

New Hampshire Property Documentation Report

Fabyan Point Cabins

Great Bay National Wildlife Refuge

NHDHR No. 721

Prepared By:

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Prepared For:

U.S. Fish and Wildlife Service
Hadley, Massachusetts

New Hampshire Division for Historical Resources
Concord, New Hampshire

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Great Bay National Wildlife Refuge**

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Location: 150, 154, 158, 162, 166, and 168 Fabyan Point Road
Newington, Rockingham County, New Hampshire
UTM Coordinate: 19 349781 4770186

Property Owner: U.S. Fish and Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035

Present Use: Vacant/National Wildlife Refuge

Significance: The cabins are significant for their architecture, as good examples of early twentieth-century recreational and sportsmen's cabins and as a summer colony, and for their role in New Hampshire's history of seasonal tourism and hunting.

Introduction

This Property Documentation Report addresses the Fabyan Point Cabins, which are eligible as a National Register of Historic Places (NRHP) historic district. The complex of six cabins and one shed is located within the 1,103-acre Great Bay National Wildlife Refuge (Refuge) in Newington, New Hampshire. The Refuge was created in 1992 and is owned by the U.S. Fish and Wildlife Service (USFWS). It provides habitat for migratory birds and other wildlife, including New Hampshire's greatest concentration of wintering bald eagles and black ducks, and several state-listed rare and endangered species. The buildings are being removed as they are vacant with no potential use, and their removal will help eliminate human disturbance to the refuge lands, a critical habitat area. The buildings have also been an attractive nuisance, suffering from vandalism and creating a safety liability to the USFWS.

Pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act, the USFWS is required to take into account the effects of federal undertakings on properties included in or eligible for inclusion in the NRHP. As the buildings are owned by a federal agency and are eligible for the NRHP, the demolition of the historic structures is an adverse effect. The Section 106 consultation between the USFWS and the New Hampshire Division of Historical Resources (NHDHR) involved the preparation of an NHDHR Historic District Area Form, and has resulted in a Memorandum of Agreement (MOA) between the two agencies. This Property Documentation Report is being produced as a treatment stipulation of the MOA. It was produced by 36 CFR 61-qualified Architectural Historian Paula Sagerman, a Historic Preservation Consultant in Brattleboro, Vermont.

The report includes a historical background, description and statement of significance of the resources, as well as a bibliography, large-format archival photographs and negatives, measured drawings of the exteriors of the buildings, a USGS topo map, and a site map with photo key. Copies of the report will be distributed to the NHDHR, the USFWS, the Newington Historical Society, and the Langdon Public Library of Newington.

Historical Background

The historical background will be described in two sections: first, the general history of Newington will be described to provide a contextual background for the history of Fabyan Point, and then the specific history of Fabyan Point will be addressed.

Newington

Newington's long history as a primarily rural agricultural area, and its proximity to the population centers of Portsmouth and Boston, made it an ideal location for recreational and sportsmen's cabins. Newington was first settled due to its advantageous location near Portsmouth, a major port, on the Great Bay, which was ideal for fishing, and on the Piscataqua River, a transportation route which leads inland from Portsmouth. The town's topography and soils were ideal for farming, and it remained an important agricultural region until the mid twentieth century, as well as a popular bird hunting, fishing and vacation destination by the turn of the twentieth century. The construction of the Pease Air Force Base (PAFB) in the 1950s, which occupies more than half of the land area of Newington, permanently changed the landscape of an area that had been farmed and fished since the early seventeenth century, and destroyed much of the physical evidence of this history. However, because most of the sportsmen and recreational cabins were located along the shoreline away from the PAFB, the construction of the base only physically impacted some of the cabins.

Newington was first settled in the 1630s and was known as Bloody Point due to land ownership conflicts between the towns Dover and Portsmouth, which were resolved in 1643 when Bloody Point became part of Dover. Bloody Point's first economic activities included fishing, farming, lumbering and shipbuilding. The river, local ferries and network of roads provided an efficient means of transportation, supporting the development of the area. Since Dover is inconveniently located across the Piscataqua River from Bloody Point, the residents of the latter desired to establish a separate township. In 1713, Newington's first town meeting and church services were held in what remains the town center, and in 1714, the name Newington was officially adopted.

By the eighteenth century, most of the land in Newington had been cleared as a result of agriculture and lumbering, and the deforestation caused the tributaries that supported shipbuilding to silt up, essentially resulting in a mostly agricultural economy that persisted into the twentieth century. The Piscataqua Bridge, which was completed in 1794 and was the largest bridge in the country at the time, provided a continuous road from Portsmouth to Concord and direct access to other cities on the Merrimack River. In 1803, a turnpike was constructed that crossed this bridge and was in the general location of what is now Route 4.

Newington's population remained between 500-550 between the mid seventeenth century and mid nineteenth century, and then fell below 500 during the mid nineteenth century. Despite the advent of the railroad in town, the population continued to fall, dropping below 400 by the end of the century. However, seventy farms continued to operate in Newington at the turn of the century, and rail transport enabled farmers to ship milk products, apples, and other goods in bulk to outside areas.

At the end of the nineteenth century, Newington also became a rural retreat for wealthy citizens from urban areas. The idyllic landscape, picturesque shores with "cool salt summer breezes," access to boating, fishing and bird hunting, availability of fresh farm produce, and convenience to Portsmouth and Boston via roads and the railroad were all factors in this trend. At first, a few of Newington's farmsteads were sold and converted to gentlemen's farms with large cottages. Two of these gentlemen were Woodbury Langdon of Portsmouth, who enlarged and updated a farmhouse at Fox Point, and Richman Margeson of Roxbury, Massachusetts, who removed a farmhouse and had a large stylish cottage constructed. Senator Montgomery Rollins also had a summer estate on the Great Bay just outside of Newington in Dover.

Newington was not just a retreat for the wealthy. By the turn of the century, several local farmhouses had been converted to boardinghouses rented specifically to vacationers, and clusters of summer camps began to appear along the shorelines on former farmland. Some camps served waterfowl hunters and others, vacationing families, and were constructed on former farmland along the Piscataqua River, the Little Bay and the Great Bay. The earliest clusters of camps were located at the end of Patterson Lane, Avery Lane, and Fox Point, and a line of cabins stretched along Little Bay Road. (The Newington Townwide Area Form documents these camps.) A 1902 tourist publication noted that Newington's Hilltop House rented to ten guests daily or weekly, and there were six other boardinghouses in town. The 1916 directory of Newington lists thirty summer residents. Many local vacationers were workers at the nearby Portsmouth Naval Yard.

The conversion of farmland to summer retreats helped keep the landscape open, and in general the shoreline of the Great Bay remained rural, as many farms survived into the 1950s. The 1940 census shows that Newington had a full time population of 418, a summer population of about 500, and thirty-nine farmsteads. Newington remained primarily an agricultural community and summer retreat until the 1940s, when it also became a bedroom community for Portsmouth.

In the early 1950s, the ongoing Cold War and Korean War spurred the Pentagon and Congress to establish new Air Force bases to carry out strategic bombing, particularly with a new Boeing B-47 Stratojet fleet. Proximity to the North Atlantic air routes made New England a prime location, and southeastern New Hampshire was chosen as a location for one of these bases. In 1951, after considering sixteen different sites in "upper" New England, the Air Force determined that the Portsmouth-Newington area was ideal for a new \$46,000,000 medium-sized jet bomber base, which had the purpose of improving the United States' military position and deterring a nuclear war with the Soviets.

Land acquisition, planning and some construction of the Air Force base began in 1952. The base's primary operational facilities were completed in 1955, and the remaining facilities were opened in 1956. The impact to the landscape included the acquisition of thirty farmsteads (most of the town's productive farmland) and the removal of their structures, the closing of nine local roads, the re-interment of thirty-four graves, and the division of the town into three sections, isolating local residents from each other and from town services and transportation routes. The base could not handle housing all the families, so another change to the local landscape was the construction of new residences outside the base. The construction of the base also resulted in the loss of some seasonal camps and summer homes on the Great Bay between Little Bay Road and Fabyan Point.

Since the 1950s, outside of the PAFB, Newington has been primarily a bedroom community, and most of the summer cabins have been converted to full-time use. The PAFB remained active throughout the remainder of the Cold War, and was closed in 1991. The New Hampshire Air National Guard retained a 229-acre complex of the air force base for its continued operation. The Pease Development Authority, which had been established in 1990, manages most of the remaining lands of the base, which has been redeveloped as the Pease International Tradeport, a large-scale mixed-use development that includes the Portsmouth Airport, industrial zones, and a business/commercial zone. The mostly undeveloped area of the PAFB, a 1,054 acre tract, became the U.S. Fish and Wildlife Service's Great Bay National Wildlife Refuge in 1992. In 2003, the thirty-three acre Fabyan Point tract was added to the Refuge lands.

Fabyan Point

The history of Fabyan Point began in the seventeenth century, when its timber was logged for a nearby saw mill. At this time, Fabyan Point was called Starbuck's Point as an Edward Starbuck had been granted land there in 1643. The point of land, adjacent marsh, and brook upon which the saw mill stood were all named after Starbuck. In the early eighteenth century, the John Fabyan family moved to Newington from Portsmouth, and built a house that still stands at the corner of what are now called Newington Road and Fabyan Point Road. (Newington Road was an important early transportation route as the town's second post road leading from Portsmouth to the ferry landing.) In 1721, Mary Pickering conveyed to John "Fabins" all right to Starbuck's Point, with the adjoining salt marsh. (The name Fabyan has also been spelled Fabian, Fabens and Fabins.) By the mid eighteenth century, brothers John Jr. and Samuel Fabyan had adjoining farmsteads; Samuel's was farther down what is now Fabyan Point Road.

The 1851, 1857, 1892, and 1895 maps of Newington reveal that in the nineteenth century, Fabyan Point Road led about halfway from Newington Road to the point of land, and there were no dwellings on the now thirty-three acre subject property. In the mid nineteenth century, the Samuel Fabyan Farm was joined by the David Berry Farm on Fabyan Point Road. In 1877, John and Ann Greenough of Lynn, Massachusetts, acquired both of these farms, totaling about seventy acres, including the land of Fabyan Point. (The Samuel Fabyan homestead and ten acres were then conveyed back to the Fabyan family.) The Greenoughs built a third farmstead along the road, about halfway between Newington Road and the point of land, but not on the subject

property. Surviving from this farm is a late nineteenth century Queen Anne style farmhouse. The Greenough property remained an active farm until the 1920s.

The 1918 USGS map that includes Newington shows four small structures clustered at the point of land on Fabyan Point, as well as today's full length of Fabyan Point Road. At this point, the land was owned by the widow Ann Greenough, who may have had four sportsmen's cabins built there in order to supplement farming income. The c. 1915 cabin (#5) was likely one of these four cabins.

Ann Greenough died in 1924, and in 1925, Fabyan Point, including thirty acres of land "with buildings" was sold by her children to Edmund A. Tarbell, Jr., of nearby New Castle, New Hampshire. Tarbell was the son of the famous American Impressionist painter Edmund C. Tarbell. It could not be determined why he acquired the property – if he intended to hunt there, summer there, or if it was just a real estate investment, but it is known that Tarbell's father-in-law's family, the Badgers, had formerly owned property nearby. Tarbell owned the land for less than one year, selling it in 1926 to James Sullivan Cochrane of Boston.

"J. Sullivan" Cochrane (1881-1942) graduated from Harvard in 1900, and according to a 1909 newspaper article, was a "naturalist and a big game hunter," traveling as far as Alaska for these pursuits. During World War I, he was a member of the "Field Service American Ambulance" in France. Afterwards, he worked as a stockbroker. A few years prior to buying the subject property, he acquired property that had been part of the former John Fabyan farm at the end of the road, but he continued to reside in Boston. The concrete block house (#6) was probably constructed by Cochrane shortly after he acquired the subject property in 1926. Local lore as well as Cochrane's partiality to hunting indicate that the house was constructed as a hunting lodge (although was for waterfowl hunting, not "big game"). Cochrane later married Harriet "Eugenie," and about 1935 they made Newington their full-time home, although it is unclear if they lived in the lodge or the John Fabyan farmhouse. After Mr. Cochrane died in 1942, Mrs. Cochrane sold a .12-acre piece of land at the point of the peninsula to George Beals, who built the extant house that remains on this private lot.

Mrs. Cochrane died in 1946, and in April 1947 the administrators of her estate sold the thirty-acre subject property to Franklin Peek of Kittery, Maine. Peek operated an automobile garage in Portsmouth and had become familiar with the property through his employee Melville Beals (George's brother), who lived at the other end of Fabyan Point Road. Peek began his career as an auto mechanic about 1923 at the Breakfast Hill Garage in West Rye, New Hampshire, where he lived at the time. By 1930, he was selling and servicing Studebakers and had moved to Kittery. Peek moved the dealership to Portsmouth by 1940, where it remained until he retired about 1970, but he continued to live in Kittery, which he maintained as his residence until his death in the early 1970s. Judging by tax records, Peek constructed four cabins (#1-4) shortly after acquiring the property. Since the tax bills increased gradually from 1946 to 1948, and cabins #1 and 2 are slightly different in design than #3 and 4, it is possible there were two building campaigns, one in 1947, and one in 1948.

