

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes \_\_\_  
no

Property Name: Chris-Craft Plant Inventory Number: WI-677  
Address: 300 Moss Hill Lane Historic district: \_\_\_ yes  no  
City: Salisbury Zip Code: 21801 County: Wicomico  
USGS Quadrangle(s): Salisbury, Delmar  
Property Owner: Hala-Mark LLC Tax Account ID Number: 062845  
Tax Map Parcel Number(s): 87 Tax Map Number: 38  
Project: Shore Transit Operating and Administrative Facility Agency: Maryland Transit Administration  
Agency Prepared By: A.D. Marble & Company  
Preparer's Name: Connie Torbeck/Emma Young Date Prepared: 9/17/2008  
Documentation is presented in: Wicomico County Land Records, Salisbury, Maryland; Chris-Craft Collection, Mariner's Museum, Newport News, Virginia  
Preparer's Eligibility Recommendation: \_\_\_ Eligibility recommended  Eligibility not recommended  
Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: \_\_\_ yes Listed: \_\_\_ yes  
Site visit by MHT Staff \_\_\_ yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

The Chris-Craft Industrial Plant, located at 300 Moss Hill Lane, Salisbury, Wicomico County, Maryland, is a circa-1954 industrial building situated on an approximately 50.4-acre lot on the north side of Moss Hill Lane. The property also includes a circa-1995 one-story guardhouse. The property is accessed by a gravel lane extending westward from Moss Hill Lane.

Industrial Plant - Circa 1954

The Chris-Craft Industrial Plant is a circa-1954 industrial building that consists of two parallel rectangular sections that are connected by a hyphen at the rear/west end, forming a U-shaped plan. Except for a two-story office section at the front of the building, the southern section measures one story in height. The northern section and connecting hyphen stand two-stories high. Modern, metal shed additions have been appended to the north and south elevations of the building.

All sections of the building sit on a concrete slab foundation. The three sections of the U-shaped building are constructed of concrete block, although some exterior walls are covered with metal siding. The entire building has a flat roof, and the cladding material is not visible. Fenestration consists largely of metal awning-sash windows and solid metal doors.

MARYLAND HISTORICAL TRUST REVIEW

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MHT Comments:

*Jim Tarlumbo*  
Reviewer, Office of Preservation Services  
*[Signature]*  
Reviewer, National Register Program

10/16/08  
Date  
10/20/08  
Date

The façade (east elevation) of the southern section is six bays wide. Three overhead vehicular doors, extending the full height of the building, occupy the southern half of the façade. The northern half of the façade includes two floors of office space that is lit by three ribbons of metal, awning-sash windows in each story. The second-story windows are capped by a continuous aluminum awning. A human-scale solid metal door and a metal-framed glass door provide access to the office space in the first story.

The southern section of the building measures approximately 150 feet wide and 700 feet long. The concrete block exterior wall of the south elevation is pierced with large banks of metal, awning-sash windows that begin approximately four feet above floor level and extend to ceiling height. Human-scale, solid metal doors are distributed between the banks of windows. A large, modern metal addition and a circa-1960, concrete block addition are appended to this elevation. A large, square metal addition is also located on the rooftop near the southeast corner of this section.

The north elevation of the southern section includes the two-story office space near the front of the building. An original ribbon of metal awning-sash windows lights the second story. On the first floor, the window opening has been covered with vinyl siding and fitted with a pair of vinyl, six-over-six light, double-hung-sash windows. West of the office section, fenestration in the north elevation is similar to the south elevation. Large banks of metal windows are separated by loading doors--three with original roll-up metal doors, and a fourth with an aluminum replacement overhead door. Each door measures the full height of the elevation. Five solid metal human-scale doors are also located in the north elevation.

The northern section of the building measures approximately 120 feet wide and 560 feet long. It stands approximately five-feet taller than the southern section and measures two stories in height. The front/east elevation of this section is fitted with six loading doors and a solid metal human-scale door. A continuous ribbon of multi-light metal-sash windows extends along the full width of the second story.

