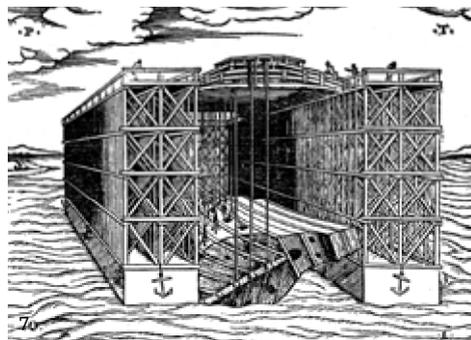
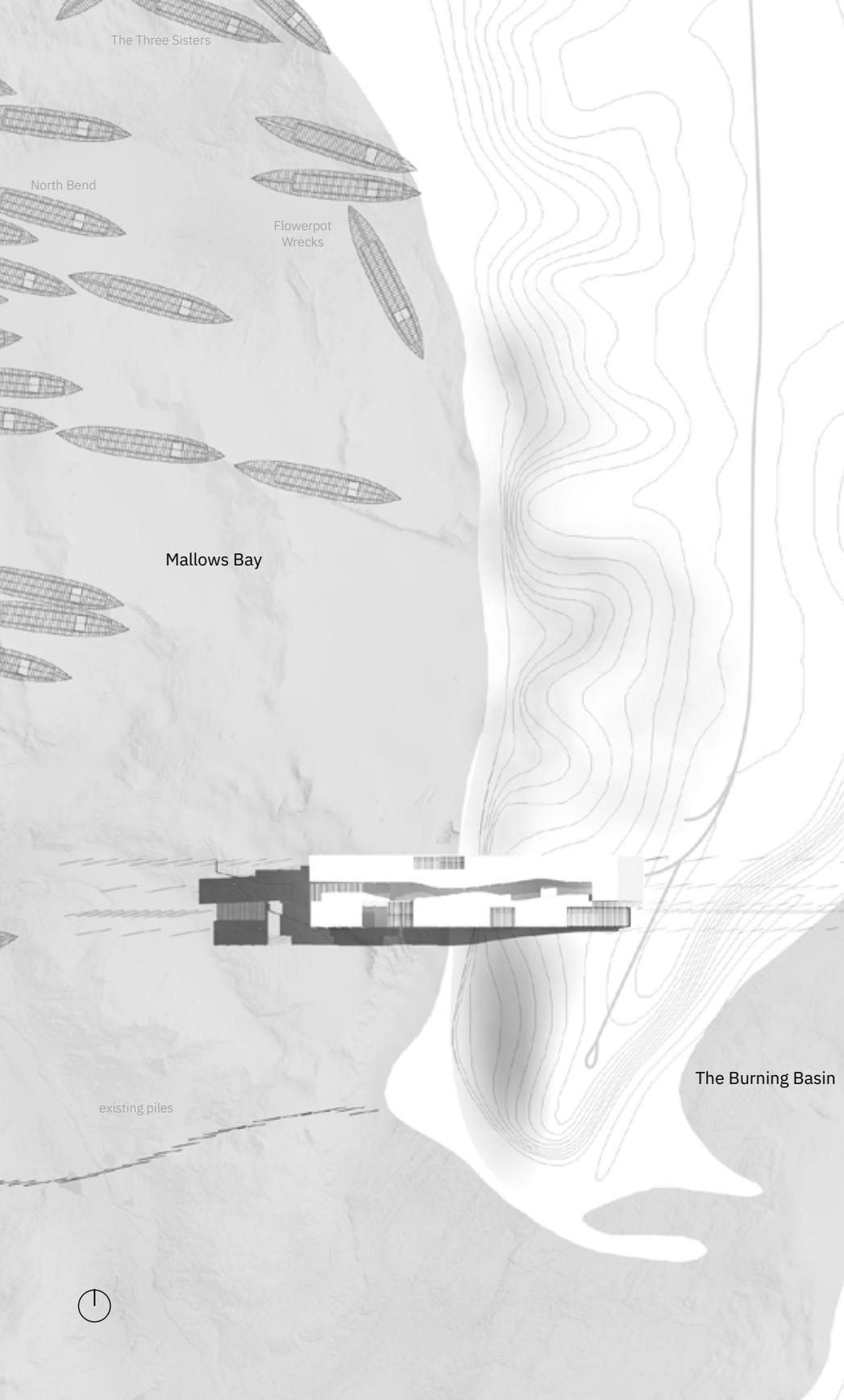


### **Mallows Bay Interpretive Center**

The project proceeds from Robert Smithson's idea of the "ruin in reverse". In his 1967 essay, "The Monuments of Passaic", the ruin in reverse is defined as "the opposite of the 'romantic ruin' because the buildings don't fall into ruin after they are built but rather rise as ruins before they are built."