Peek rented all of the cabins on a weekly basis to vacationing families from Massachusetts. There was a floating dock off of the shore in front of the wood-frame cabins, a beach in front of the concrete block house, and a shoreline dock in front of the George Beals house. The mud flats prevented motorized boating (as well as fishing), but the guests did bring their own canoes. The Peeks never stayed at the cabins, but threw bonfire parties for the guests.

In 1969, Peek sold the thirty-acre property with all six structures to William Richards of Greenland, the town to the south of Newington. Richards later moved to Marblehead, Massachusetts, and in 1974 sold the property to William and Christine Beals, who lived at the corner of Newington Road and Fabyan Point Road. (William Beals was the brother of George and Melville, who are mentioned above.) Their parents had moved to Newington in the 1920s, acquiring the former John Fabyan farmhouse that had previously been owned by James Cochrane.

William Beals (1921-2004) served in the U.S. Army Air Corps and the U.S. Air Force, was a flight engineer during World War II, and was on the Newington Selectboard when the Pease Air Force Base opened. His obituary notes that he worked for the “Howard Hughes Company” (probably Hughes Aircraft) and was its last surviving employee. William and Christine Beals owned the Skyline Ballroom in Newington, selling it just prior to acquiring the Fabyan Point property. The Bealses then moved into a mobile home with a stick-built addition at the east end of the property (not included in this inventory) in 1976. Mr. Beals also built an airplane hangar and a landing strip that spans, from north to south, the base of the Fabyan Point peninsula, for his PA-11 two-seater Piper airplane. Mr. Beals was also fond of duck hunting on a punt boat.

The Bealses continued to rent out the cabins to vacationing families, but later in the twentieth century converted them to full-time use, and most of them remained occupied into the twenty-first century. In 2003, the Bealses sold their Fabyan Point property to the U.S. Fish and Wildlife Service, and the cabins have been vacant since then.

Description

Setting

The six cabins are located in an isolated area along the north shore of Fabyan Point, a wooded peninsula that projects into the Great Bay. The cabins occupy approximately three acres of a thirty-three acre parcel. Five of the structures are small wood-framed cabins (#1-5) that are generally equidistant and are arranged in a line parallel to and with a small setback from the shore, and the sixth is a concrete block residence south of the westernmost of the other cabins, set farther inland from the shore than the rest. There is also a small wood framed shed (#6A) south of the sixth cabin. A private gravel road runs east-west south of the cabins and terminates at the end of Fabyan Point, where there is an additional older house southwest of #6. (This house is on a separate parcel and is not included in the historic district.) There are no driveways leading from Fabyan Point Road to the cabins along the shore, and the entire parcel is overgrown. In addition to the six cabins, the parcel also contains a mobile home with a stick-

built addition that is located at the end of a driveway east of the cabin complex and is visually separated from the cabins. (This structure has also been excluded from the historic district.)

#1 – 150 Fabyan Point Road, c. 1948, contributing

This small wood-framed one-story cabin is supported by piers enclosed with plywood, and has novelty siding, a slightly overhanging open-eave side-gable asphalt-shingle roof, and six-over-six wood windows. The 414 square foot cabin faces north toward the bay, and has a four bay by two bay rectangular main block, entry vestibule at the right end of the rear (south) elevation, and a full-façade front (north) porch. The front elevation has an off-center wood door and three windows, the side elevations each have two regularly-spaced windows, the rear elevation has two windows, and the vestibule has a wood door with horizontal panels and a vertical light flanked by six-pane windows. The porch has a horizontal-board half-wall, square corner posts, stud posts, and an off-center six-paneled door. There is also an interior cinder-block chimney at the rear roof slope.

The cabin was constructed c. 1948 and was designed to match the adjacent cabin (#2). The trim boards between the vestibule and main block and the main block and porch suggest that the vestibule and porch were originally open, with no walls or half-walls. Also, the rough half-wall, stud posts and solid door of the porch suggests that the porch was altered, perhaps to create a three-season room that has since lost its fenestration, or a room similar to the one at the adjacent cabin (#2). The chimney is also an addition. There are no original finishes or walls on the interior of the cabin, which has also been vandalized. Despite its alterations, the cabin is a good example of a summer cabin, and one of the most intact of its kind in Newington. It is in fair condition, with a poor support system and deteriorated roof. For most of its history, it was used as a weekly rental by vacationers who were primarily from Massachusetts. Later on, it was rented to and occupied by a full-time resident (although not upgraded for cold-weather use, with the exception of the chimney), and then vacated about 2003 when the property was sold to the USFWS.

#2 – 154 Fabyan Point Road, c. 1948, contributing

This small wood-framed one-story cabin is supported by piers enclosed with plywood, and has novelty siding, a slightly overhanging open-eave side-gable asphalt-shingle roof, and six-over-six wood windows. The 414 square foot cabin faces north toward the bay, and has a four bay by two bay rectangular main block, entry vestibule at the right end of the rear (south) elevation, and a full-façade enclosed former front (north) porch. The former porch has a novelty-sided half-wall and vertically-placed novelty siding in between the windows and door.

The front elevation of the former porch has an off-center wood door, one six-over-six wood window and two two-over-one wood windows, the side elevations of the main block and former porch have regularly-spaced windows, the rear elevation has two windows, and the vestibule has a wood door with horizontal panels and a vertical light flanked by six-pane windows. There is also a shingled extension to the vestibule that frames the doorway. The porch has a horizontal-

board half-wall, square corner posts, stud posts, and an off-center six-paneled door. There is also an interior cinder-block chimney at the rear roof slope.

The cabin was constructed c. 1948 and was designed to match the adjacent cabin to the east (#1). The trim boards between the vestibule and main block and the main block and porch suggest that the vestibule and porch were originally open, with no walls or half-walls. The chimney and the shingled projection are also additions. There are no original finishes or walls on the interior of the cabin, which has also been vandalized. Despite its alterations, it remains a good example of a summer cabin, and one of the most intact of its kind in Newington. It is in fair condition, with a poor support system and deteriorated roof. For most of its history, it was used as a weekly rental by vacationers who were primarily from Massachusetts. Later on, it was rented to and occupied by a full-time resident (although not upgraded for cold-weather use, with the exception of the chimney), and then vacated about 2003 when the property was sold to the USFWS.

#3 – 158 Fabyan Point Road, c. 1947, contributing

This small wood-framed one-story cabin is supported by piers enclosed with plywood, and has novelty siding and a slightly overhanging open-eave side-gable asphalt-shingle roof. The 414 square foot cabin faces north toward the bay, and has a rectangular main block including a recessed corner porch that has been enclosed as living space, and an entry vestibule at the right end of the rear (south) elevation. The former porch has a novelty-sided half-wall and vertically-placed novelty siding. There is also an exterior cinder block chimney at the west gable wall and an interior brick chimney at the rear roof slope.

The front elevation has two six-over-six wood windows and a Chicago window spanning the former porch. The west gable wall has a wood door leading to the former porch and a six-over-six window. The east gable wall has two regularly-spaced six-over-six windows. Both gables have modern two-pane sliding windows. The rear elevation has two six-over-six windows, and the entry vestibule has a wood door with horizontal panels and a three-pane light flanked by six-pane windows.

The cabin was constructed c. 1947 and was designed to match the adjacent cabin to the west (#4). The trim boards between the vestibule and main block suggest that the vestibule was originally open, with no walls. The porch originally had the half wall without the window, which probably dates to the 1950s or 1960s. The cinder block chimney is also an addition. There are no original finishes or walls on the interior of the cabin, which has also been vandalized. Despite its alterations, the cabin is a good example of a summer cabin, and one of the most intact of its kind in Newington. It is in fair condition, with a poor support system and deteriorated roof. For most of its history, it was used as a weekly rental by vacationers who were primarily from Massachusetts. Later on, it was rented to and occupied by a full-time resident (although not upgraded for cold-weather use, with the exception of the chimney), and then vacated about 2003 when the property was sold to the USFWS.

#4 – 162 Fabyan Point Road, c. 1947, contributing

This small wood-framed one-story cabin is supported by piers enclosed with plywood, and has novelty siding and a slightly overhanging open-eave side-gable asphalt-shingle roof. The 414 square foot cabin faces north toward the bay, and has a rectangular main block including a recessed corner porch that has been enclosed as living space, and an entry vestibule at the right end of the rear (south) elevation. The former porch has a novelty-sided half-wall. There is also an interior brick chimney at the rear roof slope.

The front elevation has two six-over-six wood windows and a large ten-pane wood window spanning the former porch. The west side of the former porch has a wood door with lower horizontal panels and a three-pane light, which is flanked by one-over-one wood windows. There is a six-over-six pane window to the right. The east gable wall has two regularly-spaced six-over-six windows. Both gables have modern two-pane sliding windows. The rear elevation has two six-over-six windows, and the entry vestibule has a wood door with horizontal panels and a single-pane light flanked by a single-pane window and a six-pane window.

The cabin was constructed c. 1947 and was designed to match the adjacent cabin to the east (#3). The trim boards between the vestibule and main block suggest that the vestibule was originally open, with no walls. The porch originally had the half wall without the window, which was probably installed in the 1950s or 1960s. There are no original finishes or walls on the interior of the cabin, which has also been vandalized. Despite its alterations, the cabin is a good example of a summer cabin, and one of the most intact of its kind in Newington. It is in fair condition, with a poor support system and deteriorated roof. For most of its history, it was used as a weekly rental by vacationers who were primarily from Massachusetts. Later on, it was rented to and occupied by a full-time resident (although not upgraded for cold-weather use, with the exception of the chimney), and then vacated about 2003 when the property was sold to the USFWS.

#5 – 166 Fabyan Point Road, c. 1915, contributing

This one-story wood-framed cabin is supported by piers enclosed with plywood, and has wood-shingled walls, a slightly overhanging open-eave asphalt-shingle gabled roof, and two-over-two wood windows. The 600 square foot structure faces north toward the bay and has an irregular footprint created by a side-gable main block, a shed-roofed side addition/shed at the east gable wall, a shed-roofed rear addition spanning the rear elevation and side addition, and a partially enclosed full-façade front porch, with an enclosure that has T-111 plywood siding and one louvered glass window and one one-over-one window. There is also an exterior cinder block chimney at the west gable wall.

The entry from the porch has a wood door, the rear elevation has a wood door with lower horizontal panels and an upper single-pane light, and the side addition has a wood-framed screen door. In addition to the two-over-two wood windows encircling the structure, there is also a multi-pane horizontal window next to the rear doorway. The porch consists of a rough wood railing and posts. The interior of the cabin is intact and has random-width wood floors,

composite wallboard walls and ceilings, flat-stock window and door casings and baseboards, and four-panel doors.

The side-gable main block of the cabin was constructed c. 1915 as a waterfowl hunting camp, and judging by their appearance, the other sections were probably added no later than the 1940s. It later became a full-time home (although not upgraded for cold-weather use) and remained occupied until about 2003 when the property was acquired by the USFWS. The cabin is a good example of a hunting camp, and one of the most intact of its kind in Newington. It is in fair condition, with a poor support system and deteriorated roof and siding.

#6 – 168 Fabyan Point Road, c. 1926, contributing

This one-story residence has rusticated concrete block walls, an overhanging asphalt-shingle hipped roof with exposed rafters tails, a wood-framed shed-roofed enclosed front porch, a wood-framed gable-roofed projection containing an enclosed entry vestibule with T-111 plywood siding and an open car port supported by metal posts, and a large brick interior ridge chimney. The main block has a T-shaped footprint, the porch spans most of the bottom of the stem of the “T” at the west end of the building, and the car port is placed off-center at the top of the “T.” There is also an exterior cinder block chimney at the side elevation of the vestibule.

Each elevation of the main block has a six-over-one wood window, except for the wall between the main block and the entry vestibule, and the wall facing the porch, which have paired six-over-one windows. There are entryways to the house from the porch and the car port. The porch door is a four-panel wood door and the vestibule door is a wood door with lower horizontal panels and an upper single-pane light. The vestibule has an off-center metal-framed screen door flanked by a one-over-one window and paired one-over-one windows, and there is a vertical window opening in the front gable of the car port. The porch has full-height glazing of double-stacked horizontal single-pane windows set in a wood-frame grid. One side elevation of the porch contains a wood door with a multi-pane upper light.

The interior of the house has narrow-board wood flooring, false wood paneling and plaster walls, plaster ceilings, a cathedral ceiling in the living room with exposed wood beams, and varnished flat-stock window and door casings. The wood paneling probably covers the original plaster walls.

The house was constructed c. 1926 as a waterfowl hunting lodge and is in good condition. The porch and car port were added later, possibly in the 1970s. Otherwise the building is intact and a rare example (perhaps one of the only examples) of a concrete block hunting lodge. It does not depict a typical hunting camp and appears more like a building that would have been constructed at a military base in the 1920s or in a suburban residential neighborhood. The house later became a full-time home and remained in use until about 2003 when the property was acquired by the USFWS.

