ADVANCE BASE DEPOT, DAVISVILLE, BUILDING A-130 HABS No. RI-397-A
(Naval Construction Battalion Center, Building A-130)
Northeast section of Advance Base Depot, adjacent to Pier Number One
Davisville Vicinity
Washington County
Rhode Island

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
Northeast Region
U.S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

HABS
RI
5-DAVIL.V
1A-

HISTORIC AMERICAN BUILDINGS SURVEY

ADVANCE BASE DEPOT, DAVISVILLE, BUILDING A-130
(Naval Construction Battalion Center,
Building A-130) HABS NO. RI-397-A

Location: Northeast section of Advance Base Depot, adjacent to Pier Number One, Davisville Vicinity, Washington County, Rhode Island

USGS Quadrangle Wickford, Rhode Island; 7.5 minute series 1957 (photorevised 1970 and 1975); UTM Coordinates: 19.299070.4609520

Present Owner: United States Navy

Present Use: The building has been vacant and not used for several years.

Original Use: The records for this building indicate that it was used both as a field office and as an operational facility for the stevedores who worked at the piers located nearby. Due to its close proximity to the piers, Building A-130 probably always had an association with shipping and receiving, one of the primary functions of the Advance Base Depot, Davisville.

Significance: Based on research conducted at Davisville, and the documentation contained in the United States Navy's own historical accounts of its construction activities during World War II, it is apparent that the design and production of the quonset hut and other temporary structures like it during the 1940s represents the response by the United States' military branches at the time to the threat, and subsequently the reality, of global war. At the beginning of its development, the quonset hut was targeted for use at United States naval installations located on British-held lands; quickly it also became an important form of assistance to the United States' allies both before and after this country's official entry into the Second World War. Building A-130 is typical of the designs employed by the military to produce efficient, utilitarian structures suited to the mobilization emergency in effect at the time. Building A-130 is a representation of the many requirements placed upon the designers of the quonset hut in that it not only provided shelter (in this case for humans), but it also did not require highly trained personnel for its assembly and was relatively inexpensive to construct. In addition, this structure is composed of standardized parts, which assisted in the ease of its construction, and helped to provide a smooth transition when the Navy turned over the manufacturing of the quonset hut to private companies. These businesses continued to produce this type of structure for use by the military forces for the duration of the war, and variations were designed for use in tropic and arctic conditions. The quonset hut is readily recognized by its half-cylindrical shape, and they were manufactured in a number of different sizes over the years of their production. It was not uncommon for several units to be linked together to accommodate specialized uses.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The year of construction for Building A-130 is listed as 1942 in the various records maintained at the Administration Building at Davisville.[1] Furthermore, the documentation at Davisville indicates that the current configuration of Building A-130 was achieved sometime between 1953 and 1970, when two quonset huts, "Building A-129" and "Building A-130," were joined together by means of an enclosed corridor (see Paragraph 5 below for more information).

2. Architect: The George A. Fuller Company and Merritt-Chapman and Scott Corporation, both from New York City, were the construction companies that were charged by the United States Navy with the task of developing and mass-producing a portable structure that would require minimal assembly time and effort. A team of architects and engineers worked within an extremely tight schedule to develop a design that resulted in the manufacture of the first quonset huts in May and June of 1941. These first huts were shipped overseas, to be used by United States forces and its allies alike.[2]

3. Original and subsequent owners: United States Navy.

4. Builder, contractor, suppliers: The George A. Fuller Company and Merritt-Chapman and Scott Corporation were the contracting firms responsible for the construction in the area that was ultimately known as the Advance Base Depot, Davisville. Built in 1942, Building A-130 was one of the quonset huts erected by Fuller and Scott to serve as a field office for the shipping and receiving operations that were in full swing by June of that same year.[3] It is of interest to note that Fuller and Scott produced forty huts per day prior to the attack on Pearl Harbor, and after that date their production rate expanded to one hundred and fifty units each day.[4]

