2000. Building 1-6 is similar to Building 1-7.

Survey Site #: **PQ846**
Resource Name (Function): **Building 1-7 (Clinic)**
Construction Date: **1962**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 26: Building 1-7, north and east elevations

Building 1-7 sits south of Harvey Point Road, in Range A, the complex on the east side of the installation. Property records note a 1962 construction date for this clinic building, but do not shed light on its original use. Building 1-7 is similar to the neighboring Building 1-6, which originally provided storage. An asphalt shingle, front-gabled roof tops the building and includes a vinyl fascia board. The one-story, concrete block building, with vinyl siding in the gable ends, rests on a reinforced concrete slab. The two-bay, front elevation consists of a central, metal, replacement door, with six panels, and an original, two-over-one, horizontal, metal window, with wireglass, on the east end. Small vents also appear on the front elevation. The side elevations each have two, original, two-over-one, horizontal, metal windows with wireglass. On the south elevation, a center, replacement double door leads to a rectangular, exterior storage area, consisting of a poured concrete slab with a low, concrete wall edge on two sides. Renovations on the interior of the building include the installation of dry wall, a popcorn ceiling, tile floors, and fluorescent lights.

Figure 27: Building 1-7, south and east elevations

Survey Site #: **PQ847**
Resource Name (Function): **Building 1-9 (Storage)**
Construction Date: **c.1962**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 28: Building 1-9, north and east elevations

Building 1-9 sits south of Harvey Point Road, in Range A, the complex on the east side of the installation. Installation property records indicate this storage building, constructed in 1961, retains its original use. The one-story, one-bay, concrete block building rests on a reinforced concrete slab. A wood-framed, side-gabled roof covered in asphalt shingles tops the building. A hollow metal, exterior door, set in a metal frame, opens in the center of the front elevation. The building includes no additional fenestration. A hollowed-out block near the side gable appears to provide ventilation. The interior floor, walls, and ceiling remain unfinished. This building is identical to Building 1-4, and no alterations were observed.

Survey Site #: **PQ848**
Resource Name (Function): **Building 1-13 (Warehouse)**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 29: Building 1-13, front (north) and east elevations

Located on the eastern edge of the installation, at the end of Harvey Point Road, Building 1-13 sits near the control tower (Building 1-14). Constructed in 1961, the one-story, painted concrete block storage building rests on a reinforced concrete slab. A side-gabled, built-up roof, with three metal roof vents, tops the building. The front elevation (north façade) consists of the original, six-light, metal panel door on the northwest corner (note: metal covers the glazing on the exterior); four partially infilled louver vents; and an infilled larger door opening on the northwest corner. The rear elevation consists of four partially infilled louver vents in the same position as those on the front elevation, and a larger opening infilled with concrete block. The west elevation consists of a four-light, fixed pane, steel window, with a two-light awning window on the bottom. A solid, metal door with a louver vent in the bottom panel opens on the east elevation. Overall, the building's simple form consists of a utilitarian style, with minimal ornamentation.

On the interior, concrete block walls divide a rectangular floor plan into three rooms. The door on the north elevation provides access to the west room. The door on the east elevation provides access to the two rooms on the east side of the building. The two eastern rooms include a smaller entrance area that opens into a larger space that corresponds with the louver vents on the exterior. The two eastern rooms connect via a replacement, solid, metal door in the middle of the concrete block dividing wall. Interior surfaces remain unfinished, with concrete floors and ceilings, and hanging, metal, industrial lights. A number of alterations to the building, including the aforementioned concrete block infills on exterior vents and doors, the metal cover on the north elevation door panels, and the replacement door on the interior were evident.

Figure 30: Building 1-13, front (north) elevation, detail

Figure 31: Building 1-13, rear (south) elevation

Survey Site #: **PQ849**
Resource Name (Function): **Building 1-14 (Control Tower)**
Construction Date: **c.1959**
Historic Context(s): **SeaMaster (c.1955-1960) and Defense Testing Activity (1960-present)**

Figure 32: Building 1-14, west elevation

Located on the eastern edge of the installation, at the end of Harvey Point Road, the control tower (Building 1-14) sits near Building 1-13. A July 2006 evaluation of the control tower recommended the building not eligible for listing in the National Register, but did not include the completion of a survey form. Sources indicate that construction of the tower pre-dated the current Defense Testing Activity, and likely occurred at the outset of the build-up for the SeaMaster jet seaplane program c.1959. The tower, likely used for a number of months in its original function, currently sits unoccupied, and is used on occasion for training maneuvers. The Winston Salem architectural firm of Lashmit, James, Brown & Pollock and the engineering firm of Thomas B. Bourne Associates designed the building for the Department of the Navy.

The five-story control tower exhibits simple geometry, plain finishes, and no architectural embellishment. An octagonal control room on the fifth story sits on a square four-story tower. A piled foundation supports the structural steel frame of the building. The exterior

is clad with painted corrugated metal panels, joined at the corners by pieces of flat, metal trim. Steel pipe railing surrounds both levels of the built-up roof, which consists of asphalt and gravel. A caged, metal stair provides access on the exterior of the south elevation, and on the exterior of the west elevation, to the control room. The four sides of the control room facing land do not have windows, while the four sides of the control room facing water do. Three of the four windows in the control room are fixed glass, single light steel windows. The fourth window is a one-by-one metal window. Multiple-light steel windows illuminate the four lower floors. Eight-light, steel windows, with the four middle panes set within an operable awning sash, light the interior stairway. Steel doors consist of either four-light doors or louvered doors.

Figure 33: Building 1-14, exterior ground floor detail, west elevation

Figure 34: Building 1-14, exterior top floor detail

The finished first floor elevation is 13 feet and the control room floor is approximately 56 feet. The fifth floor octagonal walls of the control room slope at an outward angle from the windowsill line to the roofline. The four lower floors provide space for the transformer vault, and telephone and communications rooms (first floor); an air-conditioning equipment room (second floor), electrical equipment rooms (third and fourth floors), and a small bathroom (fourth floor). Most equipment no longer remained in the building at the time of the site visit in August 2014. The interior wall finishes are composite panels applied to the steel structure and secondary metal framing. The panels consist of a fibrous insulation board faced with sheets of smooth cement asbestos. The concrete slab floors rest on the steel frame. While cement asbestos tiles cover the control room floor, the other floors remain unfinished, with exposed concrete. Perforated, metal, acoustical ceiling tiles are located in the control room and other spaces. Stairs occupy a large percentage of the floor space on the first four floors. A very narrow and steep stair provides access from the fourth floor to the control room. Framed with steel, the stairs have diamond-patterned steel plate treads and steel pipe handrails.

