



North Carolina Department of Cultural Resources
State Historic Preservation Office

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August 13, 2008

William R Straw, PhD
Regional Environmental Officer
FEMA Region IV
3003 Chamblee Tucker Road
Atlanta, GA 30341

RE: Port Operations Center and Equipment Building #9, State Port Authority, Morehead City,
Carteret County, ER06-1935

Dear Dr. Straw:

Thank you for your letter of July 21, 2008, transmitting the Determination of Eligibility Report for the above referenced property. We have reviewed the report and its findings and concur with your determination that the property was not eligible for listing in the National Register of Historic Places prior to its demolition. This means that no further review and comment on the project is needed from us.

We would like to note that the report was well prepared and presented. The information and figures were very helpful to our evaluation of the property. We will create a file for entry into the statewide historic property inventory so that there is a permanent record of the building for future researchers.

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

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

Sincerely,

Peter Sandbeck

cc: USR Group, Inc.

bc: Burch with report
County

Final Report

Port Operations Center and Equipment Building Number 9

National Register of Historic Places Eligibility

Determination Report

North Carolina Ports Authority

May 30, 2008



FEMA

Federal Emergency Management Agency
Department of Homeland Security
3003 Chamblee Tucker Road
Atlanta, GA 30341

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Under contract to the Federal Emergency Management Agency (FEMA), URS Group, Inc. (URS) prepared this *Port Operations Center and Equipment Building Number 9 National Register of Historic Places Eligibility Determination Report* (Report) pursuant to an application by the North Carolina Ports Authority for funding under FEMA's Public Assistance (PA) Program. The Ports Authority submitted an application (PW 199 and 200) in October 2005 for in-kind repairs to the Port Operations Center and Equipment Building Number 9 (Project Buildings), located at the Port Authority Complex in Morehead City, NC. The proposed work for the undertaking was identified as being in-kind, and FEMA determined that the project had no potential to affect historic properties.

In June 2006, the Ports Authority filed a PA program "alternative project" application after the October 2005 undertaking was not carried out. The alternative project grant application requested funding to demolish the Project Buildings (undertaking). The alternative project grant application was approved by FEMA and demolition of the Project Buildings was completed in July 2007. Section 106 Consultation was not conducted for the alternative project grant application. This Report is intended to formally commence Section 106 consultation for the alternative project application under Section 106 of the National Historic Preservation Act of 1966 (P.L. 89-665; 16 U.S.C. 470 et seq.) and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800, "Protection of Historic Properties."

The Report presents a Section 106 eligibility determination for the Project Buildings. Based on field investigations, background research, and the application of the National Register of Historic Places (National Register) criteria for evaluation, FEMA has determined that the Project Buildings were not eligible for listing in the National Register. While the buildings were determined to be historically significant under Criterion A for their contribution to local industry, the physical condition of the buildings at the time of the undertaking exhibited such loss of historic integrity that the structures were determined not to be eligible for listing in the National Register.

SECTION ONE**INTRODUCTION****1.1 PROJECT BACKGROUND**

Under contract to the Federal Emergency Management Agency (FEMA), URS Group, Inc. (URS) prepared this *Port Operations Center and Equipment Building Number 9 National Register of Historic Places Eligibility Determination Report* (Report) for the demolition of several buildings in the project area. The Report was prepared pursuant to an application by the North Carolina Ports Authority (PW 199 and 200) for funding under FEMA's Public Assistance (PA) Program. The applicant originally filed for the grant in October 2005 and was approved for funding for the purpose of making in-kind repairs to the Port Operations Center and Equipment Building Number 9 (Project Buildings), located at the Port Authority Complex in Morehead City, NC. The proposed work for the undertaking was identified as being in-kind, and as such FEMA determined that the project had no potential to affect historic properties.

An alternative project application was submitted in June 2006 by the Ports Authority, proposing to demolish the buildings instead of repair them. The alternative project grant application was approved by FEMA without Section 106 consultation. Demolition of the Project Buildings was completed in July 2007, and the site was prepared to become a site lay-down area, which is an open space that can be used for containers or other storage purposes.

As part of FEMA's responsibilities under Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800, "Protection of Historic Properties," the purpose of this Report is to determine and document the Area of Potential Effects (APE) for the project, identify historic properties in the APE prior to the execution of the project, and, if so, make a determination of effect in accordance with 36 CFR 800.(d)(1).

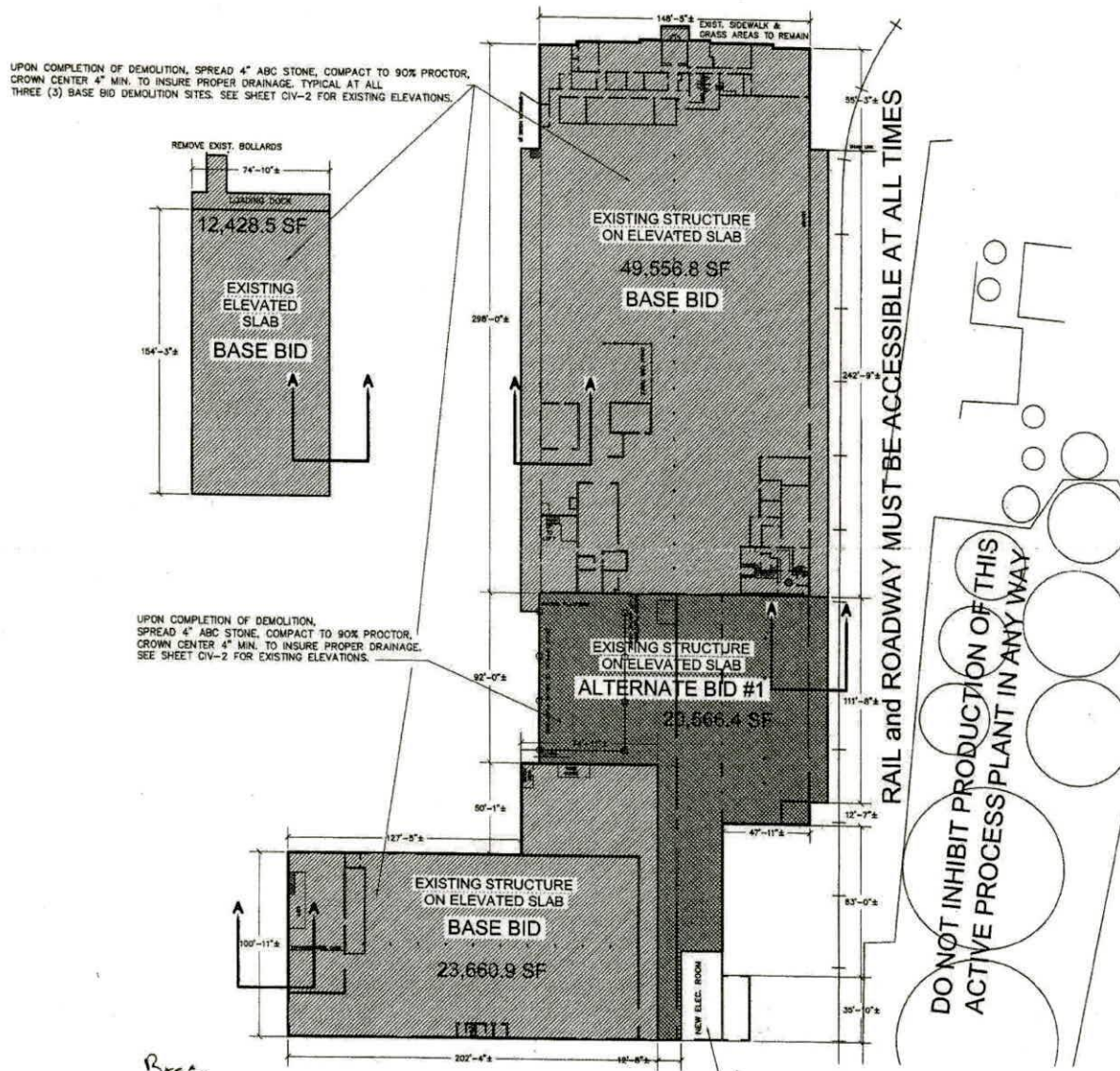


Figure 1: Site Map at the time of the undertaking (demolition) (Cox 2008).

1.2 PROJECT LOCATION

The project is located in the town of Morehead City, Carteret County, NC (Figure 2), at 113 Arendell Street, between First and Second Streets, in the most western part of the peninsula known as Shepard's Point (Figure 3). This section of the peninsula is owned by the North Carolina Ports Authority and lies within the premises of the Port of Morehead City.