5. Original plans and construction: What is now known as Building A-130 is composed of at least two quonset huts that are linked by a connector to form an "H"-shaped plan. There are three drawings filed at the Administration Building at Davisville that depict the components of Building A-130, as well as its present appearance. Drawing Numbers 34391 and 34198 both date from 1953, and show a "Building A-130" and a "Building A-129," respectively, before the two buildings were connected. The third plan, dating from 1970, depicts the current configuration of Building A-130; it is Drawing Number 38545, and it illustrates the link between the "Building A-130" (to the east) and "Building A-129" (to the west) as well as the boiler room located on the south side of the connector.[5] Therefore it is assumed that "Building A-130" and "Building A-129" were joined sometime between 1953 and 1970. Many of the earliest quonset huts constructed measured 16' x 36' overall,[6] but the two huts that comprise this building each measure over 72'. Even so, it is believed that these huts were originally constructed in this manner based primarily on a drawing that dates from 1943 that shows a 16' x 77' hut. Both the east and west wings of Building A-130 closely resemble the plans and

details depicted on this 1943 drawing.[7]

6. Alterations and additions: Drawing Number 38545, dating from 1970, is generally a factual representation of the current appearance of Building A-130, as it shows the two huts joined by the corridor connector (see previous section). Since two buildings were connected probably sometime between 1953 and 1970, this is considered to be an alteration; however, the linking of the two huts is in keeping with the adaptable nature of the quonset hut, and is therefore considered to be an alteration with its own significance. The 1953 drawing, Drawing Number 34391, depicting what is now the east wing (the former "Building A-130") shows more accurately than Drawing Number 38545 the toilet area at the north end of the building. Other minor differences from the 1970 drawing noted during field observations are the absence of wall partitions and the existence of a countertop; both are located near the east entrance.

   Other alterations include the removal of a door at the north facade of the west wing, as well as the sheathing with plywood of two window openings on the east side of the east wing.

B. Historical Context:

The significance of the quonset hut is best understood with a brief background of the time and environment in which it was developed. Prior to the United States' official declaration of war in December, 1941, the federal government assisted countries that were deemed friendly through a series of plans designed to provide aid where needed and, at the same time, supply the United States with strategically valuable sites that would be useful in the event of war.

One of these plans involved the transfer in 1940 of fifty destroyers to the British in return for the establishment of naval bases with ninety-nine year leases located on British-held lands.[8] A base was established at Argentia, Newfoundland, and was constructed by two private construction firms, George A. Fuller Company and Merritt-Chapman and Scott Corporation.[9] Earlier, in the summer of 1940, these firms, known as the "East Coast Contractors", had embarked on the construction of the Quonset Point Naval Air Station, located on the west coast of Narragansett Bay at Quonset Point, Rhode Island. The construction of this base had been recommended in 1938, and the next year, with the approval of Congress, the land was purchased.[10]

Prior to the construction of the air station, Quonset Point was a summer beach recreation area. The North Kingstown beach area (as it was known in the late 1930s), just north of Quonset Point, was also a seasonal spot for swimming, boating, and fishing; it would later become part of the vast naval installation that developed during the early 1940s.[11]

The Lend-Lease Act, authorized by Congress in March of 1941, allowed the United States to aid its allies with supplies, including armaments, with the primary beneficiary being Great Britain. Plans to develop four naval bases in the United Kingdom were initiated, with the air station at Quonset Point being identified as the

central shipping port for the required construction materials, and the East Coast Contractors (Fuller and Scott) being assigned the task of construction specifications and purchasing.[12] No sooner than this decision had been reached, the fact that the existing storage space at the air station was inadequate became apparent. The same contractors were called upon to construct a large supply depot on the land of the North Kingstown beach area; this area would eventually become known as the Advance Base Depot, Davisville.[13] Camp Endicott, one of the training facilities for the Navy's Construction Battalions (popularly referred to as the "Seabees"), was established in June of 1942; this camp was located in the heart of the Advance Base Depot.[14]

Concurrently, the contractors were charged with the task of designing and manufacturing a structure that could be used for a variety of applications and that was easy to transport and assemble; the result was what is now known as the quonset hut. The Navy gave its order to the contractors to proceed with the design of the hut on March 30, 1941, with a deadline of June 1, some two months later. A team of architects and engineers assembled by Fuller and Scott quickly prepared plans for the manufacturing plant facility as part of the complex at Quonset Point. They adopted this name, quonset, for the multi-purpose structure that would ultimately be used all over the world during the Second World War. They simultaneously began to develop the design for the quonset hut itself, which was based on a similar structure produced by the British, called a Nissen hut; some drawings of the English prototype were provided to the contractors by the Bureau of Yards and Docks, headed at that time by Admiral Ben Moreell, (Civil Engineer Corps), United States Navy.[15]