#6A – Shed, c. 1925, contributing

This small wood-framed shed is located east of #6. It has a rectangular footprint, clapboard walls, a front-gable asphalt-shingle roof, a double-leaf hinged door with cross-bracing, and a two-over-two wood window at each side elevation. The shed appears to date to about 1925 and is in fair condition, with some structural racking. The lack of structural support at grade and its odd placement in front of the concrete block cabin suggest it was moved from another location.

Statement of Significance

The Fabyan Point cabins are eligible as a National Register of Historic Places historic district under Criteria A and C and possess local significance. The complex meets Criterion A for its contribution to Newington’s and New Hampshire’s history of summer home tourism and outdoor recreation, and the cabins meet Criterion C for their architectural merit as intact examples of sportsmen’s and recreational cabins dating to the first half of the twentieth century. The cabins have always been on the same parcel and can be considered a “summer colony.”

The property contains Newington’s only cluster of intact cabins as well as the town’s only cluster of matching cabins, and one of the cabins (#6) is also a rare example of a concrete block sportsmen’s lodge. Most of the early sportsmen and vacation cabins that once dotted the shores of Newington’s, as well as the rest of the Great Bay’s waterways, have been altered to accommodate full-time living, have been replaced with upscale custom homes, or were demolished in the early 1950s to accommodate the construction of the Pease Air Force Base.

The cabins depict the New Hampshire historical contexts of summer home tourism and outdoor recreation, and demonstrate these contexts as a part of Newington’s history, during the time period of Newington’s summer recreational heyday, 1900-1950. They also represent a transformation in recreational trends, when the construction of waterfowl hunting camps was replaced by family vacation cabins after World War II.

The cabins also represent a selection of different types of ownership, all common in New Hampshire during the early twentieth century, from Ann Greenough, a local widow taking advantage of some of her idyllic shoreline farmland to build sportsmen’s cabins for rent, to James Cochrane, a hunter from Boston desiring his own lodge in one of the most ideal locations in New England for waterfowl hunting, to Franklin Peek, who lived nearby in Kittery, Maine, and with the profits of his successful Studebaker dealership and garage, built additional summer vacation cabins for rent.

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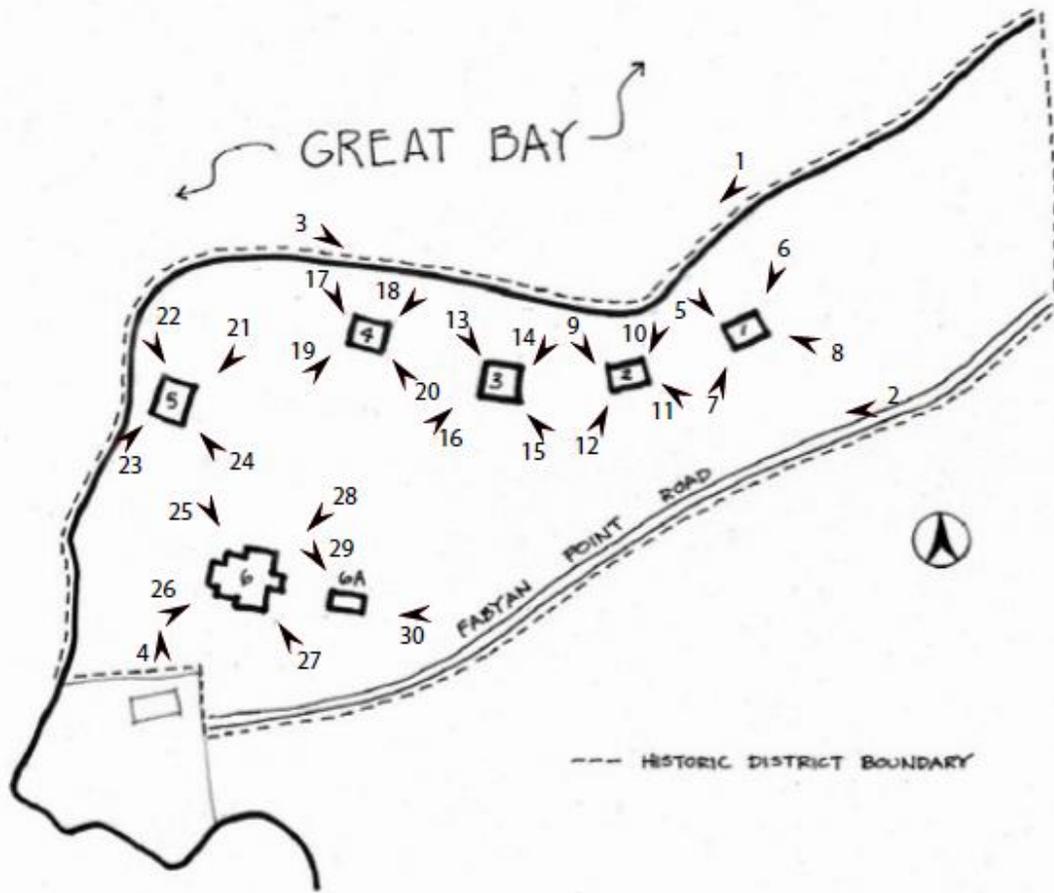
Personal Correspondence

Suzann Beals
Brian Haberstroh
John Lamson
Victor McLean
Gail Pare

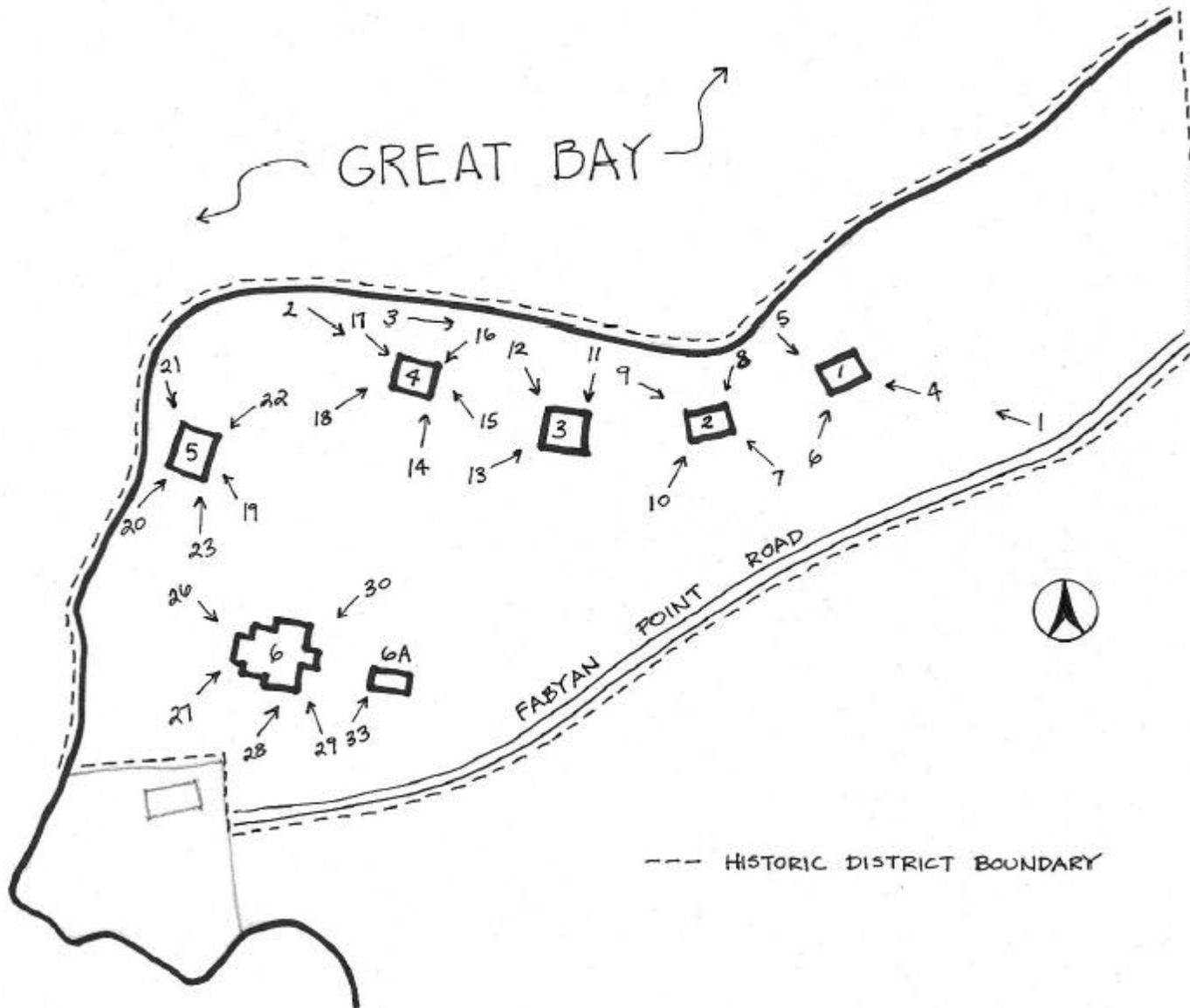
**Section of Dover USGS quad
Red line is historic district boundary**



Sketch Map and Photo Key



Fabyan Point Sketch Map



- | | |
|--------------------------|-----------|
| 1 = 150 Fabyan Point Rd. | 4 = 162 " |
| 2 = 154 " | 5 = 166 " |
| 3 = 158 " | 6 = 168 " |