The north elevation of the northern section contains an unbroken ribbon of multi-light metal-sash windows extends along the full width of the second story. On the first story, ribbons of multi-light, metal-sash windows are separated by two human-scale doors and one loading door opening that has been modified to hold two aluminum overhead doors. A modern metal addition is located about midway along the north elevation. The aluminum-sided addition has a human-scale door and a loading door on its west elevation. A pent roof shelters the doorways.

The south elevation of the northern section also contains a continuous ribbon of multi-light metal-sash windows along the width of the second story. A large concrete-block addition is located near the center of the south elevation. Two small, concrete block bump-outs, measuring about 10-feet-long and four-feet-deep, are also located along this elevation. Two of the three loading doors on this elevation have been enclosed and fitted with windows.

The fenestration of the northern section of the building continues onto the front/east elevation of the hyphen that connects the two building sections. The hyphen is the same height as the northern section and measures two stories in height. A narrow ribbon of windows extends along the width of the second story, and two larger banks of multi-light metal-sash windows light the first story. This elevation includes two doorways, one of which has been modified with concrete block to hold a glass human-scale door.

The west elevation includes the rear walls of the northern section, hyphen, and southern section of the building. The rear of the southern section has a continuous ribbon of metal, awning-sash windows along the top of the wall. Window openings leveling the first story have been enclosed with concrete block. One loading door remains in use on this elevation, and a second one has been enclosed with concrete block. The northern section of the building and the hyphen share a common rear wall. Two loading doors are still in use on the rear of this section, and a third door has been enclosed with concrete block and fitted with a pair of metal and glass, human-scale doors. Two large banks of multi-light metal-sash windows are situated between the door openings. The second

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story is lit by a strip of multi-light metal-sash windows, some of which have been filled with concrete block.

Overall, the industrial building, which currently, in 2007 functions as a soft drink distribution center, is in fair condition.

#### Post-1958 Buildings

A circa-1995, pre-manufactured, one-story, frame, front-gable guardhouse is located east of the industrial building, at the end of the entrance lane.

#### Landscape Features

The property is located on a 50.4-acre lot that is bounded by the right-of-way of the Baltimore and Eastern Railroad on the south, by Moss Hill Lane on the east, by Brittingham Road on the north, and by Christopher Street on the west. The property is accessed by a paved lane leading westward off of Moss Hill Lane. The lane leads to a large paved parking area directly in front of the industrial building. A part gravel and part paved lane encircles the building. An expansive grassy area is located north of the industrial building, but there are few plantings on the property.

#### Historical Narrative;

##### Property History:

Documentary research indicates that the industrial building located at 300 Moss Hill Lane was built circa 1954 by the Chris-Craft Corporation. On July 31, 1954, Eva Mae Ward, a widow, W. Thomas Ward, and Madge Ward, his wife, conveyed 50.4 acres of land to the Chris-Craft Corporation. The 50.4-acre parcel was bounded by the right-of-way of the Baltimore and Eastern Railroad on the south, by Moss Hill Lane on the east, by Brittingham Road on the north, and by an unnamed street (now Christopher Street) on the west. Excluded from the transfer was the "Greenslade lot" located at the southeast corner of Brittingham Road and the unnamed street (WCDB 357:279).

The history of the Chris-Craft boat manufacturing company began with Christopher Columbus Smith in Algonac, Michigan, where Smith built wooden boats with his brother, Henry, as a teenage boy (Chris-Craft website, accessed July 23, 2008). The Chris Smith and Sons Boat Company was established in 1922, and the company built a strong reputation for speed boats, with boats such as "Baby Speed Demon" and "Baby Reliance" (Mariner's Museum website, accessed July 23, 2008). The company used assembly-line methods based on those pioneered by Henry Ford in the automobile industry (Boat Digest website, accessed July 24, 2008). While Chris-Craft boats were generally built for recreational boating, Chris-Craft landing craft carried allied troops ashore at Normandy on D-Day, June 6, 1944 (Boat Quest website, accessed July 24, 2008).

