

SITE REPORT #3 NYPL



At unveiling of Navy Yard mural are (l. to r.) Abraham N. Goodman; Robert H. Guest, son of the late commandant; Borough President Howard Golden, and Rear Adm. Carl Brettschneider.

**Mural at the Navy Yard
a tribute to Adm. Guest**

By ALBERT DAVILA

Rear Adm. Frank B. Guest has not been forgotten: a mural has been erected at the Brooklyn Navy Yard honoring the former commandant of the Third Naval District.

Abraham Goodman, president and chief executive officer of the Commerce Labor Industry Corp. of Kings, unveiled the mural and plaque during ceremonies last week.

The 25-by-6-foot mural of the yard was designed and painted by Robert Shelton, a sign painter for the corporation. An inscription on the plaque reads: "Dedicated to the memory of Frank B. Guest (USNR), 1943-1976."

Recalling his close relationship with Guest, who assumed command of the Third Naval District in February 1973 and held the post until its disestablishment in 1976, Goodman said: "I will always remember the late

Frank Guest as a warm and understanding officer, ever ready to cooperate with the Commerce Labor Industry Corp. of Kings. His door was always open to us."

Golden's recollection

Brooklyn Borough President Howard Golden, who attended the ceremonies, said: "I knew the late Adm. Guest as a confidant who always kept the lines of communication open between the Navy Yard and whatever service it could render the city and Brooklyn. He was a friendly man. I am grateful to be a guest at this ceremony in his honor."

Guest died in March 1977 at Fort Myer, Va.

Rear Adm. Carl Brettschneider, commandant of the Fourth Naval District in Philadelphia, said: "I will always remember Frank Guest for his dedication and administrative ability and for one of the most infectious laughs I have ever heard."

DAILY NEWS
DECEMBER 26, 1978

Jarryd Fitz-Henley

03.22.2017

INTRODUCTION

The purpose of this site visit was to use the Brooklyn public library's map/primary source division to gather information and to help the class develop their hypothesis for an upcoming project.

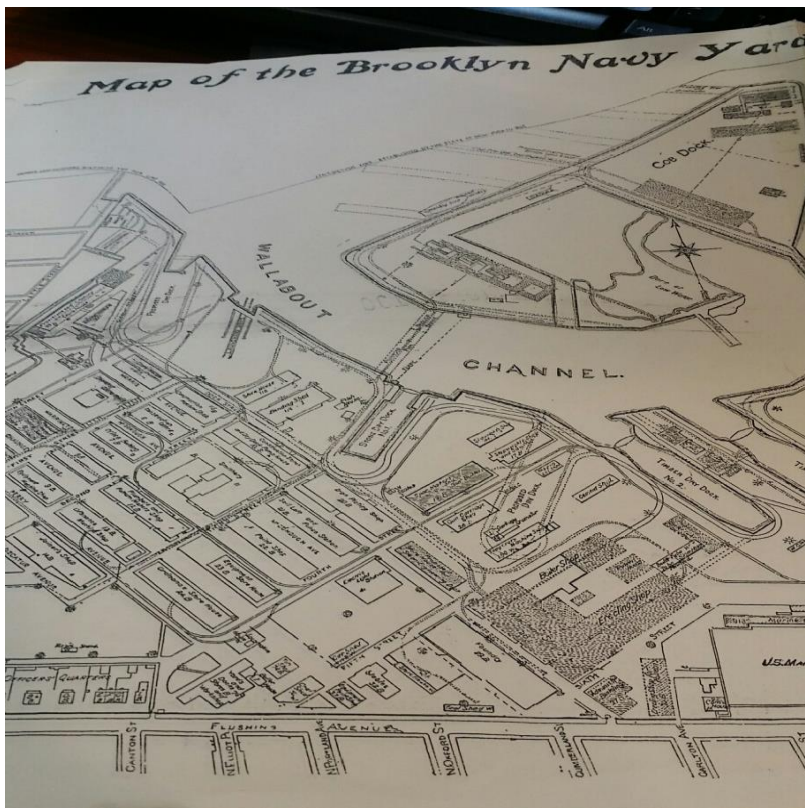
OBJECTIVES

The objective was to take photos of the geographic information that were preserved in the library. Many folders and books were brought out for us to look through.