The site at the time of the undertaking in 2007 included a large industrial building that was known locally as the Lloyd A. Fry Roofing Company (Fry Roofing). This was originally a "U" shaped set of connected warehouses and factories, which included a roofing asphalt shingle warehouse (No. 1, Site Map, Appendix A), a roofing asphalt shingle factory (No. 3, Site Map, Appendix A), a roofing felt warehouse (No. 7, Site Map, Appendix A), a roofing felt factory/mill

(No. 8, Site Map, Appendix A), and a large shed addition used for storing felt (No. 9, Site Map, Appendix A). The felt factory/mill was demolished prior to the undertaking, severing the "U" shape of the buildings and leaving the two Project Buildings, which later became known as the Port Operations Center and Equipment Building Number 9. The Port Operations Center was composed of the original roofing asphalt shingle warehouse, the roofing asphalt shingle factory, and the roofing felt warehouse. Equipment Building Number 9 was originally the large shed addition used for storing felt. For the purpose of this report, the group of buildings will be referred to collectively as the industrial complex. East of the asphalt roofing warehouse and shingle factory are several large metal asphalt storage containers. South of the roofing felt warehouse is a small office and lab. These buildings were part of the industrial complex, but were used by Trumbull Asphalt, which is today known as Corning Fiberglas.

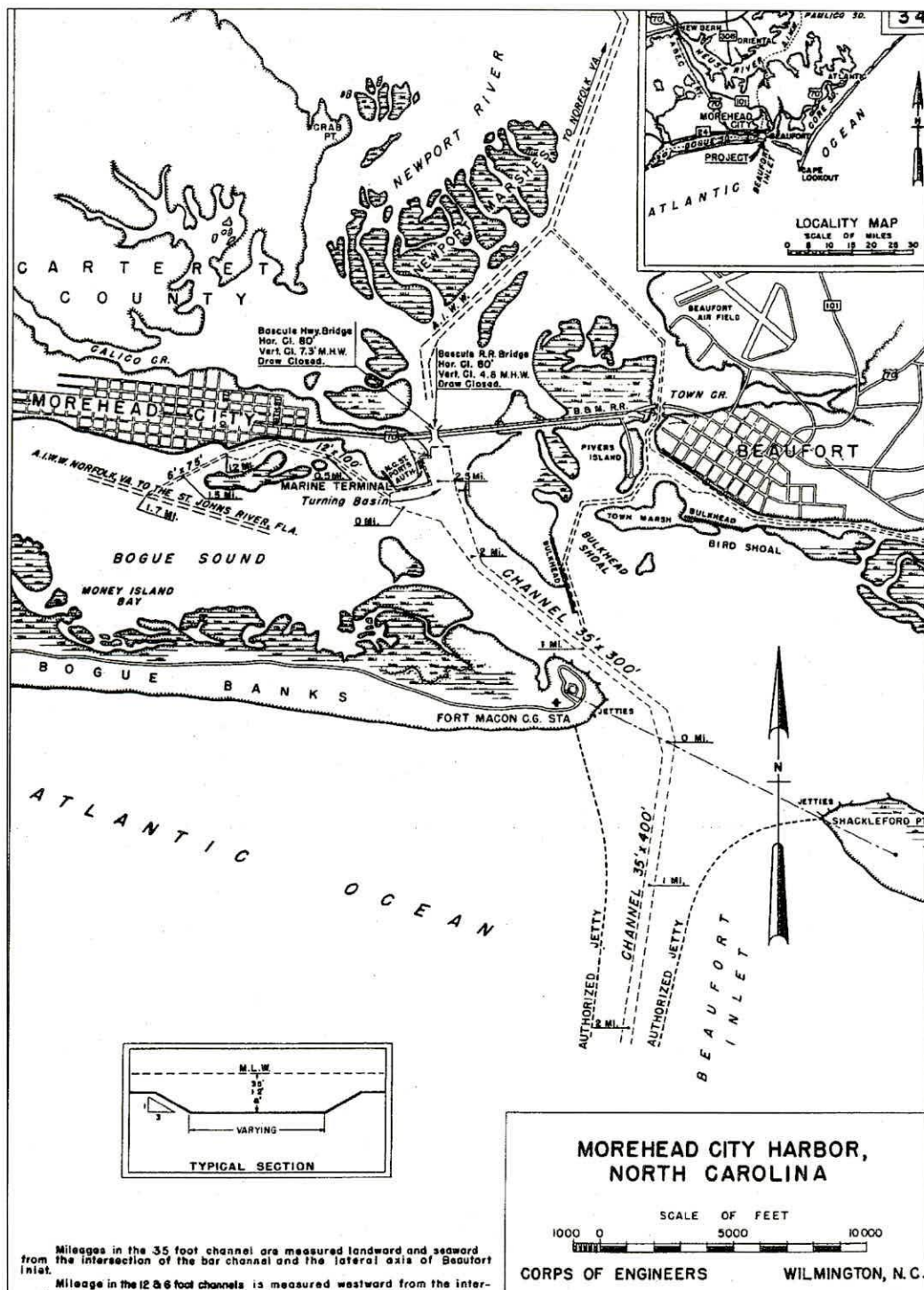
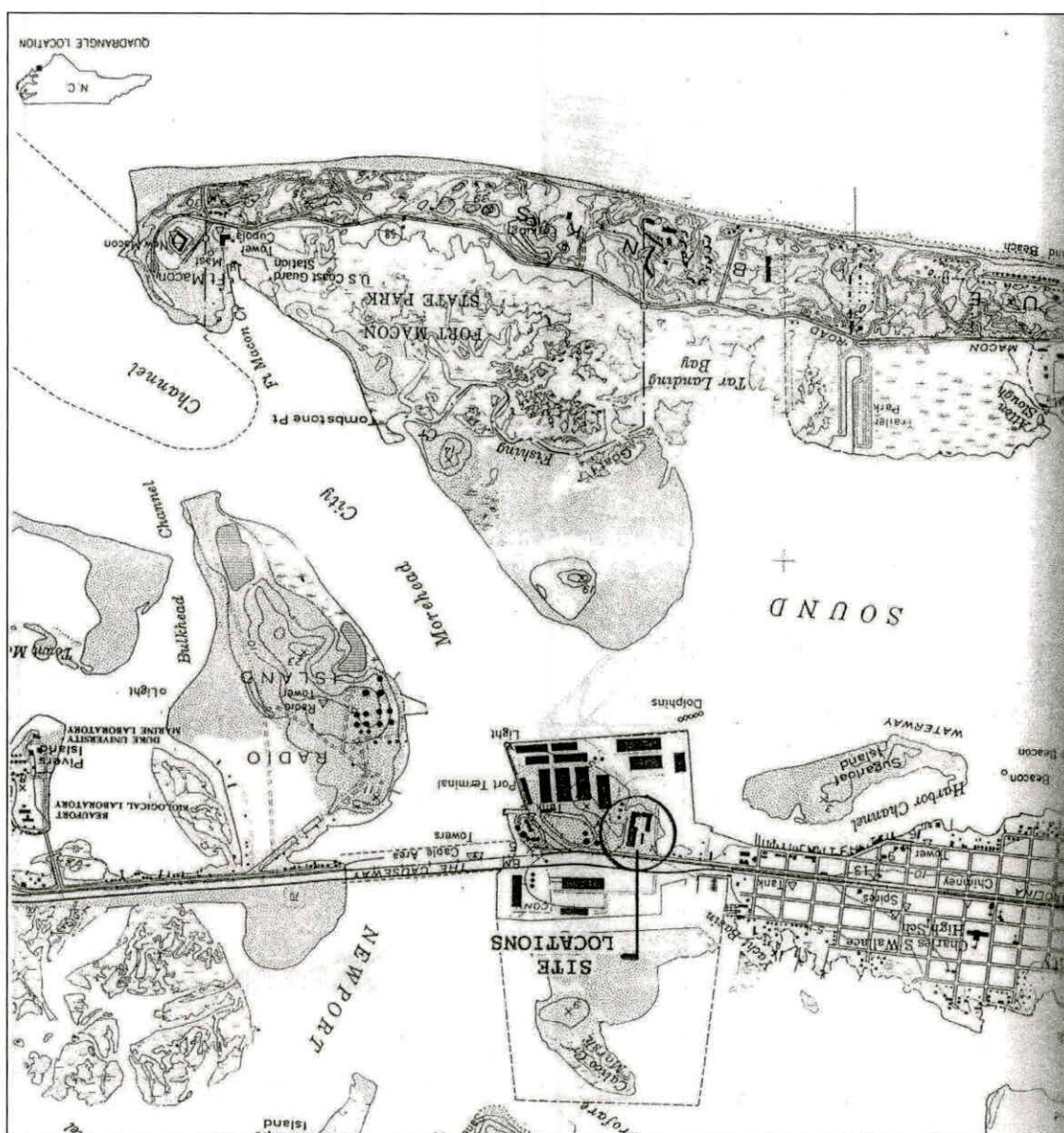


Figure 2: Area Map, Morehead City Harbor, NC (Landon 1963)

Figure 3: Site Location Map (Coastal 1995)



SECTION TWO**METHODOLOGY****2.1 INTRODUCTION**

This Report was prepared according to SHPO survey, evaluation, and reporting standards (North 2008); National Register Evaluation Criteria (National 2002); and the Section 106 criteria for assessment of adverse effects (United 2001). The methodology for the project consisted of three tasks: 1) background research, 2) field inspection and photography, and 3) evaluation of National Register eligibility.

