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North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

September 2, 1998

Charles W. Walker, PE
Head, Environmental Planning Branch
Department of the Navy
Naval Facilities Engineering Command
1510 Gilbert St.
Norfolk, VA, 23511-2807

RE: Architectural Investigations at MCAS Cherry
Point, Craven County, ER 98-8724

Dear Mr. Walker:

On July 10, 1998, members of our staff met with Mike Newbill and Richard Evey at Cherry Point to visit Hangars 130 and 131, Building 298, and the Family Housing. The purpose of the site visit was to gather more information so we could formally respond to the architectural report's findings that these properties did not meet the criteria for listing in the National Register of Historic Places. While on base our staff visited each building in question as well as the air station's blueprint and map archives. Based on the on-site visit and review of plans in the archives, we offer the following findings.

We concur that Hangars 130 and 131 are not eligible for the National Register of Historic Places due to major alterations to the roofs. Base records indicate that the original monitor roofs were removed within the last twenty years.

We also concur with the report's determination that Building 298 is not eligible for the National Register due a lack of architectural integrity.

The married enlisted men's (Lanham Housing) is not eligible due to the recent reorientation of the front entries and resulting changes in the floor plans.

We do not concur with the report's finding that the Officers' Housing (Buildings 300-349) does not meet the National Register criteria for listing. Rather, we believe the Officers' Apartments (Building 486) and the Bachelor Officers' Quarters (Buildings 492, 493, 494, 495, 496 and 497), should have been evaluated with the Officers; Housing as part of a large residential district. Our site visit revealed that the exteriors of these buildings have not been substantially altered, and that the entire area retains distinctive layout and landscape features, such as curvilinear streets, sidewalks, and ornamental plantings, that give it a unity of place that is nearly unchanged since the period of construction. We believe the Officers' Housing, the Officers' Apartment Building and the Bachelor Officers' Quarters



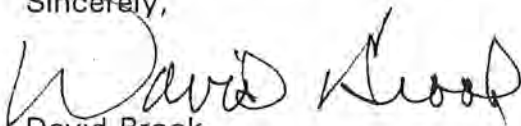
Charles W. Walker
September 2, 1998, Page 2

comprise a historic district eligible under Criterion A for community planning and development and Criterion C for architecture.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,



David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: Michael Newbill, Department of the Navy
R. Christopher Goodwin & Associates, Inc.

bc: File
Brown/Turco
County
RF



J

North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

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Jeffrey J. Crow, Director

June 10, 1998

Charles W. Walker, PE
Head, Environmental Planning Branch
Department of the Navy
Naval Facilities Engineering Command
1510 Gilbert St.
Norfolk VA 23511-2807

RE: Architectural Investigations at Marine Corps Air
Station Cherry Point, Craven County, ER 98-
8724

Dear Mr. Walker:

Thank you for your letter of March 12, 1998, transmitting the above referenced report. We appreciate your patience while we reviewed this rather lengthy document.

We agree with most of the report and concur that none of the Cold War resources meet National Register Criteria exception G for properties that have gained exceptional significance within the last fifty years. As stated in the report, these properties should be reevaluated when they are fifty years old. Attached please find a list of buildings that we concur are not eligible for the National Register.

In several instances there is not enough information on buildings for us to make a definitive determination of eligibility. In particular we are concerned with the treatment of Hangars 130 and 131, Building 298, and the Family Housing. Perhaps a site visit would help us better understand these resources.

The report states that Hangars 130 and 131 are not eligible due to interior and exterior changes that altered the buildings and that a relatively unaltered example of this type building is located at Naval Base Norfolk. The 1998 report mentions that R. Christopher Goodwin is also studying Norfolk Hangars as part of a potential historic district at Newport. Are the structures at Norfolk and Newport considered individually eligible? How have Hangars 130 and 131 been altered since John Milner's 1994 report determined them preliminarily eligible?

We also have questions about Building #298 that was originally constructed as the men's recreation building. The report states that the building lacks sufficient integrity to convey its World War II period of significance. From the photograph provided, the building appears to retain its overall form as a World War II Colonial



Revival-style, brick building. However, we understand that a photograph cannot clearly convey the level of change that has occurred, especially to the interior.

The report states that the building was substantially altered by a "mid 1940s" conversion of the building to use as the post exchange. The conversion included construction of the southwest wing and reconfiguration of the interior. However, the Milner report dates the conversion to 1944, placing the changes within the 1940-1945 period of significance. The southwest wing was included in the original design of the building (Milner 12). Interior partition walls and drop ceilings were added at this time. Later renovations (made prior to Milner's 1994 report) included reconfiguration of interior spaces, particularly the auditorium, which may compromise the interior space to the point where the building no longer retains integrity. However, changes such as lighting, sheet rocking, the addition of handicapped access and a loading dock, replacement of deteriorated brick, doors, and the addition of HVAC do not necessarily compromise the building's exterior integrity. Have alterations subsequent to 1994 changed the appearance of the building? The 1994 report states that a two-story addition was to be built on the northeast side of the building. Was this completed?

We are also concerned about the level of treatment given the Family Housing. The report determines that none of the housing meets National Register criteria because it has "no significant, direct association with the World War II installation mission (Criterion A), nor does it represent an important aspect of World War II permanent construction" (page 109). We disagree that officers' and enlisted men's housing does not have "significant and direct" association with Cherry Point's World War II mission.

We also believe the Family Housing may be eligible as a district under Criterion C as an example of a planned community. The report does not emphasize the importance of the design and layout of the neighborhood. The curvilinear streets, sidewalks, and landscaping, as well as the repetition of identical building forms, is not evaluated. Although the siding and replacement windows diminish the integrity of materials, the report leads the reader to believe that all of the other aspects of integrity as defined by the National Register (location, setting, design feeling and association) remain intact. This aspect of the Family Housing needs further evaluation.


Once you have reviewed the above comments, we would like to schedule a meeting to discuss the hangars, base exchange, and Family Housing. We understand you are anxious to close out the contract for the report, and we feel we can best address our questions in a face-to-face conversation once we have visited the resources with you.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,



 David Brook
Deputy State Historic Preservation Officer

DB:slw

Attachment

cc: Michael Newbill, Naval Facilities Engineering Command
R. Christopher Goodwin & Associates, Inc.

bc: File
Brown/Turco
County
RF

Properties Not Eligible for National Register

Aviation Support

shops and support structures: 183-85, 134,136,138-40,142,404,421-23,427,1099,1374-1377, 1379,
parachute loft building 129
industrial repair facility 133
hangar/administration building 137
control tower building 199

Industrial Support

warehouses and general storage buildings 144, 145, 146, 147, 148, 149, 150, 154, 155, 156

Administrative and Personnel Support

H-style barracks 219, 229, 232

Ordinance Storage

earth-covered magazines 1201-1209, 1231-40, 1260-75

Fuel Storage

Tank Farm A
Tank Farm B

Auxiliary Airfields

Bogue Field buildings 8011, 8013
Atlantic Field buildings 7002, 7003 and 7005

**Contract No. N62470-92-D-8965
Delivery Order No. 0054**

March 6, 1998

**ARCHITECTURAL INVESTIGATIONS AT
MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA**

FINAL REPORT

**R. Christopher Goodwin & Associates, Inc.
241 E. Fourth Street
Suite 100
Frederick, Maryland 21701**



PREPARED FOR:

**Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 23511-2699**

ARCHITECTURAL INVESTIGATIONS AT MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA
Contract No. N62470-92-D-8965; Delivery Order No. 0054

FINAL REPORT



**Kathryn M. Kuranda, M. Arch. Hist.
Principal Investigator**

by

**W. Patrick Giglio, M.F.A., Brooke V. Best, M.A., Lex Campbell, M.A.,
and Hugh McAloon, B.A.**

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241 E. Fourth Street, Suite 100
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March 1998

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**Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 23511-2699**

ABSTRACT

This report presents the results of architectural investigations at Marine Corps Air Station (MCAS) Cherry Point and three auxiliary air fields (AAFs), including Marine Corps Auxiliary Landing Field (MCALF) Bogue, Marine Corps Outlying Landing Field (MCOLF) Atlantic, and Marine Corps Helicopter Outlying Landing Field (MCHOLF) Oak Grove, in Craven, Carteret, and Jones Counties, North Carolina. The archival and architectural investigations were conducted by R. Christopher Goodwin and Associates, Inc., during October 1995 and between February and June 1996 on behalf of the Department of the Navy, Atlantic Division, Naval Facilities Engineering Command (LANTDIVNAVFACENGCOM). The purpose of these investigations was to identify and to evaluate built resources at MCAS Cherry Point and the three AAFs, applying the National Register Criteria for Evaluation (36 CFR 60[a-d]).

The current architectural investigation identified and evaluated 929 buildings and structures constructed between 1941 and 1957. Of this total, 376 buildings date from the World War II period of development and 553 buildings were associated with the Cold War period (Appendix I). The architectural resources were evaluated individually and collectively within an appropriate historic and thematic context of U.S. military aviation training. Historic contexts are defined as "those patterns, themes, or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within prehistory or history is made clear" (National Park Service 1991). Historic contexts are the cornerstones of cultural resource identification, evaluation, and management activities.

The majority of buildings documented at MCAS Cherry Point were identified as support-related structures, such as administrative offices, residential buildings, recreational facilities, storage buildings, and infrastructure. World War II resources associated directly with the installation's primary mission of military aviation training were situated within the aviation support area, and included two hangars (Buildings 130 and 131), an industrial repair facility (Building 133), a hangar/administration building (Building 137), a control tower (Building 199), and miscellaneous shops and support structures. None of the World War II properties were determined to possess the qualities of significance and/or integrity necessary to qualify for listing in the National Register. No

further architectural investigations are recommended for the World War II-era properties at MCAS Cherry Point.

Cold War-era built resources were evaluated for *exceptional significance*, applying the National Register criteria consideration for resources less than 50 years old. None of the Cold War-era properties were determined to possess those qualities of exceptional significance to be eligible for National Register consideration. It is recommended that the built resources dating from the Cold War period should be re-evaluated when they reach the 50-year age criteria, after an appropriate historical perspective has been achieved.

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CHAPTER I

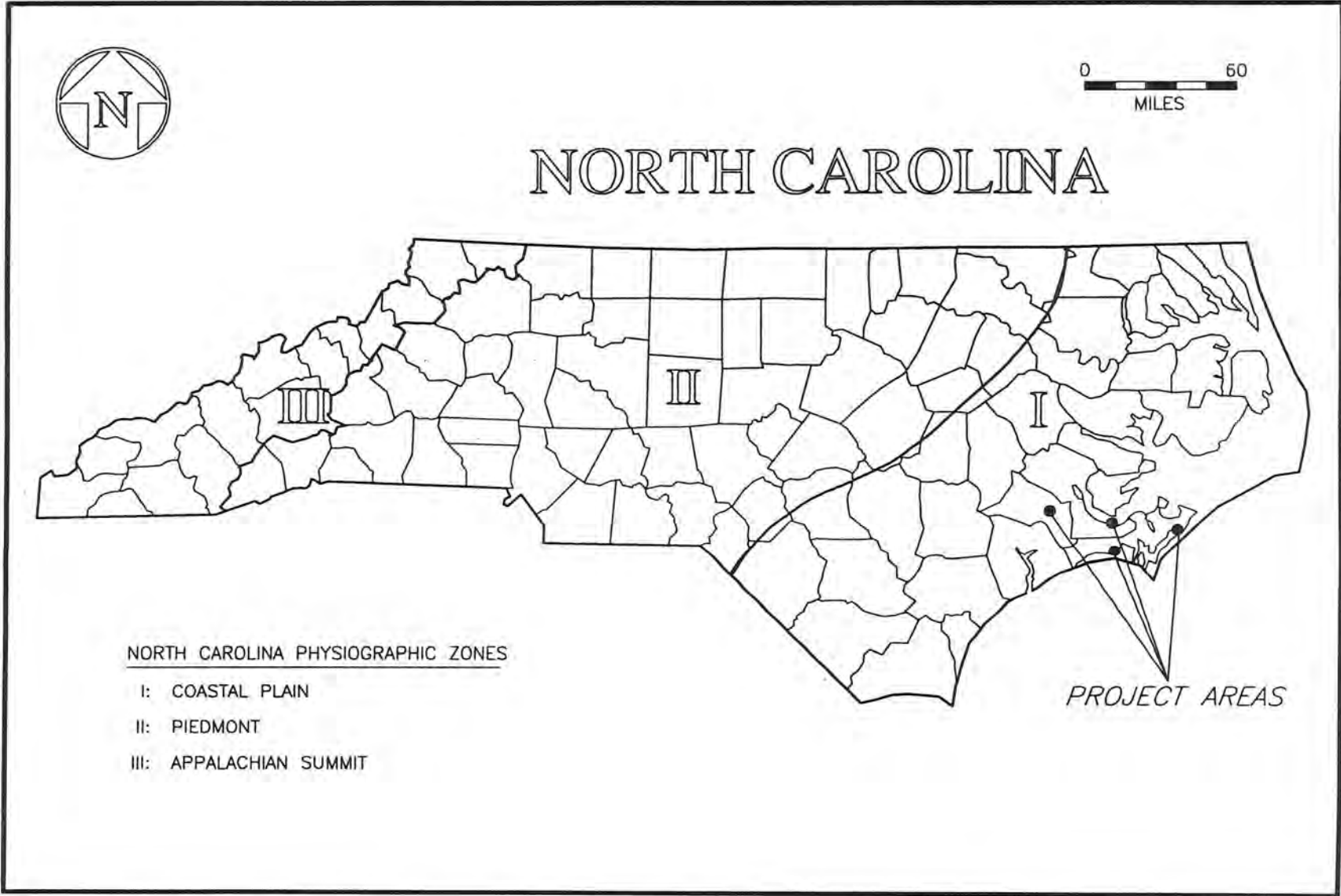
INTRODUCTION

This report presents the results of archival and architectural investigations conducted at Marine Corps Air Station (MCAS) Cherry Point, which identified and evaluated 929 resources constructed between 1941 and 1957. The architectural investigations were conducted during October 1995 and between February and June 1996 by R. Christopher Goodwin and Associates, Inc. on behalf of the Department of the Navy, Atlantic Division, Naval Facilities Engineering Command (LANTDIVNAVFACENGCOM). Architectural investigations were undertaken to inventory and to evaluate built resources at MCAS Cherry Point and three auxiliary air fields (AAF), including Marine Corps Auxiliary Landing Field (MCALF) Bogue, Marine Corps Outlying Landing Field (MCOLF) Atlantic, and Marine Corps Helicopter Outlying Landing Field (MCHOLF) Oak Grove. This survey was undertaken in compliance with Section 110 (a)(2) of the National Historic Preservation Act (NHPA) of 1966, as amended. Section 110 of NHPA directs federal agencies to establish programs to ensure that properties eligible for listing in the National Register under their jurisdiction or control are identified, evaluated, nominated, and protected.

The study also was undertaken in partial fulfillment of the Department of the Navy's standards and procedures for the stewardship of its cultural resources, including OPNAVINST 5090.1B, Chapter 23 (Historic and Archeological Resources Protection). OPNAVINST 5090.1B, directs activity commanders and their staffs to protect resources eligible for listing in the National Register of Historic Places.

Project Location and Description

MCAS Cherry Point and the three AAFs are located within the North Atlantic Coastal Plain physiographic province and are situated in Craven, Carteret, and Jones counties, North Carolina (**Figure 1**). The main station encompasses approximately 11,000 acres, and support annexes occupy an additional 15,980 acres. MCAS Cherry Point is situated northeast of U.S. Highway 70, in north central Craven County, approximately 17 miles southeast of New Bern, North Carolina



2

Figure 1. Location of Marine Corps Air Station (MCAS) Cherry Point and outlying bases in Craven, Carteret, and Jones Counties, North Carolina.

(Figure 2). The main station is traversed by Slocum Creek along the western edge and Hancock Creek along the eastern boundary. MCALF Bogue is located at Taylor Bay on the mainland side of Bogue Sound in southwestern Carteret County, 28 miles south of New Bern (Figure 3). MCOLF Atlantic is situated on the mainland side of Core Sound, between Thorofare Bay and Styron Bay in eastern Carteret County, 27.7 miles east of MCAS Cherry Point (Figure 4). MCHOLF Oak Grove is situated on the northern side of the Trent River in Jones County, 12 miles southwest of New Bern (Figure 5).

MCAS Cherry Point was established in 1941 as one of eight Marine Corps aviation facilities in the United States. Additional air stations established during World War II included facilities at Ewa, Hawaii; El Centro, El Toro, Mojave, and Santa Barbara, California; Eagle Mountain Lake, Texas; and, Edenton, North Carolina. MCAS Cherry Point represented the largest air station of the United States Marine Corps (USMC), and served as the principal training center for Marine Corps aviators on the east coast throughout the war (BUDOCS 1947:258-259).

The installation continues to carry out its original mission of training Marine Corps aviators. MCAS Cherry Point provides services and material to support the operations of the Second Marine Aircraft Wing (MAW), or units thereof, and other activities and units as designated by the Commandant of the Marine Corps (CMC), in conjunction with the Chief of Naval Operations (CNO). The air station also provides facilities for the training and support of Fleet Marine Force (FMF) Atlantic aviation units. MCAS Cherry Point serves as a primary aviation supply point and is host to the Naval Aviation Depot (NADEP). NADEP performs a complete range of depot-level repair and maintenance operations on designated weapon systems, accessories, and equipment.

Research Objectives and Methods

The objectives of the current architectural investigations were to identify and to document the buildings and structures located within the facility boundaries, and to assess the significance of those resources, applying the National Register criteria for evaluation (36 CFR 60.4 [a-d]). Architectural resources were assessed for those qualities of significance and integrity defined in the National Register, both as individual historic properties and as elements within potential

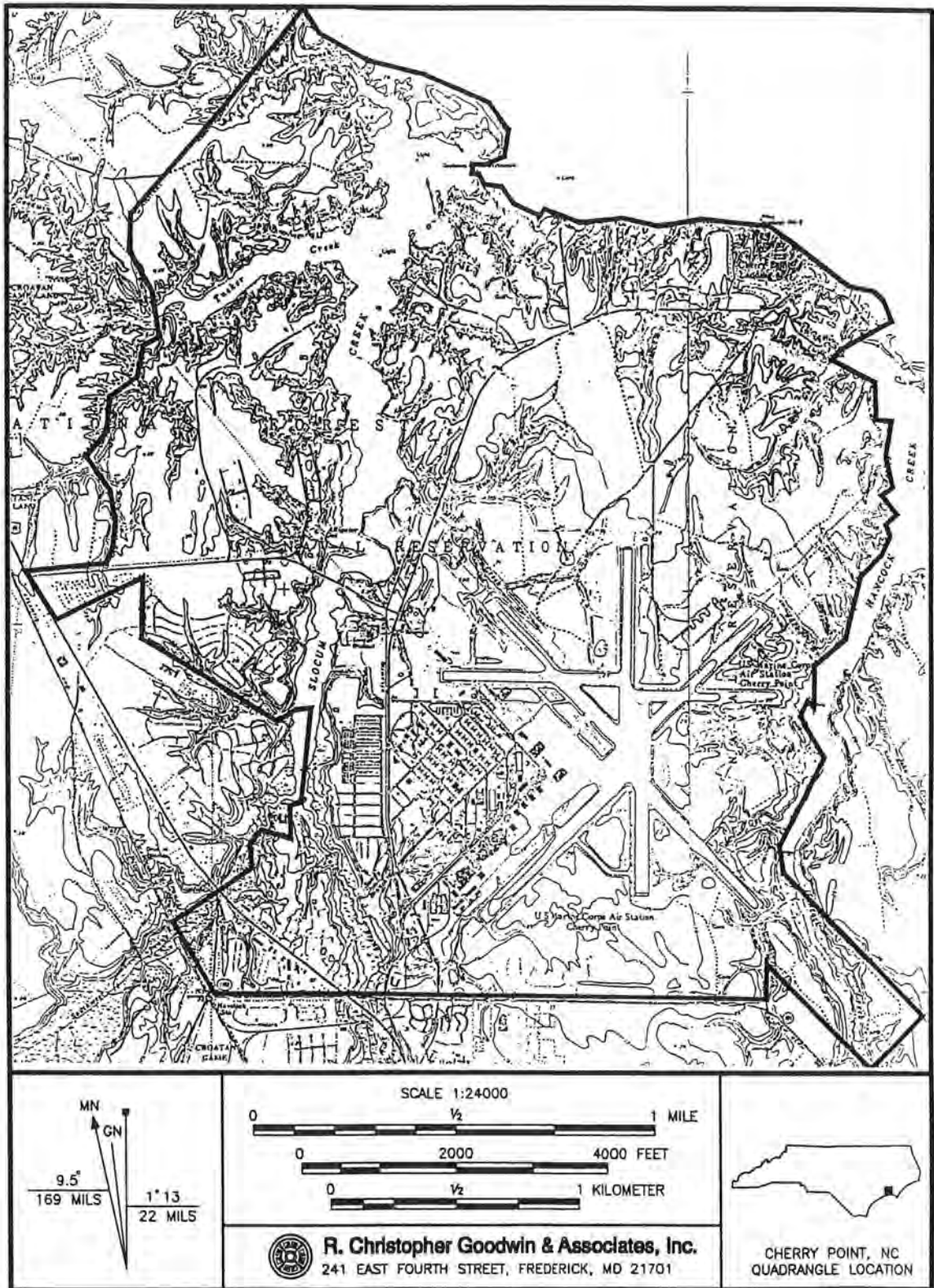


Figure 2. Location of MCAS Cherry Point in north central Craven County, northeast of U.S. Highway 70.

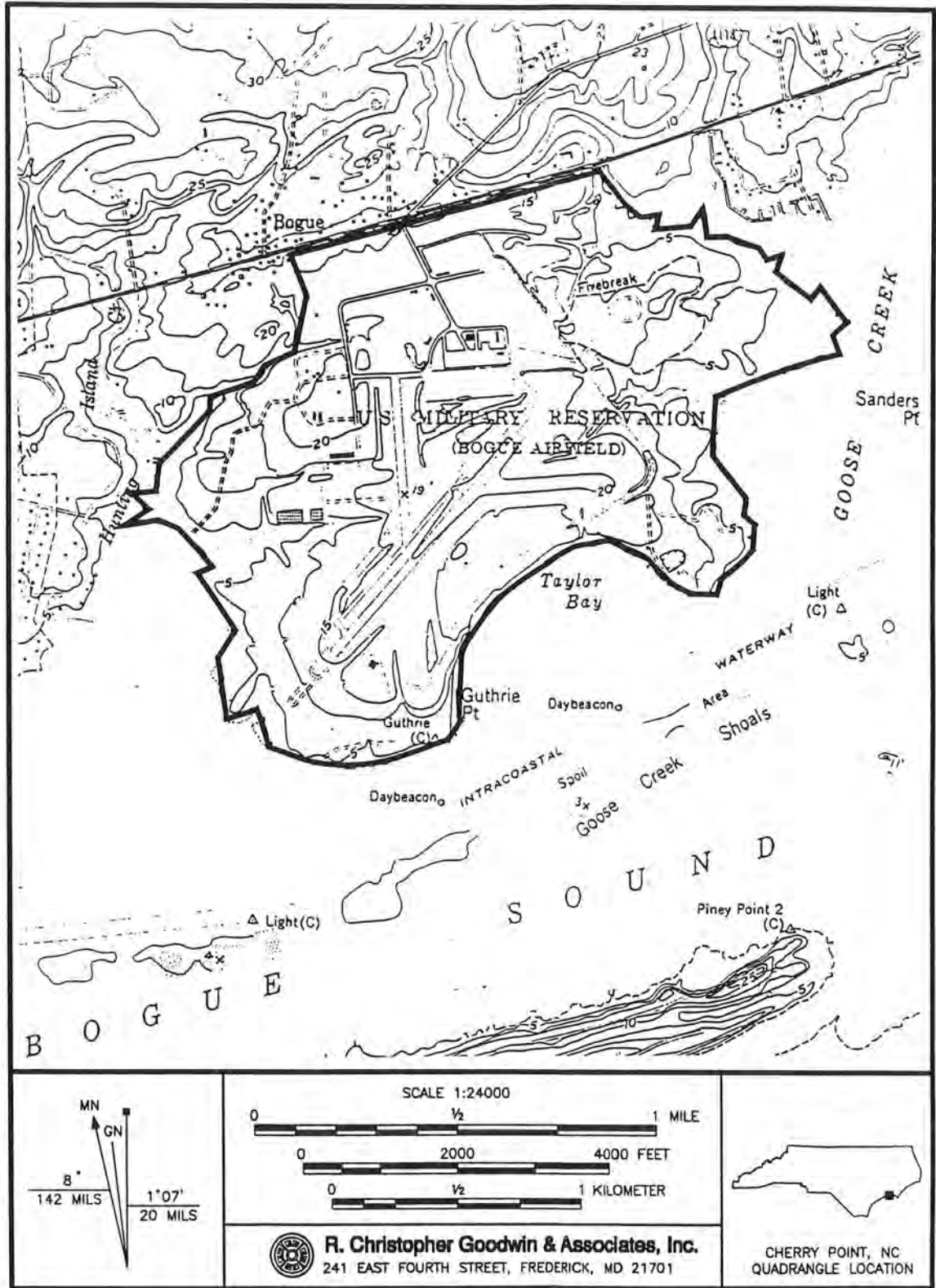


Figure 3. Location of MCALF Bogue in southwestern Carteret County.

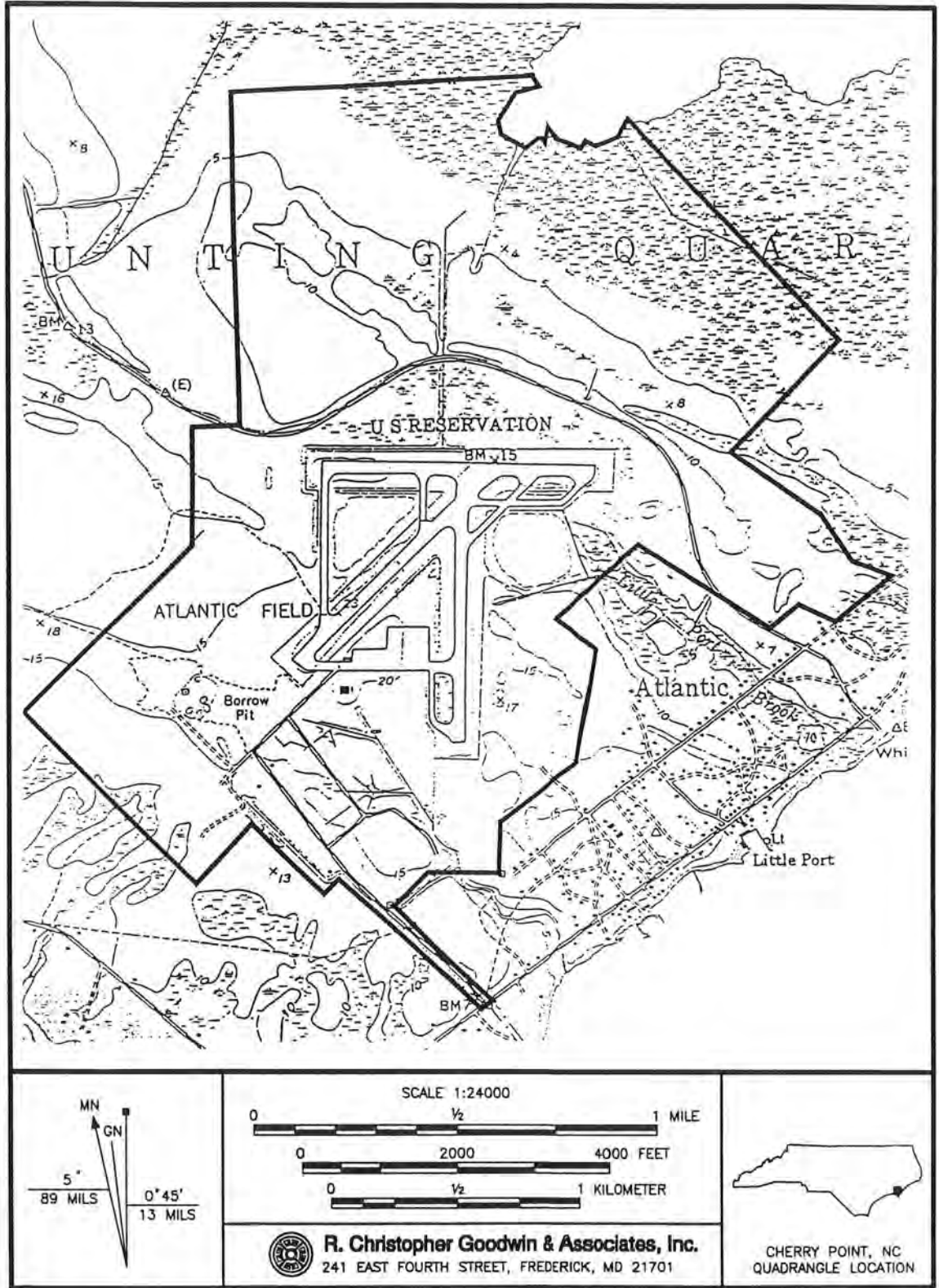


Figure 4. Location of MCOLF Atlantic in eastern Carteret County.

historic districts. The architectural investigations were conducted following the guidelines set forth in the *National Register Bulletin 24: Guidelines for Local Surveys, A Basis for Preservation Planning* (National Park Service 1985).

Architectural resources were evaluated within their appropriate historic contexts, based on historic themes and periods of significance. Historic contexts are defined as "those patterns, themes, or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within prehistory or history is made clear." (National Park Service 1991). Historic contexts are important in assisting cultural resource identification, evaluation, and management activities. Thematic contexts relevant to the development of MCAS Cherry Point also were developed to assist in the evaluation process. World War II military aviation was identified as the primary thematic context associated with MCAS Cherry Point.

The research objectives of the architectural survey included three sequential tasks: archival research, architectural field investigations, and data analysis. Archival investigations included the development of appropriate historic and thematic contexts, as well as a site-specific history of MCAS Cherry Point. Much of the archival research was conducted at the following repositories: the National Archives, Library of Congress, and Washington Navy Yard Library and Operational Archives. Other sources consulted included North Carolina State historic site files, installation records, previous cultural resource reports, and pertinent secondary sources.

The archival investigations were followed by architectural field investigations. This phase of work included surveying all built resources constructed between 1941 and 1957 at the main installation and three outlying airfields (Bogue, Atlantic, and Oak Grove). A total of 929 buildings and structures were documented during the current investigation. The architectural survey was conducted to field-verify archival findings and to obtain current data on extant buildings and structures. Documentation included compiling data on building design, materials, construction methods, modifications, and integrity. The results of the archival and architectural investigations were analyzed to evaluate the relative significance of the property, applying the National Register criteria for evaluation (36 CFR 60.4 [a-d]). Those resources dating from the Cold War era were evaluated for *exceptional significance* following guidelines set forth in *National Register Bulletin No.*

22: Guidelines for Evaluating and Nominating Properties that Have Achieved Significance within the Last Fifty Years.

Organization of the Report

This report is organized into six chapters: Introduction, Research Design and Methods, Historical and Thematic Context, Architectural Investigations, Architectural Analysis, and Summary and Recommendations. Chapter I presents an overview of the project area, research objectives, and scope of architectural investigations. The methodology for archival research and architectural survey strategy is presented in Chapter II. Chapter III provides an historic and thematic overview for MCAS Cherry Point, which addresses important trends and events associated with the installation's initial establishment during World War II and subsequent development during the Cold War era. Chapter IV presents the results of the architectural field findings. It also summarizes previous investigations undertaken at MCAS Cherry Point, as well as relevant Department of Defense (DoD) military studies. The architectural field results are organized according to the installation's two chronological periods of development, Emergency Mobilization Period and World War II (1941-1945) and Cold War Era (1946-1990). The discussion is broken down further according to the installation's six defined functional operational areas, including aviation support, industrial support, administrative and personnel support, housing, ordnance storage, fuel storage, and auxiliary air fields (AAFs). Chapter V presents the data analysis for evaluating significant resources and the current evaluation of built resources at MCAS Cherry Point. Chapter VI summarizes the results of the architectural investigation and provides site-specific recommendations. Appendix I contains a real property inventory of surveyed properties. Appendix II contains a North Carolina Historic Structure Data Sheet for six buildings (Buildings 130, 131, 219, 229, 232, and 298) and North Carolina Multiple Structures Forms for representative World War II-era building types. Appendix IV includes the resumes of key project personnel.

CHAPTER II

RESEARCH DESIGN AND METHODOLOGY

Objective

The two main objectives of the current architectural investigations were to develop a comprehensive inventory of built resources at MCAS Cherry Point constructed between 1941 and 1957, and to evaluate resources within their appropriate historic and thematic contexts applying the National Register criteria for evaluation (36 CFR 60.4 [a-d]). The architectural fieldwork was undertaken following the guidelines set forth in the Secretary of the Interior's *Standards for Historic Preservation*.

Three major tasks were undertaken to achieve this objective: (1) archival research; (2) architectural field investigations; and (3) data analysis. Archival research was conducted to develop the appropriate historic contexts for evaluating the architectural resources. The architectural investigations were undertaken to field-verify archival findings and obtain current data on extant built resources. The following section presents the archival research and architectural field methodology, and outlines the appropriate criteria for evaluating built resources at MCAS Cherry Point.

Archival Research Methodology

Archival research was conducted to obtain site-specific data on built resources at MCAS Cherry Point and to develop an historic context for the project area that identifies historical patterns, chronological periods, and important themes. Historic contexts provide a framework for identifying and evaluating cultural resources within the appropriate temporal, geographic, and thematic framework. Archival research focused on an examination of the Navy's role in World War II aviation activities, which was identified as the primary theme associated with MCAS Cherry Point. The results of the archival investigations are presented in Chapter III, *Historical and Thematic Context*.

Archival research included a review of primary and secondary source materials, site-specific documentation, and previous cultural resource studies. Nationwide context studies were

consulted to assist in developing the appropriate historic contexts and evaluation strategies. Interviews also were undertaken with informants knowledgeable about the history of MCAS Cherry Point.

Repositories consulted as part of the archival investigations included the National Archives; the Library of Congress; the Washington Navy Yard's Library and Operational Archives; the Federal Records Center; the North Carolina Department of Cultural Resources; and, the New Bern Public Library. The National Archives contained records from the Office of the Secretary of the Navy. The Cartographic Archives provided graphic documentation, including historic maps and aerial photographs of the installation. Research at the Library of Congress and the Navy Department Library focused on general histories on World War II Marine Corps aviation activities. The Washington Navy Yard's Operational Archives collection of command histories was consulted for site-specific information on MCAS Cherry Point.

Site-specific research also was conducted at the Planning Division Office at MCAS Cherry Point. This included an examination of historic maps, construction drawings, relevant reports, and real property records. Construction drawings provided graphic documentation of the original floor plans and elevations, and subsequent modifications. This data was useful in analyzing building integrity by comparing a building's original design with current conditions.

Architectural Survey Methodology

The archival investigations were followed by architectural field investigations. Architectural field investigations were conducted by R. Christopher Goodwin and Associates, Inc., during October 1995 and between February and June 1996. This phase of work included surveying all built resources at MCAS Cherry Point and three auxiliary air fields (Bogue, Atlantic, and Oak Grove) constructed prior to 1957. Real property records and the *Detailed Inventory of Naval Shore Facilities* (September 30, 1994) were used as the primary references to determine the building count for structures constructed between 1941 and 1957. A total of 970 buildings and structures were included on the current building list; however, field investigations identified that 41 of these buildings have been demolished subsequently. Architectural field data was compiled for the remaining 929 resources located on the main base and three auxiliary air fields (AAFs). Appendix I

contains the building inventory. A total of 376 of the surveyed buildings, roughly 41 per cent, date from the World War II period. The remaining built resources at MCAS Cherry Point were constructed after 1946. The results of the architectural field survey are presented in Chapter IV, *Architectural Investigations*.

The architectural fieldwork was conducted to field-verify extant resources at MCAS Cherry Point. The field survey was limited to exterior inspection of buildings and structures. Survey data was compiled using standardized architectural field forms, which recorded the following data for each built resource: building number and name; location; date of construction; construction materials; property type; original and current use; architectural style; resource integrity; and significance. A description of the property, as well as building modifications and/or additions, also was included on the survey form.

Architectural survey data was entered into a computerized database, using Microsoft Excel. The database was designed to facilitate analysis of the inventory data. For example, the database was used to collate the building inventory according to categories of information, such as property type (e.g., family housing, ordnance storage) and construction date (e.g., World War II and Cold War). This information was instrumental in organizing the results of the architectural field investigations.

The architectural survey methodology was based on survey strategies outlined in *National Register Bulletin 24: Guidelines for Local Surveys, A Basis for Preservation Planning* (National Park Service 1985). Architectural survey documentation was supplemented by 35mm black and white photography of representative building types. Similar building types were recorded through the photographic documentation of a representative resource. Photographic logs were maintained to record the building number, date of photograph, photographer, and direction of photograph. Survey forms and photographic documentation completed during the field investigations are included as a separate data compendium.

Data Analysis

Following the architectural field investigations, survey and archival data were analyzed to evaluate the built resources at MCAS Cherry Point. The National Register criteria for evaluation (36

CFR 60.4[a-d]) served as the primary guidance in this analysis. Analysis of the archival and architectural field investigations is presented in Chapter V: *Architectural Analysis*.

Criteria for Evaluation

Built resources at MCAS Cherry Point were assessed within the appropriate historic, chronological, and thematic contexts to determine if they possessed importance. For a cultural resource to qualify for listing in the National Register, it may possess significance based on historic associations (Criteria A and B), architectural or engineering values (Criterion C), or information potential (Criterion D). The National Register criteria for evaluation are presented in Chapter V (Table 14) of this report. Nomination to the National Register of Historic Places generally requires that sites, structures, objects, buildings, and districts be at least 50 years old. Resources that have achieved significance within the past 50 years are eligible for National Register consideration if they are determined to possess *exceptional* significance, or if they are an integral part of a historic district. In addition to significance, historic properties must possess sufficient integrity to convey their period(s) of significance to be eligible for National Register consideration.

The following methodology was used to determine whether a property possesses significance within its historic context: (1) identify theme(s), geographic limits, and chronological periods; (2) determine the level of significance (local, state, or national); (3) classify property type(s) and determine whether it is important in illustrating the historic context; (4) determine how the resource illustrates the history; and, (5) assess whether the property possesses the physical features necessary to convey its historic significance (National Park Service 1991:7-8).

Two different evaluation strategies were used to assess the relative significance of surveyed resources at MCAS Cherry Point. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, which addresses resources 50 years or older, was used to evaluate the World War II-era resources at MCAS Cherry Point. Built resources dating from the Cold War era were evaluated under the criteria consideration for *exceptional significance* since they are less than 50 years old. *National Register Bulletin 22: Guidelines for Evaluating and Nominating Properties that Have Achieved Significance within the Last Fifty Years* provided the primary criteria for evaluating Cold War era resources. Several recent studies that address the evaluation and

treatment of U.S. military Cold War resources provided additional guidance. These included the Legacy Resource Management Program's publication, *Coming in from the Cold: Military Heritage in the Cold War* (1994); the "Interim Guidance Treatment of Cold War Historic Properties for U.S. Air Force Installations" (1994); and, the *Navy Cold War Guided Missile Context* (1995). The Air Force interim guidelines were developed in consultation with the Legacy Program's Cold War Task Area, and were tailored specifically to address Cold War resources at U.S. Department of Defense (DoD) facilities.

A detailed discussion of the evaluation methodology used to assess the built resources at MCAS Cherry Point is presented in Chapter V, *Architectural Analysis*. This section addresses issues relating to assessing significance and resource integrity for World War II permanent construction buildings. It also includes a discussion of World War II properties that are currently listed on the National Register of Historic Places to provide a comparative analysis. The chapter concludes with an evaluation of the built resources at MCAS Cherry Point, applying the National Register criteria for evaluation. Significant properties include both individual resources and districts that possess importance based on their direct association with significant themes and retention of physical features to convey that importance. Non-significant properties include those resources that either are not associated directly with the significant themes or periods of development, or lack sufficient integrity to convey their significance.

CHAPTER III

HISTORIC CONTEXT

Introduction

This chapter provides a geographical, physical, and historical overview of the U.S. military's aviation activities during World War II and the Cold War. A site-specific history of MCAS Cherry Point is presented in this chapter, which summarizes major events and trends associated with the installation. Thematic contexts relevant to the development of the base also were developed to assist in the evaluation process. World War II military aviation training was identified as the primary theme associated with MCAS Cherry Point.

The chronological overview is organized into defined periods of development. Historic contexts are organizational frameworks that describe "patterns, themes, or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within prehistory or history is made clear." (National Park Service 1991). Historic contexts are useful in evaluating the relative significance of cultural resources within a broader framework, or historical perspective (U.S. Department of the Interior 1991:7). Architectural resources were evaluated within the appropriate historical and thematic contexts, applying the National Register criteria for evaluation (36 CFR 60.4 [a-d]).

MCAS Cherry Point was established during World War II as one of eight Marine Corps aviation facilities. Prior to the war, the Marine Corps operated East Coast air stations at Quantico, Virginia, and Parris Island, South Carolina. MCAS Cherry Point grew to become the Marine Corps' principle aviation training facility, responsible for organizing, equipping, and training Marine Air units for combat operations. Throughout the war, MCAS Cherry Point served as the base of operations for anti-submarine patrols off the Carolina coast, protecting Allied shipping in the offshore sea lanes (McVarish 1994:7-8). Its role as an aviation training facility continued throughout the Cold War era.

The Emergency Mobilization Period and World War II (1940-1945)

The Marine Corps aviation program was established in 1912 when the Marine Corps' Commandant, Major General William P. Biddle, ordered two first lieutenants to flight training at the Navy's flight training camp in Annapolis, Maryland. By 1917, the program included five pilots and assorted support personnel. The unit increased in size and by October, it consisted of 34 officers, 330 enlisted men, two Curtiss R-6 floatplanes, and one Faman landplane. In January 1918, the unit left for duty in the Azores, where it conducted anti-submarine patrols (McVarish 1994:5).

In response to the growing importance of Marine aviation, training facilities had been incorporated into the Marine's existing facilities at Quantico, Virginia; San Diego, California; and Parris Island, South Carolina. During the inter-war period, Marine aviation manpower increased slowly. In 1933, the Fleet Marine Force was created; Marine aviation was set up as a component of this newly established division. The mission of the Marine aviation unit was to support the Fleet Marine Force in the amphibious landing operations, and to support Marine units fighting inland. Marine aviators also were responsible for providing backup squadron for the Navy's carrier squadrons. By 1935, the Marine Corps totaled 147 officers and 1,021 enlisted men. By 1939, the Marine aviation component comprised 191 officers and 1,142 enlisted personnel (McVarish 1994:5; Cannan 1993:135).

In 1938, as war appeared imminent in Europe, United States Navy and Marine Corps aviation units possessed a combined strength of 1,000 planes. In May 1938, Congress passed legislation authorizing the procurement of an additional 2,000 planes. With the outbreak of war in Europe in 1939, the number of planes was increased substantially to 15,000. After the United States entered the war in December 1941, the number of planes authorized for naval aviation reached 27,500 (McAloon 1992:3; McVarish 1994:5).

Initially, military planners had proceeded with mobilization plans based on the premise that U.S. forces would assemble in the U.S. and train at sites in France; however, after the fall of France to German forces in June 1940, these sites no longer were available. Congress responded by passing the Emergency Mobilization Act, which authorized the immediate expansion of U.S. armed forces and the establishment of additional training facilities in the United States. Initial steps to address facilities shortages were taken by the Hepburn Board in 1938. The board recommended

establishing additional major air bases and secondary bases. The major air bases would contain facilities for pilot training, aircraft storage, and major aircraft overhaul. Secondary bases, on the other hand, would not include aircraft overhaul facilities (McAloon 1992:3; McVarish 1994:5).

Prior to the war, the Navy operated 11 air stations and eight reserve bases. With American mobilization in 1940, construction of Navy aviation facilities acquired a new urgency. German submarine activity in the Atlantic Ocean prompted the Navy to establish more bases for seaplane patrols of the Atlantic. Stations with landing fields to train carrier pilots also were necessary. New stations were built during the mobilization period at Jacksonville and Banana River, Florida; Quonset Point, Rhode Island; Floyd Bennett Field, New York; and, Cape May, New Jersey. The Navy assumed control of British bases in the Caribbean under President Roosevelt's plan to provide the British with 50 destroyers in exchange for rent-free leases on British bases in North and South America. By the end of June 1941, the Chief of the Bureau of Aeronautics (BuAer) reported that the Navy owned 13 East Coast stations, 10 Caribbean stations, six West Coast stations, three Alaskan stations, and nine Pacific stations (Whelan et al 1997:85).

Existing reserve stations proved insufficient and, as a result, the Navy opened new training stations at Norman, Oklahoma; Memphis, Tennessee; Corpus Christi, Texas; Pasco, Washington; Peru, Indiana; Olathe, Kansas; Hutchinson, Kansas; Clinton, Oklahoma; and, Ottumwa, Iowa. Construction at these installations consisted of temporary buildings to the maximum extent possible, and often included temporary wooden hangars (Whelan et al 1997:85-86).

Subsequent expansion of Naval and Marine aviation was made possible by the Second Deficiency Appropriation Act for 1941, which approved \$29.9 million for Naval and Marine aviation facilities and \$4 million for Marine Corps facilities. Prior to the war, the Marine Corps maintained three air stations at Quantico, Virginia; San Diego, California; and Parris Island, South Carolina. Under the mobilization program, eight new Marine aviation installations were established: Ewa, Hawaii; El Centro and Mojave, California; El Toro, California; Santa Barbara, California; Eagle Mountain Lake, Texas; Edenton and Cherry Point, North Carolina (BUDOCS 1947:258-259). El Toro was established to train and regroup Fleet Marine combat units. El Centro and Mojave were designed to accommodate one carrier replacement unit of 80 planes. Edenton was established as an operations and training station for landplanes. The auxiliary air field (AAF) at Ewa, Hawaii was

established as a staging area for units preparing for combat in the Pacific. The aviation training program at Cherry Point was coordinated with the ground force training program at another new Marine installation, Camp Lejeune, which was located approximately 35 miles south (McVarish 1994:5-6).

Establishment of the Marine Corps Air Station (MCAS) Cherry Point

On 18 February 1941, the Federal government approved the construction of the Marine Corps Air Station (MCAS) at Cherry Point. Congress authorized \$25 million for the construction of a main base, six airfields, and four auxiliary air fields (AAFs). The new air station would supplement existing Marine Corps aviation facilities on the East Coast, which were limited to those at Quantico and Parris Island. The Cherry Point site was chosen for its access to a deep water port, rail and highway connections, and established water and power systems. It also was selected as an ideal site due to its relatively remote location. Located near the town of Havelock, the site was situated along the south bank of the Neuse River, bounded by Hancock Creek to the west, Slocum Creek to the east, and surrounded by the Croatan National Forest. The area was close enough to populated areas to facilitate construction, yet isolated enough to allow artillery, anti-aircraft, bombing, and strafing training. It was the only site between Corpus Christi, Texas, and Norfolk, Virginia that satisfied all site selection criteria (Coletta 1985:105-106).