By 1959 Chris-Craft had ten factories in locations including Holland and Cadillac, Michigan; Jamestown, New York, Carothersville, Missouri, and Salisbury, Maryland, and the company's production exceeded 8000 boats per year. Chris-Craft's criteria for choosing any plant location included the nearby location of a railroad line for ease of product shipment and the presence of a large available workforce. The Moss Hill Road location included both of these criteria. The Salisbury location was also chosen because no other Chris-Craft manufacturing plant was in production on the east coast at the time. In addition, U.S. Route 13, running north-to-south, and U.S. Route 50, running east-to-west, met in Salisbury, providing ease of access for workers throughout the Wicomico County area (City of Salisbury, Maryland website, accessed September 15, 2008; Jerry Conrad, personal communication, September 15, 2008). Because Wicomico County did not have an Economic Development Department at the time, it is unlikely that any economic incentives were offered to Chris-Craft to locate in Salisbury (David Ryan, personal communication, September 16, 2008). Based on the available work force, the plant at Salisbury was in operation for about 12 years. In contrast, a lack of workers at the Jamestown, New York location caused the closure of that plant after only three months.

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During the 1920s and 1930s Chris-Craft boats were popular on the boat racing scene, and were also often purchased by many Hollywood stars and other celebrities. While advertising of Chris-Craft boats was focusing on the middle class as early as 1925, a Chris-Craft boat was still considered a luxury item by the average working class American (Lavida Lifestyle website, accessed September 15, 2008).

During the 1930s and 1940s recreational activities throughout the United States were overshadowed by the Great Depression and World War II. However, the period following the war was a time of economic prosperity in America. Americans became more mobile as more people were able to afford automobiles, and the demand for outdoor recreation grew (Maryland Department of Natural Resources website, accessed September 15, 2008). Salisbury is located at the head of the Wicomico River, a navigable waterway that leads to the Chesapeake Bay. Therefore, there has been a long history of boating as an industry and boating as a recreational activity within the Salisbury area. There is no indication that the construction of the Chris Craft plant increased recreational boating in the area (David Ryan, personal communication, September 16, 2008).

In 1960 the Chris-Craft Corporation was sold to National Automotive Fibers, Inc. and was renamed Chris-Craft Industries, Inc. (Boat Digest website, accessed July 24, 2008). The Salisbury Maryland factory was conveyed from Chris-Craft Corporation to Chris-Craft Industries, Inc. in February 1966 (WCLR Liber 624/Folio 291). In 1967, Chris Craft Corporation announced the closing of its Salisbury plant (Salisbury-Wicomico Economic Development 2002: 4). It was the closure of the Chris-Craft boat manufacturing plant that prompted the establishment of the Salisbury-Wicomico Economic Development Office. The loss of approximately 300 jobs was a blow to the area, but did not destroy the local economy. Prior to the opening of the Chris-Craft plant, the local economy focused largely on agriculture and fruit and vegetable canning factories. When the Chris-Craft plant closed, these local industries were still in place. Since that time, the Salisbury-Wicomico Economic Development Office has worked to attract more diverse companies, to maintain a balanced economy even when companies are lost (David Ryan, personal communication, September 16, 2008).

In September 1972, Chris-Craft Industries, Inc. conveyed the Salisbury property to Open Road Industries, who promptly sold the plant to the Wicomico County Commissioners in December 1972 for \$1,089,000 (WCLR Liber 768/Folio 494; Liber 776/Folio 416). Wicomico County retained the property for 16 years, after which, on August 2, 1988, it was purchased by VBQ, Inc. (WCLR Liber 1156/Folio 640). Merger Associates, Inc. purchased the property for \$1,100,000 on May 22, 1991 (WCLR Liber 1253/Folio 270). The property underwent foreclosure proceedings, and in 1993, was conveyed to Shawnee Enterprises, LLC for \$707,000 (WCLR Liber 1328/Folio 321). Shawnee Enterprises, which built manufactured homes, constructed the existing guard box and moved it to its present location on the property (Mark McIver, pers. comm., July 23, 2008). The property is currently owned by Hala-Mark, Inc., who purchased the parcel on July 26, 2001 (WCLR Liber 1838/Folio 719). The industrial building currently operates as a soft drink distribution plant.

