

PH0365505

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED MAY 16 1977
DATE ENTERED NOV 17 1977

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

** HISTORIC Portsmouth Naval Shipyard

AND/OR COMMON

Kittery Navy Yard

2 LOCATION

STREET & NUMBER

Seavey Island

__ NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Kittery

__ VICINITY OF

1st. Hon. David Emery

STATE

Maine

CODE
23

COUNTY
York

CODE
031

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Department of the Navy

STREET & NUMBER

CITY, TOWN

Washington

__ VICINITY OF

STATE
D.C.

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. York County Registry of Deeds

STREET & NUMBER

CITY, TOWN

Alfred

STATE
Maine

6 REPRESENTATION IN EXISTING SURVEYS

TITLE National Historic Mechanical Engineering Landmark
American Society of Mechanical Engineers

DATE

March 22, 1975

__ FEDERAL __ STATE __ COUNTY __ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Maine Historic Preservation Commission

CITY, TOWN

Augusta

STATE
Maine

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Portsmouth Naval Shipyard Historic District, on Seavey Island, comprises some 62 architecturally and historically significant buildings. Dating from the early 18th century, but primarily spanning the years 1850 to 1900, the district's buildings are well preserved and protected. The district consists of the oldest part of the Naval Shipyard and contains most of the residential installations and historic industrial structures as opposed to the southern part of Seavey Island which contains buildings of more recent vintage. Most of the architecture is stylistically Greek Revival with earlier Federal and later Italianate, Mansard, and Colonial Revival examples.

Buildings and sites contributing to the character of the district:

1. Gas Plant
2. Naval Investigative Service Building
Naval Investigative Service building
3. Production Ship (Isaac Hull Street): mid-19th century, Greek Revival, 2 stories, brick with stone trim, gable roof
4. Sewage Pumping Station
5. Administration Supply Storehouse (Isaac Hull Street): 1865, Greek Revival, 2½ stories, brick with stone trim, gable roof, originally boathouse and carpenter shop.
6. Production Shop Supply Storehouse (Isaac Hull Street): 1902, 2 stories, brick with stone trim, gable roof, stepped gable.
7. Storehouse (Wyman Avenue): 1874, Greek Revival, 2½ stories, brick, gable roof, originally quarters.
8. Bus Shelter
9. Public Works Shop
10. Public Works Storehouse
11. Public Works Supply and Storehouse (Wyman Avenue): mid 19th-century, Greek Revival, 1½ stories, stone with match-boarded half story, gable roof, originally a stable.
12. Storehouse
13. Storehouse (Wyman Avenue): 1851, Greek Revival, 2 stories, brick with stone trim, gable roof, originally stable for cattle.
14. Scale House.

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15. Production Shop (Isaac Hull Street): mid- 19th century, Greek Revival, 2½ stories, brick with stone trim, gable roof.
16. Public Works Shop (Isaac Hull Street): 1859, Greek Revival, 1½ stories, brick with match-boarded half story, gable roof, originally a storehouse.
17. Production Shop
18. Production & Public Works Shop
19. Administration Building
20. Quarters L
21. Garage & Quarters
22. Quarters A, Commandant's Quarters (Charles Morris Avenue): 1724?, 1818, Federal with Colonial components, 2½ stories, clapboarded with vertical match-boarded one-story apses, gable roof; ornate facade featuring balustrated second-story porch.
23. Tool House Quarters A
24. Production Shop
25. Medical Admin. & Bank (MacDonough Avenue): 1853, Greek Revival, 3½ stories, stone, gable roof; originally head house, boiler and engine house.
26. Post office & Administration (MacDonough Avenue): 1855, Italianate, 2 stories with clock tower, brick with stone trim and wooden tower; originally machine shop and steam engineering house.
27. Admin., Tel. Exchange, Police Station, Comm. Center.
28. Supply Storehouse, Radiographic Space (Johnson Street): mid 19th century, Greek Revival, 2 stories, brick with stone trim.
29. Memorial, "U.S.S. Sailfish"
30. Bus Shelter
31. Guest House (Wyman Avenue): early 20th century, Colonial Revival, 1 story clapboarded, gable roof.