A total of 8,500 acres was purchased from the Croatan National Forest and from private owners for the creation of the facility. Condemnation proceedings against two white and 40 African American families residing in the area resulted in the purchase of 7,582.2 acres in Craven County. An additional 464.6 acres were acquired from the Forest Service, and originally had been set aside as part of the Croatan National Forest. An additional 2,887.5 acres were condemned for the extension of runways at an outlying field. The base was named originally in honor of Lieutenant General Alfred Cunningham, the first Marine pilot, but later was renamed Cherry Point after a nearby post office that had served the lumber industry and had closed in 1935. The post office took its name from a large grove of cherry trees located on a point along the Neuse River near Hancock Creek (Coletta 1985:105-106; McVarish 1994:6).

Preparation of the Cherry Point facility was initiated in August 1941. T. A. Loving and Associates of Greensboro, North Carolina, was awarded the initial construction contract of \$14,500,000. T. A. Loving and Associates served as the general contractor. The following subcontractors were hired for various components of the contract: Nello L. Teer, Mecklenberg Construction Company, and Central Engineering and Contracting Corporation provided all clearing, grading, and drainage work; A.H. Guion and Company provided the sewer and water systems; West Construction provided the paving; Thompson Electrical Company of Raleigh provided the electrical work; and Albemarle Plumbing and Heating Company provided the plumbing and heating (McVarish 1994:7). Initial construction efforts focused on drainage improvements, both for operations and health reasons. Cherry Point's marshy site was an ideal environment for the anopheles mosquito, carriers of the malaria disease. Land was cleared and canals were dug or blasted in order to channel water away from low-lying areas. Approximately 5,000 acres of land were cleared at Cherry Point during World War II (Jacobs [n.d.]: 47, 53-61).

Early construction activities included the completion of aircraft runways and the erection of temporary facilities to house recruits. A sawmill and three asphalt plants were built at the base to facilitate construction. The asphalt plants were used to construct highway, roads, runways, and outlying fields. The field was operational by December 1941, at which time it was dedicated officially as U.S. Marine Corps Air Station (MCAS) Cherry Point. The field's first commanding officer was Lieutenant Colonel Thomas J. Cushman. The station's primary mission was to train Marine Corps aviators. On 18 March 1942, Lt. Colonel Cushman landed the first aircraft at Cherry Point's runways (McVarish 1994:7; Coletta 1985:107).

The establishment of MCAS Cherry Point created a boom in the regional economy. Both union and nonunion civilian laborers were employed in the construction of the base. Following the bombing of Pearl Harbor in 1941, a policy of two, ten-hour day and night shifts began so that laborers could work seven days a week to construct the base. At the peak of construction, approximately 8,000 civilians were employed. Improvements were made on the highway system, and a regular bus line was established to transport workers to the base (Watson 1984:38).

Expansion of MCAS Cherry Point During the 1940s

The base population and facilities at Cherry Point expanded exponentially throughout the war. In December 1941, at the time of Pearl Harbor, 86 personnel were assigned to Cherry Point; this number increased to 4,670 within a year. By June 1942, the facility housed 45 marine officers and 584 enlisted men, 21 naval officers and 121 enlisted men, and 34 Army officers and 130 enlisted men. Four runways had been completed, two of which were operational. Hangar and control facilities also were operational, and permanent quarters were available for 500 men. In April, a supplemental contract was awarded for the erection of barracks to house 3,000 men, in addition to a large assembly/repair shop. An outlying landing field also was to be established northwest of Atlantic, North Carolina (McVarish 1994:7; Coletta 1985:107). By the end of 1942, additional support facilities were constructed, including mess halls, ordnance storage, railroad lines, water and sewage systems, fuel storage, a fire protection system, a central heating plant, a steam distribution system, shops, garages, warehouses, a radio transmitter building, a hospital, and a recreation building (Carraway 1945). Most of the buildings at Cherry Point were semi-permanent construction, with brick and steel used for the aircraft storehouses. By 1943, the base accommodated 21,667 personnel (Whelan et al 1997:86; Coletta 1985:108-109).

The plan of the base landing field consisted of eight runways arranged in a hub. This field plan provided a maximum landing area of 6,000 to 7,600 feet with a standardized width of 500 feet. The runways were large enough to accommodate both fighters landing in formation, as well as a single B-17, one of the biggest bombers used in the war. The facilities also included sizeable aprons and warm-up platforms (Whelan et al 1997:86).

Throughout World War II, Cherry Point housed over 100 aircraft squadrons, including Army Air Force bombers, Navy fighter, air warning, and bomber units, and Marine support, observation, and bomber types. The Third and Ninth Marine Air Wings (MAW) were organized and trained at Cherry Point (Coletta 1985:107-109). On 23 July 1942, Cherry Point was authorized to receive aviation personnel for recruit training. By November, the Third MAW was established at Cherry Point. Initial activity of the MAW included photographic reconnaissance missions; ferrying aircraft from eastern manufacturing facilities to the maintenance facilities at Cherry Point for modification; training of paratroopers; transporting personnel and materials; and establishing a ground school.

Following training at Cherry Point, the unit was assigned to combat duty in the Pacific in September 1943. The command post for the MAW remained at Cherry Point until 6 April 1944 (McVarish 1994:7).

The Ninth MAW was formed to replace the departed Third MAW, and was commissioned on 1 April 1944. Its primary mission was to organize, equip, and train Marine Air units for combat operations. The wing also undertook paratroop and ferrying missions that were assigned formerly to the Third MAW. In addition to its Cherry Point headquarters, the wing had units based at other outlying fields. One of the fields, Congaree Field, was located in South Carolina. The remaining air fields were located in North Carolina, including Atlantic, Bogue, Oak Grove, Kinston, New River, New Bern, Greenville, and Washington; Newport, Arkansas; and Eagle Mountain Lake, Texas. These auxiliary fields eventually supported 15,000 personnel. Half of these annexes were civilian airfields, which were leased to the Department of the Navy for the duration of the war (Jacobs n.d.:100). The Ninth MAW supplied replacements for other Marine aviation units stationed in the Pacific during the war. The Ninth MAW was deactivated in March 1946, and the Second MAW was reassigned to Cherry Point. The Second MAW continues to operate at Cherry Point (McVarish 1994:7-8).

As greater troop strength was needed for combat in World War II, the Marine Corps opened its ranks to women. On 29 May 1943, Cherry Point became one of the first Marine Corps bases to receive women recruits when 19 women reported for duty. Initially, female personnel were housed in men's barracks. Six barracks, each housing 360 women, were constructed within six months. Females assigned to the Marine Corps aviation wing reported to Cherry Point for indoctrination and training before assignment to other bases. Women Marines were assigned to 92 different tasks at the station, including clerical, security, and airplane maintenance duties (Stremlow 1994:2-24; Soderbergh 1992:91-93; Jacobs [n.d.]:28-30).

In 1943, six new buildings were completed at a cost of \$4,930,791. They included the parachute loft, hazardous material storehouse, deepwell pump house, air conditioning building, the aircraft assembly and repair (A&R) building, and transformer building. The most expensive building was the A&R building (Building 137), at a cost of over \$4 million. The building contained over 305,683 square feet and was built primarily of steel. Aircraft serviced at Cherry Point during World

War II included F4-U Phantoms, R4D Skytrains, PBJ North American Patrol Bombers, SNJ Texans, JM Martins, SBD Dauntless bombers, and Corsairs. The A&R facility also served as the central supply point for Consolidated PJB and Martin JMS parts. The building subsequently was converted for use as the Naval Aviation Depot (NADEP) at Cherry Point (Jacobs nd:77; Coletta 1985:107-111).

By December 1944, personnel at Cherry Point reached a peak of 25,139. The facilities at Cherry Point consisted of approximately 1,800 permanent buildings and 2,500 temporary buildings located at main base, six AAFs, and four outlying fields. Approximately \$82 million had been expended during World War II (Coletta 1985: 107-109). Cherry Point and its outlying fields housed a MAW; 18 Army and Navy Squadrons; over 60 tactical squadrons; 20 Air Warning Squadrons; four Marine Operational Training Squadrons; and six Aviation Women's Reserve Squadrons (McVarish 1994:8).

The economy of Craven County was transformed drastically as a result of Cherry Point's activities during the war years. Wholesale and retail sales more than quadrupled among local merchants during this period. The base also created new towns in the area. Before the war, Havelock was only a stop along the railway; by 1960 it was a town with 2,433 residents. This type of population growth occurred throughout the county. In 1940, the population of the county was 31,298, by 1950 it had increased to 48,823 (Bureau of Census 1980). The development of MCAS Cherry Point also affected the population of neighboring counties. Before the war, Carteret County contained 18,284 residents, by 1950, Carteret's population jumped to 23,059. The base also precipitated social and economic changes in neighboring Pamlico County as well (Davis and Hamilton:1982:7-8).

Cherry Point's Role During World War II

MCAS Cherry Point played a significant role in Marine aviation training throughout World War II. Training activities covered a wide spectrum, including air bomber ground training, celestial navigation training, chemical warfare training, free gunnery training, "link" training, ordnance training, recognition training, search and rescue training, station gunnery training, and "synthetic" training (Coletta 1985:107-111). Cherry Point trained the first Marine squadron of Mitchell medium

bombers to operate in the Pacific. Other important training missions carried out at Cherry Point included the first Marine fighter squadron fliers to operate from an aircraft carrier; the first Marine night rocket bombing squadron and the first squadron that flew the FTF Grumman twin-engine fighter. At its wartime peak, Cherry Point supported 800 aircraft (McVarish 1994:7).

Throughout the war, Cherry Point served as a Marine transfer, discharge, and promotion point for both officers and enlisted personnel. Cherry Point also served as the base of operations for anti-submarine patrols along the Atlantic coast to protect allied shipping in the offshore sea lanes. Army and Navy personnel assisted the Marines with initial anti-submarine flight training (Coletta 1985:107-111).

In addition to its role as a training site for Marine aviators and support personnel, Cherry Point was the World War II training site for all women Reserves assigned to the Marine Corps aviation. Women were trained for further assignment in other Marine Corps schools, including Indiana University (storekeepers), University of Wisconsin (radio operators), and NAS Lakehurst, New Jersey (aerographer's mates and parachute riggers). At its peak in 1944, 2,762 women Marines were stationed at Cherry Point (McVarish 1994:8).

By the end of World War II, Cherry Point ranked as the largest Marine Corps Air Station (MCAS), and included Army and Navy personnel and their airplanes (Coletta 1985: 107-109; Fourth Annual Marine Air Reserve Maneuvers [n.d.]:1). In February 1946, it was reported officially as "the largest airport in runway area in the United States" (McVarish 1994:8).

Cold War Era (1946-1990)

Downsizing of MCAS Cherry Point Following World War II

With the demobilization at the end of World War II, Cherry Point was downsized. Many of the outlying fields were closed and the number of personnel was decreased substantially. The base population dropped from its wartime high of 23,520 to approximately 12,039 in 1946. Base squadrons were reduced from 15 to five. Only three of the AAFs (Oak Grove, Bogue, and Congaree) remained in operation after the war. The number of aircraft stationed at Cherry Point was reduced to 40 planes. By July 1946, MCAS Cherry Point consisted of a commanding general and his staff; a Headquarters Squadron; a MAS Squadron; an Air Engineering Squadron; and an

Aviation Women's Reserve Squadron (McVarish 1994:8; Semi Annual Historic Report 1946: 10-2; Carraway 1946:7; Coletta 1985:110).

Following the deactivation of Cherry Point in 1946, it became the official home of the Second MAW. Decommissioning of the Ninth MAW in March 1946 resulted in the transfer of all units and personnel to the Second MAW. The Women Marines were disbanded. On 1 March 1948, the Atlantic Marine Drone Unit was activated at Cherry Point for anti-aircraft drill at Camp Lejeune. Radio-powered TDD-3 drone aircraft were utilized for the training. By this date, personnel at Cherry Point included 143 officers, 1,091 men, and 3,200 civilians (Semi Annual Supplement to Historical Report 1948:12; Carraway 1946:7; Watson 1987:605; Coletta 1985:110).

Expansion of MCAS Cherry Point During the 1950s

With the outbreak of the Korean Conflict in 1950, activity and personnel were increased again to respond to the crisis. Marine Reservists reported for duty at Cherry Point for refresher training before proceeding to the Korean Peninsula. The Second MAW trained thousands of Marines as replacements for the First Wing in Korea. Women Marine Detachment Two was activated officially on 1 March 1951 (Coletta 1985:112-113; McVarish 1994:8).

During the early 1950s, Cherry Point received \$9 million to expand runways, increase fuel storage, and build additional hangar and warehouse facilities. A hangar was added to the Aircraft Overhaul and Repair Building (Building 137). The 300-foot long hangar included a fifty-foot, shed roof addition with mezzanines. A new aviation supply warehouse was constructed in 1952. The following year, two Miramar hangars were erected. New facilities were constructed within the existing functional areas of the station on available open space and, in some cases, buildings were demolished to create sites. By the end of the year, the base contained 912 buildings, excluding 767 on-station housing units and 870 off-station family housing units (Naval Aviation News 1962:30-31; Coletta 1985:112-113; Semi Annual Historic Report 1951: 21; McVarish 1994:8).

Three off-station family housing complexes also were incorporated into the base plan. These included Hancock Village, which contained 375 officers quarters; Fort Macon Village, which contained 249 units for enlisted men; and Slocum Village, which contained 817 units for civilians

who worked on the station (Semi Annual Historic Report 1952:3, 15-17). In 1956, the H-style barracks were rehabilitated extensively.

The Radar Air Traffic Control Center was constructed in 1957. Additional aircraft taxiways and parking aprons were constructed the following year. In 1959, small squadron hangars were under construction (McVarish 1994:8).

Continued Role of MCAS Cherry Point

In 1962, Cherry Point became the first East Coast air station to receive the F4H-1 Phantom II fighters. This premier fighter plane of the U.S. armed forces was attached to VMF (AW)-531 (Naval Aviation News 1962:2). Hangars 1700 and 1701 were completed in 1963 (McVarish 1994:8).

The station's active training mission in support of Marine air elements continued during the Vietnam conflict. Throughout the 1970s, Cherry Point continued to support tenant activity at the air station and assisted squadrons returning from extended combat duty in Southeast Asia. By the mid-1970s, the combined payrolls of the 9,000 Marines and 4,000 civilian workers stationed at the base totaled \$135 million. Among North Carolina's counties, only Cumberland had more civilians federally employed (Watson 1987:606).

The most notable events during the 1970s and 1980s were the introduction of new fightercraft and the expansion of the runways. In 1973, Cherry Point became the third Marine Corps base to be assigned AV-8A Harrier jet fighters. Harriers have the ability to take-off on short runways and land vertically. The Marine Corps reactivated the Marine Attack Squadron (VMA)-231 to fly the new jets. Today, Harrier jets are the backbone of the Second Marine Air Wing at Cherry Point. The station also houses C-130 transports and a few Sea Rescue helicopters (Windssock 1973:4).

By the early 1980s, the Second MAW consisted of 450 aircraft and 15,000 Marines. Aircraft included six squadrons of F/A-18 fighters, four tactical AV-8B (Harrier) squadrons and one training squadron, three A-6E squadrons and one EA-6B squadron, two KC-130 squadrons, and six CH-46E tactical helicopter squadrons (McVarish 1994:8). Between 1986 and 1987, the landing strip was lengthened with the designation of Cherry Point as an alternative landing site for the

Space Shuttle. Twenty alternative landing sites for the shuttle were selected in the United States (Richard Evy: Personal communication April 24, 1996).

The primary mission of the MCAS Cherry Point has always been to provide facilities for the training and support of Marine aviators. It also serves as a primary aviation supply point and hosts the Naval Aviation Depot (NADEP). The NADEP performs a complete range of rework operations on designated weapon systems, accessories, aviation equipment, and planes. The Naval Aviation Depot (NADEP) at Cherry Point is one of eastern North Carolina's largest industrial facilities, employing over 3,000 civilian personnel. Both MCAS and the NADEP are the two principle industries for the town of Havelock and the southern portion of Craven County. Today, the economy of Craven County continues to depend upon tourism, lumbering, agriculture, and the provision of support service for MCAS Cherry Point.

CHAPTER IV

ARCHITECTURAL INVESTIGATIONS

Introduction

This chapter presents the architectural results for all surveyed buildings and structures at MCAS Cherry Point. A total of 929 built resources constructed between 1941 and 1957 were documented under the current investigation. Architectural investigations were undertaken to identify and evaluate significant built resources at MCAS Cherry Point and three auxiliary air fields (Bogue, Atlantic, and Oak Grove), applying the National Register criteria for evaluation (36 CFR 60.4 [a-d]). This survey was undertaken in compliance with Section 110 (a)(2) of the National Historic Preservation Act (NHPA) of 1966, as amended. Section 110 of NHPA directs federal agencies to establish programs to ensure that properties eligible for listing in the National Register under their jurisdiction or control are identified, evaluated, nominated, and protected.

Architectural resources were assessed for those qualities of significance and integrity defined in the National Register, both as individual historic properties and as elements within potential historic districts. Architectural resources were evaluated within the appropriate historic context, which spanned the period from World War II to the Cold War. World War II military aviation training was identified as the major theme associated with built resources at MCAS Cherry Point. Properties associated directly with this theme are situated in the World War II historic core, and include two aviation hangars (Buildings 130 and 131), an industrial repair facility (Building 133), a hangar/administration building (Building 137), a control tower (Building 199), and miscellaneous shops and support buildings (Buildings 83-85, 134, 136, 138-140, 142, 404, 421-423, 427, 1099, 1374-1377, and 1379).

Previous Investigations

The following section presents an overview of previous cultural resource investigations undertaken at MCAS Cherry Point. It also summarizes relevant nationwide historic context studies conducted by the Department of Defense (DoD) that were examined to provide comparative data.

MCAS Cherry Point

Two previous cultural resource investigations have been undertaken at MCAS Cherry Point. One of the studies, *A Cultural Resource Survey at U.S. Marine Corps Air Station Cherry Point, North Carolina* (Hargrove et al 1985), was completed in 1985 by Archeological Research Consultants, Inc. The study's findings concluded that MCAS Cherry Point was significant in American history and culture due to its association with important events and activities during World War II (Criterion A). MCAS Cherry Point represented the largest Marine Corps air station in operation at that time, and played a significant role as a Marine aviation and reserve training facility throughout the war effort (Hargrove et al 1985:232).

Another study was conducted in 1994 by John Milner & Associates entitled *An Intensive Level Architectural Survey of Selected Buildings of the Marine Corps Air Station Cherry Point, Cherry Point, North Carolina* (McVarish 1994). This study was undertaken as part of the Base Realignment and Closure (BRAC) activities, and included documentation and assessment of fifteen buildings at MCAS Cherry Point. These included two hangars (Buildings 130 and 131); an enlisted men's recreation building/post exchange (Building 298); and, a group of H-style barracks (Buildings 200-205, 207, 218, 219, 229, 232, and 234). Results of this investigation identified the buildings as potentially eligible for National Register consideration under Criterion A, for their association with U.S. Marine involvement during World War II, and Criterion C, for embodying the distinctive characteristics of a type, period, or method of construction. The twelve H-style barracks were determined potentially eligible under Criterion A for providing housing for enlisted personnel stationed and trained at the air station during World War II. The barracks also were determined to be significant under Criterion C, for illustrating intact examples of a standard B-1 barrack developed by the Bureau of Yards and Docks. The H-style barracks represent a major building type erected at

Naval and Marine facilities throughout the country during the World War II mobilization period. The two hangars (Buildings 130 and 131) were identified as significant under Criterion A for their role as maintenance and repair sites for aircraft operated by the Third and, later, the Ninth Marine Air Wings. The hangars also were significant under Criterion C as well-preserved examples of a standard hangar type developed by the Bureau of Yards and Docks and erected at Naval and Marine air stations during World War II. Building 298 was identified as a well-executed, intact example of a World War II Colonial Revival military building (McVarish 1994:10). *The North Carolina State Historic Preservation Officer (SHPO) concurred with the study's findings, stating that these buildings should be considered National Register eligible until the development of appropriate historic contexts and comparative studies enabled their full evaluation.*

The H-style barracks identified as National Register eligible in the Milner study were subjected to further documentation prior to their demolition. In 1995, R. Christopher Goodwin & Associates, Inc. completed documentation for nine of the barracks to the standards of the Historic American Buildings Survey (HABS). The HABS documentation is presented in a report entitled *Documentation of Nine BEQ's, Marine Corps Air Station Cherry Point, Cherry Point, North Carolina* (McAloon 1995). Only three of the H-style barracks (Buildings 219, 229 and 232) still survive at MCAS Cherry Point; these buildings were not recorded as part of the HABS documentation.

Department of Defense (DoD) Studies

Nationwide military contextual studies relevant to MCAS Cherry Point were examined to provide comparative data. In 1986, a Programmatic Agreement (PA) on WWII temporary buildings was negotiated among the Department of Defense (DoD), the Advisory Council on Historic Preservation (ACHP), and the National Conference of State Historic Preservation Officers (NCSHPO). The PA stipulated the documentation of World War II temporary buildings prior to their demolition under the Military Construction Authorization Bill. The PA stated that these resources may meet the National Register criteria for evaluation. The PA was designed to mitigate the demolition of these temporary structures through extensive development of the historic context for this type of construction and recordation of one example of all major types, following the Historic American Building Survey/Historic American Engineering Record

(HABS/HAER) standards. The U.S. Army Construction Engineering Research Laboratory (USACERL) conducted the recordation effort, which was presented in a study entitled *World War II Temporary Military Buildings: A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States* (USACERL 1993). DoD determined that approximately 27,000 buildings within its inventory were World War II mobilization temporary buildings. A total of 113 major types of structure were identified within this building inventory. The Department of the Army completed their responsibilities under this PA in 1993; the Department of the Navy also satisfied their responsibilities under this PA. *As a result of the fulfillment of the PA, DOD has fulfilled its responsibility under Section 106 of the National Historic Preservation Act of 1966, as amended for the demolition of World War II temporary buildings.*

In 1991-1993, DoD initiated several nationwide historic context studies under the Legacy Resource Management Program. One Legacy-funded study, *Historic Context for Department of Defense Facilities World War II Permanent Construction* (Whelan et al 1997), presents a historical overview on the military's permanent construction program during World War II. This study was undertaken to develop a consistent historical framework that provides comparative data and background information to assist in determining the relative significance of World War II permanent construction properties. The study also developed a standardized methodology for identifying and evaluating World War II permanent construction; this methodology is included in Chapter V of this report.

A similar overview study prepared by R. Christopher Goodwin & Associates, Inc. on behalf of the Department of the Navy examined the historical, architectural, and technological development of support facilities constructed at military installations from World War I to World War II. The report entitled *Support and Utility Structures and Facilities (1917-1946) Overview, Inventory, and Treatment Plan* (Grandine et al 1995) presents an historic context and treatment plan for support and utility properties constructed between 1917 and 1946 at military installations. Property types included in this study included two categories of resources: (1) storage and (2) utility infrastructure. Storage facilities included general storage, ordnance storage, and fuel storage. Utility infrastructure included water supply systems, sewage disposal systems, power and heating systems, and refuse disposal. Both nationwide context were referenced to provide comparative

data for the World War II properties surveyed at MCAS Cherry Point, and were instrumental in assessing the relative significance of these resources.

Several Cold War studies have been undertaken as part of Legacy's Cold War Task Area. A report, in draft, of a nationwide context was prepared by the U.S. Army Construction Engineering Research Laboratory (USACERL) that provides a historical and thematic perspective on the Army and Air Force guided missile program (USACERL 1994). The study is intended to provide guidance in identifying, evaluating, and treating Cold War resources that played a major role in the military's guided missile program from 1946 to 1989. Other Cold War era studies that provided guidance for evaluating resources at MCAS Cherry Point included *Coming in from the Cold: Military Heritage in the Cold War* (Center for Air Force History 1994); "Interim Guidance Treatment of Cold War Historic Properties for U.S. Air Force Installations"(Green 1993); and the *Navy Cold War Guided Missile Context* (Best et al 1995).

Architectural Field Findings

The following section presents the architectural results for all surveyed built resources in the project area. The current investigation documented 929 buildings and structures constructed between 1941 and 1957 at MCAS Cherry Point and three AAFs. Appendix I contains a building inventory of all surveyed buildings at MCAS Cherry Point.

The following discussion is organized according to two chronological periods of development associated with the built resources at MCAS Cherry Point:

- (1) Resources Associated with the Emergency Mobilization Period and World War II (1941 - 1945); and
- (2) Resources Associated with the Cold War Era (1946 - 1957)

Building data are broken down further according to the installation's six functional operational areas, which include aviation support; industrial support; administrative and personnel support; family housing; ordnance storage; fuel storage; and, AAFs. A *North Carolina Historic Structure Data Sheet* was prepared for six of the World War II-era buildings (Buildings 130, 131, 219, 229,

232, and 298); these buildings previously had been treated as National Register eligible by the North Carolina SHPO. These buildings include two aviation support facilities, an administration facility, and three H-style barracks. Representative World War II-era building types identified during the architectural investigations were recorded on *North Carolina Multiple Structures Forms*. The North Carolina survey forms are included in Appendix II of this report.

Description of Installation Layout

The project area encompassed the main installation and three AAFs, including Bogue, Atlantic, and Oak Grove. When MCAS Cherry Point was established initially, it encompassed roughly 8,000 acres. During World War II, MCAS Cherry Point grew to become the largest U.S. Marine Corps air station. The installation still claims this status, and has increased in size to encompass over 4,000 built resources, 11,717 acres for the primary air station, and 15,980 additional acres of support annexes. Maps depicting the plan and building distribution of the main installation accompany this report (Attachment 1).

The current mission of MCAS Cherry Point is to provide services and material to support the operations of the 2d Marine Aircraft Wing (MAW), or units thereof, and other activities and units as designated by the Commandant of the Marine Corps (CMC), in conjunction with the Chief of Naval Operations (CNO). The air station provides facilities for the training and support of Fleet Marine Force (FMF) Atlantic aviation units. It also is designated a primary aviation supply point and is host to the Naval Aviation Depot (NADEP). NADEP performs a complete range of depot-level repair and maintenance operations on designated weapon systems, accessories, and equipment.

The air station adopts an integrated facility plan composed of several distinct physical entities that are grouped according to function. The primary air station is divided into six functional operational areas as depicted in Figure 6, and includes aviation support, industrial support, administrative and personnel support, family housing, ordnance storage, fuel storage, and AAFs. Historically, MCAS Cherry Point has reserved a large amount of acreage of undeveloped land to provide safety crash zones around the runway approaches, as well as to avoid electronic disturbances. The layout of the installation differs from most military plans in that there is no

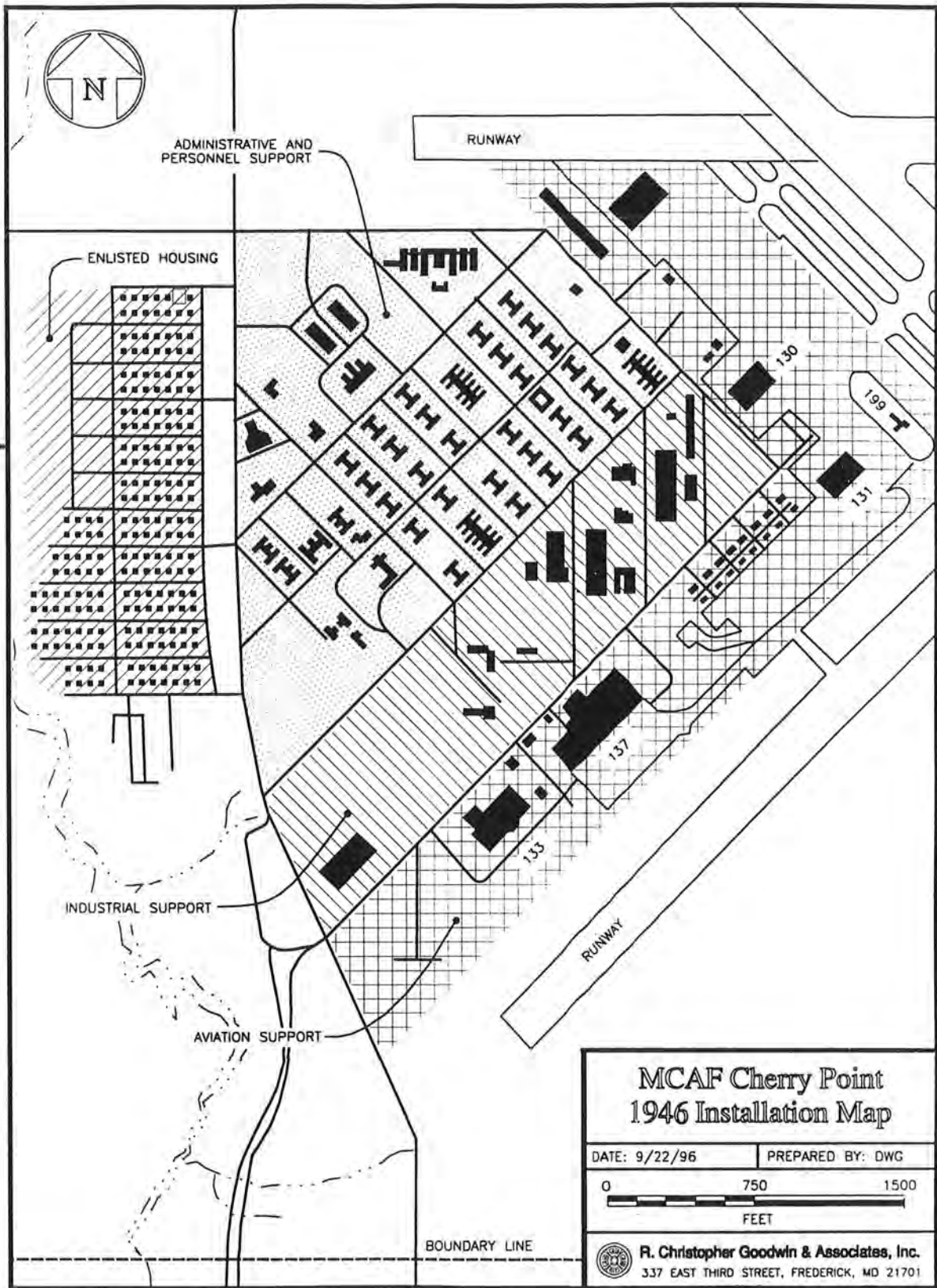


Figure 6. Excerpt from circa 1946 installation map of MCAS Cherry Point depicting six functional operation areas, including aviation support, industrial support, administrative and personnel support, family housing, ordnance storage, and fuel storage.

perimeter road. Military installations frequently employ boundary roads for security and to provide a connection between dispersed operational areas (Pietz 1964:56).

The World War II historic core is concentrated within a triangular parcel of land bounded by the intersection of runway fourteen (R-14), runway five (R-5), and Roosevelt Boulevard. The station's core is arranged around a grid system of inter-connected streets. The aviation support area, industrial support area, and administrative and personnel support area are situated within this historic core. The aviation support area is situated adjacent to the aircraft taxiways and the two main runways (R-14 or R-5), and contains the flight line, the hangar complex, and secondary support structures. The industrial support area is located between "A" and "C" streets, northwest of the aviation support area. Diagonal cross streets are located throughout the area. A railroad line running along "A" Street contains four spur lines that provide additional access to the area. Buildings in this area include the central heating plant, general storage facilities, and facility support. The administrative and personnel support area is located between "C" Street and Roosevelt Boulevard. This area contains the headquarters building, administration buildings, barracks, a mess hall, and other support facilities (Pietz 1964:56).

Three additional functional areas are located outside the installation's historic core, which include family housing, ordnance storage, and fuel storage. Roosevelt Boulevard serves as the station's main thoroughfare, which connects the primary station to the outlying areas. Family housing constructed during World War II was sited along the river, north of the main runways. The ordnance storage complex was constructed in a remote location, roughly 1.5 miles from the station's core off Slocum Road and west of Slocum Creek. The fuel storage area was positioned along the edge of the stations' core, southwest of one of the runways (R-14). Additional support facilities (e.g., recreational and infrastructure) are interspersed throughout the installation outside the station's core (Pietz 1964:56).

MCAS Cherry Point maintains three AAFs: Atlantic, Bogue, and Oak Grove. These fields are located within a 30-mile radius of the main station, in Carteret and Craven Counties. Atlantic and Bogue AAF each comprise an air strip, administrative center, barracks, and miscellaneous support buildings. Oak Grove is situated near Polkville; no World War II built resources were identified at the Oak Grove AAF.

Resources Associated with the Emergency Mobilization Period and World War II (1941-1945)

Extant World War II built resources reflect the major expansion effort of the Marine Corps and Navy aviation programs necessitated by the war. A total of 376 (41 per cent) of the surveyed resources were built during this period of development (Appendix I). Permanent, semi-permanent, and temporary buildings were erected at the station during the war; the majority of surveyed buildings are classified as semi-permanent construction. Figure 7 depicts the distribution of extant World War II resources organized by operational areas.

MCAS Cherry Point was established as one of eight Marine aviation installations in the United States during World War II. Additional air stations were established at Ewa, Hawaii; El Centro, El Toro, Mojave, and Santa Barbara, California; Eagle Mountain Lake, Texas; and Edenton, North Carolina. Cherry Point served as the principal training center for Marine Corps aviators on the East Coast during the war and included air bomber ground training, celestial navigation training, chemical warfare training, free gunnery training, "link" training, ordnance training, recognition training, search and rescue training, station gunnery training, and "synthetic" training. Cherry Point served as a Marine transfer, discharge, and promotion point for both officers and enlisted personnel throughout the war. The station also conducted anti-submarine patrols along the Atlantic coast to protect allied shipping in the offshore sea lanes. By the end of the war, Cherry Point achieved the rank of the largest Marine Corps Air Station (MCAS) (McVarish 1994:8; Coletta 1985:107-111).

Construction at the Cherry Point facility was initiated in August 1941, and focused on clearing and grading the site. The aircraft runways and temporary buildings to house recruits were the first facilities to be constructed. The field was operational by December 1941 and was dedicated officially as U.S. Marine Corps Air Station (MCAS) Cherry Point. The installation experienced exponential growth throughout the war, with the construction of both temporary and permanent structures to support its primary mission of aviation training. By June 1942, completed projects included four runways (two of which were operational); hangar and control facilities; and permanent quarters for 500 men. A supplemental contract was awarded in April for the erection of barracks to house 3,000 men, in addition to a large assembly/repair shop. An outlying landing field also was to be established northwest of Atlantic, North Carolina. By the end of the year, additional

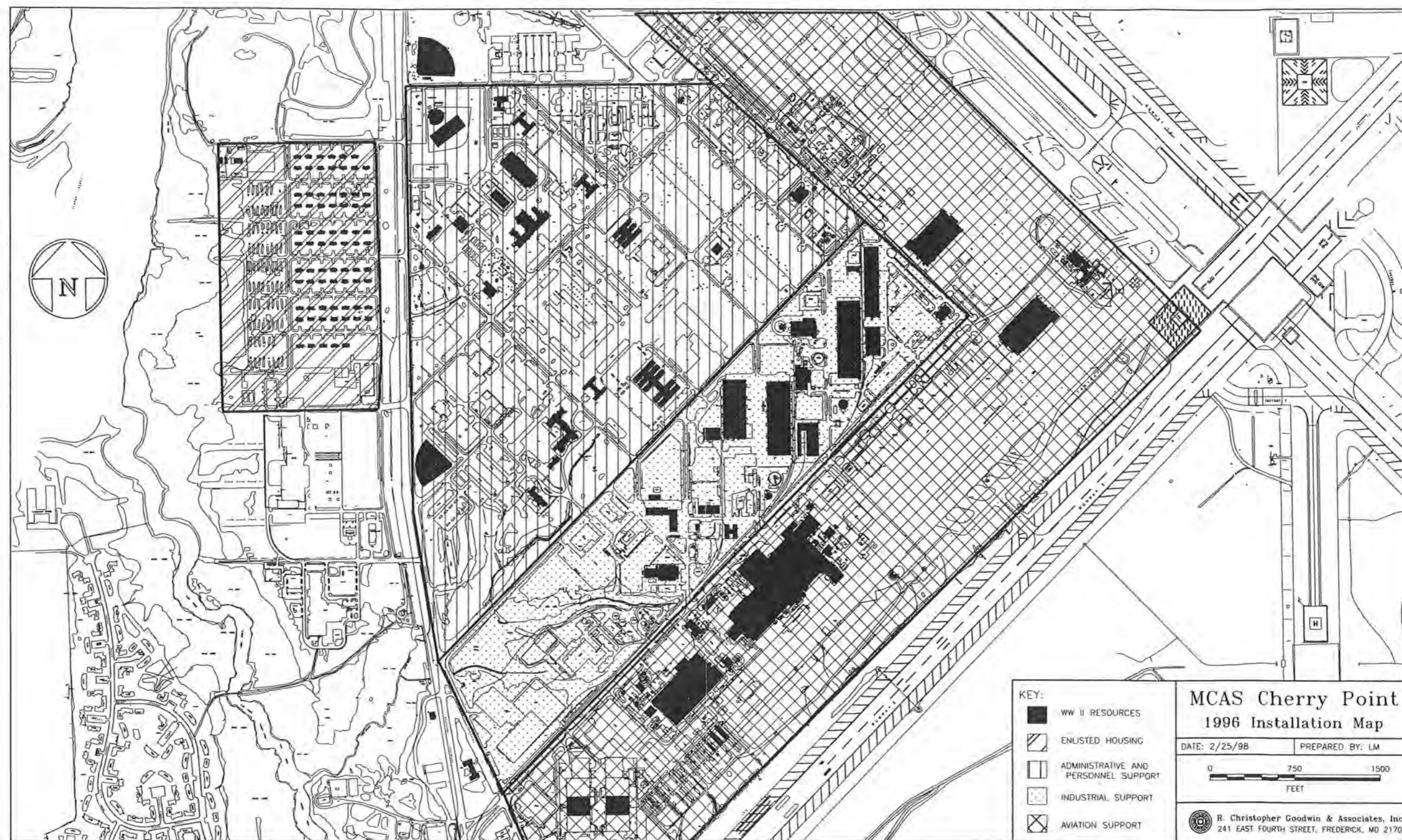


Figure 7. Map depicting concentrations of extant World War II resources at MCAS Cherry Point organized by operational areas

support facilities were constructed, including mess halls; ordnance storage; railroad lines; water and sewage systems; fuel storage; a fire protection system; a central heating plant; a steam distribution system; shops; garages; warehouses; a radio transmitter building; a hospital; and, a recreation building (Carraway 1945; McVarish 1994:7; Coletta 1985:107).

Most of the World War II buildings constructed at MCAS Cherry Point utilized standardized plans developed by the Bureau of Yards and Docks. These buildings were characterized by their utilitarian design and minimal ornamentation, as dictated by the requirements of wartime construction. Temporary construction wood-frame buildings were erected hastily to provide additional troop housing and storage; the majority of temporary structures have been demolished. Most of the permanent construction buildings were reserved for the aircraft storehouses and hangars, which employed brick and steel-frame construction. Many of the operations at the station required substantial structures for safety or security reasons, particularly those located along the flight line.

The plan of the base landing field consisted of eight runways arranged in a hub. This field plan provided a maximum landing area of 6,000 to 7,600 feet with a standardized width of 500 feet. The runways were designed to accommodate both fighters landing in formation, as well as a single B-17, one of the biggest bombers used in the war. The facilities also included sizeable aprons and warm-up platforms (Whelan et al 1997:86).

In May 1943, Cherry Point became one of the first Marine Corps bases to train women recruits. Initially, female personnel were housed in men's barracks. Within six months of their arrival, six barracks were constructed. Females assigned to the Marine Corps aviation wing received indoctrination and training at Cherry Point, before being assigned to other bases (Stremlow 1994:2-24; Soderbergh 1992:91-93; Jacobs [n.d.]:28-30). Additional buildings were added to the main base in 1943, and included a parachute loft, hazardous material storehouse, deepwell pump house, air conditioning building, an aircraft assembly and repair (A&R) building, and a transformer building. The A&R building (Building 137), which was constructed at a cost of over \$4 million, was built primarily of steel and encompassed over 305,683 square feet. The A&R facility was the central supply point for Consolidated PJB and Martin JMS parts. The building

subsequently was converted for use as the Naval Aviation Depot (NADEP) at Cherry Point (Jacobs and Coletta 1985:107-111).

By December 1944, personnel at Cherry Point reached a peak of 25,139. By this date, Cherry Point's building inventory included roughly 1,800 permanent buildings and 2,500 temporary buildings. The buildings were situated at the main base, six AAFs, and four outlying fields (Coletta 1985: 107-109).

Aviation Support. A total of 26 aviation-related built resources were documented that date from the World War II period of development (Table 1). These buildings include a parachute loft (Building 129); two hangars (Buildings 130 and 131); an industrial repair facility (Building 133); a hangar/administration building (Building 137); a control tower (Building 199), and miscellaneous shops and support structures (Buildings 83-85, 134, 136, 138-140, 142, 404, 421-423, 427, 1099, 1374-1377, and 1379).

The aviation repair and maintenance structures were built as permanent buildings, and were designed specifically to support the primary mission of the station. The buildings are characterized as one- or two-story structures that employ steel-frame construction clad in brick veneer, corrugated metal, or metal sheeting. Large, continuous spans of industrial windows and large metal hangar doors define the buildings' exterior. The building design maximized construction speed, the use of natural light, and minimized construction costs.

Building 129 was constructed in 1943 to house the air station parachute department, which provided for the storage and maintenance of station parachutes. The parachute loft is a one-story, rectangular brick building terminating in a low-pitched gable roof. A rectangular brick tower projects from the building. The building's original configuration has been obscured by several modern additions. A two-story brick addition was constructed along the north elevation, and a one-story brick addition extends along the south and east sides of the building.

Buildings 130 and 131, formerly known as Seaplane Hangar No.1 and No.2, were constructed in 1942. Both hangars represent standardized seaplane hangars designed by the Bureau of Yards and Docks (Yards and Docks Drawing No. 302,257). The hangars are large, one-story, rectangular, metal-frame structures clad with metal sheeting. Both hangars terminate in a

Table 1. World War II Resources Located in the Aviation Support Area as of 1996.

Bldg. No.	Current Function	Year
83	Industrial	1944
84	Industrial	1943
85	Industrial	1945
129	Industrial	1943
130	Hangar	1942
131	Hangar	1942
133	Industrial	1944
134	Industrial	1943
136	Water Well	1943
137	Industrial	1943
138	Industrial	1943
139	Industrial	1943
140	Industrial	1942
142	Training	1942
199	Control Tower/ Air Terminal	1942
404	Industrial	1945
421	Industrial	1944
422	Industrial	1944
423	Industrial	1944
427	Storage	1944
1099	Water Well	1943
1374	Storage	1943
1375	Storage	1943
1376	Storage	1943
1377	Storage	1943
1379	Storage	1943

low-pitched gable roof. The hangars measure approximately 500 feet long, 275 feet wide, and 60 feet tall. Both gable ends are dominated by tall, multi-leaf, sliding metal hangar doors. The doors are punctuated by two rows of multi-light, metal-sash windows. A lower, two-story flat parapet roof wing occupies the sides of the buildings. These side wings contain additional space for offices and shops. The upper walls of these shop bays, and the main block of the hangar, are defined by bands of industrial metal-sash windows. A rectangular corner tower projects from Building 130 and distinguishes it from the other seaplane hangar (Figure 8). The tower contains an observation balcony and a rooftop observation deck. The interior plan of both hangars consists of an open maintenance area. Two-level shop and office bays occupy the side walls, and balconies overlook the central maintenance area. A two-story, freestanding, concrete shop bay is situated in the center of the maintenance area. Buildings 130 and 131 have been expanded and altered over the years in order to accommodate changing requirements. In 1945, interior partitions were installed in the shop



Figure 8. Above: Photograph of Hangar 130. Below: Photograph of Building 137, the former Assembly and Repair (A&R) Building

bays of Building 131. In 1957, a vehicle shed and a lean-to addition were appended along one side of Building 130. In 1962, an aircraft maintenance shop extension was added to both buildings. The freestanding, concrete shop bay was constructed in 1969 (McVarish 1994:14-16).

Building 133 was built in 1944 as an engine overhaul and test cells building. Original drawings for Building 133 were completed by the Bureau of Yards and Docks (Yards and Docks Drawing No. 264,367). The two-and-one half-story structure adopts an irregular footprint and terminates in a front-gabled roof. As originally designed, the building covered an area of 159,523 square feet. The concrete-frame and brick structure housed its own power plant, which was used to regulate the interior climate of the laboratory areas and test cells (Jacobs [n.d.]:78). Building 133 has been expanded subsequently through a series of additions, which has increased significantly the size of the structure.

Building 137 was constructed in 1943 to serve as an assembly and repair (A&R) building (Figure 8). The shop at MCAS Cherry Point was the fourth of a series of A&R buildings designed by the Bureau of Yards and Docks during World War II that employed a similar design (Yards and Docks Drawing No. 301,331). Similar A&R structures were constructed at naval stations in Jacksonville, Florida; Quonset Point, Rhode Island; and Corpus Christi, Texas. The shops were designed to provide facilities for the assembly and major repair of aircraft (except major engine repairs) (Jacobs [n.d.]:74). The two-story, irregular plan, brick and steel-frame structure contains two separate hangar sections and numerous shop spaces. The buildings' original footprint covered an area 305,683 square feet; subsequent additions have resulted in significantly expanding the structure (Jacobs [n.d.]:77). Building 137, which stands as the largest structure at MCAS Cherry Point, currently houses the administrative offices and industrial shops for the Naval Aviation Depot (NADEP).

Building 199 was constructed in 1942 as the station's operations and aircraft control tower. The building is located at the intersection of the main runways, R-14 and R-5, which provides a view of the entire airfield to facilitate control of take-off and landings. The two-story, concrete building adopts an irregular plan and terminates in a flat parapet roof. A two-story, rectangular concrete block is located at the southeast corner of the building and contains an octagonal, metal-frame control tower with a rooftop observation deck. Most of the doors and windows throughout the

building have been replaced. Windows consist of one-over-one double hung metal sash. Several additions also have been constructed over the years, which have altered the original configuration of the building. Building 199 currently is being remodeled.

Industrial Support. A total of 21 industrial-related resources were documented that were constructed between 1941-1945 (Table 2). Warehouse and general storage buildings (Buildings 144, 145, 146, 147, 148, 149, 150, 154, 155, and 156) represent the primary building type. Other industrial support facilities dating from World War II include a central heating plant (Building 152), maintenance shops (Buildings 157 and 160), and miscellaneous support buildings.

The World War II warehouses are situated on the north side of "A" Street, between Wright and Curtis roads, northwest of the aviation support area. A railroad line along "A" Street contains four spur lines that provide additional access to the warehouses. These buildings were designed as long, one-story rectangular structures terminating in low-pitched side-gabled roofs. Monitor roofs are employed on several of the warehouses (Buildings 147, 148, and 150). Concrete block firewalls extend above the roofline. Windows consist of multi-light, metal industrial sash; in some cases, the windows have been replaced with one-over-one double hung aluminum sash. The front and rear elevations contain rows of metal sliding-track and overhead freight doors and raised concrete loading docks. Louvered metal vents, industrial metal-sash windows, and smaller, single metal doors are interspersed between the freight doors. The freight doors were arranged to allow motor vehicle access along one side and railroad access along the other side. The interior of the buildings is characterized by high ceilings and unobstructed floor areas, which facilitated the use of forklift equipment for stacking supplies on pallets. The original design of the buildings called for steel framing, however, critical shortages of steel during the early 1940s resulted in the substitution with wood and concrete framing. These buildings exhibit minimal ornamentation and are characterized by their utilitarian design based on functional requirements.