Fabyan Point Cabins Photographs



Fabyan Point – context looking SE



Fabyan 2 – Context looking NW



Fabyan 3 – Context looking ESE



Fabyan 4 – Context looking N



Fabyan 5 – Cabin 1 looking SE



Fabyan 6 Cabin 1 looking SW



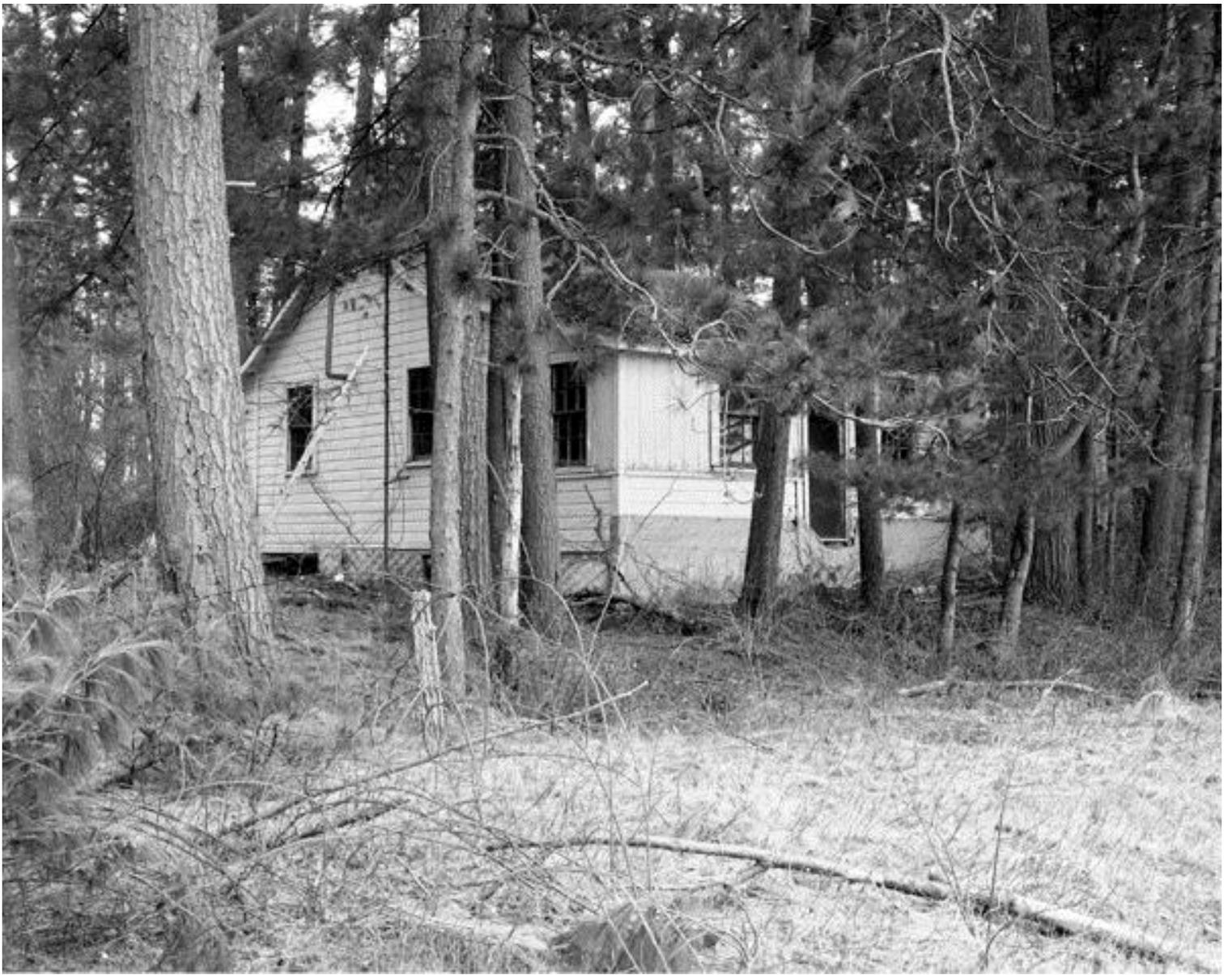
Fabyan 7 – Cabin 1 looking NW



Fabyan 8 – Cabin 1 looking NE



Fabyan 9 – Cabin 2 looking SE



Fabyan 10 – Cabin 2 looking SW



Fabyan 11 – Cabin 2 looking NW



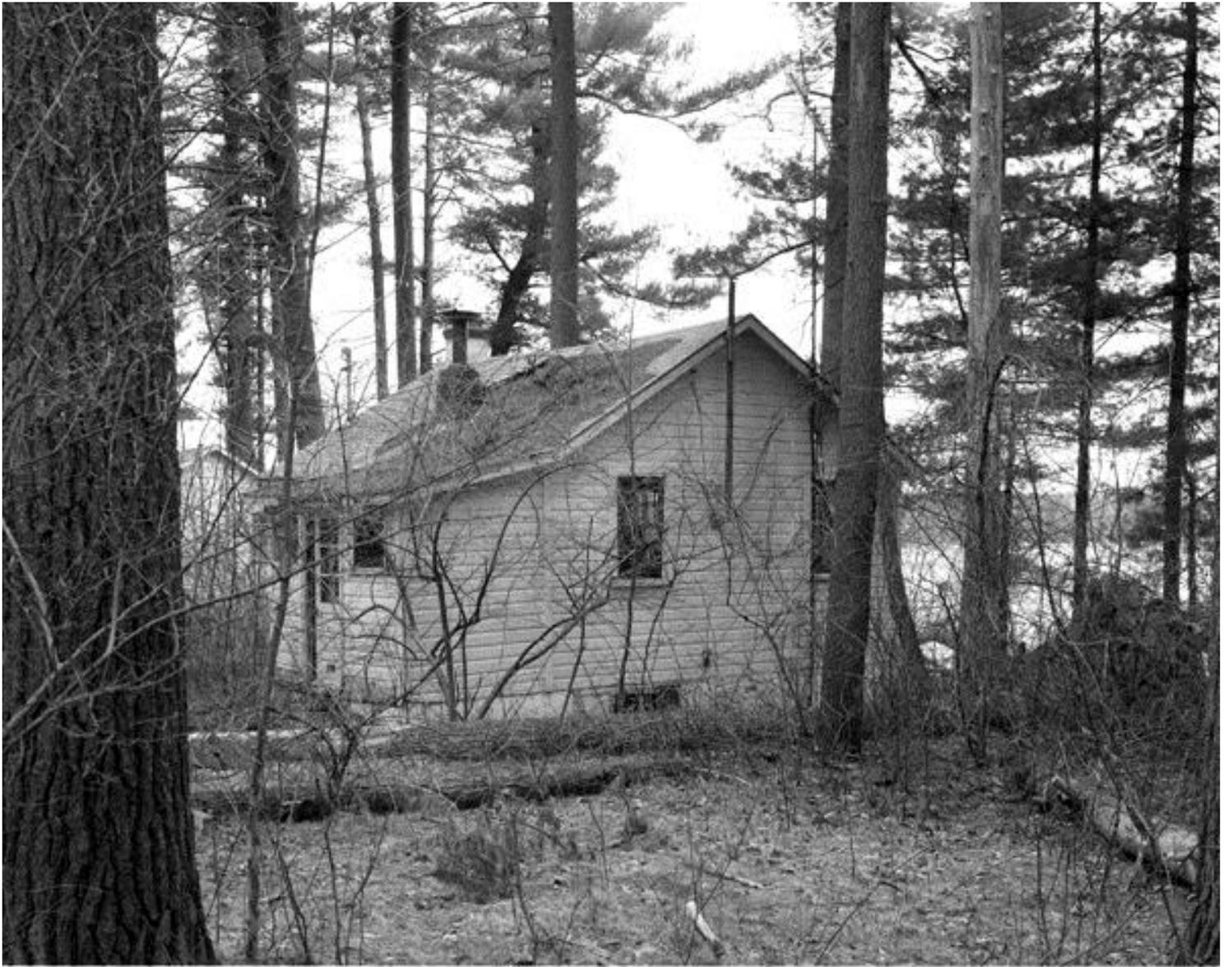
Fabyan 12 – Cabin 2 looking NE



Fabyan 13 – Cabin 3 looking SE



Fabyan 14 – Cabin 3 looking SW



Fabyan 15 – Cabin 3 looking NW



Fabyan 16 – Cabin 3 looking NE



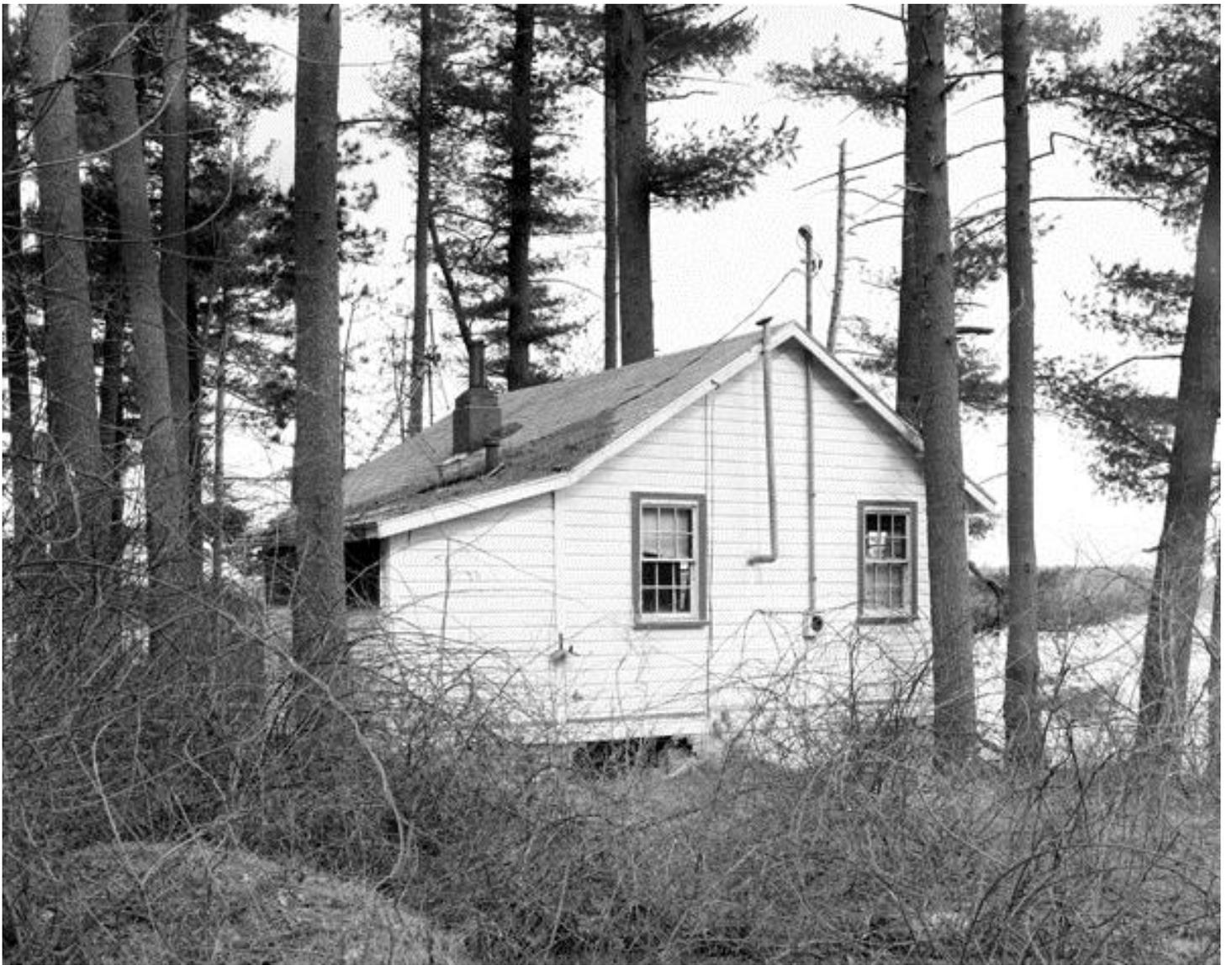
Fabyan 17 – Cabin 4 looking SE



Fabyan 18 – Cabin 4 looking SW



Fabyan 19 – Cabin 4 looking NE



Fabyan 20 – Cabin 4 looking NW



Fabyan 21 – Cabin 5 looking SW



Fabyan 22 – Cabin 5 looking SE



Fabyan 23 – Cabin 5 looking NE



Fabyan 24 – Cabin 5 looking NW



Fabyan 25 – Cabin 6 looking SE



Fabyan 26 – Cabin 6 looking NE



Fabyan 27 – Cabin 6 looking NW



Fabyan 28 – Cabin 6 looking SW



Fabyan 29 – Shed looking SE



Fabyan 30 – Shed looking W

NEW HAMPSHIRE PROPERTY DOCUMENTATION REPORT
No. 721

GREAT BAY NATIONAL WILDLIFE REFUGE: FABYAN POINT CABINS
Newington, Rockingham County

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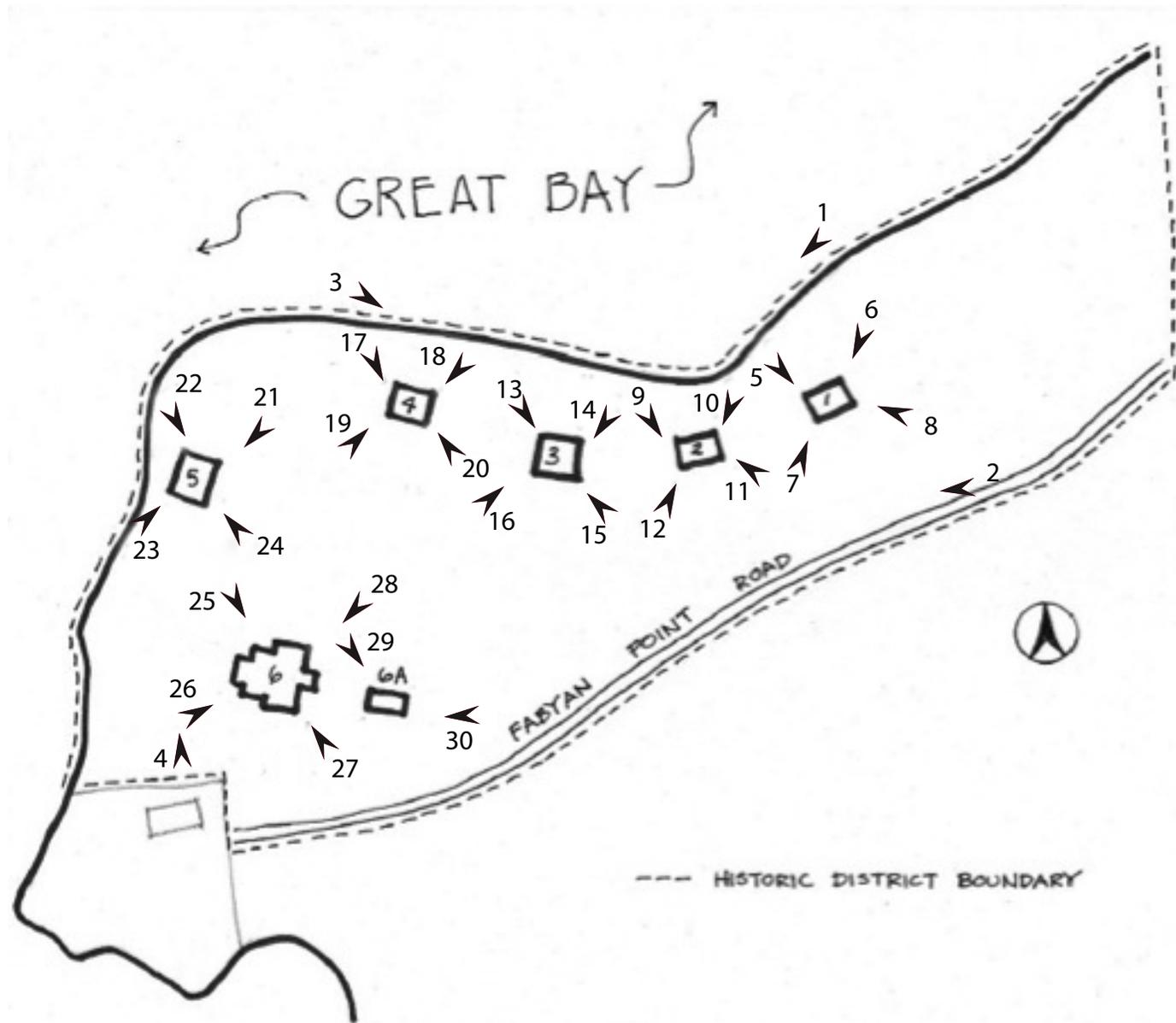
Bruce G. Harvey, Photographer, April 2014