2.2 BACKGROUND RESEARCH

Background research was conducted from March 20 to April 18, 2008, in North Carolina. In Raleigh, research was conducted at the American Institute for Architects North Carolina, the FEMA field office, the North Carolina State Archives, the North Carolina SHPO, the North Carolina State Library, and the Special Collections Library within the North Carolina State University Library System. Other libraries, museums, and repositories were visited in the following locations: the Carteret County Courthouse in Beaufort, the North Carolina Maritime Museum in Beaufort, the Duke University Library System in Durham, the University of North Carolina at Chapel Hill Library System in Chapel Hill, the North Carolina Room at the North Carolina Eastern University in Greenville, the Corning Fiberglass Company in Morehead City, the History Place in Morehead City, the Ports Authority Headquarters in Morehead City, the Town Hall in Morehead City, the New Bern-Craven County Library in New Bern, the Cape Fear Museum of History in Wilmington, the North Carolina Room at the New Hanover County Library in Wilmington, and the Ports Authority Headquarters in Wilmington.

Sources investigated consisted of primary and secondary materials including architectural drawings and papers, deed records, published and unpublished histories, historic and contemporary photographs, historic maps, and newspapers. Personal interviews with individuals historically connected to the buildings were conducted by telephone. Basic information about the undertaking was provided initially by staff at the FEMA field office in Raleigh (Cox 2008).

2.3 FIELDWORK

Fieldwork included photo-documentation of the site (Photo No. 12, Appendix C) and an identification and evaluation of the APE. Please see 4.1.1 Area of Potential Effects for further information of the APE.

2.4 EVALUATION OF NATIONAL REGISTER ELIGIBILITY

With the information gathered from the background research and fieldwork, the Project Buildings were evaluated to determine if they were eligible for listing in the National Register prior to demolition in 2007. The National Register Criteria for Evaluation "define the scope of the National Register of Historic Places; they identify the range of resources and kinds of significance that will qualify properties for listing in the National Register." The National

Register Criteria “are written broadly to recognize the wide variety of historic properties associated with history and prehistory” (National 2002).

Properties can be eligible for listing in the National Register under Criterion A if they are associated with an event or a series of events that have made a significant contribution to the broad patterns of our history. Properties may be eligible for the National Register under Criterion B if they are associated with the lives of significant persons in our past. Properties may be eligible for listing under Criterion C if they embody the distinctive characteristics of a building type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. Properties may be eligible under Criterion D if they have yielded, or may be likely to yield, information important in prehistory or history. Criterion D is most often applied to archaeological districts and sites, although it can apply to buildings or structures that contain important information.

Carrying equal weight with the National Register Criteria for Evaluation is the property’s integrity. The National Register recognizes seven aspects that, in various combinations, define integrity. These aspects include integrity of location, design, setting, materials, workmanship, feeling, and association. Eligibility for listing in the National Register requires that a property retain most, if not all, of these aspects.

SECTION THREE**HISTORIC CONTEXT****3.1 THE ESTABLISHMENT AND HISTORY OF MOREHEAD CITY, CARTERET COUNTY, NC**

Morehead City is a port town located in Carteret County in the State of North Carolina. It is one of three ports in North Carolina—Morehead City, Southport, and Wilmington—accessible from the Atlantic Ocean. Settlement began in the early eighteenth century in both Morehead City and Carteret County. In 1714, a land speculator, John Shackelford, acquired 1,400 acres in the county, and by 1723, David Shepard, for whom Shepard's Point is named, also purchased property. These large parcels were divided and purchased by families including the Fishers and Arendells, who were both powerful pioneering families of Carteret County (Alford 1957).

By the mid-nineteenth century, John Motley Morehead, then Governor of North Carolina, proposed establishing a port city and after visiting the area with Silas Webb, was so impressed by the settlement and geographic location of Shepard's Point that he purchased 600 acres from the Arendell family. The first lots were sold in 1857 when the Shepard Point Land Company was established for the development of the new port city (Heritage 1982).

Morehead City was formally established on February 20, 1861. While the port was the basis for development of the city, its growth was also aided by the Atlantic and North Carolina Railroad, which had been connected to Shepard's Point in 1857 (Alford 1957). While the population in Morehead City declined after the Civil War, the town survived and prevailed during reconstruction. From the late nineteenth century to the present, the town's survival can be attributed to its economic role as a port (Heritage 1982).

3.2 DEVELOPMENT OF THE PORT OF MOREHEAD CITY

John Motley Morehead established both the town and port of Morehead City concurrently on February 20, 1861. The Newport River, on which both were located, was 18'–20' deep and had a mile-long channel (North 1979). These features made the location excellent for development of the port. Prior to its official establishment, the location of the port had been a landing and loading point for freight and passengers in the eighteenth and early nineteenth centuries. Plans for construction of more substantial port facilities were underway in 1858–59, but the outbreak of the Civil War brought the project to a halt. The war led to a population decline for Morehead City and as a result, the port was out of major use for about 20 years. In 1879 the wharf and warehouses were damaged during a severe storm. The buildings were repaired because of a renewed use of the port; however, development of the port was relatively modest until the twentieth century (Alford 1957).

The Port Commission of Morehead City was created by the North Carolina Assembly in March 1933 (Alford 1957). The purpose of the Commission was to improve port facilities (North 1986–1990). The Commission was composed of seven members: four appointed by the state, and three by the Town of Morehead City. The Commission lasted until 1951, when it was dissolved to become part of the North Carolina Ports Authority (Alford 1957).

The North Carolina Ports Authority was officially created by the legislature in 1945 with the mission of developing modern ports and efficient facilities on the North Atlantic coast that could

receive materials and ship products to support North Carolina industry. (Landon 1963). Between 1945 and 1947 the Federal Works Agency allotted \$90,000 for engineering studies and plans for modern dock and terminal facilities; this allotment benefited both Wilmington and Morehead City (Alford 1957). In 1949 the state provided \$2.5 million to improve the port facilities in Morehead City (North 1986-1990). This resulted in the construction of two large storage facilities totaling 88,000 square feet and three transits sheds totaling 132,000 square feet. The wharfage was sufficient to accommodate four 500' cargo ships and one petroleum tanker, with a depth of 30' at mean low water (Alford 1957). Construction of these facilities was completed in 1952, and the dedication took place on September 16 of that year (North 1986-1990).

3.2.1 Industrial Development of Morehead City

Morehead City's industrial roots are directly linked to its geographic location and accessibility from the Atlantic Ocean. Commercial fishing and boat building are among the oldest industries in the area (Alford 1957). According to the U.S. Federal Census of 1860, there were 41 manufacturing establishments in Carteret County. However, by 1870 there were only 28 still in operation, a decline linked to the effects of the Civil War. By the turn of the century, local industry had declined dramatically and, according to the United States Federal Census of 1900, there were only 16 manufacturing establishments within the county (Historical 2008).

The twentieth century brought positive change to local industry and, according to the United States Federal Census of 1920, there were 62 manufacturing establishments in the county (Historical 2008). Commercial fishing, boat and ship building, garment making, and the production of roofing and asphalt materials, limited to Fry Roofing, were the principle employers in Morehead City in the mid twentieth century. By the late 1940s when the Project Buildings were initially constructed for use as an asphalt roofing plant, Morehead City manufacturing was responsible for an annual payroll of \$1,000,000 (Alford 1957). In the 1950s, the Wallace Fisheries and R.W. Taylor Company processed millions of pounds of menhaden (a common East Coast fish) annually and thousands of gallons of valuable fish oil, which was extracted and exported for use in soaps and cosmetics. The remaining scrap was adapted and sold nationally as feed and fertilizer. The Morehead City Shipbuilding Corporation, one of the principle employers in the area, built Hatteras Trawlers in three lengths and two varieties. These ships were used by fisherman from the North Atlantic to the Gulf of Mexico.

Both commercial fishing and boat and ship building were primarily employers of men. Women mostly worked in factories such as the Morehead City Garment Company, the town's premier garment manufacturer. In 1950s the firm produced sports shirts, employed between 250 to 300 people—90 percent of whom were women, and had an annual payroll of roughly \$800,000 (Alford 1957). The Morehead City Garment Company was located at 1504 Bridges Street in a large, 48,000-square foot industrial building (Dudley 2003). This building has since been torn down and a contemporary structure has taken its place.