Figure 35: Building 1-14, interior stair detail

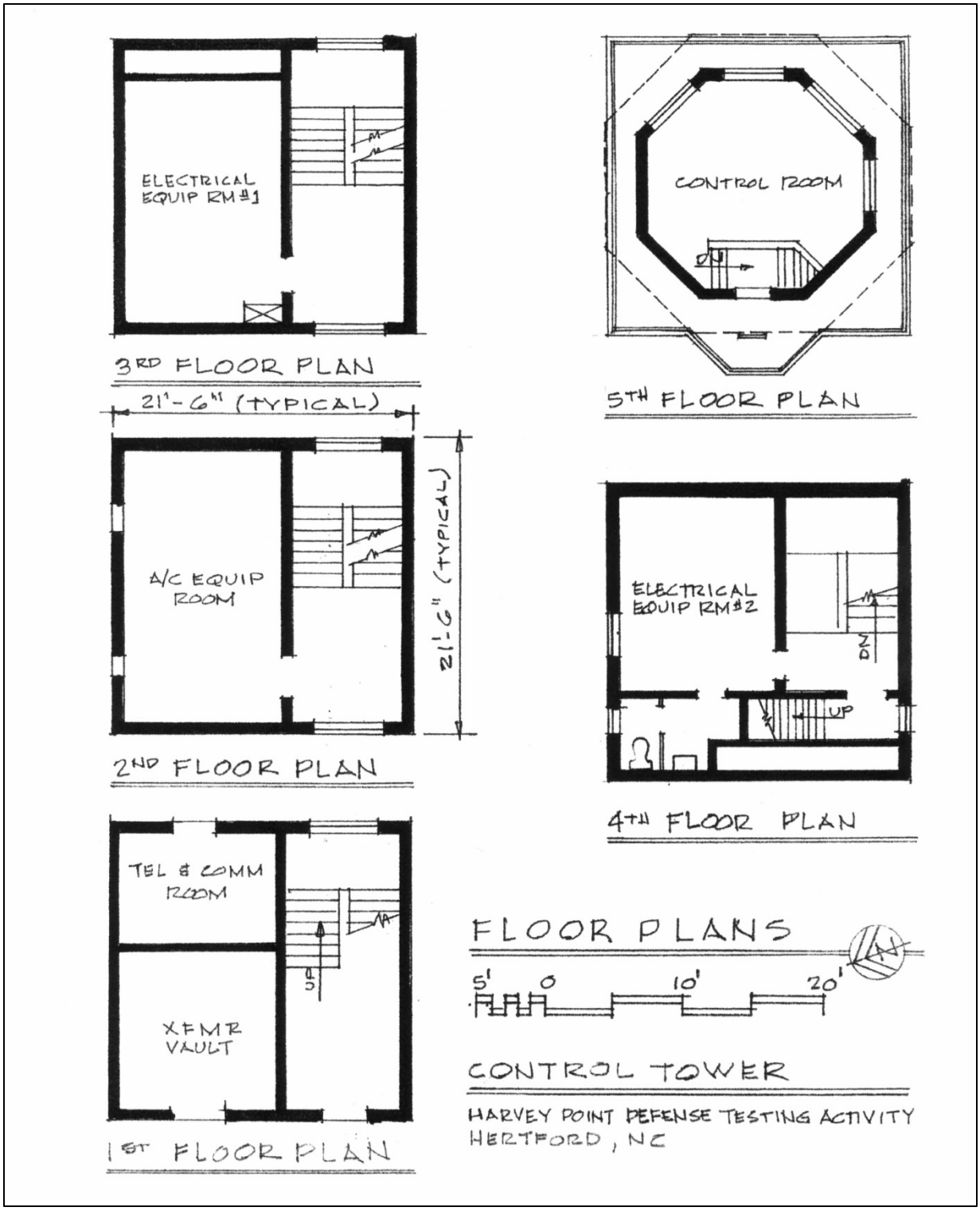


Figure 36: Building 1-14, floor plans from 2006 evaluation

Figure 37: Building 1-14, control room detail view looking west

Figure 38: Building 1-14, control room detail view looking east

Survey Site #: **PQ850**
Resource Name (Function): **Building 3-1 (Administration/Operations)**
Construction Date: **c.1959**
Historic Context(s): **SeaMaster (c.1955-1960) and Defense Testing Activity (1960-present)**

Figure 39: Building 3-1, front (south) and east elevations

Located on the northern edge of the installation, along the Perquimans River shoreline, the former administration/operations building (Building 3-1) sits in close proximity, south of the boathouse (Building 3-2). Sources indicate that construction of Building 3-1 pre-dated the current Defense Testing Activity, and likely occurred at the outset of the build-up for the SeaMaster jet seaplane program c.1959. The building, likely used for a number of months in its affiliation with the SeaMaster program, currently sits unoccupied, after a new headquarters building replaced it in 2006, located in the new administrative compound closer to the installation's entrance to the west. The Winston Salem architectural firm of Lashmit, James, Brown & Pollock and the engineering firm of Thomas B. Bourne Associates designed the building for the Department of the Navy.

The two-story, L-shaped, brick Building 3-1 includes 17 bays across the front (south) elevation, with 13 bays on the main block. The 1958 construction plans shows banks of three windows, while the actual construction appears to have been the current line of single windows. Concrete columns, beams, and bearing walls support a low-pitched concrete and steel roof, with a single-ply membrane covering. The wall structure consists of concrete block with a five-over-one, common bond, brick veneer. A one-story, three-bay, flat roof entrance vestibule is located on the west side of the south elevation, on the main block. This entrance does not appear to match the plans, but may have been an alteration made prior to the original construction. The entrance vestibule consists of a replacement aluminum storefront door, a two-light, aluminum window, and a bricked-in window bay. The exterior windows on the building consist of a combination of the original two-over-two, steel-framed, double-hung windows, and vinyl-framed windows. Security screens attached to the exterior brick walls protect a number of the windows. A variety of exterior doors open on the east, north, and west elevations, including original, painted, hollow metal, louvered doors, and two-light, metal doors.

Figure 40: Building 3-1, front (south) elevation

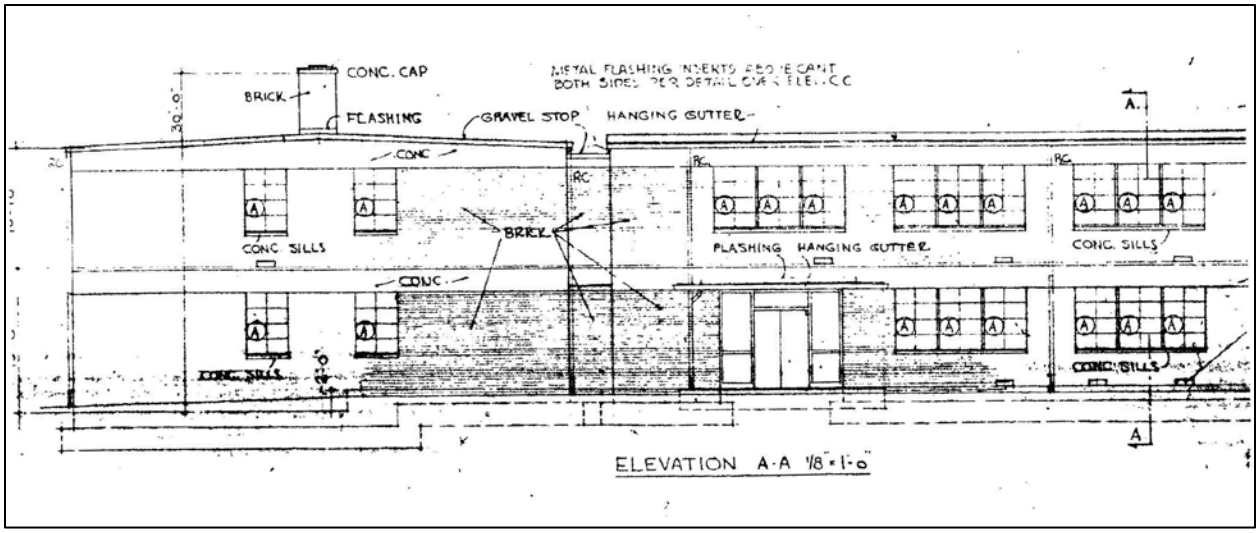


Figure 41: Building 3-1, plan, front elevation

The east-west-oriented main block of the building consists of office space. The altered office space features a combination of concrete block walls (primarily in the stairways and utility rooms) and drywall partition walls. Carpet primarily covers the floors in the corridors and office spaces, and vinyl tile appears in the utility rooms and stair landings. Suspended acoustic panels, with flush, fluorescent lights, cover the original plaster ceiling. The interior doors are a combination of replacement, stained or painted, solid-core, flush, wood doors; original, metal, double-leaf doors, with a single pane of corrugated wireglass (leading to stairs); and original, solid, vault doors (provides entry into office spaces). According to construction plans, Building 3-1 originally held a mix of administrative and operations functions, related to the SeaMaster program, including the following rooms: radio, crypto, teletype, wing staff officers, wing communications, electronic repair, clearance, map, and aerology. Due to the cancellation of the SeaMaster program, Building 3-1 probably never reached full operation. During the Defense Testing Activity period, until 2006, the building served in a similar capacity, for operations and administration.

Figure 42: Building 3-1, front entrance detail

Figure 43: Building 3-1, north (rear) and east elevations

The ell of the building, oriented north-to-south, consists of an open, two-story, concrete-block and concrete floor space that provided the garage space for an ambulance. A set of concrete steps lead from the first floor down into the bay.

Numerous alterations, including replacement windows and doors, and the infill of openings are evident as well as interior alterations. Plans indicate that the final construction details changed, including alterations to the window massing and fenestration, the entrance vestibule, and the west elevation wing. Plans confirm that a canopy connecting Building 3-1 to 3-2, now evidenced only by ghost marks, was an original feature.