Buildings 144 and 145 were built in 1942 as Aircraft Storehouse No.1 and No.2 (Figure 9). Both buildings consist of a one-story, rectangular, steel-frame structure terminating in a side-gabled roof. The exterior walls and roof are sheathed in corrugated metal siding. The front and rear elevations contain rows of metal overhead track doors and a raised concrete loading dock. Building

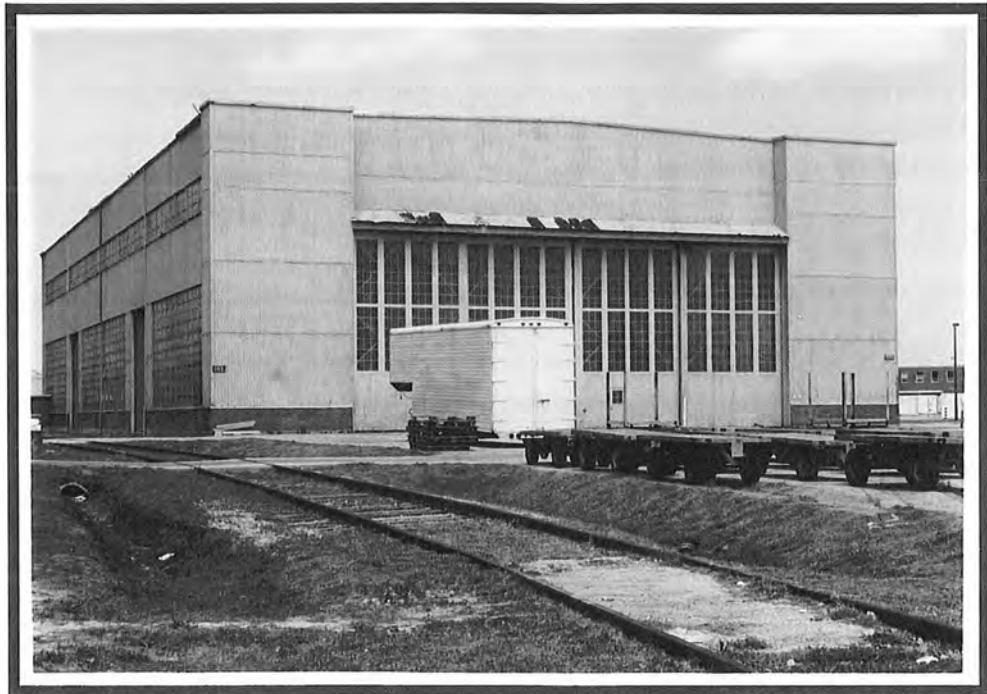


Figure 9. Above: Photograph of aircraft storehouse (Building 145). Below: Photograph of general storage warehouse (Building 150).

Table 2. World War II Resources Located in the industrial Support Area as of 1996.

Bldg. No.	Current Function	Year
114	Water Tank	1942
115	Water Tank	1942
123	Water Tank	1945
143	Administration	1943
144	Warehouse	1942
145	Warehouse	1942
146	Storage	1942
147	Warehouse	1943
148	Storage	1943
149	Storage	1942
150	Industrial	1943
151	Administration	1942
152	Heating Plant	1942
154	Warehouse	1943
155	Warehouse	1943
156	Cold Storage Warehouse	1942
157	Maintenance Shop	1942
160	Maintenance Shop	1942
263	Storage	1945
452	Administration	1945
1126	Water Tank	1945

145 was constructed originally to store large aeronautical parts. This is reflected in the building's design, which is taller and contains larger doors than Building 144.

Building 146 was constructed in 1942 to house inflammable materials. The structure is a one-story, rectangular poured concrete building terminating in a flat parapet roof. An overhead metal door is positioned at each end of the building, and is accessed by a concrete loading dock. The original industrial metal-sash windows have been replaced. The building is currently used as an industrial shop.

Three large warehouses (Buildings 147, 148, and 150) were constructed at the station in 1943. Building 147, which measured 200 feet by 560 feet, was used originally as a general storage building (i.e., flight clothing) and housed the Quartermaster Department offices (Jacobs [n.d.]:96). Building 148 and 150 functioned as general storage warehouses (Figure 9). These buildings were designed as one-story, rectangular, wood-frame structures terminating in low-pitched gable roofs with parapet end walls. The exterior of the buildings is clad in a brick veneer. A monitor roof projects from the main roof ridge and provides additional natural light and ventilation to the building's interior. The side elevations contain a row of metal sliding-track doors. Industrial metal-sash windows are positioned in between the door openings. A raised concrete loading dock

extends along both sides of the building. The buildings are accessed by both vehicular and rail traffic.

Building 156 was built in 1943 as a cold storage building, which was capable of storing 30 days of supplies for 3,750 men. The building is situated near the intersection of "C" Street and Curtis Road, to the rear (west) of Building 150. The one-story, rectangular brick building terminates in a flat roof. The building is raised on a concrete foundation and is clad in common bond brick. A raised concrete loading platform extends along the front (east) elevation and side (north) elevation to provide access to the building. Railroad tracks extend along the north side of the building. The front elevation contains a metal sliding-track door, a single door, and a set of double doors. A single reinforced metal door is centered on the north and south ends of the building. Two one-over-one double hung aluminum-sash windows are located on the south side of the building; louvered metal vents flank the openings. No openings punctuate the rear (west) elevation.

Buildings 154 and 155, located off Cleveland Drive southeast of "A" Street, are nearly identical warehouses constructed in 1943. Both warehouses employed wood-frame construction due to the shortage of critical materials. The large one-story, rectangular warehouses terminate in gable roofs. The exterior walls and roof are sheathed in metal siding. The interior space of both warehouses is divided by three masonry firewalls. The front and rear elevations are defined metal, sliding track doors and a raised concrete loading dock.

Building 152 was constructed 1942 as the central heating plant, which provided district heating to the station. The local electric company supplied power to the station. Building 152 is a two-story, steel-frame structure covered in a brick veneer. The building terminates in a flat parapet roof. The exterior is defined by rows of industrial metal-sash windows. A one-story office wing projects from the building's north elevation. As originally designed, the heating plant was to be fueled by oil, but was converted to coal prior to its completion. Coal storage was located east of the building and transported via conveyors to hoppers along the roof of the building. A railroad spur was used to deliver the coal.

Buildings 157 and 160 were constructed in 1942 as vehicle maintenance shops. Both buildings consist of a one-story, metal-frame and brick-veneer building terminating in a low-pitched side-gabled roof. Vehicle bays containing metal overhead track doors occupy the sides of the

buildings. Industrial metal-sash windows are located in between the vehicle bays. Open gravel vehicular storage areas enclosed by chain-link fences are located adjacent to these buildings.

Building 163, located on Curtis Road, was constructed in 1944. The one-story, brick building originally housed administrative offices. Numerous additions and alterations have modified the original design of the building. Windows throughout the building have been replaced with one-over-one double hung metal sash. Doors consist of single and double replacement metal-frame and glass doors. A one-story flat roof addition extends from the rear (north) of the building.

Administrative and Personnel Support. A total of 27 administrative and personnel support resources were documented that were constructed between 1941-1945 (Table 3). These included a headquarters building, administration buildings, barracks, mess halls, and miscellaneous support facilities. Most of the buildings are categorized as semi-permanent construction, and consist of wood-frame structures with brick veneer. Buildings in the administrative and personnel support area are characterized by their simple Colonial Revival detailing, such as the red brick exteriors and white woodwork trim. The design of many of these buildings adopt standardized plans or slight variations of standardized plans designed by the Bureau of Yards and Docks.

Building 153 was constructed in 1944 to serve as the station post office. When initially built, the post office had the capacity to serve 6,500 to 10,000 men. The building was designed utilizing a Bureau of Yards and Docks standardized plan. The one-story, L-shaped brick veneer building terminates in a flat roof with monitors for interior light. A concrete loading dock covered by a metal canopy is located on the rear of the building.

The main fire station, Building 192, was constructed in 1944. The building consists of a one-story, T-shaped concrete block structure terminating in a flat roof. Two vehicular bays containing metal overhead doors occupy the front elevation. The building houses an office, mess, and sleeping area for on duty firemen.

Buildings 219, 229, and 232 were constructed between 1941 and 1942 as barracks. The buildings represent the remnants of a group of standardized H-plan barracks that were constructed at MCAS Cherry Point. These H-plan barracks were constructed at Navy and Marine Corps installations to house enlisted personnel during the nation's military mobilization period. Both temporary and semi-permanent versions of these barracks designs (Plan Numbers 301761 and

301762) were erected at MCAS Cherry Point. The three extant buildings consist of two-story, H-shaped wood-frame buildings terminating in two front-gabled wings and an intersecting gable roof. The walls are clad in common bond brick, and the roofs are sheathed in asphalt shingles. These buildings have undergone numerous interior and exterior renovations during their conversion to administrative offices. Windows throughout the buildings consist of six-over-six double hung metal-sash replacement windows. Doors consist of metal-frame and glass replacement doors.

Building 198, the MCAS and MAW Headquarters Building, was constructed in 1942. The two-story, irregular plan, brick veneer building terminates in a series of intersecting gable roofs. The roofs are sheathed in standing-seam metal. A semi-circular drive leads to the side (northeast) elevation, which is defined by a flush pedimented gable entrance. The main entrance is located on the southeast elevation, in between two projecting gable wings. The entrance consists of double wood-paneled doors framed by wood pilasters. A two-story flat roof portico supported by four aluminum-clad columns defines the main entrance. The building overlooks the parade ground located to the southeast (Figure 10). Other administrative buildings clustered around this area include Building 299, constructed in 1942, and Building 400, constructed in 1945.

Building 293 was constructed in 1942 as a barracks. The building currently is used as a convenience store and administrative offices. The one-story, irregular plan, brick veneer building is formed by a central gable roof core and three intersecting cross gable wings. A modern brick addition with glass storefront windows has been added to the southwest (front) elevation.

Building 294 was constructed in 1945 as a barracks. The building currently houses the Provost Marshall's Office. The one-story, irregular plan brick veneer building features a central gable roof core with five intersecting cross gable wings. The building has been modified significantly. Windows located on the upper level of the building, which originally provided ventilation, have been infilled.

Building 298 was built in 1942 as the enlisted mens' recreational building (Figure 10). The building currently is used as the post exchange. The two-story, E-shaped brick building is formed by a main side-gabled block and three rear gable roof wings. The roof is sheathed in asphalt



Figure 10. Above: Photograph of Building 198, the MCAS and MAW Headquarters building. Below: Photograph of Building 298, Enlisted Mens' Recreational Building, originally the Post Exchange

Table 3. World War II Resources Located in the Administrative and Personnel Support Area as of 1996.

Bldg. No.	Current Function	Year
79	Personnel Support	1944
153	Post Office	1944
161	Medical Bldg	1943
162	Warehouse	1943
163	Administration	1944
164	Industrial	1942
169	Industrial	1942
192	Fire Station	1944
193	Fire Station	1944
198	Administration	1942
219	Administration	1942
229	Administration	1945
232	Administration	1945
286	Administration	1945
287	Gym	1945
289	Pool	1944
293	Administration	1942
294	Administration	1945
298	Administration	1942
299	Administration	1943
400	Administration	1945
1339	Flag Pole	1945
3159	Ball Field	1944
3189	Tennis Court	1943
3192	Ball Field	1944
3193	Ball Field	1943
3239	Tennis Court	1943

shingles, and is punctuated by a projecting central section and a slightly projecting gable wing at each end on the front (east) elevation. The main elevation is dominated by a central, hipped roof entrance with flanking cross gables. The building exhibits restrained Colonial Revival stylistic references, such as the brick quoins on the front gable wings and pedimented entrance surrounds. The building has been altered substantially. Most of the window openings at the central entrance have been infilled with brick. Window openings along the first and second floor consist of one-over-one double hung aluminum-sash windows. Entrances along the front (east) elevation have been replaced with double metal-frame doors. Handicapped ramps have been installed at the two central entrances on the front elevation.

Building 287 was constructed in 1945 as the gym. The one-story, rectangular, corrugated metal building terminates in an arched metal roof. The roof is supported by a series of laminated wood arch trusses. Lower flat roof wings occupy the sides of the building and contain offices, locker

rooms, and workout rooms. Windows along these side wings consist of bands of two-light sliding track metal sash. Large hangar type doors are located at each end of the gym to provide access and ventilation. Other recreational facilities located near the gym include ball fields, tennis courts, and an outdoor swimming pool.

Family Housing. Family housing accounts for roughly 47 per cent of the extant World War II resources at MCAS Cherry Point (Table 4). A total of 178 built resources were identified from this period of development, including family housing units, bachelor officers' quarters (BOQ), and garages. Of this total, six buildings were built in 1943-1944 as BOQ, and 45 structures were constructed in 1944 as garages.

The officers' housing area is located on river frontage of the Neuse River north of Roosevelt Boulevard, approximately 3.5 miles from the core of the station. Physically isolated from the remainder of the station, the officers' housing area consists of 49 single-family residences, six former Bachelor Officer's Quarters (BOQ), an apartment building, and recreational facilities. The plan of the area is established by a road system that incorporates curvilinear and rectilinear elements. Mature trees and shrubs line the street. The buildings in the officer's housing area are set back from the street and share similar residential landscape designs incorporating lawns, sidewalks, and ornamental plantings which contribute to the overall unity of the residential area.

The single-family officers' housing was constructed in 1942 and consists of 49 units (Buildings 300-349) located on Jefferson Boulevard and Wilson Drive (Figure 11). The two-story, T-shaped plan, wood-frame structures terminate in intersecting side-gabled roofs. A central brick chimney punctuates the roofline. The first floor level is clad in brick veneer, while the second story level is clad in horizontal vinyl siding. A one-story kitchen wing extends from the rear side of the building. Detached wood-frame garages are located behind each of the residences. Doors and windows have been replaced throughout the residential units.

Five ranking officers' houses (Building 315-319) are located within this residential complex, and are oriented on a bluff overlooking the Neuse River. These larger, two-story residences consist of rectangular, wood-frame buildings terminating in side-gabled roofs. Exterior brick chimneys define the gable ends. The exteriors are clad with horizontal wood siding. Attached wood-frame

Table 4. World War II Resources Located in the Family Housing Areas as of 1996

Bldg. No.	Current Function	Year
300	Residential	1942
301	Residential	1942
302	Residential	1942
303	Residential	1942
304	Residential	1942
305	Residential	1942
306	Residential	1942
307	Residential	1942
308	Residential	1942
309	Residential	1942
310	Residential	1942
311	Residential	1942
312	Residential	1942
313	Residential	1942
314	Residential	1942
315	Residential	1942
316	Residential	1942
317	Residential	1942
318	Residential	1942
319	Residential	1942
320	Residential	1942
321	Residential	1942
322	Residential	1942
323	Residential	1942
324	Residential	1942
325	Residential	1942
326	Residential	1942
327	Residential	1942
328	Residential	1942
329	Residential	1942
330	Residential	1942
331	Residential	1942
332	Residential	1942
333	Residential	1942
334	Residential	1942
335	Residential	1942
336	Residential	1942
337	Residential	1942
338	Residential	1942
339	Residential	1942
340	Residential	1942
341	Residential	1942
342	Residential	1942
343	Residential	1942
344	Residential	1942
345	Residential	1942
346	Residential	1942
347	Residential	1942
348	Residential	1942
349	Residential	1942
486	BOQ	1944
487	BOQ	1944
492	BOQ	1943
494	BOQ	1943
495	BOQ	1943
496	BOQ	1943
497	Apartments	1943
575	Residential	1942
576	Residential	1942
577	Residential	1942
578	Residential	1942
579	Residential	1942
580	Residential	1942
581	Residential	1942
582	Residential	1942
583	Residential	1942
584	Residential	1942
585	Residential	1942
586	Residential	1942
587	Residential	1942
588	Residential	1942
589	Residential	1942
590	Residential	1942
591	Residential	1942
592	Residential	1942

Bldg. No.	Current Function	Year
593	Residential	1942
594	Residential	1942
595	Residential	1942
596	Residential	1942
597	Residential	1942
598	Residential	1942
599	Residential	1942
600	Residential	1942
601	Residential	1942
602	Residential	1942
603	Residential	1942
604	Residential	1942
605	Residential	1942
606	Residential	1942
607	Residential	1942
608	Residential	1942
609	Residential	1942
610	Residential	1942
611	Residential	1942
612	Residential	1942
613	Residential	1942
614	Residential	1942
615	Residential	1942
616	Residential	1942
617	Residential	1942
618	Residential	1942
619	Residential	1942
620	Residential	1942
621	Residential	1942
622	Residential	1942
623	Residential	1942
624	Residential	1942
625	Residential	1942
626	Residential	1942
627	Residential	1942
628	Residential	1942
629	Residential	1942
630	Residential	1942
631	Residential	1942
632	Residential	1942
633	Residential	1942
634	Residential	1942
635	Residential	1942
636	Residential	1942
637	Residential	1942
638	Residential	1942
639	Residential	1942
640	Residential	1942
641	Residential	1942
642	Residential	1942
644	Residential	1942
645	Residential	1942
646	Residential	1942
647	Residential	1942
648	Residential	1942
649	Residential	1942
3246	Tennis Court	1943
3471	WW-II Temp.	1944
3691	Garage	1944
3692	Garage	1944
3693	Garage	1944
3694	Garage	1944
3695	Garage	1944
3696	Garage	1944
3697	Garage	1944
3698	Garage	1944
3699	Garage	1944
3700	Garage	1944
3701	Garage	1944
3702	Garage	1944
3703	Garage	1944
3704	Garage	1944
3705	Garage	1944
3706	Garage	1944
3707	Garage	1944

Bldg. No.	Current Function	Year
3708	Garage	1944
3709	Garage	1944
3710	Garage	1944
3711	Garage	1944
3712	Garage	1944
3713	Garage	1944
3714	Garage	1944
3715	Garage	1944
3716	Garage	1944
3717	Garage	1944
3718	Garage	1944
3719	Garage	1944
3720	Garage	1944
3721	Garage	1944
3722	Garage	1944
3723	Garage	1944
3724	Garage	1944
3725	Garage	1944
3726	Garage	1944
3727	Garage	1944
3728	Garage	1944
3729	Garage	1944
3730	Garage	1944
3731	Garage	1944
3732	Garage	1944
3733	Garage	1944
3734	Garage	1944
3736	Garage	1944

garages are located behind each house and are connected to their respective dwellings by covered breezeways.

Six of the buildings (Buildings 492, 493, 494, 495, 496, and 497) were constructed between 1943 and 1944 as Bachelor Officer's Quarters (BOQ). These buildings are located in a separate enclave south of the single-family housing units on Wilson and Madison drives. These six identical buildings have been converted into apartments. The two-story, rectangular brick buildings terminate in side-gabled roofs; smaller recessed side gable wings are attached to each gable end of the buildings. Flat roof porches mark the central primary entrances and the entrances to each of the wings. The buildings feature simple Colonial Revival details.

~~Building 486 was constructed in 1944 as officers apartments.~~ The one-story, I-shaped brick building is formed by a central, hipped roof main block flanked by two side-gabled wings. The rear elevation contains a gable wing with cross gables. Building 487, a former BOQ, was constructed in 1944. The building currently is used as a visiting officers' quarters, known as the Cherry Point Inn. The two-story, T-shaped brick building features a central hipped roof main block that is flanked by side-gabled wings. A gable wing projects from the rear of the building. Their simple Colonial Revival stylistic features characterize both buildings. The officers' residential complex is serviced by a swimming pool (482), tennis court (3246), and handball court (3471). The handball court is located in a former World War II temporary building.

The married enlisted mens' quarters (MEQ) were constructed west of Roosevelt Boulevard adjacent to the main station in 1942 (Figure 11). Known as Lanham Housing, the area retains 74 of the original duplex units; several units have been demolished. The area is organized in a grid pattern. Two similar house types were constructed in the complex. Both types are one-story, rectangular wood frame buildings clad in vinyl siding that terminate in gable roofs, small one story gable roof porches extend from the gable ends of the building. A central, two-bay gable porch provides access to the units. The variation between the two house types is found in a pair of slightly projecting front gable wings that extend from the rear elevation of one of the types.

Ordnance Storage. A total of 37 facilities in the ordnance support area were documented from the World War II period of development (Table 5). Ordnance storage facilities constructed during this period include seven above-ground magazines; 27 earth-covered magazines; two



Figure 11. Above: Photograph of Building 312, Officers Single Family Residence. Below: Photograph of a typical Lanham Housing duplex unit (Building 597).

Table 5. World War II Resources Located in the Ordnance Storage Area as of 1996.

Bldg. No.	Current Function	Year
1201	Ammo Storage	1942
1202	Ammo Storage	1942
1203	Ammo Storage	1942
1204	Ammo Storage	1942
1205	Ammo Storage	1942
1206	Ammo Storage	1942
1207	Ammo Storage	1942
1208	Ammo Storage	1942
1209	Ammo Storage	1942
1230	Administration	1942
1231	Ammo Storage	1942
1232	Ammo Storage	1942
1233	Ammo Storage	1942
1234	Ammo Storage	1942
1235	Ammo Storage	1942
1236	Ammo Storage	1942
1237	Ammo Storage	1942
1239	Ammo Storage	1942
1240	Ammo Storage	1942
1260	Ammo Storage	1942
1261	Ammo Storage	1942
1262	Ammo Storage	1942
1263	Ammo Storage	1942
1264	Ammo Storage	1942
1265	Ammo Storage	1942
1266	Ammo Storage	1942
1267	Ammo Storage	1942
1268	Ammo Storage	1942
1269	Ammo Storage	1942
1270	Ammo Storage	1942
1271	Ammo Storage	1942
1272	Ammo Storage	1942
1273	Ammo Storage	1942
1274	Ammo Storage	1942
1275	Ammo Storage	1942
1290	Administration	1942
1291	Maintenance	1943

administrative buildings; and, one maintenance shop. The magazines at Cherry Point utilized standardized plans developed by the Bureau of Yards and Docks during the 1930s (Figure 12).

Above-ground magazines were used primarily to store smokeless powder, unfused projectiles, and small arms ammunition (Grandine et al 1995:90). The above-ground magazines were constructed as one-story, poured concrete structures raised on a concrete foundation and terminating in a gable roof. The magazines range in size from one to three bays. Concrete loading platforms are located along the longitudinal elevation of the magazines.



Figure 12. Above: Photograph of a typical above-ground magazine (Building 1231). Below: Photograph of a typical earth-covered magazine (Building 1203).

The 27 earth-covered magazines are arched-type, high-explosive (HE) magazines. Earth-covered storage was used to store the most hazardous materials, such as bulk high explosives, aircraft bombs, fuses, and detonators. Underground storage offered a greater measure of protection and a greater control over temperature than above-ground storage buildings (Grandine et al 1995:90). The one-story magazines feature a single metal door housed in a concrete retaining wall: an earthen berm covers the roof, rear and side elevation of each magazine. Earthen blast walls are located in front of the doors of each structure.

Fuel Storage. A total of 14 fuel storage built resources were documented that were constructed between 1941-1945 (Table 6). Two separate storage areas for aviation and general fuel were constructed during World War II: "Tank Farm A" and "Tank Farm B". Tank Farm A is located on Sixth Avenue near the flight line. Tank Farm B is the bulk storage area, located on Roosevelt Boulevard opposite Slocum Road; it comprises five underground concrete tanks. These tank farms consist of above-ground and below-ground storage with associated pumping and loading facilities. Underground storage tanks constructed during World War II typically utilized standard designs prepared by the Bureau of Yards and Docks that called for a pre-stressed, reinforced concrete tank (Grandine et al 1995).

Table 6. World War II Resources Located in the Fuel Storage Area as of 1996.

Bldg. No.	Current Function	Year
72	Administration	1943
73	Elect. Shelter	1943
74	Railroad Building	1942
1118	Fuel Tank	1942
1119	Fuel Tank	1942
1120	Fuel Tank	1942
1129	Fuel Tank	1945
1244	Fueling Facility	1945
1246	Fuel Office	1945
1252	Fuel Tank	1943
1253	Fuel Tank	1943
1256	Fuel Tank	1943
1257	Fuel Tank	1943
1315	Fuel Load Facility	1942

Auxiliary Air Fields (AAFs). Three AAFs, Atlantic, Bogue, and Oak Grove, were investigated as part of the architectural survey. These airfields were commissioned in August 1943 and were the first of a series of eleven outlying fields constructed during World War II for MCAS Cherry Point. These three fields were located within a 30-mile radius of the main air station in Carteret and Craven Counties North Carolina. Each AAF operated as a self contained air station under the control of MCAS Cherry Point. The airfields were improved through the construction of runways, fire protection facilities and housing to accommodate enlisted men and officers. The majority of building and structures were constructed of wood and classified as "temporary" buildings (Jacobs [n.d.] 101-104). Nearly all of the World War II resources constructed at these three air fields have been demolished (Table 7). A total of 14 built resources were documented under the current investigation; no World War II-era buildings or structures survive at Oak Grove.

Two extant World War II resources were documented at Bogue Field, Buildings 8011 and Building 8013. Both structures were constructed in 1942 as arched-type HE magazines. These

Table 7. World War II Resources Located at the Auxiliary Fields (AAFs) as of 1996.

Bldg. No.	Current Function	Year
7002	Storage	1945
7003	Ammo Storage	1943
7005	Ammo Storage	1943
8011	Maintenance	1943
8013	Ammo Storage	1943

magazines are identical to those constructed in the ordnance storage area at the main station. Building 8011 is currently used as a maintenance shop and Building 8013 is abandoned.

Three World War II resources were recorded at Atlantic Field. Building 7002 was constructed in 1945 as a one-story, rectangular, brick storage building. Buildings 7003 and 7005 were constructed in 1943 as arched-type HE magazines identical to those constructed at the main station. Both magazines are abandoned and overgrown with vegetation.

Resources Associated with the Cold War Era (1946-1957)

The current investigation documented a total of 553 buildings and structures constructed between 1946 and 1957 at the main installation and three AAFs (Appendix I). Of this total, 56

buildings were constructed between 1946 and 1950, while the remaining buildings were constructed between 1950 and 1957, primarily at off-station housing areas. No properties dating between 1946 and 1957 were identified at the AAF satellite annexes. Facilities development at Cherry Point during the Cold War era remained concentrated in the World War II historic core (Figure 13). New facilities were constructed within the existing functional areas of the station on available open space; in some cases, buildings were demolished to allow room for new sites. Buildings constructed during this period include hangars, warehouses, ordnance storage, family housing, recreational facilities, and miscellaneous infrastructure (e.g., electrical transformers, water wells). These buildings were designed to accommodate both advancements in aviation technology and general growth of the station during the Korean War.

Immediately following World War II, many of the outlying fields at Cherry Point were closed; only three of the AAFs (Oak Grove, Bogue, and Congaree) remained in operation after the war. The base population dropped from a wartime high of 23,520 to approximately 12,039 in 1946. The number of aircraft stationed at Cherry Point had been reduced to 40 planes (McVarish 1994:8; Coletta 1985:110).

Cherry Point became the official home of the Second MAW in 1946. All units and personnel from the Ninth MAW were transferred in March of that year. The Women Marines were disbanded. In March 1948, the Atlantic Marine Drone Unit was activated at Cherry Point for anti-aircraft drill at Camp Lejeune. By this date, personnel at Cherry Point included 143 officers, 1,091 men, and 3,200 civilians (Semi Annual Supplement to Historical Report 1948:12; Carraway 1946:7; Watson 1987:605; Coletta 1985:110).

The outbreak of the Korean Conflict in 1950 resulted in an increase in personnel and construction of new facilities. Cherry Point received \$9 million to expand runways and construction additional hangar and warehouse facilities. A 300-foot long hangar was added to the Aircraft Overhaul and Repair Building (Building 137). A new aviation supply warehouse was constructed in 1952. The following year, two Miramar hangars were erected. By the end of 1953, the base contained 912 operations and support-related buildings, 767 on-station housing units, and 870 off-station family housing units (Naval Aviation News 1962:30-31; Coletta 1985:112-113; Semi Annual Historic Report 1951: 21; McVarish 1994:8).

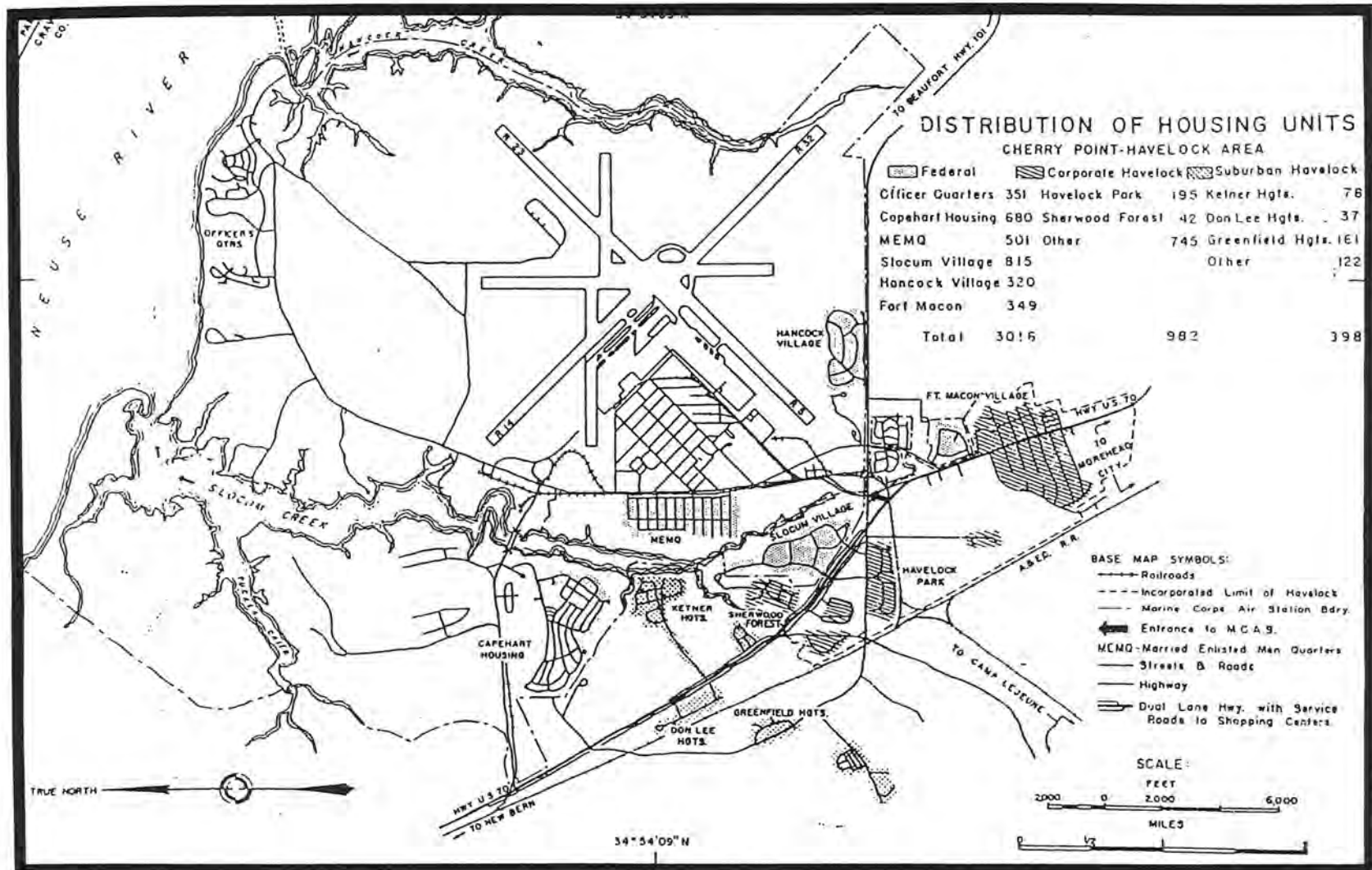


Figure 13. Excerpt from 1995 map depicting general layout of MCAS Cherry Point and off-station housing areas.

The station continued to perform its original mission as an active training facility during the Vietnam War. Existing runways were expanded again to accommodate the new fighter aircraft introduced during the 1970s. In 1973, Cherry Point became the third Marine Corps base to be assigned AV-8A Harrier jet fighters (Windsock 1973:4).

MCAS Cherry Point continued to serve as a principal training center for Marine aviators on the East Coast throughout the Cold War era. It also was a primary aviation supply point and hosts the Naval Aviation Depot (NADEP). The NADEP performs a complete range of rework operations on designated weapon systems, accessories, aviation equipment, and planes.

Aviation Support. A total of 30 resources were identified in the aviation support area that were constructed between 1946 and 1957 (Table 8). These resources were interspersed within the World War II aviation core, and include two hangars (Buildings 188 and 250), a clean shop (Building 424), and miscellaneous storage facilities.

Hangar 188 was constructed in 1946 southeast of the Engine Overhaul Building (Building 133) on the former aircraft apron. The one-story, metal-frame hangar terminates in a front-gabled roof (Figure 14). The lower walls of the structure are clad in brick, and the upper walls are clad in corrugated metal. Bands of industrial metal-sash windows punctuate the upper wall surface of the side elevations. Sliding track, multi-leaf hangar doors with multi-light windows occupy the gable ends. Several additions have been constructed along the side of the building.

Building 250 was constructed in 1954 as a hangar to accommodate the station's larger planes. The hangar was constructed using standardized plans developed by the Bureau of Yards and Docks (Yards and Docks Drawing No. 562884); this hangar type was employed at Marine Corps and Naval installations on a nationwide level (Figure 14). The two-story building adopts a rectangular ground plan and consists of two one-story pull through hangar bays connected by a central office core. Arched, corrugated metal roofs cover the hangar bays. The gable ends are dominated by sliding, multi-leaf hangar doors with multi-light windows. The interior contains offices and shops along the side bays and central bay of the lower two-story block of the building. These two-story blocks terminate in flat parapet roofs.



Figure 14. Above: Photograph of Hangar 188. Below: Photograph of Hangar 250.

Table 8. Cold War Resources Located in the Aviation Support Area as of 1996.

Bldg. No.	Current Function	Year
188	Hangar	1946
250	Hangar	1954
424	Clean Shop	1947
1016	Warehouse	1952
1217	Storage	1953
1350	Storage	1949
1351	Storage	1949
1353	Storage	1949
1359	Storage	1949
1362	Storage	1949
1364	Storage	1949
1365	Storage	1949
1366	Storage	1949
1369	Storage	1949
1378	Storage	1949
1380	Storage	1949
1383	Storage	1949
1384	Storage	1949
1385	Storage	1949
1386	Storage	1949
1387	Storage	1949
1388	Storage	1949
1390	Storage	1949
1391	Storage	1949
1392	Storage	1949
1393	Storage	1949
1395	Storage	1949
1396	Storage	1949
1397	Storage	1949
1662	Water Tank	1956

A total of 24 temporary metal storage buildings (Buildings 1350, 1351, 1353, 1359, 1362, 1364-1366, 1369, 1378, 1380, 1383-1388, 1390-1393, 1395-1397) were erected in 1949 southeast of Hangar 188 adjoining Runway 5. These storage buildings are one-story, rectangular metal-frame buildings terminating in low-pitched gable roofs. The exterior is sheathed in metal siding. A set of double metal doors is positioned on the gable ends.

Industrial Support. A total of six resources were identified in the industrial support area that were constructed between 1946 and 1957 (Table 9). These included a warehouse (Building 159), an industrial facility (Building 191), a vehicle shop (Building 455), a utility building (Building 1663), a fuel disposal facility (Building 1899), and a wash platform (Building 1902). Building 159, constructed in 1954 as an administrative and general warehouse, is situated northeast of the intersection of "A" Street and Cunningham Boulevard. The building is a two-story, rectangular brick

Table 9. Cold War Resources Located in the Industrial Support Area as of 1996.

Bldg No.	Current Function	Year
159	Warehouse	1954
191	Industrial	1947
455	Vehicle Shop	1953
1663	Utility Bldg	1955
1899	Fuel Disp. Fac.	1955
1902	Wash Platform	1952

building terminating in a flat parapet roof. A one-story, metal-frame warehouse addition was appended to the rear of the building during the 1960s.

Building 455 was constructed in 1953 as a vehicle shop. The structure consists of a one-story, rectangular, wood-frame building terminating in a front-gabled roof. The exterior is sheathed in pressed wood paneling. A corrugated metal addition has been appended to the building.

Administrative and Personnel Support. A total of five resources were identified in the administrative and personnel support area that were constructed between 1946 and 1957 (Table 10). These included a chapel (Building 100), a theater (Building 194), and miscellaneous support structures (Buildings 122, 1328, and 1414). The chapel (Building 100) was incorporated into the administrative and personnel support area in 1946. The one-story, cruciform brick building terminates in an intersecting gable roof. A central steeple and spire rise from the primary façade; a parish hall and office are located to the rear of the building.

Building 194 was built in 1946 as a theater. The structure consists of three parts, the entry vestibule and hall, the house, and the stage. The flat-roofed entry vestibule dominates the front (south) side of the building. The house block consists of a two-story structure terminating in a pair of side-gabled roofs. The block angles inward to adjoin the stage gallery, which consists of a three-story, rectangular, flat-roofed block.

Family Housing. Family housing comprises the majority of Cold War resources at MCAS Cherry Point, and accounts for roughly 79 per cent (450 buildings) of the surveyed resources (Table 11). In 1952, family housing units were constructed at Hancock Village, Fort Macon Village, and Slocum Villages as part of the government funded Wherry Housing Act. These units are clustered on three sites just outside the station boundaries. The road system within these areas incorporates a curvilinear plan. Mature tree and shrubs line the streets. Slocum Village is located 0.7 miles

Table 10. Cold War Resources Located in the Administrative and Personnel Support Area as of 1996.

Bldg. No.	Current Function	Year
100	Chapel	1946
122	Water Dist Bldg	1954
194	Theater	1946
1328	People Bridge	1946
1414	Toilet	1953

southwest of the station on US 70. Slocum Village is composed of 165 family housing units (2001-2060, 2068-2158, 2160-2176). The family housing units within the complex consist of three different plan types, which are designed to house two, four, five or six families (Figure 15). The housing units range in size from one- to two-story, and consist of wood-frame structures sheathed in vinyl siding. The two-story building type, which was designed to house four families, adopts a rectangular ground plan formed by a central, two-story section with one-story wings. The other one-story building types utilize three basic ground plans, including rectangular, L-shaped and S-shaped plans. The individual units that compose these one-story buildings are joined at the corners and are slightly off set to create these plans. The different ground plans employed in the complex are randomly sited in accordance to the street pattern. For example, L-shaped ground plan family housing occupies corners lots and variations of the rectangular and S-shaped ground plans are sited along the interior blocks. A fire house (Building 200) also was constructed in 1952.

Macon Village, located 1.3 miles south of the station on U.S. 70, is composed of 54 housing units (Buildings 2402-2454). The housing units in Macon Village employ the same building types utilized in Slocum Village, except no two-story houses were constructed.

Hancock Village is the largest of the housing complexes, composed of 224 units (Buildings 2177-2401). Hancock Village is located 0.5 miles southeast of the main station on North Carolina 101. The residential area is characterized by curvilinear streetscapes lined by mature-growth trees. The residential units were designed to house one to two families depending on the building plan. The family housing units are one-story, rectangular, wood-frame buildings with projecting porches (Figure 15). The exterior of the housing units are sheathed in vinyl siding.

Table 11. Cold War Resources Located in the Family Housing Areas as of 1996

Bldg. No.	Current Function	Year
489	Apartments	1947
493	Apartments	1948
2000	Fire Station	1952
2001	Residential	1952
2002	Residential	1952
2003	Residential	1952
2004	Residential	1952
2005	Residential	1952
2006	Residential	1952
2007	Residential	1952
2008	Residential	1952
2009	Residential	1952
2010	Residential	1952
2011	Residential	1952
2012	Residential	1952
2013	Residential	1952
2014	Residential	1952
2015	Residential	1952
2016	Residential	1952
2017	Residential	1952
2018	Residential	1952
2019	Residential	1952
2020	Residential	1952
2021	Residential	1952
2022	Residential	1952
2023	Residential	1952
2024	Residential	1952
2025	Residential	1952
2026	Residential	1952
2027	Residential	1952
2028	Residential	1952
2029	Residential	1952
2030	Residential	1952
2031	Residential	1952
2032	Residential	1952
2033	Residential	1952
2034	Residential	1952
2035	Residential	1952
2036	Residential	1952
2037	Residential	1952
2038	Residential	1952
2039	Residential	1952
2040	Residential	1952
2041	Residential	1952
2042	Residential	1952
2043	Residential	1952
2044	Residential	1952
2045	Residential	1952
2046	Residential	1952
2047	Residential	1952
2048	Residential	1952
2049	Residential	1952
2050	Residential	1952
2051	Residential	1952
2052	Residential	1952
2053	Residential	1952
2054	Residential	1952
2055	Residential	1952
2056	Residential	1952
2057	Residential	1952
2058	Residential	1952
2059	Residential	1952
2060	Residential	1952
2063	Water Tank	1952
2067	Storage	1952
2068	Residential	1952
2069	Residential	1952
2070	Residential	1952
2071	Residential	1952
2072	Residential	1952
2073	Residential	1952
2074	Residential	1952
2075	Residential	1952
2076	Residential	1952
2077	Residential	1952

Bldg. No.	Current Function	Year
2078	Residential	1952
2079	Residential	1952
2080	Residential	1952
2081	Residential	1952
2082	Residential	1952
2083	Residential	1952
2084	Residential	1952
2085	Residential	1952
2086	Residential	1952
2087	Residential	1952
2088	Residential	1952
2089	Residential	1952
2090	Residential	1952
2091	Residential	1952
2092	Residential	1952
2093	Residential	1952
2094	Residential	1952
2095	Residential	1952
2096	Residential	1952
2097	Residential	1952
2098	Residential	1952
2099	Residential	1952
2100	Residential	1952
2101	Residential	1952
2102	Residential	1952
2103	Residential	1952
2104	Residential	1952
2105	Residential	1952
2106	Residential	1952
2107	Residential	1952
2108	Residential	1952
2109	Residential	1952
2110	Residential	1952
2111	Residential	1952
2112	Residential	1952
2113	Residential	1952
2114	Residential	1952
2115	Residential	1952
2116	Residential	1952
2117	Residential	1952
2118	Residential	1952
2119	Residential	1952
2120	Residential	1952
2121	Residential	1952
2122	Residential	1952
2123	Residential	1952
2124	Residential	1952
2125	Residential	1952
2126	Residential	1952
2127	Residential	1952
2128	Residential	1952
2129	Residential	1952
2130	Residential	1952
2131	Residential	1952
2132	Residential	1952
2133	Residential	1952
2134	Residential	1952
2135	Residential	1952
2136	Residential	1952
2137	Residential	1952
2138	Residential	1952
2139	Residential	1952
2140	Residential	1952
2141	Residential	1952
2142	Residential	1952
2143	Residential	1952
2144	Residential	1952
2145	Residential	1952
2146	Residential	1952
2147	Residential	1952
2148	Residential	1952
2149	Residential	1952
2150	Residential	1952
2151	Residential	1952
2152	Residential	1952

Bldg. No.	Current Function	Year
2153	Residential	1952
2154	Residential	1952
2155	Residential	1952
2156	Residential	1952
2157	Residential	1952
2158	Residential	1952
2160	Residential	1953
2161	Residential	1952
2162	Residential	1952
2163	Residential	1952
2164	Residential	1952
2165	Residential	1952
2166	Residential	1952
2167	Residential	1952
2168	Residential	1952
2169	Residential	1952
2170	Residential	1952
2171	Residential	1952
2172	Residential	1952
2173	Residential	1952
2174	Residential	1952
2175	Residential	1952
2176	Residential	1952
2177	Residential	1952
2178	Residential	1952
2179	Residential	1952
2180	Residential	1952
2181	Residential	1952
2182	Residential	1952
2183	Residential	1952
2184	Residential	1952
2185	Residential	1952
2186	Residential	1952
2188	Residential	1952
2189	Residential	1952
2190	Residential	1952
2191	Residential	1952
2192	Residential	1952
2193	Residential	1952
2194	Residential	1952
2195	Residential	1952
2196	Residential	1952
2197	Residential	1952
2198	Residential	1952
2199	Residential	1952
2200	Residential	1952
2201	Residential	1952
2202	Residential	1952
2203	Residential	1952
2204	Residential	1952
2205	Residential	1952
2206	Residential	1952
2207	Residential	1952
2208	Residential	1952
2209	Residential	1952
2210	Residential	1952
2211	Residential	1952
2212	Residential	1952
2213	Residential	1952
2214	Residential	1952
2215	Residential	1952
2216	Residential	1952
2217	Residential	1952
2218	Residential	1952
2219	Residential	1952
2220	Residential	1952
2221	Residential	1952
2222	Residential	1952
2223	Residential	1952
2224	Residential	1952
2225	Residential	1952
2226	Residential	1952
2227	Residential	1952
2228	Residential	1952
2229	Residential	1952

Bldg. No.	Current Function	Year
2230	Residential	1952
2231	Residential	1952
2232	Residential	1952
2233	Residential	1952
2234	Residential	1952
2235	Residential	1952
2236	Residential	1952
2237	Residential	1952
2238	Residential	1952
2239	Residential	1952
2240	Residential	1952
2241	Residential	1952
2242	Residential	1952
2243	Residential	1952
2244	Residential	1952
2245	Residential	1952
2246	Residential	1952
2247	Residential	1952
2248	Residential	1952
2249	Residential	1952
2250	Residential	1952
2251	Residential	1952
2252	Residential	1952
2253	Residential	1952
2254	Residential	1952
2255	Residential	1952
2256	Residential	1952
2257	Residential	1952
2258	Residential	1952
2259	Residential	1952
2260	Residential	1952
2261	Residential	1952
2262	Residential	1952
2263	Residential	1952
2264	Residential	1952
2265	Residential	1952
2266	Residential	1952
2267	Residential	1952
2268	Residential	1952
2269	Residential	1952
2270	Residential	1952
2271	Residential	1952
2272	Residential	1952
2273	Residential	1952
2274	Residential	1952
2275	Residential	1952
2276	Residential	1952
2277	Residential	1952
2278	Residential	1952
2279	Residential	1952
2280	Residential	1952
2281	Residential	1952
2282	Residential	1952
2283	Residential	1952
2284	Residential	1952
2285	Residential	1952
2286	Residential	1952
2287	Residential	1952
2288	Residential	1952
2289	Residential	1952
2290	Residential	1952
2291	Residential	1952
2292	Residential	1952
2293	Residential	1952
2294	Residential	1952
2295	Residential	1952
2296	Residential	1952
2297	Residential	1952
2298	Residential	1952
2299	Residential	1952
2300	Residential	1952
2301	Residential	1952
2302	Residential	1952
2303	Residential	1952
2304	Residential	1952

Bldg. No.	Current Function	Year
2305	Residential	1952
2306	Residential	1952
2307	Residential	1952
2308	Residential	1952
2309	Residential	1952
2310	Residential	1952
2311	Residential	1952
2312	Residential	1952
2313	Residential	1952
2314	Residential	1952
2315	Residential	1952
2316	Residential	1952
2317	Residential	1952
2318	Residential	1952
2319	Residential	1952
2320	Residential	1952
2321	Residential	1952
2322	Residential	1952
2323	Residential	1952
2324	Residential	1952
2325	Residential	1952
2326	Residential	1952
2327	Rec Lodge	1952
2328	Religious Center	1952
2329	Residential	1952
2330	Residential	1952
2331	Residential	1952
2332	Residential	1952
2333	Residential	1952
2334	Residential	1952
2335	Residential	1952
2336	Residential	1952
2337	Residential	1952
2338	Residential	1952
2339	Residential	1952
2340	Pump House	1952
2341	Residential	1952
2342	Residential	1952
2343	Residential	1952
2344	Residential	1952
2345	Residential	1952
2346	Residential	1952
2347	Residential	1952
2348	Residential	1952
2349	Residential	1952
2350	Residential	1952
2351	Residential	1952
2352	Residential	1952
2353	Residential	1952
2354	Residential	1952
2355	Residential	1952
2356	Residential	1952
2357	Residential	1952
2358	Residential	1952
2359	Residential	1952
2360	Residential	1952
2361	Residential	1952
2362	Residential	1952
2363	Residential	1952
2364	Residential	1952
2365	Residential	1952
2366	Residential	1952
2367	Residential	1952
2368	Residential	1952
2369	Residential	1952
2370	Residential	1952
2371	Residential	1952
2372	Residential	1952
2373	Residential	1952
2374	Residential	1952
2375	Residential	1952
2376	Residential	1952
2377	Residential	1952
2378	Residential	1952
2379	Residential	1952

Bldg. No.	Current Function	Year
2380	Residential	1952
2381	Residential	1952
2382	Residential	1952
2383	Residential	1952
2384	Residential	1952
2385	Residential	1952
2386	Residential	1952
2387	Residential	1952
2388	Residential	1952
2389	Residential	1952
2390	Residential	1952
2391	Residential	1952
2392	Residential	1952
2393	Residential	1952
2394	Residential	1952
2395	Residential	1952
2396	Residential	1952
2397	Residential	1952
2398	Residential	1952
2399	Residential	1952
2400	Residential	1952
2401	Residential	1952
2402	Residential	1952
2403	Residential	1952
2404	Residential	1952
2405	Residential	1952
2406	Residential	1952
2407	Residential	1952
2408	Residential	1952
2409	Residential	1952
2410	Residential	1952
2411	Residential	1952
2412	Residential	1952
2413	Residential	1952
2414	Residential	1952
2415	Residential	1952
2416	Residential	1952
2417	Residential	1952
2418	Residential	1952
2419	Residential	1952
2420	Residential	1952
2421	Residential	1952
2422	Residential	1952
2423	Residential	1952
2424	Residential	1952
2425	Residential	1952
2426	Residential	1952
2427	Residential	1952
2428	Residential	1952
2429	Residential	1952
2430	Residential	1952
2431	Religious Center	1952
2432	Residential	1952
2433	Residential	1952
2434	Residential	1952
2435	Residential	1952
2436	Residential	1952
2437	Residential	1952
2438	Residential	1952
2439	Residential	1952
2440	Residential	1952
2441	Residential	1952
2442	Residential	1952
2443	Residential	1952
2444	Residential	1952
2445	Residential	1952
2446	Residential	1952
2447	Residential	1952
2448	Residential	1952
2449	Residential	1952
2450	Residential	1952
2451	Residential	1952
2452	Residential	1952
2453	Residential	1952
2454	Residential	1952



Figure 15. Above: Photograph of L-type, four family housing unit in Slocum Village. Below: Photograph of rectangular, two family housing unit Hancock Village.