Of the major local manufacturers in Morehead City, the last remaining buildings representing the town's eminent mid-twentieth century industries were the Project Buildings built by the Madix Asphalt Roofing Company (Madix) and the Southern Felt Corporation. The complex was completed in 1949 and added asphalt roofing materials to the list of items produced in Morehead City (Mott 2008). The plants were operated by the Lloyd A. Fry Roofing Company and its subsidiary companies, the Volney Felt Mill and the Trumbull Asphalt Company.

According to the United States Federal Census of 1950, there were 11,657 males in Carteret County, of whom 1,366 worked in an industry other than farming and mining. According to *The Twin City Times*, 300 men were estimated to be employed by both the roofing asphalt plant and the felt mill upon completion of construction (Site 1948). This new operation would therefore compose 20 percent of the county-wide industrial production and employ 20 percent of those working in fields other than farming and mining (Historical 2008). From 1948 to 1955, the industrial payroll in Morehead City more than doubled to \$2,619,000. In 1957 there were approximately 16 manufacturing establishments in town, which employed 1,424 workers, both men and women (Alford 1957).

3.3 THE ASPHALT ROOFING MATERIAL INDUSTRY

Composition and asphalt roofing materials are a relatively new development in the history of building materials. By the 1840s, the rapid development of the East Coast and settlement of the Midwest and West Coast demanded building supplies in greater quantity and quality. Innovative building products were invented, patented, and produced in this period. Innovations in roofing materials included corrugated iron roofs and experiments with lighter and more flexible roofing materials such as felt and paper (Bock 2008). Two brothers, Samuel and Cyrus Warren of Cincinnati, conducted experiments at this time by saturating layers of felt, paper, and flax with fish oil or pine tar, which was then covered with sand or ground shells (Boorman 1908). They found by 1847 that coal tar was the perfect adhesive for built-up roofs (Bock 2008).

Because the coal tar was a waste product of gas lighting companies, the Warren Brothers were paid by those companies to take the coal tar off their hands, enabling their roofing experiments and eventual business to grow and prosper. Soon they were manufacturing and installing roofs in Chicago, St. Louis, and Philadelphia. Other companies emerged and competed with the Warren Brothers, and in 1868 Michael Ehret of Philadelphia patented the slag (or cinder) roofing system, which became the most up-to-date top coating in composition roofing of the era (Bock 2008).

By the late nineteenth century, the use of coal tar diminished when it was found useful in the nascent chemical industry, which allowed gas light companies to begin charging for their waste. At this point asphalt became the most viable alternative to coal tar for roofing materials. However, asphalt did not actually become widely available until the second half of the nineteenth century. By 1889, the manufacturing and use of composition roofing was the pre-eminent mode of roofing, and by 1900 varieties of these roofing materials were sold nationwide by companies such as Sears & Roebuck (Bock 2008).

In 1903, Henry M. Reynolds, a roofing contractor and manufacturer from Grand Rapids, MI, began cutting roofing materials into 8" x 16" squares. Crushed granules of slate, invented by F.C. Overby of the Flintkote Company, gave Reynold's shingles the weight they needed to stay affixed to the roof. By 1915, machinery advances allowed shingles to be cut in a wider range of styles, forms, and sizes, greatly increasing production and use of shingles as they are known today. Throughout the 1920s, manufacturers continued to experiment and perfect their products, which led to large shingles measuring 12" x 16", fashionable shingles such as the French Method Shingle cut in a diamond or hex pattern, interlocking strips, and novelty strips. By the 1930s, novelty strips included Arabesque patterns; by the 1940s, "broad shadow" strip shingles were on the market (Bock 2008).

The history of the asphalt roofing industry is a recent one, but it has in a very short time become the predominant and most efficient manner of roofing. While stylized shingles have gone widely out of use, the concept of the shingle and other allied roofing materials has remained relatively similar to the original idea of composition roofing.

3.4 ASPHALT ROOFING MANUFACTURING IN MOREHEAD CITY

The complex of which the Project Buildings were a part was originally constructed by Madix Asphalt Roofing Corporation as a manufacturing plant for the production of asphalt roofing materials. It was, however, an unsuccessful business venture, as the company went bankrupt shortly after its opening. This financial disaster was followed by the purchase of the property by the Lloyd A. Fry Roofing Company (Fry Roofing) for their operations.

The Project Buildings were constructed as the principal components of an industrial complex that, when completed, included a roofing asphalt warehouse (No. 1, Site Map, Appendix A), a roofing asphalt shingle factory (No. 3, Site Map, Appendix A), a roofing felt warehouse (No. 7, Site Map, Appendix A), a roofing felt factory/mill (No. 8, Site Map, Appendix A) and a large shed addition used for storing felt (No. 9, Site Map, Appendix A). The first portions of the complex were built by the Madix Asphalt Roofing Corporation (Madix) in 1947 (Asphalt 1947). Madix was incorporated with the primary purpose of being an asphalt roofing manufacturing concern, and was a North Carolina Corporation with offices in Morehead City, NC. C.C. Brewen was president of the company, and W.B. Chalk served as its secretary. In order to construct the plant, Madix secured 6 acres of land on Arendell Street between First and Second Streets in Morehead City. The parcel was purchased on September 26, 1947, from George R. and Laura Wallace, Grace W. and J.C. Taylor, and W. Gordon Webb (Carteret 2008).

Architectural drawings were completed in May 1947 by Archie Royal Davis of Durham, NC, the project's chief architect and engineer (Ma-dix 1947). Construction began in October 1947 immediately after the close of the sale, and was completed by January 1948 (Felt 1948, Site 1948). The original site consisted of a roofing asphalt warehouse and a roofing asphalt shingle factory. Madix's offices were situated in the northern center of the roofing asphalt warehouse and were accessed from Arendell Street. The facade was designed in a simplified version of the Art Deco style; the warehouse and adjacent factory were industrial structures with no particular stylistic distinction (Lloyd 1956). The offices were used for management of the business, the warehouse to store supplies and completed products, and the factory to produce shingles and allied products for roofing (Mott 2008).

Construction of the first phase of buildings was completed in December 1947. However, it became clear to the company that the high price of roofing felt threatened Madix's potential profits; this made opening the plant a potentially unprofitable investment. In an effort to alleviate this problem, Madix induced the Southern Felt Corporation to build a felt mill west of the recently constructed asphalt roofing plant. Southern Felt was a North Carolina corporation founded in 1947 with offices in Morehead City. The company was started for the purpose of founding the factory and was extant until 1978. The new agreement enabled Madix to control the cost of these critical supplies needed to keep down manufacturing costs (Site 1948).

Archie Royal Davis was again hired to execute the architectural plans for Southern Felt's new mill (Site 1948). While Davis designed both the plant and the mill, a construction firm was hired to execute the plans; the name of the construction firm could not be determined. A felt mill,

including a roofing felt warehouse and a roofing felt factory/mill, was constructed adjacent and to the west of the Madix plant. These structures were connected to each other and to the asphalt roofing warehouse and shingle factory. The warehouse portion of the mill was a nondescript storage facility and the factory mirrored that which had previously been built for Madix. Davis' plans included ramp-like passageways that connected the plant and the mill (Southern 1948).

By 1949 the construction was complete and the industrial complex was ready for use. The Madix Plant cost roughly \$300,000 to construct; the building cost \$172,000 and the machinery and its installation cost \$125,000. The cost of building Southern Felt's mill was roughly \$100,000, not including machinery (Site 1948). *The Twin City Times* published contradictory accounts of the cost of these construction projects in 1947 and 1948. However, it's clear that the overall cost of \$400,000 seems accurate. Not only did Southern Felt finance the new mill, they had taken over Madix's mortgage as well (Asphalt 1947, Salisbury 1948).

When Southern Felt became the owner of the complex, Madix agreed to lease the plant for a 10-year period. However, Madix's filed for bankruptcy on July 9, 1949 (Carteret 2008). This gave Southern Felt sole interest in the industrial complex. However, because Southern Felt was not in the business of making shingles or coating asphalt, a new manufacturer was needed to take over the business. On July 30, 1950, Southern Felt transferred their operations to the Fry Company (Carteret 2008).

Lloyd A. Fry founded Fry Roofing in 1932 on the southwest side of Chicago. His business grew quickly after 1933 when Sears Roebuck & Co. agreed to a contract to buy roofing from Fry for its operations in the Chicago area on a "cost plus" contract basis. This contract gave Fry the financial backing to expand his company nationally (Fry 2008).