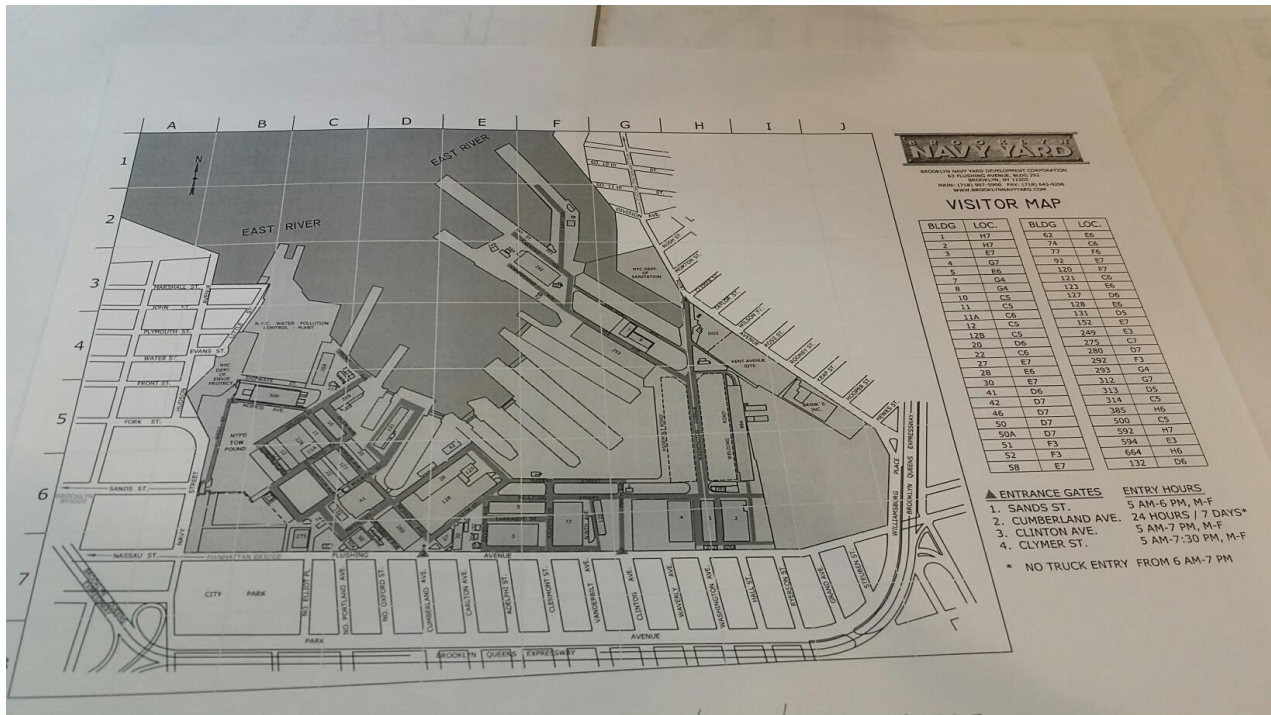
PRE-VISIT REFLECTION

Before the site visit I looked forward to the new information that will help my group. I expected really old and worn documentation that would be presented to us. There were a few subtopics that my navy yard and vinegar hill group needed to uncover with the library's primary and secondary sources.

SITE DOCUMENTATION: photos/sketches of 2 or 3 significant primary sources. Provide captions and explanations – why is the image shown significant for your topic of exploration



This is a map of the Brooklyn Navy Yard before they joined the island to the mainland. There used to be many shipping docks and military personnel on deck. Many ships were built there too.



This map shows all the entrances to the Brooklyn Navy Yard and the location of each building according to the legend key on the right side of the picture. I'm sure this was used for fire and safety reasons as well when this map was first created.