Figure 44: Building 3-1, north and west elevations

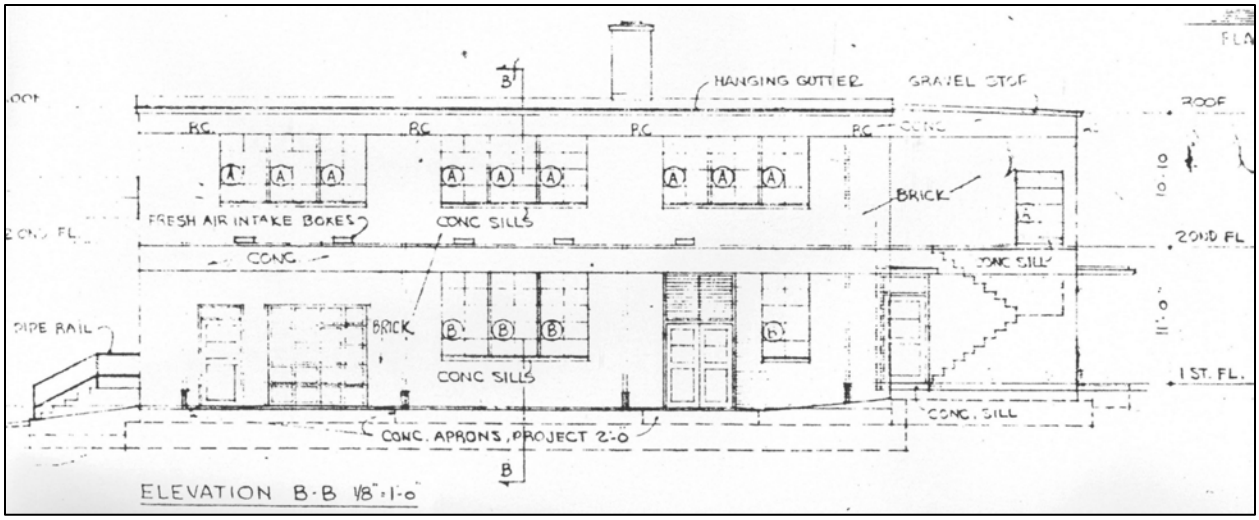


Figure 45: Building 3-1, plan, west elevation

Figure 46: Building 3-1, interior hallway

Figure 47: Building 3-1, interior door detail

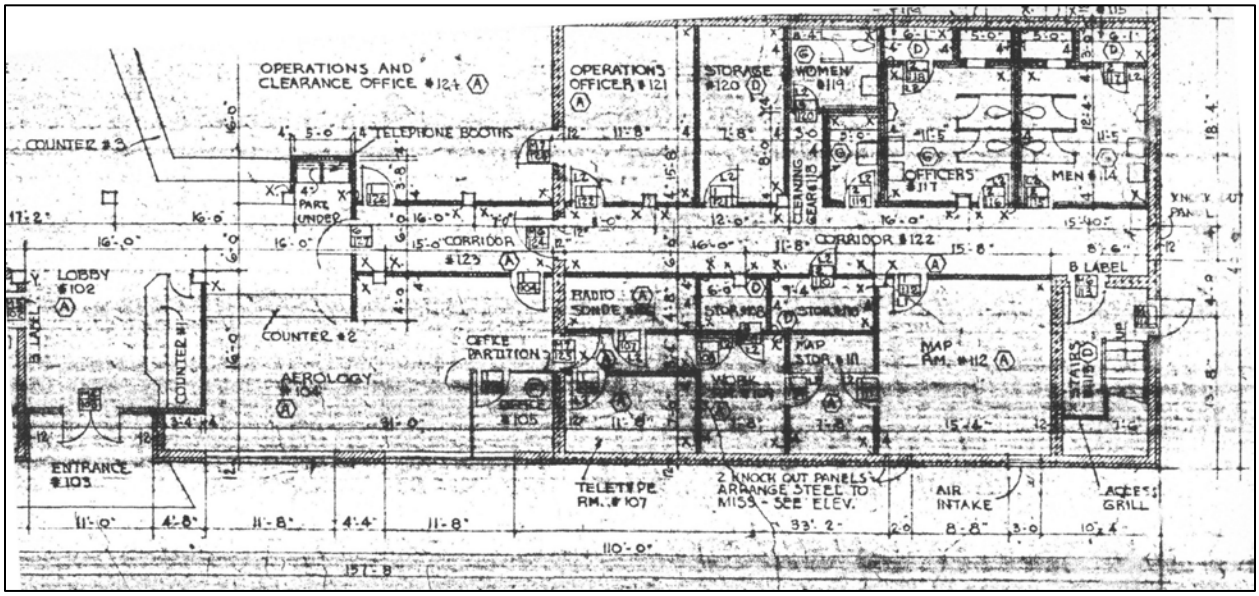


Figure 48: Building 3-1, plan, partial first floor

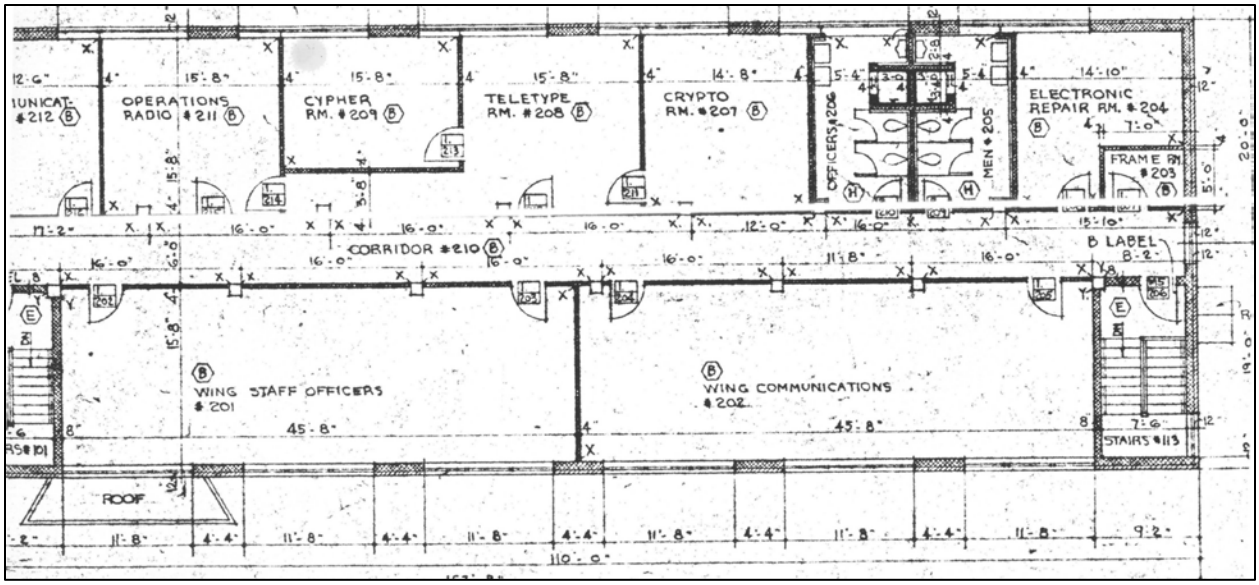


Figure 49: Building 3-1, plan, partial second floor

Survey Site #: **PQ851**
Resource Name (Function): **Building 3-2 (Boathouse)**
Construction Date: **c.1959**
Historic Context(s): **SeaMaster (c.1955-1960) and Defense Testing Activity (1960-present)**

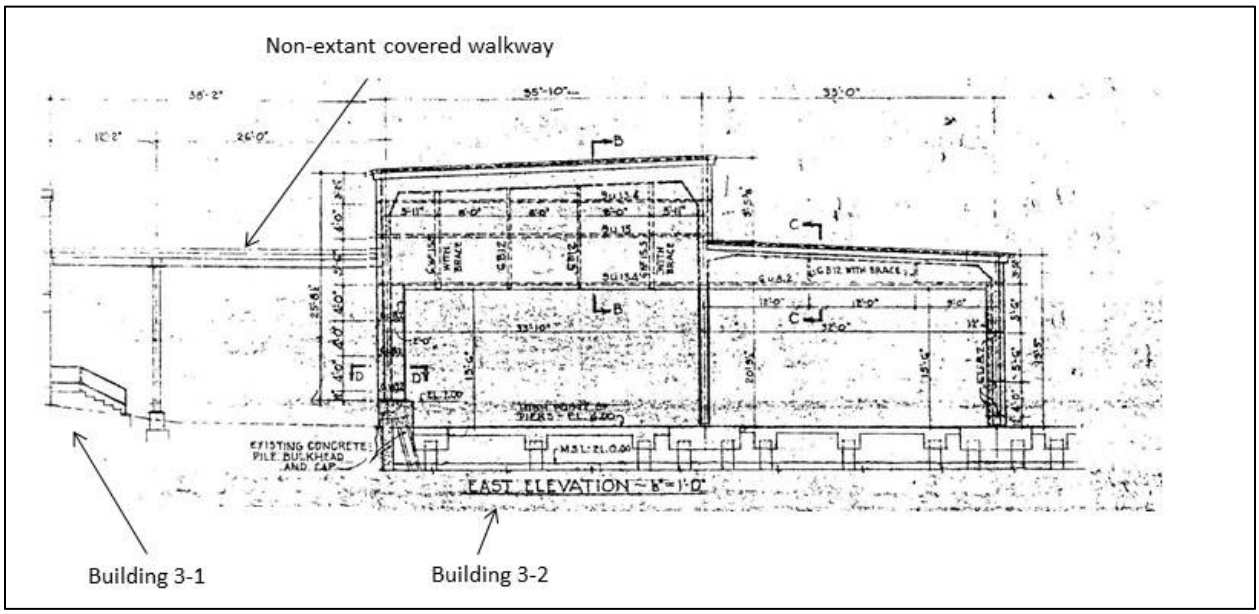


Figure 50: Building 3-2, plan of east elevation

Figure 51: Building 3-2, south and east elevations

Located on the northern edge of the installation, extending from the Perquimans River shoreline, the boathouse (Building 3-2) sits in close proximity on the north side of the administration/operations building (Building 3-1). A metal and concrete seawall surrounds the boathouse on its north, east, and west elevations. Sources indicate that construction of the

boathouse pre-dated the current Defense Testing Activity, and likely occurred at the outset of the build-up for the SeaMaster jet seaplane program c.1959. The Winston Salem architectural firm of Lashmit, James, Brown & Pollock and the engineering firm of Thomas B. Bourne Associates designed the building for the Department of the Navy.

The open-air, steel-framed boathouse rests above a boat dock and piers, and features two sections: 1) a one-story, two-bay structure, with a front-gabled roof; and, 2) a two-story, large one-bay structure, with a low-pitched, shed roof. Replacement, corrugated metal panels cover the exterior on much of the north and south elevations. A series of seven open door bays line the dock on the structure's north elevation, providing access to the outside boat slips. A wide, one-story bay provides access to the central aisle way between the boat slips on the south elevation. Large openings provide access to varying sizes of boats on the east and west elevations. No windows or doors enclose the openings on the structure. The roof structure consists of precast concrete panels supported by eight steel roof trusses resting on interior and exterior steel columns. Copper gutters and downspouts provide drainage from the roofs. The boat dock and piers are concrete with concrete pilings. Steel ladders provide access to each of the six boat slips within the structure. An additional pier sits outside the structure. Recent modifications to the concrete piers included the installation of metal plates with a textured abrasive finish bolted to the edge of each pier, to prevent slipping, and the addition of modern lighting in the building.

A one-story, two-bay, pre-fabricated wood building rests on a wood palette foundation in the middle of the central aisle, and provides office space. The building features a six-panel door and a four-over-four, vinyl window, with an asphalt-shingled, front gable roof.

