NPS 10-300 (Rev. 10 74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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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Seavey Island   __ NOT FOR PUBLICATION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   CODE   COUNTY   CODE
Maine   23   York   031

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	X PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	X MILITARY	__OTHER

4 OWNER OF PROPERTY

NAME   Department of the Navy

STREET & NUMBER

CITY, TOWN   STATE
Washington   __ VICINITY OF   D.C.

5 LOCATION OF LEGAL DESCRIPTION

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

STREET & NUMBER

CITY, TOWN   STATE
Alfred   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   STATE
Augusta   Maine

7 DESCRIPTION

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 in 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

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, ori-
ginally 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 bal-
ustrated 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; origin-
ally 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. 3 bay addition c. 1940

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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, 2 ½ stories, 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 contributary
to the district from an architectural point of view they are not in-
trusions 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

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, describe 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 as 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.

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In spite of its relatively small size, the second ship built at Portsmouth, the 18 gun sloop "Ranger" was one of the more famous in American naval annals under the command of John Paul Jones. Launched in May, 1777, Jones took her to France to announce the surrender of Burgoyne at Saratoga. With Brest as his base he terrorized English shipping, raided the west English coast and captured the British sloop of war "Drake" in the most spectacular single ship action up to that time between the two navies.

In November of 1778, the 74 gun ship of the line, "America", the second of that name to be built at Portsmouth, was launched. Like her predecessor, she was, up to that time largest naval vessel ever laid down on the North American continent. She was turned over to the French in return their services and their loss by accident of a ship of the line in Boston Harbor the same year. In 1799 the 38 gun frigate "Congress" was launched.

In April, 1798, Congress established a Navy Department separate from the War Department. One of the first actions of this new agency was the purchase in 1800 of Dennett's Island, adjacent to Langdon's, as the site of the first Navy Yard. Although a small garrison was provided in 1806, little activity took place until stimulated by the War of 1812. In October of that year Captain Isaac Hull, fresh from his dramatic victory as commander of the "Constitution" over the British frigate "Serapis",became the first commandant. The 74 gun ship of the line "Washington" was launched in July, 1815 and served as flagship of the Mediterranean squadron until 1818. Subsequently about 43 surface vessels were built for the Navy at the Portsmouth yard, the last being in 1912. The first steam vessel was the side wheel frigate "Saranac", 1238 tons, launched in November, 1848. In 1851 a floating balance dry dock and marine railway was constructed. 350 feet long and 105 feet wide outside, it was successfully operated until sold in 1907.

In April of 1861 the yard was placed on a war footing and the keels of two 9 gun screw propulsion steam sloops were laid. One of these, the "Kearsarge" achieved lasting fame when she sank the "Alabama", commanded by Captain Raphael Semmes, the notorious Confederate raider, off Cherbourg in 1864. In 1863 and 1864 two 4 gun ironclads were constructed.

The Navy Yard achieved its present size in 1866 with purchase of Seavey Island, about three times the size of Dennett's Island and separated from it by the narrow Jenkins Gut. Part of the gut was converted into a 750 foot drydock which still exists and the rest was filled in making one large island now called Seavey Island in its entirety. The historic district here nominated occupies almost entirely the area of Dennett's Island.

With the launching of the "L-8" in 1917, the Portsmouth Navy Yard became the first government facility to build a submarine. Since that time it has been the only yard devoted exclusively to submarine construction and repair and, in 1958,

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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 missle 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 Mac-Conough (1815-1818) the entire house was remodeled and enlarged with a new facade in the Bulfinch tradition which was a strong influence on public arcchitecture 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. Presi-
dent 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 Ports-
mouth 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 sub-
marines. This early naval shipbuilding industrial complex was truly self
sufficient. It represents one of the country's earliest complete indus-
trial 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.

