NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

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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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name U.S. Naval Radio Station – Apartment Building and Power House

other names/site number U.S. Naval Security Group Complex

2. Location

street & number ☐ not for publication

city or town Winter Harbor ☒ vicinity

state Maine code ME county Hancock code 009 zip code 04693

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X national ___ statewide X local

Signature of certifying official/Title — Date 6/6/13

Deputy FPO – NPS
State or Federal agency/bureau or Tribal Government

In my opinion, the property X meets ___ does not meet the National Register criteria.

Signature of commenting official — Date 6/5/13

SHPO
Title — State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:)

Signature of the Keeper — Date of Action 7/3/13

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [ ] private
- [ ] public - Local
- [ ] public - State
- [X] public - Federal

Category of Property
(Check only **one** box.)

- [X] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2		buildings
		district
1		site
		structure
		object
3	0	**Total**

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

Historic Resources of Acadia National Park

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

DOMESTIC/multiple dwelling
INDUSTRY/PROCESSING/EXTRACTION/
energy facility

Current Functions
(Enter categories from instructions.)

EDUCATION/education-related

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER/Rustic Norman

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: WOOD; BRICK; STONE/granite
roof: TERRA COTTA
other: STONE/slate (terrace)

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The U.S. Naval Radio Station – Apartment and Power House are located within Acadia National Park at the southwestern tip of the Schoodic Peninsula near Schoodic Point, in Winter Harbor, Maine. The National Register boundary encompasses less than one acre in the southwest portion of the 25-acre former Schoodic Point Naval Radio Station. The boundary includes the contributing Apartment and Power House buildings, which were designed by noted New York-based architect Grosvenor Atterbury in the Rustic Norman style, and the U.S. Naval Radio Station – Designed Landscape, a contributing site designed by National Park Service landscape architect Charles Peterson. The resources were part of the initial development of the Schoodic Point Naval Radio Station, undertaken by the National Park Service between 1933 and 1935 after the Navy authorized the relocation of its Otter Cliffs Naval Radio Station on Mount Desert Island.[1] The removal of the Otter Cliffs station was necessary to accommodate a motor road system that John D. Rockefeller, Jr. was building to provide automobile access to scenic areas of Mount Desert Island. The Navy operated the Schoodic Point station between 1935 and 2002. During the second half of the twentieth century, the Navy expanded the facility; at its height in the 1990s, it consisted of 35 buildings and housed approximately 350 personnel. After the base was closed, the property reverted back to the National Park Service, which converted it for use as the Schoodic Education and Research Center (SERC) in 2004. The Apartment Building, now known as Rockefeller Hall, serves as a SERC welcome center, administrative offices, and guest quarters for researchers and faculty.

The U.S. Naval Radio Station – Apartment Building and Power House is associated with the *Historic Resources of Acadia National Park* multiple property documentation form for its association with the historic contexts: John D. Rockefeller Jr. and the Development of the National Park System (1913-1958), and Rustic Design (1890-1958). Documentary evidence to support Rockefeller's involvement is located in the Acadia National Park Archives in Winter Harbor, Maine.

Narrative Description

Setting

The Schoodic Peninsula is located on the Gulf of Maine within the coastal region of the state that stretches from Mount Desert Island to Canada. The peninsula is situated across Frenchman Bay from Mount Desert Island, where the largest portion of Acadia National Park is located. The Schoodic section of Acadia National Park includes 2,366 acres of land in the nearly uninhabited southern section of the peninsula, where the landscape is mostly rugged coastline and forests. The nearby village of Winter Harbor has a year-round population of less than 1000. Big Moose Road leads south from Winter Harbor to the park, where a six-mile, one-way loop road provides access to the park's hiking trails as well as scenic views of the surrounding area. A causeway across a wetland near the southwest tip of the peninsula connects Big Moose Island to the mainland. The landscape of the former naval facility in the central part of Big Moose Island is heavily forested, with large clearings created to accommodate clusters of buildings connected by winding roadways. Most of the buildings were constructed in the late twentieth century and are utilitarian in character.

CONTRIBUTING RESOURCES

U.S. Naval Radio Station - Designed Landscape

National Park Service Landscape Architect Charles Peterson created a 1934 landscape plan for the **U.S. Naval Radio Station – Designed Landscape (contributing site)**, which remains relatively intact in the immediate vicinity of the

[1] The Naval Radio Compass Station, a third extant building dating from the initial development of the former naval radio station, does not retain historic integrity and is excluded from the National Register boundary.

Apartment Building and Power House. The primary circulation features are extant and include a paved oval driveway in front of the Apartment Building, a paved rectangular service court at the rear, and paved walkways that extend around the building and approach each of the facade entrances. The walkway on the northeast side joins a staircase with an iron-pipe hand railing that leads from the first-story grade to the basement ground level, where the walkway continues and is partially bordered by a knee-high granite retaining wall with bluestone coping. The bluestone treads and brick risers on the staircase appear to be original. With the exception of the walkway along the southwest elevation, the existing walkways appear to follow the 1934 landscape plan. The center oval is planted with trees and lawn, as is the courtyard between the driveway and the building. Birch and evergreen trees stand near the southwest, northwest, and northeast sides of the building. The trees are generally mature, and several birches appear to be reaching the end of their expected life. A flagpole and anchor to the northeast of the building (outside the National Register boundary) have been in place since the 1970s but do not appear on early landscape plans.