Table 12. Cold War Resources Located in the Ordnance Storage Area as of 1996.

Bldg. No.	Current Function	Year
1276	Ammo Storage	1956
1277	Ammo Storage	1956
1278	Ammo Storage	1956
1279	Ammo Storage	1956

Table 13. Cold War Resources Located in the Fuel Storage Area as of 1996.

Bldg. No.	Current Function	Year
1189	Fuel Tank	1952
1190	Fuel Tank	1952
1247	Pump House	1947

Ordnance Storage. A total of four resources were identified in the ordnance storage area that were constructed between 1946 and 1957 (Table 12). These include four earth-covered, arched type HE magazines (Buildings 1276-1279) built in 1956. The one-story magazines feature a single metal door housed in a concrete retaining wall. Earthen blast walls are positioned in front of the doors. Earthen berms cover the roofs and rear and side elevations of the structures. These magazines are identical to the World War II earth-covered magazines constructed at the station.

Fuel Storage. A total of three resources were identified in the fuel storage area that were constructed between 1946 and 1957 (Table 13). These resources include two fuel tanks (Buildings 1189 and 1190) and a pump house (Building 1247).

Auxiliary Fields. No Cold War era resources dating between 1946 and 1957 were documented at the three AAFs.

CHAPTER V

ARCHITECTURAL ANALYSIS

Introduction

The current architectural investigation was undertaken to evaluate the significance of the built resources at MCAS Cherry Point, applying the National Register criteria for evaluation (36 CFR 60.4[a-d]). Archival data were analyzed to identify significant themes, geographic limits, and periods of significance to assist in evaluating the installation's built resources. For a property to qualify for listing in the National Register, it must meet one of the National Register criteria of significance and retain sufficient integrity to convey that importance (National Park Service 1991:3). The National Register criteria state that a property may possess significance based on historic associations (Criteria A and B), architectural or engineering values (Criterion C), or information potential (Criterion D). Nomination to the National Register generally applies to sites, structures, objects, buildings, and districts that are at least 50 years old (36 CFR 60.4). Properties less than 50 years old may qualify for National Register consideration if they are determined to be of *exceptional significance*, or if they are integral parts of a historic district.

The evaluation methodology presented in the following section was used to assess the relative significance of surveyed resources at MCAS Cherry Point. Two different evaluation strategies were used to evaluate the surveyed resources at MCAS Cherry Point: (1) Evaluating World War II Permanent Construction and (2) Evaluating Cold War Era Properties. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (National Park Service 1991), which addresses resources 50 years or older, was used to evaluate the World War II-era resources at MCAS Cherry Point. *National Register Bulletin 22: Guidelines for Evaluating and Nominating Properties that Have Achieved Significance within the Last Fifty Years* (National Park Service 1996) was used as the primary criteria for evaluating Cold War-era resources.

Evaluating World War II Permanent Construction

National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (National Park Service 1991), which addresses resources 50 years or older, provided guidance in evaluating the World War II resources at MCAS Cherry Point. Two historic contexts prepared for the Department of Defense (DoD) were consulted for additional guidance on identifying and evaluating World War II permanent construction. These included *Historic Context for Department of Defense Facilities World War II Permanent Construction* (Whelan et al 1997) and *Support and Utility Structures and Facilities (1917 – 1946) Overview, Inventory, and Treatment* (Grandine et al 1995).

Classification of World War II Properties

Property types are groupings of properties that share common physical or associative characteristics. Specific property types are associated with specific historic contexts. Property types link the theoretical construct of a historic context to real property (Whelan et al 1997:14). The following discussion provides an overview of World War II types of construction (i.e., temporary, semi-permanent, and permanent); construction categories (i.e., Command, Industrial, or Special Projects); installation type (i.e., shipyard, depot, training, etc.); and types of buildings and structures (Whelan et al 1997:14).

Permanent vs. Temporary Construction. The military construction program associated with the mobilization period employed two general types of construction: temporary and permanent. These general types of World War II construction may be further subdivided into four categories: (1) permanent; (2) semi-permanent; (3) temporary; and (4) theater-of-operations. *Permanent construction* was intended for use after the war; it typically was built of masonry (brick, tile, or concrete) and metal frame. *Semi-permanent construction* typically consisted of cinderblock construction, wood-frame construction sheathed in synthetic siding, or a mixture of wood frame and masonry. Semi-permanent construction often resulted from ad hoc compromises between the desire for permanent construction and shortages of time and material. *Temporary construction* consisted of wooden-frame buildings, typically built according to standardized plans, and of modular metal buildings. Temporary construction was not intended for use after the war. *Theater-of-*

operations (T.O.) construction was the least durable type of construction; it typically consisted of wood lath on wall sheathing covered in felt. Few, if any, examples of T.O. construction survive. These different methods of construction are associated with distinct functions and periods during the war effort (Whelan et al 1997:11-12).

In order to maximize on the scarce resources of time and material, the military employed temporary construction wherever possible. Housing and training facilities typically were constructed as temporary buildings during the early mobilization period. The military built training camps and stations across the nation characterized by row upon row of standardized, wood-frame barracks and support facilities. By the end of 1944, the Army could house six million troops, in contrast to the 270,000 soldiers housed in 1939 (Whelan et al 1997:12).

Industrial facilities comprise the bulk of World War II permanent construction. While World War II temporary construction was used to provide troop housing, the wartime permanent construction is emblematic of the effort to arm and equip the newly expanded military in the war of resources (Whelan et al 1997:12).

A Programmatic Agreement (PA) was negotiated for World War II mobilization temporary buildings and was precipitated by a Congressional directive requiring the demolition of all World War II temporary buildings at DoD facilities. The results of the recordation effort required under this PA are presented in two nationwide context studies: *World War II Temporary Military Buildings: A Brief History of the Architecture and Planning of Cantonments and Training Stations* (Garner 1993) and *World War II and the U.S. Army Mobilization Program: A History of 700 and 800 Series Cantonment Construction* (Wasch 1993). The PA has satisfied DoD's requirements for identifying, documenting, and evaluating World War II temporary buildings. *As a result of the fulfillment of the PA, DOD fulfilled its responsibility under Section 106 of the National Historic Preservation Act of 1966, as amended regarding the demolition of World War II temporary buildings.*

Construction and Installation Types. The most useful way to group properties is by the function that they served in support of the war effort. This classification reflects the property's historic use, building composition, and place within the overall military construction program. During World War II, installations were classified according to three construction categories: Command, Industrial, and Special Projects. *Command* construction included installations that

directly supported training, operational, and logistical activities. *Industrial* construction included installations operated to produce war materiel. *Special Projects* were defined by the War Department (Whelan et al 1997:14). MCAS Cherry Point is categorized as a command installation, since it served as an aviation training facility during World War II.

The second approach to classifying properties is by the type of installation based on its purpose or military mission. Grouping the properties into broad categories that correspond to installation missions provides the best method of understanding the relationship between the historic context and its associated real property. Installations that correspond to the Command construction category include the following types of facilities: air fields and air stations; coastal defense and combat operations; medical facilities; Navy bases and stations; Navy yards; research, development, and testing; strategic communications; and training (Whelan et al 1997:14).

Buildings and Structures. Each installation encompasses buildings and structures necessary to support its mission, which can be classified according to their use. Property categories typically found at Navy and Marine Corps air stations include administration (e.g., headquarters building, fire station, post office); communication (control tower); education (training building, parachute training facility); and industrial (aviation maintenance, assembly and repair shops). The following types of buildings and structures were identified as associated with MCAS Cherry Point:

- *Aviation Support:* Properties associated with air transportation, including hangars, runways.
- *Industrial Support:* Properties associated with the assembly, production, or repair of war materiel. Examples include warehouses, aircraft production or assembly facilities, and maintenance and repair shops.
- *Administrative and Personnel Support:* Properties related to administration and the daily living requirements of personnel and workers. Examples include administration buildings, fire station, post office, mess halls, and recreation buildings.
- *Family Housing:* Properties associated with housing military and civilian personnel at installations. Examples include single-family detached houses and multi-family housing.
- *Ordnance Storage:* Properties associated with the storage of military materiel. Examples include high explosive (HE) magazines and igloos.
- *Fuel Storage:* Properties associated with the storage of fuel. Examples include above- and below-ground storage tanks. At MCAS Cherry Point, two separate storage areas for aviation and general fuel were constructed during World War II.

Some categories of properties were essential to the mission of an installation, while others functioned as minor support structures. Identifying the purpose of the installation and understanding how the surviving properties contributed to that purpose are essential in determining which properties best represent the historic context. The following section presents a methodology for identifying and evaluating properties within the appropriate historic and thematic contexts.

National Register Criteria for Evaluation

The National Register Criteria for Evaluation (36 CFR Part 60.4) were developed to assist in the evaluation of properties eligible for inclusion in the National Register (Table 14). The National Park Service has published guidance for applying the criteria in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (National Park Service 1991). To qualify for the National Register, a property must be associated with an important historic context and retain historic integrity.

Criterion A: Association with Events. To be considered for listing under Criterion A, a property must be associated with events important in the broad patterns of United States history. It recognizes properties associated with single events or with a pattern of events or historic trends. The event or trends, however, must be clearly important within the associated historic context. In addition, the property must have an important and specific association with the event or historic trends, and it must retain historic integrity (National Park Service 1991:12).

World War II properties can be significant within the historic context in many ways. They can be associated with important, specific events, such as the Japanese invasion of Alaska, or the December 7, 1941 bombing of Pearl Harbor, Hawaii. They also can be associated with important patterns of events that affected the overall course of the war, such as: the war in the Pacific; the war in the Atlantic, Europe, and Africa; the development of the ordnance industry and production of military ordnance; the U.S. atomic program; military mobilization and training; research and development of important new technologies; or, the home front economy and labor force (Whelan et al 1997:242).

Criterion B: Association with People. Criterion B applies to properties associated with individuals whose specific contributions to history can be identified and documented. This criterion

Table 14. National Register Criteria for Evaluation

The guidelines established in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (National Park Service 1991) state that:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- (a) That are associated with the events that have made a significant contribution to the broad patterns of our history; or
- (b) That are associated with the lives of persons significant in our past; or
- (c) That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) That have yielded, or may be likely to yield, information important in prehistory or history.

is applicable to only a small portion of World War II construction. Most World War II properties are associated with events and trends (Criterion A) or for their design and construction (Criterion B), rather than on individuals. However, background research on a particular installation or building may indicate that it was associated with an individual who made an important contribution to the war effort (National Park Service 1991:14).

Criterion C: Design/Construction. This criterion applies to properties significant for their physical design or construction. To be eligible under Criterion C, a property must meet one of the following requirements:

- embody distinctive characteristics of a type, period, or method of construction;
- represent the work of a master;
- possess high artistic value; or,
- represent a significant and distinguishable entity whose components may lack individual distinction (National Park Service 1991:17).

World War II permanent construction is most likely to be eligible under the first or fourth of these requirements. "Distinctive characteristics" are defined as "the physical features or traits that commonly recur" in properties. "Type, period, or method of construction" refers to "the way certain properties are related to one another by cultural tradition or function, by dates of construction or style, or by choice or availability of materials and technology" (National Park Service 1991:18). To be eligible, a property must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction.

"Significant and distinguishable entities" refers to historic properties that contain a collection of components that may lack individual distinction but form a significant and distinguishable whole (National Park Service 1991:20). This portion of Criterion C applies only to districts. World War II installations were composed of component parts that often were interrelated physically, functionally, and aesthetically.

Criterion D: Information Potential. Criterion D encompasses those properties that have yielded, or may be likely to yield, information important in prehistory or history. Two requirements must be met for a property to meet Criterion D: (1) the property must have, or have had, information to contribute to the understanding of history or prehistory; and, (2) the information must be considered important. Criterion D generally applies to archeological sites. In a few cases, it can apply to buildings, structures, and objects, if the property itself is the principal source of information and the information is important. For example, a building that displays a unique structural system or unusual use of materials and where the building itself is the main source of information (i.e. no construction drawings or other historical records document the property) might be considered under Criterion D. In another example, a structure associated with an important technological development about which little other information has survived might be considered under Criterion D (Whelan et al 1997:244-245; National Park Service 1991:21).

Evaluating Properties Within Historic Contexts

Historic contexts are organizational frameworks that assist in interpreting the broad patterns or trends of history by grouping information related to shared time period, geographic area, and theme. Historic contexts provide the framework for the application of the National

Register criteria for evaluation (36 CFR 60.4[a-d]) and the basis for decisions about the comparative significance of a property.

In order to decide whether a property is significant within its historic context, the following five things must be determined:

1. Identify the historic context represented by the property;
2. Determine how the theme of the context is significant in local, state, or national history;
3. Classify property type(s) and determine whether it is important in illustrating the historic context;
4. Determine how the property illustrates the context through specific historical associations, architectural or engineering values, or information potential (National Register Criteria for Evaluation); and,
5. Determine if the property retains the physical features necessary to convey its significance (National Park Service 1991:7-8).

Properties may be significant within one or more historic contexts and, if possible, all of these should be identified. For example, an installation may be significant within the context of World War II permanent construction, and also may possess significance within the context of the Cold War. Though a property may be significant within more than one historic context, significance within one context is sufficient for the property to meet the National Register criteria for evaluation (Whelan et al 1997:241; National Park Service 1991:9).

Military installations should be evaluated holistically, with attention to their interrelated historical associations over time. When evaluating the significance of a military property, the period of significance should be defined based on the range of important associations over time. In a district, buildings may illustrate various dates of construction, architectural designs, and historical associations; the historic context(s) should be defined broadly enough to encompass all of the aspects the district's significance. A single property also may be associated with several periods of history. When evaluating the significance of property during World War II, the potential for significance within other or broader historic contexts should not be overlooked (Whelan et al 1997:241).

Levels of Significance

The National Register Criteria for Evaluation define three levels of significance: local, state, and national. The geographic level may relate to a pattern of historical development, a political

division, or a cultural area. The historic context establishes the framework from which decisions about the significance of related properties can be made (National Park Service 1991:9).

Local Significance. A local historic context is related to the history of a town, city, county, or region. A property may be an example of a property type found in several places, but in a local historic context the significance of a property is assessed in terms of its importance to the local area.

World War II military installations often had a profound effect on the local economy and work force and may represent significant events in the community or regional history. In terms of local historic contexts, a military installation should be evaluated based on the importance of its role or contribution to the locality. In many cases, World War II installations were located in response to national military strategic objectives, such as site defensibility or combat readiness. In most instances, a military installation operated as a self-contained entity with little interaction with the surrounding community. The importance of a military installation within a local context should be assessed on a site-specific basis (Whelan et al 1997:241).

State Significance. Properties are evaluated in a State context when they represent an important aspect of state history. These properties do not necessarily have to be located in every part of the state; they can be located in only a portion of the State's political boundary. Instead, it is the property's historic context that must be important statewide. State Historic Preservation Offices (SHPOs) have developed historic contexts relevant to state and local history (National Park Service 1991:9).

World War II permanent military facilities may have had a profound impact on a state's economy, labor force, and development. A military installation should be evaluated based on the importance of its role or contribution to defined state historic contexts. The location of World War II installations corresponded to national military strategic objectives, but most states had at least one military installation in operation during World War II. However, this assessment will need to be made on a site-specific basis (Whelan et al 1997:241).

National Significance. Properties are evaluated in a national context when they represent an aspect of history that affected the nation as a whole. A property that illustrates an aspect of

national history should be evaluated within a national context. These national historic contexts may have associated properties that possess local or state significance, as well as national significance.

The distinction between properties that are related to a national context and those that are nationally significant should be noted. Nationally-significant properties illustrate the broad patterns of U.S. history, possess exceptional value or quality, and retain a high degree of integrity. Nationally-significant properties are eligible for designation as National Historic Landmarks. The National Historic Landmark Criteria for Evaluation (36 CFR Part 65) are more stringent than the National Register Criteria.

World War II permanent construction was undertaken on behalf of the domestic war effort. The effort was a national program directed to meet national defense needs, and thus represents an aspect of the history of the United States as a whole. The national context is recommended as the appropriate context for assessing military architecture and engineering constructed during World War II (Whelan et al 1997:241-242; National Park Service 1991:10).

Resource Integrity

To qualify for listing in the National Register, a property must not only possess significance within a historic context, but it must also have integrity. Integrity is defined as "the ability of a property to convey its significance" (National Park Service 1991:44). The evaluation of integrity is sometimes a subjective judgement, but it must be based on the retention of a property's important physical features characteristics from its period of significance.

The National Register criteria list seven qualities of integrity to define integrity: location, design, setting, workmanship, materials, feeling, and association. A property eligible for the National Register must possess several, and usually most, of these aspects of integrity. The retention of specific aspects of integrity is crucial for a property to convey its significance. The seven qualities of integrity are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event occurred.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of an historic property, including relationship to other buildings and open spaces.

- *Materials* are the physical elements that characterize construction periods and architectural styles.
- *Workmanship* addresses the physical evidence of crafts of a particular culture or people.
- *Feeling* is defined as the property's expression of the aesthetic or historic sense of a particular time.
- *Association* is defined as the direct link between an important historic event or person and a historic property (National Park Service 1991:44-45).

For properties significant for their associations with World War II to be eligible for the National Register, they must retain the key physical features associated with the World War II mission of the relevant property type. Properties significant for their design and construction must /retain the physical features that are the essential elements of the aspect of World War II construction that the property represents. In cases of active military installations, buildings are more likely to have been modified to extend their useful life. These changes may include replacing historic materials with modern building materials and upgrading equipment to keep pace with new technology. These integrity issues will be critical in the evaluation process of the significance of resources (Whelan et al 1997:246).

Properties may have been modified to such an extent that they no longer possess integrity from their original period of construction. This is especially true of highly technical facilities, which have been upgraded continually with new equipment. In some cases, these changes may have compromised the integrity of the facilities by requiring the removal or redesign of elements of the property that were essential to conveying its significance within the World War II period. However, the upgraded elements may themselves be significant within the context of post-war or Cold War technological developments (Whelan et al 1997:247). In other cases, the building may retain sufficient integrity from each phase of construction to represent its various associations over time. Installations may have both distinct and interrelated areas that represent various phases of development. The standards of integrity should be defined according to the significance of the property; a property significant for its associations with various events or trends will necessarily reflect various phases of construction (Whelan et al 1997:246-247).

To qualify for listing as an historic district, the majority of the properties in the district associated with World War II significance must possess integrity and sufficient number must remain from the period of significance to represent the significance. In a district associated with World War II and composed primarily of World War II resources, the majority of the individual components that comprise the district's historic character must possess sufficient individual integrity to represent the period of significance. A critical part of evaluating the integrity of a district should include an assessment of whether later building campaigns have disrupted the World War II plan or obscured the interrelationships between the World War II buildings. In the case of where the World War II resources are part of a broader period of significance, assessment of integrity using this standard may be less of an issue (Whelan et al 1997:246).

Issues Related to Evaluating World War II Permanent Construction

Historic District vs. Individual Eligibility. For properties to be individually eligible for listing in the National Register within the context of permanent World War II construction, they should (1) clearly and explicitly reflect the important mission of the installation; (2) be regarded as emblematic of the installation or of an aspect of the World War II military mission; or, (3) represent particularly significant examples of a type or method of construction or the important work of a significant architect. Infrastructure and support buildings typically are not individually eligible unless they were: (1) the site of a particular event; (2) directly associated with a significant individual; or (3) of exceptional note as an example of architectural or engineering design (Whelan et al 1997:240).

In most cases, World War II permanent installations should be evaluated as potential districts. Many World War II installations were designed with interrelated component parts that functioned in concert to fulfill the purpose of the installation. Historic districts are defined as a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. While some districts have a unified historic and/or architectural development, not all districts are defined by homogeneous resources or significance. For example, a commercial district may form a unified whole but be composed of built resources that encompass a variety of architectural styles and date ranges (National Park Service 1991:5,8).

Defining the boundaries of historic districts may not be as simple as defining the boundaries of a single site, building, or installation. A district is a definable geographic area characterized by shared relationships among the properties within the district. District boundaries are based on the historical and physical associations among the properties; these boundaries may not necessarily coincide with current installation boundaries or activity jurisdictions. A district may encompass a single geographic area of contiguous properties, or it may consist of two or more separate areas that are linked together by a common theme, area of significance, or period of development (Whelan et al 1997:240).

In assessing resource integrity in historic districts, buildings are looked at collectively. A district may be eligible if all the components lack individual distinction, if the grouping as a whole has significance within its historic context. The majority of components that comprise the district's historic or architectural character, however, must possess integrity. For example, buildings must retain their general scale, proportion, massing, major character-defining features, and physical relationship to the other contributing buildings and landscape features. In addition, the relationships among the districts components, i.e., massing, arrangement of buildings, and installation plan, must be substantially unchanged since the period of significance. A critical part of evaluating the integrity of a district should include an assessment of whether later building campaigns have disrupted the World War II plan or obscured the interrelationships between the World War II buildings. In the case of where the World War II resources are part of a broader period of significance, assessment of integrity using this standard may be less of an issue (Whelan et al 1997:246).

Re-categorization of Temporary Construction as Permanent or Semi-Permanent. Over the last fifty years, DoD has modified buildings originally constructed according to temporary mobilization plans to the extent that the buildings have been reclassified in current real property records as permanent or semi-permanent construction. For the purposes of evaluating National Register eligibility based on associations with World War II, buildings originally built as temporary should be evaluated within the historic context developed for World War II temporary buildings. Thus, their integrity is measured appropriately against the essential physical features of World War

II temporary construction. Temporary buildings modified to such an extent that they are no longer classified as temporary are unlikely to retain sufficient integrity to convey their significance (Whelan et al 1997:246).

Comparing Related Properties. As part of this evaluation process, the property usually is compared with other examples of the property type that illustrate the selected historic context to determine its relative significance. It is not necessary to evaluate the property against other properties if (1) it is the only surviving example of a property type that is important within the historic context, or (2) it clearly possesses the characteristics necessary to represent the context (Whelan et al 1997:240-241; National Park Service 1991:9).

Comparative Property Types: World War II Properties Previously Listed in the National Register of Historic Places

World War II properties previously listed in the National Register of Historic Places include several properties associated with war in the Pacific, properties associated with the Manhattan Project, and other properties representing various facets of the war. The major component of World War II permanent construction, industrial facilities, are not well represented in the National Register. This is due primarily to the fact that most of these sites have recently reached the 50-year age criteria for National Register consideration. The Springfield Armory in Massachusetts, an old-line ordnance facility that was the U.S. Army's pilot production center for small arms ammunition, is the only property associated with World War II ordnance production listed in the National Register; few of the buildings and structures at the Springfield Armory were constructed specifically for World War II (Whelan et al 1997:251).

Very few properties are listed in the National Register for their associations with individuals in the context of World War II. These include the Pentagon and the Headquarters, Commander in Chief, Pacific (CINCPAC) Fleet building at Pearl Harbor, Hawaii. The CINCPAC Fleet Headquarters Building was nominated to the National Register because of its association with Admiral Chester W. Nimitz, who was appointed Commander in Chief, Pacific Fleet shortly after the Japanese surprise attack on Pearl Harbor. Admiral Nimitz commanded U.S. forces in the Central and North Pacific areas from 1942 to 1945. The headquarters building is the property most closely

associated with Admiral Nimitz's leadership of the Pacific Fleet during World War II. The Pentagon is associated with the careers of several significant military figures (Whelan et al 1997:243).

Properties associated with World War II airfields listed in the National Register as of 1993 include Ladd Field, Alaska; Cape Field, Alaska; Airship Hangars, MCAS Santa Ana, California; Wheeler Field, Hawaii; Hickam Field, Hawaii; Kaneohe Naval Air Station, Hawaii; Dirigible Hangars, NAS Tillamook, Oregon; Wendover AFB, Utah; March Field, California; and Williams AFB, Arizona. The airfields in Alaska and Hawaii are significant under Criterion A for their role in the defense of military targets in the Pacific theater. The hangars at Santa Ana and Tillamook are listed for their association with the Navy's lighter-than-air aviation program (Criterion A) and for their ability to exemplify the architectural and engineering features of the large-span hangars necessary for airships (Criterion C). Wendover AFB is listed for a specific association with an historic event: it was the training site for the 509th Group prior to their mission over Japan to drop the atomic bombs in 1945. Williams AFB was the location of flying training schools during World War II; its building stock represents temporary construction and utilities infrastructure (Whelan et al 1997:258-259).

Evaluating Cold War Era Resources

All of the surveyed properties at MCAS Cherry Point constructed post-1945 were assessed under *National Register Criteria Consideration G: Properties that have Achieved Significance within the Last Fifty Years*. As previously mentioned, properties less than 50 years old may qualify for listing in the National Register if they are determined to be of *exceptional significance*, or if they are integral parts of a historic district. Assessing the relative significance of a property constructed in the recent past often is difficult since sufficient time has not passed to place the resource within the appropriate historical perspective. It must be considered carefully whether the property will possess enduring value for their historical associations, appearance, or information potential (National Park Service 1991:41).

The following discussion presents a synthesis of existing guidance for evaluating resources less than 50 years old. *National Register Bulletin 22: Guidelines for Evaluating and Nominating Properties that Have Achieved Significance within the Last Fifty Years* (National Park Service 1996) provided the primary criteria for evaluating exceptional significance and resource integrity. Several

recent studies that address the evaluation and treatment of Cold War resources were consulted for additional guidance. These include the Legacy Resource Management Program's publication, *Coming in from the Cold: Military Heritage in the Cold War* (1994); the "Interim Guidance Treatment of Cold War Historic Properties for U.S. Air Force Installations" (1994); and, the *Navy Cold War Guided Missile Context* (1995). The Air Force interim guidelines were prepared specifically to address Cold War resources at Department of Defense (DoD) facilities, and were developed in consultation with the Legacy Program's Cold War Task Area. The interim guidance states that to be eligible for National Register consideration, facilities must be "built, used, or associated with critical events or persons during the period of the Cold War, 1946-1989" (Green 1994). The Air Force interim guidelines further refine the National Register guidelines by recommending that only those resources of *national exceptional* significance should be considered for listing under the Cold War context. Accordingly, resources of regional or local significance should be evaluated when they reach the 50-year age criteria (Green 1994).

National Register Criteria Consideration

The National Register Criteria for Evaluation exclude properties that achieved significance within the past 50 years unless they are of *exceptional importance*, or if they are integral parts of historic districts (National Register Criteria Consideration G). The term "exceptional" may refer to an extraordinary impact of a political or social event (Criterion A), or it may illustrate a building or structure whose engineering or design value is recognized as historically significant by the architectural or engineering field (Criterion C) (National Park Service 1991:42). To be of exceptional significance, a property must be *associated directly* with a major event or trend in our nation's history. For example, the property may have played a primary role in the military's Cold War program. The property also may represent a unique resource that was designed to accommodate an important mission or technological development (Best et al 1995).

When determining exceptional significance, a property must be understood within the appropriate historic context. Context encompasses the perspective of time, historical theme, and geographic area with which the property is associated. Placing a property within its appropriate contexts ensures an understanding of its role and makes possible comparisons among similar

resources. Formal historic contexts also demonstrate that sufficient research has been conducted to permit an objective evaluation of the resource (National Park Service n.d.:3). The military's role during the Cold War has gained increased attention and has been the subject of recent scholarly research. The Cold War Task Area was established under DoD's Legacy Resource Management Program in response to the Congressional mandate to "inventory, protect, and conserve" the heritage of DoD during the Cold War (Center for Air Force History 1994:iii). The Cold War Task Area has undertaken a wide range of research topics that address various thematic perspectives of the Cold War.

In justifying exceptional significance, specific reference to the National Register criteria should be cited to explain why the property is historically significant. Criteria A and C of the National Register of Historic Places are the most relevant National Register criteria for assessing the built resources at MCAS Cherry Point. Criterion A recognizes properties that have made a significant contribution to the broad patterns of our history. These may include properties associated with the American space program, such as research centers, launch sites, and flight control facilities. Criterion C recognizes properties that are architecturally significant or represent significant advancements in construction technology. These may include historically important feats of engineering (National Park Service:9-10).

Levels of Significance

In addition to determining exceptional significance, a property must be important on a *national* level. The National Register criteria for evaluation (36 CFR 60.4) identifies three levels of significance to define a geographic context: local, state, and national. Both the "Interim Guidance Treatment of Cold War Historic Properties for U.S. Air Force Installations" and *Coming in from the Cold: Military Heritage in the Cold War* recommend evaluating DoD Cold War properties for *national* significance. Regional or local significance will be determined through background studies and inventories to be conducted as these properties approach the 50-year age criteria (Green 1994:np; Center for Air Force History 1994:65). Properties that are significant on a national level provide an understanding of the broad patterns of U.S. history by illustrating the nation-wide impact of events or persons; architectural type or style; or information potential. Assessing resources within the

appropriate geographical framework can be achieved by identifying other properties in a geographical context that "portray the same values or associations and determine those that *best* illustrate or represent the historical, architectural, cultural, engineering, or archeological values in question" (National Park Service n.d.:6).

In terms of national level significance, a distinction must be made between properties that are related to a national context and those that are nationally significant. For example, a test facility that was constructed specifically to support the military's Cold War program, but that did not play a major role in terms of significant events would not be significant on a national level (Best et al 1995).

Resource Integrity

The final step in the evaluation process is to assess resource integrity. Determinations of integrity are based on the retention of a property's character-defining features (i.e., overall design and historic setting) from its period of significance. Character-defining features encompass a range of physical aspects, such as special machinery associated with a particular technological process, the overall design and interior layout, or architectural features.

Due to the highly scientific and technical nature of the military's Cold War resources, these properties often are continually upgraded to keep pace with the latest technology. As a result, these properties may no longer possess those qualities or physical features that convey their historic significance. Assessing integrity of a particular resource can be compared with other similar resources to determine whether it retains the distinctive qualities or physical characteristics of its type. The most important consideration in assessing integrity is a property's period of significance. The period of significance can reflect a defined time span (i.e., specific event), or it may encompass a broader time period. If a property is significant for its association with a defined time period or specific event, modifications undertaken after-the-fact may have compromised its integrity. For a property whose period of significance spans a longer time period and that continues to perform its original function, later modifications may illustrate the property's evolution over time (Best et al 1995).

Historic District vs. Individual Eligibility

Properties which are integral parts of a district do not need to be individually eligible for the National Register or of individual exceptional significance. An explanation, however, must be given that justifies how they qualify as integral parts of the district. For example, by documenting that the property dates from within the district's period of significance, and that it is associated with one or more of the district's defined areas of significance. Exceptional significance still must be demonstrated for districts where the majority of properties or the major period of significance is less than fifty years old (National Park Service n.d.:7). Resources identified within a potential historic district are categorized as contributing or non-contributing elements. Buildings that are not associated with the historic context and/or do not retain integrity are considered non-contributing.

In assessing resource integrity in historic districts, buildings are looked at collectively. A district may be eligible if all the components lack individual distinction, if the grouping as a whole has significance within its historic context. The majority of components that comprise the district's historic or architectural character, however, must possess integrity. For example, buildings must retain their original composition, scale, proportion, massing, and their physical relationship to other contributing buildings and landscape features in the district (Best et al 1995).

Comparative Property Types: Cold War Properties Previously Listed in the National Register of Historic Places

Properties associated with the American space program have been the subject of a thematic study to determine their eligibility to the National Register. These include research centers (Propulsion and Structural Test Facility, Marshall Space Flight Center in Huntsville, Alabama); launch sites (Cape Canaveral Air Force Station in Florida); and, flight control facilities (Apollo Mission Control Center in Houston, Texas). The launch pad at Cape Canaveral represents one important Cold War-era property listed in the National Register that has attained significance in less than fifty years. The launch pad is of exceptional significance under Criterion A for its association with man's first travels to the moon (National Park Service 1991:42). Other examples of Cold War resources currently listed in the National Register include Launch Complex

33 at White Sands Missile Range, New Mexico, where U.S. involvement in rocket testing first occurred (Best et al 1995).

Current Evaluation of Built Resources at MCAS Cherry Point

A total of 929 buildings and structures were documented as part of the current architectural investigation. Of this total, 376 properties were associated with the World War II period of development, and the remaining 553 properties were constructed during the Cold War era. The following evaluation is organized according to the two periods of development associated with built resources at MCAS Cherry Point: (1) The Emergency Mobilization Period and World War II (1941 – 1945) and (2) The Cold War Era (1946 – 1957). National Register Bulletin 15 provided guidance for evaluating the World War II resources, while National Register Bulletin 22 served as the primary criteria for evaluating Cold War-era resources.

Historic Context

The three elements of a historic context are *time period*, *geographic area*, and *theme(s)*. The appropriate historic contexts for evaluating built resources at MCAS Cherry Point is defined as follows:

Time Period(s):	1940 - 1945 1946 - 1989
Geographic Area:	United States
Themes:	World War II Military Aviation Training World War II Military Permanent Construction Cold War Military Aviation Training

The *time period* defined for MCAS Cherry Point spans two periods of development: 1940 to 1945 (World War II) and 1946 to 1989 (Cold War). The *geographic area* for the project area is the United States. Identified *themes* include military aviation training and World War II permanent construction. MCAS Cherry Point played an important role in the mobilization and training of Marine Corps aviators throughout the World War II. Properties associated directly with the installation's primary mission are concentrated within the World War II historic core, and include the aviation-related facilities.

MCAS Cherry Point also was evaluated on a local level for its impact on community development in the region (Criterion A). When the site was established in World War II, it was situated in a relatively remote area near the town of Havelock, and consisted primarily of undeveloped forest land and residential development. Roughly 7,500 acres was acquired from two white and 40 African American families residing in the area; an additional 464.6 acres was purchased from the U.S. Forest Service. The site was chosen for its access to a deep water port, rail and highway connections, and established water and power systems (Coletta 1985:105-106).

Development of the installation adopted a typical layout for Navy and Marine air stations. Buildings found at these command construction installations included administrative facilities (i.e., headquarters building, fire station, gate house); communications facilities (i.e., control tower, radio house); education facilities (i.e., academic buildings, hangars, parachute training facility); and industrial facilities (i.e., aviation maintenance shops, assembly and repair buildings). Most of the buildings at Cherry Point were categorized as semi-permanent construction; brick and steel was reserved primarily for the aircraft storehouses. The majority of barracks were built using both temporary and semi-permanent construction. World War II-era buildings utilized standard plans developed by the Bureau of Yards and Docks.

The establishment of the installation created a boom in the regional economy, employing both union and nonunion civilian laborers to construct the base. Roughly 8,000 civilians were employed at Cherry Point at the peak of World War II construction activities (Watson 1984:38). The economy of Craven County was transformed drastically throughout the war years as a result of Cherry Point's activities. Wholesale and retail sales among local merchants witnessed dramatic increases. New towns also were created in the area. Prior to World War II, the town of Havelock was only a stop along the railway; by 1960 it had over 2,400 residents. This type of population growth was evidenced throughout the county (Bureau of Census 1980).

Although the base had a strong economic impact on the neighboring community, it was not determined to have an important and direct association with local regional trends in community development. Instead, World War II development of the Cherry Point site relates to national trends in military design and planning, and is representative of other Marine air stations established during the war. Additional Marine aviation facilities were located at Ewa, Hawaii; El

Centro and Mojave, California; El Toro, California; Santa Barbara, California; Eagle Mountain Lake, Texas; and Edenton, North Carolina.

Resources Associated with the Emergency Mobilization Period and World War II (1941 – 1945)

Built resources constructed between 1941 and 1945 were evaluated within the historic and thematic contexts of World War II military aviation training and permanent construction. The current investigation documented a total of 376 buildings and structures from the World War II period of development. As mentioned in Chapter IV (Previous Investigations), World War II temporary buildings were the subject of mitigation required by a 1986 Programmatic Agreement (PA) between DoD, NCSHPO, and ACHP. The mitigation documentation was precipitated by a Congressional directive calling for the demolition of all World War II mobilization temporary buildings on DoD property. Documentation was completed in 1993 and, as a result, the demolition of World War II temporary buildings does not require initiation of the Section 106 process. Only World War II permanent construction buildings at MCAS Cherry Point, therefore, were evaluated for their eligibility to the National Register.

The following discussion provides an evaluation of the buildings and structures at Cherry Point within the national context of World War II permanent construction. The buildings were examined for both their individual merit and as a potential historic district. To qualify for listing in the National Register, they must be determined to have an important, specific association with World War II aviation activities and retain sufficient integrity to convey this period of significance. For example, the World War II layout of the airfield should be recognizable and the primary buildings and structures associated with the installation mission (i.e., hangars, control towers, and operations buildings) should be extant and retain integrity. Ineligible properties include those resources that either were not associated directly with significant themes or periods of development, or lacked sufficient integrity to convey their significance.

A building or structure considered individually eligible must have important enough historical associations that, by itself, represents an important element of the historic context. For example, an airship hangar can represent the military's lighter-than-air aviation program, or it can represent a significant example of a type of construction (Whelan et al 1997:256). Districts must

retain the important components of the installation type. For example, important property types associated with aviation training facilities include operations buildings, control towers, runways, academic/training buildings, hangars, parachute training facilities, administration buildings, test facilities, and aviation maintenance/assembly and repair shops. Residential and personnel support buildings may contribute to an historic district, if they represent a distinguishable entity; they are not, however, likely to be individually eligible (Whelan et al 1997:256).

The primary National Register criteria used for assessing World War II permanent construction at MCAS Cherry Point were Criterion A, for their association with significant trends and events in the military's aviation training program, and Criterion C, for embodying the distinctive characteristics of an important type, period, or method of construction. MCAS Cherry Point played an important role in the mobilization and training for the Marine Corps throughout World War II. Built resources associated directly with the installation's primary mission are concentrated within the aviation support area, and include the hangar complex, the flight line, and associated support buildings. Archival research revealed that the resources located outside the aviation support area generally did not have an important, direct association with the installation's primary mission but, instead, served as supporting facilities.

Aviation Support. The historic core of MCAS Cherry Point is concentrated within a triangular parcel of land bounded by the intersection of runway fourteen (R-14), runway five (R-5), and Roosevelt Boulevard. The aviation support area is situated adjacent to the aircraft taxiways and the two main runways (R-14 or R-5), and contains the flight line, the hangar complex, and secondary support structures. Extant World War II resources located within this area include a parachute loft (Building 129), two hangars (Buildings 130 and 131), an industrial repair facility (Building 133), a hangar/administration building (Building 137), a control tower (Building 199), and miscellaneous shops and support structures (Buildings 83-85, 134, 136, 138-140, 142, 404, 421-423, 427, 1099, 1374-1377, and 1379). The buildings employ permanent construction and consist primarily of one- to two-story steel-frame structures clad with brick veneer, corrugated metal, or metal sheeting. The buildings' exterior are characterized by large spans of industrial metal-sash windows and large, sliding-track hangar doors.

Due to the number of historically related resources within the aviation support area, the resources were assessed both individually and collectively as a potential district. Built resources with a direct association with the World War II aviation training mission include Buildings 129, 130, 131, 133, 137, and 199. The miscellaneous shops and support structures (Buildings 83-85, 134, 136, 138-140, 142, 404, 421-423, 427, 1099, 1374-1377, and 1379) represent secondary facilities that were not associated directly with the primary mission, and did not illustrate a major type of aviation-related facility. These buildings were evaluated as potentially contributing resources within a historic district.

Building 129 was constructed in 1943 to provide for the storage and maintenance of station parachutes. Although the building is an important property type within the aviation area, it was determined to lack sufficient integrity to convey its World War II period of significance. The original configuration of the building has been enveloped completely by modern additions; no evidence of the building's original exterior design survives. The interior plan also has been altered to accommodate the building's new use (Figure 16).

The two seaplane hangars, Buildings 130 and 131, were identified as potentially eligible for National Register listing in a previous architectural survey conducted by John Milner and Associates (McVarish 1994). Both hangars were built in 1942 using standardized plans developed by the Bureau of Yards and Docks (Yards and Docks Drawing No. 302,257). Buildings 130 and 131 were identified as significant under both Criteria A and C. The hangars were determined significant for their role as maintenance and repair sites for aircraft operated by the Third and, later, the Ninth Marine Air Wings (Criterion A). The hangars also were determined significant as examples of a standard hangar design erected at Naval and Marine air stations throughout the war (Criterion C).

The current investigation determined that, on an individual basis, both seaplane hangars have been expanded and altered substantially, and did not possess sufficient integrity to convey its period of significance (Figure 17). Interior partitions have been installed in the shop bays of Building 131. A vehicle shed and a lean-to addition have been added along one side of Building 130. An aircraft maintenance shop extension was added to both hangars in 1962. A freestanding, concrete shop bay was constructed in the interior of both structures (McVarish 1994:14-16). As a

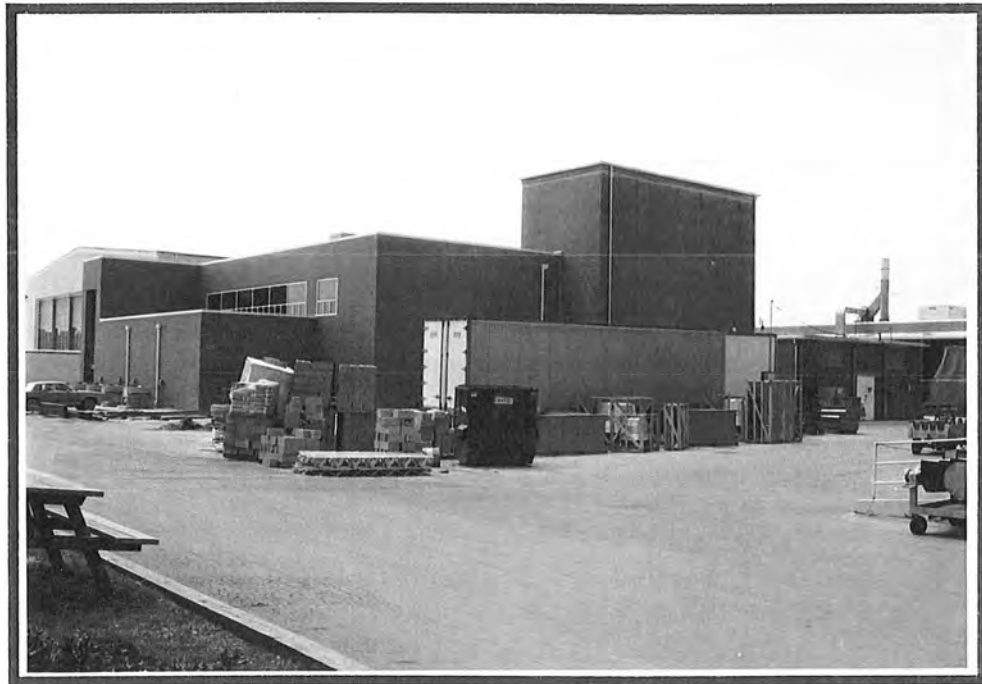


Figure 16. Above: Photograph of Building 129, view south Below: Photograph of Building 129, view north.



Figure 17. Above: Photograph of Building 130, view south Below: Photograph of Building 131, view south

result of these modifications, the hangars at MCAS Cherry Point were not determined to represent the most intact examples of this type of standard design seaplane hangar. Comparative examples of this type were documented in a 1994 cultural resource survey conducted by the Onyx Group Survey of Naval Base Norfolk, Virginia. This survey identified three seaplane hangars (SP1, SP2 and SP31) that were identical to the two hangars surveyed at MCAS Cherry Point. The hangars at Naval Base Norfolk were determined to represent more intact examples, since they continue to house their original function and have undergone only minor modifications or alterations. The hangars at Naval Base Norfolk are currently under investigation by R. Christopher Goodwin & Associates, Inc. as contributing resources in a potential historic district (Cannan & Grandine 1996).