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 |1,9| |3|5,8|7,2|5| |4,7|7,1|5,1,5| B |1,9| |3|5,8|8,1,0| |4,7|7,1|2,1,0|
  ZONE EASTING   NORTHING   ZONE EASTING   NORTHING
C |1,9| |3|5,8|3,6,5| |4,7|7,1|0,2,0| D |1,9| |3|5,8|1,3,0| |4,7|7,1|4,3,0|

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 cast 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

ORGANIZATION   DATE

Maine Historic Preservation Commission   April, 1977

STREET & NUMBER   TELEPHONE

31 Western Avenue   289-2133

CITY OR TOWN   STATE

Augusta   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

TITLE   DATE

FOR NPS USE ONLY
   I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

                                                    DATE

   DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST: DATE

   KEEPER OF THE NATIONAL REGISTER

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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 Remey St.,
northwesterly on Remey 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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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 de-
voted 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.

(DOVER EAST)

6870 III NE

70°45'

43°07'30"

PORTLAND 44 MI.
17 MI. TO INTERCHANGE 2

DOVER, N.H. 9 MI.
5.0 MI. TO ME. 101

359000m.E.

350 000 FEET (ME.)

360

YO

Spruce

WILSON

Creek

ROAD

101

PICOTT

Cem

TURNPIKE
4 LANE

CUTTS RD.

Trailer
Park

MEMORIAL

HIGHWAY

1

54

Drive-in
Theater

Cem

TELEPHONE

LINE

4775000m.N.

Shapleigh
Sch

ROAD

MANSON

Cem

Cems

RD.

BLUE STAR

MAINE TOLL

ROAD

3 LANE

K   I   T   T

Wilson Cr.

HALEY

Cem

Fuller Brook

Chickering

Cr.

Cr.

95

4774

100 000 FEET
(ME.)

Ge

Portsmouth Naval Shipyard
Historic District

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

Remick Corn

BYP
1

HAMPTON, N.H. 10 MI.

4 LANE

Shepherds
Hill

Frisbee
Sch

Shepherds
Cove

Imhoff
Tank

Eagle
Pt

Highland
Cem

236

Admiralty
Village

Mill Cove

20

C   R   E   E   K

Park

Orchard Grove
Cem

KITTERY

90

1

BM
22

40

4772

B & M

Cem

BM

103

Barters

BON
RD.

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

Kittery
Foreside

A

BM
10

D

103

24

5'

Squash
Island

BM
13

B

Seavey Island

35

27

BM
20

Jamaica
Island

Hick
Rocks

US 1 0.6 MI.

PORTSMOUTH
NAVAL SHIPYARD

NEW HAMPSHIRE

MAINE

Clarks
Island

PORTSMOUTH

Four Tree
Island

Swimming
Pool

Lights

Henderson
Point

Sullivan
Point

PISCATAQUA

(DOVER EAST)
6870 III NE

70°45'
43°07'30"

359000m E.

