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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Rockland Breakwater

other names/site number _____

2. Location

street & number South of Jameson Point N/A not for publication

city or town Rockland N/A vicinity

state Maine code ME county Knox code 13 zip code 04841

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Evan J. Peterson SHPO 9/12/02
Signature of certifying official/Title Date

Maine Historic Preservation Commission

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Paul O. Ruzenski FPO 21 Jun 2003
Signature of certifying official/Title Date

U.S. Army Corps of Engineers
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Signature of the Keeper

Date of Action

Beverly Sage

4/8/03

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
1	0	structures
_____	_____	objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION / water-related

RECREATION AND CULTURE / outdoor recreation

Current Functions

(Enter categories from instructions)

TRANSPORTATION / water-related

RECREATION AND CULTURE / outdoor recreation

7. Description

Architectural Classification

(Enter categories from instructions)

NO STYLE

Materials

(Enter categories from instructions)

foundation _____

walls _____

roof _____

other Granite

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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National Register of Historic Places
Continuation Sheet

ROCKLAND BREAKWATER

KNOX COUNTY, MAINE

Section number 7 Page 2

DESCRIPTION

The Rockland Breakwater is a granite structure constructed at the mouth of Rockland Harbor in order to enhance the safety and navigability of the harbor. The Breakwater is located at the eastern edge of a small cove on the southernmost tip of Jameson Point, which projects from northwest to southeast into the harbor, approximately 1.25 miles east of the Rockland Inner Harbor. The Breakwater is also oriented northwest to southeast. It extends 4,346 feet into the harbor, and is 43 feet wide at the top. A brick and granite light station is located atop the southern tip of this jetty (Rockland Breakwater Lighthouse, NR 81000067). The depth of the breakwater at this point is 65 feet, and the width of the rubble base is 175 feet. An estimated 697,627 tons of granite was used in the construction.

Built between 1881 and 1900, the majority of the breakwater is located beneath sea level. Historic construction diagrams indicate that the wide rubble base is constructed at a 45 degree angle from the base of the structure to a point 14 feet above mean high water on the west side. The 30 degree slope on the eastern side was more gradual, but larger in mass and designed to withstand constant battering from the waves on the seaward side. The top of the breakwater is capped with a course of flat, rectangular granite blocks, laid three across. Historically this cap was smooth enough to allow automobiles to travel to the lighthouse at the end of the breakwater, however this is no longer possible due to the effects of slight shifts and weathering. Below the top course on the western side are two courses of similar cut-granite blocks, stepped out to form an ever-widening platform, which below the water line becomes the tapered rubble base. The eastern (seaward) side of the breakwater below the cap consists of less carefully laid, irregular granite blocks that taper from the flat cap to the submerged base. The first 204.5 feet of the structure serves as a connector from the land to the start of the breakwater proper and the widely scattered granite rocks forming the base and sides in this section serve more to protect the land than to break the waves. The entire structure is dry-laid, with small rocks used for fill as needed. The exposed stones show evidence of three splitting technologies: pin and feather, steam-powered rock hammer and pneumatic drill.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

MARITIME HISTORY

TRANSPORTATION

COMMERCE

ENGINEERING

Period of Significance

1880 - 1900

Significant Dates

1880

1881

1900

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

U.S. Army Corps of Engineers

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # HABS ME - 214
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

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ROCKLAND BREAKWATER

KNOX COUNTY, MAINE

Section number 8 Page 2

STATEMENT OF SIGNIFICANCE

The Rockland Breakwater is a 4,346 long granite structure that stretches across the mouth of the broad Rockland Harbor south from Jameson Point. At its southern terminus the breakwater supports the Rockland Breakwater Lighthouse (NR 81000067), beyond which is approximately 1 mile of open water before reaching the south side of the harbor at Battery Point. The structure was constructed by the United States Army Corps of Engineers between 1881 and 1900 to protect the maritime industries of Rockland and provide a harbor of refuge for coastal traveling vessels. It is eligible under Criterion A for its role in fostering the economic growth of Rockland's maritime, lime and granite industries, and under Criterion C as an example of 19th century breakwater designed by the United States Army Corps of Engineers using local materials.

The significance of the Breakwater to Rockland's economy was great, as the majority of industries revolved around the harbor. The lime extraction, cement production and granite quarrying industries that were based in Rockland starting in the early 19th century relied heavily on shipping for the distribution of their products. In turn the residents and commercial establishments relied on regular shipments of wood, raw materials, and supplies that vessels brought with them into port. As with many other ports, ship building and fishing contributed heavily to the local economy; but the strength of these business relied on a safe and navigable harbor. It was early regarded as one of the best harbors along the coast, east of Portland, and was frequently sought out as a port of refuge during storms (Bacon, p. 5). Yet, the broad mouth of the harbor allowed frequent storms with northeast winds to batter the vessels, and overall it was considered to be unsafe under these conditions. As early as 1832 a small sea wall was built to protect the wharves and vessels during storms. This project led the Army corps of Engineers to survey the harbor two years later and recommend the construction of an extensive breakwater; however no construction ever resulted from this study. The subject again became a topic of discussion in the 1850s after two storms battered the extensively developed shoreline and destroyed several vessels. Although the need to improve the harbor received a nod of understanding from the United States Senate, it was not until 1880 that the 46th Congress appropriated \$20,000 for the building of a "rubble-stone breakwater for the protection of the harbor against the easterly storms to which it is much exposed". (As quoted in Shore Village Story, p. 336).