In a telephone interview conducted in April 2008, J. T. Mott, former office manager at the Fry's Morehead City Plant, indicated that by 1950 Fry Roofing had become a nationwide business. Mott stated that "because of the available plant, Fry Roofing chose Morehead City as the location of a new branch in order to serve customers in the southeastern region of the United States. Furthermore, he described how there was "little to no regional competition in the market, and with their closest branch in York, PA, the Morehead City operation supplied products across a region bounded north to south by Richmond, VA, and Charleston, SC, and extending west to Tennessee and Georgia (Mott 2008)."

By 1957, the company had grown to include numerous and diverse manufacturing operations, including roofing mills in Compton, CA; San Leandro, CA; Ft. Lauderdale, FL; Jacksonville, FL; Summit, IL; Brookville, IN; Waltham, MA; Detroit, MI; Minneapolis, MN; North Kansas City, MO; Robertson, MO; Kearny, NJ; Stroud, OK; Portland, OR; York, PA; Memphis, TN; Houston, TX; and Irving TX. The Fry Company also operated felt mills in Compton, CA; Jackson, FL; Summitt, IL; Brookville, IN; Mishawaka, IN; North Kansas City, MO; Fulton, NY; Portland, OR; Emmaus, PA; Memphis, TN; Houston, TX; and Irving, TX (Lloyd 1957). Over 50 years, the company evolved into the world's largest manufacturer of asphalt roofing and allied products, employing roughly 5,000 individuals in manufacturing facilities nationwide (Fry 2008, Mott 2008).

Fry Roofing used the Morehead City plant to produce shingles and other associated roofing materials. According to Mott, the plant usually ran three shifts in the factory and warehouses, which, in turn, meant that the same was true in the Volney Felt Mill. Volney produced the roofing felt used by Fry Roofing to make shingles. Trumbull Asphalt imported asphalt, which

they used to coat the shingles and produce other allied roofing materials. According to Mott, there were usually 40 to 50 men employed per shift in both the plant and the mill, and a much smaller number of people working for Trumbull. This meant that Fry and Volney together employed anywhere from 240 to 300 people at any given time (Mott 2008).

The Morehead City branch of Fry Roofing began production in late 1949 and early 1950. Asphalt was imported through the Port of Morehead City, prepared for use on site, and used in the production of shingles and other allied roofing products. With Fry Roofing came the Trumbull Asphalt Company and the Volney Felt Mills (Mott 2008). The Trumbull Asphalt Company had been supplying asphalt to Fry Roofing since the mid 1930s. Robert Trumbull started his asphalt company in Illinois and only preceded Fry's operations by a few years (Fry 2008). When Trumbull and Fry began their business relationship, J. Aikens Miller was a partner in ownership in Trumbull's company. By the time the Morehead City branch was in operation, Robert Trumbull had retired. At this juncture Lloyd A. Fry and J. Aikens Miller bought out Trumbull and reorganized the company as a subsidiary of Fry Roofing. Eventually, Miller took Fry stock for his holdings (Mott 2008). Little is known about the founding and history of the Volney Felt Mills.

Trumbull's operation involved coating asphalt. Volney produced roofing felt as a base for the shingles (Arthur, Pat 2008, Murphy 2008). Throughout the 1950s, built-up roofing products were added to Trumbull's production line. This product was packaged in 100-pound, 150-pound, and 400-pound drums and sold to other roofing manufacturers such as Johns Manville, Certain-teed, Celotex, and Ruberoid. Due to the shared location, Fry Roofing was able to get better prices on the materials they used to make shingles. During the 1960s Trumbull began producing pipe coating for the Trans-Continental Gas Pipe Line. The asphalt was used to coat large underground pipelines that transported liquid fuel from Louisiana to the New England states. Trumbull also supplied paving contractors with liquid asphalt (Alford 1957, Gaskill 2006).

Fry Roofing leased the property until the dissolution of the Southern Felt Corporation on October 30, 1970, when it purchased the property. By this time Lloyd A. Fry Jr. had become president of the company. Because of Madix's short life, the Fry Company is most closely identified with the complex (Carteret 2008).

In April 1977, Owens Corning Fiberglas purchased Fry Roofing as well as Trumbull Asphalt Company (Carteret 2008). Worldwide, the manufacturing operations of the Fry Company were totally taken over by Owens Corning Fiberglas, eliminating the company name entirely. Proceeds from the sale went largely to fund the endowment of the Lloyd A. Fry Foundation, which works to address the needs of the Chicago community. When Owens Corning Fiberglas purchased the Trumbull Asphalt Company it became one of their divisions, allowing it to operate under the same name (Fry 2008).

By the 1990s, asphalt roofing manufacturing had stopped at the plant, and on December 9, 1996, the North Carolina Ports Authority purchased the property from Owens Corning Fiberglas. Owens Corning Fiberglas currently leases a portion of the property for their continuing operations and continues to operate Trumbull Asphalt Company as a division of the company (Carteret 2008).

In an effort to gain control of all land located on Shepard's Point—the far west portion of the peninsula on which Morehead City is situated—the North Carolina Ports Authority purchased

the entire 6-acre industrial complex on December 9, 1996. Owens Corning Fiberglas continued to be a tenant on the premises, but their operations no longer utilized the industrial complex Davis had designed for Madix and Southern Felt. According to Barry Bencsics, a long time employee of Owens Corning Fiberglas, the buildings were adapted for use as the Port Operations Center and used as a maintenance facility. The maintenance department staff used the office space for administrative purposes; the warehouses and factories were stripped of their industrial equipment and made into storage and work areas for maintenance operations (Bencsics 2008).

Over time the Project Buildings suffered from wear and tear related to its industrial use altered to adapt to the new function (Bencsics 2008). The complex was also damaged by natural storms: in 2005, Hurricane Ophelia inflicted damage to the complex and was followed by Hurricane Tammy the same year. The damage from these storms included roof damage, dry wall decay, and other interior damage that required renovation and repair. However, these repairs were never carried out.

3.5 ARCHITECTURAL DESCRIPTION AND ANALYSIS

At the time of purchase by the North Carolina Ports Authority, the industrial complex was bound on the south, east, and west by Ports Authority property. North, beyond Arendell Street, the buildings were in full view of the causeway bridge, which is the principal thoroughfare between Morehead City and Beaufort, the seat of Carteret County. The Ports Authority property and the Port of Morehead City are located at the southwest end of a peninsula called Shepard's Point. The property faces Bogue Sound to the south, the body of water that enables ship access to the port (Figure 2).

The industrial complex that included the Project Buildings had seven distinct sections that were one or two stories in height. Three of those sections were originally constructed in 1947. The industrial complex was built in three specific phases. The first phase included construction of the roofing asphalt plant, including a warehouse with office space (No. 1 in Site Map, Appendix A) and a factory (No. 3 in Site Map, Appendix A), completed in December 1947. During the second phase, the felt mill was built to the west of the plant between 1948 and 1949. The felt mill included a warehouse (No. 7 in Site Map, Appendix A) and factory (No. 8 in Site Map, Appendix A). The third phase of construction was completed by 1956. This phase included construction of a large shed addition north of the roofing felt factory used to store roofing felt materials (No. 9 in Site Map, Appendix A). All of the structures constructed between 1947 and 1956 were connected.

The asphalt roofing plant had two major sections, both with a rectangular plan. The main part of the plant facing Arendell Street was a warehouse with an overall dimension of approximately 150' x 300' that included office space at the northern center of the building. The structure was constructed of concrete block walls supported by a steel frame, various brick support columns and party walls, and a concrete foundation. The northern elevation, the building's facade, was clad in a brick veneer that outlined the portion of the warehouse used as office space. The offices were two stories in height, while the majority of the warehouse was one story.

The office entrance was located in the center of the facade and originally consisted of double wooden doors with glass panels that were later replaced with modern doors made of aluminum and glass. The doors were complimented by a glass transom with "office" etched onto the glass. On each side of the entrance were panels of Argus Glass Blocks which remained throughout the

building's life. A small flight of four concrete steps, simple black iron balustrades, and a shallow concrete stoop provided access to the offices and was sheltered by a small, cantilevered metal awning, features present at the time of the undertaking (Addertion 2005).

The building's facade was visually divided into three parts. The most visually significant part was in the center, which was three bays wide and included the entrance. This section had two windows on the first floor—one on each side of the entrance—and three on the second floor. The windows were large metal eight-over-eight sashes, which were later replaced with contemporary versions. This central portion of the facade was crowned with a cornice-like sign bearing the company name and rising from the center, a cadet pole; both of these features were later removed. The facade and office space continued with recessed sections, which were on each side of the center. The second tier of recessed sections were also clad in a brick veneer and featured six windows, three on each floor. Beyond the first tier of recessed sections was the final part of the facade consisting of two additional recessed sections, one on each side of the building. Built as garages and/or garage-like entrances to the warehouse, these areas, like the rest of the building, were clad in concrete blocks featuring one large garage door per tier, and featured stepped parapets at each end of the northern elevation along the roofline. The parapets concealed the roof of the warehouse, which was a double-arched roof clad with built-up asphalt rock and supported by steel trusses that were visible from the warehouse interior. The garage doors had been bricked in prior to the undertaking (Addertion 2005).