The half-cylinder shape of the quonset hut was derived from the Nissen hut, but that is where the resemblance between the two ends. The Nissen hut was developed for use by the British during World War I; it was clad with sections of straight sheet metal that were formed and anchored with a system of cables and turnbuckles. The design team dispatched with this anchoring system immediately, and, through a series of experiments, Anderson Sheet Metal of Providence, Rhode Island, a subcontractor for Fuller and Scott, created a methodology for bending sheet metal without deforming it, thus conforming the cladding to the curved shape of the framing.[16]

From the outset, the development of the quonset hut was a process of field testing, and as a result, the design of the structure underwent many changes. The structural system of the first huts was composed of a series of arch-shaped steel ribs, "T"-shaped in cross section; these were 2" wide x 2" long, and wood purlins were attached to the ribs to provide blocking for securing the metal skin. This hut measured 16' x 36' overall; the interior finishes consisted of pressed-wood panels at the walls and ceilings, and tongue-and-groove wood floors. The first quonset huts were primarily utilized as barracks and were shipped overseas to Britain and Iceland, as well as other countries being assisted by the Lend-Lease Act.[17]

Apparently, at some point in the early development stages, a straight-walled version of the hut was produced to solve problems of the reduced amount of usable space inherent with curved walls. With this alteration came a revision to the steel rib, which was formed of two steel channels welded together and resulting in an "I"-shaped cross section; overall the rib measured 2" wide x 3 5/8" long; the web of the rib was irregular in shape and just wide enough to accept nails that fastened the corrugated

metal covering to the structure. Several designs were developed to accommodate such uses as dispensaries, latrines, hospitals, and other specialized facilities; also a large 40' x 100' warehouse-type facility was created.

Ultimately, a return to the semi-circular shape of the hut was instituted as a part of further revisions implemented to make the structure lighter and more compact to conserve on shipping weight and space. At this point the cladding became lighter-weight galvanized metal sheets, and the flooring was changed to ¼" thick plywood. In this version, the standard size was larger, 20' x 48', and yet weighed less and occupied less space during transport than its straight-sided predecessor; the larger 40' x 100' huts with curved sides were also lighter and more compact.[18]

Eventually the manufacturing of the quonset huts was turned over to private companies located in different areas of the country.[19] One of these companies was the Stran-Steel Division of the Great Lakes Steel Corporation located in Detroit, Michigan. This company continued to manufacture the huts for civilian use after World War II, and perhaps produced some for use during the Korean War.[20]

Building A-130 displays characteristics that match those of the earliest quonset huts produced at Davisville, described above. At the time the field observations were made, this structure appeared to be the most intact standard quonset hut constructed in the early 1940s remaining on Navy-owned property at Davisville. The steel ribs are 2" wide and are most likely "T"-shaped in cross section (although the nondestructive methodology used prohibited a verification of this) and some of the flooring is tongue-and-groove wood. These features point to the possibility that Building A-130 is one of the earliest huts erected at Davisville. The overall lengths of the two wings of Building A-130 are slightly over double the standard 36', however, the increase is not unusual given the experimental nature associated with the development of the quonset hut design; as additional substantiation for this theory is a 1943 drawing depicting a 16' x 77' hut (see Part I, Section A, Paragraph 5 of this report).

PART II. ARCHITECTURAL INFORMATION

A. General Statement

1. Architectural Character: The character of Building A-130, and of the other quonset huts as well, is a unique blend of both architectural and engineering disciplines. The design was developed to meet specific criteria, one of which was to serve as basic shelter of a mobile nature to protect not only human beings, but also equipment and supplies. This is the fundamental premise of architecture, and, obviously, the quonset hut design fulfills this requirement in a simple and utilitarian manner. The engineering character of the quonset hut is demonstrated by meeting the other conditions placed upon its designers: quick and inexpensive mass-production, and facility of shipping, erection and disassembly. The quonset huts are composed of standard units, allowing ease of manufacture and distribution.

2. Condition of Fabric: The overall condition of the exterior of this building is

generally poor; almost the entire surface of the corrugated metal cladding is covered with rust, wood elements are rotted and deteriorated, and some of the glazing is broken or missing. A couple of the windows have been covered with plywood, and a door has been removed and the opening has been enclosed with plywood. Compared with the exterior, the interior of the building is in much better condition. There are signs of water damage at some areas of the ceiling, especially at the connector and at many of the windows.