This project takes, as a point of departure, a series of piles extending from the shore on the southern end of Mallows Bay in Maryland. Originally intended to contain the debris from the sunken ships within the bay, these piles are misread as columns which remain from some structure now destroyed, and are appropriated as the main structure of the building.

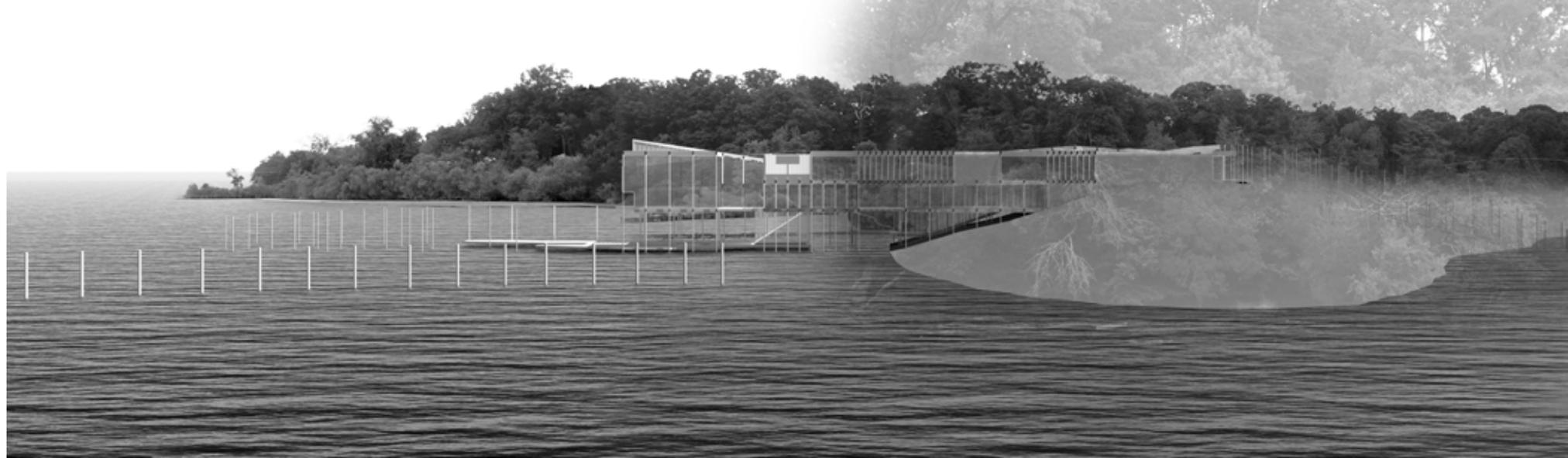
In the project, wooden pilings are driven into the ground, briefly reproducing the original ruin before the floors of the building are hung from these columns. By playing the tape backwards and projecting an imaginary architecture from the existing site features, the piles which once kept the shipwrecks in place become a part of a new process of fixing and reinterpreting the forgotten remains into their historical context.



Mallows Bay is a small bay on the Maryland side of the Potomac River containing the largest shipwrecked fleet in the western hemisphere. The ships were originally constructed to send to American allies in World War I, but the war ended before the ships were completed, and by then coal-fired wooden steamship technology became obsolete. The ships were sunk in the bay and many remain there to this day. Bethlehem Steel made an attempt during to recover metal from the ships by burning them during World War II but was largely unsuccessful.

The project draws from the material language of the site, the syncopated rhythms of the ship's remnants, and from historical precedents which mediate between land and water.