Figure 52: Building 3-2, exterior door detail, south elevation

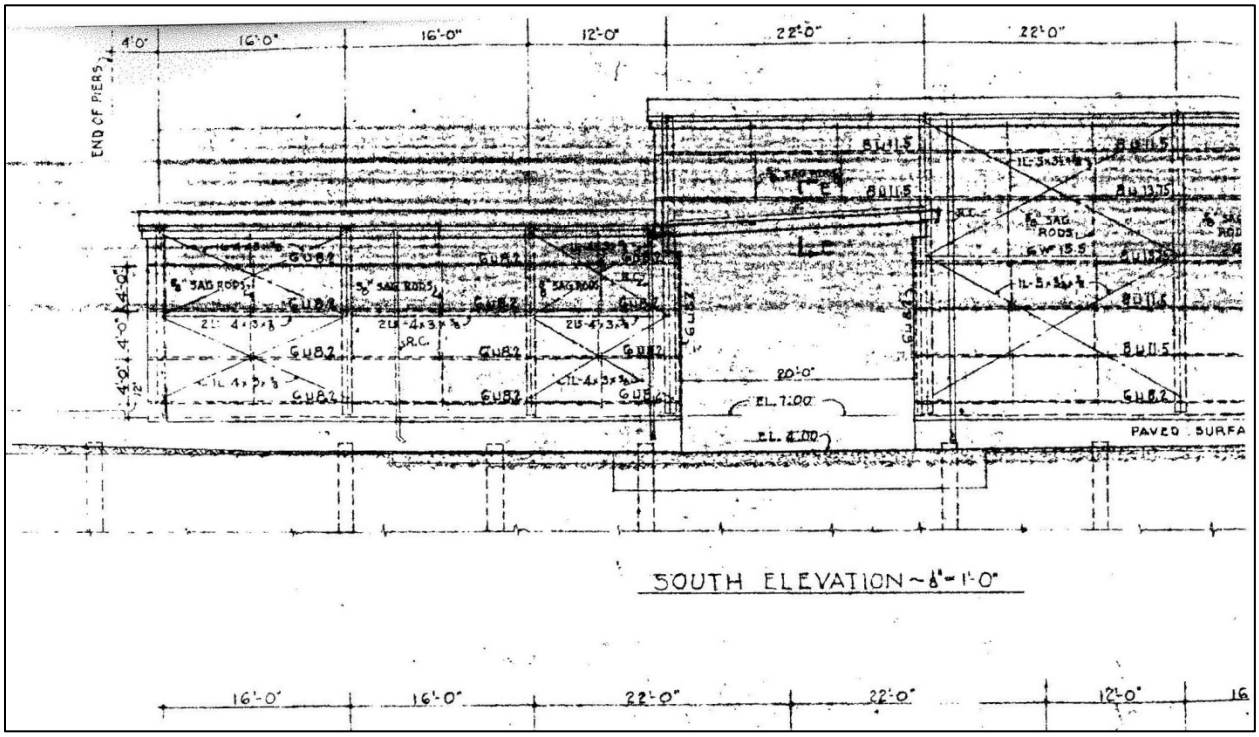


Figure 53: Building 3-2, plan, west side of south elevation

Figure 54: Building 3-2, exterior view of north elevation and docks

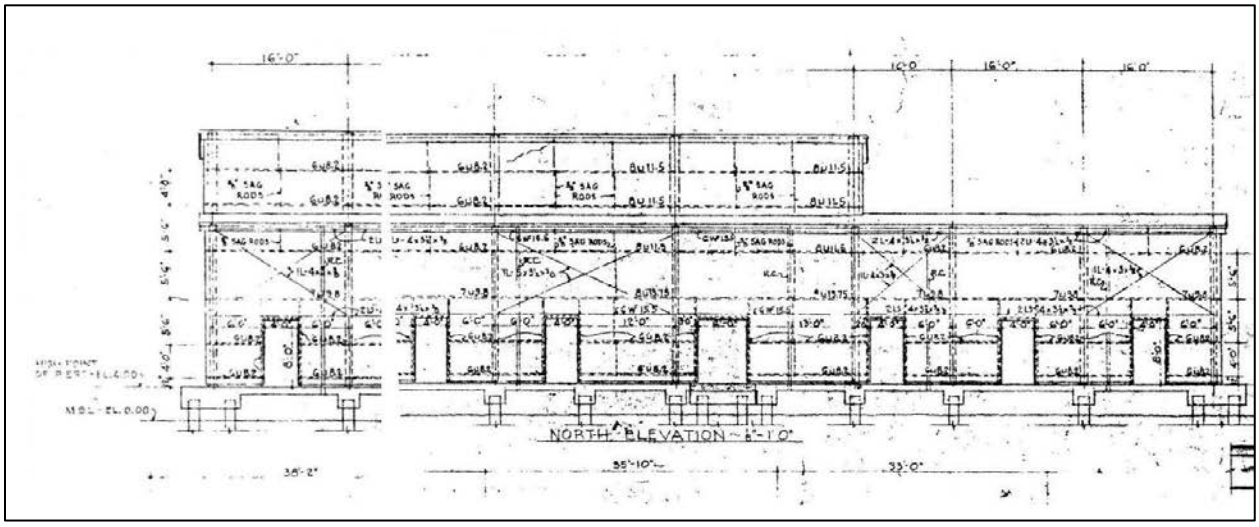


Figure 55: Building 3-2, plan, north elevation

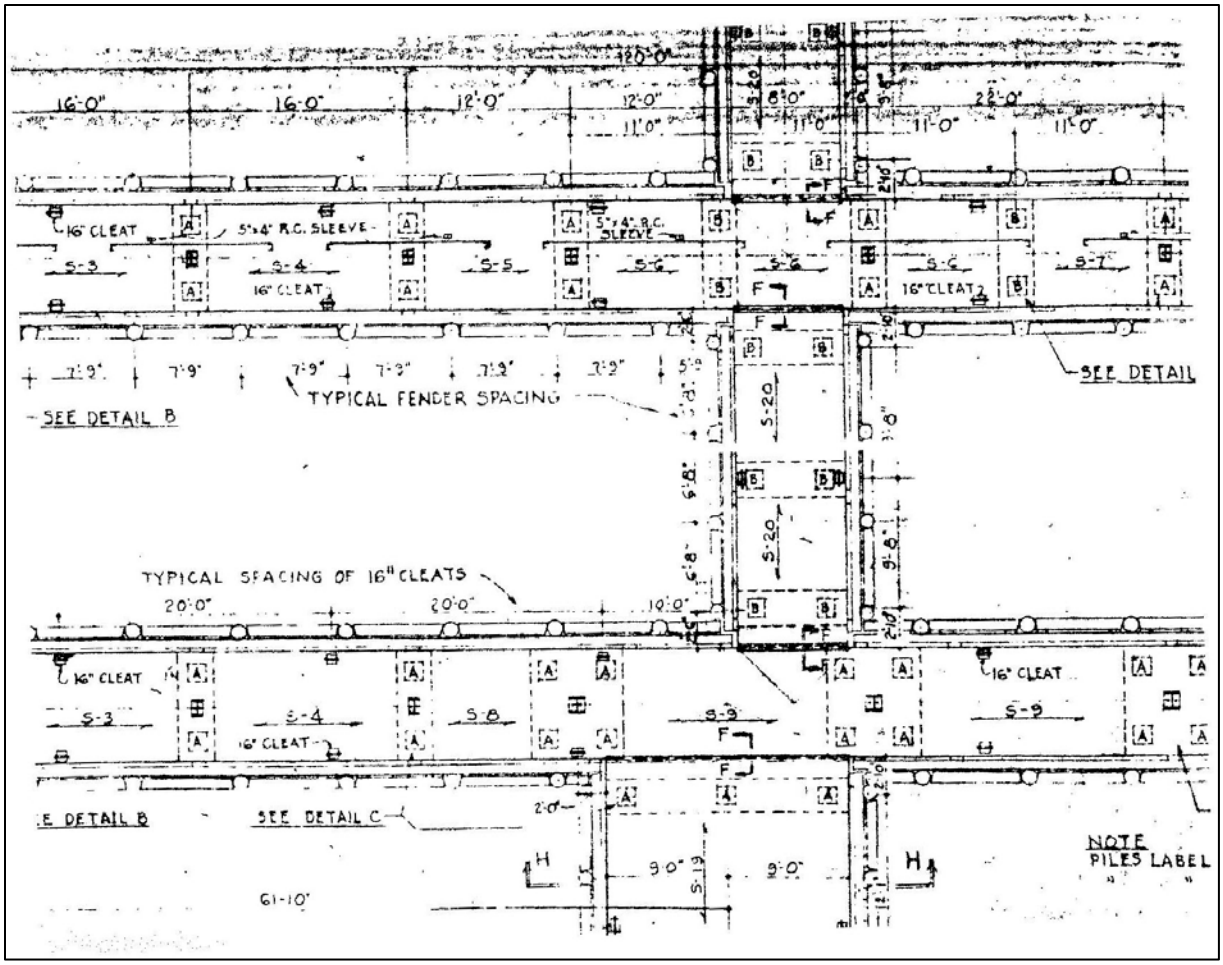


Figure 56: Building 3-2, plan view

Figure 57: Building 3-2, interior view

Figure 58: Building 3-2, view of associated breakwater

Figure 59: Building 3-2, interior framing detail

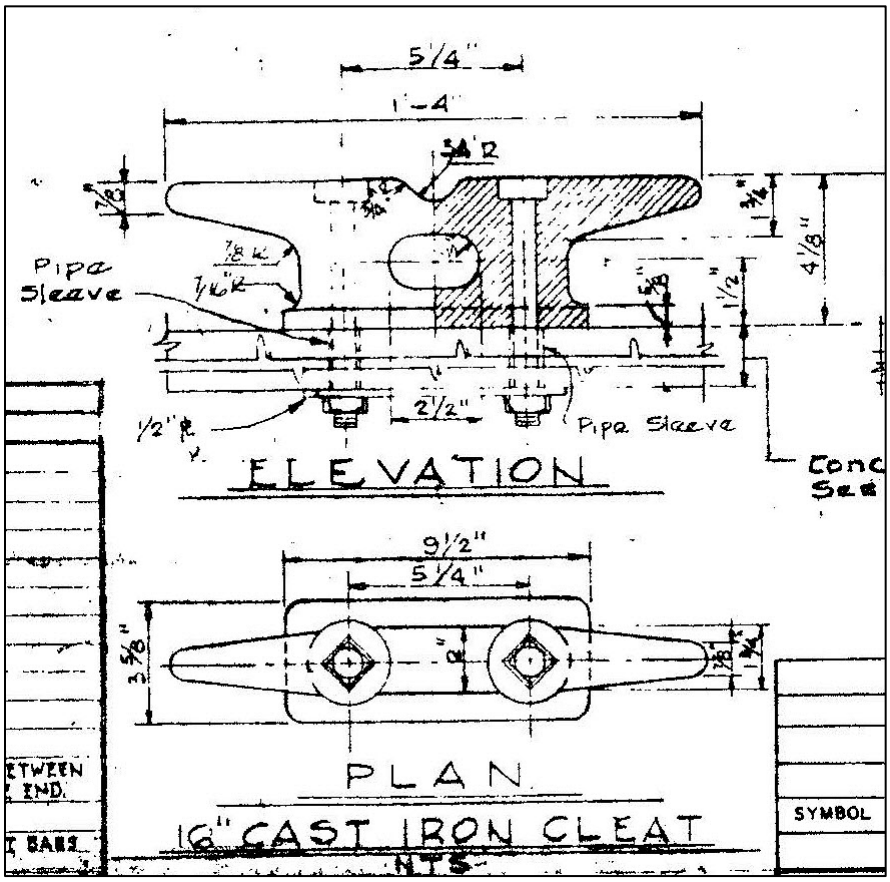


Figure 60: Building 3-2, cleat detail

Survey Site #: **PQ852**
Resource Name (Function): **Building 3-3 (Transformer Building)**
Construction Date: **c.1959**
Historic Context(s): **SeaMaster (c.1955-1960) and Defense Testing Activity (1960-present)**

Figure 61: Building 3-3, front (north) and east elevations.

Building 3-3 sits in the space provided by the ell of Building 3-1, south of the boathouse (Building 3-2), near the Perquimans River shoreline. Plans indicate that Building 3-3 was planned for construction in tandem with Building 3-1 and Building 3-2, likely to support those buildings. The one-story, one-bay building continues its original function by housing transformer equipment. Concrete caps the building's five-over-one, common bond, brick walls. The flat, precast concrete and single-ply, membrane roof features metal trim at the roof-wall juncture. A replacement garage door, with a concrete sill, dominates the north façade and is recessed into the wall farther than the original door. The east and west elevations consist of one metal-louvered vent, with concrete sills. The rear contains no fenestration and has a copper gutter and downspout. The one-room interior consists of exposed brick walls, a concrete floor, and two hanging, metal, industrial lights.