The interior of the warehouse had office space in its front, center, and northern section. This space was simply designed with a vestibule and reception room in the center, four private office spaces to the northeast, and one large general office to the northwest. The garage and loading spaces at the northeast and northwest corners of the building allowed greater access to the 43,176 square feet of actual warehouse space. In the center of this space was a small office used by the shipping clerk, an electrical box, and a drinking fountain, all of which had been removed at the time of the undertaking. In the southeast corner of the room were bathrooms with lockers, showers, sinks, open urinals, and private toilets in stalls. The restrooms were equally divided into two designated areas—historically, sections for “whites” and “colored” (Ma-dix 1947). Both the eastern and western elevations of the warehouse contained loading docks, four windows, and four doors. Each elevation contained one large exterior steel door that facilitated access to the building for large machinery and vehicles; these doors were supported on tracks that allowed them to open flush with the exterior walls, providing a maximum amount of space for loading and unloading. These doors were present at the time of the undertaking. The southern elevation of the warehouse had three windows and two doors. The principal doorway, a set of large fire doors, connected the warehouse to the factory.

The factory, approximately 26' x 250' in overall dimension, was two stories in height and was attached to the rear of the warehouse along its south wall. Off center, the factory's eastern wall was recessed 47' from the eastern wall of the warehouse, while its western wall was recessed 77'. This long, narrow, rectangular building was also constructed of concrete block with a steel frame and various brick support columns and party walls on a concrete slab. The factory featured two massive machines designed to manufacture shingles and other associated roofing materials. The eastern and western elevations of the factory were equipped with windows, doors, and loading docks. The southern elevation of the factory featured two windows on the lower level and one window in the clerestory with a parapet rising above. The northern face of the factory was a large firewall with a parapet extending beyond the actual roofline.

The interior of the factory was made up of two levels. The ground floor was used as an open area where machinery for various manufacturing processes was located in open work areas. In the southeast corner of the building were bathrooms similar to those previously described (Maddix 1947). The first floor originally contained machinery, and visible from this level was a clerestory for lighting and ventilation purposes. The machinery was removed by the time of the Undertaking.

To the west of the factory a second, large one-story warehouse building (No. 7 in Site Map, Appendix A), approximately 161' x 100' in overall dimension was constructed of the same materials as the factory. Like the roofing asphalt plant, this building was rectangular in shape; however, unlike the other buildings, it was constructed with its longest walls running east to west and its shortest walls north and south. The roof was flat and clad in asbestos roofing. The northern elevation of the building was relatively plain with very few windows. The southern portion featured one loading dock and very few windows. This 16,100-square foot warehouse was used for storage purposes by the Southern Felt Corporation. Unlike the asphalt roofing plant, this building had no particular distinctive architectural features aside from those mentioned.

Further west, but adjacent to the roof felt mill's warehouse, was the roofing felt factory (No. 8 in Site Map, Appendix A). This portion of the building, approximately 40' x 303' in overall dimension, was two stories in height and mirrored the style of the asphalt roofing factory. This long and narrow, rectangular building was constructed of the same materials as the two previously described buildings. Prior to being demolished, the roofing felt factory housed machines designed to manufacture roofing felt. The eastern and western elevations of the factory featured windows, doors, and loading docks. The southern elevation of the factory was equipped with a central loading dock.

The interior of the roofing felt factory was built on two levels. The ground floor consisted of four small rooms at the northern portion of the building. These rooms were of equal size and were designated work areas called the Rag Chest, the Machine Chest, the Paper Chest and the White Water Chest ("chest" is an antiquated term for a room or a large cabinet). South of these rooms, the majority of the ground floor was an open area where machinery drainage was deposited and other operations were conducted. In the center of the room were two other chests and a Wet Pit. In the southeast corner of the building were bathrooms similar to those found in the other buildings (Maddix 1947). The first floor contained two main rooms—the Beater and Machine Rooms. The machine room was the larger of the two rooms. From the first floor there was a visible clerestory, which was included for lighting and ventilation purposes. The factory portion of the roofing mill was not present at the time of the undertaking; it was previously demolished.

The roofing felt mill's warehouse and factory were connected to the asphalt roofing plant's warehouse and factory by small ramp-like passageways that were sealed with fire doors. These passageways were located between the asphalt plant's factory and the roofing felt mill's warehouse, and also between the roofing felt mill's warehouse and factory.

A 1956 photograph of the premises depicts shed additions to both factories. A shed addition (No. 2 in Site Map, Appendix A), approximately 100' x 45' in overall dimension, was built on the east elevation of the asphalt roofing plant's factory. At the northern elevation of the roofing felt mill's factory, a shed addition (No. 9 in Site Map, Appendix A), approximately 77' x 170' in

overall dimension, was also constructed. These were shed additions used for storage purposes (Lloyd 1956).

Equipment Building Number 9, the addition to the northern elevation of the roofing felt mill, was built for storage purposes and was a “metal building” (construction materials unknown) on a concrete slab with an asphalt shingle roof. The addition had no particular architectural distinction; the available records show that this structure was built between 1950 and 1956 (Bencsics 2008). The demolition of the roofing felt mill’s factory made this section of the building a separate structure at the time of the undertaking. The remaining composition of the industrial complex at the time of the undertaking can be seen in Figure 1.

By 1978, an aerial photograph depicts two other another shed additions (No. 4 and No. 5 in Site Map, Appendix A) to the western elevation of the asphalt shingle plant’s factory (Corning 1978).

The industrial complex was located in a setting that was both developed and undeveloped property. The surrounding parcels were state- and privately-owned, but were all eventually acquired by the North Carolina Ports Authority. Trains tracks provided access to the eastern portion of the plant site. Similar tracks were also laid along the western elevation of Southern Felt’s factory. The middle and northwest portion of the plant’s property were fenced yards used for parking and storing containers.

By the late 1950s other buildings stood on the premises. These buildings were related to the plant operations: a maintenance shop (No. 12 in Site Map, Appendix A), gas tonics, sheds, a hammer mill, a steam plant, boiler rooms (No. 6 and No. 13 in Site Map, Appendix A), preheater buildings, pump houses, a mopping building, storage and water tanks, and other small office buildings. The structures and machinery to the south and east of the building is extant (Lloyd 1956).

3.5.1 Archie Royal Davis (1907-1980)

The Project Buildings were originally part of one large complex of connected buildings. The first and most substantial phases of the industrial complex were designed by Archie Royal Davis, of Durham, NC, in 1947 and 1948-49, and were among the few industrial commissions of over 500 projects in his career as an architect and engineer (Felt Mill 1948, Crouch 1984).

Davis was a native of Morehead City who attended the University of North Carolina at Chapel Hill. He completed his architectural training at North Carolina State College in Raleigh (Davis 1944). He is noted as being a proponent of the Colonial Revival and was greatly influenced by the Williamsburg movement of the 1920s that pioneered an effort to recreate the town as it was in the colonial period of 1699-1780 (Coffman 2000). While Davis was inspired by this movement, his efforts mirrored Williamsburg by working to create a uniform Colonial Revival style in downtown Chapel Hill.

His most notable North Carolina projects included the Morehead City Planetarium in Chapel Hill, Southern High School in Durham, and Montgomery Memorial Hospital in Troy. His most notable Virginia project was the Christian Broadcasting Network in Virginia Beach. Among the aforementioned projects, two of the buildings are designed in the Colonial Revival style, the style for which he was most celebrated (Archie 1986, Little 2006)

His interest in the Colonial Revival style grew during his tenure as the Architect for the University of North Carolina at Chapel Hill, where he promoted the style to Chapel Hill business

owners who were then working to give the town's appearance a more uniform look, as had been done in Williamsburg, VA. Many of the business owners chose to design or redesign their buildings in the Colonial Revival style; Davis was the advisor and/or architect on many of these projects (Little 2006).

Another major aspect of Davis' work was his residential architecture, including some very unusual round houses in Durham, NC, and a large number of homes designed in Colonial Revival style (Little 2006). Davis served as secretary and treasurer of the North Carolina Chapter of the American Institute of Architects in 1947 and as its director in 1960 and 1962. He also served on the North Carolina Board of Architecture from 1964 to 1979. Research for this Report showed little interest in his designs for the Madix Asphalt and Roofing Company and the Southern Felt Corporation. Published sources reviewed for this report, such as *the North Carolina Architect*, and *Southern Architect*, do not indicate that they were thought to have been of any architectural distinction by his contemporaries (Brown 1998).