1. View of piles from shoreline near boat launch.
2. Prow of ship.
3. U.S.S. Accomac
4. Beams from sunken ship, vegetation continues to grow on the ship itself.
5. Nails from ship remain.
6. Hull structure of ship.
7. Floating dock woodcut, Description of Venice, 1560
8. Annie Giridon with lumber raft "14 strings 16 long" Read's Landing to St. Louis. June 1869.
9. Construction of Hull No. 332, wooden ship for U.S. Shipping Board, U.S. War Department, 11/30/1917, one of the same fleet now in Mallows Bay.





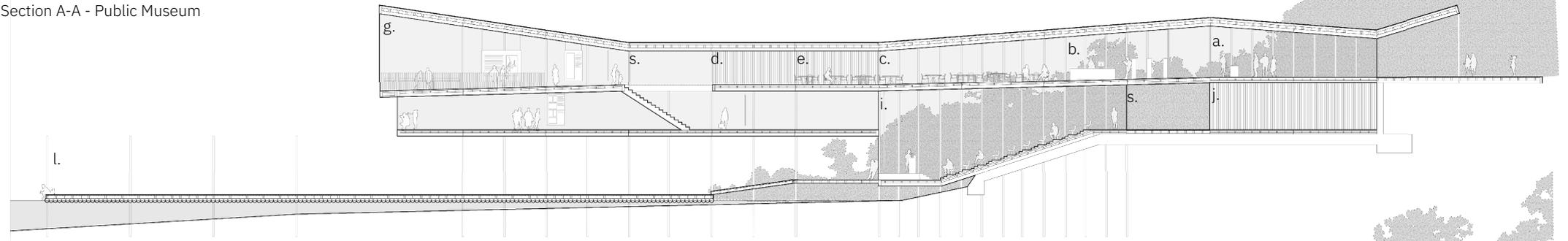
**Key**

- a. Lobby
- b. Museum Store
- c. Café
- d. Kitchen
- e. Restrooms
- f. Classrooms
- g. Permanent Exhibitions
- h. Temporary Exhibitions
- i. Lecture Hall
- j. Workshop
- k. Staff Locker Room
- l. Floating Dock
- m. Administrative Offices
- n. Researcher Offices
- o. Laboratories
- p. Library
- q. Guest Researcher Apartments
- r. Restrooms
- s. Outdoor Patio
- t. Storage

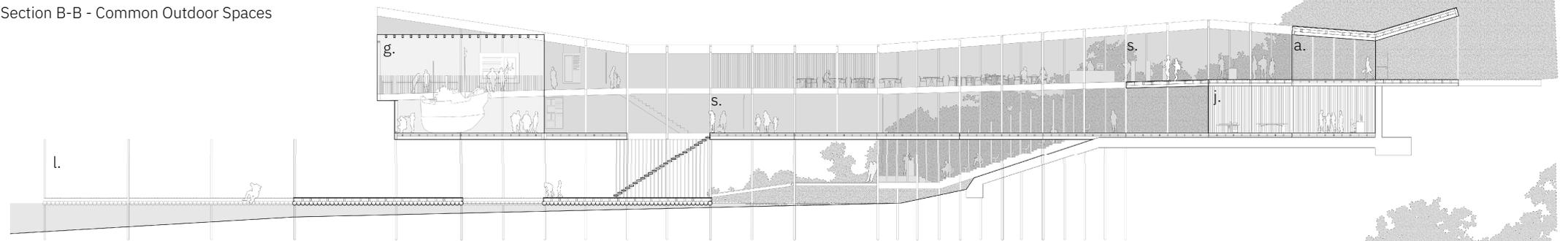
The Mallows Bay Interpretive Center aims to help the public understand and contextualize this historic site. To this end, the project includes both a public museum and a research facility, which are split into two separate volumes. The intermediate space becomes an open air patio which is shared by all users.

The main public entrance is accessed from the ground - visitors proceed to the permanent exhibitions which provides an expansive view of the site and the shipwrecks. Visitors descend to continue through the exhibit and eventually find themselves at a hanging staircase which leads to a floating dock on the water. The dock allows visitors and researchers to access the wrecks via kayak and to experience the bay firsthand.