Minimal alterations to the landscape consist of the recent resurfacing of the oval driveway and the service court with asphalt and the widening of the oval driveway on the northwest side to accommodate several parallel parking spaces. In 2011, the National Park Service added a small amount of new planting in the center of the driveway oval and around its northern side using appropriate native species.

U.S. Naval Radio Station – Apartment Building

New York architect Grosvenor Atterbury designed the **U.S. Naval Radio Station – Apartment Building (LCS No. 235169, contributing building)**, constructed between 1933 and 1935. By far the largest building in the original radio station complex, the Apartment Building features much of the same detailing employed in Atterbury's earlier gatehouses on Mount Desert Island. It is H-shaped in plan with a two-and-one-half-story central block, approximately 29 feet (ft) by 96 ft, between two pavilions, each approximately 29 ft by 80 ft, that flank the front courtyard. The steel-framed building is set into a gentle slope and faces northwest. Terra cotta roof tiles over "nailcrete" panels cover its steeply pitched hipped roofs. The roof tiles on the north-facing roof planes have taken on a greenish tint from organic growth. Two unmatched chimneys, in granite and brick, rise from the terra cotta roof and terminate in terra cotta chimney pots. The roof of the main block steps down in height at each end, creating the appearance of "hyphens" attaching the main block to the flanking pavilions. Two cross gables flank the center entrance on the facade (northwest) elevation, and the southeast (rear) elevation features two smaller cross gables in the same locations. Each end pavilion features two shed dormers, facing southwest and northeast. The exterior walls are constructed of granite and brick arranged in alternating bands up to the second-story window sills, with pecky cypress half-timbering framing panels of patterned brickwork in the upper part of the second story and in the gables.[2] The cypress timbers were artificially "aged" with scorching when new and now also show evidence of 80 years of exposure to the coastal climate. Round pegs were inserted into the half-timbering to make it appear historically accurate. Many of these remain in place, although many have fallen out and been lost. Pecky cypress is also used for brackets that support projecting elements (door hoods, window bays, and gables) on the elevations. The building has a concrete foundation.

Three principal entrances are located in the center and at either end of the main seven-bay facade. Each entrance features a small entry porch of granite, brick, and concrete; double doors of modern stamped steel with a single glazed pane above two raised panels; and a slanted hood roofed with terra cotta tiles supported on pecky cypress brackets. Corresponding entrances in the nine-bay rear elevation open onto an expansive terrace that extends the full length of the main block between the pavilions. The central rear entrance consists of a single door in the right side of a shallow two-story projection with a small single casement window to the left, providing a single asymmetrical element in the otherwise symmetrical elevation. The entrances at either end of the rear elevation contain single doors with sidelights and hoods. The original concrete surface of the terrace was covered with slate tiles in recent decades. A banded granite and brick parapet topped with a compatible modern metal railing system runs along the southeast edge of the terrace. Wide masonry staircases at either end connect the terrace to the parking area at grade. The fully exposed basement elevation

[2] "Pecky cypress" is from a cypress tree that was attacked while alive by a particular fungus that leaves long, narrow burrows or cavities in the wood. Once harvested and sawn, the wood has an "aged" character due to the exposed internal burrows.

below the terrace contains eight paired wooden garage doors with two small window panes in each door. The garage doors retain their original iron hardware.

The majority of the building's secondary entrances open into the northeast pavilion. A door is recessed in the fifth bay of the northeast (side) elevation under a hood supported by cypress brackets. The granite and concrete entry porch at the first-story door is combined with a set of external stone and concrete stairs down to the basement level, where a window and door are combined under a single lintel at the foot of the stairs. Two garage doors in the fully exposed basement level of the pavilion's southeast (rear) elevation match those under the terrace. In addition, a former entrance in the second bay of the pavilion's northwest elevation is visible but no longer functional. The opening has been in-filled with V-groove boarding, with the original door hardware applied to resemble a functional door. The original copper hood remains in place above the opening. The southwest pavilion has a single basement-level entrance off-set toward the corner of the building below bay three in the southeast (rear) elevation.

The largely symmetrical fenestration consists of aluminum casement windows with "snap-in" interior muntin grilles used singly or in groups of two, three, or four casements (replacing the original steel casement windows in the same arrangements). The facade of the main block features triple casement windows in the second and sixth bays on both stories, three double casements grouped in the third and fifth bays on both stories (below the cross gables and flanking the central entrance), double casement windows above each of the entrances, and a short single casement in the center of each cross gable. The rear elevation has a double casement window above each of the end entrances, a shorter triple casement above the central entrance bay, triple casement windows in the second and eighth bays on both stories, and single casements in the third and seventh bays on both stories. Two single and one double casement are grouped together in the fourth and sixth bays on each story; those on the second story project approximately six inches and are supported by cypress brackets. The cross gable above the sixth bay still contains a single centered casement window, while wooden louvers have replaced the casement in the cross gable above the fourth bay.

The southwest pavilion has symmetrical fenestration in all its elevations except the rear. Two bays of triple casements are arranged symmetrically on each story of the northwest (front) elevation. The two bays on the portions of the southwest pavilion's northeast (side) elevation in front of and behind the main block each contain a pair of short casement windows on each story, although the spacing of the bays is different on the front and rear portions. Three bays of double casement windows line the first and second stories of the southeast (rear) elevation. The fully exposed basement level has double casements aligned under bays one and two. Each of the seven bays on the first and second stories of the southwest (side) elevation contains a triple casement on each story, except the third and fifth bays, which contain a short single casement on each story. The sloping grade of the site exposes a portion of the basement toward the rear of the building, where three window openings are located under bays five, six, and seven. The opening in bay five contains ventilation louvers, and those in bays six and seven contain double casement windows.