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32. Quarters K (Wyman Avenue): Mid-19th century, Greek Revival, 2 stories, brick with stone trim, gable roof, colonnaded 1-story facade porch.
33. Garage & Storage, Quarters B
34. Elevated Water Tank
35. Valve House for water tank
36. Garage (Qtrs. K) & Public Works Storehouse (Wyman Avenue): 1851, 1½ stories, brick with stone trim, gable roof, originally a shell house.
37. Cemetery (Wyman Avenue): 1820 on, U.S. Naval Cemetery.
38. Cold Storage Building (Wyman Avenue): 1857, 1 story, brick with stone trim, hip roof, originally a shell house.
39. Storehouse (Wyman Avenue): 1855, 1 story, brick with stone trim, hip roof, originally a shell house.
40. Radiographic Building (Wyman Avenue): 1848, 1 story, stone, hip roof, originally a magazine.
41. Navy Exchange, Service Station (Wyman Avenue): 1859, 1 story, stone, hip roof, apertures in ends of building to contain explosion; originally a magazine.
42. Radiological Decontamination Building
43. Fire Station & Administration Building (Sicard Street): 1865, Greek Revival, 2½ stories, brick with stone trim, gable roof with wooden double facade dormers.
44. Quarters B (Crane Street): 1849, Greek Revival, 2½ stories, brick with stone trim, gable roof; formerly the shipyard Commander's House
45. Quarters C&D (Dennett Street): mid-19th century, Greek Revival, 2½ stories, brick with stone trim, gable roof.
46. Quarters E&F (Dennett Street): 1833, Federal, 2½ stories, brick with stone trim, gable roof.
47. Quarters G,H,I, & J (Dennett Street): mid-19th century, Greek Revival, 2½ stories, brick with stone trim, gable; built as a row house with four entrances.
48. Administration Building (MacDonough Street): c. 1900, Colonial Revival, 3 stories, brick with stone trim, flat roof.

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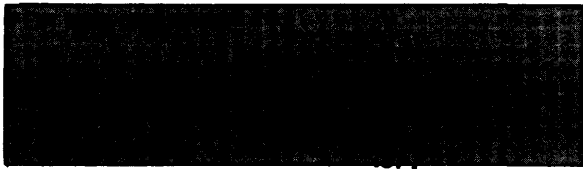
CONTINUATION SHEET

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49. Administration Building
50. Garage & Ambulance Station
51. Dispensary & Dental Clinic (Charles Morris Avenue): c. 1900, Colonial Revival, 3½ stories, brick with stone trim, hip roof.
52. Material Test Laboratory, Training, Print Shop
53. Officers Club, Theater, and Library (Pope Street): 1857, Greek Revival, 3 stories, clapboarded, gable roof, originally the ordinance and armory building.
54. Quarters O (Sicard Street): mid-19th century, Greek Revival, 2½ stories with brick with stone trim, gable roof.
55. Quarters P (MacDonough Avenue): late 19th century, Mansard, 3 stories, brick with stone trim, Mansard roof.
56. Dispensary (Goodrich Avenue): 1864, Greek Revival, 2½ stories, brick with stone trim, gable roof, originally the point shop.
57. Garage Quarters O & P
58. 40 High Explosive Magazines
59. Supply Office & Storehouse
60. Armory & Gymnasium
61. Storehouse
62. EM Barracks & Mess, Public Quarters (Burrows Avenue): mid-19th century, Italianate, 3½ stories, brick, gable roof, veranda on first and second stories at south side.

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While a number of structures in the district are not contributory to the district from an architectural point of view they are not intrusions in the ordinary sense because they are a part of the whole physical entity in terms of their use as Navy Yard facilities. The following numbered structures fall into this classification: 1, 2, 4, 8, 12, 14, 17, 21, 23, 30, 33, 34, 35, 50, 57, 59, 61.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Located at the mouth of the Piscataqua River, between Maine and New Hampshire, the Portsmouth Naval Shipyard has been in existence for nearly 180 years and was the first navy yard established by the Navy Department after its formation in 1798. However, this governmental establishment was but a continuation of a tradition of shipbuilding and maritime activity which began only a few years after the first European contacts with the area. The earliest visitor, Martin Pring in 1603, described it as "a noble sheet of water, and of great depth, with beautiful islands and heavy forests along its banks". In 1614, the redoubtable Captain John Smith was equally impressed and as early as 1650 the British Government selected this port as a suitable location to build ships for the Royal Navy. The immediate availability of mast timber was, of course, a prime consideration in addition to the obvious geographical advantages.

