

PH004

Hon. Peter N. Kyros

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Maine
COUNTY:	Sagadahoc
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 17 1973

HR
Zn 19
DE 434900
N 4863700
E 434750
N 4862200
E 434050
N 4862150
E 434025
N 4863600

SEE INSTRUCTIONS

1. NAME

COMMON:
Bath Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Various

CITY OR TOWN:
Bath

STATE: Maine CODE: 23 COUNTY: Sagadahoc CODE: 023

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input checked="" type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)

4. OWNER OF PROPERTY

OWNER'S NAME:
Various

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Sagadahoc County Courthouse

STREET AND NUMBER:
Court Street

CITY OR TOWN: Bath STATE: Maine CODE: 23

6. REPRESENTATION IN EXISTING SURVEYS

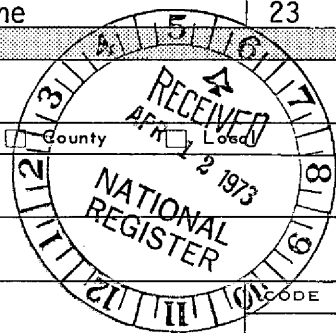
TITLE OF SURVEY:
None

DATE OF SURVEY: Federal State County

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:



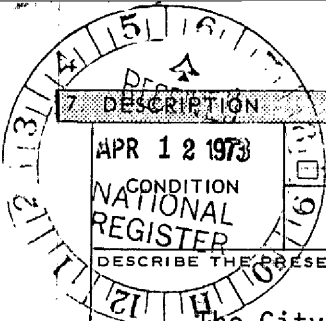
STATE: Maine

COUNTY: Sagadahoc

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ENTRY NUMBER

DATE: MAY 17 1973



7 DESCRIPTION	
(Check One)	
<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good
<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated
<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
(Check One)	
<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered
(Check One)	
<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

SEE INSTRUCTIONS

The City of Bath is situated on the Kennebec River in south central Sagadahoc County. It lies on the west bank of the river, which is about one half mile wide at this point. The city lies about twelve miles inland from the Atlantic Ocean. It is long and narrow extending five miles north and south and rising upward in ridges and gullies from the river to the western ridge of the Kennebec Valley. Historically, the residential area of the city was divided into the North End and the South End with the compact business district in the center. The South End is the older residential area and contains an abundance of dignified examples of early nineteenth century architecture. It was the North End however, that Bath's prospering shipbuilding chose to build their new homes. This area possesses the highest density of significant architecture encompassing the whole nineteenth century. This North End together with a part of the commercial district, which retains its nineteenth century flavor, is architecturally the most historic section of Bath.

Beginning at a point north of the Maine Central Railroad tracks and west of High Street, which point is the intersection of Latitude 43°55'28" and Longitude 69°49'23"; thence easterly crossing High Street and running along the center line of Beacon Street to a point on the west bank of the Kennebec River, which point is the intersection of Latitude 43°55'31" and Longitude 69°48'42"; thence southerly following the Kennebec River to a point on the west bank of the Kennebec River, which point is the intersection of Latitude 43°54'40" and Longitude 69°48'47"; thence westerly roughly paralleling U.S. Route 1 to a point on the northerly side of Court Street which point is the intersection of Latitude 43°54'44" and Longitude 69°49'20"; thence northerly to the point of beginning.

The boundaries described above encompasses an area of 300 acres±.

1. U.S. Custom House - Built 1853-58 by Amni B. Young, Italianate.
- HABS 2. Church Block - Built 1863 for shipbuilder and banker Oliver Moses, Italianate.
- HABS 3. Central Church - Built 1846-47, Gothic Revival.
4. Winter Street Church - Built 1843, Gothic Revival.
- HABS 5. Swedenborgian Church - Built 1843, Greek Revival.
- HABS 6. Richardson-Goodfellow House - Built 1849-50 for sea captain and ship chandler John Green Richardson, Gothic Revival.
- HABS 7. Tallman-Trott House - Built c. 1840 for Henry Tallman, Greek Revival.