News 10/12/68

U.S. About-Face On Sale of Yard Tragic, Says JVL

By OWEN FITZGERALD and POLLY KLINE

The federal government's surprise about-face on a six-month-old agreement for the sale of the Brooklyn Navy Yard to the city is a "tragedy," Mayor Lindsay declared yesterday.

Unless the situation changes, the Mayor said, "I will request the entire New York State delegation in Congress, when it reconvenes in January, to submit legislation to transfer the Navy Yard to the city at no cost."

The agreement with the General Services Administration in Washington to sell the valuable 265-acre waterfront site to the city was announced last April.

Had Dickered for Year

Talks had then been in progress more than a year, and it seemed a virtual certainty that the sale for the agreed-to price, \$23.5 million, would go through. The city was to pay an additional \$2 million to the state for a portion of the abandoned Navy Yard the state owns.

The GSA, however, never submitted the proposal to Congress, and last week Lindsay sent a letter to GSA Administrator Lawson B. Knott Jr., protesting the "continual delay."

On Thursday, it was disclosed the federal agency, which has the responsibility of disposing of surplus government property, had asked the city to reopen negotiations. It was indicated the GSA wanted better terms in the deal.

Lindsay Baffled

Lindsay commented: "I find it a very serious matter indeed. I think it is a tragedy. I don't understand it. I think it's most unfair to the people of Brooklyn."

He said he felt the federal government, after closing down the once-flourishing shipbuilding yard, had an obligation to "make up to us for the joblessness, poverty and tensions" the move caused.

The sprawling Navy plant, a shipyard since 1801, was shut down in June, 1966, as a Defense Department economy measure.

300 Firms Set to Invest

The sudden, unexpected setback in Washington comes at a time when some 800 businesses, "ready to invest millions," have lined up for locations in the industrial center planned for the Navy Yard site, according to John Davis, executive director of CLICK.

The project would provide 5,000 jobs immediately, and "everything is lined up to go," he said. Community groups representing thousands of residents in the deprived areas around the yard have begun holding emergency meetings and flooding Washington with protests.

Some 9,000 workers were dispersed, and the area around the yard deteriorated.

To revitalize it, the city planned to lease the area to the non-profit Commerce, Labor and Industry Corp. of Kings (CLICK), for redevelopment as a private industrial complex. The Board of Estimate approved the long-term lease with CLICK on Sept. 19, to take effect as soon as the city obtained title. Up to 30,000 jobs are expected to be created eventually, when and if the plan is finally effected.

Talk on Cartoonist

Charles W. Kahles, creator of the comic strip, Hairbreadth Harry, will be the subject of a talk by his daughter, Mrs. C. Hebrert Straut, Oct. 20 at the Long Island Historical Society headquarters at 128 Pierrepont St., Brooklyn. The program is free to the public.

Navy Yard, Still 'Young' at 150, To Be Feted by Employes Tonight

By KALMAN SEIGEL

2/23/51

On the Brooklyn side of the East River, where the stream bends sharply before it is swallowed by the Upper Bay, the New York Naval Shipyard hummed with the vigor of perennial youth on the eve of its 150th birthday.

Officially, yard personnel will take scant notice of the anniversary today, but its employes will mark the yard's sesquicentennial with a pageant and birthday ball tonight, including 150 birthday cakes.

Riveters, welders and caulkers, riggers, machinists and a throng of white collar workers—almost all of the yard's family of 15,000 civilian employes—will halt briefly to say "Happy Birthday" to the yard, which has serviced the United States fleet in every campaign since the War of 1812.

The celebration, planned by the employes with "topside" approval, is said to have welded the yard's diverse groups in cooperative endeavor more effectively than has any other incident in yard history.

A Workshop for Defense

Set on a sprawling 290-acre site that grew with America, this modern machine for the goods of war consists of a motley group of 447 buildings and drydocks, wharves and shipways. One of the largest industrial facilities in the city, it grew from a 40-acre parcel on Wallabout Bay, which the Government purchased from John Jackson, a shipbuilder, on Feb. 23, 1801.

