ADVANCE BASE DEPOT, DAVISVILLE, BUILDING T-17
(Camp Endicott, Building T-17)
(Naval Construction Battalion Center, Building T-17)
Facing Ninth Street, approximately 2500 feet southeast
of Davisville Road
Davisville Vicinity
Washington County
Rhode Island

HABS No. RI-397-B

HABS
RI
5-DAVIL.V
1B-

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

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HISTORIC AMERICAN BUILDINGS SURVEY

ADVANCE BASE DEPOT, DAVISVILLE, BUILDING T-17
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(Naval Construction Battalion Center,
Building T-17) HABS NO. RI-397-B

Location: Facing Ninth Street, approximately 2500 feet southeast of Davisville Road, Davisville Vicinity, Washington County, Rhode Island. Building T-17 is located within the area that was known in the 1940s as Camp Endicott; this naval training camp was part of the larger complex known at the time as Advance Base Depot, Davisville (currently known as the Naval Construction Battalion Center). Building T-17 faces 9th Street to the east; the building is situated approximately 2500 feet southeast from Davisville Road, the main road running through this installation.[1]

USGS Quadrangle Wickford, Rhode Island; 7.5 minute series 1957 (photorevised 1970 and 1975); UTM Coordinates: 19.297300.4608290

Present Owner: United States Navy

Present Use: Currently the structure is vacant.

Original Use: Camp Endicott was established in June of 1942 as a training facility for the United States Navy's Construction Battalions (more commonly known as the "Seabees"). The Seabees stationed at Endicott received intensive training in a variety of special trades before they were deployed overseas during the Second World War. Building T-17, along with the other 40' x 100' quonset huts in this area, was originally used as an instructional facility for the Seabees. After the war, the building was utilized as a storage warehouse.

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 T-17 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 T-17 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 originally for humans, and later for equipment), 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.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: On the Building Card, the date of construction is listed as 1942.[2]

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 early May and June of 1941. These first huts were shipped overseas, to be used by United States forces and its allies alike.[3]

3. Original and subsequent owners: United States Navy

4. Builder, contractor, suppliers: In mid-June, 1942, the sitework was begun for the construction of Camp Endicott, located at the Advance Base Depot, Davisville. Building T-17, along with the other structures that made up the Camp Endicott complex, was erected by the George A. Fuller Company and Merritt-Chapman and Scott Corporation.[4] Fuller and Scott had produced the first quonset huts, but by the time of Endicott's construction, these duties had been turned over to other private firms. The Great Lakes Steel Corporation from Detroit, Michigan, produced the huts at Camp Endicott.[5]

5. Original plans and construction: A drawing dating from October, 1942, shows a typical 40' x 100' quonset hut (also known as a "jumbo"), showing plans, sections, and details for Building S-20. Field observations indicate that Building T-17 was constructed based on a similar drawing; these structures were basic shells, with any uniqueness being derived from the erection of interior partitions. There is also a drawing dated in August, 1942, that depicts a plumbing system diagram for Building T-17 and two other huts.[6]

6. Alterations and additions: Inside, the plumbing and partitions that were installed in 1942 (noted above) have been removed.

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.[7] 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.[8] 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.[9]

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.[10]

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.[11] 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.[12] 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.[13]

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.[14]

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.[15]

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.[16]

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.[17]

Eventually the manufacturing of the quonset huts was turned over to private companies located in different areas of the country.[18] 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.[19]

As indicated earlier in this report, Building T-17 was one of the many quonset huts manufactured by the Great Lakes Steel Corporation, and erected in the summer of 1942 as a part of the complex of structures known as Camp Endicott. As an example of the 40' x 100' hut, this structure exhibits those characteristics described above when a return was made to the semi-circular cross section design; ultimately, this design was used throughout the duration of the Second World War.

PART II. ARCHITECTURAL INFORMATION

A. General Statement

The description of the structural system is primarily based on field observation of Building T-18, which is also located in the area that was known as Camp Endicott. The structural system of Building T-18 is identical to that found in Building T-17, and this entire system is exposed (i.e., all interior finishes have been removed). This situation afforded an opportunity to document and analyze the various components of a typical 40' x 100' quonset hut.

1. Architectural Character: The character of Building T-17, 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: When compared with the other structures located within the historic district, the overall condition of Building T-17 is good. Both on the exterior and interior its components are basically intact, with a degree of deterioration to be expected from years of non-use. The exterior galvanized metal cladding is showing signs of rust over its entire surface; the paint finish is deteriorated. A few of the window units are missing or have been covered with plywood; several units are damaged. The large sliding doors at either end of the building are rusting; the doors at the east end have been fixed in place, while the west doors have been bent back to create an access into the structure. Inside, most of the original masonite panels are still in place; the panels beneath the windows exhibit the greatest degree of deterioration from moisture. The concrete slab flooring appears to be in good condition.