B. Description of Exterior

1. Overall Dimensions: The entire building measures 49'-8" in width, and is 78'-4" along the east side and 80'-2½" at the west side. The east wing is 16'-9½" x 78'-4"; the west wing measures 16'-10½" x 80'-2½". The overall height of each of the wings from grade level is approximately 10'-6". The connector measures about 6'-8" x 16'-0"; the boiler room extends from the connector 8'-9" and is 9'-0" wide.

2. Foundations: Building A-130 is supported by a concrete block foundation system; the blocks measure 7½" wide x 7½" tall x 16" long.

3. Walls and Roof: The east and west walls and roof of the huts are covered with 24" wide corrugated galvanized metal sheets. The north and south walls of the huts are clad with 5" wide drop siding; behind the drop siding is a layer of asphalt paper and a layer of plain horizontal siding. At the connector, the walls are clad with galvanized metal siding that has vertical ribs spaced at 12" on center; the roof appears to have a slight slope and is composed of galvanized metal.

4. Structural systems, framing: A structural system composed of steel arch ribs spaced at 48" on center is the means of support for the huts; each rib is 2" wide, and are probably "T"-shaped with the leg measuring 2" and the thickness being ¼" (see Part I, Historical Context, for further information regarding the development of the structural system of the quonset hut).

   The structural system of the connector probably consists of wood stud framing, although this could not be verified due to the non-destructive nature of this analysis.

5. Platforms: There is a plain wood platform located at four of the doorways on the north and south elevations; three of these measure 3' x 4', while the platform at the west wing on the north side measures 2'-5" x 3-9½". A 6" tall concrete platform is situated at the entrance on the east side of the east wing; it measures 3'-6" x 4'-0".

6. Chimney: At the west side of the boiler room a tall galvanized metal ventilation stack exists, and its function was to vent the oil-fired boiler. The stack is approximately 15' tall and is topped with a conical-shaped metal cap.

   Some of the data on file at Davisville refers to four "pot burners" that were

oil-fired, and Drawing Number 34391 depicts space heaters;[21] some of the vent stacks protruding through the roofs of the east and west wings might have been connected to these space heaters when they existed.

7. Openings:

a. Doorways and Doors: At the east wing, south side, there is a 2'-11" x 6'-7" wood door with three panels below and four lights above, 3½" wide trim; at the east elevation is a 2'-8" x 6'-8" three panel, three light wood door, no trim. There are two doors located on the north facade; these doors are separated by 3' of wall space, and each is 2'-8" x 6'-8" with two panels and three lights, 4½" trim.

The south facade of the west wing has a set of wood double doors, each unit is 2'-5" x 6'-8" with three panels below, three lights, and 3½" wide trim. At the west side there is a 2'-8" x 6'-8" unit with three panels, two lights, and 3½" wide trim. A single door has been removed from the north elevation of the west wing, and it has been replaced with two sections of plywood that combined measure 3'-5½" x 7'-1½"; this panel is surrounded by 2½" wide trim.

A 3'-0" x 6'-8" unit with a single panel below and a plywood panel above is centered on the south side of the boiler room; the trim is 3½" wide.

b. Windows: All six of the windows at the south section of the east wing are four light wood units that have 3½" wide trim and 1" thick sills; each unit measures 1'-11" wide x 2'-3" tall and there are two units each at the south, east, and west facades. The north section of the east wing has six units that are 3'-4" wide x 2'-9" tall, with three of each on the east and west sides; only two on the east elevation have nine lights and appear to be original, while the rest are single light replacements. The trim at the jambs is 4½" wide, the header is 2½" wide, and the sill at each of these units is 1" thick.

At the west wing, all of the window units measure 3'-4" wide x 2'-9" tall; there are five windows each at the east and west sides. The units along the east facade are single light replacements, while there are two original nine light units and three single light units on the west elevation; the trim for these units matches that at the north section of the east wing, described above.

C. Description of Interior:

1. Floor Plan: The floor plan of Building A-130 is "H"-shaped, with the two main wings of the structure running north/south, and a 16' long connector running east/west between the two wings. Attached to the south elevation of the connector is an addition that houses the boiler.

At the east wing, the overall interior dimensions are 15'-9½" x 77-10½", and it is divided into three basic areas: 1) an office area at the south end, 2) an entrance and storage area in the center, and 3) two toilets at the north end. The office area measures 15'-9½" x 36'-4", and each toilet measures roughly 6' x 12'.