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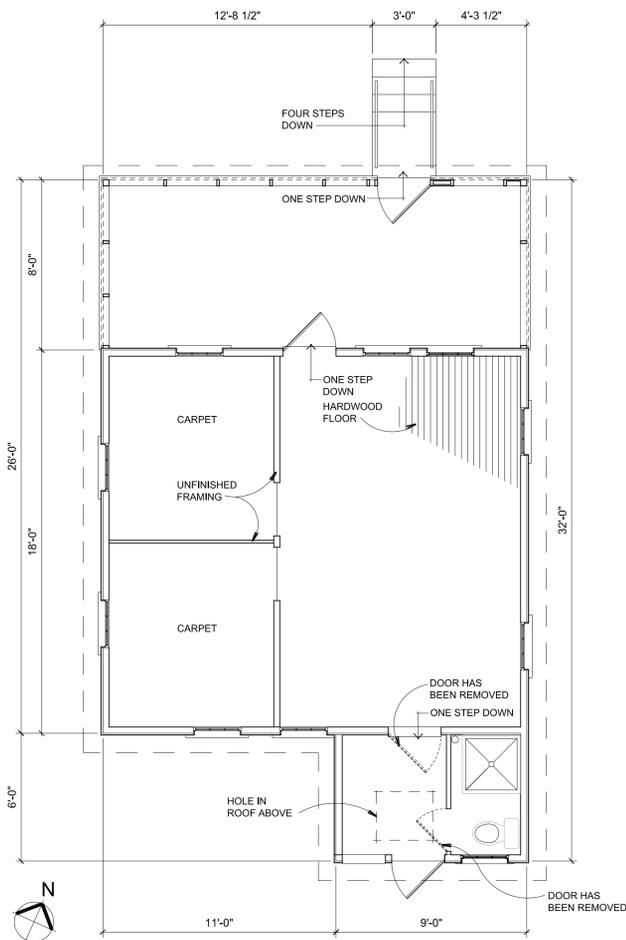


**New Hampshire Property Documentation Report
No. 721**

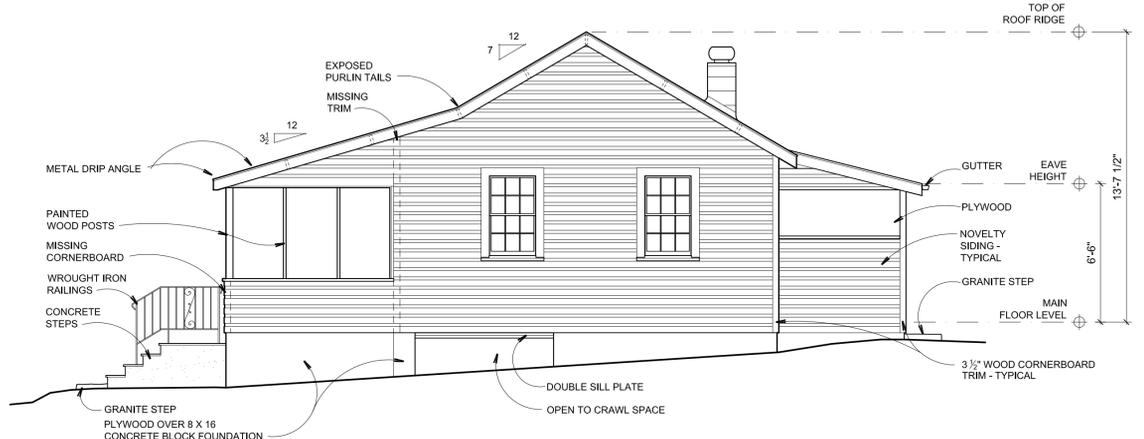
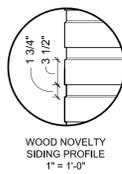
**Fabyan Point Cabins
Great Bay National Wildlife Refuge
Newington, Rockingham County**

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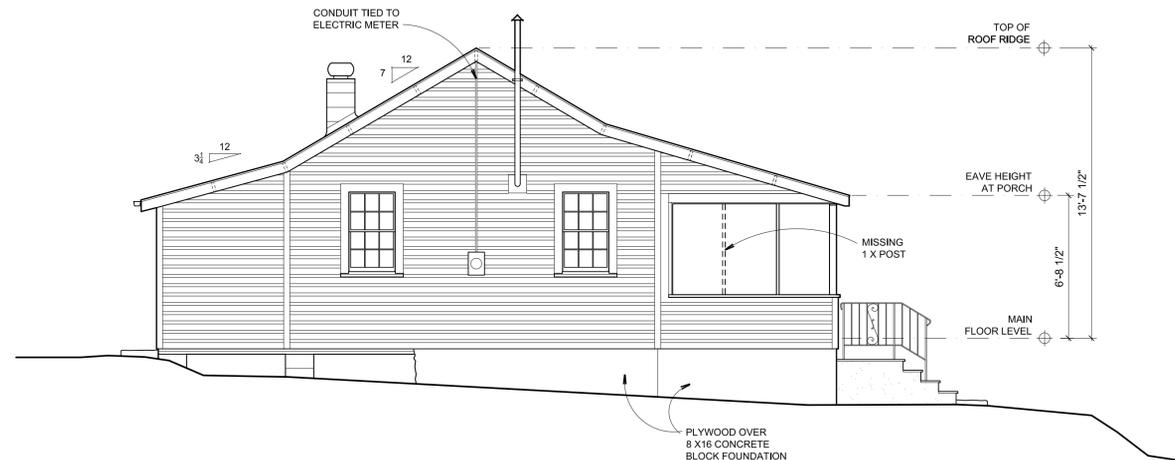
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7. Cabin #6 – Floor Plan
8. Shed #6A, 168 Fabyan Point Road



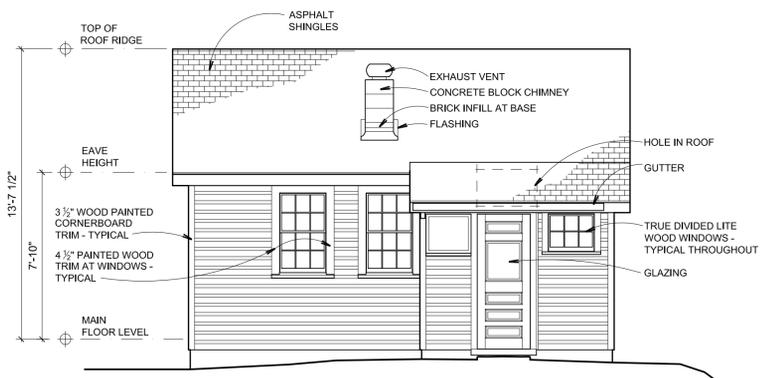
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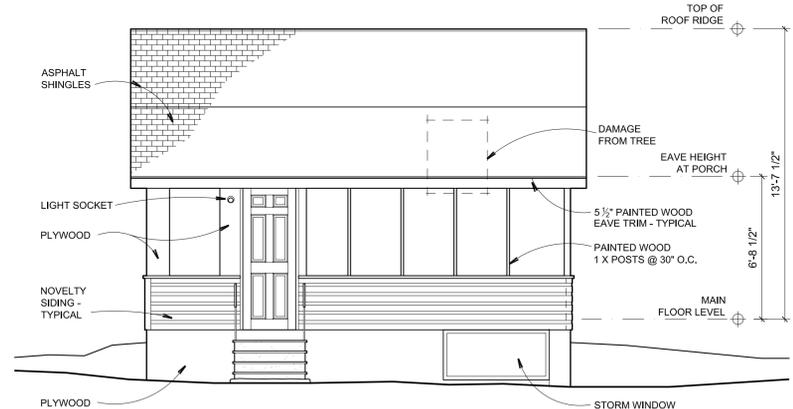
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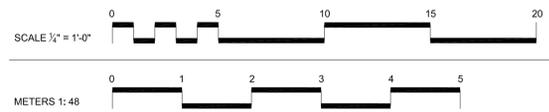
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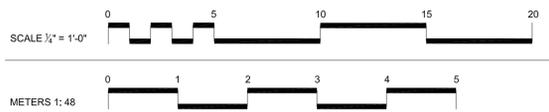
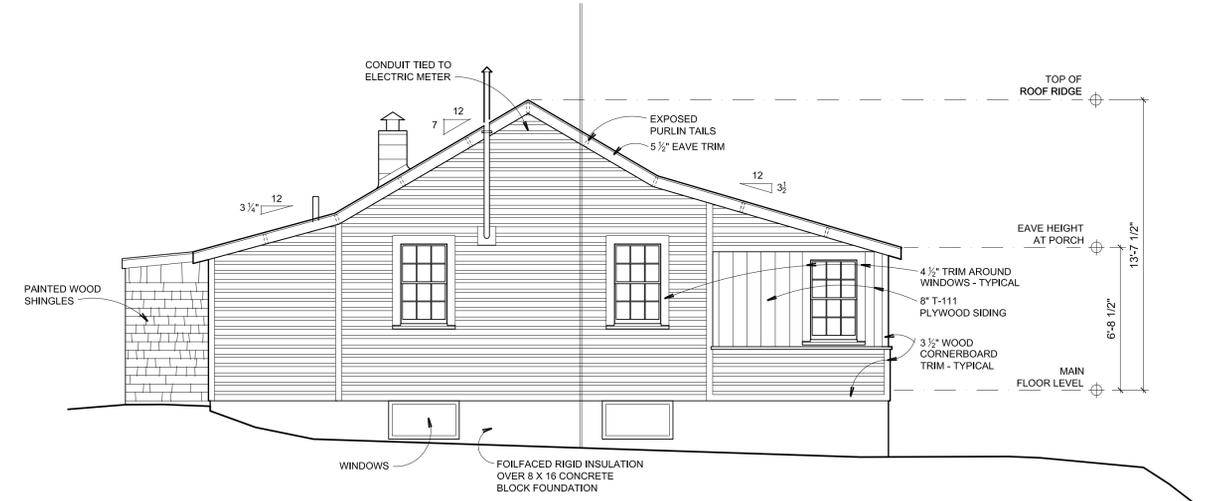
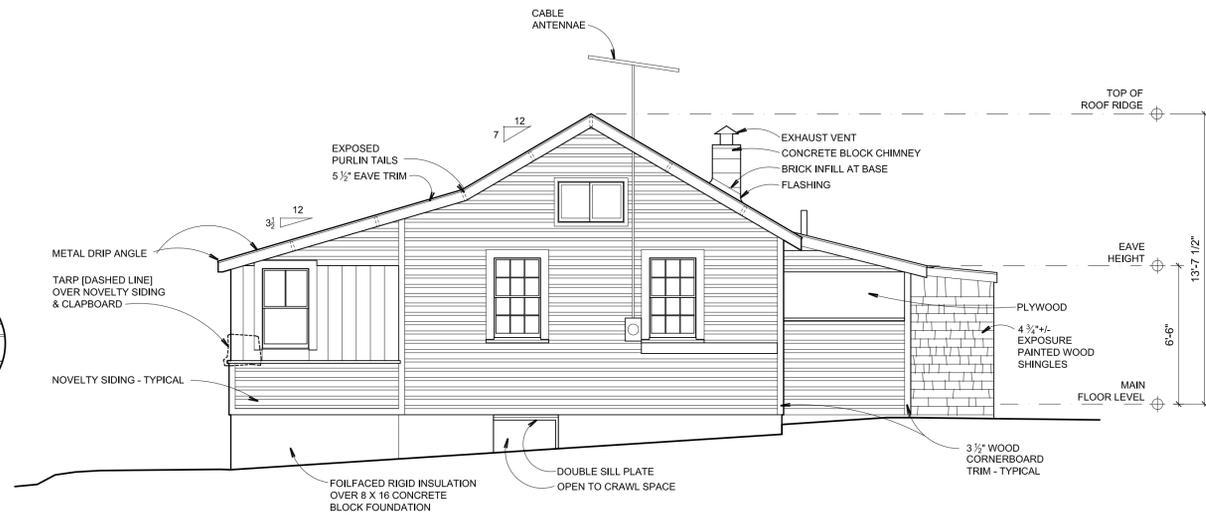
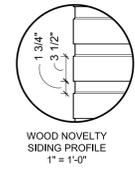
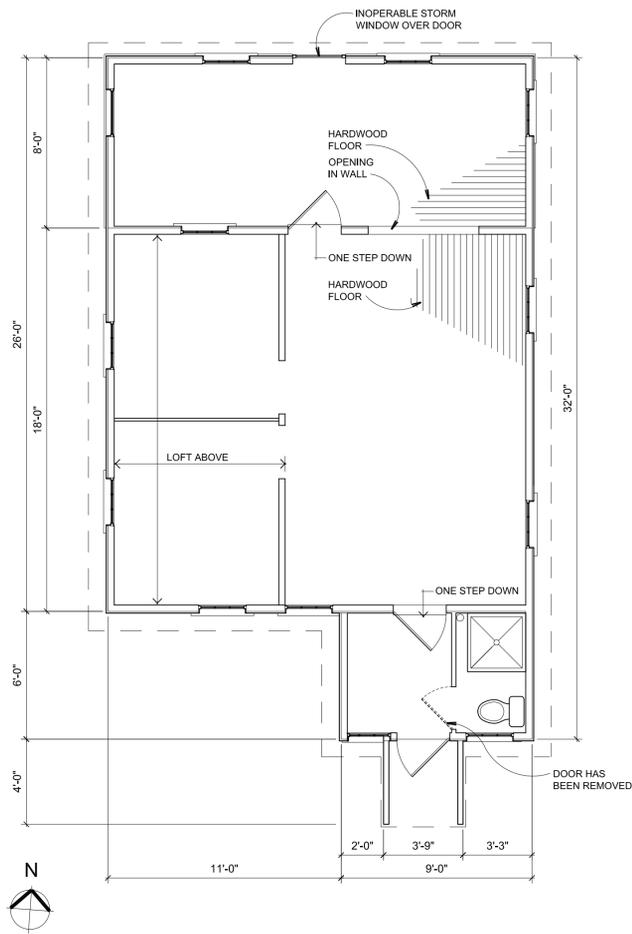