The northeast pavilion is more varied in its fenestration than the rest of the building due to its different interior plan. The northwest (front) elevation has a symmetrical composition of two bays with triple casements on each story, except the in-filled entrance in the second bay. The northeast (side) elevation is eight bays wide and has the most varied fenestration pattern on the building. Double casements are located in the first and sixth bays on the first and second stories. The second bay has a triple casement on the first story and a short single casement on the second story. The third and fourth bays each have triple casements on both stories. The fifth bay has a single casement on the second story above the side entrance. The seventh bay has a single casement on the first story and a double casement on the second. The eighth bay has a triple casement grouped with two short square fixed sashes, aligned at the top, on the first story and a triple casement on the second story. At the basement level, a double casement window is located in the first bay. The first and second stories of the southeast (rear) elevation are arranged into three bays, with double casement windows flanking a blank center bay on the first story and double casement windows in each bay on the second story. The portion of the southwest (side) elevation behind the main block is identical to the facing elevation of the southwest pavilion. The first bay of the portion in front of the main block has identical double casements on each story, while the second bay has a grouping of two single casement windows and a double on the first story and a double casement on the second story.

The Apartment Building's interior plan is organized around the three primary entrances in the facade, each leading to a stair hall that provides access to apartments on the first and second stories. These three entrances are not connected internally. There are eleven apartments in the building: three one-bedroom units (approximately 950 square feet each), seven two-bedroom (approximately 1,240 square feet), and one four-bedroom (approximately 2,195 square feet). All have one bathroom, except the four-bedroom unit, which has two bathrooms. The central entrance accesses four two-bedroom apartments, one on each side of the corridor on each story. The southerly entrance accesses four apartments in the southwest pavilion, a one-bedroom and a two-bedroom on each story. The northerly entrance provides access to the two apartments (a one-bedroom and a two-bedroom) on the second story of the northeast pavilion but does not connect to any first-story apartments. The entrance in the northeast elevation of the northeast pavilion opens into the large four-bedroom first-story apartment originally known as the Bachelor's Apartment. The front portion of this apartment originally contained an office and an operations room for the radio station. The apartment was later expanded to include the office and the Simplex Traffic Room for radio operations and became known as the Commanding Officer's Apartment. All three stairways access the basement level, which houses ten garage spaces (eight below the terrace and two below the northeast pavilion) and laundry, utility, and storage rooms. A large room under the southwest pavilion was used originally for coal storage and later renovated for radio operations. More recently, it was divided into several office spaces.

Unlike the elaborate and evocative Rustic Norman detailing of the exterior, the interiors of the apartments and other spaces are finished with materials and details typical of good-quality urban apartment buildings of the period. To the extent that a style is evident in the detailing, it combines elements in an Arts and Crafts/Mission style (textured wall plaster, for example) with other elements that are more Colonial Revival in feeling (such as the interior doors and door hardware). The walls and ceilings of the halls and apartments are plaster, with a faux tile pattern scribed in the lower four feet of the bathroom walls. Floors within the apartments are three-inch tongue-and-groove oak with three-quarter-inch-square ceramic tile used in the bathrooms and painted concrete in the closets. The stair hall floors are terrazzo. Interior doors are two-panel wood core doors with a veneered finish. The door panels are trimmed with quarter-round molding. Brass door hardware is used except in the bathrooms and kitchens, where it is chrome. Doors typically have plain hardwood trim with applied quarter-round molding. Doors and trim are finished with varnish or shellac. Most doors have wood thresholds, except the bathroom doors, which have marble thresholds. The stair balustrades have steel balusters, square newel posts, and a hardwood railing. The basement finishes are utilitarian and functional, with parged plaster on the walls and ceilings of some areas and concrete floors throughout. The garage interiors are unfinished concrete. An exception to the utilitarian finishes in the basement can be found in the former coal storage/radio operations room below the southwest pavilion, which has modern drop ceilings and modern, four-ft-by-eight-ft, sheet paneling on the walls.

Alterations to the exterior of the Apartment Building since its construction include the replacement of the original steel-framed casement windows with the current aluminum units in 1981.The replacement windows did not replicate the transoms of the original window units, using taller sash instead. During the same period, the original exterior doors on the southeast and northwest elevations were replaced with modern stamped-steel doors. Original doors remain in other locations. Some of the original terrace materials have also been altered. The bluestone treads of the staircases at either end of the terrace were replaced with concrete and metal treads c. 1997. In 1998, slate tile replaced the quarry tile that had been installed over the original concrete surface of the terrace in 1954. In 2002, the parapet wall was rebuilt and the compatible modern metal railings added.

The only substantial alteration to the interior occurred c. 1950, when the Bachelor's Apartment was expanded to become the Commanding Officer's Apartment, incorporating the two former operations rooms that shared the first story of the northeast pavilion. The fireplace mantel was removed, and a rough granite fireplace surround installed at approximately the same time. In the mid-1980s, the chimney was partially rebuilt following a fire and the original mantel reinstalled in its original location. The kitchen was enlarged, and a laundry room and second bathroom were added to the apartment at approximately the same time. In 1965, the kitchens of all the apartments were renovated with new cabinets, and the bathrooms received new tile tub surrounds and new toilets. Drop-down access hatch stairs to the attic were also installed. The kitchens and bathrooms were updated again in 1988-89. The current baseboard fin-tube radiators replaced the original cast iron heating radiators c. 1976. New partitions have been installed in several areas of the basement in recent decades.