B. Description of Exterior

1. Overall Dimensions: The east and west sides of this building measure 41'-6", and the north and south facades measure 100'-8". The height of the structure from grade level to the highest point is about 19'-10".

2. Foundations: The foundation system of this building is a poured concrete slab on grade, with the top of the outer edge being 6" to 8" above the ground level, and the floor level being 3½" below the top of the 8½" wide foundation wall.

3. Walls and Roof: The curved walls and roof, and the flat end walls of the building are covered with corrugated metal cladding. The corrugated metal sheets measure 2'-2" in width, and are of varying lengths; the lowest section measures 9'-10" long.

4. Structural systems, framing: The structural system of Building T-17 and the other large quonset huts located within the historic district is composed of a series of fifty-one steel arch ribs that are spaced at 24" on center. Each rib is "I"-shaped in cross section and consists of three large sections that are joined together with four large bolts and steel splice plates at each connection point. The lower ends of the ribs are connected by screws to 6" wide steel channels that are bolted to the concrete foundation wall. There are twelve rows of 1" wide steel double angles that run the length of the building and are spaced at about 5'; these are nailed to the outside face of the ribs. Dividing the semicircular section of the building into four arcs are 6" wide, "I"-shaped steel sections that run the length of the building and are screwed to and spliced in between each rib; these intermediate supports appear to match the arch ribs in composition and cross section.

   Of particular note is the composition of the arch ribs, each of which is actually two "C" section steel channels that are welded together to form an "I" section; the webs of the channels are irregular in shape. There is a slight 1" wide curve at either side of the channel, close to the flanges, and it is this deformation that creates a tight connection when a nail is driven into the small space between the channels. The "studs" that frame the east and west walls match the ribs in cross section, and are spaced at 24" on center.

5. Chimney: There are four galvanized metal ventilator stacks protruding through the roof.

6. Openings:

   a. Doorways and Doors: Located at both the east and west ends of the building is a set of large sliding doors; each door is 6'-0" wide and 12'-2" tall and all are clad with galvanized metal.

   b. Windows: At the east and west ends, a pair of metal awning windows with metal frames flanks the doors; each window unit has six lights and measures 3'-7" wide and 3'-5" tall. The windows to the south of the doors at the west elevation have been covered with plywood.

      Along the north and south elevations runs a band of twenty-four wood window units, each with ten lights; every other unit is hinged at the top. Each unit measures 3'-10" wide and 1'-10" tall. Some of the units have been removed and the openings are covered with plywood; many panes of glass are damaged or missing. There are wood strips between some units, but these appear to be randomly placed; the wood headers and sills are flashed with galvanized metal.

C. Description of Interior:

1. First Floor Plan: The plan of Building T-17 is a simple rectangle measuring 39'-9" x 99'-3". There is a 3½" tall poured concrete foundation wall that extends into the room 2½" along the perimeter except where the doors occur.

2. Flooring: The flooring is comprised of poured concrete with a rough texture.

3. Wall and Ceiling Finish: The interior finish consists of 4'-0" wide masonite panels of varying lengths; most panels are not painted. The panels are attached to the framework with nails; a few panels are missing, and some show signs of water damage.

4. Openings:

   a. Doorways and Doors: The large sliding doors located at the east and west sides of the building consist of metal studs similar to those described in the structural system section above. Each door is composed of three sections running lengthwise; three diagonal braces are let-in between the studs and they run from the top lefthand corner to the bottom righthand corner of each door. Each pair of doors is suspended from a 3" wide, 24' long flat metal track that is attached to the wall framing with thirteen-3" wide metal straps. The doors are guided by metal rollers that are mounted to wood blocks which are bolted to the concrete floor. There is one 13" long metal handle that appears to be original; it is located on the south door at the east elevation.

   b. Windows: The metal awning windows with metal frames that are located at the east and west elevations are 3'-7" wide and 3'-5" tall; there are two units located on either side of each set of doors. The metal awning window units (at east and west ends) are hinged at the top; the original locking handles remain in place at each unit.