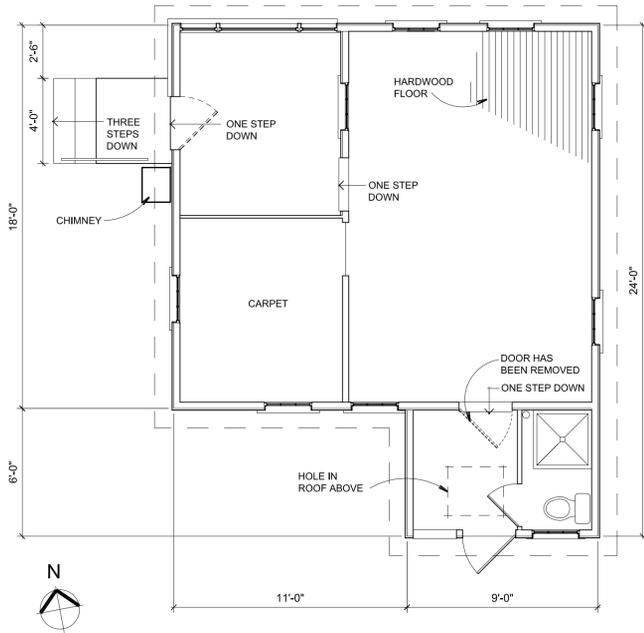
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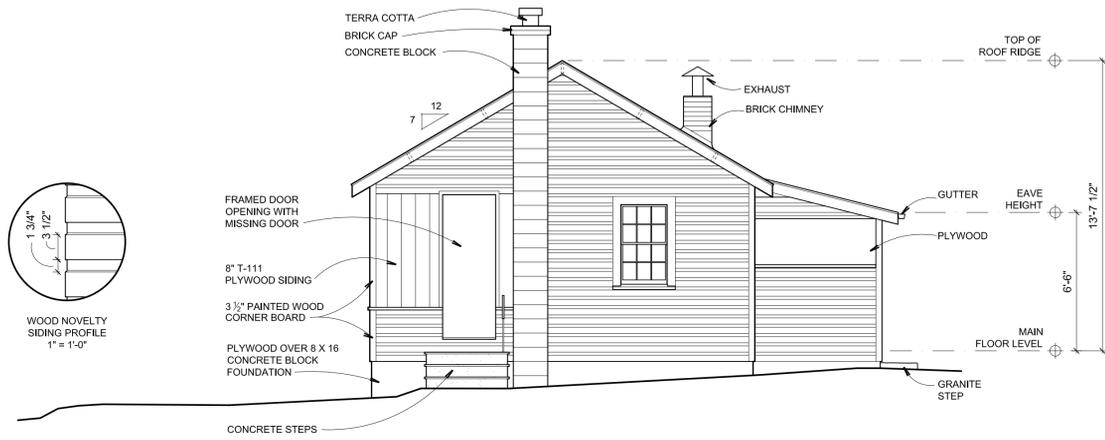
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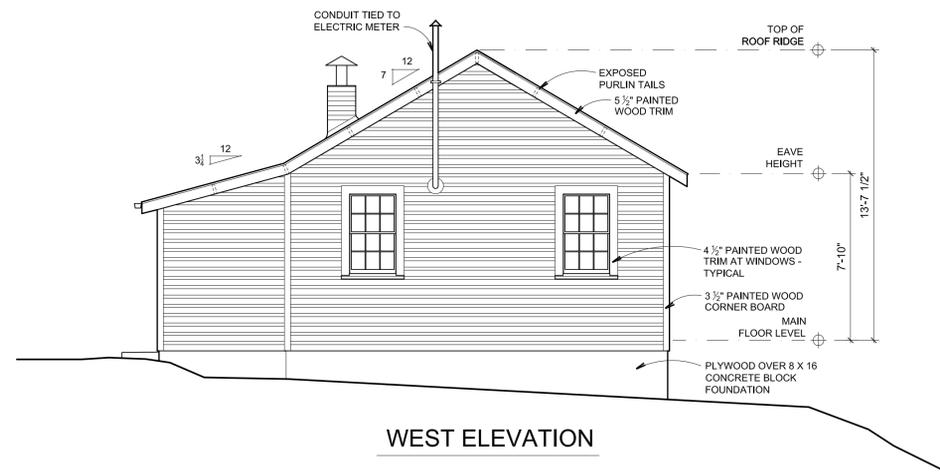




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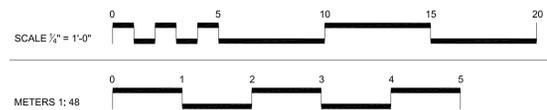
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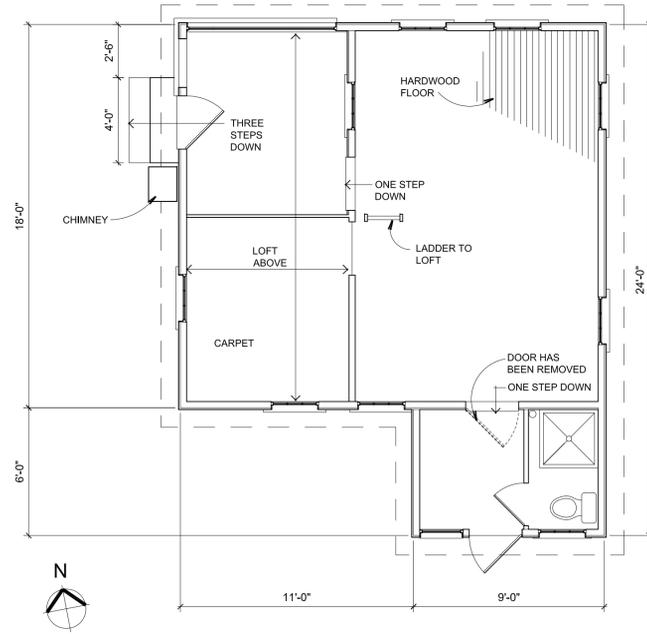


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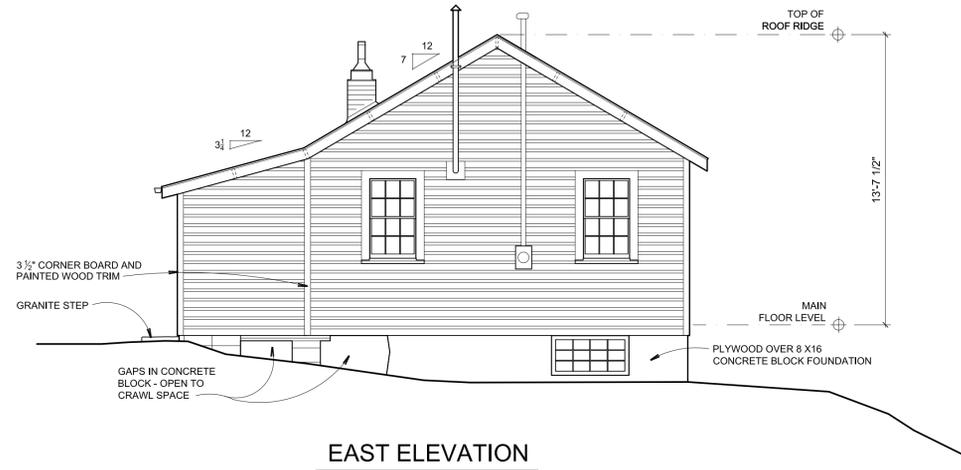


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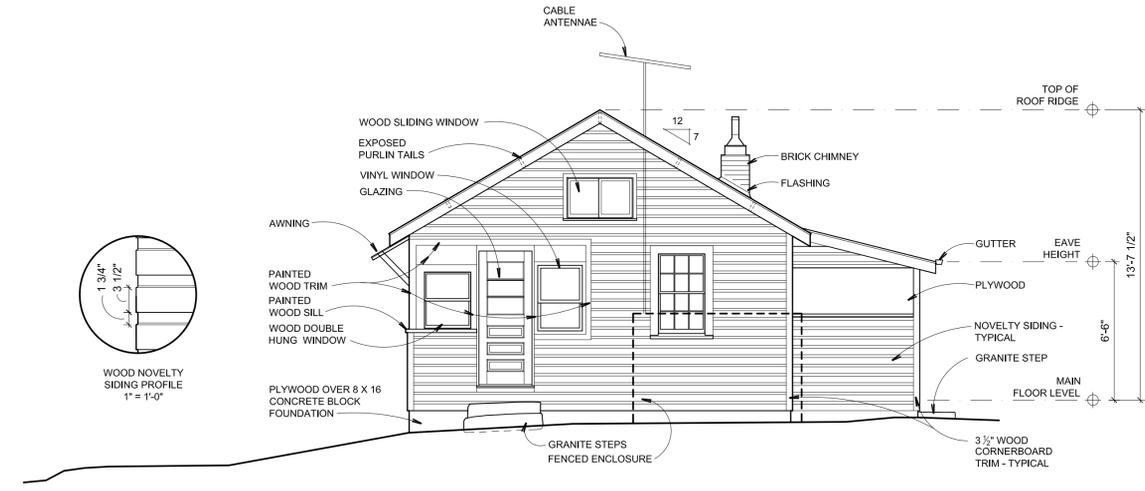