U.S. Naval Radio Station – Power House

Also designed by Grosvenor Atterbury, the original **U.S. Naval Radio Station – Power House (LCS No. 263337, contributing building)** was constructed almost simultaneously with the adjacent Apartment Building, between 1934 and 1935. A granite and brick wall with a gate opening connects the southwest wall of the 17-ft-by-19-ft, one-story building to the southeast end of the Apartment Building's northeast pavilion. Like the Apartment Building, the Power House has a hipped roof with terra cotta roof tiles, banded granite and brick walls on a steel frame, and a concrete foundation. A large doorway with a set of original wood double doors is offset in the southwest elevation. A single window opening centered in the southeast elevation contains the only original steel-framed, six-light casement sash in the complex. The door and window openings are framed in brick and have pecky cypress lintels; the window openings have granite sills. The interior of the Power House is utilitarian with concrete floors and parged plaster walls and ceiling.

A compatible 1943 addition to the northeast side of the Power House enlarged the building considerably. The addition uses the same form and materials but has a higher hipped roof that ties into the roof line of the original section. The window openings in the three exterior walls of the addition contain metal louvers. A later addition to the northeast elevation of the original building is largely screened by the wall between the Power House and Apartment Building and by the landscaping. The small brick addition has a flat roof and ventilating grill.

STATEMENT OF INTEGRITY

The U.S. Naval Radio Station – Apartment Building and Power House at Schoodic Point and the surrounding designed landscape retain a high degree of integrity that makes them eligible for listing in the National Register. Both buildings appear relatively as originally constructed and retain their significant character-defining features. They remain in their original locations, within the former radio station complex. The setting has been compromised slightly by the removal of other historic buildings from the complex and the addition of more modern construction, but the overall natural surroundings of the park remain as they were in the 1930s.

Architect Grosvenor Atterbury's original design for the Apartment Building has not been altered. The building retains its original overall form and massing, composed of a central main block with flanking pavilions that define the front courtyard and rear terrace. The exterior continues to convey the Rustic Norman style that Atterbury developed for other buildings in Acadia National Park through its alternating bands of granite and brick combined with patterned brickwork framed by half-timbering. His related design for the associated Power House also remains intact. The contributing 1943 addition used the same materials, form, massing, and style as the original section; and the later brick addition is unobtrusive and does not detract from the rest of the building. Original construction materials are intact on both the exterior and interior of both the Apartment Building and the Power House and continue to exhibit their historic workmanship. Although the original steel casement windows were replaced, the buildings retain the overall design, proportions, and locations of the window openings as well as the original surrounds, lintels, and sills. No other significant alterations have been made to either building, and interior alterations have been minimal.

The landscape designed by National Park Service architect Charles Peterson to complement Atterbury's radio station buildings also remains intact in the vicinity of the Apartment Building and Power House. The site retains the overall design and layout of the original driveways, service court, and walkways. In addition, the historic plantings—in particular, the trees in the front courtyard and driveway oval—have been maintained or replaced in-kind. Together, the landscape and two buildings continue to convey the picturesque setting a intended by Atterbury. In addition, they continue to possess strong associations with both Atterbury, as representative examples of his work for the Park Service, and John D. Rockefeller, Jr., the primary force behind their design and construction.

DATA SHEET

CONTRIBUTING RESOURCES

RESOURCE NAME	LCS ID/ ASMIS ID	DATE	PHOTO #
BUILDINGS – 2			
U.S. Naval Radio Station – Apartment Building	235169	1933–1935	1–5, 10–16
U.S. Naval Radio Station – Power House	263337	1934–1935; addition 1943	4, 6–9
SITES – 1			
U.S. Naval Radio Station – Designed Landscape	none	1934–1935	1–2, 5, 10
TOTAL CONTRIBUTING RESOURCES = 3			

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.
- [x] B Property is associated with the lives of persons significant in our past.
- [x] 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.

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 grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

ARCHITECTURE

CONSERVATION

Period of Significance

1933–35 and 1943

Significant Dates

1933–1935: construction of Apartment Building and Power House

1943: addition to Power House

Significant Person
(Complete only if Criterion B is marked above.)

Rockefeller, John D., Jr.

Cultural Affiliation

N/A

Architect/Builder

Atterbury, Grosvenor, architect

Peterson, Charles E., landscape architect

Period of Significance (justification)