Building 133 was completed in 1944 as the Engine Overhaul Building and Test Cells (Figure 18). The building was designed by the Bureau of Yards and Docks as a two-and-one-half story, concrete-frame and brick building. The building's integrity has been diminished due to substantial exterior modifications. As originally designed, the building covered an area of 159,523 square feet; the structure has been expanded subsequently through a series of additions, which has increased significantly the size of the structure. Building 133, as a result, no longer possesses sufficient integrity to convey its period of significance.

Building 137, originally known as the Assembly and Repair (A&R) Building, was constructed in 1943 using Bureau of Yards and Docks drawings (Figure 18). The A&R shop at MCAS Cherry Point was the fourth in a series of similar buildings constructed for the Navy and Marine Corps during the war (Criterion C). The enormous two-story, irregular plan, brick and steel-frame structure contains two original hangar sections and numerous shop areas. The original configuration of the building has been expanded by numerous additions, which have diminished its overall form and character-defining features. An aircraft hangar was added to the northeast end of Building 137 in 1951, and another aircraft hangar was added to the southwest end the following year. In 1968-69, a major addition was appended to the north end of the building. In 1970-80, a steel-frame gable roof addition was constructed at the southwest end of the building (Figure 19). These changes to the building's overall composition, building fabric, and interior layout have compromised the building's integrity and its ability to serve as an example of its type.



Figure 18. Above: Photograph of Building 133, view south Below: Photograph of Building 137, view southeast depicting original portion.



Figure 19. Above: Photograph of Building 137, view depicting north hangar addition. Below: Photograph of Building 137, view depicting southwest addition.

Building 199 was constructed in 1942 as the station's operations and aircraft control tower (Figure 20). The building is positioned at the intersection of the main runways, R-14 and R-5. The building was designed as a two-story, concrete structure terminating in a flat parapet roof. An octagonal metal-frame control tower projects from the building's east elevation. The majority of the doors and windows have been replaced, and a large, one-story garage area has been added along the southwest side of the building. The building is currently under renovation.

Due to the unique and specialized nature of these aviation-related facilities, the buildings have been upgraded continually to meet the demands of the mission. While minor changes in materials and workmanship may not affect the integrity of these structures, substantial changes can -obscure their historical appearance and diminish their ability to convey their period of significance. Modifications to the World War II-era aviation facilities include major additions, changes to building fabric, alterations to fenestration patterns, door and window replacements, and interior modifications. As a result, Buildings 129, 130, 131, 133, 137, and 199 were not determined to possess sufficient integrity of design, materials, workmanship, feeling, or association to qualify for individual listing in the National Register as a unique type, period, or method of construction (Criterion C) or for their association with significant events and/or trends (Criterion A).

In terms of a potential historic district, the area's historic setting has been significantly altered and no longer stands as an intact, cohesive collection of World War II resources. Post-war development including new construction, vehicular parking, and open storage areas have obscured the original functional relationships between the buildings. As a result, the overall plan of the aviation support area from the World War II era is not clearly delineated. In addition, extensive modifications to the built resources within the historic core have further detracted from the integrity of the potential district. The aviation support area does not possess those qualities of integrity necessary for listing as a potential district.

Industrial Support. The major type of World War II resources located within the industrial support area includes warehouse and general storage buildings (Buildings 144, 145, 146, 147, 148, 149, 150, 154, 155, and 156). Buildings 144 and 145 were built in 1942 as aircraft storehouses; Building 145 was constructed originally to store large aeronautical parts. Building 146 originally was constructed to house inflammable materials; the building has been converted to an industrial shop.



Figure 20. Above: Photograph of Control Tower (Building 199), view east, depicting modern tower. Below: Photograph of Control Tower (Building 199) view northwest depicting original portion and tower.

Three general storage buildings (Buildings 147, 148, and 150) were added to the industrial support area in 1943. Building 147 originally was used to store flight clothing and housed the Quartermaster Department offices (Jacobs [n.d.]:96). Building 156 was built in 1943 as a cold storage building, and Buildings 154 and 155 were constructed in 1943 as nearly identical warehouses.

As individual buildings, general storage buildings typically do not have important and specific associations with an historical event or pattern of events. Storage buildings may contribute to an historic district if they are part of the concentration of properties that compose the historic district and retain integrity from the district's period of significance. The buildings within the industrial support area served as supporting facilities to the installation's primary mission. None of the warehouses at MCAS Cherry Point were determined to possess significance on an individual basis, nor did they comprise a potential historic district.

Administrative and Personnel Support. Buildings within the administrative and personnel support area included a headquarters building, administration buildings, barracks, mess halls, and miscellaneous support facilities. Most of the buildings within this area are categorized as semi-permanent construction, and consist of wood-frame structures with brick veneer. The World War II-era buildings in this area are characterized by their simple Colonial Revival designs; many of these buildings adopt standardized plans or slight variations of these plans developed by the Bureau of Yards and Docks.

Command installations typically employed temporary construction to house personnel. Installations constructed to serve the military's newly recognized aviation and logistics functions (i.e., Naval operating bases, depots, Army airfields, and Navy air stations) tended to receive more funds for permanent construction for personnel support facilities than mobilization installations (Whelan et al 1997:15).

The majority of barracks at MCAS Cherry Point were built using temporary construction, including the H-style barracks (Buildings 200-205, 207, 218, 219, 229, 232, and 234). The majority of these H-style barracks have been demolished subsequently; only three of the barracks (Buildings 219, 229, and 232) are extant at MCAS Cherry Point. The H-style barracks were identified as potentially eligible for National Register listing in a previous architectural survey

conducted by John Milner and Associates (McVarish 1994). The barracks were determined eligible under Criterion A, for providing housing for enlisted personnel stationed and trained at the air station during World War II, and Criterion C, for illustrating intact examples of a standard B-1 barrack developed by the Bureau of Yards and Docks. The H-plan barracks represent a major building type constructed at Navy and Marine Corps installations to house enlisted personnel during the nation's military mobilization period. Both temporary and semi-permanent versions of these barracks designs (Plan Nos 301761 and 301762) were erected at MCAS Cherry Point. The barracks were two-story, H-plan wood-frame buildings terminating in intersecting gable roofs. The exteriors were clad in brick.

The H-style barracks at MCAS Cherry Point were subjected to further documentation in a report prepared by Goodwin and Associates, Inc. entitled *Documentation of Nine BEQ's Marine Corps Air Station Cherry Point, Cherry Point, North Carolina* (McAloon 1995). The three surviving examples (Buildings 219, 229, and 232) were not included in the recordation effort. All three structures have been altered substantially through numerous interior and exterior changes as a result of their conversion to administrative offices. Modifications include window and door replacements, roof resheathing, and changes to the interior plan. As a result, the barracks no longer possess sufficient integrity of design, setting, materials, workmanship, feeling, and association to convey their period of significance.

Permanent construction personnel support buildings included Building 298, which was built in 1942 as the men's recreational building. Building 298 also was identified as potentially significant under Criterion C in a previous architectural survey conducted by John Milner and Associates (McVarish 1994). The building was determined to illustrate a representative example of a World War II Colonial Revival military building. The current architectural investigation, however, determined that the building lacked sufficient integrity to convey its World War II period of significance. Building 298 has been altered substantially since its original construction, and has resulted in the removal of much of its historic fabric. During the mid-1940s, the building was altered to accommodate its new use as the post exchange. Changes during this period included the construction of the southwest wing and installation of interior partition walls and acoustic tile dropped ceilings. Additional interior alterations were made during the 1950s and 1960s. Exterior

alterations include brick-infilled window openings, window and door replacements, and the installation of handicapped ramps along the front elevation. As a result of all these changes, Building 298 was not considered eligible for inclusion in the National Register.

The remaining buildings within the administrative and personnel support area do not have a strong association with the World War II mission of the installation (Criterion A), nor do they represent an important aspect of World War II permanent construction (Criterion C). In addition, many of the buildings within this area no longer retain sufficient integrity to convey their period of significance.

Family Housing. Family housing accounts for roughly 47 per cent of the extant World War II resources at MCAS Cherry Point. The residential area consists of 49 single-family residences, including five ranking officers' houses (Building 315-319); six Bachelor Officer's Quarters (Buildings 492, 493, 494, 495, 496, and 497); an officer's apartment (Building 486); 74 married enlisted mens' quarters; and recreational facilities.

The officers' housing area is located on river frontage along the Neuse River, north of Roosevelt Boulevard and roughly 3.5 miles from the station's core. The design and layout of the residential area is based on a suburban neighborhood, as evidenced in the curvilinear streets, common sidewalks and lawns, and tree-lined streets and ornamental plantings. Buildings are set back from the street and employ a similar architectural vocabulary. All of these aspects contribute to the overall unity of the residential area.

The six BOQ's (Buildings 492, 493, 494, 495, 496, and 497) were constructed in 1943 using the same plan. The buildings are two-story, rectangular brick buildings terminating in side-gabled roofs. Smaller side gable wings project from each end of the buildings. The BOQ's have been converted into apartments.

The married enlisted mens' quarters, known as Lanham Housing, were constructed in 1942 using two similar plan types. Both types consist of a one-story, rectangular wood-frame building terminating in a gable roof. A central, two-bay gable porch marks the duplex entries. The gable ends are defined by smaller, one-story gable roof porches. The exteriors have been resheathed in vinyl siding.

The buildings within the family housing area were evaluated as not eligible for listing in the National Register since they have no significant, direct association with the World War II installation mission (Criterion A), nor do they represent an important aspect of World War II permanent construction (Criterion C).

Ordnance Storage. Ordnance storage facilities documented from the World War II period included seven above-ground magazines and 27 earth-covered magazines (Buildings 1201-1209, 1231-1240, 1260-1275). Both types of magazines utilized standardized plans developed by the Bureau of Yards and Docks during the 1930s.

The above-ground magazines were used primarily to store smokeless powder, unfused projectiles, and small arms ammunition. Earth-covered magazines were used to store the most hazardous materials, including aircraft bombs and fuses and detonators. Underground storage offered a greater measure of protection and a greater control over temperature than above-ground storage buildings (Grandine et al 1995:90).

As individual structures, ordnance storage structures rarely have important and specific associations with an historical event or pattern of events (Criterion A). Small groups of ordnance storage structures typically were constructed at many types of installations, including air stations, artillery training posts, or ordnance research and testing facilities. The ordnance storage structures were constructed to support the primary mission of the installation. Above-ground ordnance storage buildings sometimes were located near other buildings, such as near an airfield; in those cases, individual ordnance storage facilities may be considered as contributing buildings in an historic district (Grandine et al 1995).

The ordnance storage facilities at MCAS Cherry Point are isolated from the World War II historic core. The buildings were not determined to possess important and specific associations with the historical mission of the installation to qualify on their own merits or as a potential historic district.

Fuel Storage. World War II fuel storage facilities were situated in two separate storage areas for aviation and general fuel: "Tank Farm A" and "Tank Farm B". Tank Farm B was used for bulk storage, and contains five underground concrete tanks.

The fuel storage facilities at MCAS Cherry Point lack individual distinction and do not have an important and specific association with the historical mission of the installation (Criterion A). They also do not represent a distinctive type, period, or method of construction (Criterion C). Thus, the fuel storage facilities at MCAS Cherry Point do not meet the National Register criteria on an individual basis or as a potential historic district.

Auxiliary Air Fields (AAFs). The majority of the World War II resources located at the three AAFs (Atlantic, Bogue, and Oak Grove) are no longer extant. No buildings or structures from the World War II era survive at Oak Grove. Only two extant World War II resources were surveyed at Bogue Field, Buildings 8011 and Building 8013. A total of three buildings were identified at Atlantic Field (Buildings 7002, 7003, and 7005). All five of these buildings were constructed between 1942 and 1943 as earth-covered, arched-type HE magazines. These magazines are identical to those constructed at the main station. Building 8011 is currently used as a maintenance shop; Buildings 7003, 7005, and 8013 are abandoned and largely overgrown. None of these buildings were determined to possess important and specific associations with the historical mission of the installation to qualify on their own merits or as a potential historic district.

Resources Associated with the Cold War Era (1946 – 1957)

All of the built resources at MCAS Cherry Point constructed post-1945 were evaluated within the Cold War context of military aviation, applying the National Register criteria consideration for *exceptional importance*. Built resources were evaluated primarily for their role in Cold War aviation activities (Criterion A) or for representing a unique building type (Criterion C). In order to qualify for listing in the National Register, the resource must possess *exceptional* significance on a *national* level and retain sufficient integrity to convey its period of significance.

A total of 553 resources constructed between 1946 and 1957 were identified and documented during the current investigation. Of this total, 30 were constructed to support the installation's primary mission of military aviation; the remaining buildings represented minor support facilities. Aviation-related facilities identified at MCAS Cherry Point included two hangars (Buildings 188 and 250), a clean shop (Building 424), a warehouse (Building 1016) and miscellaneous storage facilities (Buildings 1217, 1350, 1351, 1353, 1359, 1362, 1364-1366, 1369, 1378, 1380, 1383-1393,

1395-1397). Building 188 was constructed in 1946 as a one-story, metal-frame hangar terminating in a front-gabled roof. The exterior is defined by bands of industrial metal-sash windows along the upper wall surface. Sliding track, multi-leaf hangar doors dominate the gable ends. The other hangar (Building 250) was constructed in 1954 to accommodate the station's larger planes. The hangar utilized standardized plans developed by the Bureau of Yards and Docks; this hangar type was employed at Marine Corps and Naval installations on a nationwide level.

None of the aviation support buildings were determined to meet the National Register criteria consideration for exceptional significance. Archival research did not reveal that any of these properties played a major role in Cold War events, trends, or activities (Criterion A). In addition, none of the aviation support facilities were determined to be of *exceptional national* significance for illustrating a significant type or method of construction (Criterion C).

Support-related facilities identified at MCAS Cherry Point included industrial support facilities, administrative offices, family housing, ordnance storage, and miscellaneous infrastructure. None of these support-related facilities were determined to meet the National Register criteria consideration for exceptional significance since they are not associated directly with the identified theme of military aviation (Criterion A), nor did they represent major building types designed specifically to support the installation's primary mission (Criterion C). It is recommended that the Cold War-era buildings should be re-evaluated when they reach the 50-year age criteria, after an appropriate historical perspective has been achieved.

CHAPTER VI

SUMMARY AND RECOMMENDATIONS

This report presents the results of architectural investigations at MCAS Cherry Point and three satellite annexes, including MCALF Bogue, MCOLF Atlantic, and MCHOLF Oak Grove. The current investigation identified and evaluated significant architectural resources at MCAS Cherry Point, applying the National Register of Historic Places criteria for evaluation (36 CFR 60.4 [a-d]). The report was undertaken to assist the Department of the Navy in executing its responsibilities under Section 110 of the National Historic Preservation Act (NHPA) of 1966, as amended. The architectural investigation was conducted by R. Christopher Goodwin and Associates, Inc. on behalf of the Department of the Navy, Atlantic Division, Naval Facilities Engineering Command (LANTDIVNAVFACENGCOM). All work was undertaken in accordance with the guidelines set forth in the *Secretary of Interior Standards for Historic Preservation*.

The architectural survey included the identification and documentation of 929 resources constructed between 1941 and 1957 at MCAS Cherry Point and the three annex fields. None of the World War II properties were determined to possess those qualities of significance and/or integrity necessary for listing in the National Register. In addition, none of the surveyed properties constructed between 1946 and 1957 were determined to possess *exceptional* significance within the Cold War context of military aviation and, therefore, were not eligible for National Register consideration. It is recommended that the Cold War-era buildings should be re-evaluated when they reach the 50-year age criteria, after an appropriate historical perspective has been achieved.

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ACKNOWLEDGEMENTS

R. Christopher Goodwin & Associates, Inc. would like to acknowledge the various individuals and institutions who assisted in the execution of this project. We would like to thank Naval Engineering Command, Atlantic Division, especially Mr. Bruce Larson and Mr. Michael Newbill. We would like to acknowledge the assistance of the staff of the North Carolina Department of Cultural Resources, Division of Archives and History, particularly Ms. Renee Gledhill-Earley. We would also like to thank the numerous personnel of Marine Corps Air Station Cherry Point who assisted in this undertaking, particularly thanks are due to Mr. Richard C. Evey of the Facilities Development Department, MCAS Cherry Point, who coordinated with our field teams.

Kathryn Kuranda, M. Arch. Hist.; served as Principal Investigator; Brooke V. Best M.A. served as Project Manager; W. Patrick Giglio M.F.A. served as Assistant Project Manager. Fieldwork was undertaken with the assistance of Hugh McAloon B.A. and Lex F. Campbell M.A.. Graphics were produced by Linda Marcy B.S. and Todd Fagan. The report was produced by Sharon Little and Sandi Castle.

APPENDIX I

REAL PROPERTY INVENTORY

APPENDIX I
BUILDING INVENTORY MCAS CHERRY POINT AS OF 1996

Bldg. No.	Current Function	Year	Context
7	Water Well	1942	World War II
10	Water Well	1944	World War II
11	Water Well	1944	World War II
13	Water Well	1944	World War II
75	Pumphouse	1942	World War II
80	Administration	1944	World War II
82	Industrial	1944	World War II
86	Thrift Shop	1944	World War II
87	Industrial	1945	World War II
88	Quonset Hut	1942	World War II
91	Administration	1945	World War II
93	Industrial	1944	World War II
96	Storage	1945	World War II
97	Public Works Bldg.	1,945	World War II
98	Administration	1945	World War II
103	Water Well	1942	World War II
104	Water Well	1942	World War II
107	Water Well	1942	World War II
108	Water Well	1942	World War II
110	Water Well	1942	World War II
111	Water Well	1942	World War II
112	Water Well	1942	World War II
113	Water Well	1942	World War II
121	Maintenance Shop	1942	World War II
124	Industrial	1941	World War II
125	Pumping Station	1944	World War II
177	Ind Waste Treat Fac	1942	World War II
180	Pumping Station	1942	World War II
183	Storage	1942	World War II
196	Administration	1942	World War II
197	Administration	1942	World War II
925	Quonset Hut	1945	World War II
926	Quonset Hut	1945	World War II
933	Quonset Hut	1945	World War II
935	Quonset Hut	1945	World War II
938	Quonset Hut	1945	World War II
948	Quonset Hut	1945	World War II
954	Quonset Hut	1945	World War II
959	Quonset Hut	1945	World War II
971	Quonset Hut	1945	World War II
977	Quonset Hut	1945	World War II
981	Quonset Hut	1945	World War II
983	Quonset Hut	1945	World War II
984	Quonset Hut	1945	World War II
986	Quonset Hut	1945	World War II
987	Quonset Hut	1945	World War II
988	Quonset Hut	1945	World War II
990	Toilet	1945	World War II
1082	Storage	1944	World War II
1088	Pump House	1945	World War II
1098	Water Well	1943	World War II
1198	Pump Room	1942	World War II
1402	Pump Station	1943	World War II
1502	WW-II Temp.	1942	World War II
1504	Yacht Club	1942	World War II
1652	Storage/Toilet	1944	World War II
3237	Golf Course	1945	World War II
3253	Vehicle Bridge	1943	World War II
3450	Quonset Hut	1942	World War II
3889	AC Compass Pad	1945	World War II
3958	Pier	1944	World War II
8500	Maintenance Office	1943	World War II
8509	Water Well	1943	World War II
477	Maintenance	1942	World War II
478	Maintenance	1942	World War II
482	Pool	1944	World War II
499	Staff Club	1942	World War II
168	Industrial	1942	World War II
153	Post Office	1944	World War II Administrative & Personnel
161	Medical Bldg	1943	World War II Administrative & Personnel
162	Warehouse	1943	World War II Administrative & Personnel
163	Administration	1944	World War II Administrative & Personnel
164	Industrial	1942	World War II Administrative & Personnel
169	Industrial	1942	World War II Administrative & Personnel
192	Fire Station	1944	World War II Administrative & Personnel

APPENDIX I
BUILDING INVENTORY MCAS CHERRY POINT AS OF 1996

Bldg. No.	Current Function	Year	Context
193	Fire Station	1944	World War II Administrative & Personnel
198	Administration	1942	World War II Administrative & Personnel
219	Administration	1942	World War II Administrative & Personnel
229	Administration	1945	World War II Administrative & Personnel
232	Administration	1945	World War II Administrative & Personnel
286	Administration	1945	World War II Administrative & Personnel
287	Gym	1945	World War II Administrative & Personnel
289	Pool	1944	World War II Administrative & Personnel
293	Administration	1942	World War II Administrative & Personnel
294	Administration	1945	World War II Administrative & Personnel
298	Administration	1942	World War II Administrative & Personnel
299	Administration	1943	World War II Administrative & Personnel
400	Administration	1945	World War II Administrative & Personnel
1339	Flag Pole	1945	World War II Administrative & Personnel
3159	Ball Field	1944	World War II Administrative & Personnel
3189	Tennis Court	1943	World War II Administrative & Personnel
3192	Ball Field	1944	World War II Administrative & Personnel
3193	Ball Field	1943	World War II Administrative & Personnel
3239	Tennis Court	1943	World War II Administrative & Personnel
79	Personnel Support	1944	World War II Administrative & Personnel
7002	Storage	1945	World War II Auxiliary Field
7003	Ammo Storage	1943	World War II Auxiliary Field
7005	Ammo Storage	1943	World War II Auxiliary Field
8011	Maintenance	1943	World War II Auxiliary Field
8013	Ammo Storage	1943	World War II Auxiliary Field
83	Industrial	1944	World War II Aviation
84	Industrial	1943	World War II Aviation
85	Industrial	1945	World War II Aviation
129	Industrial	1943	World War II Aviation
130	Hangar	1942	World War II Aviation
131	Hangar	1942	World War II Aviation
133	Industrial	1944	World War II Aviation
134	Industrial	1943	World War II Aviation
136	Water Well	1943	World War II Aviation
137	Industrial	1943	World War II Aviation
138	Industrial	1943	World War II Aviation
139	Industrial	1943	World War II Aviation
140	Industrial	1942	World War II Aviation
142	Training	1942	World War II Aviation
199	Control Tower/ Air Terminal	1942	World War II Aviation
404	Industrial	1945	World War II Aviation
421	Industrial	1944	World War II Aviation
422	Industrial	1944	World War II Aviation
423	Industrial	1944	World War II Aviation
427	Storage	1944	World War II Aviation
1099	Water Well	1943	World War II Aviation
1374	Storage	1943	World War II Aviation
1375	Storage	1943	World War II Aviation
1376	Storage	1943	World War II Aviation
1377	Storage	1943	World War II Aviation
1379	Storage	1943	World War II Aviation
72	Administration	1943	World War II Fuel Storage
73	Elect. Shelter	1943	World War II Fuel Storage
74	Railroad Building	1942	World War II Fuel Storage
1118	Fuel Tank	1942	World War II Fuel Storage
1119	Fuel Tank	1942	World War II Fuel Storage
1120	Fuel Tank	1942	World War II Fuel Storage
1129	Fuel Tank	1945	World War II Fuel Storage
1244	Fueling Facility	1945	World War II Fuel Storage
1246	Fuel Office	1945	World War II Fuel Storage
1252	Fuel Tank	1943	World War II Fuel Storage
1253	Fuel Tank	1943	World War II Fuel Storage
1256	Fuel Tank	1943	World War II Fuel Storage
1257	Fuel Tank	1943	World War II Fuel Storage
1315	Fuel Load Facility	1942	World War II Fuel Storage
300	Residential	1942	World War II Housing
301	Residential	1942	World War II Housing
302	Residential	1942	World War II Housing
303	Residential	1942	World War II Housing
304	Residential	1942	World War II Housing
305	Residential	1942	World War II Housing
306	Residential	1942	World War II Housing
307	Residential	1942	World War II Housing
308	Residential	1942	World War II Housing
309	Residential	1942	World War II Housing

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Bldg. No.	Current Function	Year	Context
310	Residential	1942	World War II Housing
311	Residential	1942	World War II Housing
312	Residential	1942	World War II Housing
313	Residential	1942	World War II Housing
314	Residential	1942	World War II Housing
315	Residential	1942	World War II Housing
316	Residential	1942	World War II Housing
317	Residential	1942	World War II Housing
318	Residential	1942	World War II Housing
319	Residential	1942	World War II Housing
320	Residential	1942	World War II Housing
321	Residential	1942	World War II Housing
322	Residential	1942	World War II Housing
323	Residential	1942	World War II Housing
324	Residential	1942	World War II Housing
325	Residential	1942	World War II Housing
326	Residential	1942	World War II Housing
327	Residential	1942	World War II Housing
328	Residential	1942	World War II Housing
329	Residential	1942	World War II Housing
330	Residential	1942	World War II Housing
331	Residential	1942	World War II Housing
332	Residential	1942	World War II Housing
333	Residential	1942	World War II Housing
334	Residential	1942	World War II Housing
335	Residential	1942	World War II Housing
336	Residential	1942	World War II Housing
337	Residential	1942	World War II Housing
338	Residential	1942	World War II Housing
339	Residential	1942	World War II Housing
340	Residential	1942	World War II Housing
341	Residential	1942	World War II Housing
342	Residential	1942	World War II Housing
343	Residential	1942	World War II Housing
344	Residential	1942	World War II Housing
345	Residential	1942	World War II Housing
346	Residential	1942	World War II Housing
347	Residential	1942	World War II Housing
348	Residential	1942	World War II Housing
349	Residential	1942	World War II Housing
486	BOQ	1944	World War II Housing
487	BOQ	1944	World War II Housing
492	BOQ	1943	World War II Housing
494	BOQ	1943	World War II Housing
495	BOQ	1943	World War II Housing
496	BOQ	1943	World War II Housing
497	Apartments	1943	World War II Housing
575	Residential	1942	World War II Housing
576	Residential	1942	World War II Housing
577	Residential	1942	World War II Housing
578	Residential	1942	World War II Housing
579	Residential	1942	World War II Housing
580	Residential	1942	World War II Housing
581	Residential	1942	World War II Housing
582	Residential	1942	World War II Housing
583	Residential	1942	World War II Housing
584	Residential	1942	World War II Housing
585	Residential	1942	World War II Housing
586	Residential	1942	World War II Housing
587	Residential	1942	World War II Housing
588	Residential	1942	World War II Housing
589	Residential	1942	World War II Housing
590	Residential	1942	World War II Housing
591	Residential	1942	World War II Housing
592	Residential	1942	World War II Housing
593	Residential	1942	World War II Housing
594	Residential	1942	World War II Housing
595	Residential	1942	World War II Housing
596	Residential	1942	World War II Housing
597	Residential	1942	World War II Housing
598	Residential	1942	World War II Housing
599	Residential	1942	World War II Housing
600	Residential	1942	World War II Housing
601	Residential	1942	World War II Housing
602	Residential	1942	World War II Housing

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Bldg. No.	Current Function	Year	Context
603	Residential	1942	World War II Housing
604	Residential	1942	World War II Housing
605	Residential	1942	World War II Housing
606	Residential	1942	World War II Housing
607	Residential	1942	World War II Housing
608	Residential	1942	World War II Housing
609	Residential	1942	World War II Housing
610	Residential	1942	World War II Housing
611	Residential	1942	World War II Housing
612	Residential	1942	World War II Housing
613	Residential	1942	World War II Housing
614	Residential	1942	World War II Housing
615	Residential	1942	World War II Housing
616	Residential	1942	World War II Housing
617	Residential	1942	World War II Housing
618	Residential	1942	World War II Housing
619	Residential	1942	World War II Housing
620	Residential	1942	World War II Housing
621	Residential	1942	World War II Housing
622	Residential	1942	World War II Housing
623	Residential	1942	World War II Housing
624	Residential	1942	World War II Housing
625	Residential	1942	World War II Housing
626	Residential	1942	World War II Housing
627	Residential	1942	World War II Housing
628	Residential	1942	World War II Housing
629	Residential	1942	World War II Housing
630	Residential	1942	World War II Housing
631	Residential	1942	World War II Housing
632	Residential	1942	World War II Housing
633	Residential	1942	World War II Housing
634	Residential	1942	World War II Housing
635	Residential	1942	World War II Housing
636	Residential	1942	World War II Housing
637	Residential	1942	World War II Housing
638	Residential	1942	World War II Housing
639	Residential	1942	World War II Housing
640	Residential	1942	World War II Housing
641	Residential	1942	World War II Housing
642	Residential	1942	World War II Housing
644	Residential	1942	World War II Housing
645	Residential	1942	World War II Housing
646	Residential	1942	World War II Housing
647	Residential	1942	World War II Housing
648	Residential	1942	World War II Housing
649	Residential	1942	World War II Housing
3246	Tennis Court	1943	World War II Housing
3471	WW-II Temp.	1944	World War II Housing
3691	Garage	1944	World War II Housing
3692	Garage	1944	World War II Housing
3693	Garage	1944	World War II Housing
3694	Garage	1944	World War II Housing
3695	Garage	1944	World War II Housing
3696	Garage	1944	World War II Housing
3697	Garage	1944	World War II Housing
3698	Garage	1944	World War II Housing
3699	Garage	1944	World War II Housing
3700	Garage	1944	World War II Housing
3701	Garage	1944	World War II Housing
3702	Garage	1944	World War II Housing
3703	Garage	1944	World War II Housing
3704	Garage	1944	World War II Housing
3705	Garage	1944	World War II Housing
3706	Garage	1944	World War II Housing
3707	Garage	1944	World War II Housing
3708	Garage	1944	World War II Housing
3709	Garage	1944	World War II Housing
3710	Garage	1944	World War II Housing
3711	Garage	1944	World War II Housing
3712	Garage	1944	World War II Housing
3713	Garage	1944	World War II Housing
3714	Garage	1944	World War II Housing
3715	Garage	1944	World War II Housing
3716	Garage	1944	World War II Housing
3717	Garage	1944	World War II Housing

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Bldg. No.	Current Function	Year	Context
3718	Garage	1944	World War II Housing
3719	Garage	1944	World War II Housing
3720	Garage	1944	World War II Housing
3721	Garage	1944	World War II Housing
3722	Garage	1944	World War II Housing
3723	Garage	1944	World War II Housing
3724	Garage	1944	World War II Housing
3725	Garage	1944	World War II Housing
3726	Garage	1944	World War II Housing
3727	Garage	1944	World War II Housing
3728	Garage	1944	World War II Housing
3729	Garage	1944	World War II Housing
3730	Garage	1944	World War II Housing
3731	Garage	1944	World War II Housing
3732	Garage	1944	World War II Housing
3733	Garage	1944	World War II Housing
3734	Garage	1944	World War II Housing
3736	Garage	1944	World War II Housing
114	Water Tank	1942	World War II Industrial
115	Water Tank	1942	World War II Industrial
123	Water Tank	1945	World War II Industrial
1126	Water Tank	1945	World War II Industrial
143	Administration	1943	World War II Industrial
144	Warehouse	1942	World War II Industrial
145	Warehouse	1942	World War II Industrial
146	Storage	1942	World War II Industrial
147	Warehouse	1943	World War II Industrial
148	Storage	1943	World War II Industrial
149	Storage	1942	World War II Industrial
150	Industrial	1943	World War II Industrial
151	Administration	1942	World War II Industrial
152	Heating Plant	1942	World War II Industrial
154	Warehouse	1943	World War II Industrial
155	Warehouse	1943	World War II Industrial
156	Cold Storage Warehouse	1942	World War II Industrial
157	Maintenance Shop	1942	World War II Industrial
160	Maintenance Shop	1942	World War II Industrial
263	Storage	1945	World War II Industrial
452	Administration	1945	World War II Industrial
1201	Ammo Storage	1942	World War II Ordnance
1202	Ammo Storage	1942	World War II Ordnance
1203	Ammo Storage	1942	World War II Ordnance
1204	Ammo Storage	1942	World War II Ordnance
1205	Ammo Storage	1942	World War II Ordnance
1206	Ammo Storage	1942	World War II Ordnance
1207	Ammo Storage	1942	World War II Ordnance
1208	Ammo Storage	1942	World War II Ordnance
1209	Ammo Storage	1942	World War II Ordnance
1230	Administration	1942	World War II Ordnance
1231	Ammo Storage	1942	World War II Ordnance
1232	Ammo Storage	1942	World War II Ordnance
1233	Ammo Storage	1942	World War II Ordnance
1234	Ammo Storage	1942	World War II Ordnance
1235	Ammo Storage	1942	World War II Ordnance
1236	Ammo Storage	1942	World War II Ordnance
1237	Ammo Storage	1942	World War II Ordnance
1239	Ammo Storage	1942	World War II Ordnance
1240	Ammo Storage	1942	World War II Ordnance
1260	Ammo Storage	1942	World War II Ordnance
1261	Ammo Storage	1942	World War II Ordnance
1262	Ammo Storage	1942	World War II Ordnance
1263	Ammo Storage	1942	World War II Ordnance
1264	Ammo Storage	1942	World War II Ordnance
1265	Ammo Storage	1942	World War II Ordnance
1266	Ammo Storage	1942	World War II Ordnance
1267	Ammo Storage	1942	World War II Ordnance
1268	Ammo Storage	1942	World War II Ordnance
1269	Ammo Storage	1942	World War II Ordnance
1270	Ammo Storage	1942	World War II Ordnance
1271	Ammo Storage	1942	World War II Ordnance
1272	Ammo Storage	1942	World War II Ordnance
1273	Ammo Storage	1942	World War II Ordnance
1274	Ammo Storage	1942	World War II Ordnance
1275	Ammo Storage	1942	World War II Ordnance
1290	Administration	1942	World War II Ordnance

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Bldg. No.	Current Function	Year	Context
1291	Maintenance	1943	World War II Ordnance
95	Cold Storage	1948	Cold War
247	Maintenance Building	1955	Cold War
248	Class Building	1954	Cold War
249	Gate House	1954	Cold War
251	Gate House	1953	Cold War
252	Gate House	1953	Cold War
253	Storage	1952	Cold War
418	Quonset Hut	1946	Cold War
434	Storage	1949	Cold War
484	Quonset Hut	1950	Cold War
488	Administration	1950	Cold War
491	Officers Club	1947	Cold War
960	Quonset Hut	1948	Cold War
1012	Storage	1954	Cold War
1020	Storage	1952	Cold War
1021	Administration	1953	Cold War
1022	Administration	1952	Cold War
1023	Storage	1951	Cold War
1024	Maintenance Shop	1951	Cold War
1083	Pump House	1947	Cold War
1219	Auto Shop	1953	Cold War
1227	Storage	1952	Cold War
1326	Vehicle Bridge	1952	Cold War
1327	Vehicle Bridge	1953	Cold War
1408	Pump House	1952	Cold War
1647	Air Radar Bldg	1956	Cold War
1789	Storage	1953	Cold War
1959	Fuel Load Facility	1956	Cold War
1972	Grease Rack	1956	Cold War
1973	Wash Platform	1956	Cold War
1979	Elec. Transformer	1956	Cold War
3178	Storage	1955	Cold War
3238	Golf Driving Range	1951	Cold War
3244	Transformer	1950	Cold War
3248	WW-II Temp. (moved)	1953	Cold War
3258	Pool Bath House	1955	Cold War
3259	Pool	1955	Cold War
3287	Vehicle Bridge	1947	Cold War
3303	Ball Field	1949	Cold War
3312	Picnic Ground	1952	Cold War
3329	Storage	1955	Cold War
3334	Transformer	1954	Cold War
3347	Transformer	1954	Cold War
3348	Pistol Range	1949	Cold War
3383	Fitness Facility	1955	Cold War
3394	Pump Station	1951	Cold War
3553	Toilet	1956	Cold War
3559	Picnic Facility	1956	Cold War
3770	Vehicle Bridge	1956	Cold War
3857	People Bridge	1952	Cold War
4000	Storage	1948	Cold War
4080	Bulkhead	1948	Cold War
4260	Quonset Hut	1948	Cold War
9038	AC Beacon	1956	Cold War
9039	AC Beacon	1956	Cold War
100	Chapel	1946	Cold War Administrative & Personnel
122	Water Dist Bldg	1954	Cold War Administrative & Personnel
194	Theater	1946	Cold War Administrative & Personnel
1328	People Bridge	1946	Cold War Administrative & Personnel
1414	Toilet	1953	Cold War Administrative & Personnel
188	Hangar	1946	Cold War Aviation
250	Hangar	1954	Cold War Aviation
424	Clean Shop	1947	Cold War Aviation
1016	Warehouse	1952	Cold War Aviation
1217	Storage	1953	Cold War Aviation
1350	Storage	1949	Cold War Aviation
1351	Storage	1949	Cold War Aviation
1353	Storage	1949	Cold War Aviation
1359	Storage	1949	Cold War Aviation
1362	Storage	1949	Cold War Aviation
1364	Storage	1949	Cold War Aviation
1365	Storage	1949	Cold War Aviation
1366	Storage	1949	Cold War Aviation
1369	Storage	1949	Cold War Aviation

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Bldg. No.	Current Function	Year	Context
1378	Storage	1949	Cold War Aviation
1380	Storage	1949	Cold War Aviation
1383	Storage	1949	Cold War Aviation
1384	Storage	1949	Cold War Aviation
1385	Storage	1949	Cold War Aviation
1386	Storage	1949	Cold War Aviation
1387	Storage	1949	Cold War Aviation
1388	Storage	1949	Cold War Aviation
1390	Storage	1949	Cold War Aviation
1391	Storage	1949	Cold War Aviation
1392	Storage	1949	Cold War Aviation
1393	Storage	1949	Cold War Aviation
1395	Storage	1949	Cold War Aviation
1396	Storage	1949	Cold War Aviation
1397	Storage	1949	Cold War Aviation
1662	Water Tank	1956	Cold War Aviation
1189	Fuel Tank	1952	Cold War Fuel Storage
1190	Fuel Tank	1952	Cold War Fuel Storage
1247	Pump House	1947	Cold War Fuel Storage
489	Apartments	1947	Cold War Housing
493	Apartments	1948	Cold War Housing
2000	Fire Station	1952	Cold War Housing
2001	Residential	1952	Cold War Housing
2002	Residential	1952	Cold War Housing
2003	Residential	1952	Cold War Housing
2004	Residential	1952	Cold War Housing
2005	Residential	1952	Cold War Housing
2006	Residential	1952	Cold War Housing
2007	Residential	1952	Cold War Housing
2008	Residential	1952	Cold War Housing
2009	Residential	1952	Cold War Housing
2010	Residential	1952	Cold War Housing
2011	Residential	1952	Cold War Housing
2012	Residential	1952	Cold War Housing
2013	Residential	1952	Cold War Housing
2014	Residential	1952	Cold War Housing
2015	Residential	1952	Cold War Housing
2016	Residential	1952	Cold War Housing
2017	Residential	1952	Cold War Housing
2018	Residential	1952	Cold War Housing
2019	Residential	1952	Cold War Housing
2020	Residential	1952	Cold War Housing
2021	Residential	1952	Cold War Housing
2022	Residential	1952	Cold War Housing
2023	Residential	1952	Cold War Housing
2024	Residential	1952	Cold War Housing
2025	Residential	1952	Cold War Housing
2026	Residential	1952	Cold War Housing
2027	Residential	1952	Cold War Housing
2028	Residential	1952	Cold War Housing
2029	Residential	1952	Cold War Housing
2030	Residential	1952	Cold War Housing
2031	Residential	1952	Cold War Housing
2032	Residential	1952	Cold War Housing
2033	Residential	1952	Cold War Housing
2034	Residential	1952	Cold War Housing
2035	Residential	1952	Cold War Housing
2036	Residential	1952	Cold War Housing
2037	Residential	1952	Cold War Housing
2038	Residential	1952	Cold War Housing
2039	Residential	1952	Cold War Housing
2040	Residential	1952	Cold War Housing
2041	Residential	1952	Cold War Housing
2042	Residential	1952	Cold War Housing
2043	Residential	1952	Cold War Housing
2044	Residential	1952	Cold War Housing
2045	Residential	1952	Cold War Housing
2046	Residential	1952	Cold War Housing
2047	Residential	1952	Cold War Housing
2048	Residential	1952	Cold War Housing
2049	Residential	1952	Cold War Housing
2050	Residential	1952	Cold War Housing
2051	Residential	1952	Cold War Housing
2052	Residential	1952	Cold War Housing
2053	Residential	1952	Cold War Housing

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Bldg. No.	Current Function	Year	Context
2054	Residential	1952	Cold War Housing
2055	Residential	1952	Cold War Housing
2056	Residential	1952	Cold War Housing
2057	Residential	1952	Cold War Housing
2058	Residential	1952	Cold War Housing
2059	Residential	1952	Cold War Housing
2060	Residential	1952	Cold War Housing
2063	Water Tank	1952	Cold War Housing
2067	Storage	1952	Cold War Housing
2068	Residential	1952	Cold War Housing
2069	Residential	1952	Cold War Housing
2070	Residential	1952	Cold War Housing
2071	Residential	1952	Cold War Housing
2072	Residential	1952	Cold War Housing
2073	Residential	1952	Cold War Housing
2074	Residential	1952	Cold War Housing
2075	Residential	1952	Cold War Housing
2076	Residential	1952	Cold War Housing
2077	Residential	1952	Cold War Housing
2078	Residential	1952	Cold War Housing
2079	Residential	1952	Cold War Housing
2080	Residential	1952	Cold War Housing
2081	Residential	1952	Cold War Housing
2082	Residential	1952	Cold War Housing
2083	Residential	1952	Cold War Housing
2084	Residential	1952	Cold War Housing
2085	Residential	1952	Cold War Housing
2086	Residential	1952	Cold War Housing
2087	Residential	1952	Cold War Housing
2088	Residential	1952	Cold War Housing
2089	Residential	1952	Cold War Housing
2090	Residential	1952	Cold War Housing
2091	Residential	1952	Cold War Housing
2092	Residential	1952	Cold War Housing
2093	Residential	1952	Cold War Housing
2094	Residential	1952	Cold War Housing
2095	Residential	1952	Cold War Housing
2096	Residential	1952	Cold War Housing
2097	Residential	1952	Cold War Housing
2098	Residential	1952	Cold War Housing
2099	Residential	1952	Cold War Housing
2100	Residential	1952	Cold War Housing
2101	Residential	1952	Cold War Housing
2102	Residential	1952	Cold War Housing
2103	Residential	1952	Cold War Housing
2104	Residential	1952	Cold War Housing
2105	Residential	1952	Cold War Housing
2106	Residential	1952	Cold War Housing
2107	Residential	1952	Cold War Housing
2108	Residential	1952	Cold War Housing
2109	Residential	1952	Cold War Housing
2110	Residential	1952	Cold War Housing
2111	Residential	1952	Cold War Housing
2112	Residential	1952	Cold War Housing
2113	Residential	1952	Cold War Housing
2114	Residential	1952	Cold War Housing
2115	Residential	1952	Cold War Housing
2116	Residential	1952	Cold War Housing
2117	Residential	1952	Cold War Housing
2118	Residential	1952	Cold War Housing
2119	Residential	1952	Cold War Housing
2120	Residential	1952	Cold War Housing
2121	Residential	1952	Cold War Housing
2122	Residential	1952	Cold War Housing
2123	Residential	1952	Cold War Housing
2124	Residential	1952	Cold War Housing
2125	Residential	1952	Cold War Housing
2126	Residential	1952	Cold War Housing
2127	Residential	1952	Cold War Housing
2128	Residential	1952	Cold War Housing
2129	Residential	1952	Cold War Housing
2130	Residential	1952	Cold War Housing
2131	Residential	1952	Cold War Housing
2132	Residential	1952	Cold War Housing
2133	Residential	1952	Cold War Housing

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Bldg. No.	Current Function	Year	Context
2134	Residential	1952	Cold War Housing
2135	Residential	1952	Cold War Housing
2136	Residential	1952	Cold War Housing
2137	Residential	1952	Cold War Housing
2138	Residential	1952	Cold War Housing
2139	Residential	1952	Cold War Housing
2140	Residential	1952	Cold War Housing
2141	Residential	1952	Cold War Housing
2142	Residential	1952	Cold War Housing
2143	Residential	1952	Cold War Housing
2144	Residential	1952	Cold War Housing
2145	Residential	1952	Cold War Housing
2146	Residential	1952	Cold War Housing
2147	Residential	1952	Cold War Housing
2148	Residential	1952	Cold War Housing
2149	Residential	1952	Cold War Housing
2150	Residential	1952	Cold War Housing
2151	Residential	1952	Cold War Housing
2152	Residential	1952	Cold War Housing
2153	Residential	1952	Cold War Housing
2154	Residential	1952	Cold War Housing
2155	Residential	1952	Cold War Housing
2156	Residential	1952	Cold War Housing
2157	Residential	1952	Cold War Housing
2158	Residential	1952	Cold War Housing
2160	Residential	1953	Cold War Housing
2161	Residential	1952	Cold War Housing
2162	Residential	1952	Cold War Housing
2163	Residential	1952	Cold War Housing
2164	Residential	1952	Cold War Housing
2165	Residential	1952	Cold War Housing
2166	Residential	1952	Cold War Housing
2167	Residential	1952	Cold War Housing
2168	Residential	1952	Cold War Housing
2169	Residential	1952	Cold War Housing
2170	Residential	1952	Cold War Housing
2171	Residential	1952	Cold War Housing
2172	Residential	1952	Cold War Housing
2173	Residential	1952	Cold War Housing
2174	Residential	1952	Cold War Housing
2175	Residential	1952	Cold War Housing
2176	Residential	1952	Cold War Housing
2177	Residential	1952	Cold War Housing
2178	Residential	1952	Cold War Housing
2179	Residential	1952	Cold War Housing
2180	Residential	1952	Cold War Housing
2181	Residential	1952	Cold War Housing
2182	Residential	1952	Cold War Housing
2183	Residential	1952	Cold War Housing
2184	Residential	1952	Cold War Housing
2185	Residential	1952	Cold War Housing
2186	Residential	1952	Cold War Housing
2188	Residential	1952	Cold War Housing
2189	Residential	1952	Cold War Housing
2190	Residential	1952	Cold War Housing
2191	Residential	1952	Cold War Housing
2192	Residential	1952	Cold War Housing
2193	Residential	1952	Cold War Housing
2194	Residential	1952	Cold War Housing
2195	Residential	1952	Cold War Housing
2196	Residential	1952	Cold War Housing
2197	Residential	1952	Cold War Housing
2198	Residential	1952	Cold War Housing
2199	Residential	1952	Cold War Housing
2200	Residential	1952	Cold War Housing
2201	Residential	1952	Cold War Housing
2202	Residential	1952	Cold War Housing
2203	Residential	1952	Cold War Housing
2204	Residential	1952	Cold War Housing
2205	Residential	1952	Cold War Housing
2206	Residential	1952	Cold War Housing
2207	Residential	1952	Cold War Housing
2208	Residential	1952	Cold War Housing
2209	Residential	1952	Cold War Housing
2210	Residential	1952	Cold War Housing