(See Continuation Sheet)

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(Continuation Sheet)

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7. DESCRIPTION

2

HABS

- ✓ 8. Patten-Smith House - Built c. 1820 for shipbuilder George F. Patten, Greek Revival.
- 9. Sagadahoc County Courthouse - Built 1869 by Francis H. Fassett.
- 10. Elliot House Block - Built 1840 as a hotel for John Elliot, converted to stores, 1852.
- 11. Row House - Built c. 1840 for Arthur C. Donnell, Greek Revival.
- 11A Row Houses - Built c. 1840 for Arthur C. Donnell, Greek Revival.
- 12. Drummond-Wright House - Built 1853 for shipbuilder William Drummond, Italianate.
- 13. McLellan-Morse House - Built 1841 for shipbuilder James McLellan, Greek Revival.
- 14. Bath Marine Museum - Built 1844 for Asa Palmer, enlarged and renovated 1894 for Harold Marsh Sewall, Greek Revival.
- 15. Patten-Baxter-Porter House - Built c. 1857 for sea captain Charles E. Patten, Italianate.
- ✓ 16. Larrabee-Newell-Simpson House - Built in 1850 for Stephen Larrabee, Italianate.
- 17. Sewall Shipyard Office - Built before 1851 for the Patten Shipyard, remodeled 1872 and 1892 as part of the Sewall Shipyard.
- 18. Spear-Shaw House - Built 1898 for shipbuilder D. Howard Spear, Victorian Shingle style.
- 19. York Hall - Built 1897 for shipbuilder William D. Sewall, Colonial Revival.
- 20. Bath City Hall - Built early 20th century, tower houses an 1805 Paul Revere Bell.
- 21. View of Front Street.
- 22. View of Washington Street.



8. SIGNIFICANCE

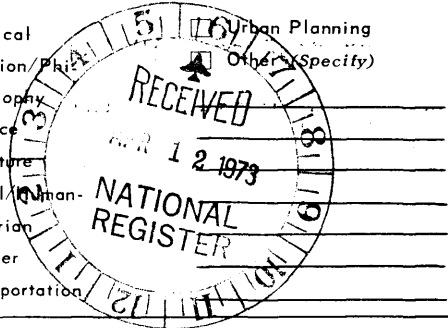
PERIOD (Check One or More as Appropriate)

- Pre-Columbian 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | |
|--|--|---|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input checked="" type="checkbox"/> Religion/Philosophy |
| <input type="checkbox"/> Historic | <input checked="" type="checkbox"/> Industry | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Other (Specify) |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Science |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Sculpture |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input type="checkbox"/> Social/Humanitarian |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input type="checkbox"/> Transportation |



STATEMENT OF SIGNIFICANCE

In 1972, a new landmark has risen in Bath, Maine. It is the huge crane installed as part of the modernization of the Bath Iron Works, where shipbuilding continues as the main industry of the area. From 1607, when the Popham colonists built the pinnacle "Virginia", until the present, the immediate area has had a long history of shipbuilding and Bath may fairly be said to be the oldest continually active shipbuilding center in America.

Bath, named for Bath, England, was first named Long Reach because its long straight bank of the Kennebec River allowed vessels to sail its entire length without changing the set of their sails. Long Reach came into being as an off-shoot from the first permanent settlements in this region on Georgetown and Arrowsic Islands. John Parker, a commercial fisherman, had come in 1630 and in 1650, Clarke and Lake, Boston merchants, began a \$100,000 business of fishing, lumbering and shipbuilding on Arrowsic Island. They did not sell any of their lands to their tenants which is probably why Christopher Lawson, one of their agents, crossed to the west bank of the Kennebec to Long Reach and bought the northern section from the Indian Chief Darumkin. Rev. Robert Gutch, minister to the settlers and John Layton, shipwright, bought the center and southern sections from the Indian Chief Ramegin, also known as Robin Hood. Bath titles go back to these Indian deeds. However, the Indians, angered by the loss of their hunting grounds, in 1676 killed or drove from their homes all the settlers in the river valley and burned their houses. William Phipps, who later received a title from the English King and became Governor of Massachusetts Bay Colony, rescued the survivors and took them to Boston on his new ship, built in the Arrowsic shipyard where he had learned his trade. Near the end of the long French and Indian wars settlers began to come back to Long Reach and rebuild their homes. The Long Reach area was at times under the jurisdiction of the North Virginia Co., the New England Council, Sir Ferdinando Gorges's Province of Mayne, the Plymouth Co., the Pejepscot and Kennebec Proprietors and the Massachusetts Bay Colony. It had little responsible government until the Bay Colony bought Gorges's interests. Long Reach then came under the jurisdiction of Old Georgetown on Arrowsic Island and was designated the Second Parish of Georgetown in 1753. It became a town and was named Bath in the District of Maine of Massachusetts in 1781.