The period of significance for the U.S. Naval Radio Station – Apartment Building and Power House extends from 1933 to 1935 and includes the discontinuous date of 1943. This period corresponds to the construction period for the contributing resources on the property: the Apartment Building, Power House, and associated designed landscape were built between 1933 and 1935; and the U.S. Navy constructed the compatible addition to the Power House in 1943. The period also encompasses John D. Rockefeller's direct association with the property, which began in 1933 with the commission to architect Grosvenor Atterbury to design the facility and ended in 1935 when the National Park Service transferred ownership of the new facility to the U.S. Navy.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The U.S. Naval Radio Station – Apartment Building and Power House on Big Moose Island at Schoodic Point in Winter Harbor, Maine, are eligible for listing in the National Register of Historic Places at the national level under Criterion B in the area of Conservation and for their association with John D. Rockefeller, Jr. and his contribution to Acadia National Park's physical development, as a related listing to the *Historic Resources of Acadia National Park* Multiple Property Listing (2007, amended 2013). Rockefeller, a nationally prominent philanthropist who was directly involved in many aspects of the park's development, was responsible for orchestrating the relocation of the Otter Cliffs Naval Radio Station on Mount Desert Island to land he had donated previously to the park on Schoodic Point in order to accommodate the development of the park's loop motor road. The effort, which involved Rockefeller in protracted negotiations between the War Department and Department of the Interior, exemplifies the unique standing he held as a result of his philanthropy toward the National Park System. The U.S. Naval Radio Station – Apartment Building and Power House are also significant at the local level under Criterion C in the area of Architecture as outstanding examples of the Rustic Norman style and representative works of the nationally prominent, New York-based architect Grosvenor Atterbury. The buildings reflect the design aesthetic that Atterbury developed specifically for Acadia National Park at Rockefeller's behest during the development of the park's Carriage Road System in the 1920s. The application of the Rustic Norman style—exhibited prominently by high, steeply pitched hip roofs; half-timbered gable ends; and elaborate brick and stone work—made the buildings unusual, if not unique, among the simple utilitarian vernacular designs usually employed by the Navy at its early twentieth-century radio stations.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

CRITERION B – CONSERVATION

The U.S. Naval Radio Station – Apartment Building and Power House at Schoodic Point in Acadia National Park are significant at the national level under Criterion B in the area of Conservation for their association with John D. Rockefeller, Jr. and the significant role he played in the development of the national park system during its formative years. Rockefeller's immense wealth and far-flung philanthropic enterprises gave him a unique standing in American society. His interest in the preservation of natural and scenic lands and historic sites was manifested by generous land and funding contributions to national parks across the nation and his participation in the establishment of aesthetic design principles that governed park development. Acadia National Park, which adjoined Rockefeller's Bar Harbor summer estate, received particular attention and benefitted greatly from his influence and generosity. In addition to buying and donating a large amount of land on Mount Desert Island and the Schoodic Peninsula to enlarge the park, Rockefeller directed and funded the development of much of the park's infrastructure, including the design and construction of roads, bridges, buildings, and landscaping. While planning the construction of a system of scenic motor roads on Mount Desert

Island in the late 1920s, Rockefeller determined the need to relocate the Otter Cliffs Naval Radio Station, an important component of the U.S. Navy's communication system, to make way for a dramatic stretch of the road in the Otter Creek area. To accomplish the move, Rockefeller conducted protracted negotiations and relied on his considerable political influence among members of the War Department, Department of the Interior, and U.S. Congress. After securing removal of the station, Rockefeller remained involved in the plans to construct the new Schoodic Point Naval Radio Station, recommending the services of New York architect Grosvenor Atterbury, with whom he had worked to develop the design aesthetic for Acadia National Park, as the architect for the initial buildings constructed there. Documentary support for Rockefeller's involvement with the U.S. Naval Radio Station – Apartment Building and Power House is in the Acadia National Park Archives, located in Winter Harbor, Maine.

John D. Rockefeller and the Development of the U.S. Naval Radio Station at Schoodic Point[3]

John D. Rockefeller, Jr. purchased a summer residence named "The Eyrie" on Mount Desert Island in 1910 and, following the creation of Sieur de Monts National Monument (the precursor to Acadia National Park)[4] in 1916, took an active interest in the development and expansion of the park lands. Between 1913 and 1919, he created plans for roads on his own property and for a more extensive carriage road system that would enable the public to enjoy the dramatic scenery that the park offered. While he was among the many summer residents who initially opposed the presence of automobiles on the island, Rockefeller ultimately relented in the late 1920s and began devising plans for a limited number of roads designed to keep cars off the carriage roads. By 1929, Rockefeller's initial concept of a few motor roads grew into a plan for a more extensive system connecting Cadillac Mountain to the island's valleys and coastlines. That year, with the first motor road on the island completed and work underway on a motor road up Cadillac Mountain, he began working with the town of Bar Harbor and his engineers on the reconstruction and extension of Ocean Drive along the shoreline. The planned road followed the shoreline at close to sea level, then climbed through a thickly wooded area and suddenly came into the open at the top of Otter Cliffs. There, the road was to be supported on fill retained by massive stone retaining walls as it swept to the west providing dramatic open views of the ocean to the south and east.[5] In addition to the obvious engineering and logistical problems presented by the plans, a major barrier to their execution was the presence of the Otter Cliffs Naval Radio Station, which was directly in the path of the proposed road.

The Otter Cliffs Naval Radio Station was part of a far-flung system of wireless telegraph and radio compass stations developed by the Navy during the early years of radio technology to improve navigation and operational communication. Wealthy Bar Harbor summer resident and radio enthusiast Alessandro Fabbri initially developed the Otter Cliffs station soon after the United States entered World War I in 1917. At that time, no single station in the United States was capable of receiving wireless transmissions from Europe across the radio spectrum on a consistent basis. The Navy took notice of Fabbri's station, which proved to have exceptional transatlantic reception capabilities, and in August 1917 accepted Fabbri's offer to lease the station to the Government for the sum of one dollar per year. In return, Fabbri was commissioned an ensign in the Naval Reserve Force and placed in charge of operating the station. Early in 1918, the

[3] Except where noted, information used to develop the historical contexts, background, and historical development of individual resources contained in this document was compiled from existing cultural resource management reports prepared for Acadia National Park. The main sources include *U. S. Naval Radio Station–Apartment Building (Bldg 1), Historic Structure Report, Acadia National Park, Bar Harbor, Maine,* James J. Lee III (2009); and *Cultural Landscape Report for the Historic Motor Road System, Acadia National Park*, Jeffrey Killion and H. Eliot Foulds (2008).