The connector measures 6'-1" x 16'-0", and the floor level is 10" lower than that in the two wings.

The interior dimensions of the west wing are 16'-1½" x 79'-8". This wing is divided into two large areas, presumably used for office space; the south section measures 16'-1½" x 36'-5" and the north section is 16'-1½" x 42'-11½".

2. Flooring: The flooring at the south section of the east wing is comprised of 3½" wide tongue-and-groove wood floor boards, running north/south; the same type of boards are located at the east entrance, but these run east/west. The rest of the floor surface at the east wing is composed of plywood.

   Plywood flooring is used at the connector.

   At the west wing, there is plywood flooring in the south section and at the area near the connector. The north section is composed of 4' x 8' sheets of 3½" wide boards that are very similar in appearance to tongue-and-groove flooring.

3. Wall and Ceiling Finish: The interior finish at the walls and ceilings is painted sheets of masonite; the size of each sheet is 4' x 8'

4. Openings:

   a. Doorways and Doors:

      East wing: Between the south section and the entrance area is a 2'-10" x 6'-6" plain wood door with a single small glass light; much of the trim at this door has been removed. At the storage area is a non-original, plain unit measuring 2'-8" x 6'-8", with no knob or handle and 3½" wide trim. The outer doors providing access into the restrooms are each 2'-8" x 6'-8" with a metal louvered grill in the lower portion; the inner doors are the same size, and all of these units have 4½" wide trim.

      Connector: At either end of the connector is a 2'-8" x 6'-8" wood unit with four lights above and three panels below; each has 4½" wide trim.

      West wing: Between the two office areas is a 3'-0" x 6'-6½" plain wood door; a rectangular opening is located at the bottom section of the door, and the trim is 4½" wide.

   b. Windows: At the south section of the east wing are six-four light

wood units; all have 1" wide trim and 4" sills, except the two units at the south wall, which have no sills. These units are hinged on the side and they open to the interior. The remaining windows at the east wing and most of the windows at the west wing have 3" wide side trim and 1" wide head and sill trim; most have been replaced and fixed in place, but originally they were all hinged at the sill and opened to the inside.

5. Trim: There is a 4" tall plain wood baseboard that extends along the east and west walls of the south section at the east wing and also at the north wall of the connector. Along most of the perimeter of the west wing is a 2" wide flat wood strip at the base of the walls; this trim is also found in some areas at the north section of the east wing.

6. Hardware: Four out of six of the four light window units at the east wing have original hardware that consists of a knob and spring catch-type of operating mechanism. Most of the larger window units are fixed in place, but some retain original operating hardware that is comprised of metal swivel-type keepers on either side for the closed position, and a metal chain for the open position.

   Most of the exterior door hardware, where it remains intact, appears to be original. Inside, the door hardware has either been removed or replaced, except at the east and south entrance doors in the east wing.

7. Mechanical Equipment:

   a. Heating, Air Conditioning, Ventilation: There are six galvanized metal ventilation stacks of various shapes protruding from the roofs of each wing; some of these stacks might have been connected to space heaters at one time. As mentioned earlier in this report, the boiler room (and the adjacent connector) were probably added sometime between 1953 and 1970; the existing boiler is no longer functioning.

   b. Lighting: The fixtures located in the east and west wings are 2' x 4' suspended fluorescent lights. These fixtures were probably installed during the 1970s.

   c. Plumbing: At the north end of the east wing are two toilet rooms. There are two sinks, two toilets and a urinal in the toilet room on the west side; at the east there is no urinal and only one sink. There is also a hot water heater located just south of the toilet rooms.

D. Site:

General Setting and Orientation: Building A-130 is oriented with the front of the structure facing southwest. It is located adjacent to the piers and the shipping area at Davisville. One of the many sets of railroad tracks in this area runs in front of this building; these rail lines were an essential component of the Advance Base Depot, connecting the piers with the adjacent supply warehouses. The terrain is basically flat

in the waterfront area.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings: The four drawings cited in this report are filed at the Administration Building, Naval Construction Battalion Center, Davisville; only the drawings specifically executed for Building A-130 have been photographically reproduced for this report.