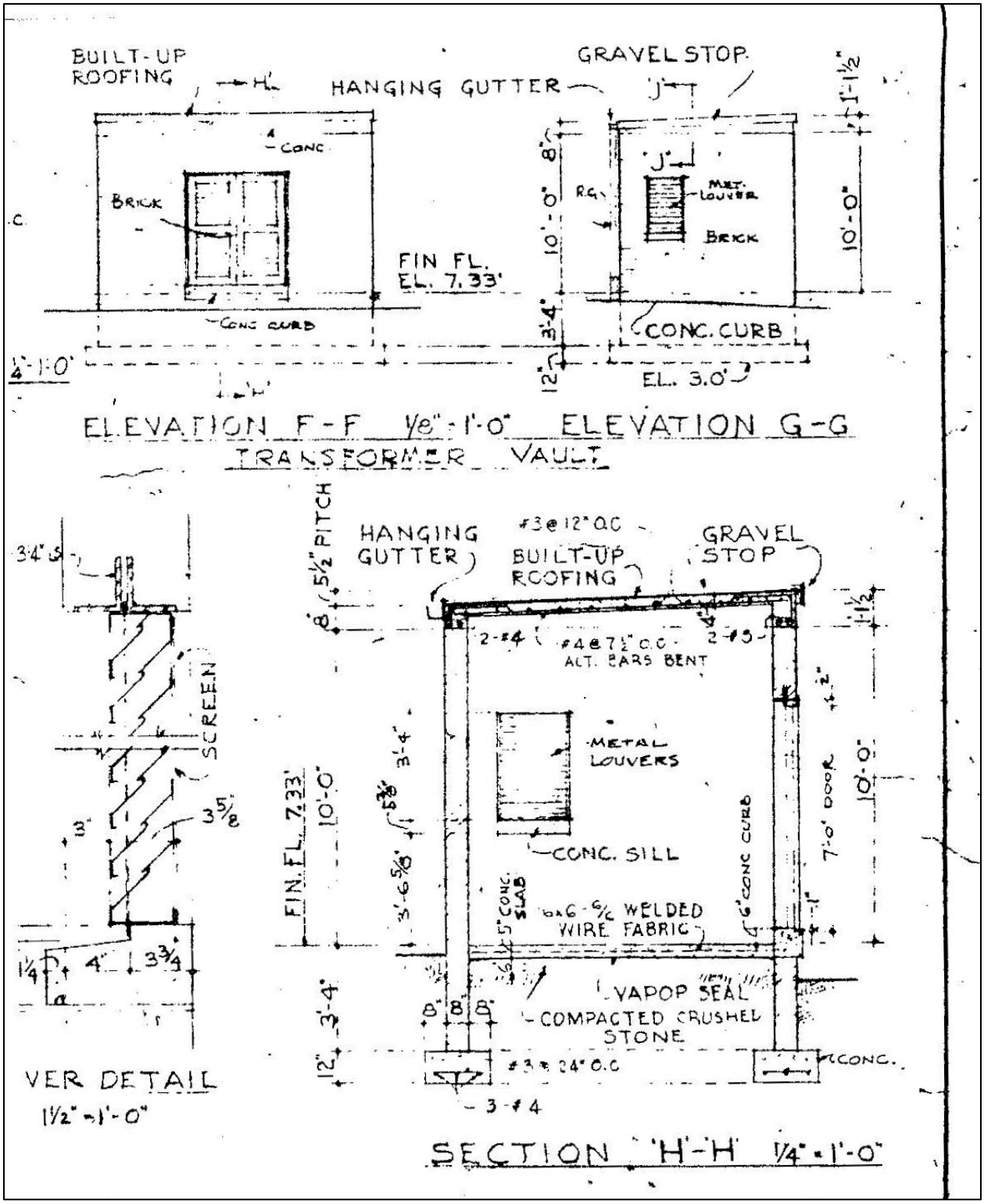


Figure 62: Building 3-3, plan detail

Figure 63: Building 3-3, interior view looking south

Survey Site #: **PQ853**
Resource Name (Function): **Facility 3-4 (Transformer Pad)**
Construction Date: **c.1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 64: Building 3-4 looking south

Facility 3-4, a concrete pad with utilities, surrounded by a chain link fence, sits south of the administration/operations building (Building 3-1) and east of the seaplane apron constructed for the SeaMaster. Originally constructed to hold a transformer, the equipment has been removed.

Survey Site #: **PQ854**
Resource Name (Function): **Facility 3-10 (Seaplane Ramp)**
Construction Date: **c.1959**
Historic Context(s): **SeaMaster (c.1955-1960)**

Figure 65: Facility 3-10, in foreground, Facility 3-11, in background looking west

Survey Site #: **PQ855**
Resource Name (Function): **Facility 3-11 (Seaplane Ramp)**
Construction Date: **c.1959**
Historic Context(s): **SeaMaster (c.1955-1960)**

Facilities 3-10 and 3-11 are seaplane ramps constructed to support the SeaMaster jet seaplane program c.1959. Maps indicate that the two ramps sit east of the former location of the original WWII seaplane ramps, along the Perquimans River. Supported by concrete buttresses, the concrete ramps extend from the concrete bulkhead into the Perquimans River. A raised concrete lip marks each side of both ramps. The ramps lead to the aircraft apron (Facility 3-12) south of the shoreline, which was also newly constructed to store jet seaplanes.

The Navy likely used the ramps and apron for a number of months, prior to the termination of the SeaMaster program.