#### Industrial Architecture:

When reinforced concrete was introduced at the turn of the twentieth century, it quickly became a commonly used method of construction for industrial buildings and remained so through World War II. The fireproof qualities of concrete and its ability to support heavy machinery and absorb vibration made it an ideal material for the industrial environment (Bradley 1999: 155). The typical industrial building constructed of concrete was monolithic in design. Walls were designed to hold large banks of operable windows to provide ample light and ventilation for workers. The width of an industrial building was often determined by the distance that natural light could penetrate the interior space (Bradley 1999: 161). Steel-sash windows were most commonly used in industrial construction for maximum economy, light, and ventilation (Bradley 1999: 163). In production sheds, such as the Chris-Craft building, long rectangular floor plans were commonly used to accommodate the spatial and manufacturing requirements of the production process (Bradley 1999: 256).

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## Significance Evaluation:

The Chris-Craft Industrial Plant, located at located at 300 Moss Hill Lane, Salisbury, Wicomico County, Maryland, is not eligible for listing in the National Register of Historic Places.

According to the National Register of Historic Places guidelines established by the National Park Service, the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, site, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history;
- B. that are associated with lives of significant persons in our past;
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction; or
- D. that have yielded or may be likely to yield information important in history or prehistory (National Park Service 1997).

The Chris-Craft Industrial Plant is not eligible for listing in the National Register of Historic Places under Criterion A. The plant is one of ten Chris-Craft factories that were in operation by 1959. The Chris Smith and Sons Boat Company was established in 1922 in Algonac, Michigan. Later renamed Chris-Craft, the company was generally associated with the Detroit area in its early years, and, in 1957, the company headquarters moved to Florida. The Salisbury plant is not associated with the development of the Chris-Craft company or with innovations in boat design or manufacturing. The establishment of a Salisbury plant reflected a general economic prosperity throughout the United States following World War II, and did not initiate a significant trend in the economic or recreational development of the City of Salisbury. Because Salisbury is located at the head of the Wicomico River, a navigable waterway that leads to the Chesapeake Bay there has been a long history of boating as an industry and boating as a recreational activity within the Salisbury area. Therefore, the construction of a Chris-Craft boat manufacturing plant in Salisbury neither reflected nor initiated the recreational development of Salisbury.

The Chris-Craft Industrial Plant is not eligible under Criterion B. While Christopher Columbus Craft is well known in the boat manufacturing industry, he is not directly associated with the Salisbury, Maryland plant. Christopher Craft lived and developed his company in Michigan, and passed away in 1939, years before the Salisbury plant was constructed.

The Chris-Craft Industrial Plant is not eligible under Criterion C because the industrial building does not possess the architectural distinctiveness necessary to qualify it for listing in the National Register of Historic Places. The building exhibits the typical form and design of a mid-twentieth-century concrete industrial building and does not display advancements in engineering or design. Several windows and doors have been infilled with concrete block or modified with modern windows and doors. In addition, expanses of exterior wall have been covered with metal siding. Therefore, the building is not eligible under Criterion C.

The property was not evaluated for eligibility under Criterion D as part of the architectural survey and evaluation.

The Chris-Craft Industrial Plant does not retain a high level of integrity from the period of construction (circa 1954). The property retains integrity of location and setting, as it remains on the original 50.4-acre parcel. The original concrete block exterior walls have been covered by metal siding on the north elevation of the northern section of the building. Several of the loading doors have been modified with windows or completely enclosed with concrete block. Banks of windows, especially on the west elevation, have also been enclosed with concrete block. In addition, modern, metal additions have been appended to the north and south elevations. Therefore, the building's integrity of materials, design, and workmanship has been compromised. Alterations to the

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Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

building lot have been ongoing since 1967 to accommodate continuous use of the site; therefore, the building does not retain integrity of association and feeling as a circa-1954 industrial plant that manufactured Chris-Craft boats.