Here, the John Adams, first fighting vessel ever built for this Government, was turned out by Mr. Jackson in 1798. The vessel had only one "long twelve" for a bow chaser, and thirteen medium length eighteen-pounders on each side.

The yard played its first important role in the War of 1812, fitting out more than 100 vessels during the conflict. The first nav-

al craft built there was the 74-gun frigate Ohio. She was begun in 1817 and launched on May 30, 1820. Twenty years later the yard's first drydock was begun. Constructed of solid granite resting on a nest of wooden piles, it is still in active use.

During the Civil War, yard construction work boomed and sixteen fighting vessels were completed. But it was the Spanish-American War that gave new impetus to the yard's development. The famous Maine was built and launched there, and in World War I the facility became one of the nation's major naval workshops. From then on its working force rose and fell with barometric precision, an indication of the country's role in world affairs.

Active in World War II

After a decline of activity between 1919 and 1929, the yard again assumed its role of builder, and in the ensuing seven years turned out four 10,000-ton cruisers and several destroyers and Coast Guard cutters. In 1937 the keel of the 35,000-ton North Carolina was laid.

Other ships that came from its ways were the battleships Iowa and the Missouri, and the carriers Bennington, Bonhomme Richard, Kearsarge and Franklin D. Roosevelt.

Yesterday, the hum came from work on the Wasp, the Bennington and the Tarawa.

Tonight's yard party will be held in the 106th Regiment Armory, Bedford and Atlantic Avenues, Brooklyn. It will include a show in which only yard personnel will participate.

Lawrence W. Ferris, 53-year-old master mechanic and chairman of the celebration, said the employes would formally mark the anniversary with the presentation of a 3½-by-5-foot bronze plaque to the yard through Rear Admiral Paul B. Nibecker, commander.

This article really stood out to me because the workers were celebrating the 150th anniversary of the yard. I didn't know that the navy yard helped produced weaponry for WW2. It boasts about the mass production of their best machinery from guns to boats.

SITE OBSERVATIONS: One or 2 general notes about the Brooklyn Collection, and 2-3 specific observations about how the primary sources you found are connected to the topic of your investigation

1. About 10 Atlases on the window ceil
2. More than 15 computers in the collections room
3. 4 present folders uncovering the entire history of the Navy Yard
4. 3 decades of newspaper clippings in the collection room

QUANTITATIVE DATA: under “subject” list the topic; Under “data” describe your findings and the quantity found

Subject	Data
Navy Yard Maps	4 maps of the yard total in a folder
Navy Yard Primary Sources	3 folders of articles about the Navy Yard
Unemployment	Roughly 75,000 jobs were lost at the Navy Yard

QUESTIONS AND HYPOTHESIS Consider the primary sources found during your visit and review the material you included so far in this report.

QUESTIONS:

1. How much was the Navy Yard sold for?
2. How many jobs were lost due to the closure of the yard?
3. How many jobs came back after the yard reopened in 3 years?

HYPOTHESIS: From the questions you wrote above, select the most important question for your own research topic. Propose an explanation made on the basis of the evidence you have so far as a starting point for further investigation.

1. The Navy Yard was sold for roughly \$22.5-25 million sectionally
2. 75,000 jobs were lost
3. Approximately 10,000 jobs were available after the yard reopened

SUMMARY / POST VISIT REFLECTION / NEXT STEPS?

After the site visit, my group gathered adequate information to develop topics such as financial instability after the closing of the yard, the mural's effect on the community of vinegar hill and the census of the amount of vinegar hill residents that worked for the navy yard.

PRELIMINARY REFERENCES FOR PRIMARY SOURCES:

Record the essential information that you might use to create a citation for 3-4 primary sources you examined. Don't worry about creating a perfect or conventionally formatted citation; record the information that someone would need to find it again. Include a variety of sources: photographs, maps, articles, manuscripts, etc.

1. I forgot to photograph the citations for the primary sources in the library.
2. <https://digitalcollections.nypl.org/>