[4] The park was first established in 1916 to protect Hancock County Trustees of Reservations lands in the Mount Desert Island region and designated Sieur de Monts National Monument as a matter of expediency, since a National Monument could be established by the President without Congressional approval. It was named after the Sieur de Monts (Pierre Du Gua de Monts, c. 1558–1628), the French merchant, explorer, and colonizer who explored the Frenchmen's Bay area in the early seventeenth century with cartographer Samuel de Champlain and established a short-lived colony at the Bay of Fundy in 1604. In 1918–1919, Congress re-established the park as Lafayette National Park, honoring the French Revolutionary War hero Marquis de Lafayette along with the French historical associations of the region. In 1929, the name of the park was changed to Acadia National Park (Workman 2010:115).

[5] The *Cultural Landscape Report for the Historic Motor Road System, Acadia National Park* (Killion and Foulds, 2008) provides a detailed history of the development of the motor road system at Acadia National Park.

station was placed under the command of the Transatlantic Communication Officer and improvements were made to perfect its receiving capabilities through the installation of large, rectangular "blind end" loop antennas constructed on the Fabbri estate. While not well-suited to other locations, the system worked at Otter Cliffs because the direction of the source of static interference was normal to that from which the signals emanated in Europe. The Otter Cliffs station became the Navy's primary receiving station during the critical wartime summer of 1918, providing unbroken copying of messages sent from European stations at times when no other U.S. mainland station was capable of receiving transmissions. The Navy augmented the functionality of the station with the construction of a transmitting station in the Seawall area of Mount Desert Island that was remotely controlled at Otter Cliffs and facilitated communication with transports and other ships at sea. Following the war, the Otter Cliffs station remained an important component of the Navy's system, operating as a receiving and direction finder signal station within the First Naval District. The Seawall transmitting station was closed in 1927 (Howeth 1963, n.p.; Knut 1920:112; *Popular Science Monthly*, 1922:67-68).

The negotiations for removing an important element of the nation's communications system were complex and required Rockefeller to exert his considerable clout among personal connections in the War Department and U.S. Congress. As early as 1926, Rockefeller corresponded with Colonel Arthur Woods, then a special assistant to the Secretary of War and later chairman and trustee of the Rockefeller family's Spelman Foundation, to determine the Navy's plans for the Otter Cliffs and Seawall radio stations in hopes that he might be able to purchase the lands if they became available. Woods responded in early 1927 that the Navy had no plans to discontinue operations at the Otter Cliffs station but had decided to close the Seawall station. Rockefeller continued to keep tabs on the status of the two stations through communications with personnel in the War Department and National Park Service throughout the remainder of the 1920s.

In order to continue progress on constructing the Otter Creek section of the motor road, Rockefeller stepped up his efforts in 1930. In a December 29, 1929 letter to Secretary of the Navy Charles Francis Adams, he made an official inquiry into whether the Navy would consider relocating the Otter Cliffs station to another property on Mount Desert Island that Rockefeller would offer to donate to the Federal Government. Adams forwarded the matter to the Judge Advocate General, who ruled on February 5, 1930 that "so long as the land comprising the Naval Radio Station, Bar Harbor, Me., is in the custody of the Navy Department, in the absence of specific legislation from the Congress, it is without authority of law to enter into a contract to relinquish the interest of the United States in exchange for a tract of land offered by Mr. Rockefeller" (Judge Advocate General to Chief of Naval Operations, 2/5/1930). In the meantime, the possibility of moving the station to Schoodic Point, a part of more than 2,000 acres on Big Moose Island near Winter Harbor that came into the park in 1929, had surfaced. Rockefeller noted in a letter to Acadia National Park Superintendent George Dorr that he thought Schoodic Point would be the best permanent solution for relocating the station and hoped that the site would meet the technical requirements for radio and direction finding operations, which the Navy placed as the primary condition that had to be met before considering any move of the Otter Cliffs station. Tests conducted by the Navy in March showed that the Schoodic Point location actually surpassed Otter Cliffs in terms of its technical qualities. The final questions about the suitability of the site were answered through surveys funded by Rockefeller during the spring of 1930 that showed it was suitable for building and had an ample supply of freshwater (Rockefeller to Dorr, 2/10/1930).

Once the Schoodic Point site had been determined appropriate for the new station, negotiations turned to the question of funding. Considerations put forward by the Navy that affected the cost and planning for the station included the necessity that the buildings and equipment be of a standard equal to those of the Otter Cliffs station and that it cost no more to maintain and operate on an annual basis. Adequate road and telephone connections to the facility and satisfactory living and recreational accommodations also had to be provided for the station's personnel. Rockefeller offered to provide as much as $500,000 for the project, but the Secretary of the Interior felt strongly that the relocation should be done at government expense in recognition of all Rockefeller had already done for Acadia and other national parks. Congressman Fred Britten, Chairman of the Naval Affairs Committee of the House of Representatives, made an initial attempt to secure funding and the required Congressional approval for the move when he introduced legislation to appropriate $350,000—the Navy's estimate of what it would cost to accomplish the project—on June 11, 1930. The legislation died in committee, however, and negotiations between the Navy and the Department of the Interior over which agency would be responsible for coming up with the funding continued into 1932. In February of that year, Rockefeller notified Associate Park Service Director Arno B. Cammerer that he was withdrawing his funding pledge, citing the significant amount of time that had elapsed since he made his initial offer and the Secretary of the Interior's intention to secure federal funds

for the project. Rockefeller indicated, however, that he remained strongly interested in the project and that he would help out if funding was needed (Rockefeller to Cammerer, 2/11/1932).