For a number of years only small vessels were built but in 1690 the 54 gun frigate "Falkland" was launched followed, in 1696, by the 32 gun "Bedford". In 1749 the 60 gun "America" slid down the ways, the largest Royal Navy ship ever built in the New World.

In the years prior to the Revolution this kind of activity meant that there was assembled in the Portsmouth-Kittery region a concentration of skilled workers in all trades and arts necessary to the building and repair of ships. In December of 1774, in what has been not unreasonably claimed as the first organized military effort of the Revolution, the British military post at Castle William and Mary near the mouth of the river was captured and the military stores seized. Some of this material was later used at the Battles of Lexington, Concord, and Bunker Hill.

A far more important and long range result of this action, however, was the acquisition of the shipbuilding sites by the revolutionary cause together with the already sympathetic and highly skilled labor force. The birth of American and, later, United States naval shipbuilding commenced almost immediately. In December of 1775 the Continental Congress authorized the construction of 13 frigates. One of these, the 32 gun "Raleigh", was to be built at Portsmouth under the direction of John Langdon, leader of the operation against Castle William and Mary, who offered his island in the river (now Badger's Island) to be employed for the purpose. Langdon's Island continued to be used exclusively by the American government for naval purposes until the official "Navy Yard" was established in 1800. Launched in May of 1776 the "Raleigh" served creditably until captured by the British in September, 1778.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

American Society of Mechanical Engineers, Portsmouth - Kittery Naval Shipbuilding Activity, 1975
Portsmouth Naval Shipyard, U.S. Govt. Printing Office 1976 - 602 - 761 #37
Portsmouth Naval Shipyard, Quarters "A", 1976
 Portsmouth - Kittery Armed Services Committee,Submarines, 1967

10 GEOGRAPHICAL DATA

54

ACREAGE OF NOMINATED PROPERTY _____

UTM REFERENCES

A	19	358723	4771515	B	19	358810	4771210
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	19	358365	4771020	D	19	358130	4771430
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

Beginning at a point on the north shore of Seavey Island 200 feet west of Bridge Number 1, proceed easterly along the north shoreline of the island to a point 250 feet southeast of Bridge No. 2. Proceed southerly along the east edge of a parking lot to the southerly side of the end of Burrows Avenue, thence westerly along the southern side of Burrows Avenue 280 feet, thence at a 90° angle southerly to the northern side of Newton Street. Proceed westerly diagonally across Goodrich Avenue 310 feet thence southerly, southwesterly and

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE	Frank A. Beard, Historian Robert L. Bradley, Architectural Historian	DATE	
ORGANIZATION	Maine Historic Preservation Commission	DATE	April, 1977
STREET & NUMBER	31 Western Avenue	TELEPHONE	289-2133
CITY OR TOWN	Wagner	STATE	Maine

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE _____ LOCAL _____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

Case B. Shatteworth, Jr.

TITLE

S.H.P.O.

DATE 5/12/77

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Robert B. Rettig

DATE 11/17/77

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST: *Charles A. ...*

DATE 11-16-77

KEEPER OF THE NATIONAL REGISTER

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with the launching of the "Swordfish", the first government yard to build a nuclear powered submarine. Submarine construction at the yard was terminated in 1969 since which time the emphasis has been in support of a continuing program of attack and fleet ballistic missile submarine overhauls. Between 1917 and 1969 134 submarines slid off the ways at Portsmouth.