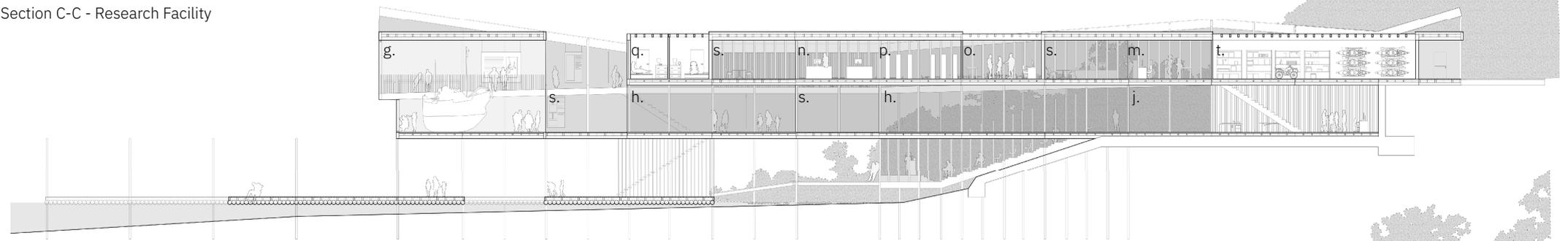
Section A-A - Public Museum



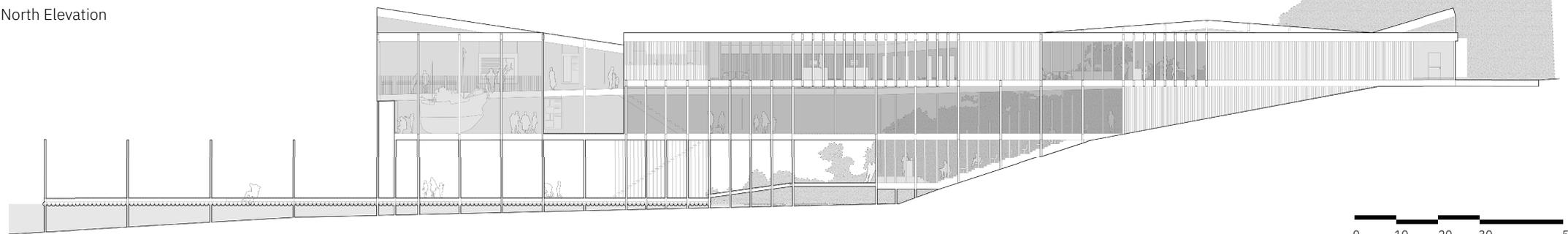
Section B-B - Common Outdoor Spaces



Section C-C - Research Facility



North Elevation

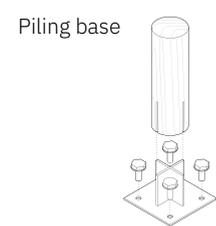
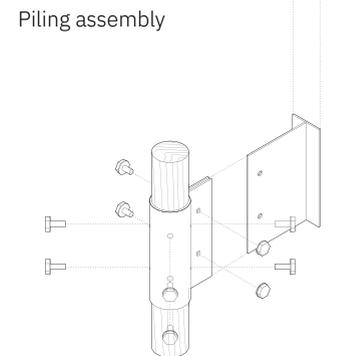
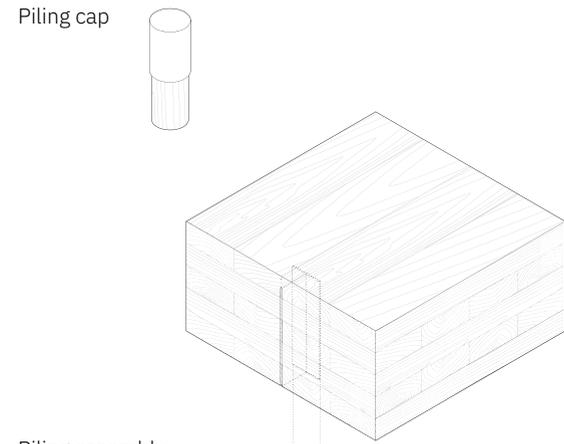
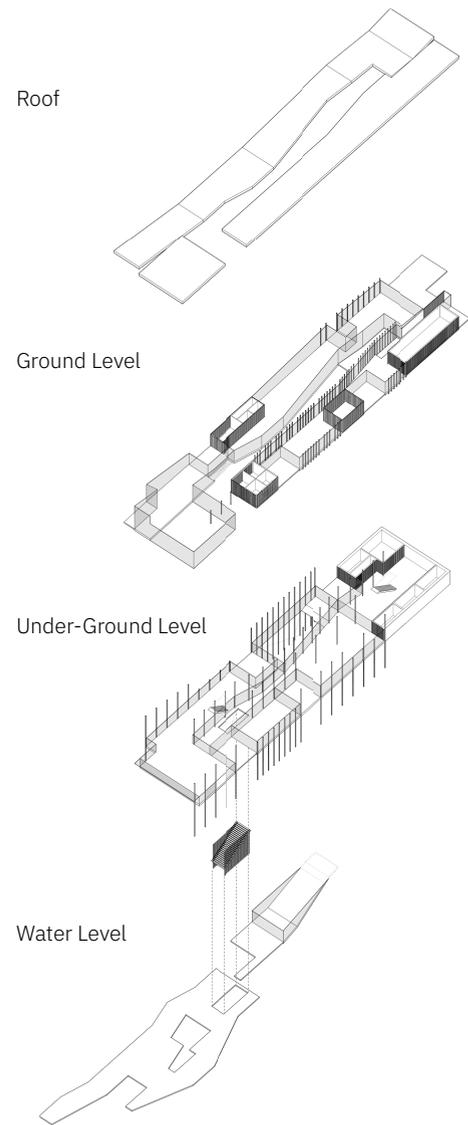