Documents indicate that, as the project developed, the Department of the Interior sought an estimated $250,000 for the relocation of the radio station (Albright to Rockefeller, 2/26/1932). The reduction of $100,000 from the Navy's initial estimate was apparently due to budgetary issues that made it more feasible to seek funding for the road to Schoodic Point under a separate allocation. Congress approved the appropriation in February 1932 as part of an amendment to the Department of the Interior "Roads, and trails, National Parks, 1933" budget. The amendment included the following language:

> *Provided*, That not to exceed $250,000 of this appropriation may, in the discretion of the Secretary of the Interior, be transferred to the Navy Department for direct expenditure for the removal of the present Otter Cliffs radio station on Mount Desert Island, Me., and the reconstruction of the station within the Acadia National Park, Me.
>
> The present Otter Cliffs radio station on Mount Desert Island occupies land required for the proper location of a proposed road to be constructed at private expense at an estimated cost of $4,000,000, and to be donated to the Government as the principal highway in Acadia National Park (Document No. 62, 72nd Congress, Feb. 1932).

Congress formally authorized the relocation of the Otter Cliffs Radio Station "on lands within Acadia National Park" on April 22, 1932. On October 25, Bar Harbor Attorney Albert Lyman informed Rockefeller that the Secretary of the Navy and Navy Chief of Operations had approved the transfer of the station to Schoodic Point on the condition that the Interior Department would build a road giving access (Lyman to Rockefeller, 10/25/1932). Correspondence between the Secretary of the Interior and the Secretary of the Navy in the fall of 1932 further clarified each agency's role in the design process: the Navy Department would provide the technical specifications and purchase the equipment for the station, and the National Park Service would work out the plans and designs for the buildings and landscape (Terzis n.d.; Workman 2010:118).

Rockefeller's primary objective for the motor road project on Mount Desert Island was accomplished with the Navy's approval to relocate the Otter Cliffs radio station and the Department of the Interior's decision to fund the construction of the new station buildings at Schoodic Point. Rockefeller, however, remained involved with the development of the new station, wishing to ensure that it was compatible with design aesthetics that he and architect Grosvenor Atterbury had conceived for the Mount Desert Island portion of the park during the construction of the carriage road system. Rockefeller, along with several Grindstone Neck summer residents, purchased additional land adjoining existing park property to ensure that no unsuitable development occurred at the entrance to the new park road. He also recommended Atterbury's services to National Park Service Director Horace M. Albright. Albright contacted Atterbury in December 1932 to determine his interest in the project, but the architect was noncommittal due to other pending business. Moving forward on the project, Park Service architects drew up preliminary designs for a three-story, Georgian Revival Apartment Building at the complex in February 1933 and presented them to Atterbury for his consultation the following month. A subsequent series of letters between Rockefeller and Albright concerning the exact nature of Atterbury's position with regard to the project revealed the architect's hesitance to accept responsibility for plans prepared by others. As a result, Albright officially appointed Atterbury and two of his associates as consulting architects charged with "the preparation of all the plans and specifications for the radio station."

By April 1, 1933, Albright was able to report to Rockefeller that,

> Mr. Atterbury has made fine progress on the plans during the past week. Assistant Chief Engineer [George] Taylor has been with him a good deal of the time. The new floor plans are very much more satisfactory than the first suggestions and are in line with your thoughts. It seems certain that the building can be cut down by one floor, thus greatly reducing the height of the structure. Also, Mr. Atterbury seems to think that within the funds available he can embody more of the features of the buildings that have

been built on Mt. Desert; for instance, he thinks that the layers of brick can be carried into the building (Albright to Rockefeller, April 1, 1933, copy courtesy of Rockefeller Archive Center).

Atterbury's redesign of the Apartment Building removed the third story and introduced the Rustic Norman style he had used for Rockefeller's gatehouse on Mount Desert Island. Three days later, Rockefeller wrote in reply, "I have read with interest your letter of April 1st and have just come from Mr. Atterbury's office. I think his revised proposal for the Schoodic Point buildings is an immense improvement and is most attractive. If anything approaching such a building could be built there, I feel it would give a very great and general satisfaction" (Rockefeller to Albright, April 4, 1933, copy courtesy of Rockefeller Archive Center). On April 8, Albright reported to Rockefeller that the Director of the Bureau of Budget had released funds for the project and that the Navy officials had approved the new plans and elevations submitted by Atterbury, leaving the architect free to progress to the working drawings. He closed the letter with, "Again, thank you for your interest and support of this radio station problem" (Albright to Rockefeller, April 8, 1933, copy courtesy of Rockefeller Archive Center).

Both the Navy Department and the National Park Service approved the working drawings submitted by Atterbury on May 26, 1933. In addition to the plans for the eleven-unit **U.S. Naval Radio Station – Apartment Building (LCS No. 235169, contributing building)** to house the Navy personnel and radio operations rooms, the drawings included plans for the **U.S. Naval Radio Station – Power House (LCS No. 235169, contributing building)**, a Pump House, an Intercept Building, and a Radio Compass Station.[6] Albright informed Rockefeller on June 20 that bids for the building had been received. The Central Engineering and Construction Company, based in Pawtucket, Rhode Island, commenced construction in the fall of 1933, and the complex was completed by December 1934.