(See Continuation Sheet)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Coolidge, A. J. & Mansfield, J. B. A History and Description of New England. Boston: Austin J. Coolidge, 1859.

Reed, Parker McCobb. History of Bath and Environs 1607-1894. Portland: Lakeside Press, 1894.

Owen, Henry Wilson. History of Bath, Maine. Bath: The Times Co., 1936.

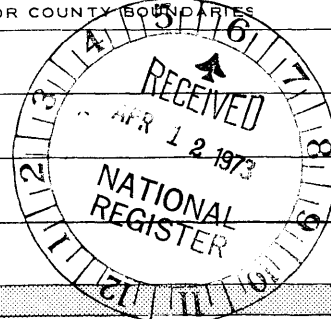
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	43°	55'	28"	69°	49'	23"	°	'	"
NE	43°	55'	31"	69°	48'	42"	°	'	"
SE	43°	54'	40"	69°	48'	47"	°	'	"
SW	43°	54'	44"	69°	49'	20"	°	'	"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 300 acres ±

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Mrs. Joseph J. Rogers

ORGANIZATION: Sagadahoc Preservation, Inc. DATE: Dec., 1972

STREET AND NUMBER:
Box 222

CITY OR TOWN: Bath STATE: Maine CODE: 23

12. STATE LIAISON OFFICER CERTIFICATION

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

National State Local

Name: James H. Mundy
Title: State Liaison Officer
Date: April 10, 1973

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Robert Van Utley
Chief, Office of Archeology and Historic Preservation

Date: 5/17/73

ATTEST: [Signature]
Keeper of The National Register

Date: 5 18 73

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8. SIGNIFICANCE

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In 1800, when William King, later first Governor of the State of Maine, established his shipyard, wharf and store in the center of Bath, there were already shipyards both north and south on the river bank. These men were building to transport and products of forest and farm to market. A lively trade grew up with the West Indies, coastal towns, and a cotton carrying trade with New Orleans and Europe. The population of Bath had grown to 1,125 in 1800. The Embargo and the War of 1812, when the British blockaded the coast, and later the Civil War each slowed the growth of the shipbuilding industry for a time, but from the 1820's through the 1890's, shipyards lined the waterfront of Bath from one end of the town to the other. Bath ships became an important part of the west coast and Far East trade. Industries allied to shipbuilding flourished. Many of the lovely old houses and churches were built in Bath during this period and the business district developed a flavor of urbanity.

After 1880, the square rigger gave way almost entirely to large schooners. Contract building became as commonplace as local ownership. In the 1890's Bath businessmen, looking into the future, began changing over to steel hulls. The Bath Iron Works, organized in 1889, took the lead in shipbuilding in Bath as most of the other yards declined.

World War I and the demand for destroyers brought Bath to its peak population of 14,731 in 1920, when the Bath Iron Works produced "four stack" destroyers for the Navy. However, by 1925, there were no contracts, no work and no shipyard. Two years later, in 1927, a group of men with a firm belief in Bath men and their ability to build ships, acquired the old yard and rebuilt it. Under the leadership of William S. Newell, contracts for yachts, trawlers and later, destroyers were obtained. World War II found the yard able to become one of the principal destroyer building shipyards in the country. One fourth of all the destroyers in the U.S. Navy were built here during the war. Following the war contracts for fishing boats and some for conversion and repair kept the yard working. Presently the Bath Iron Works, now a division of Bath Industries, is undergoing a major modernization and in the future will build cargo ships larger than any ships hitherto built along the banks of the Long Reach.

