



Brooklyn Navy Yard Development Corporation Archives

Guide to the Derek and Lillian Ostergard collection

1873

MC/59

Brooklyn Navy Yard Development Corporation Archives

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Description is in English.

Descriptive Summary

Title: Derek and Lillian Ostergard collection

Creator: Bureau of Yards and Docks, Navy Yard New York Civil Engineers Office

Date(s): 1873

Quantity: >1 linear foot, 2 drawings.

Language of Materials: English

Call Number: MC/59

Administrative History

The Brooklyn Navy Yard

The Brooklyn Navy Yard, officially known as the New York Naval Shipyard, has its origins in the Federal government's purchase of the land adjacent to Wallabout Bay for \$40,000 in 1801, and the subsequent conversion of the land into an active U.S. Navy shipyard five years later in 1806. Over the course of its history, more than 230 naval warships and auxiliary vessels were built at the Yard. Additionally, during World War II alone, more than 5,000 ships were repaired, overhauled, or converted at the Brooklyn Navy Yard. The first ship built was the USS Ohio, launched in 1820, while the last ship launched was the USS Duluth (LPD-6) in 1965. Other historic vessels constructed or launched at the Navy Yard include Robert Fulton's steam frigate, the Fulton, the USS Arizona, the USS Missouri, and the USS Antietam.

In 1824, the Navy purchased an additional 25 acres near the Yard on which it established the Brooklyn Naval Hospital. The main hospital building was completed in 1838, and functioned until it was eventually closed in 1948. By 1850, the Hospital Annex was a self-contained parcel of land, walled-in, with a gatehouse, a laboratory, and a cemetery. In 1864, the Surgeon's Residence was constructed. When the shipyard expanded during World War II, it took over the land of the former Wallabout Market and the physical separation between the Yard and the Hospital was eliminated.

During the Civil War, the Navy Yard employed about 6,000 people and by 1938 it provided jobs for over 10,000 people. During World War II nearly 70,000 people were employed at the Yard. By the end of the war, it had grown to encompass 291 acres with 270 major buildings, 24 miles of railroad tracks, 23,278 linear feet of crane tracks, 18 miles of paved roads, 16,495 feet of berthing space, 9 piers, 6 dry docks, and 22 shops housing 98 different trades.

In 1966, the Navy decommissioned the Yard and closed its active shipbuilding presence in Brooklyn, but retained residual administrative support functions as part of Naval Station New York, which occupied the former Hospital Annex and some adjacent buildings until it too was closed in 1989. In 1967, the City of New York acquired the Brooklyn Navy Yard for private commercial use, and eventually also acquired the former Naval Station Annex in 1993.

The Brooklyn Navy Yard industrial park was first managed by the Commerce Labor and Industry Corporation of Kings (CLICK), and later, in 1982, by the current Brooklyn Navy Yard Development Corporation (BNYDC). A private, non-profit local development corporation, BNYDC operates the Yard on behalf of the City with the aim of maintaining an industrial manufacturing base in Brooklyn.

Seatrain Shipbuilding was the main tenant under CLICK and was in operation at the Brooklyn Navy Yard from 1969 to 1979. During its operation the company produced four Very Large Crude Carriers (VLCCs), eight barges, one icebreaker barge and two roll-on/roll-off ferries (Ro-Ros). Another important, early tenant was Coastal Dry Dock & Repair Corporation which leased space at the Yard between 1971 and 1987 and continued to service Navy ships as a private contractor. Starting in the 1980s, BNYDC began a long-term effort to diversify the tenant base at the Yard. By 2001, under BNYDC, the tenant base had expanded to 275 companies that employed over 6,000 people.

Quarters D

One of the earliest buildings in what is commonly known as Admiral's Row, Quarters D has reported dates of construction from prior to 1859 to circa 1873. According to the New York Naval Shipyard Building Survey from 1965, it is 5514 square feet, and cost \$21,274 to build. Stylistically, the building represents elements associated with mid-nineteenth century transitional Greek Revival and Italianate. Historically, the Ordnance Officer resided in Quarters D. Quarters D was in the central eastern half of Admiral's Row, facing Flushing Avenue, and was three stories tall. In 1912 stucco was applied to the brick masonry exterior of Quarters D, and in 1930 there was an extension of the rear addition. It also had an associated garage, Building 464, constructed in 1919. After the Yard's decommissioning in 1966, Quarters D went into a severe state of deterioration, mostly attributed to water penetration into the building, which caused several sections to collapse. The building was demolished in 2016.

Scope and Content

This collection contains two architectural drawings, produced by the Yard's Civil Engineers Office, of naval officer's quarters in what is commonly known as Admiral's Row. The drawings depict front and side elevations of Quarters D.

System of Arrangement

This collection contains 1 series.

Related Materials

Location of Copies: Items in this collection may have been digitized and if so, are featured in [BNY Collections](#), the BNYDC Archives' digital library. Only those items that have digital reproductions contain an Object ID listed in the Container List below. Use the Object ID or title of the item when searching BNY Collections.

Access Points

New York Naval Shipyard
Designs and plans
Architectural drawing
Elevations
Admiral's Row
Civil engineering

Administrative Information

Accession Number(s): 2018.001

Acquisition Notes: This collection was donated by Derek Ostergard to the BNYDC Archives in December of 2017. This collection has a collection documentation file.

Processing Notes: This collection was processed by Elizabeth Mc Gorty, Archivist/Records Manager, in January of 2018. Material in this collection was digitized by request of the donor.

Access and Use

Access Restrictions: This collection is open for research.

Use Restrictions: This material is in the public domain.

Preferred Citation: Published citations should take the following form: Identification of item, date (if known); Derek and Lillian Ostergard collection; MC/59; Brooklyn Navy Yard Development Corporation Archives, Brooklyn, NY.

Related Material at the BNYDC Archives: Brooklyn Navy Yard Design records SC/1, Brooklyn Navy Yard Artifacts collection SC/2, Third Naval District Photograph collection.

Container List

Series 1: Design Records

Box 2 (3-B-1-9)	Title	Date	Object ID
Folder 1	• Side elevation	1873	15585
	• Front elevation	1873	15584