As initially conceived and designed there were to be two separate breakwaters, one stretching south just offshore from Jameson Point, and the second, located at South Ledge was to run 2,640 north towards the point. Construction started on the Jameson Point section first, and in time it was decided to jettison the second breakwater and concentrate on extending and strengthening the first structure. The first of nine contracts was given to the Bodwell Granite Company of Rockland, and construction on the first 1900 feet of breakwater commenced in 1881. The following excerpts from Shore Village Story describe the nine stages of building:

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ROCKLAND BREAKWATER

KNOX COUNTY, MAINE

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This initial section of the breakwater was started 204 feet from the shore and extended 657 feet. Stone (mostly granite) was delivered by sloops and lowered into the water from derricks attached to the ship's masts. The blocks of granite, some weighing several thousand pounds, were dropped into the water forming a trapezoid of rough irregular stone (rubble stones). The comparatively even surface seen above the water line was added later in a process described as "capping" the work. Colonel George Thom engineered this first section of the breakwater and reported on the possibilities of the entire project to the Chief of Army Engineers. Soundings and plans allowed the various engineers who designed the nine sections of the Rockland Breakwater to work with some continuity, and inspectors (hired by the Government) insured the quality of the work. (Mr. A.D. Blackington of Rockland was the first inspector).

As construction of the Jameson's Point jetty progressed, beacons were placed on its southern end to warn ships that a ribbon of stone was moving into Rockland harbor. At first lanterns were hung from wooden beams braced by stones atop the wall, but in 1888, a small portable light station was erected on granite blocks at the southern extremity of construction. It was described in the 1898 List of Lights of the United States as a small wooden building surmounting a stone beacon. Two fixed lanterns with red lenses, on 23 feet above the surface of the breakwater and one six feet above that, served as its primary warning. The lanterns were suspended from wooden masts attached to the building. Between 1888 and 1895 this light station was moved four times.

The first four sections, built between 1881 and 1887, extended the Jameson's Point wall to a length of 1,650 feet from its starting point. A fifth contract began the process of adding height and created the smooth surface now seen above the water line. A sixth contract extended Rockland's Breakwater beyond the 1,000 foot mark contemplated in the proposal which had included both an inner and outer wall.contracts seven and eight during 1892 and 1895, added 581 feet and continued the surfacing process.

The ninth and final contract was the most important. Charles S. Souther of Boston furnished 415,067 tons of stone between June, 1897 and November, 1899. 1,599 feet were added to the breakwater, making its total length 4,176 feet. The 4,346 feet reported above as the total length of the breakwater accounts for stone added from its starting point... to the shore. Major R .L. Hoxie and Major S.W. Roessler engineered the ninth contract tne the work was inspected by R. Fred Crie of Rockland. (*Rockland Bicentennial Committee, pp. 336, 338,339*)

The precise date for the completion of the Breakwater is not know, but newspaper accounts suggest that it was in 1900, not 1899.

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Each contract was the result of a separate Congressional appropriation for "Improving harbor of Rockland, Maine: continuing improvement". The amounts dedicated to this project between 1880 and 1894 were between 20,00 and 40,00 dollars per appropriation/contract. In 1895 additional study was done of the harbor and while only 25,500 dollars were appropriated immediately, provisions were made for the Secretary of War to complete the project at a cost of no more than an additional 760,000 dollars, which was then spent in 1897 and 1898. In 1899 the Light-House Board petitioned for the erection of a permanent light station at the end of the breakwater; the subsequent light house and dwelling was operational by 1902. In recognition of the improvements made to the harbor by the breakwater, Rockland harbor was upgraded to a "sub port of entry in the customs collection district of Waldoboro, Maine" in 1898. (*United States Congress, p. 249*).

The Rockland Breakwater was one of many projects undertaken by the Army Corps of Engineers in the second half of the nineteenth century to improve the navigability and safety of the rivers and harbors along Maine's irregular, rocky coastline. Throughout New England seventy breakwaters and jetties were constructed to protect harbors and to control the depth of channels around the mouths of rivers. Excerpts from the Army Engineers in New England reveal the depth of these activities along the North Eastern Coastline:

At the turn of the twentieth century, when there were five new England districts, improvements were concurrently underway at no less than sixty-six localities... River and harbor projects then tapered off in number. Almost every waterway considered worthy of improvement by current standards had been or was being improved.

Breakwaters, which Corps engineers designed and built at about two dozen localities, were necessary for [the harbors'] improvement. Varying in cross section and design according to particular requirements, the breakwaters range in length from a few hundred feet at tiny harbors like that at Criehaven, Maine, to more than two and a third miles, the aggregate length of three structures forming a wholly artificial harbor nearly a mile square at Point Judith, Rhode Island. A primary purpose of many of the earlier breakwater projects was to provide harbors of refuge for the sailing vessels that continued to dominate the coastal trade until after the turn of the century. (*Parkman, p. 58, 63*).