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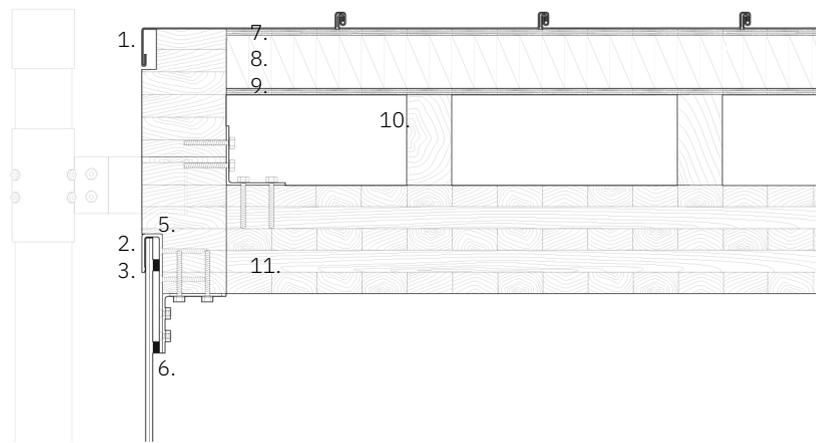
- a. Lobby
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0 10 20 30 50 ft

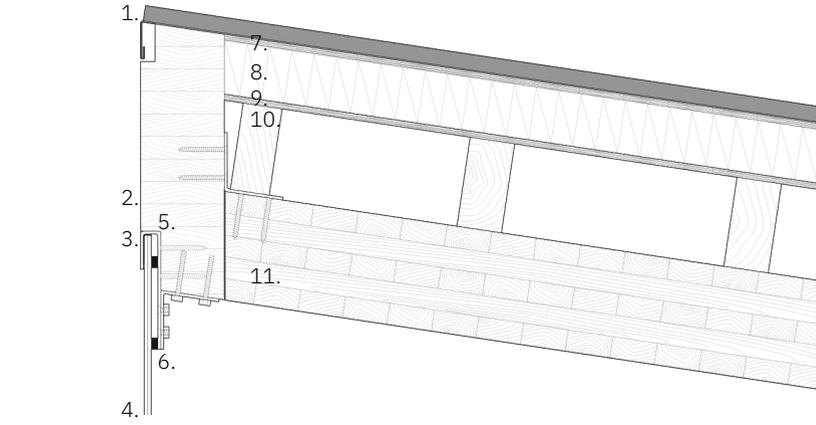
The project is constructed by first erecting a series of wooden pilings, recapitulating the piles which currently exist on the site. The floors of the building - constructed with cross-laminated timber (CLT) panels - are then hung on the pilings. Pilings are placed according to structural requirements and in response to programmatic needs. Pilings are more densely placed around more private uses, allowing the structural elements to act also as a facade element. In the public galleries, piles are placed at further intervals in order to permit expansive views of the Potomac.