Figure 66: Facility 3-11 looking west

Figure 67: Facility 3-11, view from the ramp to the shoreline looking south

Figure 68: From Facility 3-11 with a view to Facility 3-10 looking east

Figure 69: Facility 3-10 and Facility 3-11

Figure 70: Facility 3-10 looking southwest

Figure 71: Facility 3-10, view from ramp into water looking north

Figure 72: Facility 3-10, view from ramp onto apron (Facility 3-12)

Survey Site #: **PQ856**
Resource Name (Function): **Facility 3-12 (Aircraft Apron)**
Construction Date: **c.1959**
Historic Context(s): **SeaMaster (c.1955-1960) and Defense Testing Activity (1960-present)**

Figure 73: Facility 3-12, general view looking south

Facility 3-12, a seaplane apron, sits east of the WWII seaplane apron and parking area. The concrete-paved structure, constructed with two seaplane ramps (Facilities 3-10 and 3-11), supported the SeaMaster jet seaplane program for a brief time, prior to its termination in 1959. Rows of metal tie downs line the apron in a grid pattern. Originally constructed as a parking lot for seaplanes, the structure now functions as a laydown area and vehicle parking lot.

Figure 74: Facility 3-12, apron hook detail

Figure 75: Facility 3-12, apron hook detail

Figure 76: Facility 3-12, general view showing apron hooks

Survey Site #: **PQ857**
Resource Name (Function): **Facility 3-13 (Runway)**
Construction Date: **c.1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Facility 3-13 follows the path of one of several former WWII seaplane parking lanes, west of the seaplane apron (Facility 3-12) constructed for the SeaMaster. The asphalt-paved, active runway roughly runs in a south to north direction, from the Albemarle Sound to the Perquimans River. The current runway includes a footprint lengthened on multiple occasions, and replacement surfacing.

Figure 77: Facility 3-13, 2016 aerial view (within red-dotted line)
(Source: Google Earth)

Survey Site #: **PQ858**
Resource Name (Function): **Building 5-1 (Public Works)**
Construction Date: **c.1959**
Historic Context(s): **SeaMaster (c.1955-1960) and Defense Testing Activity (1960-present)**

Figure 78: Building 5-1, front (north) elevation

Building 5-1 sits on the south side of Harvey Point Road, west of the seaplane area and testing ranges. Sources indicate that construction of the public works building pre-dated the current Defense Testing Activity, and likely occurred at the outset of the build-up for the SeaMaster jet seaplane program c.1959.

The concrete block building consists of two rectangular sections: a one-and-a-half story shop area, and a one-story office section. The juncture of the shop and office areas on the front (north elevation) serves as the main entrance, with an asphalt-shingled, shed-roofed canopy, sheathed in vinyl siding and supported by wood piers. The shed roof extends from the shops section, and the main entrance doors, located on the office section, consist of aluminum storefront doors. Six replacement, eight-over-eight windows, with security screens line the remaining portion of the office section. The one-bay, west elevation includes one pedestrian door. Six windows light the rear elevation; four match the front windows, and two are smaller. A flat roof covered in a single ply membrane tops the office section. The recently renovated office space interior includes vinyl flooring and carpet, dry wall, and a suspended acoustic ceiling.

Figure 79: Building 5-1, front (north) entrance detail

The front elevation of the shops section of the building consists of seven bays, with one original, 36-light, steel industrial window; two replacement, garage doors; two single-light, replacement metal doors; and, two replacement, one-over-one, vinyl windows. The east elevation includes one original, 36-light, steel industrial window, three pedestrian doors, and three vent openings. Two of the wood-paneled doors are two-light, and the third features no lights. Two of the vents are louvered, while the third is covered. The rear elevation of the shop section consists of a double-leaf pedestrian door, a pedestrian door sheltered by a long shed roof, a 36-light, steel industrial window, a modern, metal garage door, and a 24-light, metal industrial window. A shallow-sloped, side-gabled roof covered with single ply membrane tops the shops section. The interior of the shops section features good integrity, with painted CMU walls, and an exposed concrete floor and ceiling. The paneled, interior doors are a combination of original and replacement doors.

Constructed to serve as the public works building, Building 5-1 continues that function. Alterations to the building include the aforementioned interior renovations, the addition of partition walls in the shops section, replacement of windows and doors, and the infilling of openings with CMU.

Figure 80: Building 5-1, south and west elevations

Figure 81: Building 5-1, south and east elevations

Figure 82: Building 5-1, interior workshop area (east portion of the building)

Figure 83: Building 5-1, interior break room area

Figure 84: Building 5-1, interior hallway

Survey Site #: **PQ859**
Resource Name (Function): **Building 5-2 (Warehouse)**
Construction Date: **c.1959**
Historic Context(s): **SeaMaster (c.1955-1960) and Defense Testing Activity (1960-present)**

Figure 85: Building 5-2, north and west elevations

Building 5-2 sits on the south side of Harvey Point Road, immediately south of the WWII seaplane area, and west of the active runway. Sources indicate that construction of the warehouse building pre-dated the current Defense Testing Activity, and likely occurred at the outset of the build-up for the SeaMaster jet seaplane program c.1959. The warehouse retains its original function.

The rectangular, one-story, concrete block building features a shed roof overhang supported by wood piers that extends across the front of the building, with an enclosed center section. The six-bay (original, steel windows with security screens), enclosed section contains office space, while the rest of the building functions as a warehouse. The interior offices were renovated in 2008, and now include vinyl tile and carpet flooring, and a suspended, acoustic ceiling. The majority of the building functions as a warehouse and includes loading docks on either side of the front enclosure. Unfinished concrete block partition walls divide the warehouse space into a small office and a large, open warehouse bay, with an exposed, steel roof, and concrete floors. Each side of the warehouse includes four garage bays, with replacement roll-up doors.

A combination of original, steel windows and replacement, vinyl-framed windows light the building. The exterior doors include hollow metal, painted louver doors and steel overhead replacement doors. A flat, single ply membrane roof covers the main block, and an asphalt-shingled, shed roof covers the front overhang.

Figure 86: Building 5-2, front entrance and loading area detail

Figure 87: Building 5-2, interior view of warehouse

Figure 88: Building 5-2, interior view of office and loading door

Survey Site #: **PQ860**
Resource Name (Function): **Building 5-4A (Fuel Storage)**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Building 5-4A sat south of Harvey Point Road between Buildings 5-1 and 5-2 prior to its demolition.

Survey Site #: **PQ861**
Resource Name (Function): **Building 5-6 (Pumphouse)**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 89: Building 5-6, south and east elevations

Building 5-6 sits on the south side of Harvey Point Road, west of the active runway, and adjacent to a water reservoir (Building 5-7). The one-story, concrete block building features a shallow, front-gabled, concrete roof, with a gravel-topped asphalt roof covering. The east and west elevations consist of one bay, a double, solid metal door, located in the middle of the wall.

The north and south elevations have a two-light, sliding, replacement window in the middle of the elevation.

The industrial interior consists of an open floor plan with a concrete floor and ceiling, with three concrete trusses spanning the width of the building. There are two vents located on the north elevation. A metal beam runs the length of the building, in the middle of the room, to support a pulley system. Two rows of four fluorescent light fixtures hang from the ceiling. The pumping equipment sits in the middle of the open floor, and feeds into a linear metal-grated area. The pumping equipment and electrical gear dates to a renovation in 2011.

Figure 90: Building 5-6, interior view, looking southwest

Survey Site #: **PQ862**
Resource Name (Function): **Facility 5-7 (Reservoir)**
Construction Date: **1961**
Historic Context(s): **SeaMaster (c.1955-1960) and Defense Testing Activity (1960-present)**

Figure 91: Facility 5-7, looking southwest

Facility 5-7 sits on the south side of Harvey Point Road, west of the active runway, and adjacent to Building 5-6. The above-ground, cylindrical water reservoir holds 600,000 gallons of water. The steel reservoir features a metal, caged ladder, which provides access to the roof. No alterations were evident.

Survey Site #: **PQ863**
Resource Name (Function): **Building 5-8 (Chlorinator)**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Building 5-8 sat south of Harvey Point Road and the reservoir (Facility 5-7), prior to its demolition.

Survey Site #: **PQ864**
Resource Name (Function): **Building 5-9 (Pumphouse)**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Building 5-9 sat south of Harvey Point Road near Building 5-8, prior to its demolition.

Survey Site #: **PQ865**
Resource Name (Function): **Building 5-10 (Roads and Grounds Building)**
Construction Date: **c.1965**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 92: Building 5-10, south and west elevations

Located south of Harvey Point Road, and west of the active runway, Building 5-10 once served as a welder's shop, but now houses a roads and grounds maintenance facility. The surveyors selected the resource in the field based on construction methods and materials, since installation property records date the building to 1992. The front elevation of this side-gabled, concrete block building includes a replacement garage door, and a metal pedestrian door. An open, equipment storage area, covered by the roof, extends from one end of the building. The other gable end includes a replacement, metal, roll-up garage door, and corrugated metal siding in the gable. The open plan interior features exposed concrete walls, with a brick row on top, a concrete floor, fluorescent lights suspended from a drywall ceiling, and a bathroom with modern fixtures.

Figure 93: Building 5-10, interior view

Survey Site #: **PQ866**
Resource Name (Function): **Building 5-11 (Pumphouse (Well #2))**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 94: Building 5-11, south and east elevations

Building 5-11, located south of Harvey Point Road and west of the active runway, is a one-story, one-bay, concrete block pumphouse. Tar and gravel cover the flat, concrete roof. A solid, metal door opens on the east elevation. The west elevation features a four-light, metal window, and galvanized metal piping extends from the wall to the well. A chain link fence installed in 2014 surrounds the galvanized piping and well. The interior walls, floor, and ceiling remain exposed and unfinished. Alterations include replacement pump equipment and controllers and electrical upgrades completed in 2013 to 2014.