The Portsmouth Naval Shipyard Historic District contains a remarkable and extensive collection of 19th century industrial structures of unusually fine design. There is also a distinguished row of officers' quarters executed in brick in the Greek Revival tradition. The most striking building is, of course, Quarters A, residence of the senior naval officer. Built probably in 1724, it was moved to its present location shortly after the island was acquired by the Navy Department in 1800. During the occupancy of Captain and Mrs. Thomas MacDonough (1815-1818) the entire house was remodeled and enlarged with a new facade in the Bulfinch tradition which was a strong influence on public architecture at the time. This gracious home well befits the importance of its occupants and sets a tone suiting the age and traditions of Shipyard.

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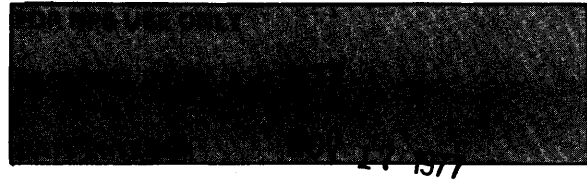
(To be inserted after next to last paragraph on Continuation Sheet -
Item 8, page 2.)

During the period from the end of the Civil War to World War I comparatively few naval ships were constructed at the yard since, with the exception of the short-lived war with Spain, the nation was at peace. In addition, the facilities in Portsmouth were not large enough for the construction of the huge steel battleships and cruisers required by the Navy after 1890. These years did see the important changeover from wood to ironclad to iron and steel hulled ships with a corresponding adaptation of construction and repair facilities.

In 1905 an event of international significance took place at the Navy Yard with the signing of the Russo-Japanese Peace Treaty. President Theodore Roosevelt offered the good offices of the United States to negotiate terms for ending the war between these two nations. These negotiations were carried out at the nearby Wentworth Hotel in Portsmouth and the signing took place in the Administration Building (48) where a plaque now commemorates the event.

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From the early colonial period to the present day this shipbuilding site served first, the British government, later, the revolutionary colonies and, finally, the United States through the eras of sail, steam and presently the most scientific and advanced use of atomic power in submarines. This early naval shipbuilding industrial complex was truly self sufficient. It represents one of the country's earliest complete industrial operations. It was the first Navy Yard established by the United States Government. It was the site of the construction of John Paul Jones' "Ranger", of the "Kearsarge" of Civil War fame, and of the first government built submarine. The architecture represented in this historic district ranges from the rich Federal of Quarters A, through some of the finest Greek Revival industrial buildings to be found anywhere, to examples of Italianate, Mansard and the Colonial Revival. In terms of longevity, distinguished history and service, and architectural merit it can well be argued that the Portsmouth Naval Shipyard holds a significance unmatched by any other similar facility in the country.

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northwesterly on Pearson Street around the southern perimeters of buildings no. 53 and 52 to the center of Howell Street. From this point proceed southwesterly on Howell Street to the intersection with Remy St., northwesterly on Remy Street to a point 40 ft. west of the westerly end of building no. 25, and thence northerly along an alley on the west side of building no. 14. From this point proceed northwesterly and northerly around the western perimeter of buildings no. 3 and 1 to the point of beginning.