B. Bibliography:

1. Primary and unpublished sources:

a. Drawings on file at Davisville:

i. George A. Fuller Co. and Merritt-Chapman Scott Corp., Contractors. Naval Advance Base Depot, Davisville, R.I. "Typical Toilet Layout for Warehouse Offices in Huts, Plans, Elevations, Sections & Details," Navy Department Accession Number 7904, April 1, 1943.

ii. Department of Navy, Bureau of Yards and Docks. United States Naval Construction Battalion Center, Davisville, R.I. "Building Number A-129, As Built," Drawing Number 34198, August 19, 1953.

iii. _____. _____. "Building A-130, Floor Plan & Elevation, As Built," Drawing Number 34391, December 1, 1953.

iv. Department of the Navy, Naval Facilities Engineering Command. Naval Construction Battalion Center, Davisville, R.I. "Building A-130, As Built," Drawing Number 38545, November [no date], 1970.

b. Other records at Davisville:

"Building Card. Building A-130," February 8, 1961. Filed at the Administration Building, Naval Construction Battalion Center, Davisville.

2. Secondary and published sources:

a. Books and manuscripts:

i. United States Navy, Bureau of Yards and Docks. *Building the Navy's Bases in World War II: History of the Bureau of Yards*

and Docks and the Civil Engineer Corps, 1940-1946. 2 vols. Washington: United States Government Printing Office, 1947.

ii. The George A. Fuller Company. *The George A. Fuller Company: War and Peace, 1940-1947*. New York: The George A. Fuller Company, 1947.

iii. Federal Writers' Project of the Works Progress Administration, State of Rhode Island. *Rhode Island: A Guide to the Smallest State*. [volume in the *American Guide Series*.] Boston: Houghton Mifflin Company, 1937.

b. Periodicals:

Clark, Tim. "Living in a Quonset Hut Is Like Eating Spam." *Yankee*, November, 1985, pp. 116-123, and 192.

c. Other:

i. United States Department of the Interior, National Park Service. National Register of Historic Places, Inventory--Nomination Form. "Camp Endicott, Davisville Construction Battalion Center, North Kingstown, RI," listed on October 19, 1978.

ii. Stran-Steel Division, Great Lakes Steel Corporation, Detroit Michigan. "Erection Instructions for the 20'-0" x 48'-0" U.S. Navy Steel Arch Rib Hut, Tropical Design, Manufactured for Navy Department, Bureau of Yards and Docks," November 1, 1944.

C. Likely Sources Not Yet Investigated:

1. Documentary: Additional information regarding the construction activities of the Navy before and during World War II is probably located in the National Archives, Washington, D.C., and at the United States Naval War College, Newport, Rhode Island. Also, additional research could be conducted at the Naval Construction Battalion Museum, Port Hueneme, California.

2. Oral History: An effort could be made to locate and interview Robert F. McDonnell, one of the members of the quonset hut design team working for Fuller and Scott in 1941. If he is still living, Mr. McDonnell would be in his eighties.

D. Supplemental Material:

1. Drawings: The drawings specifically executed for Building A-130 are cited in the Bibliography and have been photographically reproduced for inclusion in this report.

2. Photographs: Large-format photographs of Building A-130 are included in this report as supplemental material.

Prepared by: Angela M. Edwards
Architect
Georgia Institute of Technology
September 1993

PART IV. PROJECT INFORMATION

This report was prepared by the Center for Architectural Conservation, Georgia Institute of Technology, as part of a project to document two representative types of World War II-era temporary mobilization structures at the Naval Construction Battalion Center, Davisville, Rhode Island, during October, 1992. The project was sponsored by the Tri-Services Research Center, United States Army Corps of Engineers, Construction Engineering Research Laboratory (USACERL), Champaign, Illinois. Keith Landreth, Director of the Tri-Services Research Center, provided assistance throughout the project. Special thanks to Richard L. Hayes, USACERL, for his insight into the history of the development of the quonset hut, based on extensive research and field observations at both Davisville and Camp Fogarty, Rhode Island. Assistance at Davisville was provided by Dick Sassman, Administration.

NOTES:

1. "Building Card. Building A-130," February 8, 1961. Filed at Administration Building, Naval Construction Battalion Center, Davisville.

2. The George A. Fuller Company. *The George A. Fuller Company: War and Peace, 1940-1947*. New York: The George A. Fuller Company, 1947, pp. 61-65.

3. "Building Card, Building A-130"; and United States Navy, Bureau of Yards and Docks. *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946*. 2 vols. Washington: United States Government Printing Office, 1947, p. 118.