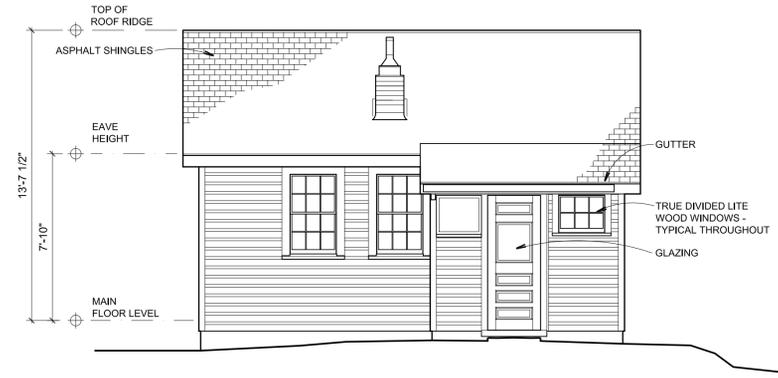
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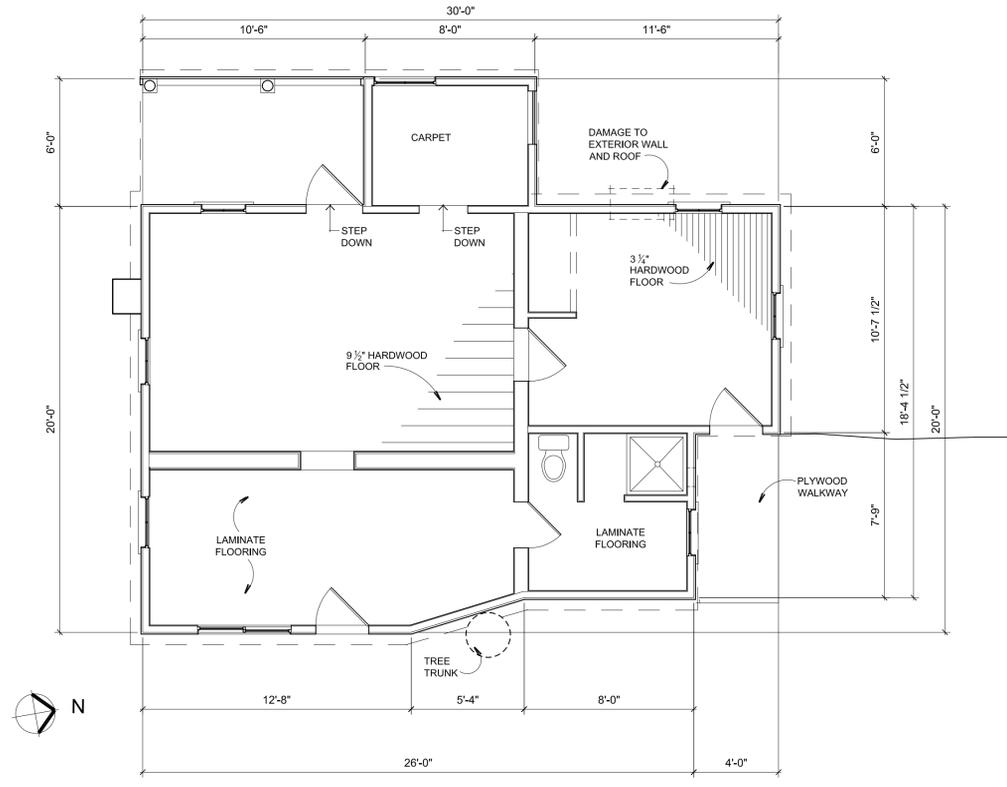
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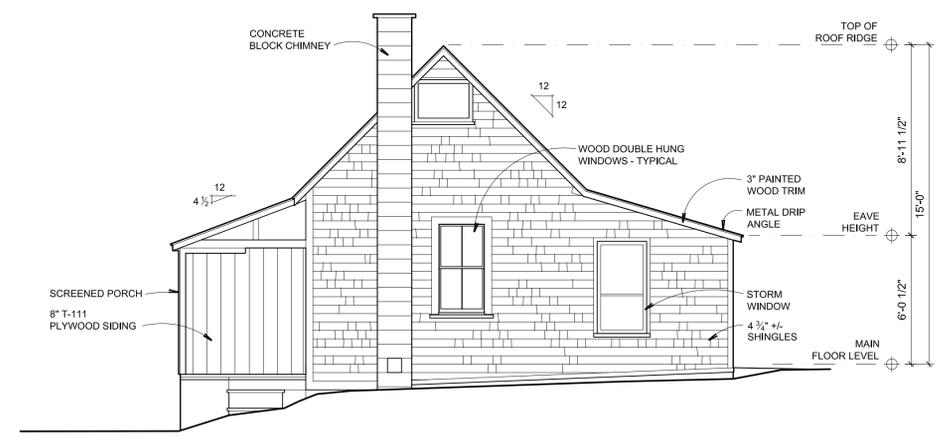
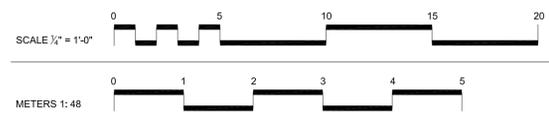
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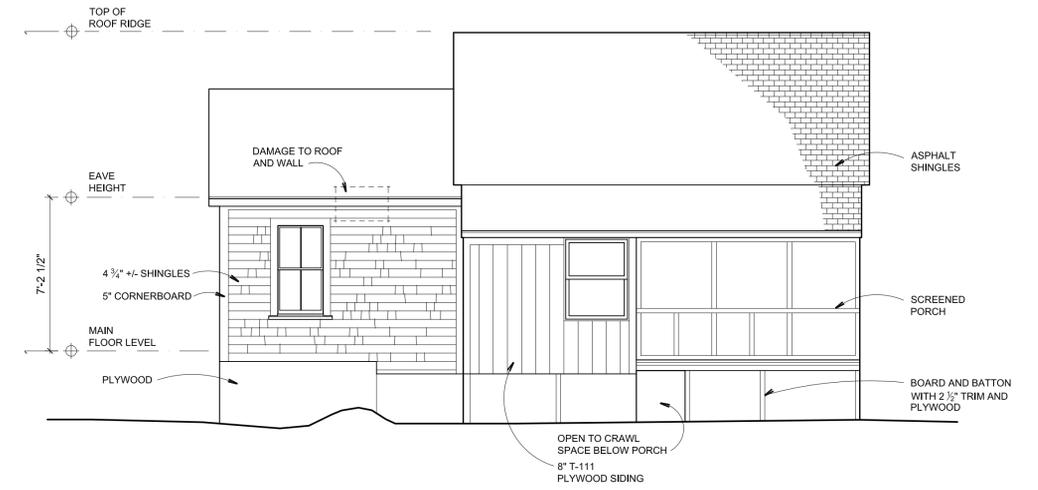
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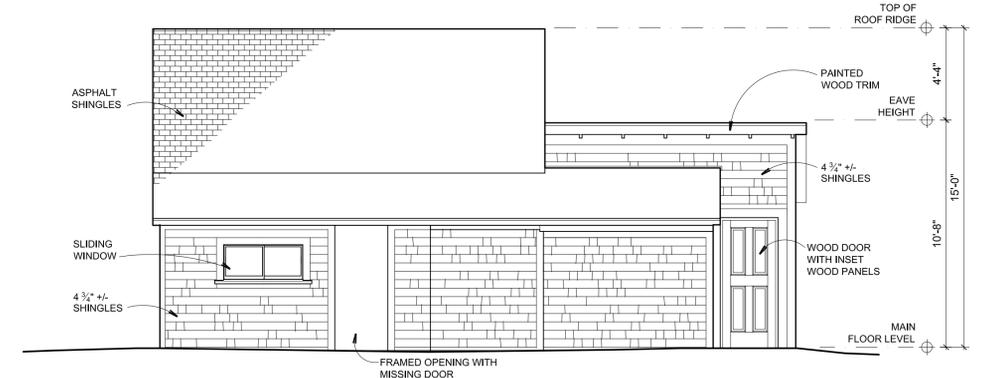
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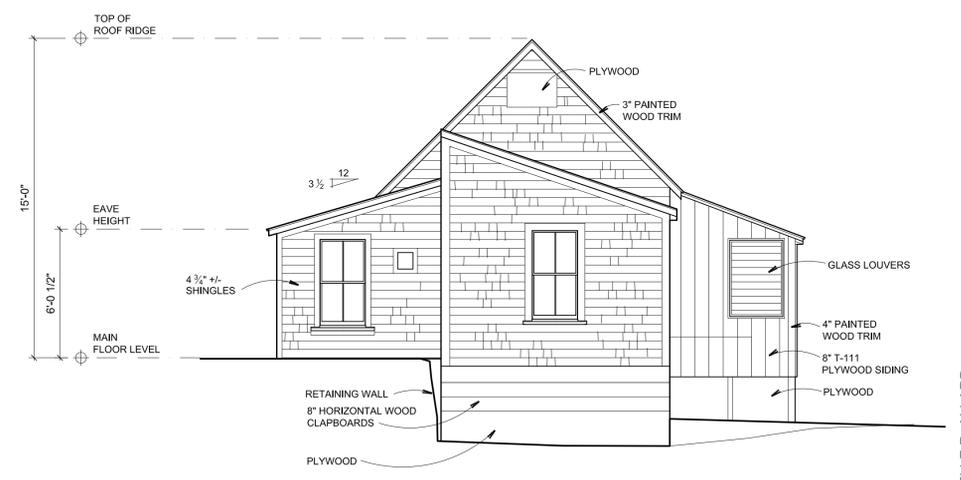
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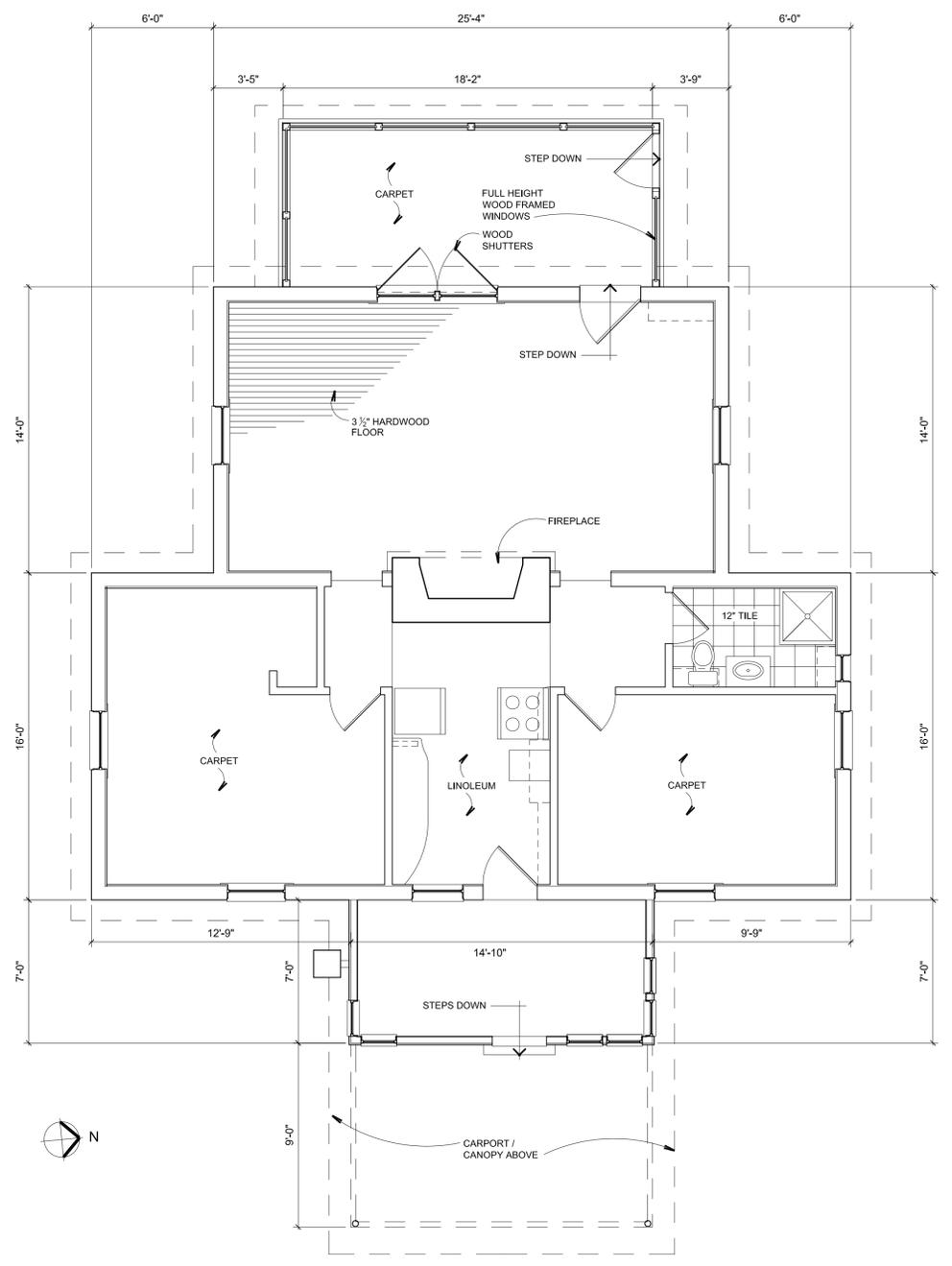
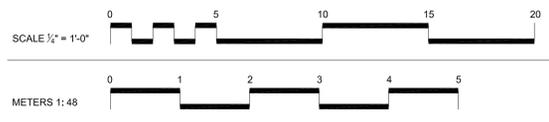
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EAST ELEVATION



NORTH ELEVATION



CABIN PLAN



DRAWN BY: MICHELLE R. ALLARD

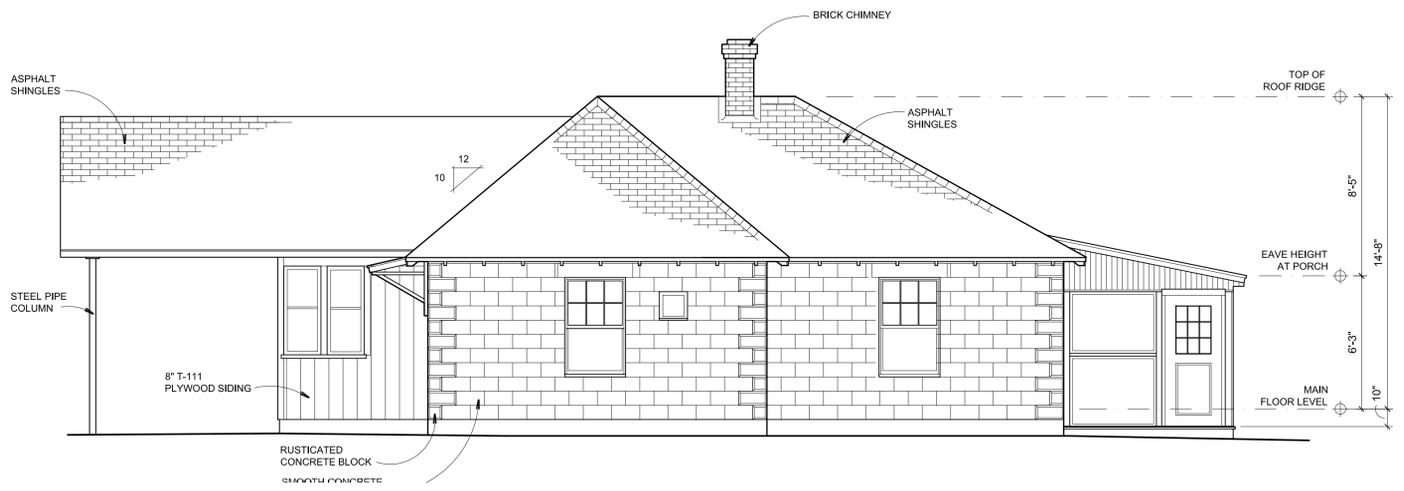
GREAT BAY NATIONAL WILDLIFE REFUGE
 NEW HAMPSHIRE PROPERTY DOCUMENTATION REPORT
 U.S. FISH AND WILDLIFE SERVICE
 UNITED STATES DEPARTMENT OF THE INTERIOR