350 000 FEET (ME.)
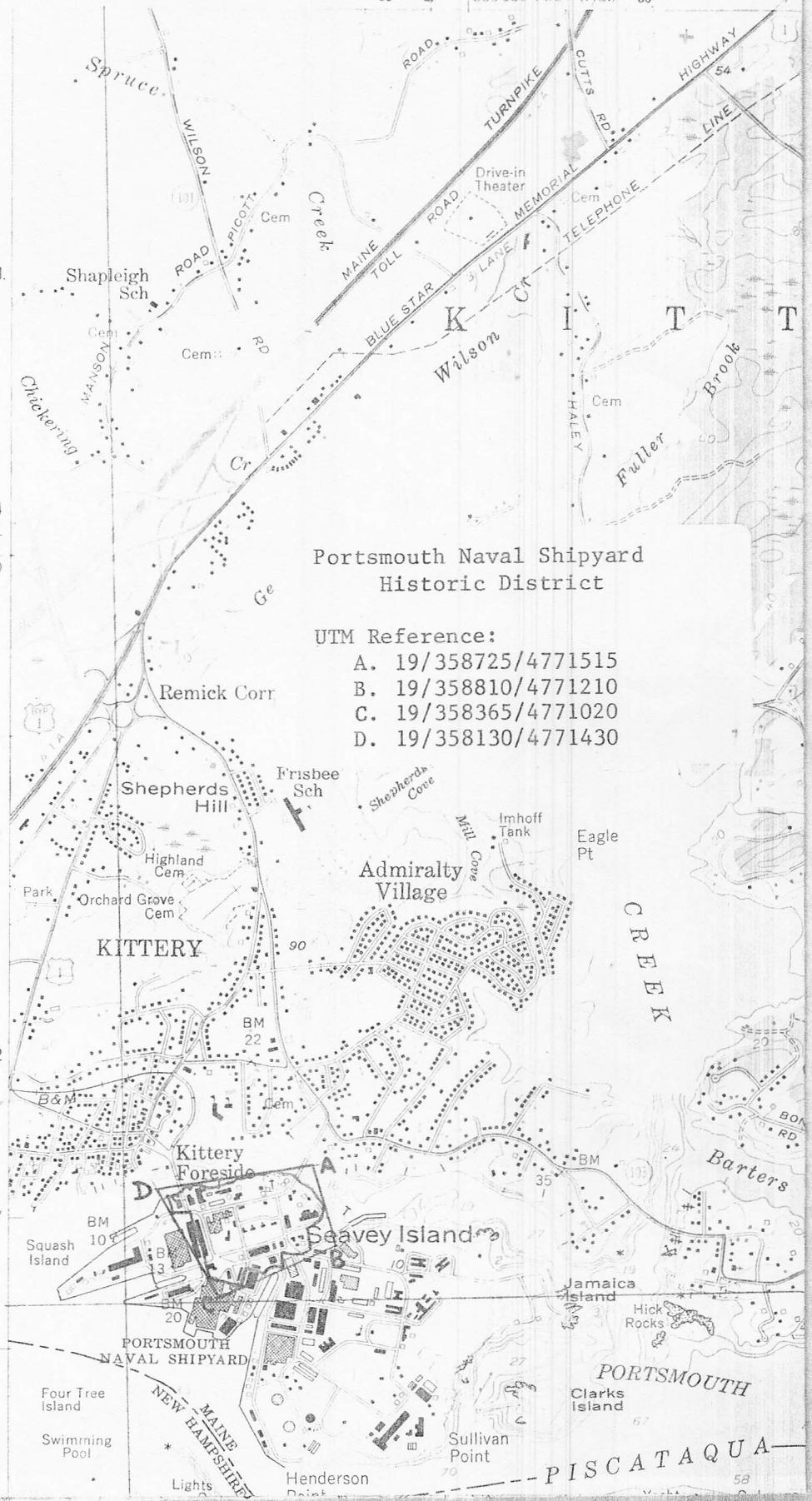
360

54

Spruce

WILSON

Creek

ROAD

PICOTT

Cem

ROAD

MAINE

TURNPIKE

TOLL

CUTTS RD.

HIGHWAY

LINE

1

Drive-in
Theater

Cem

MEMORIAL

TELEPHONE

4775000m N.

Shapleigh
Sch

BLUE STAR

LANE

Cem

K   I   T   T

Wilson   Cr

Cem

MANSON

Cem

Cem

RD

HALEY

Fuller

Brook

Chickering

Cr

Ge

4774

100 000 FEET

(ME.)

Lo

Portsmouth Naval Shipyard
Historic District

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

Remick Corn

Frisbee
Sch

Shepherds
Cove

Shepherds
Hill

Imhoff
Tank

Eagle
Pt

Mill Cove

Highland
Cem

Admiralty
Village

C   R   E   E   K

Park

Orchard Grove
Cem

KITTERY

90

BM
22

4772

B&M

Cem

BON
RD

Barters

BM

35

Kittery
Foreside

A

5'

D

BM
10

B
13

Squash
Island

Seavey Island

B

BM
20

Jamaica
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Hick
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PORTSMOUTH
NAVAL SHIPYARD

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Pool

Sullivan
Point

Henderson
Point

Lights

PISCATAQUA

58