4. The George A. Fuller Company. *The George A. Fuller Company: War and Peace*, p. 65.

5. Department of Navy, Bureau of Yards and Docks. United States Naval Construction Battalion Center, Davisville, R.I. "Building Number A-129, As Built," Drawing Number 34198, August 19, 1953; Department of Navy, Bureau of Yards and Docks. "Building A-130, Floor Plan & Elevation, As Built," Drawing Number 34391, December 1, 1953; and Department of the Navy, Naval Facilities Engineering Command. Naval Construction Battalion Center, Davisville, R.I. "Building A-130, As Built," Drawing Number 38545, November [no date], 1970.

6. United States Navy, Bureau of Yards and Docks. *Building the Navy's Bases*, p. 160.

7. George A. Fuller Co. and Merritt-Chapman Scott Corp., Contractors. Naval Advance Base Depot, Davisville, R.I. "Typical Toilet Layout for Warehouse Offices in Huts, Plans, Elevations, Sections & Details," Navy Department Accession Number 7904, April 1, 1943. The original drawing is located in the Administration Building at the Naval Construction Battalion Center, Davisville, RI.

8. United States Navy, Bureau of Yards and Docks. *Building the Navy's Bases*, pp. 33, 34 and 133.

9. The George A. Fuller Company. *The George A. Fuller Company: War and Peace*, pp. 98 and 106.

10. The George A. Fuller Company. *The George A. Fuller Company: War and Peace*, p. 106; and United States Navy, Bureau of Yards and Docks. *Building the Navy's Bases*, pp. 27, 28, 115, 231, and 232.

11. Federal Writers' Project of the Works Progress Administration, State of Rhode Island. *Rhode Island: A Guide to the Smallest State*. [volume in the *American Guide Series*.] Boston: Houghton Mifflin Company, 1937, p. 330.

12. United States Navy, Bureau of Yards and Docks. *Building the Navy's Bases*, pp. 12 and 115.

13. The George A. Fuller Company. *The George A. Fuller Company: War and Peace*, pp. 65, 66, and 106; and United States Navy, Bureau of Yards and Docks. *Building the Navy's Bases*, p. 116. Advance Base Depot (ABD), Davisville, was known as the "Temporary Aviation Facilities" at its inception, and then later as the "Temporary Advance Facilities" before becoming ABD, Davisville in April, 1942.

14. United States Navy, Bureau of Yards and Docks. *Building the Navy's Bases*, pp. 142, 143. At some point during the 1940s, an area at the Davisville complex became known as the Naval Construction Training Center; this center was probably connected with Camp Endicott, and possibly had something to do with officer training, but no information concerning the date of this designation was found. Currently, what remains of the Davisville complex is designated as the Naval Construction Battalion Center; the date of this name change is not known.

15. The George A. Fuller Company. *The George A. Fuller Company: War and Peace*, pp. 61-63; and United States Navy, Bureau of Yards and Docks. *Building the Navy's Bases*, pp. 115-116.

16. Clark, Tim. "Living in a Quonset Hut Is Like Eating Spam." *Yankee*, November, 1985, pp. 116-123, and 192; and United States Department of the Interior, National Park Service. National Register of Historic Places, Inventory--Nomination Form. "Camp Endicott, Davisville Construction Battalion Center, North Kingstown, RI." This historic district was listed on October 19, 1978.

17. The George A. Fuller Company. *The George A. Fuller Company: War and Peace*, pp. 63, 64; and United States Navy, Bureau of Yards and Docks. *Building the Navy's Bases*, pp. 160, 161.

18. United States Navy, Bureau of Yards and Docks. *Building the Navy's Bases*, pp. 161, 162.

19. The George A. Fuller Company. *The George A. Fuller Company: War and Peace*, p. 65.

20. Stran-Steel Division, Great Lakes Steel Corporation, Detroit Michigan. "Erection Instructions for the 20'-0" x 48'-0" U.S. Navy Steel Arch Rib Hut, Tropical Design, Manufactured for Navy Department, Bureau of Yards and Docks," November 1, 1944; and Clark, "Living in a Quonset Hut."

21. Department of Navy, Bureau of Yards and Docks. United States Naval Construction Battalion Center, Davisville, R.I. "Building A-130, Floor Plan & Elevation, As Built," Drawing Number 34391, December 1, 1953.