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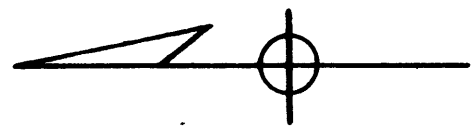
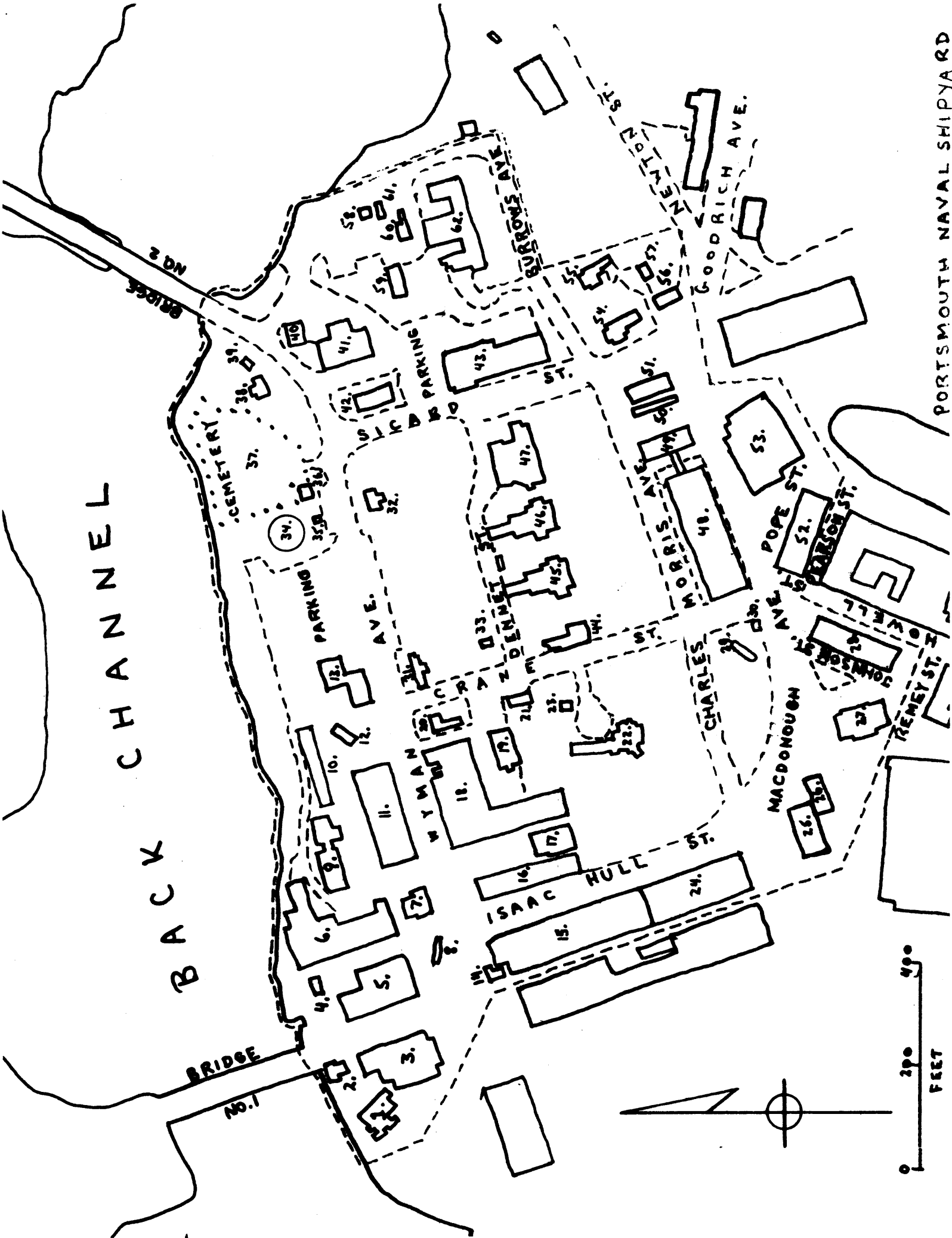


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The determination of the district boundary is based on two factors: security and historicity. Those areas immediately to the west and south of Isaac Hull, Remey, Howell, and Pearson Streets are beyond the so-called "Atomic Fence" which sets off a maximum security area devoted to nuclear submarine repair and maintenance. The areas to the south of Goodrich Avenue and Newton Street contain buildings largely of 20th century vintage not chronologically or architecturally compatible with those in the district as delineated.

BACK CHANNEL



PORTSMOUTH NAVAL SHIPYARD

88°20'11" NE
DOVER EAST

UNITED STATES

DEPARTMENT OF THE INTERIOR

GEOLOGICAL SURVEY

PORTLAND 44 MI.