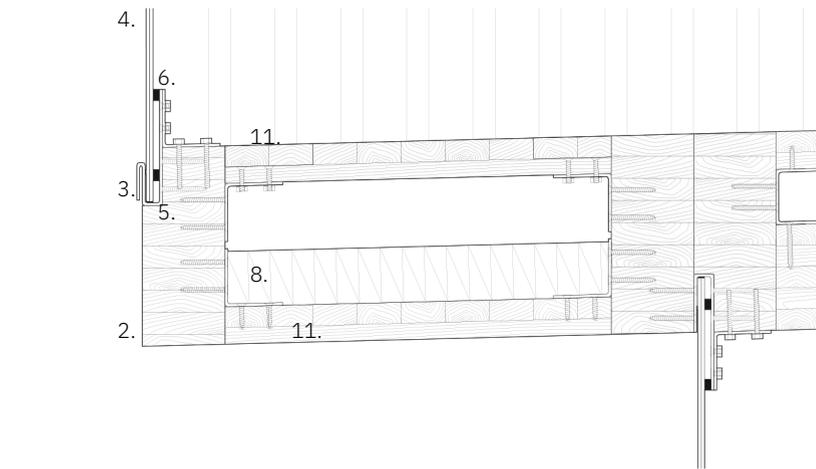
Roof-glass window joint with pillar, east view