APPENDIX I
BUILDING INVENTORY MCAS CHERRY POINT AS OF 1996

Bldg. No.	Current Function	Year	Context
2211	Residential	1952	Cold War Housing
2212	Residential	1952	Cold War Housing
2213	Residential	1952	Cold War Housing
2214	Residential	1952	Cold War Housing
2215	Residential	1952	Cold War Housing
2216	Residential	1952	Cold War Housing
2217	Residential	1952	Cold War Housing
2218	Residential	1952	Cold War Housing
2219	Residential	1952	Cold War Housing
2220	Residential	1952	Cold War Housing
2221	Residential	1952	Cold War Housing
2222	Residential	1952	Cold War Housing
2223	Residential	1952	Cold War Housing
2224	Residential	1952	Cold War Housing
2225	Residential	1952	Cold War Housing
2226	Residential	1952	Cold War Housing
2227	Residential	1952	Cold War Housing
2228	Residential	1952	Cold War Housing
2229	Residential	1952	Cold War Housing
2230	Residential	1952	Cold War Housing
2231	Residential	1952	Cold War Housing
2232	Residential	1952	Cold War Housing
2233	Residential	1952	Cold War Housing
2234	Residential	1952	Cold War Housing
2235	Residential	1952	Cold War Housing
2236	Residential	1952	Cold War Housing
2237	Residential	1952	Cold War Housing
2238	Residential	1952	Cold War Housing
2239	Residential	1952	Cold War Housing
2240	Residential	1952	Cold War Housing
2241	Residential	1952	Cold War Housing
2242	Residential	1952	Cold War Housing
2243	Residential	1952	Cold War Housing
2244	Residential	1952	Cold War Housing
2245	Residential	1952	Cold War Housing
2246	Residential	1952	Cold War Housing
2247	Residential	1952	Cold War Housing
2248	Residential	1952	Cold War Housing
2249	Residential	1952	Cold War Housing
2250	Residential	1952	Cold War Housing
2251	Residential	1952	Cold War Housing
2252	Residential	1952	Cold War Housing
2253	Residential	1952	Cold War Housing
2254	Residential	1952	Cold War Housing
2255	Residential	1952	Cold War Housing
2256	Residential	1952	Cold War Housing
2257	Residential	1952	Cold War Housing
2258	Residential	1952	Cold War Housing
2259	Residential	1952	Cold War Housing
2260	Residential	1952	Cold War Housing
2261	Residential	1952	Cold War Housing
2262	Residential	1952	Cold War Housing
2263	Residential	1952	Cold War Housing
2264	Residential	1952	Cold War Housing
2265	Residential	1952	Cold War Housing
2266	Residential	1952	Cold War Housing
2267	Residential	1952	Cold War Housing
2268	Residential	1952	Cold War Housing
2269	Residential	1952	Cold War Housing
2270	Residential	1952	Cold War Housing
2271	Residential	1952	Cold War Housing
2272	Residential	1952	Cold War Housing
2273	Residential	1952	Cold War Housing
2274	Residential	1952	Cold War Housing
2275	Residential	1952	Cold War Housing
2276	Residential	1952	Cold War Housing
2277	Residential	1952	Cold War Housing
2278	Residential	1952	Cold War Housing
2279	Residential	1952	Cold War Housing
2280	Residential	1952	Cold War Housing
2281	Residential	1952	Cold War Housing
2282	Residential	1952	Cold War Housing
2283	Residential	1952	Cold War Housing
2284	Residential	1952	Cold War Housing
2285	Residential	1952	Cold War Housing

APPENDIX I
BUILDING INVENTORY MCAS CHERRY POINT AS OF 1996

Bldg. No.	Current Function	Year	Context
2286	Residential	1952	Cold War Housing
2287	Residential	1952	Cold War Housing
2288	Residential	1952	Cold War Housing
2289	Residential	1952	Cold War Housing
2290	Residential	1952	Cold War Housing
2291	Residential	1952	Cold War Housing
2292	Residential	1952	Cold War Housing
2293	Residential	1952	Cold War Housing
2294	Residential	1952	Cold War Housing
2295	Residential	1952	Cold War Housing
2296	Residential	1952	Cold War Housing
2297	Residential	1952	Cold War Housing
2298	Residential	1952	Cold War Housing
2299	Residential	1952	Cold War Housing
2300	Residential	1952	Cold War Housing
2301	Residential	1952	Cold War Housing
2302	Residential	1952	Cold War Housing
2303	Residential	1952	Cold War Housing
2304	Residential	1952	Cold War Housing
2305	Residential	1952	Cold War Housing
2306	Residential	1952	Cold War Housing
2307	Residential	1952	Cold War Housing
2308	Residential	1952	Cold War Housing
2309	Residential	1952	Cold War Housing
2310	Residential	1952	Cold War Housing
2311	Residential	1952	Cold War Housing
2312	Residential	1952	Cold War Housing
2313	Residential	1952	Cold War Housing
2314	Residential	1952	Cold War Housing
2315	Residential	1952	Cold War Housing
2316	Residential	1952	Cold War Housing
2317	Residential	1952	Cold War Housing
2318	Residential	1952	Cold War Housing
2319	Residential	1952	Cold War Housing
2320	Residential	1952	Cold War Housing
2321	Residential	1952	Cold War Housing
2322	Residential	1952	Cold War Housing
2323	Residential	1952	Cold War Housing
2324	Residential	1952	Cold War Housing
2325	Residential	1952	Cold War Housing
2326	Residential	1952	Cold War Housing
2327	Rec Lodge	1952	Cold War Housing
2328	Religious Center	1952	Cold War Housing
2329	Residential	1952	Cold War Housing
2330	Residential	1952	Cold War Housing
2331	Residential	1952	Cold War Housing
2332	Residential	1952	Cold War Housing
2333	Residential	1952	Cold War Housing
2334	Residential	1952	Cold War Housing
2335	Residential	1952	Cold War Housing
2336	Residential	1952	Cold War Housing
2337	Residential	1952	Cold War Housing
2338	Residential	1952	Cold War Housing
2339	Residential	1952	Cold War Housing
2340	Pump House	1952	Cold War Housing
2341	Residential	1952	Cold War Housing
2342	Residential	1952	Cold War Housing
2343	Residential	1952	Cold War Housing
2344	Residential	1952	Cold War Housing
2345	Residential	1952	Cold War Housing
2346	Residential	1952	Cold War Housing
2347	Residential	1952	Cold War Housing
2348	Residential	1952	Cold War Housing
2349	Residential	1952	Cold War Housing
2350	Residential	1952	Cold War Housing
2351	Residential	1952	Cold War Housing
2352	Residential	1952	Cold War Housing
2353	Residential	1952	Cold War Housing
2354	Residential	1952	Cold War Housing
2355	Residential	1952	Cold War Housing
2356	Residential	1952	Cold War Housing
2357	Residential	1952	Cold War Housing
2358	Residential	1952	Cold War Housing
2359	Residential	1952	Cold War Housing
2360	Residential	1952	Cold War Housing

APPENDIX I
BUILDING INVENTORY MCAS CHERRY POINT AS OF 1996

Bldg. No.	Current Function	Year	Context
2361	Residential	1952	Cold War Housing
2362	Residential	1952	Cold War Housing
2363	Residential	1952	Cold War Housing
2364	Residential	1952	Cold War Housing
2365	Residential	1952	Cold War Housing
2366	Residential	1952	Cold War Housing
2367	Residential	1952	Cold War Housing
2368	Residential	1952	Cold War Housing
2369	Residential	1952	Cold War Housing
2370	Residential	1952	Cold War Housing
2371	Residential	1952	Cold War Housing
2372	Residential	1952	Cold War Housing
2373	Residential	1952	Cold War Housing
2374	Residential	1952	Cold War Housing
2375	Residential	1952	Cold War Housing
2376	Residential	1952	Cold War Housing
2377	Residential	1952	Cold War Housing
2378	Residential	1952	Cold War Housing
2379	Residential	1952	Cold War Housing
2380	Residential	1952	Cold War Housing
2381	Residential	1952	Cold War Housing
2382	Residential	1952	Cold War Housing
2383	Residential	1952	Cold War Housing
2384	Residential	1952	Cold War Housing
2385	Residential	1952	Cold War Housing
2386	Residential	1952	Cold War Housing
2387	Residential	1952	Cold War Housing
2388	Residential	1952	Cold War Housing
2389	Residential	1952	Cold War Housing
2390	Residential	1952	Cold War Housing
2391	Residential	1952	Cold War Housing
2392	Residential	1952	Cold War Housing
2393	Residential	1952	Cold War Housing
2394	Residential	1952	Cold War Housing
2395	Residential	1952	Cold War Housing
2396	Residential	1952	Cold War Housing
2397	Residential	1952	Cold War Housing
2398	Residential	1952	Cold War Housing
2399	Residential	1952	Cold War Housing
2400	Residential	1952	Cold War Housing
2401	Residential	1952	Cold War Housing
2402	Residential	1952	Cold War Housing
2403	Residential	1952	Cold War Housing
2404	Residential	1952	Cold War Housing
2405	Residential	1952	Cold War Housing
2406	Residential	1952	Cold War Housing
2407	Residential	1952	Cold War Housing
2408	Residential	1952	Cold War Housing
2409	Residential	1952	Cold War Housing
2410	Residential	1952	Cold War Housing
2411	Residential	1952	Cold War Housing
2412	Residential	1952	Cold War Housing
2413	Residential	1952	Cold War Housing
2414	Residential	1952	Cold War Housing
2415	Residential	1952	Cold War Housing
2416	Residential	1952	Cold War Housing
2417	Residential	1952	Cold War Housing
2418	Residential	1952	Cold War Housing
2419	Residential	1952	Cold War Housing
2420	Residential	1952	Cold War Housing
2421	Residential	1952	Cold War Housing
2422	Residential	1952	Cold War Housing
2423	Residential	1952	Cold War Housing
2424	Residential	1952	Cold War Housing
2425	Residential	1952	Cold War Housing
2426	Residential	1952	Cold War Housing
2427	Residential	1952	Cold War Housing
2428	Residential	1952	Cold War Housing
2429	Residential	1952	Cold War Housing
2430	Residential	1952	Cold War Housing
2431	Religious Center	1952	Cold War Housing
2432	Residential	1952	Cold War Housing
2433	Residential	1952	Cold War Housing
2434	Residential	1952	Cold War Housing
2435	Residential	1952	Cold War Housing

APPENDIX I
BUILDING INVENTORY MCAS CHERRY POINT AS OF 1996

Bldg. No.	Current Function	Year	Context
2436	Residential	1952	Cold War Housing
2437	Residential	1952	Cold War Housing
2438	Residential	1952	Cold War Housing
2439	Residential	1952	Cold War Housing
2440	Residential	1952	Cold War Housing
2441	Residential	1952	Cold War Housing
2442	Residential	1952	Cold War Housing
2443	Residential	1952	Cold War Housing
2444	Residential	1952	Cold War Housing
2445	Residential	1952	Cold War Housing
2446	Residential	1952	Cold War Housing
2447	Residential	1952	Cold War Housing
2448	Residential	1952	Cold War Housing
2449	Residential	1952	Cold War Housing
2450	Residential	1952	Cold War Housing
2451	Residential	1952	Cold War Housing
2452	Residential	1952	Cold War Housing
2453	Residential	1952	Cold War Housing
2454	Residential	1952	Cold War Housing
159	Warehouse	1954	Cold War Industrial
191	Industrial	1947	Cold War Industrial
455	Vehicle Shop	1953	Cold War Industrial
1663	Utility Bldg	1955	Cold War Industrial
1899	Fuel Disp. Fac.	1955	Cold War Industrial
1902	Wash Platform	1952	Cold War Industrial
1276	Ammo Storage	1956	Cold War Ordnance
1277	Ammo Storage	1956	Cold War Ordnance
1278	Ammo Storage	1956	Cold War Ordnance
1279	Ammo Storage	1956	Cold War Ordnance

APPENDIX II

NORTH CAROLINA SURVEY FORMS

County Craven

NORTH CAROLINA MULTIPLE STRUCTURES FORM

This form is to be used for groups of buildings which you may not want to record individually, but which need to be noted as composing a notable entity or "clump." See instructions manual for complete details and codes other than those listed.

0 or 00 denotes undetermined or not applicable response.
 9 or 99 denotes "other;" fill in blank to indicate response.

SURVEY SITE NUMBER: _____ (Consult S & P Branch)

1. SITE NAME Fuel Storage Area, MCAS Cherry Point

2. ABBREVIATED LOCATION: SW of Runway 14 (R-14)

3. CITY/TOWN/NEAREST COMMUNITY: Havelock

4. PROXIMITY: 2 In town/city limits 1 Outside town/city limits 2

5. FIELD RECORDER(S) AND DATE(S): Hugh McAloon, Lex Campbell, Patrick Giglio 0 4 / 2 2 / 9 6

6. USES: 0 6 9 9 _____

7. TYPE SITE: 9 9 (If 00 or Single Structure, DO NOT COMPLETE THIS FORM)

Rural X rds 01	Farm Complex 02	Agricultural 03	Industrial 03	Village/Small Town 04	Mill Village 05	Residential Area 06
Commercial Area 07	Industrial 08	Resort 09	Academic Complex 10	Remedial Complex 11		

8. NUMBER OF STRUCTURES: 3 Fewer than 5 1 5-10 2 11-25 3 26-50 4 51-100 5 More than 100 6

9. BUILDING MATERIALS: 6 _____

Frame 1	Log 2	Brick 3	Stone 4	Metal 5	Modern: Block, Concrete, Steel etc 6
------------	----------	------------	------------	------------	---

10. GENERAL DATES OF RANGE: 8 _____

Pre-1780 1	1781-1800 2	1801-1835 3	1826-1865 4	1866-1885 5	1886-1915 6
1916-1930 7	1931-1945 8	1945-1970 9	1971-Present 10		

11. STYLES & TYPES: 9 9 _____

Fed 03	Fed/GK Rev 04	Gk Rev 05	Italianate 06	19th/20c Trad/Vern 09	Queen Anne 11	Neoclas Rev 12
Colonial Rev 13	Misc Vict 15	Std Commercial/Ind 16	Bungalow 25	Minimal Traditional 40		

12. LAYOUT: 9 Informal 1 Grid 2 Curvilinear 3 Other: Linear 9

13. OUTBUILDINGS AND SUPPORT FEATURES (IF ESPECIALLY NOTABLE, YOU MAY COMPLETE A SEPARATE FORM)

Type:	<u>9</u>	<u>9</u>	---	---	---	---	---	---	---	---	---
Construction:	<u>5</u>	---	---	---	---	---	---	---	---	---	---
Est Const Date:	<u>5</u>	---	---	---	---	---	---	---	---	---	---
Type:	Kitchen 01	Slave House 02	Other House 03	Garage 05	Barn 07	Tobacco Barn 08	Smokehouse 10	Dairy 11	Crib 12		
Shed 20	Privy 23	Well 24	Fence 27	Wall 28	Cemetery 33	Landscape/Plant Material 38		Tenant House 53			
Construction:	Frame 1	Log 2	Brick 3	Stone 4	Modern Materials 5	Iron/Metal 7					
Estimated Const Date (SEE NO. 52 FOR DATE RANGES)											

14. CONTRIBUTING FEATURES (Refer to manual): 9 9 --- --- --- --- --- --- --- ---

15. ASSOCIATED HISTORIC STRUCTURES FORMS: --- --- --- --- --- --- --- ---

16. ETHNIC/CULTURAL ASSOCIATION (Refer to manual): 0 0 --- --- --- ---

17. PERSONS OR EVENTS OF SIGNIFICANCE ASSOCIATED W/THE PROPERTY: (CODE LAST NAME FIRST; SEE #52 FOR DATES)

A. Type: ___ Date: ___ Name/Event: _____

B. Type: ___ Date: ___ Name/Event: _____

C. Type: ___ Date: ___ Name/Event: _____

D. Type: ___ Date: ___ Name/Event: _____

Type:	Trad Builder/Craftsman 01	Architect 02	Contractor 03	Attributed Builder 04	Original Owner 05
Significant Later Owner 06	Historically Significant Person 07		Historically Significant Event 08		

18. ENVIRONMENTAL DATA

Acreage _____ (If known or calculated for nominations)

Setting: 4 Rural Undist. 1 Rural Blt up 2 Small Town 3 Urban (over 12,500 population) 4

Quad Map _____ Quad Name: Havelock

UTM data (NR only): Zone 3 16 17 18 Northing: 3 8 6 5 0 0 0 Easting: 3 2 6 1 4 0
 1 2 3

NATIONAL REGISTER EVALUATION (Circle): Criteria A B C D Exceptions _____

19. STATUS: Appears Eligible ___ Does Not Appear Eligible at this Time X
 Contributing Bldgs in Potential District ___ Cannot Determine ___

20. AREAS OF SIGNIFICANCE (See Manual): 2 1 --- --- 21. LEVEL OF SIGNIFICANCE: ___

22. FREE COMMENT: SEE ATTACHED CONTINUATION SHEET

REQUIRED SKETCH MAP OF MULTIPLE STRUCTURES (Key to associated computer forms if applicable; indicate roadways by name and label other major topographical features.)

Continuation Sheet

66. Free Comment

Architectural Description

A total of 14 fuel storage built resources dating from the World War II period of development were documented at MCAS Cherry Point. Two separate storage areas for aviation and general fuel were constructed during the war, "Tank Farm A" and "Tank Farm B". Tank Farm A is located on Sixth Avenue near the flight line. Tank Farm B, which contains the bulk storage area, is located on Roosevelt Boulevard opposite Slocum Road. These tank farms contain both above-ground and below-ground storage with associated pumping and loading facilities. Five underground concrete tanks are located at the bulk storage area. Underground storage tanks constructed during the war typically utilized standard designs prepared by the Bureau of Yards and Docks that called for a pre-stressed, reinforced concrete tank (Grandine et al 1995).

Statement of Significance

The fuel storage facilities at MCAS Cherry Point lack individual distinction and do not have an important and specific association with the historical mission of the installation (Criterion A). They also do not represent a distinctive type, period, or method of construction (Criterion C). Thus, the fuel storage facilities at MCAS Cherry Point do not meet the National Register criteria on an individual basis or as a potential historic district.

NORTH CAROLINA MULTIPLE STRUCTURES FORM

This form is to be used for groups of buildings which you may not want to record individually, but which need to be noted as composing a notable entity or "clump." See instructions manual for complete details and codes other than those listed.

0 or 00 denotes undetermined or not applicable response.

9 or 99 denotes "other;" fill in blank to indicate response.

SURVEY SITE NUMBER: _____ (Consult S & P Branch)

1. SITE NAME Ordinance support area, MCAS Cherry Point

2. ABBREVIATED LOCATION: Approximately 1.5m from main station, off Slocum Road

3. CITY/TOWN/NEAREST COMMUNITY: Havelock

4. PROXIMITY: 2 In town/city limits 1 Outside town/city limits 2

5. FIELD RECORDER(S) AND DATE(S): Lex Campbell, Patrick Giglio, Brooke Best 0 4/0 3/9 6

6. USES: 1 1 9 9 _____

7. TYPE SITE: 9 9 (If 00 or Single Structure, DO NOT COMPLETE THIS FORM)

Rural X rds 01	Farm Complex 02	Agricultural 03	Industrial 03	Village/Small Town 04	Mill Village 05	Residential Area 06
Commercial Area 07	Industrial 08	Resort 09	Academic Complex 10	Remedial Complex 11		

8. NUMBER OF STRUCTURES: 4 Fewer than 5 1 5-10 2 11-25 3 26-50 4 51-100 5 More than 100 6

9. BUILDING MATERIALS: 6 _____

Frame 1	Log 2	Brick 3	Stone 4	Metal 5	Modern: Block, Concrete, Steel etc 6
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10. GENERAL DATES OF RANGE: 8 _____

Pre-1780 1	1781-1800 2	1801-1835 3	1826-1865 4	1866-1885 5	1886-1915 6
1916-1930 7	1931-1945 8	1945-1970 9	1971-Present 10		

11. STYLES & TYPES: 9 9 _____

Fed 03	Fed/GK Rev 04	Gk Rev 05	Italianate 06	19th/20c Trad/Vern 09	Queen Anne 11	Neoclas Rev 12
Colonial Rev 13	Misc Vict 15	Std Commercial/Ind 16	Bungalow 25	Minimal Traditional 40		

12. LAYOUT: 9 Informal 1 Grid 2 Curvilinear 3 Other: Linear 9

13. OUTBUILDINGS AND SUPPORT FEATURES (IF ESPECIALLY NOTABLE, YOU MAY COMPLETE A SEPARATE FORM)

Type:	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>
Construction:	<u>9</u>	<u>9</u>	—	—	—	—	—	—	—	—
Est Const Date:	<u>5</u>	—	—	—	—	—	—	—	—	—
Est Const Date:	<u>8</u>	—	—	—	—	—	—	—	—	—
Type:	Kitchen 01	Slave House 02	Other House 03	Garage 05	Barn 07	Tobacco Barn 08	Smokehouse 10	Dairy 11	Crib 12	
Shed 20	Privy 23	Well 24	Fence 27	Wall 28	Cemetery 33	Landscape/Plant Material 38		Tenant House 53		
Construction:	Frame 1	Log 2	Brick 3	Stone 4	Modern Materials 5	Iron/Metal 7				

Estimated Const Date (SEE NO. 52 FOR DATE RANGES)

14. CONTRIBUTING FEATURES (Refer to manual): 9 9 — — — — —

15. ASSOCIATED HISTORIC STRUCTURES FORMS: — — — — —
 — — — — —

16. ETHNIC/CULTURAL ASSOCIATION (Refer to manual): 0 0 — — — — —

17. PERSONS OR EVENTS OF SIGNIFICANCE ASSOCIATED W/THE PROPERTY: (CODE LAST NAME FIRST; SEE #52 FOR DATES)

A. Type: ___ Date: ___ Name/Event: _____

B. Type: ___ Date: ___ Name/Event: _____

C. Type: ___ Date: ___ Name/Event: _____

D. Type: ___ Date: ___ Name/Event: _____

Type:	Trad Builder/Craftsman 01	Architect 02	Contractor 03	Attributed Builder 04	Original Owner 05
Significant Later Owner 06	Historically Significant Person 07		Historically Significant Event 08		

18. ENVIRONMENTAL DATA

Acreage ___ (If known or calculated for nominations)

Setting: 4 Rural Undist 1 Rural Bld up 2 Small Town 3 Urban (over 12,500 population) 4

Quad Map ___ Quad Name: Havelock

UTM data (NR only): Zone 3 16 17 18 Northing: 3 8 6 6 0 0 0 Easting: 3 2 5 0 0 0
 1 2 3

NATIONAL REGISTER EVALUATION (Circle): Criteria A B C D Exceptions — — —

19. STATUS: Appears Eligible ___ Does Not Appear Eligible at this Time X
 Contributing Bldgs in Potential District ___ Cannot Determine ___

20. AREAS OF SIGNIFICANCE (See Manual): 2 1 — — — — — 21. LEVEL OF SIGNIFICANCE: ___

22. FREE COMMENT: SEE ATTACHED CONTINUATION SHEET

REQUIRED SKETCH MAP OF MULTIPLE STRUCTURES (Key to associated computer forms if applicable; indicate roadways by name and label other major topographical features.)

Continuation Sheet

66. Free Comment

Architectural Description

The ordnance support area at MCAS Cherry Point was composed of seven above-ground magazines and 27 earth-covered magazines (Buildings 1201-1209, 1231-1240, 1260-1275) dating from World War II. Other facilities documented in the ordnance support area included two administrative buildings and a maintenance shop. Additional ordnance storage facilities were documented at two of the outlying auxiliary air fields (AAFs), including Bogue Field and Atlantic Field. Extant World War II resources at Bogue Field included Buildings 8011 and Building 8013; three structures were recorded at Atlantic Field (Buildings 7002, 7003, and 7005). The magazines at Cherry Point utilized standardized plans developed by the Bureau of Yards and Docks during the 1930s.

Above-ground magazines were used primarily to store smokeless powder, unfused projectiles, and small arms ammunition (Grandine et al 1995:90). The above-ground magazines were constructed as one-story, poured concrete structures raised on a concrete foundation and terminating in a gable roof. The magazines range in size from one to three bays. Concrete loading platforms are located along the longitudinal elevation of the magazines.

The 27 earth-covered magazines are arched-type, high-explosive (HE) magazines. Earth-covered storage was used to store the most hazardous materials, such as bulk high explosives, aircraft bombs, fuses, and detonators. Underground storage offered a greater measure of protection and a greater control over temperature than above-ground storage buildings (Grandine et al 1995:90). The one-story magazines feature a single metal door housed in a concrete retaining wall: an earthen berm covers the roof, rear and side elevation of each magazine. Earthen blast walls are located in front of the doors of each structure.

The two World War II resources documented at Bogue Field, Buildings 8011 and Building 8013, were constructed in 1942 as arched-type HE magazines. The three World War II resources documented at Atlantic Field include a one-story, rectangular, brick storage building (Building 7002) constructed in 1945, and two arched-type HE magazines (Buildings 7003 and 7005) constructed in

1943. These magazines are identical to those constructed at the main station. Building 8011 currently is used as a maintenance shop; the three other magazines are abandoned and overgrown with vegetation.

Statement of Significance

As individual structures, ordnance storage structures rarely have important and specific associations with an historical event or pattern of events (Criterion A). Small groups of ordnance storage structures typically were constructed at many types of installations, including air stations, artillery training posts, or ordnance research and testing facilities. The ordnance storage structures were constructed to support the primary mission of the installation. Above-ground ordnance storage buildings sometimes were located near other buildings, such as near an airfield; in those cases, individual ordnance storage facilities may be considered as contributing buildings in an historic district (Grandine et al 1995).

The ordnance storage facilities at MCAS Cherry Point are isolated from the World War II historic core. The buildings were not determined to possess important and specific associations with the historical mission of the installation to qualify on their own merits or as a potential historic district.

NORTH CAROLINA MULTIPLE STRUCTURES FORM

This form is to be used for groups of buildings which you may not want to record individually, but which need to be noted as composing a notable entity or "clump." See instructions manual for complete details and codes other than those listed.

0 or 00 denotes undetermined or not applicable response.

9 or 99 denotes "other;" fill in blank to indicate response.

SURVEY SITE NUMBER: _____ (Consult S & P Branch)

1. SITE NAME Administrative and Personnel Support Area, MCAS Cherry Point

2. ABBREVIATED LOCATION: Between "C" Street and Poosevelt Blvd.

3. CITY/TOWN/NEAREST COMMUNITY: Havelock

4. PROXIMITY: 2- In town/city limits 1 Outside town/city limits 2

5. FIELD RECORDER(S) AND DATE(S): Brooke Best, Hugh McAloon 04/03/96

6. USES: 0499 0106 0902 0915 1601 _____

7. TYPE SITE: 99 (If 00 or Single Structure, DO NOT COMPLETE THIS FORM)

Rural X rds 01	Farm Complex 02	Agricultural 03	Industrial 03	Village/Small Town 04	Mill Village 05	Residential Area 06
Commercial Area 07	Industrial 08	Resort 09	Academic Complex 10	Remedial Complex 11		

8. NUMBER OF STRUCTURES: 4 Fewer than 5 1 5-10 2 11-25 3 26-50 4 51-100 5 More than 100 6

9. BUILDING MATERIALS: 1 3 5 6 _____

Frame 1	Log 2	Brick 3	Stone 4	Metal 5	Modern: Block, Concrete, Steel etc 6
------------	----------	------------	------------	------------	---

10. GENERAL DATES OF RANGE: 8 _____

Pre-1780 1	1781-1800 2	1801-1835 3	1826-1865 4	1866-1885 5	1886-1915 6
1916-1930 7	1931-1945 8	1945-1970 9	1971-Present 10		

11. STYLES & TYPES: 13 99 _____

Fed 03	Fed/GK Rev 04	Gk Rev 05	Italianate 06	19th/20c Trad/Vern 09	Queen Anne 11	Neoclas Rev 12
Colonial Rev 13	Misc Vict 15	Std Commercial/Ind 16	Bungalow 25	Minimal Traditional 40		

12. LAYOUT: 2 Informal 1 Grid 2 Curvilinear 3 Other: _____ 9

13. OUTBUILDINGS AND SUPPORT FEATURES (IF ESPECIALLY NOTABLE, YOU MAY COMPLETE A SEPARATE FORM)

Type:	<u>9</u>	<u>9</u>	—	—	—	—	—	—	—	—
Construction:	<u>1</u>	<u>3</u>	<u>5</u>	<u>7</u>	—	—	—	—	—	—
Est Const Date:	<u>8</u>	—	—	—	—	—	—	—	—	—
Type:	Kitchen 01	Slave House 02	Other House 03	Garage 05	Barn 07	Tobacco Barn 08	Smokehouse 10	Dairy 11	Crib 12	
Shed 20	Privy 23	Well 24	Fence 27	Wall 28	Cemetery 33	Landscape/Plant Material 38		Tenant House 53		
Construction:	Frame 1	Log 2	Brick 3	Stone 4	Modern Materials 5	Iron/Metal 7				
Estimated Const Date (SEE NO. 52 FOR DATE RANGES)										

14. CONTRIBUTING FEATURES (Refer to manual): 9 9 — — — — —

15. ASSOCIATED HISTORIC STRUCTURES FORMS: ** — — — — —

16. ETHNIC/CULTURAL ASSOCIATION (Refer to manual): 0 0 — — — — —

17. PERSONS OR EVENTS OF SIGNIFICANCE ASSOCIATED W/THE PROPERTY: (CODE LAST NAME FIRST; SEE #52 FOR DATES)

A. Type: ___ Date: ___ Name/Event: _____

B. Type: ___ Date: ___ Name/Event: _____

C. Type: ___ Date: ___ Name/Event: _____

D. Type: ___ Date: ___ Name/Event: _____

Type:	Trad Builder/Craftsman 01	Architect 02	Contractor 03	Attributed Builder 04	Original Owner 05
Significant Later Owner 06	Historically Significant Person 07		Historically Significant Event 08		

18. ENVIRONMENTAL DATA

Acreage _____ (If known or calculated for nominations)

Setting: 4 Rural Undist 1 Rural Bldg up 2 Small Town 3 Urban (over 12,500 population) 4

Quad Map _____ Quad Name: Havelock

UTM data (NR only): Zone 3 16 17 18 Northing: 3 8 6 3 4 6 0 Easting: 3 2 6 4 0 0

NATIONAL REGISTER EVALUATION (Circle): Criteria A B C D Exceptions — — —

19. STATUS: Appears Eligible ___ Does Not Appear Eligible at this Time X
Contributing Bldgs in Potential District ___ Cannot Determine ___

20. AREAS OF SIGNIFICANCE (See Manual): 2 1 0 4 — — — — — 21. LEVEL OF SIGNIFICANCE: ___

**Refer to Building 298 and H-style Barracks

22. FREE COMMENT: SEE ATTACHED CONTINUATION SHEET

REQUIRED SKETCH MAP OF MULTIPLE STRUCTURES (Key to associated computer forms if applicable; indicate roadways by name and label other major topographical features.)

Continuation Sheet

66. Free Comment

Architectural Description

Buildings within the administrative and personnel support area dating from World War II included a headquarters building (Building 198); post office (Building 153); fire station (Building 192); administration buildings; barracks (Buildings 219, 229, and 232); mess halls; and, miscellaneous support facilities. Most of the buildings are categorized as semi-permanent construction, and consist of wood-frame structures with brick veneer. The World War II-era buildings in this area are characterized by their simple Colonial Revival detailing, such as the red brick exteriors and white woodwork trim. The design of many of these buildings adopt standardized plans or slight variations of standardized plans designed by the Bureau of Yards and Docks.

Building 153 was constructed in 1944 to serve as the station post office. When initially built, the post office had the capacity to serve 6,500 to 10,000 men. The building was designed utilizing a Bureau of Yards and Docks standardized plan. The one-story, L-shaped brick veneer building terminates in a flat roof with monitors for interior light. A concrete loading dock covered by a metal canopy is located on the rear of the building.

The main fire station, Building 192, was constructed in 1944. The building consists of a one-story, T-shaped concrete block structure terminating in a flat roof. Two vehicular bays containing metal overhead doors occupy the front elevation. The building houses an office, mess, and sleeping area for on duty firemen.

Three buildings (Buildings 219, 229, and 232) survive as remnants of a group of standardized H-plan barracks erected at Cherry Point between 1941 and 1942. These H-plan barracks were constructed at Navy and Marine Corps installations to house enlisted personnel during the nation's military mobilization period. Both temporary and semi-permanent versions of these barracks designs (Plan Nos 301761 and 301762) were employed at Cherry Point. The buildings are two-story, H-shaped buildings terminating in two front-gabled wings and an intersecting gable roof. The walls are clad in common bond brick, and the roofs are sheathed in asphalt shingles. These buildings have undergone numerous interior and exterior renovations.

during their conversion to administrative offices, including window and door replacements and changes to the interior layout.

Buildings 293 and 294 also were constructed as barracks. Building 293 was constructed in 1942; the building currently is used as a convenience store and administrative offices. Building 294 was constructed in 1945; the building currently houses the Provost Marshall's Office. Building 293 is a one-story brick veneer building consisting of a central, gable roof main block and three intersecting cross gable wings. A modern brick addition with glass storefront windows has been added to the southwest (front) elevation. Building 294 is a one-story brick veneer building featuring a central, gable roof core with five intersecting cross gable wings. The windows along the upper level of the building have been infilled.

Building 198, the MCAS and MAW Headquarters Building, was constructed in 1942. The two-story, irregular plan, brick veneer building terminates in a series of intersecting gable roofs. The roofs are sheathed in standing-seam metal. A semi-circular drive leads to the side (northeast) elevation, which is defined by a flush pedimented gable entrance. The main entrance is located on the southeast elevation, in between two projecting gable wings. The entrance consists of double wood-paneled doors framed by wood pilasters. A two-story flat roof portico supported by four aluminum-clad columns defines the main entrance. The building overlooks the parade ground located to the southeast. Other administrative buildings clustered around this area include Building 299, constructed in 1942, and Building 400, constructed in 1945.

Building 298 was built in 1942 as the enlisted mens' recreational building. The building currently serves as post exchange. The two-story, E-shaped brick building exhibits restrained Colonial Revival stylistic references. A central, hipped roof entrance with flanking cross gables projects from the main elevation. Alterations to the building include infilled window openings, and window and door replacements.

Building 287 was constructed in 1945 as the gym. The one-story, rectangular, corrugated metal building terminates in an arched metal roof. The roof is supported by a series of laminated wood arch trusses. Lower flat roof wings occupy the sides of the building and contain offices, locker rooms, and workout rooms. Windows along these side wings consist of bands of two-light sliding track metal sash. Large hangar type doors are located at each end of the gym to provide access

and ventilation. Other recreational facilities located near the gym include ball fields, tennis courts, and an outdoor swimming pool.

Statement of Significance

Buildings within the administrative and personnel support area do not have a strong association with the World War II mission of the installation (Criterion A), nor do they represent an important aspect of World War II permanent construction (Criterion C). In addition, many of the buildings within this area no longer retain sufficient integrity to convey their period of significance.

NORTH CAROLINA MULTIPLE STRUCTURES FORM

This form is to be used for groups of buildings which you may not want to record individually, but which need to be noted as composing a notable entity or "clump." See instructions manual for complete details and codes other than those listed.

0 or 00 denotes undetermined or not applicable response.
 9 or 99 denotes "other;" fill in blank to indicate response.

SURVEY SITE NUMBER: _____ (Consult S & P Branch)

1. SITE NAME Industrial Support Area, MCAS Cherry Point

2. ABBREVIATED LOCATION: N side of "A" Street, between Wright and Curtis Roads, NW of the aviation support area.

3. CITY/TOWN/NEAREST COMMUNITY: Havelock

4. PROXIMITY: 2 In town/city limits 1 Outside town/city limits 2

5. FIELD RECORDER(S) AND DATE(S): Hugh McAloon, Brooke Best, Patrick Giglio 0 4/0 3/9 6

6. USES: 0 6 1 3 0 6 9 9 _____

7. TYPE SITE: 0 8 (If 00 or Single Structure, DO NOT COMPLETE THIS FORM)

Rural X rds. 01	Farm Complex 02	Agricultural Industrial 03	Village/Small Town 04	Mill Village 05	Residential Area 06
Commercial Area 07	Industrial 08	Resort 09	Academic Complex 10	Remedial Complex 11	

8. NUMBER OF STRUCTURES: 3 Fewer than 5 1 5-10 2 11-25 3 26-50 4 51-100 5 More than 100 6

9. BUILDING MATERIALS: 3 5 6 _____

Frame 1	Log 2	Brick 3	Stone 4	Metal 5	Modern: Block, Concrete, Steel etc 6
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10. GENERAL DATES OF RANGE: 8 _____

Pre-1780 1	1781-1800 2	1801-1835 3	1826-1865 4	1866-1885 5	1886-1915 6
1916-1930 7	1931-1945 8	1945-1970 9	1971-Present 10		

11. STYLES & TYPES: 9 9 _____

Fed 03	Fed/GK Rev 04	Gk Rev 05	Italianate 06	19th/20c Trad/Vern 09	Queen Anne 11	Neoclas Rev 12
Colonial Rev 13	Misc Vict 15	Std Commercial/Ind 16	Bungalow 25	Minimal Traditional 40		

12. LAYOUT: 9 Informal 1 Grid 2 Curvilinear 3 Other: _____

13. OUTBUILDINGS AND SUPPORT FEATURES (IF ESPECIALLY NOTABLE, YOU MAY COMPLETE A SEPARATE FORM)

Type:	<u>9</u>	<u>9</u>	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Construction:	<u>3</u>	<u>5</u>	<u>7</u>	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Est Const Date:	<u>8</u>	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Type:	Kitchen 01	Slave House 02	Other House 03	Garage 05	Barn 07	Tobacco Barn 08	Smokehouse 10	Dairy 11	Crib 12
Shed 20	Privy 23	Well 24	Fence 27	Wall 28	Cemetery 33	Landscape/Plant Material 38		Tenant House 53	
Construction:	Frame 1		Log 2	Brick 3	Stone 4	Modern Materials 5			Iron/Metal 7

Estimated Const Date (SEE NO. 52 FOR DATE RANGES)

14. CONTRIBUTING FEATURES (Refer to manual): 9 9 — — — — — — — — — —

15. ASSOCIATED HISTORIC STRUCTURES FORMS: — — — — — — — — — —
 — — — — — — — — — —

16. ETHNIC/CULTURAL ASSOCIATION (Refer to manual): 0 0 — — — — — — — — — —

17. PERSONS OR EVENTS OF SIGNIFICANCE ASSOCIATED W/THE PROPERTY: (CODE LAST NAME FIRST; SEE #52 FOR DATES)

A. Type: ___ Date: ___ Name/Event: _____
 B. Type: ___ Date: ___ Name/Event: _____
 C. Type: ___ Date: ___ Name/Event: _____
 D. Type: ___ Date: ___ Name/Event: _____

Type:	Trad Builder/Craftsman 01	Architect 02	Contractor 03	Attributed Builder 04	Original Owner 05
Significant Later Owner 06	Historically Significant Person 07		Historically Significant Event 08		

18. ENVIRONMENTAL DATA

Acreeage _____ (If known or calculated for nominations)

Setting: 4 Rural Undist 1 Rural Blt up 2 Small Town 3 Urban (over 12,500 population) 4

Quad Map _____ Quad Name: Havelock, NC

UTM data (NR only): Zone 3 16 17 18 Northing: 3 8 6 3 4 6 0 Easting: 3 2 6 7 8 0
 1 2 3

NATIONAL REGISTER EVALUATION (Circle): Criteria A B C D Exceptions — — —

19. STATUS: Appears Eligible ___ Does Not Appear Eligible at this Time X
 Contributing Bldgs in Potential District ___ Cannot Determine ___

20. AREAS OF SIGNIFICANCE (See Manual): 2 1 — — — — — 21. LEVEL OF SIGNIFICANCE: ___

22. FREE COMMENT: SEE ATTACHED CONTINUATION SHEET

REQUIRED SKETCH MAP OF MULTIPLE STRUCTURES (Key to associated computer forms if applicable; indicate roadways by name and label other major topographical features.)

Continuation Sheet

66. Free Comment

Architectural Description

A total of 21 industrial-related resources were documented at MCAS Cherry Point that were constructed between 1941-1945. The major type of World War II resources located within the industrial support area includes warehouse and general storage buildings (Buildings 144, 145, 146, 147, 148, 149, 150, 154, 155, and 156). Other industrial support facilities dating from World War II include a central heating plant (Building 152), maintenance shops (Buildings 157 and 160), and miscellaneous support buildings.

The World War II warehouses are situated on the north side of "A" Street, between Wright and Curtis roads, northwest of the aviation support area. A railroad line along "A" Street contains four spur lines that provide additional access to the warehouses. These buildings were designed as long, one-story rectangular structures terminating in low-pitched side-gabled roofs. Monitor roofs are employed on several of the warehouses (Buildings 147, 148, and 150). Concrete block firewalls extend above the roofline. Windows consist of multi-light, metal industrial sash; in some cases, the windows have been replaced with one-over-one double hung aluminum sash. The front and rear elevations contain rows of metal sliding-track and overhead freight doors and raised concrete loading docks. Louvered metal vents, industrial metal-sash windows, and smaller, single metal doors are interspersed between the freight doors. The freight doors were arranged to allow motor vehicle access along one side and railroad access along the other side. The interior of the buildings is characterized by high ceilings and unobstructed floor areas, which facilitated the use of fork-lift equipment for stacking supplies on pallets. The original design of the buildings called for steel framing, however, critical shortages of steel during the early 1940s resulted in the substitution with wood and concrete framing. These buildings exhibit minimal ornamentation and are characterized by their utilitarian design based on functional requirements.

Buildings 144 and 145 were built in 1942 as Aircraft Storehouse No.1 and No.2. Both buildings consist of a one-story, rectangular, steel-frame structure terminating in a side-gabled roof. The exterior walls and roof are sheathed in corrugated metal siding. The front and rear elevations

contain rows of metal overhead track doors and a raised concrete loading dock. Building 145 was constructed originally to store large aeronautical parts. This is reflected in the building's design, which is taller and contains larger doors than Building 144.

Building 146 was constructed in 1942 to house inflammable materials. The structure is a one-story, rectangular poured concrete building terminating in a flat parapet roof. An overhead metal door is positioned at each end of the building, and is accessed by a concrete loading dock. The original industrial metal-sash windows have been replaced. The building is currently used as an industrial shop.

Three large warehouses (Buildings 147, 148, and 150) were constructed at the station in 1943. Building 147, which measured 200 feet by 560 feet, was used originally as a general storage building (i.e., flight clothing) and housed the Quartermaster Department offices (Jacobs [n.d.]:96). Building 148 and 150 functioned as general storage warehouses. These buildings were designed as one-story, rectangular, wood-frame structures terminating in low-pitched gable roofs with parapet end walls. The exterior of the buildings is clad in a brick veneer. A monitor roof projects from the main roof ridge and provides additional natural light and ventilation to the building's interior. The side elevations contain a row of metal sliding-track doors. Industrial metal-sash windows are positioned in between the door openings. A raised concrete loading dock extends along both sides of the building. The buildings are accessed by both vehicular and rail traffic.

Building 156 was built in 1943 as a cold storage building, which was capable of storing 30 days of supplies for 3,750 men. The building is situated near the intersection of "C" Street and Curtis Road, to the rear (west) of Building 150. The one-story, rectangular brick building terminates in a flat roof. The building is raised on a concrete foundation and is clad in common bond brick. A raised concrete loading platform extends along the front (east) elevation and side (north) elevation to provide access to the building. Railroad tracks extend along the north side of the building. The front elevation contains a metal sliding-track door, a single door, and a set of double doors. A single reinforced metal door is centered on the north and south ends of the building. Two one-over-one double hung aluminum-sash windows are located on the south side of the building; the openings are flanked by louvered metal vents. No openings punctuate the rear (west) elevation.

Buildings 154 and 155, located off Cleveland Drive southeast of "A" Street, are nearly identical warehouses constructed in 1943. Both warehouses employed wood-frame construction due to the shortage of critical materials. The large one-story, rectangular warehouses terminate in gable roofs. The exterior walls and roof are sheathed in metal siding. The interior space of both warehouses is divided by three masonry firewalls. The front and rear elevations are defined metal, sliding track doors and a raised concrete loading dock.

Building 152 was constructed 1942 as the central heating plant, which provided district heating to the station. The local electric company supplied power to the station. Building 152 is a two-story, steel-frame structure covered in a brick veneer. The building terminates in a flat parapet roof. The exterior is defined by rows of industrial metal-sash windows. A one-story office wing projects from the building's north elevation. As originally designed, the heating plant was to be fueled by oil, but was converted to coal prior to its completion. Coal storage was located east of the building and transported via conveyors to hoppers along the roof of the building. A railroad spur was used to deliver the coal.

Buildings 157 and 160 were constructed in 1942 as vehicle maintenance shops. Both buildings consist of a one-story, metal-frame and brick-veneer building terminating in a low-pitched side-gabled roof. Vehicle bays containing metal overhead track doors occupy the sides of the buildings. Industrial metal-sash windows are located in between the vehicle bays. Open gravel vehicular storage areas enclosed by chain-link fences are located adjacent to these buildings.

Building 163, located on Curtis Road, was constructed in 1944. The one-story, brick building originally housed administrative offices. The original design of the building has been modified by numerous additions and alterations. Windows throughout the building have been replaced with one-over-one double hung metal sash. Doors consist of single and double replacement metal-frame and glass doors. A one-story flat roof addition extends from the rear (north) of the building.

Statement of Significance

As individual buildings, general storage buildings typically do not have important and specific associations with an historical event or pattern of events. Storage buildings may contribute

to an historic district if they are part of the concentration of properties that compose the historic district and retain integrity from the district's period of significance. The buildings within the industrial support area served as supporting facilities to the installation's primary mission. None of the warehouses at MCAS Cherry Point were determined to possess significance on an individual basis, nor did they comprise a potential historic district.

NORTH CAROLINA MULTIPLE STRUCTURES FORM

This form is to be used for groups of buildings which you may not want to record individually, but which need to be noted as composing a notable entity or "clump." See instructions manual for complete details and codes other than those listed.

0 or 00 denotes undetermined or not applicable response.

9 or 99 denotes "other;" fill in blank to indicate response.