168 FABYAN POINT ROAD
 ROCKINGHAM COUNTY
 NEWINGTON, NEW HAMPSHIRE 03801

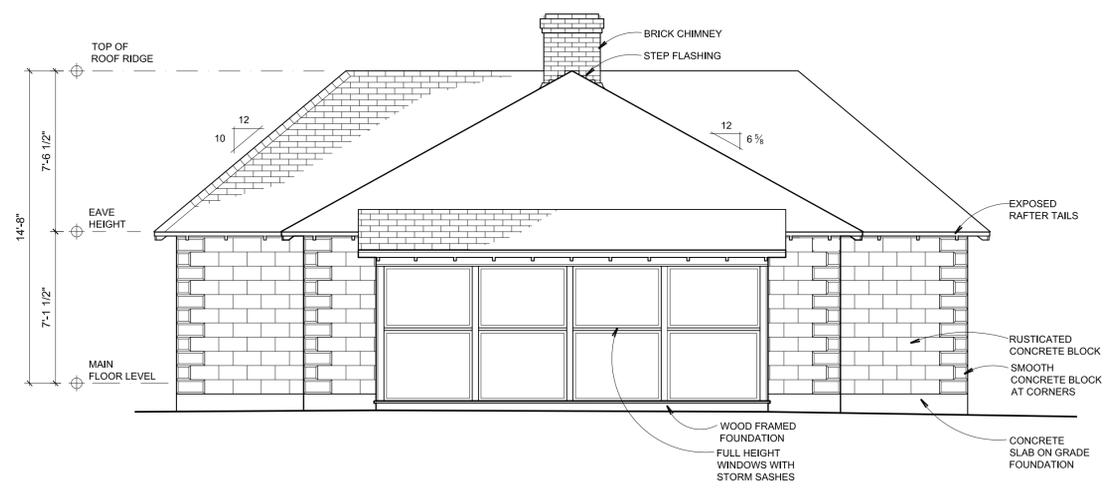
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NHDR No. 721

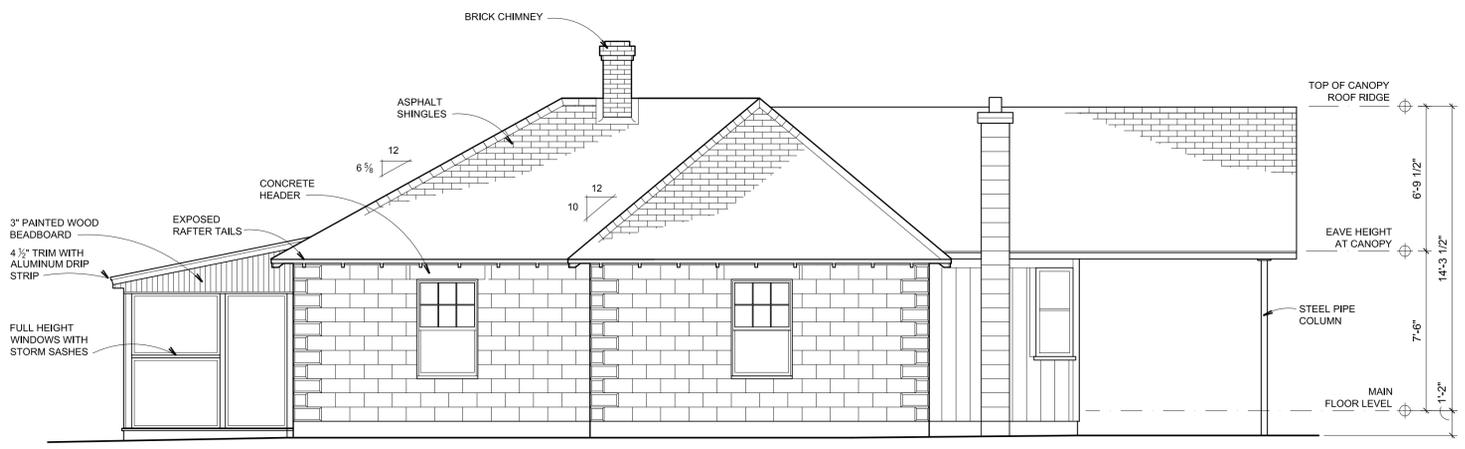
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 DATE: 30 JULY 2014



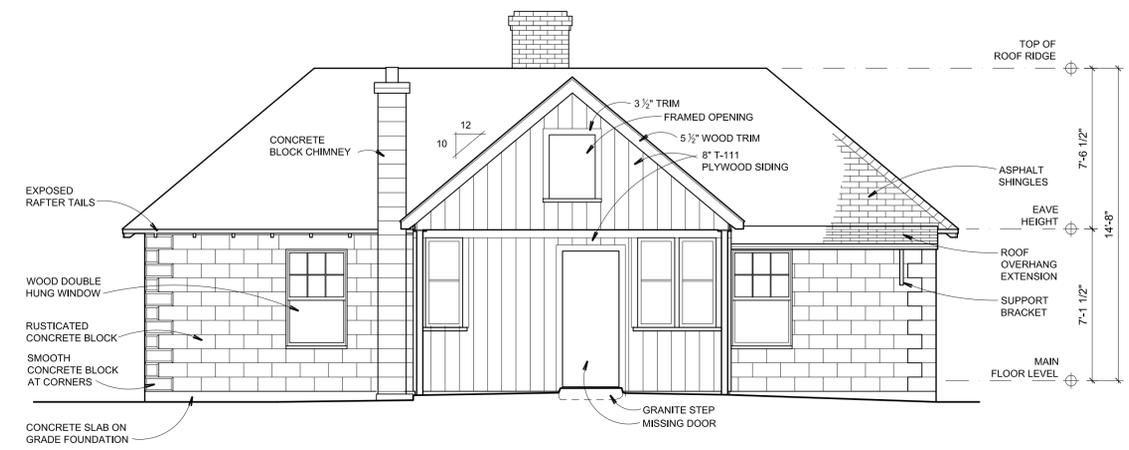
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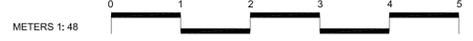
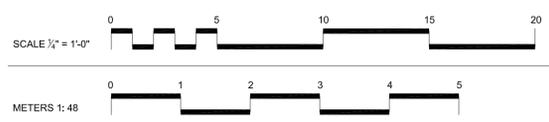
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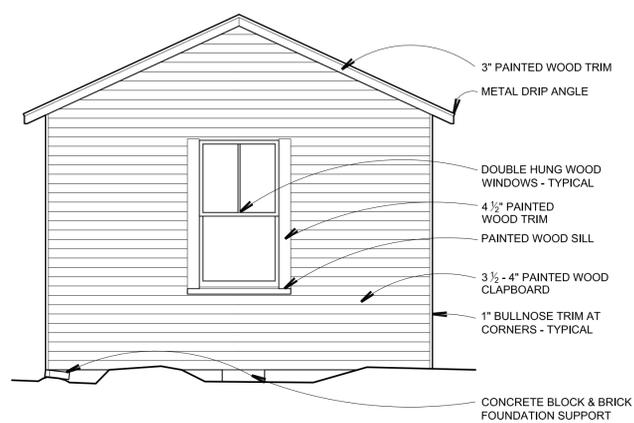


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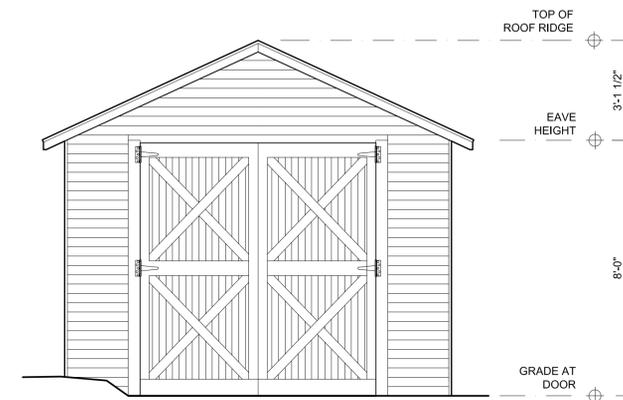


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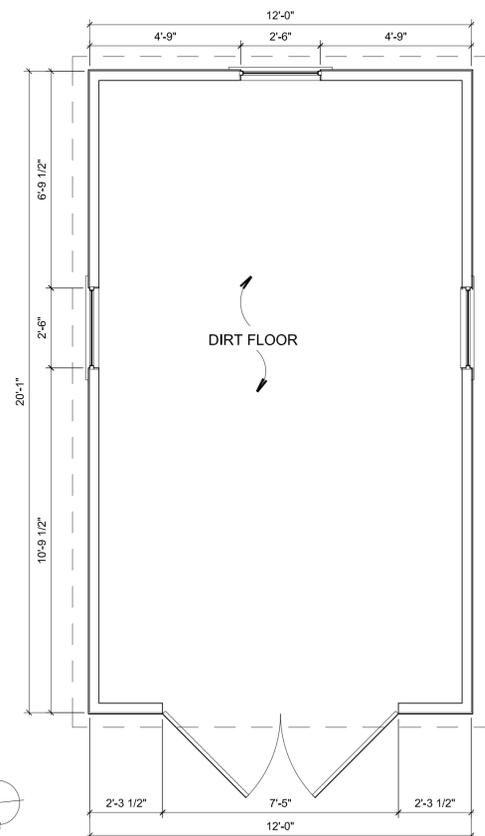




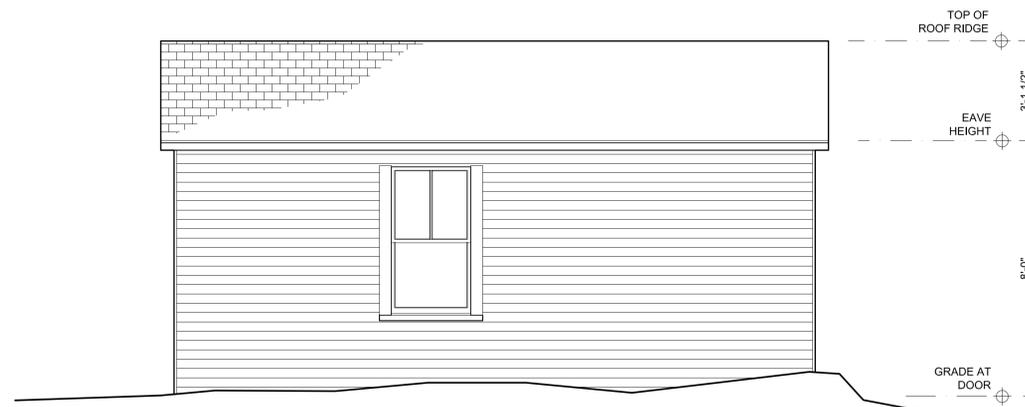
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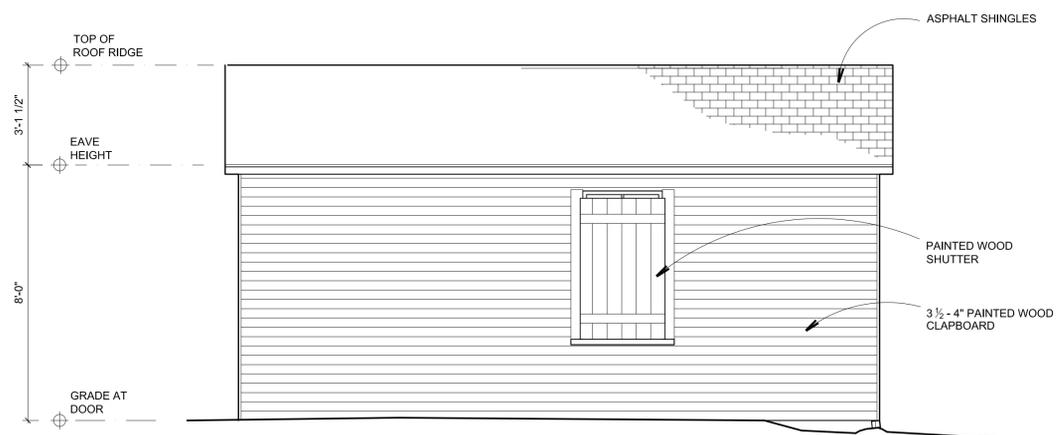
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SHED PLAN

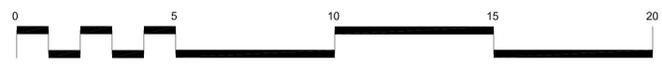


NORTH ELEVATION



SOUTH ELEVATION

SCALE 3/8" = 1'-0"



METERS 1:32