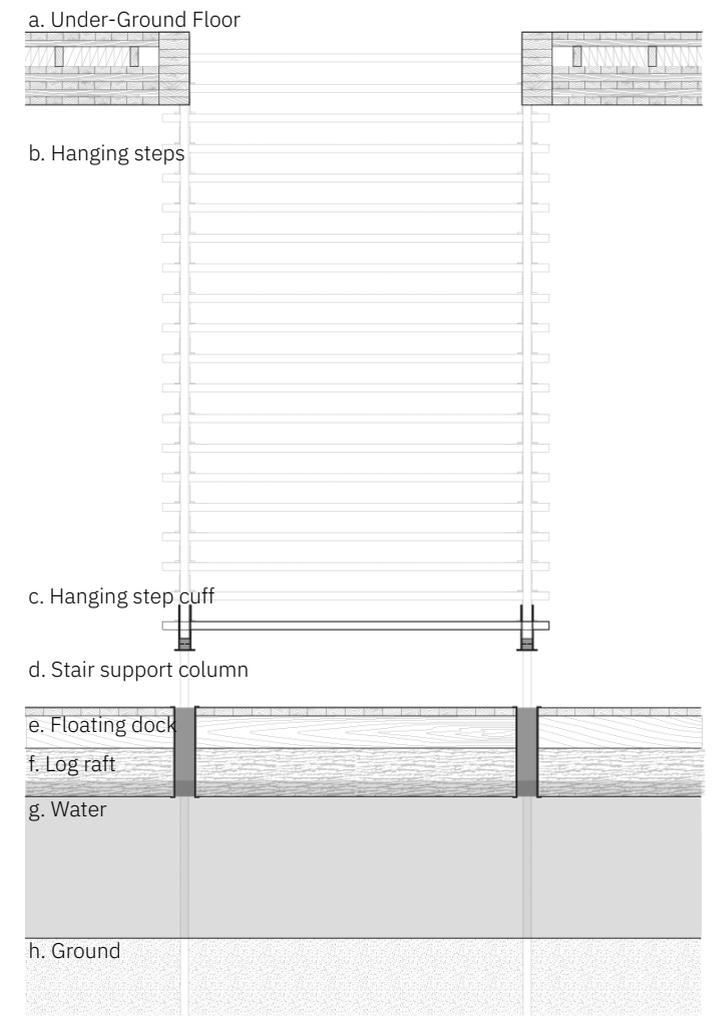
Roof-glass window joint, north view



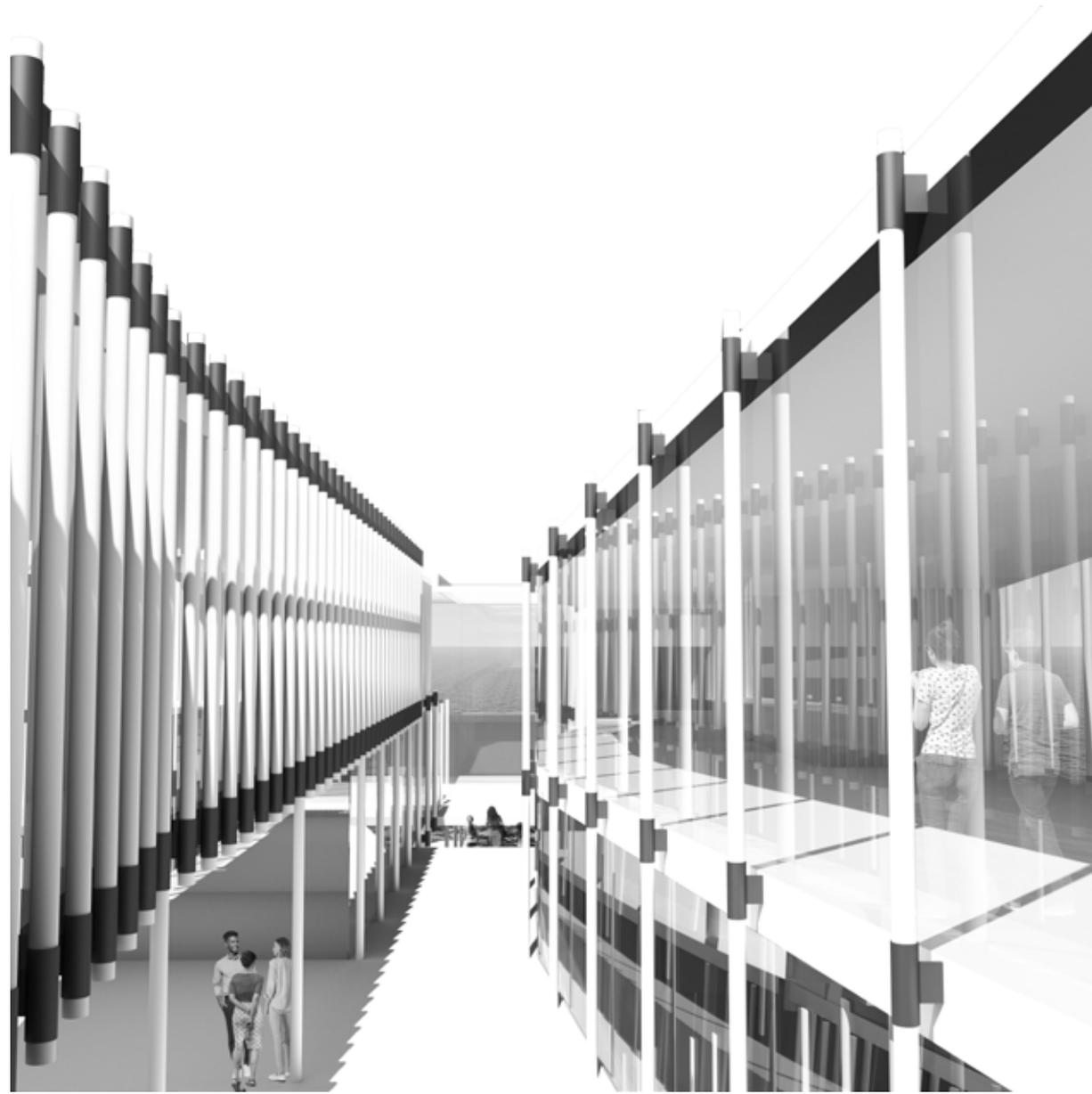
Ground floor-glass window joint, north view