      At both the north and south elevations is a band of twenty-four wood window units, each with ten lights; every other unit is an awning type. Each unit measures 3'-10" wide and 1'-10" tall, with the operable units being closed with a metal hook and eye system, two per window; a second set of eyes is located on the outside edge of the sill and this is utilized to maintain the operable units in an open position.[20]

5. Hardware: See above descriptions of door and window hardware.

6. Mechanical Equipment:

   a. Heating, Air Conditioning, Ventilation: There are four ventilation stacks located on the roof; in addition are three openings, but the purpose of these is unknown. There is a 4" diameter vent pipe located

in the southwest corner of the building that apparently functioned as the vent stack for the toilet are that had been located there. No evidence of either a heating or a cooling system was observed.

b. Lighting: There are ten pendant lighting fixtures suspended from the ceiling by metal conduit that measures approximately 1" in diameter. The fixtures represent two different types; there are seven of one and three of the other. They all appear to date from the World War II-era, but some are probably replacements that were removed from another building.

There are three electrical panels located at the northeast corner of the building; the panels are mounted on the east wall.

c. Plumbing: In the southwest corner of the building are several cut outs in the concrete floor that indicate the former existence of plumbing fixtures. A drawing dating from 1942 confirms that both toilets and sinks had been installed in this area at one time.[21] The remnant of a 4" diameter water supply pipe remains in this area. The physical evidence of partitions that once enclosed this area was observed.

D. Site:

General Setting and Orientation: Along with Building T-17, there are sixteen other 40' x 100' quonset huts occupying the site that was known as Camp Endicott. The huts are arranged in a very orderly, straightforward pattern, with most of their long axes running east/west (three of the huts are oriented north/south). Collectively, these buildings evoke the feeling of a World War II-era military training facility, in which order and discipline are inherent. The topography in this area of the installation is generally flat.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings: Two of the drawings cited in this report, the one dating from October 1942 and the one dated November 5, 1961, have been photographically reproduced and are included as supplemental material. The other drawing cited that dates from August 1942 was too dark to reproduce well; a copy of the drawing will be maintained with the field records for this project. The original drawings are filed at the Administration Building, Naval Construction Battalion Center, Davisville.

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. "Printing Shop for N.C.T.C., Plans, Elevations, Sections & Details," Navy Department Accession Number 6897, October 30, 1942.

ii. Advance Base Depot, Davisville, R.I. "N.C.T.C. Training School Area, Plumbing, Plot Plans & Buildings T-4, T-7, & T-17," Navy Department Accession Number 6531, August 9, 1942.

iii. Department of Navy, Bureau of Yards and Docks. Naval Construction Battalion Center, Davisville, East Greenwich, R.I. "Building T-4, Alterations for CED Shop Stores," November 5, 1961.

b. Other records at Davisville:

"Building Card. Building T-17," January 31, 1958. 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, 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 cited in the Bibliography have been photographically reproduced for inclusion in this report.

2. Photographs: Large-format photographs of Building T-17 and of T-18 are included in this report as supplemental material.

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 Davisville and Camp Fogarty. Assistance at Davisville was provided by Dick Sassman, Administration.

NOTES:

1. 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, and it represents the most intact grouping of quonset huts that remain from the original camp.

2. "Building Card. Building T-17," January 31, 1958. Filed at the Administration Building, Naval Construction Battalion Center, Davisville.

3. 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.

4. The George A. Fuller Company. *The George A. Fuller Company: War and Peace*, pp.98-103.

5. "Building Card. Building T-17"; and The George A. Fuller Company. *The George A. Fuller Company: War and Peace*, pp. 65. 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.

6. George A. Fuller Co. and Merritt-Chapman & Scott Corp., Contractors. Naval Advance Base Depot, Davisville, R.I. "Printing Shop for N.C.T.C., Plans,Elevations, Sections & Details," Navy Department Accession Number 6897, October 30, 1942; and Advance Base Depot, Davisville, R.I. "N.C.T.C. Training School Area, Plumbing, Plot Plans & Buildings T-4, T-7, & T-17," Navy Department Accession Number 6531, August 9, 1942.

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

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

9. 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.

10. 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.

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

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

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

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

19. 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."

20. George A. Fuller Co. and Merritt-Chapman & Scott Corp., Contractors. Naval Advance Base Depot, Davisville, R.I. "Printing Shop for N.C.T.C., Plans,Elevations, Sections & Details," Navy Department Accession Number 6897, October 30, 1942.

21. Advance Base Depot, Davisville, R.I. "N.C.T.C. Training School Area, Plumbing, Plot Plans & Buildings T-4, T-7, & T-17," Navy Department Accession Number 6531, August 9, 1942.