Figure 95: Building 5-11, south and west elevations

Survey Site #: **PQ867**
Resource Name (Function): **Building 5-12 (Pumphouse (Well #3))**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Building 5-12 sat south of Harvey Point Road on the western edge of Area 5, prior to its demolition.

Survey Site #: **PQ868**
Resource Name (Function): **Building 5-13 (Pumphouse (Well))**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Building 5-13 sat south of Harvey Point Road on the western edge of Area 5, prior to its demolition.

Survey Site #: **PQ869**
Resource Name (Function): **Building 5-14 (Pumphouse (Well #4))**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 96: Building 5-14, south and east elevations

Located south of Harvey Point Road and west of the active runway, Building 5-14 is a one-story, one-bay, concrete block pumphouse. Tar and gravel cover the concrete, flat roof. A solid, metal door opens on the north elevation. The interior walls, floor, and ceiling remain exposed and unfinished. Alterations include replacement pump equipment and controllers and electrical upgrades completed in 2013 to 2014.

Survey Site #: **PQ870**
Resource Name (Function): **Building 5-15 (Pumphouse (Well #5))**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 97: Building 5-15, north elevation

Building 5-15 sits south of Harvey Point Road, west of the active runway. The one-story, one-bay, concrete block pumphouse has concrete slab, flat roof, covered in tar and gravel. A solid, metal door opens on the front elevation. The interior walls, floor, and ceiling remain exposed and unfinished. Alterations include replacement pump equipment and controllers and electrical upgrades completed in 2013 to 2014.

Survey Site #: **PQ871**
Resource Name (Function): **Building 6-1 (Laboratory/Communications)**
Construction Date: **c.1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 98: Building 6-1, south (front) and west elevations

Located at the south end of the installation, Building 6-1 sits south of Harvey Point Road, west of the active runway. The building currently sits vacant. The exterior wood tower, since removed, provided occasional training. The building previously housed a photographic laboratory and communications equipment. Radar has been removed from the roof, and adjacent radar towers have been removed. The building appears to have been completed in the early 1960s, during the Defense Testing Activity period, although communications facilities were planned for the SeaMaster base as well.

The exposed concrete structure of the building is infilled with recessed concrete masonry units. Shallow, gabled roofs covered in EPDM membrane top both sections. Doors include single and double, metal versions. With minimal architectural ornamentation, the rectangular footprint of the building includes two building sections of differing heights.

The first section, two stories in height, including a full-story basement and one-story main floor, includes fenestration only at the basement level. Metal stairs on the south elevation provides access to the basement level through solid, double-leaf, metal doors with a louvered transom. A double, metal door, with two louvered vents is on the west elevation, and a single, metal door is also located on the east elevation.

The second section, three stories in height, sits behind the first section. A set of concrete steps on the northeast corner of the north elevation provides access to the first floor. Additionally, a metal stair continues up from the first floor to provide roof access to the steel and wood structure that may have held the radar. A double door opens at the first floor level on the south end of the west elevation. Two four-light, steel windows, with security bars, light the west elevation. The east elevation of the second section features a fixed, single-pane, aluminum window; a portion of the metal tower that supports the wood tower on the roof; and, two metal structures rising from the ground that likely serve a communications function.

The interior consists of a combination of painted CMU walls and gypsum board on metal or wood studs with a painted finish. Interior doors are a combination of painted, solid-core, wood and hollow-core, metal doors, both set in metal frames. Ceramic tiles cover the restroom floors, vinyl composite tiles cover the administrative and common areas, and painted flooring exists in the support areas. A suspended acoustic ceiling appears throughout the interior spaces. Noted alterations include the removal of radar and associated communication equipment, and the installation of interior partition walls and drop ceilings.

Figure 99: Building 6-1, south elevation

Figure 100: Building 6-1, east elevation

Figure 2: Building 6-1, north and east elevations

Survey Site #: **PQ872**
Resource Name (Function): **Building 6-2 (Storage)**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 102: Building 6-2, front (south) elevation

Building 6-2 sits south of Harvey Point Road and west of the active runway, adjacent to Building 6-1. The surveyor observed no alterations to this storage building. The original function is unknown. The one-story, one-bay, concrete block building is topped with a shed roof, covered in EPDM membrane. A double-leaf, louvered, metal door, with a flush, concrete slab entrance, dominates the front elevation. An eight-light, steel window, with metal security bars, is on the rear elevation. No fenestration adorns the side elevations. The interior consists of painted CMU walls with a concrete floor.

Figure 103: Building 6-2, north and west elevations

Survey Site #: **PQ873**
Resource Name (Function): **Building 6-3 (Environmental Test Lab)**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Prior to its demolition, Building 6-3 sat south of Harvey Point Road in the cluster of buildings that includes Buildings 6-1 and 6-2.

Survey Site #: **PQ874**
Resource Name (Function): **Building 6-4 (Maintenance Shop)**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 104: Building 6-4, south and west elevations

Building 6-4 sits at the south end of the installation, west of the active runway, near Building 6-1. The one-story, concrete block building features an asphalt-shingled, overhanging side-gabled roof with wood fascia and plywood gable ends. The two-bay façade consists of a replacement, roll-up garage door and a single, solid, metal door, set in a metal frame. The building's other elevations remain without fenestration. Interior finishes include painted CMU

walls, an exposed concrete floor, and painted plywood ceiling attached to the roof superstructure.

The building currently serves as a maintenance shop. The original function of the building is unknown; however, due to the presence of a garage door and no windows, the building may have served as storage or a shop building.

Figure 105: Building 6-4, north and east elevations

Survey Site #: **PQ875**
Resource Name (Function): **Building 6-6 (Shop)**
Construction Date: **c.1965**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 106: Building 6-6, south and east elevations

Building 6-6 sits south of Harvey Point Road and west of the active runway, north of Building 6-2. The surveyors chose this building for survey in the field based on its period construction methods and materials. The concrete block building features a one-story main block, with a two-story, concrete block, garage addition to the north. The main block, topped with a side-gabled roof, covered in asphalt shingles, features vinyl siding in the gable ends and sheltered spaces on each side elevation, provided by the overhanging roof. Five wood piers support the roof overhang on the side elevations. The front (south) elevation consists of two bays: a roll-up garage door located near the center, and a double-leaf, solid, metal door to the east. A solid metal door is the only fenestration on the side elevations. The one-bay garage addition sits perpendicular to the main block, with its front-gabled, asphalt-shingled roof. The east elevation of the garage includes a centrally located garage door bay.

Survey Site #: **PQ876**
Resource Name (Function): **Building 8-4 (Water Tower)**
Construction Date: **1961**
Historic Context(s): **Defense Testing Activity (1960-present)**

Figure 107: Building 8-4, looking west

Building 8-4 rises from the south side of Harvey Point Road, on the west side of the installation. Painted in a checkerboard pattern of white and orange colors, the elevated, metal water tower rests on a steel frame, consisting of a central post, with four smaller posts on the outside. A cylindrical storage tank sits atop the posts. A metal ladder attached to one of the smaller, exterior posts provides access to the top of the tower, and a walkway with steel pipe railings surrounds the water tank. The tank holds 125,000 gallons of water. No alterations were evident.

Figure 108: Building 8-4 looking south

Figure 109: Building 8-4, foundation detail

CHAPTER 5: National Register of Historic Places Assessment & Evaluation

The NAVFAC architectural historians surveyed 33 resources (including the previously surveyed Building 1-14 (control tower), constructed between 1959 to 1965 at HPDTA, to assess their NRHP eligibility as individual resources, and as a collective whole, associated with a historic district(s). To summarize, the resources were constructed during two main historic contexts associated with the installation. Nine (9) resources were constructed c.1959 in support of the SeaMaster program and the selection of Harvey Point as the homeport for the new plane. Twenty-four (24) resources were constructed between 1961 and 1965 after the cancellation of the SeaMaster program and the re-purposing of the installation as a Defense Testing Activity in 1960. However, six (6) of those resources were identified as demolished during the fieldwork.

SeaMaster Program Resources Eligibility

Of the nine (9) resources associated with the SeaMaster program, only one (1) resource (Building 3-1, administration building) retains sufficient integrity and a direct association with the mission of the SeaMaster program. The other resources lack integrity (Building 3-2 (boathouse); Facility 3-13 (aircraft apron)) or significance based on the architectural style and historical function of the resources (for instance, transformer building (Building 3-3) and public works building (Building 5-1)). In addition, although the nine (9) resources were constructed, the resources were never employed to support the operations of the SeaMaster program, as the program was cancelled before the home-basing build-up construction program was complete. There are no records to indicate the buildings were utilized in support of the SeaMaster program, as the early test flights occurred at facilities in Maryland; and, it does not appear, based on the information available, that any SeaMaster plane(s) were stationed at Harvey Point before the program was cancelled.

The buildings and structures from this construction period present an architecturally utilitarian design and lack architectural embellishments or a pronounced architectural style. The North Carolina architectural firm of Lashmit, James, Brown & Pollock and the Washington D.C. engineering firm of Thomas B. Bourne Associates designed Facility 1-4, Building 3-1, and Building 3-2. In assessing the resources under Criterion C, none of the three resources represent the design of a master or a fine example of a particular architectural style. The majority of the facilities consist of typical, utilitarian architecture associated with the specific property types, and do not embody distinctive characteristics of a type, period, or method of construction. The facilities are also not excellent examples of the work of a master and do not possess high artistic values. Additionally, the buildings have undergone alterations over the years.