SURVEY SITE NUMBER: _____ (Consult S & P Branch)

1. SITE NAME Aviation Support Area, MCAS Cherry Point

2. ABBREVIATED LOCATION: Intersection of Runway 14 (R-14), Runway 5 (R-5), and Roosevelt Blvd.

3. CITY/TOWN/NEAREST COMMUNITY: Havelock

4. PROXIMITY: 2 In town/city limits 1 Outside town/city limits 2

5. FIELD RECORDER(S) AND DATE(S): Patrick Giglio, Hugh McAloon, Lex Campbell 0 4 / 1 7 / 9 6

6. USES: 0 8 2 9 0 8 3 1 1 3 9 9 0 6 1 3 _____

7. TYPE SITE: 0 8 (If 00 or Single Structure, DO NOT COMPLETE THIS FORM)

Rural X rds 01	Farm Complex 02	Agricultural 03	Industrial 03	Village/Small Town 04	Mill Village 05	Residential Area 06
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Commercial Area 07	Industrial 08	Resort 09	Academic Complex 10	Remedial Complex 11
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8. NUMBER OF STRUCTURES: 8 Fewer than 5 1 5-10 2 11-25 3 26-50 4 51-100 5 More than 100 6

9. BUILDING MATERIALS: 3 5 6 _____

Frame 1	Log 2	Brick 3	Stone 4	Metal 5	Modern: Block, Concrete, Steel etc 6
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10. GENERAL DATES OF RANGE: 8 _____

Pre-1780 1	1781-1800 2	1801-1835 3	1826-1865 4	1866-1885 5	1886-1915 6
1916-1930 7	1931-1945 8	1945-1970 9	1971-Present 10		

11. STYLES & TYPES: 9 9 _____

Fed 03	Fed/GK Rev 04	Gk Rev 05	Italianate 06	19th/20c Trad/Vern 09	Queen Anne 11	Neoclas Rev 12
Colonial Rev 13	Misc Vict 15	Std Commercial/Ind 16	Bungalow 25	Minimal Traditional 40		

12. LAYOUT: 2 Informal 1 Grid 2 Curvilinear 3 Other: 9

13. OUTBUILDINGS AND SUPPORT FEATURES (IF ESPECIALLY NOTABLE, YOU MAY COMPLETE A SEPARATE FORM)

Type:	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>
Construction:	<u>3</u>	<u>5</u>	<u>7</u>							
Est Const Date:	<u>8</u>									
Type:	Kitchen 01	Slave House 02	Other House 03	Garage 05	Barn 07	Tobacco Barn 08	Smokehouse 10	Dairy 11	Crib 12	
Shed 20	Privy 23	Well 24	Fence 27	Wall 28	Cemetery 33	Landscape/Plant Material 38		Tenant House 53		
Construction:	Frame 1	Log 2	Brick 3	Stone 4	Modern Materials 5	Iron/Metal 7				
Estimated Const Date (SEE NO. 52 FOR DATE RANGES)										

14. CONTRIBUTING FEATURES (Refer to manual): 9 9 _____

15. ASSOCIATED HISTORIC STRUCTURES FORMS: ** _____

16. ETHNIC/CULTURAL ASSOCIATION (Refer to manual): 0 0 _____

17. PERSONS OR EVENTS OF SIGNIFICANCE ASSOCIATED W/THE PROPERTY: (CODE LAST NAME FIRST; SEE #52 FOR DATES)

A. Type: 0 8 Date: 8 Name/Event: W W I I M i l i t a r y A v i a t i o n

B. Type: _____ Date: _____ Name/Event: _____

C. Type: _____ Date: _____ Name/Event: _____

D. Type: _____ Date: _____ Name/Event: _____

Type:	Trad Builder/Craftsman 01	Architect 02	Contractor 03	Attributed Builder 04	Original Owner 05
Significant Later Owner 06	Historically Significant Person 07		Historically Significant Event 08		

18. ENVIRONMENTAL DATA

Acreege _____ (If known or calculated for nominations)

Setting: 4 Rural Undist 1 Rural Blt up 2 Small Town 3 Urban (over 12,500 population) 4

Quad Map _____ Quad Name: Havelock, NC

UTM data (NR only): Zone 3 16 17 18 Northing: 3 8 6 3 7 6 0 Easting: 3 2 7 2 5 0

NATIONAL REGISTER EVALUATION (Circle): Criteria A B C D Exceptions _____

19. STATUS: Appears Eligible _____ Does Not Appear Eligible at this Time X
Contributing Bldgs in Potential District _____ Cannot Determine _____

20. AREAS OF SIGNIFICANCE (See Manual): 2 1 0 4 21. LEVEL OF SIGNIFICANCE: _____

**Refer to Building 130 and Building 131

22. FREE COMMENT: SEE ATTACHED CONTINUATION SHEET

REQUIRED SKETCH MAP OF MULTIPLE STRUCTURES (Key to associated computer forms if applicable; indicate roadways by name and label other major topographical features.)

Continuation Sheet

66. Free Comment

Architectural Description

The historic core of MCAS Cherry Point is concentrated within a triangular parcel of land bounded by the intersection of runway fourteen (R-14), runway five (R-5), and Roosevelt Boulevard. The aviation support area is situated adjacent to the aircraft taxiways and the two main runways (R-14 or R-5), and contains the flight line, the hangar complex, and secondary support structures. Extant World War II resources located within this area include a parachute loft (Building 129), two hangars (Buildings 130 and 131), an industrial repair facility (Building 133), a hangar/administration building (Building 137), a control tower (Building 199), and miscellaneous shops and support structures (Buildings 83-85, 134, 136, 138-140, 142, 404, 421-423, 427, 1099, 1374-1377, and 1379).

The aviation repair and maintenance structures consist primarily of permanent construction buildings, and are characterized as one- or two-story steel-frame structures clad in brick veneer, corrugated metal, or metal sheeting. Large, continuous spans of industrial metal-sash windows and large, metal sliding-track hangar doors define the buildings' exterior. The building design maximized construction speed, the use of natural light, and minimized construction costs.

Building 129 was constructed in 1943 to house the air station parachute department, which provided for the storage and maintenance of station parachutes. The parachute loft is a one-story, rectangular brick building terminating in a low-pitched gable roof. A rectangular brick tower projects from the building. The building's original configuration has been obscured by several modern additions. A two-story brick addition was constructed along the north elevation, and a one-story brick addition extends along the south and east sides of the building.

Buildings 130 and 131, formerly known as Seaplane Hangar No.1 and No.2, were constructed in 1942. Both hangars represent standardized seaplane hangars designed by the Bureau of Yards and Docks (Yards and Docks Drawing No. 302,257).

Building 133 was built in 1944 as an engine overhaul and test cells building. Original drawings for Building 133 were completed by the Bureau of Yards and Docks (Yards and Docks Drawing No. 264,367). The two-and-one half-story structure adopts an irregular footprint and

terminates in a front-gabled roof. As originally designed, the building covered an area of 159,523 square feet. The concrete-frame and brick structure housed its own power plant, which was used to regulate the interior climate of the laboratory areas and test cells (Jacobs [n.d.]:78). Building 133 has been expanded subsequently through a series of additions, which has increased significantly the size of the structure.

Building 137 was constructed in 1943 to serve as an assembly and repair (A&R) building. The shop at MCAS Cherry Point was the fourth of a series of A&R buildings designed by the Bureau of Yards and Docks during World War II that employed a similar design (Yards and Docks Drawing No. 301,331). Similar A&R structures were constructed at naval stations in Jacksonville, Florida; Quonset Point, Rhode Island; and Corpus Christi, Texas. The shops were designed to provide facilities for the assembly and major repair of aircraft (except major engine repairs) (Jacobs [n.d.]:74). The two-story, irregular plan, brick and steel-frame structure contains two separate hangar sections and numerous shop spaces. The buildings' original footprint covered an area 305,683 square feet; subsequent additions have resulted in significantly expanding the structure (Jacobs [n.d.]:77). Building 137, which stands as the largest structure at MCAS Cherry Point, currently houses the administrative offices and industrial shops for the Naval Aviation Depot (NADEP).

Building 199 was constructed in 1942 as the station's operations and aircraft control tower. The building is located at the intersection of the main runways, R-14 and R-5, which provides a view of the entire airfield to facilitate control of take-off and landings. The two-story, concrete building adopts an irregular plan and terminates in a flat parapet roof. A two-story, rectangular concrete block is located at the southeast corner of the building and contains an octagonal, metal-frame control tower with a rooftop observation deck. Most of the doors and windows throughout the building have been replaced. Windows consist of one-over-one double hung metal sash. Several additions also have been constructed over the years, which have altered the original configuration of the building. Building 199 currently is being remodeled.

Statement of Significance

MCAS Cherry Point was established as one of eight U.S. Marine aviation installations during World War II, and grew to become the principal training center for Marine Corps aviators on the East Coast during the war. Cherry Point conducted a wide range of training activities, including air bomber ground training, celestial navigation training, chemical warfare training, free gunnery training, "link" training, ordnance training, recognition training, search and rescue training, station gunnery training, and "synthetic" training. Cherry Point served as a Marine transfer, discharge, and promotion point for both officers and enlisted personnel throughout the war. The station also conducted anti-submarine patrols along the Atlantic coast to protect allied shipping in the offshore sea lanes (McVarish 1994:8; Coletta 1985:107-111).

Preparation of the Cherry Point site was initiated in August 1941, and included the construction of aircraft runways and temporary buildings to house recruits. The field was operational by December 1941 and was dedicated officially as U.S. Marine Corps Air Station (MCAS) Cherry Point. The installation experienced exponential growth throughout the war years, with the construction of both temporary and permanent structures to support its primary mission of aviation training. Most of the buildings at Cherry Point were semi-permanent construction, with brick and steel used for the aircraft storehouses.

On 23 July 1942, Cherry Point was authorized to receive aviation personnel for recruit training. By November, the Third Marine Air Wing (MAW) was established at Cherry Point. Initial activity of the MAW included photographic reconnaissance missions; ferrying aircraft from eastern manufacturing facilities to the maintenance facilities at Cherry Point for modification; training of paratroopers; transporting personnel and materials; and establishing a ground school. Following its training at Cherry Point, the unit was assigned to combat duty in the Pacific in September 1943. The Ninth MAW was formed to replace the departed Third MAW, and was commissioned on 1 April 1944. Its primary mission was to organize, equip, and train Marine Air units for combat operations (McVarish 1994:7). Throughout World War II, Cherry Point housed over 100 aircraft squadrons, including Army Air Force bombers, Navy fighter, air warning, and bomber units, and Marine support, observation, and bomber types. The Third and Ninth MAW were organized and trained at Cherry Point (Coletta 1985:107-109).

The World War II buildings within the aviation support area represent an important property type associated directly with the installation's primary mission. As a group of resources, however, these buildings were determined to lack sufficient integrity to convey their World War II period of significance. Many of the buildings have undergone substantial alterations that have obscured their original configuration. For example, the exterior of Building 129 has been enveloped completely by modern additions. The interior plan also has been altered to accommodate the building's new use. The original configurations of Buildings 133 and 137 have been expanded significantly through a series of additions. These additions have diminished the buildings' overall form and character-defining features.

In terms of a potential historic district, the area's historic setting has been significantly altered and no longer stands as an intact, cohesive collection of World War II resources. Post-war development, including new construction, vehicular parking, and open storage areas have obscured the original functional relationships between the buildings. As a result, the overall plan of the aviation support area from the World War II era is not clearly delineated. In addition, extensive modifications to the built resources within the historic core have further detracted from the integrity of the potential district. The aviation support area does not possess those qualities of integrity necessary for listing as a potential district.

NORTH CAROLINA MULTIPLE STRUCTURES FORM

This form is to be used for groups of buildings which you may not want to record individually, but which need to be noted as composing a notable entity or "clump." See instructions manual for complete details and codes other than those listed.

0 or 00 denotes undetermined or not applicable response.

9 or 99 denotes "other;" fill in blank to indicate response.

SURVEY SITE NUMBER: _____ (Consult S & P Branch)

1. SITE NAME Family Housing Area, MCAS Cherry Point

2. ABBREVIATED LOCATION: Along Neuse River, N of Runway 14 (R-14) and Runway 5 (R-5)

3. CITY/TOWN/NEAREST COMMUNITY: Havelock

4. PROXIMITY: 2 In town/city limits 1 Outside town/city limits 2

5. FIELD RECORDER(S) AND DATE(S): Patrick Giglio, Brooke Best, Lex Campbell 0 4/0 2/9 6

6. USES: 0 1 0 2 0 1 0 3 0 1 0 6 _____

7. TYPE SITE: 0 6 (If 00 or Single Structure, DO NOT COMPLETE THIS FORM)

Rural X rds 01	Farm Complex 02	Agricultural 03	Industrial 04	Village/Small Town 05	Mill Village 06	Residential Area 07
Commercial Area 08	Industrial 09	Resort 10	Academic Complex 11	Remedial Complex 12		

8. NUMBER OF STRUCTURES: 5 Fewer than 5 1 5-10 2 11-25 3 26-50 4 51-100 5 More than 100 6

9. BUILDING MATERIALS: 1 3 6 _____

Frame 1	Log 2	Brick 3	Stone 4	Metal 5	Modern: Block, Concrete, Steel etc 6
------------	----------	------------	------------	------------	---

10. GENERAL DATES OF RANGE: 8 _____

Pre-1780 1	1781-1800 2	1801-1835 3	1826-1865 4	1866-1885 5	1886-1915 6
1916-1930 7	1931-1945 8	1945-1970 9	1971-Present 10		

11. STYLES & TYPES: 1 3 _____

Fed 03	Fed/GK Rev 04	Gk Rev 05	Italianate 06	19th/20c Trad/Vern 09	Queen Anne 11	Neoclas Rev 12
Colonial Rev 13	Misc Vict 15	Std Commercial/Ind 16	Bungalow 25	Minimal Traditional 40		

12. LAYOUT: 3 Informal 1 Grid 2 Curvilinear 3 Other: _____

13. OUTBUILDINGS AND SUPPORT FEATURES (IF ESPECIALLY NOTABLE, YOU MAY COMPLETE A SEPARATE FORM)

Type:	<u>9</u>	<u>9</u>	---	---	---	---	---	---	---	---
Construction:	<u>1</u>	<u>3</u>	<u>5</u>	---	---	---	---	---	---	---
Est Const Date:	<u>8</u>	---	---	---	---	---	---	---	---	---
Type:	Kitchen 01	Slave House 02	Other House 03	Garage 05	Barn 07	Tobacco Barn 08	Smokehouse 10	Dairy 11	Crib 12	
Shed 20	Privy 23	Well 24	Fence 27	Wall 28	Cemetery 33	Landscape/Plant Material 38		Tenant House 53		
Construction:	Frame 1	Log 2	Brick 3	Stone 4	Modern Materials 5	Iron/Metal 7				

Estimated Const Date (SEE NO. 52 FOR DATE RANGES)

14. CONTRIBUTING FEATURES (Refer to manual): 9 9 --- --- --- --- --- --- --- ---

15. ASSOCIATED HISTORIC STRUCTURES FORMS: ---

16. ETHNIC/CULTURAL ASSOCIATION (Refer to manual): 0 0 --- --- --- ---

17. PERSONS OR EVENTS OF SIGNIFICANCE ASSOCIATED W/THE PROPERTY: (CODE LAST NAME FIRST; SEE #52 FOR DATES)

- A. Type: ___ Date: ___ Name/Event: _____
- B. Type: ___ Date: ___ Name/Event: _____
- C. Type: ___ Date: ___ Name/Event: _____
- D. Type: ___ Date: ___ Name/Event: _____

Type:	Trad Builder/Craftsman 01	Architect 02	Contractor 03	Attributed Builder 04	Original Owner 05
Significant Later Owner 06	Historically Significant Person 07		Historically Significant Event 08		

18. ENVIRONMENTAL DATA

Acreege _____ (If known or calculated for nominations)

Setting: 4 Rural Undist 1 Rural Blt up 2 Small Town 3 Urban (over 12,500 population) 4

Quad Map _____ Quad Name: Cherry Point

UTM data (NR only): Zone 3 16 17 18 Northing: 3 8 6 8 4 5 0 Easting: 3 2 9 4 5 0
 1 2 3

NATIONAL REGISTER EVALUATION (Circle): Criteria A B C D Exceptions _____

19. STATUS: Appears Eligible ___ Does Not Appear Eligible at this Time X
 Contributing Bldgs in Potential District ___ Cannot Determine ___

20. AREAS OF SIGNIFICANCE (See Manual): 2 1 --- --- 21. LEVEL OF SIGNIFICANCE: ___

22. FREE COMMENT: SEE ATTACHED CONTINUATION SHEET

REQUIRED SKETCH MAP OF MULTIPLE STRUCTURES (Key to associated computer forms if applicable; indicate roadways by name and label other major topographical features.)

Continuation Sheet

66. Free Comment

Architectural Description

Family housing accounts for roughly 47 per cent (178 buildings) of the extant World War II resources at MCAS Cherry Point. The officers' housing area is located along the Neuse River north of Roosevelt Boulevard, approximately 3.5 miles from the core of the station. Physically isolated from the remainder of the station, the residential area consists of 49 single-family residences, including five ranking officers' houses (Building 315-319); six former Bachelor Officer's Quarters (Buildings 492, 493, 494, 495, 496, and 497); an officers' apartment (Building 486); 74 married enlisted mens' quarters; and recreational facilities. The design and layout of the residential area is characteristic of a suburban neighborhood, as evidenced by the curvilinear streetscape, tree-lined sidewalks, open lawn areas, and ornamental plantings. Buildings in the officer's housing area are set back from the street and share a similar architectural vocabulary. All of these aspects contribute to the overall unity of the residential area.

The single-family officers' housing was constructed in 1942 along Jefferson Boulevard and Wilson Drive. The 49 residential units (Buildings 300-349) were designed as two-story, T-shaped wood-frame structures terminating in intersecting side-gabled roofs. A central brick chimney punctuates the roofline. The first floor level is clad in brick veneer, while the second story level is clad in horizontal vinyl siding. A one-story kitchen wing extends from the rear side of the building. Detached wood-frame garages are located behind each of the residences. Doors and windows have been replaced throughout the residential units.

Five ranking officers' houses (Building 315-319) are located within this residential complex, and are oriented on a bluff overlooking the Neuse River. These buildings are distinguished from the officer's housing units in that they are slightly larger, two-story, rectangular structures terminating in side-gabled roofs. Exterior brick chimneys define both gable ends. The exteriors are clad with horizontal wood siding. Attached wood-frame garages are located behind each house and are connected to their respective dwellings by covered breezeways.

Six of the buildings (Buildings 492, 493, 494, 495, 496, and 497) were constructed between 1943 and 1944 as Bachelor Officer's Quarters (BOQ). These buildings are located in a separate enclave south of the single-family housing units on Wilson and Madison drives. These six identical buildings have been converted into apartments. The two-story, rectangular brick buildings terminate in side-gabled roofs; smaller recessed side gable wings are attached to each gable end of the buildings. Flat roof porches mark the central primary entrances and the entrances to each of the wings. The buildings feature simple Colonial Revival details.

Building 486 was constructed in 1944 as an officer's apartment. The one-story, I-shaped brick building is formed by a central, hipped roof main block flanked by two side-gabled wings. The rear elevation contains a gable wing with cross gables. Building 487, a former BOQ, was constructed in 1944. The building currently is used as a visiting officers' quarters, known as the Cherry Point Inn. The two-story, T-shaped brick building features a central hipped roof main block that is flanked by side-gabled wings. A gable wing projects from the rear of the building. Both buildings are characterized by their simple Colonial Revival stylistic features.

The married enlisted mens' quarters, known as Lanham Housing, were constructed in 1942 as duplex units. The housing complex is situated west of Roosevelt Boulevard, adjacent to the main station. A total of 74 of the original duplex units are extant; several units have been demolished. Two similar house types were constructed; both types are one-story, rectangular wood-frame buildings clad in vinyl siding and terminating in gable roofs. A small one-story gable roof porch wing is located at the gable ends. A central, two-bay gable porch marks the entrances to the duplex units. The variation between the two house types is found in a pair of slightly projecting front gable wings that extend from the rear elevation of one of the types.

Statement of Significance

The buildings within the family housing area were evaluated as not eligible for listing in the National Register since they have no significant, direct association with the World War II installation mission (Criterion A), nor do they represent an important aspect of World War II permanent construction (Criterion C).

NORTH CAROLINA HISTORIC STRUCTURE DATA SHEET

READ and USE the instruction manual to complete this form. Fill it out as completely and consistently as possible. PLEASE NOTE: not all variables are provided for each question and reference to the instruction manual will be necessary. In all cases:

0 or 00 denotes an undetermined or not applicable response

9 or 99 denotes a variable other than those provided

SURVEY SITE NUMBER _____ (To be filled in by S & P Branch unless otherwise specified)

1. SITE NAME: H-style barracks
2. OTHER NAMES: Old Base Enlisted Quarters
3. ABBREVIATED LOCATION DESCRIPTION OR STREET ADDRESS: NE & SW sides Fourth Ave. between F & C Sts
(MCAS Cherry Point)
4. NEAREST TOWN/COMMUNITY: Havelock
- PROXIMITY: 2 W/in Town/Community Limits Outside Town/Community 5. COUNTY: C V
1 2
6. DATE RECORDED IN FIELD: MONTH 0 4 DAY 0 3 YEAR 9 6 7. FIELD RECORDER(S): Brooke V. Best
8. TAX PARCEL # (PROPERTY ID): _____ (optional) 9. OWNERSHIP: Federal State Local Private
1 2 3 4
10. OWNER NAME: United States Marine Corps
11. OWNER ADDRESS: Marine Corps Air Station Cherry Point, NC
12. TENANT/CARETAKER NAME/ADDRESS: _____

13. USE: Original Primary: 1 1 0 3 Other: _____
Present Primary: 2 0 0 1 Other: _____
- | | | | | | | | |
|-----------------------------|-------------------------|-------------------|----------------------|----------------|------------------|------------------------------|-------------------------|
| Resid: Farm
0101 | Resid: Non-Farm
0102 | Farm Bldg
0201 | School
0301 | Office
0401 | Bank
0402 | General Retail Store
0501 | Industrial
0601-0614 |
| Transportation
0801-0831 | Post Office
0902 | Church
1001 | Clubhs/Lodge
1501 | Museum
1701 | Cemetery
1802 | Unoccupied
2001 | |
14. CONDITION: 3 Excellent Good Fair Deteriorated Ruin Unexposed
1 2 3 4 5 6
15. OCCUPANCY: 3 Owner Tenant(s) Vacant 16. ACCESSIBILITY: 2 Open to Public Not Open to Public
1 2 3 1 2
17. DESTROYED: YEAR: (See Manual) Decay/Collapse Fire Private Demolition Government Demolition
1 2 3 4

ARCHITECTURAL DATA

18. DIMENSIONS: Depth: 1 4 5 X Width: 1 5 2
19. EXPRESSION: Exterior 2 Interior 9 High/Academic National/Popular Regional/Vernacular
1 2 3

31. NOTABLE EXTERIOR FEATURES (Non-Domestic Bldgs): 0 0 — — —

Dec Brickwork 01	Orig Shopfront 02	Iron/Metal Shopfront 03	Orig Signs 04	Carrara Glass 05	Glass/Metal 07	Terra Cotta 08
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Comments: _____

32. ROOF CONFIGURATION: Primary 0 2 Secondary 0 1 Other: _____

Gable Sides 01	Gable Front 02	Ped Gable 03	Triple A 04	"X" Gable 05	Parapet Gable 07	High Hip 09	Low Hip 10
Pyramidal 14	Gambrel 15	Mansard 16	Shed 17	Flat 19			
CODE AS SECONDARY:	Belfry 23	Steeple 24	Cupola/Lantern 25	Belvedere 26	Clock Tower 27	Widow's Walk 28	Tower/Turret 29

33. ROOF MATERIAL: Primary 0 7 Secondary Other: _____

Shake 01	Wood Shingle 02	Metal Shingle 03	Metal, other 04	Ceramic/Tile 05	Slate 06	Asphalt Shingle 07	Built-up 08
-------------	--------------------	---------------------	--------------------	--------------------	-------------	-----------------------	----------------

FOR STRUCTURES WITHOUT A SIGNIFICANT PORCH, GO TO #40.

34. PORCH(ES) STATUS: A 1 B Original 1 Altered 2 Not Original 3 Reconstruction 5 Removed/Fallen 6

35. PORCH TYPE: A 4 B Other: _____
Engaged 1 Attached 2 Recessed 3 Stoop 4

36. PORCH HEIGHT: A 1 B Other: _____
1-story 1 2-tiers 2 2 or More w/o Tiers 3 Multiple Hghts 4 1-Story w/Deck 5 2-Story Portico w/1-Story Porch 6

37. PORCH WIDTH: A 1 B Entrance Bay Only 1 Multiple Bays, Less than Full-Facade 2 Full-Facade 3 Wraparound 4

38. PORCH ROOF CONFIGURATION: A 5 B Other: _____
Shed 1 Hip 2 Gable 3 Pediment Gable 4 Flat 5 Engaged 6 Flat w/Deck 7 Hood 8

39. PORCH FEATURES: A 8 B A C D Other: _____
Chamfered Posts 1 Turned Posts 2 Sawn Work/Turned Ornament 3 Classical 4 Flush Sheathing on Facade 5
Enclosed End Bay(s) 6 Porte Cochere 7 Square Posts 8 Metal Supports A Bungaloid B Porch stair to 2nd Floor C

40. FOUNDATION MATERIALS: 8 Other: _____

Brick Piers 1	Brick, Flemish Bond 2	Brick, English Bond 3	Brick, Common Bond 4	Fieldstone 5	Cut Stone 6
Stuccoed 7	Brick, General A	Brick Piers w/Infill D			

FOR STRUCTURES WITHOUT EVIDENT CHIMNEYS, GO TO #46

41. CHIMNEY STATUS: A 0 B Original 1 Partially Rebuilt 2 Replaced 3 Removed/Fallen 4

42. CHIMNEY PLACEMENT: A B Int 1 Int End 2 Ext End 4 Ext Front 5 Ext Rear 7 Other _____

HISTORICAL DATA

52. DATE OF CONSTRUCTION: Estimated Actual 1 9 8 2 Pre-1780 1781-1800 1801-1825
1826-1865 1866-1885 1886-1915 1916-1930 1931-1945 1946-1970 1971-1999
4 5 6 7 8 9 10

53. DATES OF MAJOR ALTERATIONS AND ADDITIONS: 1st 9 2nd 3rd (SEE NO. 52 FOR DATE RANGES)

54. PERSONS OR EVENTS OF SIGNIFICANCE ASSOCIATED W/THE PROPERTY: (CODE LAST NAME FIRST; SEE #52 FOR DATES)

- A. Type: 0 8 Date: Name/Event: World War II (Marine Aviation)
- B. Type: Date: Name/Event:
- C. Type: Date: Name/Event:
- D. Type: Date: Name/Event:

Type: Trad Builder/Craftsman 01 Architect 02 Contractor 03 Attributed Builder 04 Original Owner 05
 Significant Later Owner 06 Historically Significant Person 07 Historically Significant Event 08

55. CULTURAL/ETHNIC ASSOCIATION: A 0 0 B C Other:
English 01 Scots-Irish 02 Scottish 04 German 05 African American 07

56. RELIGIOUS ASSOCIATION: A 0 0 B Other:
Catholic 01 Episcopalian 04 Presbyterian 05 Moravian 07 Lutheran 08 Baptist 10 Methodist 11 AME Zion 12 AME 13 Prim Baptist 18

ENVIRONMENTAL DATA

57. LOCATION STATUS: 1 Original 1 Moved 2 Distance Moved 58. ACREAGE (Right Justify)

59. SETTING: 4 Rural, Undisturbed 1 Rural, Built up 2 Small Town 3 Urban, Population Over 12,500 4

60. QUAD MAP USED: QUAD NAME: Havelock, NC
(207)

61. UTM DATA (NR only): Zone 18 Zone: 16 17 18 Northing 3 8 6 3 6 0 0 Easting 3 2 6 6 7 5
1 2 3

62. DIRECTION BUILDING FACES: N 1 S 2 E 3 W 4 NE 5 NW 6 SE 7 SW 8

NATIONAL REGISTER EVALUATION (circle): Criteria (A) B (C) D Criteria Exception A B C D E F G

63. STATUS: Appears Eligible Does Not Appear Eligible at this Time X
Contributing Bldg in Potential District Cannot Determine

64. CONTEXT/AREAS OF SIGNIFICANCE (Refer to manual): 2 1 0 4 Other:

65. LEVEL OF SIGNIFICANCE: 3 Local 1 State 2 National 3

66. FREE COMMENT: See attached continuation sheet

REQUIRED FLOOR PLAN OR SKETCH MAP OF SITE (Indicate roadways by name and label other major topographical features. Include North arrow).

Continuation Sheet

66. Free Comment

Architectural Description

Buildings 219, 229, and 232 were constructed between 1941 and 1942 as barracks. The buildings represent the remnants of a group of standardized H-plan barracks (Buildings 200-205, 207, 218, 219, 229, 232, and 234) that were constructed at MCAS Cherry Point during World War II. These H-plan barracks were built using standardized plans developed by the Bureau of Yards and Docks, and were erected at Navy and Marine Corps installations to house enlisted personnel during the nation's military mobilization period. Both temporary and semi-permanent versions of these barracks designs (Plan Numbers 301761 and 301762) were utilized at Cherry Point.

All of the barracks were constructed to the same plan. Each consists of a two-story, H-shaped steel-frame building. Interior partitions consist of wood-frame construction. The plan is formed by two oblong, rectangular, front-gabled blocks connected by an intersecting gable wing. The structures are 152 feet in length, 145 feet deep, and 28 feet tall. The wings of the H-plan are three bays wide and 18 bays deep; the central block is 11 bays wide. The exterior walls are clad in a common bond brick veneer, and the roofs are sheathed in asphalt shingles. The gable pediments are sheathed in aluminum siding.

The building interior is composed of single and double loaded corridors. Originally, the side wings contained large, open dormitory rooms and the hyphen contained communal areas, laundry facilities, bathrooms, and showers. The interior layout of the dormitory space was changed to accommodate two, four, and five-man rooms. These buildings have undergone numerous interior and exterior renovations as a result of their conversion to administrative offices. Interior changes include construction of partitions, interior doors, and acoustic tile drop ceilings. Windows throughout the buildings have been replaced with six-over-six double hung metal-sash windows, and doors consist of metal-frame and glass replacement doors.

Statement of Significance

MCAS Cherry Point was established as one of eight U.S. Marine aviation installations during World War II. Additional Marine aviation installations were established at Ewa, Hawaii; El Centro, El Toro, Mojave, and Santa Barbara, California; Eagle Mountain Lake, Texas; and Edenton, North Carolina. The aviation training program at Cherry Point was coordinated with the ground force training program at another new Marine installation, Camp Lejeune, approximately 35 miles to the south. Cherry Point conducted a wide range of training activities throughout the war and grew to become the principal training center for Marine Corps aviators on the East Coast during this period. Cherry Point served as a Marine transfer, discharge, and promotion point for both officers and enlisted personnel throughout the war. The station also conducted anti-submarine patrols along the Atlantic coast to protect allied shipping in the offshore sea lanes (McVarish 1994:8; Coletta 1985:107-111).

Initial construction efforts concentrated on the erection of aircraft runways and temporary facilities to house recruits. The field was operational by December 1941 and was dedicated officially as U.S. Marine Corps Air Station (MCAS) Cherry Point. The installation experienced exponential growth throughout the war years, with the construction of both temporary and permanent structures to support its primary mission of aviation training. Most of the World War II buildings constructed at MCAS Cherry Point utilized standardized plans developed by the U.S. Navy Bureau of Yards and Docks.

In April 1942, a supplemental contract was awarded for the erection of barracks to house 3,000 men and to construct a large assembly and repair shop. The initial construction contract was nearing completion by June 1942. By that date, work was completed on four runways (two of which were operational), hangar and control facilities, and permanent quarters for 500 men.

Construction of the first of the barracks reached completion by March 1942. The H-shaped barracks at Cherry Point were constructed to the Bureau of Yards and Docks standard B-1 design. This plan type was used for barracks at most Naval and Marine stations, including Newport, San Diego, Corpus Christi, Great Lakes, Camp Lejeune, and Glenview. The standard B-1 design consisted of an H-shaped wood-frame building that was formed by two legs connected in the center by a service element. The B-1 was introduced at Camp Lawrence, the last of the World War I

temporary camps at the Great Lakes Naval Station. The B-1 was reintroduced in 1940 and was employed until 1942. The typical H-style barracks of the period were sheathed in shiplap siding or cement-asbestos shingles. The buildings at Cherry Point were different in that the exteriors were sheathed in brick (McVarish 1994:7,17).

As originally constructed, the end blocks contained open, unpartitioned dormitory rooms. During the 1960s, these rooms were partitioned to form two, three, four, and five man rooms. Exterior alterations also were made and included installation of new concrete window sills, infill of some windows with brick, and installation of a new asphalt shingle roof. Interior alterations included installation of gypsum board over the original plaster walls and the installation of acoustic tile ceilings (McVarish 1994:17-18).

Beginning in 1982, demolition of the H-style barracks was initiated as part of a Congressional mandate calling for the removal of all World War II temporary buildings at military installations. All but three (Buildings 219, 229, and 232) of the barracks have been replaced by new bachelor enlisted quarters (BEQs). The three remaining buildings have been converted for use as administrative offices.

A previous architectural investigation conducted by John Milner and Associates (McVarish 1994) identified the H-style barracks as potentially eligible under Criteria A and C. The buildings were significant as examples of a common military housing type associated with the initial construction of MCAS Cherry Point, the largest Marine Corps facility of its type. The design of the buildings are examples of permanent barracks, derived from earlier standardized plans, erected to house enlisted personnel during the country's massive military mobilization effort.

The H-style barracks at MCAS Cherry Point were subjected to further documentation prior to their demolition. In 1995, R. Christopher Goodwin & Associates, Inc. conducted Historic American Buildings Survey (HABS) documentation for eight of the barracks. The HABS documentation is presented in a report entitled *Documentation of Nine BEQ's, Marine Corps Air Station Cherry Point, Cherry Point, North Carolina* (McAloon 1995). The three extant H-style barracks (Buildings 219, 229 and 232) were not recorded as part of the HABS documentation.

Although the H-style barracks as a group were identified as significant under Criteria A and C, the three surviving examples (Buildings 219, 229, and 232) were determined to lack sufficient

integrity to convey their period of significance. Interior and exterior renovations to these buildings have resulted in the removal of much of their historic fabric. The building's original plan of single and double loaded corridors and open dormitory rooms has been altered significantly. The original wood-sash windows have been replaced with six-over-six double hung metal-sash windows and the original wood-paneled doors have been replaced with metal-frame and glass replacement doors. Buildings 219, 229, and 232 were determined ineligible for National Register consideration since they lacked sufficient integrity of design, setting, materials, workmanship, feeling, and association.

NORTH CAROLINA HISTORIC STRUCTURE DATA SHEET

READ and USE the instruction manual to complete this form. Fill it out as completely and consistently as possible. PLEASE NOTE: not all variables are provided for each question and reference to the instruction manual will be necessary. In all cases:

0 or 00 denotes an undetermined or not applicable response

9 or 99 denotes a variable other than those provided

SURVEY SITE NUMBER _____ (To be filled in by S & P Branch unless otherwise specified)

1. SITE NAME: Building 298

2. OTHER NAMES: Enlisted Men's Recreation Building

3. ABBREVIATED LOCATION DESCRIPTION OR STREET ADDRESS: NE side E Street (between 2nd & 4th Aves)
MCAS Cherry Point

4. NEAREST TOWN/COMMUNITY: Havelock

PROXIMITY: 2 W/in Town/Community Limits Outside Town/Community 5. COUNTY: C V
1 2

6. DATE RECORDED IN FIELD: MONTH 0 4 DAY 0 3 YEAR 9 6 7. FIELD RECORDER(S): Brooke V. Best

8. TAX PARCEL # (PROPERTY ID): _____ (optional) 9. OWNERSHIP: 1 Federal State Local Private
1 2 3 4

9. OWNER NAME: United States Marine Corps

11. OWNER ADDRESS: Marine Corps Air Station Cherry Point, Cherry Point, NC

12. TENANT/CARETAKER NAME/ADDRESS: _____

13. USE: Original Primary: 1 6 9 9 Other: _____
Present Primary: 0 9 0 3 Other: _____

Resid: Farm	Resid: Non-Farm	Farm Bldg	School	Office	Bank	General Retail Store	Industrial
0101	0102	0201	0301	0401	0402	0501	0601-0614
Transportation	Post Office	Church	Clubs/Lodge	Museum	Cemetery	Unoccupied	
0801-0831	0902	1001	1501	1701	1802	2001	

14. CONDITION: 2 Excellent Good Fair Deteriorated Ruin Unexposed
1 2 3 4 5 6

15. OCCUPANCY: 1 Owner Tenant(s) Vacant 16. ACCESSIBILITY: 2 Open to Public Not Open to Public
1 2 3 1 2

17. DESTROYED: YEAR: (See Manual) Decay/Collapse Fire Private Demolition Government Demolition
1 2 3 4

ARCHITECTURAL DATA

18. DIMENSIONS: Depth: 1 5 0 x Width: 4 0 0

19. EXPRESSION: Exterior 2 Interior 9 High/Academic National/Popular Regional/Vernacular
1 2 3

31. NOTABLE EXTERIOR FEATURES (Non-Domestic Bldgs): 0 1

Dec Brickwork 01	Orig Shopfront 02	Iron/Metal Shopfront 03	Orig Signs 04	Carrara Glass 05	Glass/Metal 07	Terra Cotta 08
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Comments: _____

32. ROOF CONFIGURATION: Primary 0 1 Secondary 1 0 Other: _____

Gable Sides 01	Gable Front 02	Ped Gable 03	Triple A 04	"X" Gable 05	Parapet Gable 07	High Hip 09	Low Hip 10
Pyramidal 14	Gambrel 15	Mansard 16	Shed 17	Flat 19			
CODE AS SECONDARY:	Belfry 23	Steeple 24	Cupola/Lantern 25	Belvedere 26	Clock Tower 27	Widow's Walk 28	Tower/Turret 29

33. ROOF MATERIAL: Primary 0 7 Secondary Other: _____

Shake 01	Wood Shingle 02	Metal Shingle 03	Metal, other 04	Ceramic/Tile 05	Slate 06	Asphalt Shingle 07	Built-up 08
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FOR STRUCTURES WITHOUT A SIGNIFICANT PORCH, GO TO #40.

34. PORCH(ES) STATUS: A 1 B Original 1 Altered 2 Not Original 3 Reconstruction 5 Removed/Fallen 6

35. PORCH TYPE: A 1 B 2 Other: _____
Engaged 1 Attached 2 Recessed 3 Stoop 4

36. PORCH HEIGHT: A 1 B Other: _____
1-story 1 2-tiers 2 2 or More w/o Tiers 3 Multiple Hghts 4 1-Story w/Deck 5 2-Story Portico w/1-Story Porch 6

37. PORCH WIDTH: A 2 B Entrance Bay Only 1 Multiple Bays, Less than Full-Facade 2 Full-Facade 3 Wraparound 4

38. PORCH ROOF CONFIGURATION: A 1 B 2 Other: _____
Shed 1 Hip 2 Gable 3 Pediment Gable 4 Flat 5 Engaged 6 Flat w/Deck 7 Hood 8

39. PORCH FEATURES: A 8 B C D Other: _____

Chamfered Posts 1	Turned Posts 2	Sawn Work/Turned Ornament 3	Classical 4	Flush Sheathing on Facade 5	
Enclosed End Bay(s) 6	Porte Cochere 7	Square Posts 8	Metal Supports A	Bungalowoid B	Porch stair to 2nd Floor C

40. FOUNDATION MATERIALS: 8 Other: _____

Brick Piers 1	Brick, Flemish Bond 2	Brick, English Bond 3	Brick, Common Bond 4	Fieldstone 5	Cut Stone 6
Stuccoed 7	Brick, General A	Brick Piers w/Infill D			

FOR STRUCTURES WITHOUT EVIDENT CHIMNEYS, GO TO #46

41. CHIMNEY STATUS: A 1 B Original 1 Partially Rebuilt 2 Replaced 3 Removed/Fallen 4

42. CHIMNEY PLACEMENT: A 1 B Int 1 Int End 2 Ext End 4 Ext Front 5 Ext Rear 7 Other _____

43. CHIMNEY FORM: A 0 B Other: _____
 Single Shoulder Stepped SS Paved Double Shoulder, Stepped DS Paved "Picturesque" Concave Shoulders
 1 2 3 4 5 6

44. CHIMNEY MATERIAL: A 0 2 B Other: _____
 Brick, Flemish Bond Brick, Common Bond Brick, other Fieldstone Cut Stone
 01 02 03 05 06
 Stuccoed Brick Stone w/Brick Stack Brick, Stretcher Bond
 07 09 11

45. CHIMNEY DETAILS: A 0 B C Other: _____
 Glazed Headers Patterned Brickwork Tumbled Shoulders Free Standing Stack(s)
 1 2 4 5
 Painted/Scored Stucco Decorative Cap(s)
 6 7

46. WINDOW STATUS (SEE MANUAL): A 2 B C Original Altered
 1 2

47. WINDOW FEATURES: A 0 1 B C Sashes: _____
 Double Hung Casement Sliding Arched Gothic Diamond Queen Anne Stained Palladian
 01 02 03 05 06 08 09 10 12
 French Doors Notable Frame/Trim Notable Shutters/Blinds Other: _____
 13 15 16

48. INTERIOR FINISH: Primary 5 Secondary Other: _____
 Exposed Construction Materials Flush Sheathing Plaster Mfg/Tongue & Groove Modern/Replacement
 1 2 3 4 5

49. PRIMARY STAIR: 1 Enclosed Semi-Enclosed Open Other _____
 1 2 3

50. SPECIAL INTERIOR FEATURES: A 0 0 B C D E F
 Wood Graining Marbling Other Dec Painting Notable Hardware Fully Paneled Int Paneled Wainscot Sheathed Wainscot
 01 02 03 04 05 06 07
 Overmantels Notable Mantels Notable Stair Molded Plaster Notable Woodwork Pressed Tin Notable Glass Whitewash
 08 09 10 11 12 13 15 18
 Unaltered Int Murals Orig Equip/Machinery Built-ins Other: _____
 20 21 22 23

51. OUTBUILDINGS AND SUPPORT FEATURES (IF ESPECIALLY NOTABLE, YOU MAY COMPLETE A SEPARATE FORM)
 1 2 3 4 5 6 7 8 9 10
 Type: 0 0 _____
 Construction: _____
 Est Const Date: _____
 Type: Kitchen Slave House Other House Garage Barn Tobacco Barn Smokehouse Dairy Crib
 01 02 03 05 07 08 10 11 12
 Shed Privy Well Fence Wall Cemetery Landscape/Plant Material Tenant House
 20 23 24 27 28 33 38 53
 Construction: Frame Log Brick Stone Modern Materials Iron/Metal
 1 2 3 4 5 7
 Estimated Const Date (SEE NO. 52 FOR DATE RANGES)

HISTORICAL DATA

52. DATE OF CONSTRUCTION: Estimated Actual 1 9 4 2 Pre-1780 1781-1800 1801-1825
 1 2 3
 1826-1865 1866-1885 1886-1915 1916-1930 1931-1945 1946-1970 1971-1999
 4 5 6 7 8 9 10

53. DATES OF MAJOR ALTERATIONS AND ADDITIONS: 1st 8 2nd 9 3rd 10 (SEE NO. 52 FOR DATE RANGES)

54. PERSONS OR EVENTS OF SIGNIFICANCE ASSOCIATED W/THE PROPERTY: (CODE LAST NAME FIRST; SEE #52 FOR DATES)

A. Type: 0 8 Date: 8 Name/Event: World War II (Marine Aviation)

B. Type: Date: Name/Event:

C. Type: Date: Name/Event:

D. Type: Date: Name/Event:

Type: Trad Builder/Craftsman 01 Architect 02 Contractor 03 Attributed Builder 04 Original Owner 05
 Significant Later Owner 06 Historically Significant Person 07 Historically Significant Event 08

55. CULTURAL/ETHNIC ASSOCIATION: A B C Other:
 English 01 Scots-Irish 02 Scottish 04 German 05 African American 07

56. RELIGIOUS ASSOCIATION: A B Other:
 Catholic 01 Episcopalian 04 Presbyterian 05 Moravian 07 Lutheran 08 Baptist 10 Methodist 11 AME Zion 12 AME 13 Prim Baptist 18

ENVIRONMENTAL DATA

57. LOCATION STATUS: 1 Original 1 Moved 2 Distance Moved 58. ACREAGE (Right Justify)

59. SETTING: 4 Rural, Undisturbed 1 Rural, Built up 2 Small Town 3 Urban, Population Over 12,500 4

60. QUAD MAP USED: QUAD NAME: Havelock, NC

61. UTM DATA (NR only): Zone 3 Zone: 16 17 18 Northing 3 8 6 3 8 2 0 Easting 3 2 6 2 1 0
 1 2 3

62. DIRECTION BUILDING FACES: 8 N 1 S 2 E 3 W 4 NE 5 NW 6 SE 7 SW 8

NATIONAL REGISTER EVALUATION (circle): Criteria A B C D Criteria Exception A B C D E F G

63. STATUS: Appears Eligible Does Not Appear Eligible at this Time X
 Contributing Bldg in Potential District Cannot Determine

64. CONTEXT/AREAS OF SIGNIFICANCE (Refer to manual): 2 1 0 4 Other:

65. LEVEL OF SIGNIFICANCE: 3 Local 1 State 2 National 3

66. FREE COMMENT: See attached continuation sheet

REQUIRED FLOOR PLAN OR SKETCH MAP OF SITE (Indicate roadways by name and label other major topographical features. Include North arrow).

Continuation Sheet

66. Free Comment

Architectural Description

Building 298 is situated in a large, flat open area on the northwest side of "E" Street. The base chapel is located south of the building, and recreation facilities are oriented to the west. Bachelor enlisted quarters (BEQs) are situated on the other side of "E" Street, across from Building 298.

Building 298 was built in 1942 as the enlisted men's recreational building. The building currently is used as the post exchange. The building is a two-story, E-shaped Colonial Revival brick building terminating in a main side-gabled roof and rear hipped roof wings. The roof is sheathed in asphalt shingles. A molded concrete watertable defines the base of the building. The exterior is sheathed in six course American bond brickwork.

The front façade is oriented to the southeast, and is divided into symmetrical bays by projecting cross bays and a central hipped-roof entrance block. The cross bays are embellished with brick quoins and boxed wood cornices. The central entrance block terminates in a pedimented wood portico. A columned balcony is located at the upper level of the portico entrance. The first floor has been enclosed subsequently.

The rear side of the building is dominated by a wide, central ell that originally contained an auditorium. The rear ell is surrounded by a one-story, flat roof wing; this addition contains hopper windows. Two other rear wings project from the northeast and southwest ends of the building; the southwest wing was added in 1944.

The building has been altered substantially since its original construction. During the mid-1940s, the building was altered to accommodate its new use as the post exchange. The southwest wing was added at this time. The interior plan was altered with the installation of interior partition walls and acoustic tile dropped ceilings.

During the 1950s, the building was altered through a series of renovations. In 1951, the southwest wing was remodeled following plans developed by the Bureau of Yards and Docks. During that same year, the interior layout was modified according to drawings prepared by the Public Works Design Department. Major alterations were undertaken in 1961 and included

installation of a suspended ceiling; installation of interior sheetrock walls; installation of a terrazzo floor; exterior door replacements; and upgrading the HVAC system. The following year, the stage area in the auditorium was remodeled. Additional interior renovations were made following a fire. These interior changes included new acoustic tile ceilings, asbestos floor tiles, wood trim, and electrical system (McVarish 1994:12-13). Changes to the building's exterior include brick-infilled window openings at the central entrance block; double-hung aluminum-sash replacement windows; and metal-frame door replacements. Handicapped ramps have been installed at the two central entrances on the front elevation.

Statement of Significance

MCAS Cherry Point was established as one of eight U.S. Marine aviation installations during World War II, and grew to become the principal training center for Marine Corps aviators on the East Coast during the war. Cherry Point conducted a wide range of training activities throughout the war, including air bomber ground training, celestial navigation training, chemical warfare training, free gunnery training, "link" training, ordnance training, recognition training, search and rescue training, station gunnery training, and "synthetic" training. Cherry Point served as a Marine transfer, discharge, and promotion point for both officers and enlisted personnel throughout the war. The station also conducted anti-submarine patrols along the Atlantic coast to protect allied shipping in the offshore sea lanes (McVarish 1994:8; Coletta 1985:107-111).