17 MI. TO INTERCHANGE 2

DOVER, N.H. 9 MI.
5.6 MI. TO ME. 103

359000m E

350 000 FEET (ME.) 360

70°45'
43°07'30"

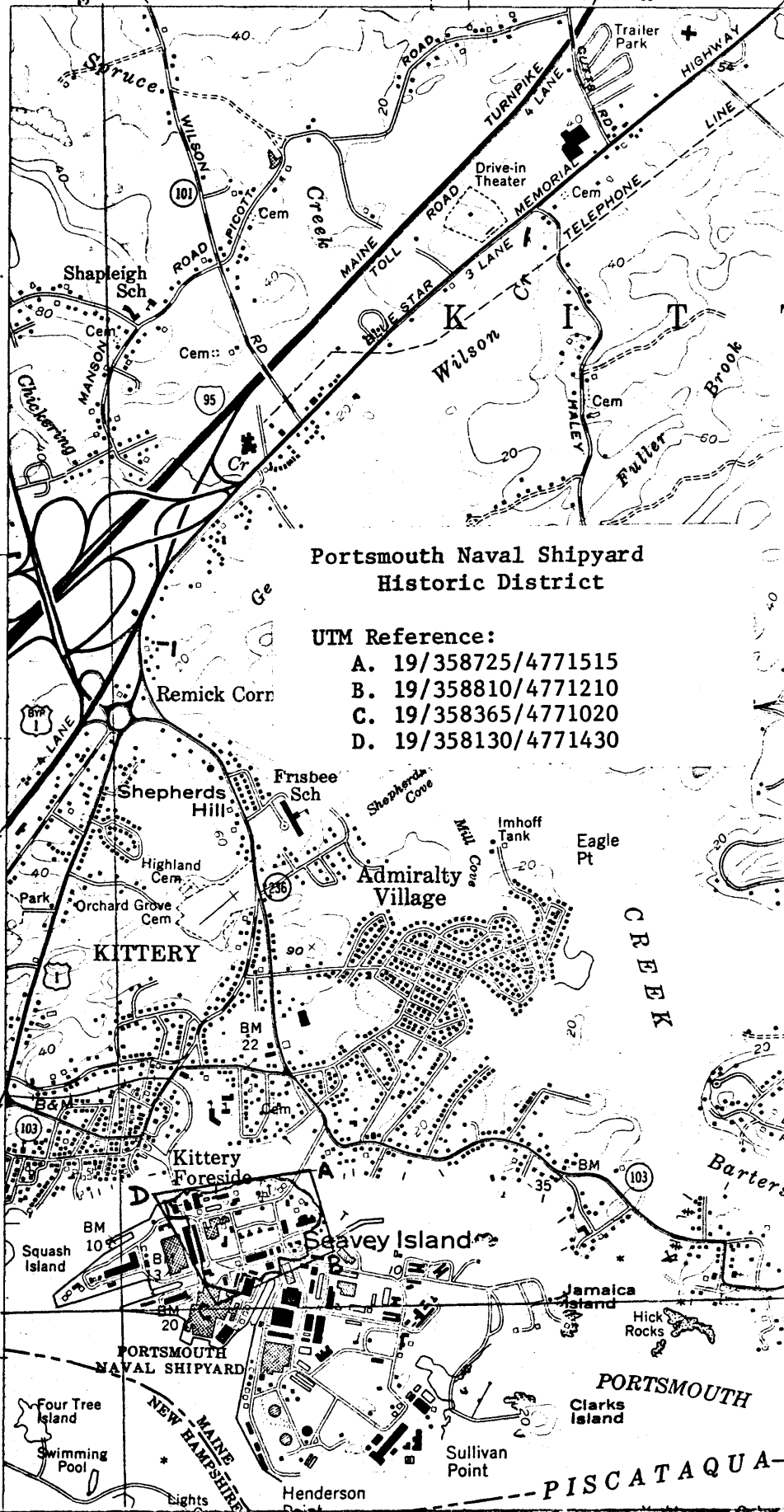
4775000m N

4774
100 000 FEET
(ME.)

HAMPTON, N.H. 10 MI.

HAMPTON, N.H. 12 MI.
PORTSMOUTH, N.H. 1.2 MI.

U.S. 1:50,000



Portsmouth Naval Shipyard Historic District

- UTM Reference:
- A. 19/358725/4771515
 - B. 19/358810/4771210
 - C. 19/358365/4771020
 - D. 19/358130/4771430

NOV 17 1977

PISCATAQUA