The nine (9) resources do not possess sufficient significance or integrity to be eligible for the NRHP under Criterion A, for the establishment of Harvey Point as the SeaMaster plane home base, or Criterion C, for their architectural design within the period of significance (1959-1960). Based on historic research, no prominent individuals were associated with the SeaMaster program at HPDTA, and none of the extant architectural resources are associated with important individuals for eligibility under Criterion B.

The nine (9) resources were re-utilized in the 1960s and beyond, to support the changing of the mission of the installation to a Defense Testing Activity. In the assessment of their NRHP eligibility, it is important to examine the nine resources within the larger context of the resources constructed from 1961 to 1965 at HPDTA. Please see the section below for their assessment within the Defense Testing Activity historic context.

Defense Testing Activity Eligibility:

Of the twenty-four (24) resources constructed in support of the Defense Testing Activity and the nine (9) resources re-utilized, only eight (8) resources were associated with the main mission of the installation and retained integrity for further NRHP evaluation. Those eight (8) facilities include: Buildings: 1-4, 1-6, 1-7, 1-9, and associated Range A; Building 1-13; Building 3-1 (administration building) and Building 6-1 (photography laboratory and communications). In addition, the Navy assessed the possibility of a historic district associated with the Defense Testing Activity historic context.

Regarding Range A and its associated buildings, the general layout and configuration of the range is retained along with several of the buildings typical of a military range, such as classrooms and storage facilities. However, the range has undergone modifications to the earthworks/berms, the blast house (built c.2007), and observation tower/points. The earthworks/berms, blast house, and observation towers are a significant feature of any range and their removal/reconfiguration impacts the overall integrity of the range. Although the range has continued to be utilized, it does not retain sufficient integrity from the period of significance (1959-1965) to be eligible for listing in the NRHP.

Building 3-1 was constructed in 1959 as the administrative and operations building associated with the SeaMaster program. However, when the program was canceled, the building was re-utilized as the administrative and operations building for the Defense Testing Activity. The building held staff offices for the commanding officer and range control as well as the emergency services for the installation (ambulance). The building has undergone exterior and interior renovations, and no longer retains sufficient integrity from the period of significance of 1959 to 1965 to be eligible for the NRHP. In addition, although it functioned as

the main administrative building for the installation, the building did not have any direct involvement with military events or operations associated with significant operations in the Cold War.

Building 6-1 was constructed in 1961 as the photography laboratory and communications facility. The building has undergone exterior and interior renovations, in which the photography laboratory and communications equipment are no longer present in the building. The building does not retain physical evidence on the exterior or interior of the building that reflects its function during the early 1960s. In addition, the antenna array that was associated with the building has been demolished. Therefore, Building 6-1 does not retain sufficient integrity to be eligible for listing in the NRHP.

In order to evaluate whether the built environment represents a significant context during the Defense Testing Activity period, the overall mission must be compared to the process that specifically occurred at HPDTA. As stated previously in the historic context, the main mission of HPDTA during the early 1960s was to perform explosions for research into a particular weapon system or explosive, and provide the data back to the necessary clients, where decisions could be made regarding military operations and equipment. Although, HPDTA played a role in that process, no major decisions were made or major events occurred at HPDTA that altered the military operations of the Cold War.

In conclusion, the resources constructed from 1959 to 1965 at HPDTA do not possess sufficient significance to be eligible for listing in the NRHP individually or as a historic district under Criteria A, B, and C in connection with a national historic context. Overall, based on field observations and historical research available at the time of this effort, the resources provided support facilities for the military and other federal agencies, and they did not play a direct role in the military operations during the Cold War era. As additional buildings and structures reach 50 years of age, and more information becomes available, this evaluation will require updating, to determine if HPDTA acquires significance with the passage of time.

Table 5. Summary of resources surveyed and findings

	Survey Site #	Facility Number/Name	Construction Date	Associated Historic Context	Historic Function	Current Function	NRHP Integrity	NRHP Eligibility
Surveyed Resources for NRHP Eligibility:								
1	PQ844	Building 1-4	1961	Defense Testing Activity	Storage	Storage	Retained	Not eligible
2	PQ845	Building 1-6	1962	Defense Testing Activity	Classroom and storage	Classroom	Retained	Not eligible
3	PQ846	Building 1-7	1962	Defense Testing Activity	Unknown	Medical clinic	Compromised (interior)	Not eligible
4	PQ847	Building 1-9	c.1962	Defense Testing Activity	Storage	Storage	Retained	Not eligible
5	PQ848	Building 1-13	1961	Defense Testing Activity	Storage	Storage	Retained	Not eligible
6	PQ849	Building 1-14	c.1959	SeaMaster AND Defense Testing Activity	Control tower	Vacant	Retained	Not eligible
7	PQ850	Building 3-1	c.1959	SeaMaster AND Defense Testing Activity	Administration and operations	Vacant	Compromised (interior)	Not eligible
8	PQ851	Building 3-2	c.1959	SeaMaster AND Defense Testing Activity	Boathouse	Boathouse	Compromised (exterior and interior)	Not eligible
9	PQ852	Building 3-3	c.1959	SeaMaster AND Defense Testing Activity	Transformer building	Transformer building	Retained	Not eligible
10	PQ853	Facility 3-4	c.1961	Defense Testing Activity	Transformer pad	Transformer pad	Compromised	Not eligible
11	PQ854	Facility 3-10	c.1959	SeaMaster AND Defense Testing Activity	Seaplane ramp	Seaplane ramp	Retained	Not eligible

Table 5. Summary of resources surveyed and findings

	Survey Site #	Facility Number/Name	Construction Date	Associated Historic Context	Historic Function	Current Function	NRHP Integrity	NRHP Eligibility
12	PQ855	Facility 3-11	c.1959	SeaMaster AND Defense Testing Activity	Seaplane ramp	Seaplane ramp	Retained	Not eligible
13	PQ856	Facility 3-12	c.1959	SeaMaster AND Defense Testing Activity	Aircraft apron	Aircraft apron	Compromised	Not eligible
14	PQ857	Facility 3-13	c.1961	Defense Testing Activity	Runway	Runway	Compromised	Not eligible
15	PQ858	Building 5-1	c.1959	SeaMaster AND Defense Testing Activity	Public works	Public works	Compromised (interior)	Not eligible
16	PQ859	Building 5-2	c.1959	SeaMaster AND Defense Testing Activity	Warehouse	Warehouse	Retained	Not eligible
17	PQ861	Building 5-6	1961	Defense Testing Activity	Pumphouse	Pumphouse	Compromised (interior)	Not eligible
18	PQ862	Facility 5-7	1961	Defense Testing Activity	Reservoir	Reservoir	Retained	Not eligible
19	PQ865	Building 5-10	c.1965	Defense Testing Activity	Welder's shop	Maintenance	Retained	Not eligible
20	PQ866	Building 5-11	1961	Defense Testing Activity	Pumphouse (Well #2)	Pumphouse (Well #2)	Compromised (interior)	Not eligible
21	PQ869	Building 5-14	1961	Defense Testing Activity	Pumphouse (Well #4)	Pumphouse (Well #4)	Compromised (interior)	Not eligible
22	PQ870	Building 5-15	1961	Defense Testing Activity	Pumphouse (Well #5)	Pumphouse (Well #5)	Compromised (interior)	Not eligible
23	PQ871	Building 6-1	c.1961	Defense Testing Activity	Photography lab and Communications	Vacant	Compromised (Interior)	Not eligible
24	PQ872	Building 6-2	1961	Defense Testing Activity	Unknown	Storage	Retained	Not eligible

Table 5. Summary of resources surveyed and findings

	Survey Site #	Facility Number/Name	Construction Date	Associated Historic Context	Historic Function	Current Function	NRHP Integrity	NRHP Eligibility
25	PQ874	Building 6-4	1961	Defense Testing Activity	Unknown	Maintenance	Retained	Not eligible
26	PQ875	Building 6-6	c.1965	Defense Testing Activity	Shop	Shop	Retained	Not eligible
27	PQ876	Building 8-4	1961	Defense Testing Activity	Water tower	Water tower	Retained	Not eligible
Existing Survey Form Updated with current conditions:								
1	PQ0086	Facility 1-17/Harvey Cemetery	Unknown	Pre-Navy	Cemetery	Cemetery	Compromised	Further evaluation needed
Demolished Resources:								
1	PQ0024	Skinner Farm Smokehouse	Unknown	Pre-Navy	Smokehouse	N/A	N/A	N/A
2	PQ860	Building 5-4A	1961	Defense Testing Activity	Fuel storage	N/A	N/A	N/A
3	PQ863	Building 5-8	1961	Defense Testing Activity	Chlorinator	N/A	N/A	N/A
4	PQ864	Building 5-9	1961	Defense Testing Activity	Pumphouse	N/A	N/A	N/A
5	PQ867	Building 5-12	1961	Defense Testing Activity	Pumphouse (Well #3)	N/A	N/A	N/A
6	PQ868	Building 5-13	1961	Defense Testing Activity	Pumphouse (Well)	N/A	N/A	N/A
7	PQ873	Building 6-3	1961	Defense Testing Activity	Laboratory	N/A	N/A	N/A

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