References

Bradley, Betsy Hunter

1999 The Works, The Industrial Architecture of the United States. Oxford University Press: New York, New York.

Conrad, Jerry

2008 Jerry Conrad, archivist, Chris-Craft Collection, Mariner's Museum, Newport News, Virginia. Personal communication, 15 September 2008.

McIver, Mark

2008 Mark McIver, owner of 300 Moss Hill Lane, Salisbury, Wicomico County, Maryland. Personal communication, 23 July 2008.

National Park Service

1997 National Register Bulletin: How to Apply the National Register Criteria for Evaluation. U.S. Department of the Interior: Washington, D.C.

Ryan, David

2008 David Ryan, Salisbury-Wicomico Economic Development, Salisbury, Maryland. Personal communication, 16 September 2008.

Salisbury-Wicomico Economic Development

2002 Annual Report, 2001-2002. Salisbury-Wicomico Economic Development, Salisbury, Maryland.

Wicomico County Office of Land Records (WCLR), Salisbury, Maryland

1966 Liber 624/Folio 291

1972 Liber 768/Folio 494

Liber 776/Folio 416

1988 Liber 1156/Folio 640

1991 Liber 1253/Folio 270

1993 Liber 1328/Folio 321

2001 Liber 1838/Folio 719

Internet Resources

Boat Digest website

http://www.boatdigest.com/, accessed July 24, 2008.

Boat Quest website

http://www.boatquest.com/, accessed July 24, 2008.

Chris-Craft website

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<http://www.chriscraftboats.com/>, accessed July 23, 2008.

City of Salisbury, Maryland website

<http://www.ci.salisbury.md.us/Default.aspx?tabid=541>, accessed September 15, 2008

Lavida Lifestyle website

<http://www.lavidaocean.com/chris-craft/>, accessed September 15, 2008. 100 Years of Wooden Glory, Chris Craft, by Andy McCutcheon, September 2007.

Mariner's Museum website

<http://www.mariner.org/>, accessed July 23, 2008.

Maryland Department of Natural Resources website

<http://www.dnr.state.md.us/publiclands/sfpshistory.html>, accessed September 15, 2008.

**MARYLAND HISTORICAL TRUST REVIEW**

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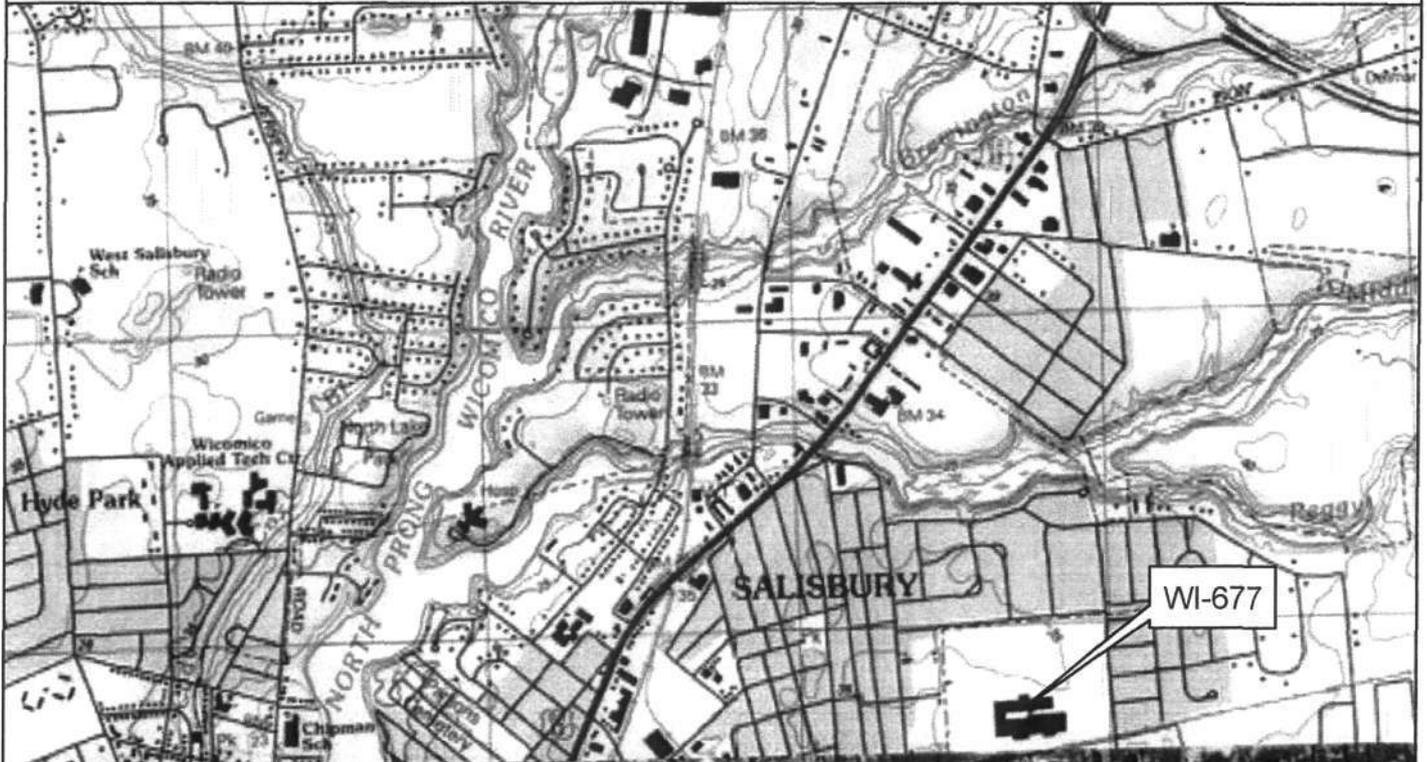
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# Chris-Craft Plant WI-677