Preparation of the Cherry Point site was initiated in August 1941, and included the construction of aircraft runways and temporary buildings to house recruits. The field was operational by December 1941 and was dedicated officially as U.S. Marine Corps Air Station (MCAS) Cherry Point. The installation experienced exponential growth throughout the war years, with the construction of both temporary and permanent structures to support its primary mission of aviation training. Most of the buildings at Cherry Point were semi-permanent construction, with brick and steel used for the aircraft storehouses. Standardized plans developed by the Bureau of Yards and Docks also were the norm.

By the summer of 1942, the facility contained four runways (two of which were operational), hangar and control facilities, and permanent quarters for 500 men. By the end of 1942, additional

support facilities were constructed, including mess halls, ordnance storage, railroad lines, water and sewage systems, fuel storage, a fire protection system, a central heating plant, a steam distribution system, shops, garages, warehouses, a radio transmitter building, a hospital, and a recreation building (Carraway 1945; McVarish 1994:7; Coletta 1985:107).

Building 298 was completed in September 1942. When originally constructed, the building consisted of the main side-gabled block, the rear central wing, and the northeast wing. The southwest wing was not constructed until 1944. The building was designed to house recreational facilities for enlisted personnel at Cherry Point. These facilities included pool and billiard rooms, post office, barber shop, cobbler, lunch room, game room, auditorium, library, and meeting and reading room. Within a few years, the building was converted for use as the post exchange. The building's interior was altered substantially as a result of this change. The southwest wing was added at this time (McVarish 1994:12).

Building 298 was identified as potentially significant under Criterion C in a previous architectural survey conducted by John Milner and Associates (McVarish 1994). The building was determined as potentially significant as a representative example of a World War II Colonial Revival military building. The current architectural investigation, however, determined that the building lacked sufficient integrity to convey its World War II period of significance. The building has undergone numerous interior and exterior alterations, which resulted in removal of much of its historic fabric. Substantial interior alterations were made during the 1950s and 1960s. Exterior alterations include brick-infilled window openings, window and door replacements, and the installation of handicapped ramps along the front elevation. Building 298, therefore, was not eligible for National Register consideration since it lacked sufficient integrity.

NORTH CAROLINA HISTORIC STRUCTURE DATA SHEET

READ and USE the instruction manual to complete this form. Fill it out as completely and consistently as possible. PLEASE NOTE: not all variables are provided for each question and reference to the instruction manual will be necessary. In all cases:

- 0 or 00 denotes an undetermined or not applicable response
9 or 99 denotes a variable other than those provided

SURVEY SITE NUMBER _____ (To be filled in by S & P Branch unless otherwise specified)

1. SITE NAME: Building 130

2. OTHER NAMES: Hangar #1

3. ABBREVIATED LOCATION DESCRIPTION OR STREET ADDRESS: NE side Sixth Ave. E of Wright Road (MCAS
Cherry Point)

4. NEAREST TOWN/COMMUNITY: Havelock

PROXIMITY: 2 W/in Town/Community Limits Outside Town/Community 5. COUNTY: C V
1 2

6. DATE RECORDED IN FIELD: MONTH 04 DAY 19 YEAR 96 7. FIELD RECORDER(S): W. Patrick Giglio

8. TAX PARCEL # (PROPERTY ID): _____ (optional) 9. OWNERSHIP: 1 Federal 2 State 3 Local 4 Private

10. OWNER NAME: United States Marine Corps

11. OWNER ADDRESS: Marine Corps Air Station Cherry Point, NC

12. TENANT/CARETAKER NAME/ADDRESS: _____

13. USE: Original Primary: 0829 Other: _____
Present Primary: 0829 Other: _____

Resid: Farm 0101	Resid: Non-Farm 0102	Farm Bldg 0201	School 0301	Office 0401	Bank 0402	General Retail Store 0501	Industrial 0601-0614
Transportation 0801-0831	Post Office 0902	Church 1001	Clubs/Lodge 1501	Museum 1701	Cemetery 1802	Unoccupied 2001	

14. CONDITION: 2 Excellent Good Fair Deteriorated Ruin Unexposed
1 2 3 4 5 6

15. OCCUPANCY: 1 Owner Tenant(s) Vacant 16. ACCESSIBILITY: 2 Open to Public Not Open to Public
1 2 3 1 2

17. DESTROYED: YEAR: (See Manual) Decay/Collapse Fire Private Demolition Government Demolition
1 2 3 4

ARCHITECTURAL DATA

18. DIMENSIONS: Depth: 278 X Width: 488

19. EXPRESSION: Exterior 9 Interior 9 High/Academic National/Popular Regional/Vernacular
1 2 3

August, 1991

20. ALTERATION/RESTORATION STATUS: Exterior 2 Interior 2
 None/Minor Alteration 1 Moderate Alteration 2 Heavy Alteration 3 Extensive Rehabilitation 4 Academic Restoration 5

21. GENERAL STYLE GROUPS: Exterior: First 9 9 Second — — Third — —
 Interior: First 9 9 Second — — Third — —

Geo 01	Geo/Fed 02	Fed 03	Fed/Gk Rev 04	Gk Rev 05	Italianate 06	Goth Rev 07	19-20c Trad/Vern 09	Queen Anne 11
Neoclas Rev 12	Col Rev 13	Misc Vic 15	Standard Com/Indust 16	Beaux-Arts 21	Tudor Rev 22	Bungalow 25	Art Deco 26	
Ranch 35	Cape Cod 38	Period Cottage 39	Minimal Traditional 40	Craftsman 41	Four-Square 44	Rustic Revival 45		

22. PLAN (DOMESTIC): — — Other: _____

One Room 01	Hall & Parlor 02	Other 2 Room 03	Side Hall 06	Center Hall 07	Irregular 14	Square 17	Shotgun 18
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23. COMMON NON-DOMESTIC PLANS & TYPES: 9 9 Other: open steel framed

Churches:	1-Rm, Undefined 01	Meeting House 02	Nave 03	Cruciform 04	Auditorium Plan 05	Akron Plan 06	Barns: English 07
1-Crib 08	2-Crib 09	4-Crib 10	Transverse 11	Bank 12	Gambrel 13	Schools: 1-Room 14	2-6-Room 15
						Corridor Plan 16	

24. HEIGHT: 1 Other: _____

1-story 1	1-story, Hab Attic A	1-1/2-story 2	2-story 3	2-story, Hab Attic B	2-1/2-story 4	3-story 5
3-story, Hab Attic C		3-1/2-story 6	4 or more, Not skyscraper 7	Skyscraper 8		

25. FACADE WIDTH (Main Block): 6 1-Bay 1 2-Bay 2 3-Bay 3 4-Bay 4 5-Bay 5 6 or More Bay 6

26. DEPTH: 1 1-Room/Single Pile 1 2-Room/Double Pile 2 3- or More Rooms 3

27. EXTENSIONS & ADDITIONS: A 3 B — Other: _____

Rear Shed 1	Rear Ell 2	Side(s) 3	Front 4	Add'l Stories 5	Orig Strt Incorp w/New 6	Rear Other 7	Front Ell 8	Front Shed A
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28. CONSTRUCTION: Primary 0 8 Secondary — — Other: _____

Log 01	Plank 02	Timber Frame 03	Light Nailed Frame 05	Load-Bearing Masonry 07	Steel Frame 08	Reinf Concrete 09
Frame Cnst, Type Unk 12		Masonry Walls, Type Unk 13	Brick Veneer Over Frame Cnst 14	Boxed 15		

29. NOTCHING TYPE (Log and Plank): — Full Dovetail 1 Half Dovetail 2 V 3 Diamond 4 Square 5 Saddle 6

30. EXTERIOR WALL MATERIALS: Primary 2 7 Secondary — — Other: _____

Plain Weatherboard 01	Molded/Beaded Weatherboard 02	Brick, Common Bond 06	Brick, Flemish Bond 07
Brick Veneer 10	Brick, Stretcher Bond 11	Stucco 13	Board & Batten 33
			Stone Veneer 36

31. NOTABLE EXTERIOR FEATURES (Non-Domestic Bldgs): 0 0

Dec Brickwork 01	Orig Shopfront 02	Iron/Metal Shopfront 03	Orig Signs 04	Carrara Glass 05	Glass/Metal 07	Terra Cotta 08
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Comments: _____

32. ROOF CONFIGURATION: Primary 0 2 Secondary Other: _____

Gable Sides 01	Gable Front 02	Ped Gable 03	Triple A 04	"X" Gable 05	Parapet Gable 07	High Hip 09	Low Hip 10
Pyramidal 14	Gambrel 15	Mansard 16	Shed 17	Flat 19			
CODE AS SECONDARY:	Belfry 23	Steeple 24	Cupola/Lantern 25	Belvedere 26	Clock Tower 27	Widow's Walk 28	Tower/Turret 29

33. ROOF MATERIAL: Primary 0 8 Secondary Other: _____

Shake 01	Wood Shingle 02	Metal Shingle 03	Metal, other 04	Ceramic/Tile 05	Slate 06	Asphalt Shingle 07	Built-up 08
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FOR STRUCTURES WITHOUT A SIGNIFICANT PORCH, GO TO #40.

34. PORCH(ES) STATUS: A 0 B Original 1 Altered 2 Not Original 3 Reconstruction 5 Removed/Fallen 6

35. PORCH TYPE: A B Other: _____

Engaged 1	Attached 2	Recessed 3	Stoop 4
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36. PORCH HEIGHT: A B Other: _____

1-story 1	2-tiers 2	2 or More w/o Tiers 3	Multiple Hghts 4	1-Story w/Deck 5	2-Story Portico w/1-Story Porch 6
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37. PORCH WIDTH: A B Entrance Bay Only 1 Multiple Bays, Less than Full-Facade 2 Full-Facade 3 Wraparound 4

38. PORCH ROOF CONFIGURATION: A B Other: _____

Shed 1	Hip 2	Gable 3	Pediment Gable 4	Flat 5	Engaged 6	Flat w/Deck 7	Hood 8
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39. PORCH FEATURES: A B C D Other: _____

Chamfered Posts 1	Turned Posts 2	Sawn Work/Turned Ornament 3	Classical 4	Flush Sheathing on Facade 5	
Enclosed End Bay(s) 6	Porte Cochere 7	Square Posts 8	Metal Supports A	Bungalowid B	Porch stair to 2nd Floor C

40. FOUNDATION MATERIALS: 8 Other: _____

Brick Piers 1	Brick, Flemish Bond 2	Brick, English Bond 3	Brick, Common Bond 4	Fieldstone 5	Cut Stone 6
Stuccoed 7	Brick, General A	Brick Piers w/Infill D			

FOR STRUCTURES WITHOUT EVIDENT CHIMNEYS, GO TO #46

41. CHIMNEY STATUS: A 0 B Original 1 Partially Rebuilt 2 Replaced 3 Removed/Fallen 4

42. CHIMNEY PLACEMENT: A B Int 1 Int End 2 Ext End 4 Ext Front 5 Ext Rear 7 Other _____

HISTORICAL DATA

52. DATE OF CONSTRUCTION: Estimated Actual 1 9 4 2 Pre-1780 1781-1800 1801-1825
1826-1865 1866-1885 1886-1915 1916-1930 1931-1945 1946-1970 1971-1999
4 5 6 7 8 9 10

53. DATES OF MAJOR ALTERATIONS AND ADDITIONS: 1st 2nd 3rd (SEE NO. 52 FOR DATE RANGES)

54. PERSONS OR EVENTS OF SIGNIFICANCE ASSOCIATED W/THE PROPERTY: (CODE LAST NAME FIRST; SEE #52 FOR DATES)

A. Type: 0 8 Date: 8 Name/Event: World War II (Marine Aviation)

B. Type: Date: Name/Event:

C. Type: Date: Name/Event:

D. Type: Date: Name/Event:

Type: Trad Builder/Craftsman 01 Architect 02 Contractor 03 Attributed Builder 04 Original Owner 05
Significant Later Owner 06 Historically Significant Person 07 Historically Significant Event 08

55. CULTURAL/ETHNIC ASSOCIATION: A 0 0 B C Other:
English 01 Scots-Irish 02 Scottish 04 German 05 African American 07

56. RELIGIOUS ASSOCIATION: A 0 0 B Other:
Catholic 01 Episcopalian 04 Presbyterian 05 Moravian 07 Lutheran 08 Baptist 10 Methodist 11 AME Zion 12 AME 13 Prim Baptist 18

VIROMENTAL DATA

57. LOCATION STATUS: 1 Original 1 Moved 2 Distance Moved 58. ACREAGE (Right Justify)

59. SETTING: 4 Rural, Undisturbed 1 Rural, Built up 2 Small Town 3 Urban, Population Over 12,500 4

60. QUAD MAP USED: QUAD NAME: Havelock, NC

61. UTM DATA (NR only): Zone 3 Zone: 16 17 18 Northing 3 8 6 3 7 6 0 Easting 3 2 7 2 5 0
1 2 3

62. DIRECTION BUILDING FACES: 6 N 1 S 2 E 3 W 4 NE 5 NW 6 SE 7 SW 8

NATIONAL REGISTER EVALUATION (circle): Criteria (A) B (C) D Criteria Exception A B C D E F G

63. STATUS: Appears Eligible Does Not Appear Eligible at this Time X
Contributing Bldg in Potential District Cannot Determine

64. CONTEXT/AREAS OF SIGNIFICANCE (Refer to manual): 2 1 0 4 Other:

65. LEVEL OF SIGNIFICANCE: 3 Local 1 State 2 National 3

FREE COMMENT: See attached continuation sheet

REQUIRED FLOOR PLAN OR SKETCH MAP OF SITE (Indicate roadways by name and label other major topographical features. Include North arrow).

Continuation Sheet

66. Free Comment

Architectural Description

Building 130, historically known as Seaplane Hangar No. 1, is located along the main flight line at Marine Corps Air Station (MCAS) Cherry Point. The building is situated among a row of hangars used by the second Marine Air Wing (MAW), and is surrounded by concrete paving containing parking areas, an aircraft apron, and aircraft taxiways.

Building 130 was constructed in 1942 using standardized plans developed by the Bureau of Yards and Docks. A matching hangar, Building 131, was constructed adjacent to this building. Both hangars measure approximately 500 feet long, 275 feet wide, and 60 feet tall. The hangar is a large, one-story, rectangular, steel-framed structure terminating in a low-pitched gable roof. The exterior walls are clad in corrugated metal sheeting. The roof is composed of built-up composition.

The gable ends of the hangar contain tall, multi-leaf, sliding metal hangar doors with small, multi-light, metal-sash windows along the upper portion. A lower, two-story flat parapet roof wing projects from both sides of the structure, and contains additional space for offices and shops. The upper walls of these shop bays, as well as the main block of the hangar, are punctuated by bands of multi-light, industrial metal-sash windows. One-story, brick shed-roofed wings adjoin the side walls of the main block. A rectangular corner tower rises from one end of Building 130 and distinguishes it from the other seaplane hangar. The tower contains an observation level with a projecting balcony and a rooftop observation deck surrounded by a metal pipe railing.

The interior plan of the hangar consists of a large open maintenance area. Two-level shop and office bays are located along the side walls, and balconies overlook the central maintenance area. A two-story, freestanding, concrete shop bay is situated in the center of the maintenance area; the shop bay extends almost the full length of the hangar.

Building 130 has been expanded and altered over the years in order to accommodate changing requirements. Roof repairs were made in 1947 and, in 1956, the roof was replaced with a five-ply built-up tar and gravel roof. In 1957, a vehicle shed and a lean-to addition were appended to one side of the building. In 1962, an aircraft maintenance shop extension was added to the

building. In the following year, a transformer vault was constructed and air conditioning was installed throughout the office and shop bays. The interior and exterior was painted in 1967. A freestanding, concrete shop bay was added to the building's interior in 1969 (McVarish 1994:14-16).

Statement of Significance

MCAS Cherry Point was established as one of eight U.S. Marine aviation installations during World War II, and grew to become the principal training center for Marine Corps aviators on the East Coast during the war. Cherry Point conducted a wide range of training activities throughout the war, including air bomber ground training, celestial navigation training, chemical warfare training, free gunnery training, "link" training, ordnance training, recognition training, search and rescue training, station gunnery training, and "synthetic" training. Cherry Point served as a Marine transfer, discharge, and promotion point for both officers and enlisted personnel throughout the war. The station also conducted anti-submarine patrols along the Atlantic coast to protect allied shipping in the offshore sea lanes (McVarish 1994:8; Coletta 1985:107-111).

Preparation of the Cherry Point site was initiated in August 1941, and included the construction of aircraft runways and temporary buildings to house recruits. The field was operational by December 1941 and was dedicated officially as U.S. Marine Corps Air Station (MCAS) Cherry Point. The installation experienced exponential growth throughout the war years, with the construction of both temporary and permanent structures to support its primary mission of aviation training. Most of the buildings at Cherry Point were semi-permanent construction, with brick and steel used for the aircraft storehouses.

By June 1942, the facility housed 45 marine officers and 584 enlisted men, 21 naval officers and 121 enlisted men, and 34 Army officers and 130 enlisted men. Four runways had been completed, two of which were operational. Hangar and control facilities also were operational, and permanent quarters were available for 500 men. Supposedly, construction of the seaplane hangars was hastened as a result of the Japanese attack on Pearl Harbor. The structural steel had been routed for delivery to Alaska; however, after the attack on Pearl Harbor, the shipment was diverted and sent to Cherry Point (McVarish 1994:7, 14; Coletta 1985:107).

Building 130 was completed by 30 June 1942. The two newly-completed hangars boasted a combined floor space of roughly 90,000 square feet. Each hangar was designed as a steel-framed structure sheathed in asbestos-covered steel siding. The original drawings of both hangars identify them as a "standard seaplane hangar" designed by the Bureau of Yards and Docks (Yards and Docks Drawing No. 302,257). Similar hangars were constructed at the Corpus Christi Naval Air Station, and other Naval and Marine Corps stations during World War II (McVarish 1994:14).

On 23 July 1942, Cherry Point was authorized to receive aviation personnel for recruit training. By November, the Third Marine Air Wing (MAW) was established at Cherry Point. Initial activity of the MAW included photographic reconnaissance missions; ferrying aircraft from eastern manufacturing facilities to the maintenance facilities at Cherry Point for modification; training of paratroopers; transporting personnel and materials; and establishing a ground school. Following its training at Cherry Point, the unit was assigned to combat duty in the Pacific in September 1943. The Ninth MAW was formed to replace the departed Third MAW, and was commissioned on 1 April 1944. Its primary mission was to organize, equip, and train Marine Air units for combat operations. The wing also undertook paratroop and ferrying missions that were assigned formerly to the Third MAW (McVarish 1994:7).

Throughout World War II, Cherry Point housed over 100 aircraft squadrons, including Army Air Force bombers, Navy fighter, air warning, and bomber units, and Marine support, observation, and bomber types. The Third and Ninth MAW were organized and trained at Cherry Point (Coletta 1985:107-109).

The two seaplane hangars (Buildings 130 and 131) were identified as potentially eligible for National Register consideration under Criterion A for its role as maintenance and repair sites for aircraft operated by the Third and, later, the Ninth MAW. The hangars also were determined significant under Criterion C as examples of a standard hangar type developed by the Bureau of Yards and Docks and erected at Naval and Marine air stations during World War II. The current architectural investigation, however, determined that both hangars at MCAS Cherry Point had been altered substantially over the years, and no longer possess sufficient integrity to convey their period of significance. As a result of these modifications, the hangars at MCAS Cherry Point were not determined to represent the best example of the type.

20. ALTERATION/RESTORATION STATUS: Exterior 2 Interior 2
 None/Minor Alteration 1 Moderate Alteration 2 Heavy Alteration 3 Extensive Rehabilitation 4 Academic Restoration 5

21. GENERAL STYLE GROUPS: Exterior: First 9 9 Second __ Third __
 Interior: First 9 9 Second __ Third __

Geo 01	Geo/Fed 02	Fed 03	Fed/Gk Rev 04	Gk Rev 05	Italianate 06	Goth Rev 07	19-20c Trad/Vern 09	Queen Anne 11
Neoclas Rev 12	Col Rev 13	Misc Vic 15	Standard Com/Indust 16	Beaux-Arts 21	Tudor Rev 22	Bungalow 25	Art Deco 26	
Ranch 35	Cape Cod 38	Period Cottage 39	Minimal Traditional 40	Craftsman 41	Four-Square 44	Rustic Revival 45		

22. PLAN (DOMESTIC): __ __ __ Other: _____

One Room 01	Hall & Parlor 02	Other 2 Room 03	Side Hall 06	Center Hall 07	Irregular 14	Square 17	Shotgun 18
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23. COMMON NON-DOMESTIC PLANS & TYPES: 9 9 Other: open steel framed

Churches:	1-Rm, Undefined 01	Meeting House 02	Nave 03	Cruciform 04	Auditorium Plan 05	Akron Plan 06	Barns: English 07	
1-Crib 08	2-Crib 09	4-Crib 10	Transverse 11	Bank 12	Gambrel 13	Schools: 1-Room 14	2-6-Room 15	Corridor Plan 16

24. HEIGHT: 1 Other: _____

1-story 1	1-story, Hab Attic A	1-1/2-story 2	2-story 3	2-story, Hab Attic B	2-1/2-story 4	3-story 5
3-story, Hab Attic C	3-1/2-story 6	4 or more, Not skyscraper 7	Skyscraper 8			

25. FACADE WIDTH (Main Block): 6 1-Bay 1 2-Bay 2 3-Bay 3 4-Bay 4 5-Bay 5 6 or More Bay 6

26. DEPTH: 1 1-Room/Single Pile 1 2-Room/Double Pile 2 3- or More Rooms 3

27. EXTENSIONS & ADDITIONS: A 3 B __ Other: _____

Rear Shed 1	Rear Ell 2	Side(s) 3	Front 4	Add'l Stories 5	Orig Strt Incorp w/New 6	Rear Other 7	Front Ell 8	Front Shed A
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28. CONSTRUCTION: Primary 0 8 Secondary __ Other: _____

Log 01	Plank 02	Timber Frame 03	Light Nailed Frame 05	Load-Bearing Masonry 07	Steel Frame 08	Reinf Concrete 09
Frame Cnst, Type Unk 12	Masonry Walls, Type Unk 13	Brick Veneer Over Frame Cnst 14	Boxed 15			

29. NOTCHING TYPE (Log and Plank): __ Full Dovetail 1 Half Dovetail 2 V 3 Diamond 4 Square 5 Saddle 6

30. EXTERIOR WALL MATERIALS: Primary 2 7 Secondary __ Other: _____

Plain Weatherboard 01	Molded/Beaded Weatherboard 02	Brick, Common Bond 06	Brick, Flemish Bond 07	
Brick Veneer 10	Brick, Stretcher Bond 11	Stucco 13	Board & Batten 33	Stone Veneer 36

31. NOTABLE EXTERIOR FEATURES (Non-Domestic Bldgs): 0 0

Dec Brickwork 01	Orig Shopfront 02	Iron/Metal Shopfront 03	Orig Signs 04	Carrara Glass 05	Glass/Metal 07	Terra Cotta 08
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Comments: _____

32. ROOF CONFIGURATION: Primary 0 2 Secondary Other: _____

Gable Sides 01	Gable Front 02	Ped Gable 03	Triple A 04	"X" Gable 05	Parapet Gable 07	High Hip 09	Low Hip 10
Pyramidal 14	Gambrel 15	Mansard 16	Shed 17	Flat 19			
CODE AS SECONDARY:	Belfry 23	Steeple 24	Cupola/Lantern 25	Belvedere 26	Clock Tower 27	Widow's Walk 28	Tower/Turret 29

33. ROOF MATERIAL: Primary 0 8 Secondary Other: _____

Shake 01	Wood Shingle 02	Metal Shingle 03	Metal, other 04	Ceramic/Tile 05	Slate 06	Asphalt Shingle 07	Built-up 08
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FOR STRUCTURES WITHOUT A SIGNIFICANT PORCH, GO TO #40.

34. PORCH(ES) STATUS: A 0 B Original 1 Altered 2 Not Original 3 Reconstruction 5 Removed/Fallen 6

35. PORCH TYPE: A B Other: _____

Engaged 1	Attached 2	Recessed 3	Stoop 4
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36. PORCH HEIGHT: A B Other: _____

1-story 1	2-tiers 2	2 or More w/o Tiers 3	Multiple Hghts 4	1-Story w/Deck 5	2-Story Portico w/1-Story Porch 6
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37. PORCH WIDTH: A B Entrance Bay Only 1 Multiple Bays, Less than Full-Facade 2 Full-Facade 3 Wraparound 4

38. PORCH ROOF CONFIGURATION: A B Other: _____

Shed 1	Hip 2	Gable 3	Pediment Gable 4	Flat 5	Engaged 6	Flat w/Deck 7	Hood 8
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39. PORCH FEATURES: A B C D Other: _____

Chamfered Posts 1	Turned Posts 2	Sawn Work/Turned Ornament 3	Classical 4	Flush Sheathing on Facade 5	
Enclosed End Bay(s) 6	Porte Cochere 7	Square Posts 8	Metal Supports A	Bungalowid B	Porch stair to 2nd Floor C

40. FOUNDATION MATERIALS: 8 Other: _____

Brick Piers 1	Brick, Flemish Bond 2	Brick, English Bond 3	Brick, Common Bond 4	Fieldstone 5	Cut Stone 6
Stuccoed 7	Brick, General A	Brick Piers w/Infill D			

FOR STRUCTURES WITHOUT EVIDENT CHIMNEYS, GO TO #46

41. CHIMNEY STATUS: A 0 B Original 1 Partially Rebuilt 2 Replaced 3 Removed/Fallen 4

42. CHIMNEY PLACEMENT: A B Int 1 Int End 2 Ext End 4 Ext Front 5 Ext Rear 7 Other _____

43. CHIMNEY FORM: A 0 B Other: _____
 Single Shoulder Stepped 1 SS Paved 2 Double Shoulder, Stepped 3 DS Paved 4 "Picturesque" 5 Concave Shoulders 6

44. CHIMNEY MATERIAL: A 0 0 B Other: _____
 Brick, Flemish Bond 01 Brick, Common Bond 02 Brick, other 03 Fieldstone 05 Cut Stone 06
 Stuccoed Brick 07 Stone w/Brick Stack 09 Brick, Stretcher Bond 11

45. CHIMNEY DETAILS: A 0 B C Other: _____
 Glazed Headers 1 Patterned Brickwork 2 Tumbled Shoulders 4 Free Standing Stack(s) 5
 Painted/Scored Stucco 6 Decorative Cap(s) 7

46. WINDOW STATUS (SEE MANUAL): A 1 B C Original 1 Altered 2

47. WINDOW FEATURES: A 9 9 B C Sashes: multiple light
 Double Hung 01 Casement 02 Sliding 03 Arched 05 Gothic 06 Diamond 08 Queen Anne 09 Stained 10 Palladian 12
 French Doors 13 Notable Frame/Trim 15 Notable Shutters/Blinds 16 Other: multiple light fixed

48. INTERIOR FINISH: Primary 1 Secondary Other: _____
 Exposed Construction Materials 1 Flush Sheathing 2 Plaster 3 Mfg/Tongue & Groove 4 Modern/Replacement 5

49. PRIMARY STAIR: 3 Enclosed 1 Semi-Enclosed 2 Open 3 Other _____

50. SPECIAL INTERIOR FEATURES: A 0 0 B C D E F
 Wood Graining 01 Marbling 02 Other Dec Painting 03 Notable Hardware 04 Fully Paneled Int 05 Paneled Wainscot 06 Sheathed Wainscot 07
 Overmantels 08 Notable Mantels 09 Notable Stair 10 Molded Plaster 11 Notable Woodwork 12 Pressed Tin 13 Notable Glass 15 Whitewash 18
 Unaltered Int 20 Murals 21 Orig Equip/Machinery 22 Built-ins 23 Other: _____

51. OUTBUILDINGS AND SUPPORT FEATURES (IF ESPECIALLY NOTABLE, YOU MAY COMPLETE A SEPARATE FORM)

Type:	<u>0 0</u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
Construction:	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
Est Const Date:	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>

Type: Kitchen 01 Slave House 02 Other House 03 Garage 05 Barn 07 Tobacco Barn 08 Smokehouse 10 Dairy 11 Crib 12
 Shed 20 Privy 23 Well 24 Fence 27 Wall 28 Cemetery 33 Landscape/Plant Material 38 Tenant House 53

Construction: Frame 1 Log 2 Brick 3 Stone 4 Modern Materials 5 Iron/Metal 7

Estimated Const Date (SEE NO. 52 FOR DATE RANGES)

HISTORICAL DATA

52. DATE OF CONSTRUCTION: Estimated ___ Actual 1 9 4 2 Pre-1780 1781-1800 1801-1825
1826-1865 1866-1885 1886-1915 1916-1930 1931-1945 1946-1970 1971-1999
4 5 6 7 8 9 10

53. DATES OF MAJOR ALTERATIONS AND ADDITIONS: 1st ___ 2nd ___ 3rd ___ (SEE NO. 52 FOR DATE RANGES)

54. PERSONS OR EVENTS OF SIGNIFICANCE ASSOCIATED W/THE PROPERTY: (CODE LAST NAME FIRST; SEE #52 FOR DATES)

- A. Type: 0 8 Date: 8 Name/Event: World War II (Marine Aviation)
- B. Type: ___ Date: ___ Name/Event: _____
- C. Type: ___ Date: ___ Name/Event: _____
- D. Type: ___ Date: ___ Name/Event: _____

Type:	Trad Builder/Craftsman	Architect	Contractor	Attributed Builder	Original Owner
	01	02	03	04	05
Significant Later Owner	Historically Significant Person		Historically Significant Event		
06	07		08		

55. CULTURAL/ETHNIC ASSOCIATION: A 0 0 B ___ C ___ Other: _____
English Scots-Irish Scottish German African American
01 02 04 05 07

56. RELIGIOUS ASSOCIATION: A 0 0 B ___ Other: _____
Catholic Episcopalian Presbyterian Moravian Lutheran Baptist Methodist AME Zion AME Prim Baptist
01 04 05 07 08 10 11 12 13 18

ENVIRONMENTAL DATA

57. LOCATION STATUS: 1 Original Moved Distance Moved _____ 58. ACREAGE _____ (Right Justify)
1 2

59. SETTING: 4 Rural, Undisturbed Rural, Built up Small Town Urban, Population Over 12,500
1 2 3 4

60. QUAD MAP USED: _____ QUAD NAME: Havelock, NC

61. UTM DATA (NR only): Zone 3 Zone: 16 17 18 Northing 3 8 6 3 5 0 0 Easting 3 2 7 4 6 0
1 2 3

62. DIRECTION BUILDING FACES: 6 N S E W NE NW SE SW
1 2 3 4 5 6 7 8

NATIONAL REGISTER EVALUATION (circle): Criteria **(A)** B **(C)** D Criteria Exception A B C D E F G

63. STATUS: Appears Eligible ___ Does Not Appear Eligible at this Time X
Contributing Bldg in Potential District ___ Cannot Determine ___

64. CONTEXT/AREAS OF SIGNIFICANCE (Refer to manual): _____ Other: _____

65. LEVEL OF SIGNIFICANCE: 3 Local State National
1 2 3

FREE COMMENT: See attached continuation sheet

REQUIRED FLOOR PLAN OR SKETCH MAP OF SITE (Indicate roadways by name and label other major topographical features. Include North arrow).

Continuation Sheet

66. Free Comment

Architectural Description

Building 131, historically known as Seaplane Hangar #2, is located along the main flight line at Marine Corps Air Station (MCAS) Cherry Point. The building is situated among a row of hangars used by the second Marine Air Wing (MAW), and is surrounded by concrete paving containing parking areas, an aircraft apron, and aircraft taxiways.

Building 131 was constructed in 1942 using standardized plans developed by the Bureau of Yards and Docks (Yards and Docks Drawing No. 302,257). A matching hangar, Building 130, was constructed adjacent to this building. Both hangars measure approximately 500 feet long, 275 feet wide, and 60 feet tall. The plan of Hangar 131 is similar to Building 130, except it lacks the corner observation tower. The hangar is a large, one-story, rectangular, steel-framed structure terminating in a low-pitched gable roof. The exterior walls are clad in corrugated metal sheeting. The roof is composed of built-up composition.

The gable ends of the hangar contain tall, multi-leaf, sliding metal hangar doors with small, multi-light, metal-sash windows along the upper portion. A lower, two-story flat parapet roof wing projects from both sides of the structure, and contains additional space for offices and shops. The upper walls of these shop bays, as well as the main block of the hangar, are punctuated by bands of multi-light, industrial metal-sash windows.

The interior plan of the hangar consists of a large open maintenance area. Two-level shop and office bays are aligned along the side walls, and balconies overlook the central maintenance area. A two-story, freestanding, concrete shop bay is situated in the center of the maintenance area; the shop bay extends almost the full length of the hangar.

Building 131 has undergone numerous changes over the years in order to accommodate changing requirements. In 1945, interior partitions were installed in the shop bays. Roof repairs were made in 1947 and again in 1955. In 1962, an aircraft maintenance shop extension was added to the building. This addition consisted of a steel-framed structure sheathed in brick. In 1967, the interior and exterior of the building was painted. Two years later, the side shop bays were enlarged

with concrete block additions. A freestanding, concrete shop bay also was added to the building's interior (McVarish 1994:16).

Statement of Significance

MCAS Cherry Point was established as one of eight U.S. Marine aviation installations during World War II, and grew to become the principal training center for Marine Corps aviators on the East Coast during the war. Cherry Point conducted a wide range of training activities throughout the war, including air bomber ground training, celestial navigation training, chemical warfare training, free gunnery training, "link" training, ordnance training, recognition training, search and rescue training, station gunnery training, and "synthetic" training. Cherry Point served as a Marine transfer, discharge, and promotion point for both officers and enlisted personnel throughout the war. The station also conducted anti-submarine patrols along the Atlantic coast to protect allied shipping in the offshore sea lanes (McVarish 1994:8; Coletta 1985:107-111).

Preparation of the Cherry Point site was initiated in August 1941, and included the construction of aircraft runways and temporary buildings to house recruits. The field was operational by December 1941 and was dedicated officially as U.S. Marine Corps Air Station (MCAS) Cherry Point. The installation experienced exponential growth throughout the war years, with the construction of both temporary and permanent structures to support its primary mission of aviation training. Most of the buildings at Cherry Point were semi-permanent construction, with brick and steel used for the aircraft storehouses.

By June 1942, the facility housed 45 marine officers and 584 enlisted men, 21 naval officers and 121 enlisted men, and 34 Army officers and 130 enlisted men. Four runways had been completed, two of which were operational. Hangar and control facilities also were operational, and permanent quarters were available for 500 men. Supposedly, construction of the seaplane hangars was hastened as a result of the Japanese attack on Pearl Harbor. The structural steel had been routed for delivery to Alaska; however, after the attack on Pearl Harbor, the shipment was diverted and sent to Cherry Point (McVarish 1994:7, 14; Coletta 1985:107).

Building 131 was completed by the end of December 1942. Both hangars had a combined floor space of roughly 90,000 square feet. Each hangar was designed as a steel-framed structure

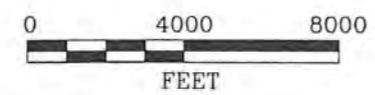
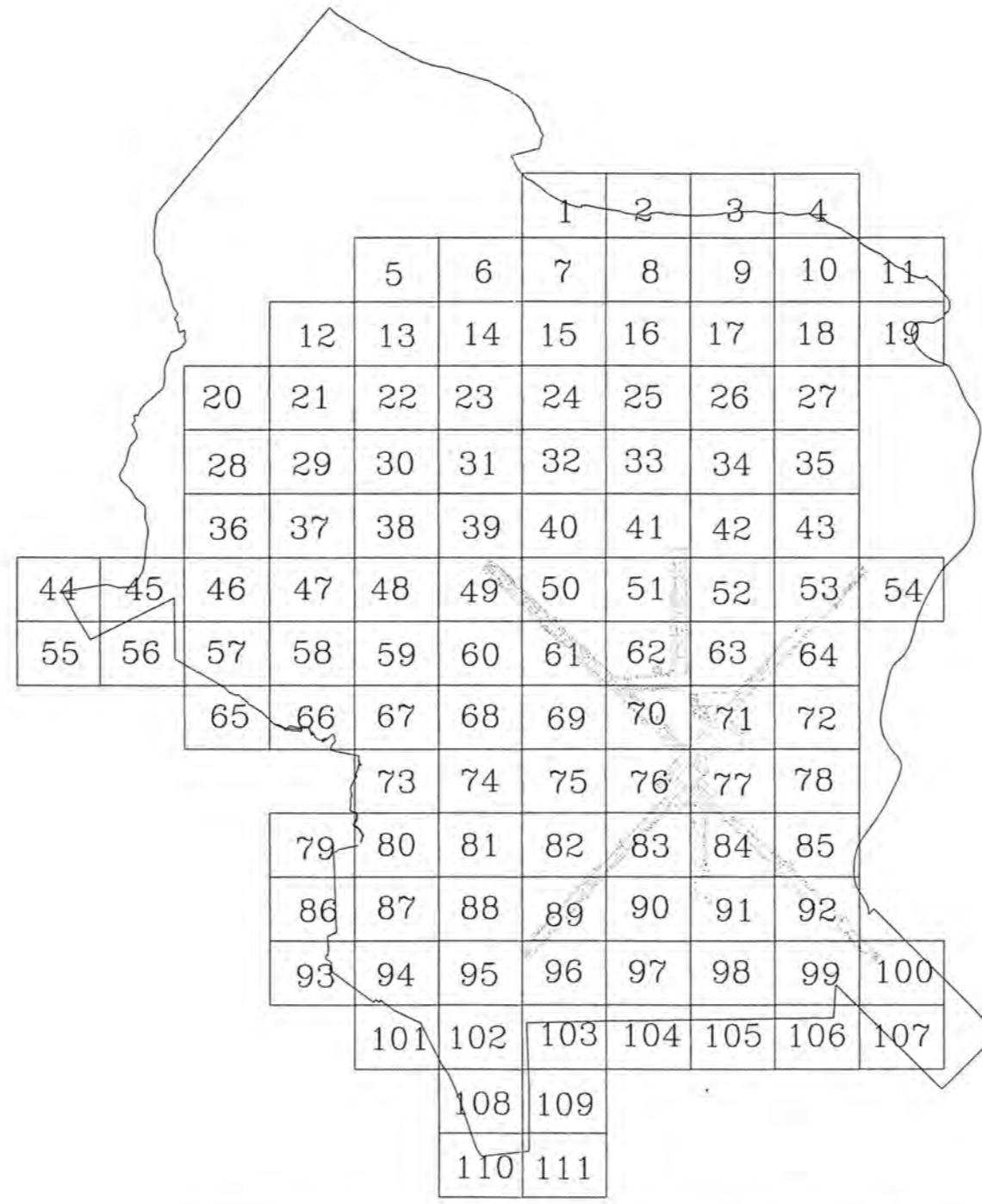
sheathed in asbestos-covered steel siding. The original drawings of both hangars identify them as a "standard seaplane hangar" designed by the Bureau of Yards and Docks (Yards and Docks Drawing No. 302,257). Similar hangars were constructed at the Corpus Christi Naval Air Station, and other Naval and Marine Corps stations during World War II (McVarish 1994:14).

On 23 July 1942, Cherry Point was authorized to receive aviation personnel for recruit training. By November, the Third Marine Air Wing (MAW) was established at Cherry Point. Initial activity of the MAW included photographic reconnaissance missions; ferrying aircraft from eastern manufacturing facilities to the maintenance facilities at Cherry Point for modification; training of paratroopers; transporting personnel and materials; and establishing a ground school. Following its training at Cherry Point, the unit was assigned to combat duty in the Pacific in September 1943. The Ninth MAW was formed to replace the departed Third MAW, and was commissioned on 1 April 1944. Its primary mission was to organize, equip, and train Marine Air units for combat operations. The wing also undertook paratroop and ferrying missions that were assigned formerly to the Third MAW (McVarish 1994:7).

Throughout World War II, Cherry Point housed over 100 aircraft squadrons, including Army Air Force bombers, Navy fighter, air warning, and bomber units, and Marine support, observation, and bomber types. The Third and Ninth MAW were organized and trained at Cherry Point (Coletta 1985:107-109).

The two seaplane hangars (Buildings 130 and 131) were identified as potentially eligible for National Register consideration under Criterion A for its role as maintenance and repair sites for aircraft operated by the Third and, later, the Ninth MAW. The hangars also were determined significant under Criterion C as examples of a standard hangar type developed by the Bureau of Yards and Docks and erected at Naval and Marine air stations during World War II. The current architectural investigation, however, determined that both hangars at MCAS Cherry Point had been altered substantially over the years, and no longer possess sufficient integrity to convey their period of significance. As a result of these modifications, the hangars at MCAS Cherry Point were not determined to represent the best example of the type.

APPENDIX III
INDEX TO MAPS




MARINE CORPS AIR STATION, CHERRY POINT, N.C.

DATE: 2/23/98

PREPARED BY: LM

RESOURCES INVENTORY INDEX MAP
DECEMBER 1995

 R. Christopher Goodwin & Associates, Inc.
241 EAST FOURTH STREET, FREDERICK, MD 21701

APPENDIX IV
RESUMES OF KEY PROJECT PERSONNEL

KATHRYN M. KURANDA, M. ARCH. HIST.

VICE PRESIDENT - ARCHITECTURAL SERVICES, MID-ATLANTIC REGIONAL OFFICE

Ms. Kathryn M. Kuranda, M. Arch. Hist., Vice-President - Architectural Services, directs the architectural history and history programs of R. Christopher Goodwin & Associates, Inc. A graduate of Dickinson College and of the University of Virginia, Ms. Kuranda's professional qualifications exceed those established by the Secretary of the Interior in the field of architectural history. She is a court-qualified architectural historian.

Prior to joining Goodwin & Associates, Inc., Ms. Kuranda served as the architectural historian with the Nevada State Historic Preservation Office where she coordinated the state's program for built resources including: Survey and Inventory Activities; the Historic Preservation Tax Program; Review and Compliance; Public Education; and, Technical Assistance. Since joining Goodwin & Associates, Inc. as a Senior Project Manager in 1989, Ms. Kuranda has served as Principal Investigator on numerous architectural identification, evaluation, planning, and management projects. Architectural survey projects have ranged from single building evaluations to statewide multiple-resource efforts. She has directed the development of historic contexts for the evaluation of Department of Defense resources constructed between 1790 and 1940, the Navy Guided Missile Program, and World War II Permanent Military Construction. Level I and II HABS/HAER projects have included the recordation of eight industrial complexes on the site of Oriole Park at Camden Yards, Baltimore; 3 buildings on the site of the Maryland Library for the Blind and Physically Handicapped, Baltimore; the Kelly Springfield Tire Company, Cumberland, Maryland; and the Canal Street Car Barns, New Orleans, the Caryville Bridge, Florida. Recent preservation planning studies include Cultural Resource Management Plans for the Washington Aqueduct, Washington, D.C., and Langley Air Force Base, Langley, Virginia. Ms. Kuranda has particular experience in local preservation planning issues and has provided historic preservation expertise for such projects as Frederick Crossing, Frederick County, Maryland; St. Timothy's School, Baltimore County, Maryland; and Gateway Park, in Prince George's County, Maryland.

BROOKE V. BEST, M.S.

PROJECT MANAGER

Ms. Brooke V. Best, M.S., Architectural Historian, received a Bachelor of Science degree in environmental studies at the University of Vermont, with an emphasis on American architectural history and historic preservation. After graduating, she studied abroad in England and conducted architectural survey and research work for the Survey of London. In 1991, she received a Master of Science degree in Historic Preservation from the University of Pennsylvania. She also attended a conservation program sponsored by the International Center for Conservation of Rome (ICCROM) in Italy.

Ms. Best previously worked for a number of private architectural firms, where she gained experience in CAD drafting and research. After graduating from the University of Pennsylvania, she worked for the New Jersey Historic Preservation Bond Program, which awarded over \$3 million in grants for preservation projects throughout the state. The following year, she served as the field supervisor for the \$1 million exterior restoration of the ca. 1765 Morris-Jumel Mansion in New York City.

Since joining R. Christopher Goodwin & Associates, Inc., Ms. Best has prepared a conservation study for historic brick buildings at Aberdeen Proving Ground and completed HABS documentation for two nineteenth century buildings at Loyola University in New Orleans. Ms. Best has been involved in a number of research projects for the Naval Surface Warfare Center (NSWC), Dahlgren Division. These have included a Section 106 report, a cultural resources evaluation of the industrial and weapons testing area, and preparation of a National Register historic district nomination for the officer's housing area. Ms. Best also has been involved in a Legacy Resource Management Program demonstration project to develop a national thematic context for Cold War Navy guided missiles. Ms. Best conducted architectural investigations for two Naval Security Group Activity (NSGA) installations at Sabana Seca, Puerto Rico, and Northwest, Chesapeake, Virginia. A thematic context for Navy ground-based communications systems is being developed in conjunction with these architectural investigations. More recently, she has been working on the preparation of a maintenance plan for the historic buildings that comprise the Langley Field Historic District at Langley Air Force Base (AFB) in Hampton, Virginia.

LEX F. CAMPBELL
**PRESERVATION PLANNER/
ASSISTANT PROJECT MANAGER**

Lex Campbell M.A., is an Assistant Project Manager and preservation planner at R.Christopher Goodwin & Associates, Inc. He received his Master of Arts degree in Historic Preservation Planning at Cornell University and has acquired over six years experience as a planner. During his years at Cornell he conducted architectural surveys and planning studies in Tioga, Steuben, and Tompkins Counties. His studies focused on Urban and Architectural History, Building Materials Conservation, and Contemporary Planning Practice. During the summer of 1994 Mr. Campbell served as a Legacy Resource Management Program coordinator with the Pacific Air Force Command at Hickam Air Force Base in Hawaii. There he assisted in planning and administering Cultural and Natural Resource Legacy grant proposals for bases throughout the Pacific region. In 1995, Mr. Campbell worked with the Cultural and Environmental Affairs Division of the Public Building Service. He assisted in the administration of databases and preservation programs for Federally owned buildings, including many significant courthouses.

Since joining R. Christopher Goodwin & Associates, Inc., Mr. Campbell has served as the preservation planner on numerous projects, including the development of preservation plans for the United States Naval Academy and Langley Air Force Base. For Langley Air Force Base, he also assisted in the design and development of an electronic data management system for use in the management of historic buildings. Mr. Campbell has directed architectural surveys, including a survey of Naval Amphibious Base, Little Creek in Virginia Beach, Virginia. He has also authored specialized architectural studies including the National Register form for Guilford in Frederick County, Maryland and architectural impact assessments in New Market and Bethesda, Maryland. Mr. Campbell also has served as an architectural technician on projects at Langley Air Force Base; Marine Corps Air Station, Cherry Point; Naval Surface Warfare Center, Carderock; Naval Base Norfolk; and Halfway Blvd in Hagerstown Maryland. Mr. Campbell is a member of the American Planning Association and a board member of Historic Preservation Planning Alumni, Inc.