However, after the turn of the century the need for "harbors of refuge" along the coast decreased as the shipping trade relied increasingly on steam and coal powered vessels.

The engineer that oversaw the first section of the Rockland Breakwater was Lieutenant Colonel George Thom, who also worked on the Saco River Breakwater in Maine (begun in 1866, and fully completed in 1938) and Newburyport Harbor, Massachusetts, between 1880 and 1914. The visible section of the Newburyport Harbor breakwater/jetty is similar to Rockland's: banked granite rubble

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capped by flat granite. The plentiful supply of granite along the Northern New England coast facilitated the construction of these granite breakwaters. Other regions adopted different technology. The Cleveland Breakwater on Lake Erie in Ohio was under construction at the same time the Rockland Breakwater was being built, yet the techniques differed vastly. In some sections, the Cleveland structure consists of stone-filled wooden cribs, topped either with concrete or stone. Other stretches of the five-mile long structure are more similar to Rockland's breakwater; rubble-mound construction topped with dressed granite. As a project that extended almost 25 years, the materials used in Cleveland varied to reflect technology and availability. Although the Rockland breakwater was constructed through a series of nine contracts over 18 years it was done so with a continuity of design from beginning to end.

Even before the structure was completed, its effects were praised by the local community.

Owing to the favorable conditions affecting transportation to the city by sea, lumber, both long and short and comprising all kinds, may be bought here in any desired quantities at very low rates; and it is largely owing to these same conditions that leading wholesale houses are able to furnish goods at figures which cause their trade to extend to many distant points.

(Bacon, p. 11)

Since its completion in 1900 the Rockland Breakwater has drawn the attention of visitors and local residents alike. Throughout its history it has been a popular spot for walking, boating, fishing, swimming and picnicking. Although designed to ensure the safety of the vessels and businesses that relied on Rockland Harbor it has become a community landmark and resource.

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BIBLIOGRAPHY

Bacon, George F. Rockland, Belfast and vicinity: its Representative Business Men and its Points of Interest. (Newark, New Jersey: Glenwood Publishing Co.), 1892.

Barns, James L. "The Story of Rockland's Breakwater". *The Courier-Gazette, Rockland, Maine.* (November, 4, 1972).

Parkman, Aubrey. Army Engineers in New England. (Waltham, Massachusetts: U.S. Army Corps of Engineers, New England Division), 1978.

Rockland Bicentennial Commission. Shore Village Story: An Informal History of Rockland, Maine. (Rockland: Courier-Gazette, Inc.), 1976.

United States Congress, Secretary of State. The Statutes at Large of the United States of America Vol. XXX. (Washington, D.C.: Government Printing Office), 1899.

10. Geographical Data

Acreage of Property approximately .42 acres, flat surface area above sea level

UTM References

(Place additional UTM references on a continuation sheet.)

<p>1 1 9 4 9 3 3 9 5 4 8 8 4 4 6 0 </p> <p style="margin-left: 40px;">Zone Easting Northing</p>	<p>3 1 9 </p> <p style="margin-left: 40px;">Zone Easting Northing</p>
<p>2 1 9 4 9 3 7 5 0 4 8 8 3 2 0 0 </p>	<p>4 1 9 </p>

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title CHRISTI A. MITCHELL, ARCHITECTURAL HISTORIAN

organization MAINE HISTORIC PRESERVATION COMMISSION date 19 June 2002

street & number 55 CAPITOL STREET, STATION 65 telephone (207) 287-2132

city or town AUGUSTA state ME zip code 04333 -0065

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Section number 10 Page 2

VERBAL BOUNDARY DESCRIPTION

The Rockland Breakwater is fully described by the Town of Rockland, Maine tax map # 31, block A, lot 2.

BOUNDARY JUSTIFICATION

The nominated property consists of the visible and submerged structure known as the Rockland Breakwater, from its intersection with Jameson Point on the north shore of Rockland Harbor, to the breakwaters southern terminus, 4,346 feet to the southeast. This nomination does not include the Rockland Breakwater Lighthouse, which was previously listed on the National Register of Historic Places, (81000067).

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PHOTOGRAPHS

Photograph 1 of 4
Rockland Breakwater
May 31, 2002
Maine Historic Preservation Commission
Christi A. Mitchell
Breakwater from cove at Jameson Point; looking southeast.

Photograph 2 of 4
Rockland Breakwater
May 31, 2002
Maine Historic Preservation Commission
Christi A. Mitchell
Breakwater, harbor side; looking southeast.

Photograph 3 of 4
Rockland Breakwater
May 31, 2002
Maine Historic Preservation Commission
Christi A. Mitchell
Granite cap of Breakwater; looking southeast.

Photograph 4 of 4
Rockland Breakwater
May 31, 2002
Maine Historic Preservation Commission
Christi A. Mitchell
Breakwater, sea side; looking southeast.