300 Moss Hill Lane  
Salisbury, Wicomico County, Maryland



Map Source: © 2007 National Geographic Society



W1-677

CHRIS-CRAFT PLANT

WICOMICO COUNTY, MARYLAND

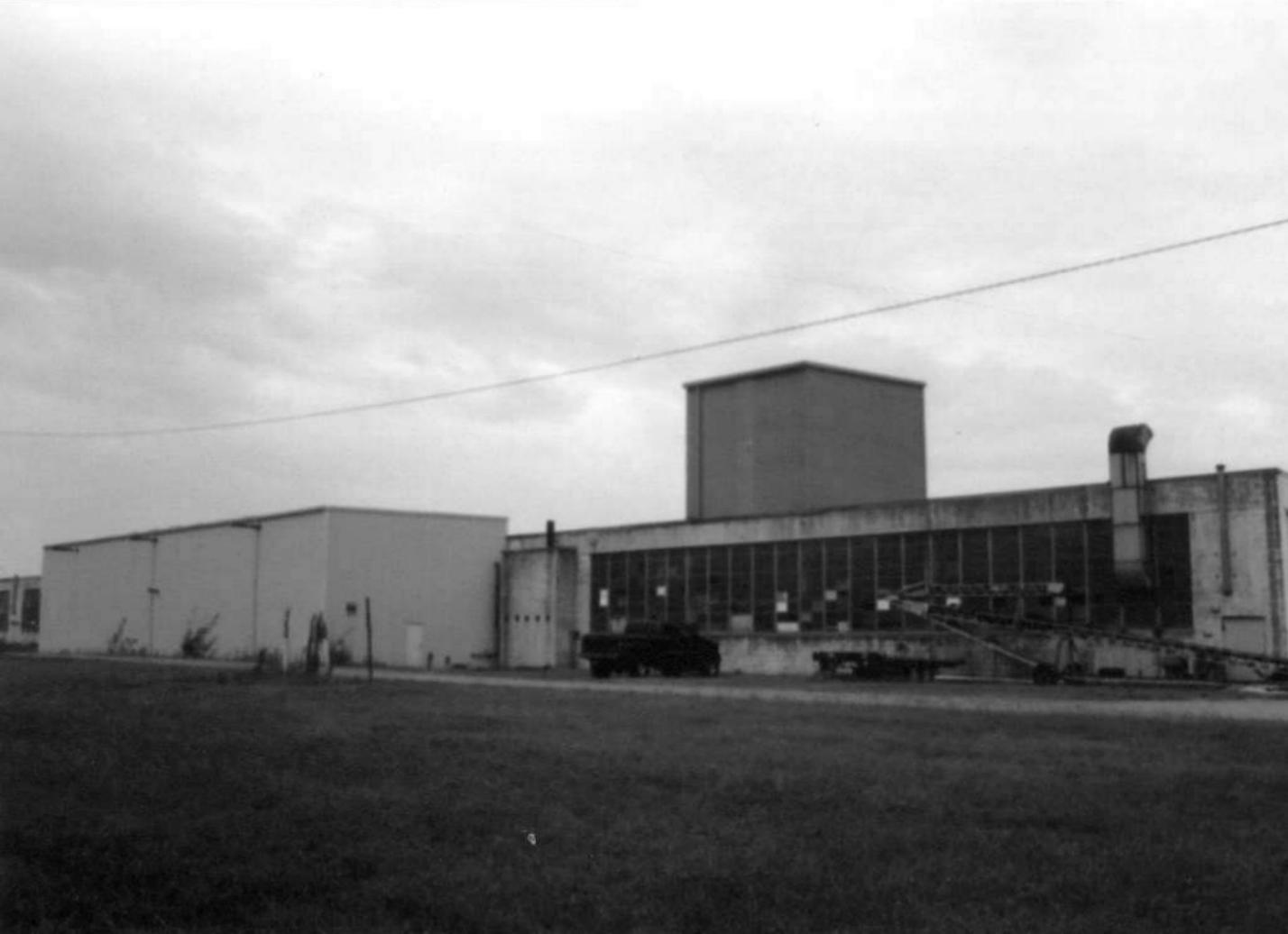
C. TORBECK

07.2008

MD SHPO

EAST elevation & north elevation of southwest section, TO SW

Photo # 1 of 10



WI-677

CHRIS-LRAFT PLANT

WICOMICO COUNTY, MARYLAND

C. TORBECK

07.2008

MD SHPO

south elevation, T8 NW

Photo # 2 of 10

0-3598 N-3598-0014 U-

PS\_1, RETOUCH4



WI-677

CHRIS-CRAFT PLANT

WICOMICO COUNTY, MARYLAND

C. TORBECK

07.2008

MD SHPO

South elevation, to NW

Photo # 3 of 10

PS\_1. RETOUCHM.



WI-677

CHRIS-KRAFT PLANT

WICOMICO COUNTY, MARYLAND

C. TORBECK

07. 2008

MD SHPO

NORTH elevation of northern section, TO SE

Photo # 4 of 10



WI-677  
CHRIS-CRAFT PLANT  
WICOMICO COUNTY, MARYLAND

C. TORBEK

07.2008

MP SHPO

north elevation of northern section, to SE

Photo # 5 of 10

PS\_12\_RETouched

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WI-677

CHRIS-CRAFT PLANT

WICOMICO COUNTY, MARYLAND

C. TORBECK

07.2008

MD SHPO

EAST elevation of northern section, TO W

Photo # 6 of 10



WI-677

CHRIS-KRAFT PLANT

WILMICO COUNTY, MARYLAND

C. TORBECK

07.2008

MD SHPO

connecting hypen between northern & southern  
sections, TO W

Photo # 7 of 10



WI-677

CHRIS-KRAFT PLANT

Wicomico County, MARYLAND

C. TORBECK

07. 2008

MD SHPO

West elevation, to NE

Photo # 8 of 10



WI-677

CHRIS-CRAFT PLANT

WICOMICO COUNTY, MARYLAND

C. TORIBELK

07.2008

MD SHPO

West elevation, to NE

Photo # 9 of 10



NO  
OVERNIGHT  
PARKING

WI-677

CHRIS-CRAFT PLANT

WICOMICO COUNTY, MARYLAND

C. TORBECK

07. 2008

MD SHPO

GUARDHOUSE, TO SW

Photo # 10 of 10