SECTION FOUR**NATIONAL REGISTER ELIGIBILITY****4.1 NATIONAL REGISTER ELIGIBILITY**

Section 106 regulations require Federal agencies to determine and document the area of potential effects (APE) as defined in 36 CFR 800.16(d) and identify historic properties as outlined in 36 CFR 800.4. If historic properties are identified within the APE, the agency is then required to apply the criteria of adverse effects in consultation with the SHPO.

4.1.1 Area of Potential Effects

According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The APE is influenced by the scale and nature of the undertaking, and may be different for different kinds of effects caused by the undertaking.

The APE for this undertaking includes the entire 6-acre tract of land that was originally used for industrial purposes by the Madix Asphalt Roofing Company with the Southern Felt Corporation, and which was later used by the Fry Roofing Company with the Volney Felt Mills and Trumbull Asphalt Company. The immediately adjacent buildings and structures on the peninsula were constructed on filled land after the late 1950s, are listed historic properties, and were not included in the APE (Map 2, Appendix A)

4.2 NATIONAL REGISTER EVALUATION**4.2.1 Period of Significance**

The period of significance of the property—the span of time in which a property attained the significance for which it meets National Register criteria—is 1947 to 1996, the period in which the Project Buildings were designed and constructed as part of a larger industrial complex and were designed and functioned as a place to manufacture roofing materials, including the production of roofing felt and the coating of imported asphalt.

4.2.2 Boundaries

The boundaries of the property are consistent with the entire 6-acre tract of land that was originally used for industrial purposes by the Madix Asphalt Roofing Company with the Southern Felt Corporation. The boundaries include the historically related remaining buildings and structures that are described in the previous sections.

4.2.3 National Register Evaluation – Findings

Using the information gathered from the records research, field investigation, and integrity assessment, the property as it was prior to the 2007 demolition was evaluated for eligibility for listing in the National Register according to the National Register Criteria for Eligibility. The National Register Criteria for Eligibility identify “the range of resources and kinds of

significance that qualify properties for listing in the National Register” and “are written broadly to recognize the wide variety of historic properties associated with history and prehistory” (National 2002).

The Project Buildings were significant under Criterion A at the time of the undertaking for their contribution to the history of local industry in the town of Morehead City. This was the only plant and mill that produced roofing materials in the area, and was among the most substantial manufacturers of roofing materials in the southeast region of the United States. The asphalt roofing plant was built in 1947 and 1949, with 300 or more people employed by the three different operations being conducted within the complex (Salisbury 1948). After the original company went bankrupt in 1949 and the operations were transferred to Fry Roofing, Trumbull Asphalt Company, and Volney Fleet Mills, the site became a major source of industrial employment in the area for another 25 years.

While the founder of Fry Roofing, Lloyd A. Fry, was an asphalt roofing entrepreneur and a well-known industrialist, he was not directly involved in the Morehead City branch of his company. Therefore, his association is indirect. Research for this Report did not find other significant persons associated with the Project Buildings; therefore the property is not known to be eligible under Criterion B.

The Project Buildings were originally part of a large complex of connected structures designed by Archie Royal Davis, of Durham, NC, in 1947 and 1948-49. Davis is known for his institutional and residential architecture in North Carolina, and as a proponent of the Colonial Revival Style. However, among over 500 projects in his career as an architect and engineer, the Project Buildings, designed towards the beginning of his career, were among his few industrial commissions. Research for this Report found no evidence to substantiate that his designs for the Madix Asphalt and Roofing Company and the Southern Felt Corporation were considered by his contemporaries in the architectural design field to have been noteworthy in the world of industrial design. From a design perspective, the Project Buildings were typical mid-twentieth century industrial buildings with no major significant characteristics as regards their aesthetic appearance, materials, or methods of construction. Therefore, the property was not eligible under Criterion C.

The archaeological potential of this property and its eligibility under Criterion D as an archaeological site was not investigated in this study. Because the manufacturing machinery and equipment had been removed from the buildings prior to the 2007 demolition, it is not likely that they would have yielded significant information about industry. Therefore the project Buildings were not likely to be eligible under Criterion D.

4.2.4 Integrity

In order for a property to be listed, or determined eligible for listing, in the National Register, it must meet one or more of the National Register Criteria for Evaluation, and retain qualities known collectively as “integrity,” which the National Park Service defines as the ability of a property to convey its significance. Since the Project Buildings have been demolished, this report is intended to evaluate their integrity prior to demolition, based on available photographic and other documentation. The National Register recognizes seven aspects that, in various combinations, define integrity. The aspects of integrity include location, design, setting, materials, workmanship, feeling, and association. Eligibility for listing in the National Register

requires that a property retain most, if not all, of these aspects. At the time the project buildings were demolished they retained one of the seven aspects of integrity.

Each aspect of integrity is discussed in detail below. Quoted text is taken from National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*.

Location is “the place where the historic property was constructed or the place where the historic event occurred.” The Project Buildings were situated on their original location. Thus, this element of integrity is retained.

Design is “the combination of elements that create the form, plan, space and style of a property.” National Register guidance notes that a property’s design reflects historic functions and technologies as well as aesthetics. The Project Buildings were constructed as industrial manufacturing buildings, and historically had been connected and were functionally one large industrial building. However, they were modified in 1997 for use by the Ports Authority, and the integrity of design was profoundly compromised during their ownership and use of the buildings. The impact was most directly caused by the demolition of the factory portion of the roofing felt mill prior to this undertaking. In addition, the portion of the former roofing asphalt shingle factory was stripped of its machinery, further detracting from its integrity, as this portion of the structure was designed specifically for such machinery (Bencsics 2008). These changes detracted significantly from the structure’s design, and therefore the Project Building no longer retained integrity of design.

Setting is “the physical environment of a historic property.” It involves how and where a property is situated and its relationship to surrounding features and open space. The Project Building’s original visual setting had been compromised at the time by the removal of related structures and buildings, and by changes to traffic patterns in the vicinity. Several buildings and structures were located with the Project Buildings that together physically represented the full operations of the industrial complex. Among the buildings that were not extant at the time of the undertaking were a boiler house—one of the original structures designed as an ancillary building west of the roofing felt mill; two storage buildings—one adjacent and north of the boiler house and the other at the northwest corner of the property; and a water tower north of the roofing felt warehouse, west of the shingle factory, and east of the roofing felt mill (Lloyd 1956, Addertion 2005, 2006, 2007) In addition, the office building used by Trumbull Asphalt, south of the roofing felt warehouse, was extant but had been greatly altered from its original design. Only a few storage containers and machinery, to the east and south of the structures, were extant and could be considered as retaining integrity of setting. Overall, very little of the historic physical setting was intact at the time the Project Buildings were removed. Additionally, changes in traffic patterns as a result of the western portion of Arendell Street having been closed by the Port Authority and used for parking further detracted from the historic setting at his location. These changes detracted significantly from the Project Buildings’ setting and therefore they no longer retained integrity of setting.

Materials are “the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.” The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. **Workmanship** is “the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.” Workmanship is the physical evidence of the artisan’s labor and skill in constructing

or altering the resource, furnishing evidence of technology and revealing local, regional, and national applications of both technological practices and aesthetic principles. The materials of the Project Buildings had been altered to a significant degree at the time that the industrial complex was converted into maintenance facilities. These changes included replacement of windows with contemporary materials and changes to other key elements of the exterior of the Project Buildings. In addition, many of the exterior doors, including those for garages, had been sealed, removed, or replaced. These changes detracted significantly from the Project Building's materials and workmanship and therefore they no longer retained integrity of materials and workmanship.

Feeling is "a property's expression of the aesthetic or historic sense of a particular period of time." At the time of the undertaking, the structures no longer produced the aesthetic feeling of a mid-twentieth century industrial complex, because of alterations and changes to the Project Buildings exterior and interior architectural features, and therefore they no longer retained integrity of feeling.

Association is "the direct link between an important event or person and a historic property." Research conducted as part of this project showed a compelling link to local industrial history during the period of 1947 to 1996. However the Project Buildings no longer functioned as they did historically at the time of the undertaking and had been converted to a maintenance facility in 1996. Therefore, the Project Buildings no longer retained integrity of association.

4.3 CONCLUSION

At the time the Project Buildings were demolished they only retained one of the seven aspects of integrity; therefore, they did not retain enough integrity for listing in the National Register.

SECTION FIVE**SUMMARY AND CONCLUSIONS**

Based on both fieldwork and background research, the Port Operations Center and Equipment Building Number 9 have undergone numerous alterations, renovations, and demolition since the original construction dates in 1947 and 1948-49, and therefore no longer retains the integrity necessary for eligibility in the National Register. Therefore, no historic properties were affected by the undertaking.