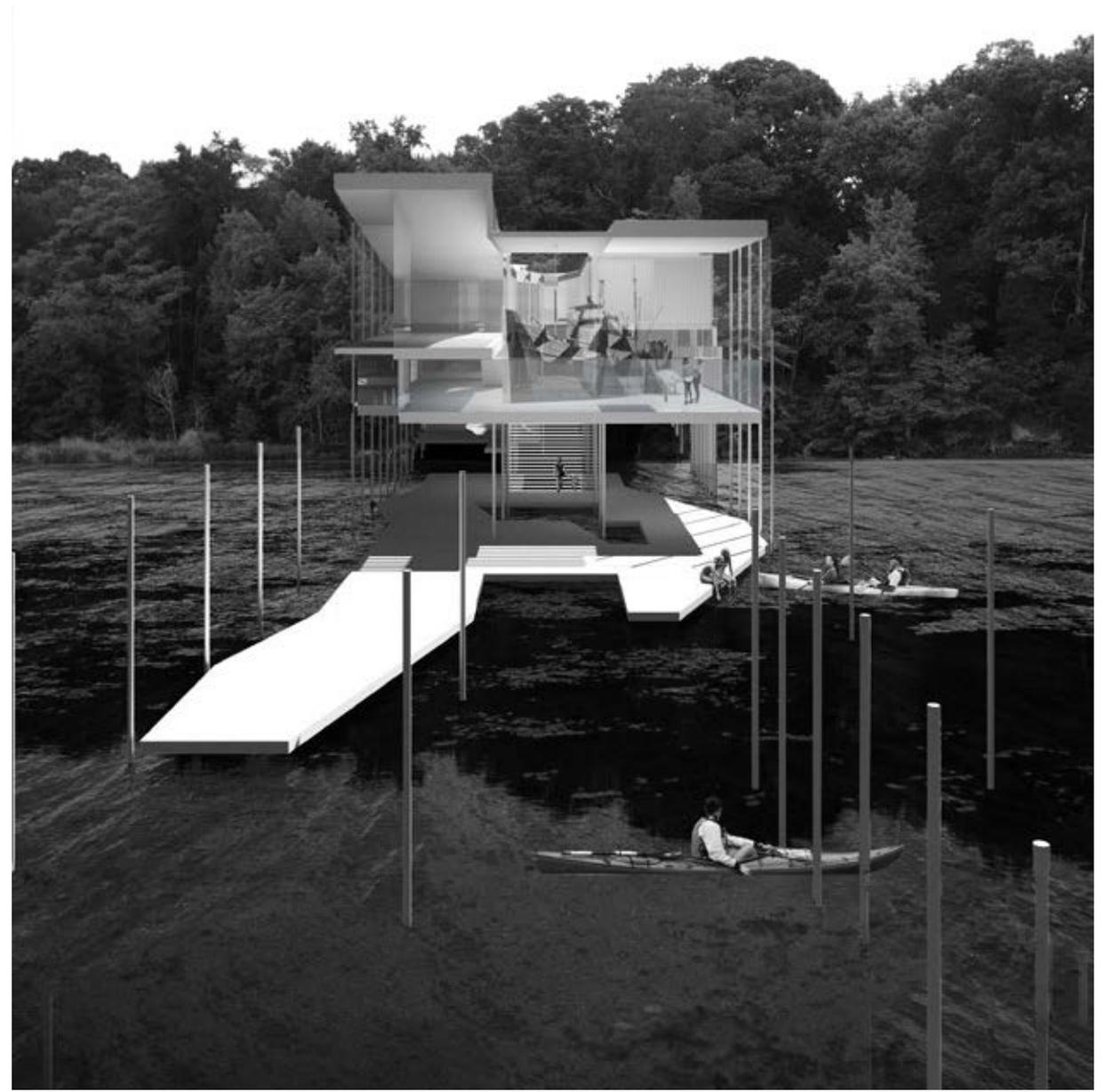
Hanging staircase detail



- Key**
- 1. Standing seam aluminum roof, 1/8" thick
  - 2. Glu-Lam
  - 3. Steel bracket, 1/4" thick
  - 4. Tempered glass, 5/16" thick, EVA interlayer
  - 5. Structural silicone
  - 6. Neoprene
  - 7. Plywood, 1/2"
  - 8. Foam insulation
  - 9. Vapor barrier, polyethylene
  - 10. Wood joist, 2x4"
  - 11. Cross-laminated timber panel (CLT)



1. Perspective down the 'fissure' between the research facility (left) and the public museum (right).



2. Perspective from the bay. The dock allows access from the water as well as from solid ground.