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Appendix A

Site Name/Location: Port Operations Center and Equipment Building Number 9

Address: 113 Arendell Street, Morehead City, North Carolina

15708806.00100

[illegible]

No. 13: Boiler House and Chopper Shed

URS

Area of Potential Effect (APE) MAP

Client Name:

Federal Emergency Management
Agency (FEMA)

Site Name/Location: Port Operations Center and
Equipment Building Number 9

Address: 113 Arendell Street, Morehead City, North
Carolina

Project No.

15708806.00100



Appendix B



HISTORIC PHOTOGRAPHIC LOG

Client Name:

Federal Emergency Management
Agency (FEMA)

Site Location: Port Operations Center and
Equipment Building Number 9

Address: 113 Arendell Street, Morehead City, North
Carolina

Project No.

15708806.00100

**Photo
No.**
1

Date:
1956

**Direction Photo
Taken:**

Northwest

Description:

Historic Photograph of
the Lloyd A. Fry
Roofing Company.



Photo No.
2

Date:
1956

**Direction Photo
Taken:**

Southeast

Description:

Historic Photograph of
the Lloyd A. Fry
Roofing Company.
This photograph
depicts the entire
industrial complex.



Client Name:

Federal Emergency Management Agency (FEMA)

Site Location: Port Operations Center and Equipment Building Number 9

Address: 113 Arendell Street, Morehead City, North Carolina

Project No.

15708806.00100

Photo No.
3

Date:
Circa
1970s

Direction Photo Taken:

South

Description:

Photograph of the Lloyd A. Fry Roofing Company. This photograph depicts the entire industrial complex.



Photo No.
4

Date:
Circa
1980s

Direction Photo Taken:

Northwest

Description:

This photo depicts the industrial complex within the environs of the Port of Morehead City. To the bottom right of the photograph is the eastern part of Morehead City. In the Center is the Ports Authority, including the industrial complex.



URS

PHOTOGRAPHIC LOG

Client Name:

Federal Emergency Management
Agency (FEMA)

Site Location: Port Operations Center and
Equipment Building Number 9

Address: 113 Arendell Street, Morehead City, North
Carolina

Project No.

15708806.00100

Photo No.
5

Date:
Circa
2000s

**Direction Photo
Taken:**

North

Description:

A contemporary aerial
of the industrial
complex shortly after it
was acquired by the
North Carolina Ports
Authority.



Appendix C

Client Name:

Federal Emergency Management
Agency (FEMA)

Site Location: Port Operations Center and
Equipment Building Number 9

Address: 113 Arendell Street, Morehead City, North
Carolina

Project No.

15708806.00100

Photo No.

1

Date:

3.14.2007

**Direction Photo
Taken:**

Northwest

Description:

Main Façade of the
Port Operations Center.
Historically, the offices
were at the front (north)
façade and the asphalt
roofing warehouse
behind.


Photo No.

2

Date:

3.6.2007

**Direction Photo
Taken:**

Northwest

Description:

West Elevation of the
Port Operations Center.
Historically, this section
of the building was the
asphalt roofing
warehouse.



Client Name:

Federal Emergency Management
Agency (FEMA)

Site Location: Port Operations Center and
Equipment Building Number 9

Address: 113 Arendell Street, Morehead City, North
Carolina

Project No.

15708806.00100

Photo No.
3

Date:
2.14.2007

**Direction Photo
Taken:**

Unknown

Description:

Asphalt Roofing
Warehouse Interior



**Photo
No.**
4

Date:
12.27.2006

**Direction Photo
Taken:**

Northeast

Description:

East Elevation of the
Port Operations Center.
Historically, this was
the asphalt roofing
warehouse and loading
dock. The train tracks
can be seen just east of
the loading dock.




Client Name: Federal Emergency Management Agency (FEMA)		Site Location: Port Operations Center and Equipment Building Number 9 Address: 113 Arendell Street, Morehead City, North Carolina	Project No. 15708806.00100
Photo No. 5	Date: 2.14.2007		
Direction Photo Taken: Unknown			
Description: Damage from Hurricane Ophelia to the Interior of the office portion of the Port Operations Center. Historically, this would have been offices for the asphalt roofing plant.			

Photo No. 6	Date: 2.14.2007	
Direction Photo Taken: Unknown		
Description: Damage from Hurricane Ophelia to the warehouse portion of the Port Operations Center. Historically, this was the warehouse for the roofing asphalt plant.		


Client Name: Federal Emergency Management Agency (FEMA)		Site Location: Port Operations Center and Equipment Building Number 9 Address: 113 Arendell Street, Morehead City, North Carolina	Project No. 15708806.00100
Photo No. 7	Date: 2.14.2007		
Direction Photo Taken: Unknown			
Description: Damage to the Interior of the Port Operations Center offices. Historically, these offices would have served the asphalt roofing plant.			

Photo No. 8	Date: 12.6.2006	
Direction Photo Taken: Southwest		
Description: Damage to the Southwest side of the Port Operations Center. Historically, this would have been part of the warehouse used by the roofing felt mill.		

Client Name:

Federal Emergency Management
Agency (FEMA)

Site Location: Port Operations Center and
Equipment Building Number 9

Address: 113 Arendell Street, Morehead City, North
Carolina

Project No.

15708806.00100

Photo No.
9

Date:
3.21.2007

**Direction Photo
Taken:**

Northwest

Description:

Demolition of the main
façade of the Port
Operations Center.



Photo No.
10

Date:
2.21.2007

**Direction Photo
Taken:**

West

Description:

Demolition of the
warehouse portion of
the Port Operations
Center.



Client Name:

Federal Emergency Management
Agency (FEMA)

Site Location: Port Operations Center and
Equipment Building Number 9

Address: 113 Arendell Street, Morehead City, North
Carolina

Project No.

15708806.00100

Photo No.
11

Date:
3.26.2007

**Direction Photo
Taken:**

Southeast

Description:

The final stage of
demolition of the Ports
Operation Center and
Equipment Building
Number 9.



Photo No.
12

Date:
3.27.08

**Direction Photo
Taken:**

Southwest

Description:

The former site of the
Port Operations Center
and Equipment Building
Number 9. This is now
a site lay-down area.



Appendix D

Section 106 Review
FEMA Project(s) No. 199 and 200

This Chronology of Events delineates how the Federal Emergency Management Agency (FEMA) carried out its Section 106 responsibilities for the undertaking described in the report entitled *Port Operations Center and Equipment Building Number 9 National Register Eligibility Determination Report*.

Chronology of Events

September 9-11, 2005	Hurricane Ophelia hits the North Carolina shore.
September 15, 2005	High winds and waters from Hurricane Ophelia contributed to the hurricane damage at multiple facilities operated by North Carolina Ports Authority (NCPA).
October 4, 2005	Hurricane Tammy grazed the coast of North Carolina dumping addition rain.
October 20, 2005	In response to the storm, NCPA personnel submitted a summary list of damages, which included damages to the Port Operations Center and Equipment Building/Warehouse #9 (Project Buildings). An initial site inspection was performed on this day by Kathleen Murray (FEMA).
October 27, 2005	Second site inspection by Joshua S. Welch (FEMA)
November 4, 2005	FEMA Project Worksheet prepared; application for in-kind repair approved
November 7, 2005	Insurance review conducted by Peter Floyd (FEMA)
November 7, 2005	Section 106 Consultation conducted with North Carolina State Historic Preservation Office (SHPO) by J. Wright (FEMA Environmental Liaison Officer). No Adverse Impact recommended by FEMA based on project design including in-kind replacement of materials.
June 2, 2006	Request for Improved or Alternative Project submitted by NCPA to FEMA for demolition of the Projects Buildings and construction of an open space to accommodate cargo operations.

November 15, 2006	FEMA informs the North Carolina Division of Emergency Management (NCDEM) that the Alternative Project Grant request from NCPA is approved.
February 19, 2007	NCDEM communicate to NCPA that FEMA has granted approval for the Alternate Project request.
February 19, 2007	Time extension for project work granted until June 30, 2007.
March to July 13, 2007	Demolition began in March 2007 and was completed on July 13, 2007.
September 11, 2007	NCPA notifies the NCDEM that work has been completed.
January 29, 2008	Consultation teleconference: Vallery Rhodes, William Straw, Jay Jackson, and Charles Beck (FEMA) consult with Renee Gledhill-Early (SHPO Federal Liaison to FEMA). SHPO requested that an Architectural Historian review facility records, collect available historic data, drawings, and photographs, record the structures' history as recalled by facility personnel, and prepare a report documenting findings. FEMA agreed to this request.