Atterbury situated the radio station buildings a short distance inland from the shore so as not to disturb the natural setting and vistas that the park was created to preserve or place the architecture in competition with its surroundings. He was deeply concerned with developing the landscape to maintain the seamlessness of a building with its setting: "Without proper background and planting, no buildings will ever succeed no matter how good intrinsically their design may be" (quoted in Pennoyer 2009:236). National Park Service Landscape Architect Charles Peterson devised the design of the surrounding landscape (**U.S. Naval Radio Station – Designed Landscape (contributing site)**), which reflected Atterbury's recommendations of indigenous varieties of plants and shrubs and native birch and evergreen trees. Between October 10 and November 15, 1934, landscape crews graded the service court on the southeast side of the Apartment Building and covered it with gravel, laid out and graveled paths around the building, deposited approximately 900 yards of topsoil, and planted trees and shrubs concentrated on the northwest and northeast elevations of the Apartment Building. The plant material included white spruce, viburnum, American winterberry, mountain holly, rhododendron, and laurel. Some existing trees, including some mature birch trees near the northwest elevation of the building and in the driveway oval, were retained. A landscape plan shows the planting completed in the fall of 1934 and the proposed planting for the spring of 1935, by which point the building had been transferred to the Navy. The legislation authorizing the transfer also gave the Secretary of the Interior the right to approve the design of buildings and structures added to the new station "in the interest of protecting scenic values." The U.S. Navy commissioned the completed facility in February 1935 and officially transferred the Otter Cliffs station on Mount Desert Island to the National Park Service in August.

Rockefeller reviewed photographs of the buildings at Schoodic Point in January 1935 and wrote to Atterbury congratulating him on the completion of an attractive and appropriate complex for the site and Acadia National Park. That August, Rockefeller and his wife visited the site and further communicated his positive response to Atterbury and the National Park Service. To Atterbury he wrote, "We were charmed with the building and thought it delightful, attractive, well arranged and eminently successful" (Rockefeller to Atterbury, August 1935, copy courtesy of Rockefeller Archive Center). To Park Service Director Arno Cammerer he noted, "Mr. Atterbury has done a splendid piece of work and the Park is under great obligation to him for what he has accomplished" (Rockefeller to Cammerer, August 22, 1935, copy courtesy of Rockefeller Archive Center).

[6] The Pump House (not extant), Intercept Building (not extant), and Radio Compass Station (heavily altered) were in a much simplified version of the same Rustic Norman style.

CRITERION C – ARCHITECTURE

The U.S. Naval Radio Station – Apartment Building and Power House are significant under Criterion C for Architecture at the local level as notable examples of New York architect Grosvenor Atterbury's work in the style he developed for Acadia National Park. The buildings represent the work of a master, incorporating Atterbury's experience of many decades of architectural practice and several of the advanced construction materials and techniques he developed. They embody distinctive characteristics of his work while at the same time reflecting the architect's ideas of appropriate design for buildings in the natural setting of national parks.

Atterbury's role in developing an architectural style for Acadia National Park grew out of his professional relationship with John D. Rockefeller, Jr. After designing several buildings for Rockefeller's country estate in Tarrytown, New York, the architect undertook a broad survey of architecture in the western national parks in preparation for additional projects for Rockefeller on Mount Desert Island. Atterbury's 1929 report, entitled "Notes on the Architectural and Other Esthetic Problems Involved in the Development of Our Great National Parks", summarized his candid appraisals of existing park architecture and offered a set of guiding principles for future design within parks. The five principles recommended that 1) "undesigned" buildings be kept small and therefore inconspicuous; 2) all buildings be sited "entirely outside the picture," so that they do not compete with the scenery; 3) "ancient local traditions" be used as models for design whenever possible; 4) compatible "foreign style" be adapted to serve where indigenous traditions are not available; and 5) it is also possible to design along "original or eclectic lines" (Atterbury 1929; Roberts 1990:124).

Adhering to these principles, Atterbury worked with Rockefeller to determine an appropriate style for the gatehouses Rockefeller wanted to build along the carriage roads on Mount Desert Island. Lacking a local ancient architectural tradition in the region, Atterbury chose to evoke the Colonial-era French associations in the region through the use of a "foreign" Rustic Norman style, reminiscent of European hunting lodges. He described the style as a "French type which originated in the Romanesque period and which is found in picturesque abundance in certain parts of France" (Peterson to Albright 1931). The buildings were constructed of granite masonry after a local style in the Le Puis [Le-Puy] district of France in which the stone is coursed so that the walls present a banded appearance. French precedent also inspired the center arched openings flanked by two towers. Atterbury incorporated other elements of his design philosophy for national parks in the gatehouses. He used high-pitched roofs, which he advocated in his 1929 report as "the logical, practical, as well as the picturesque type". He also chose exterior colors (shades of brown, red, and black) that harmonized rather than contrasted with the natural surroundings, in keeping with his belief that color's "power of camouflage is almost as great in building as in the case of animals" (Atterbury 1929:1). He also sited the buildings inconspicuously amid the forest at the edge of the road.

The buildings Atterbury designed for Rockefeller struck a balance between the "rustic" rawness of many Western national park buildings, which often incorporated large boulders and logs, and the more sophisticated mansion-sized "cottages" already located on Mount Desert Island—acknowledging that this national park had a different context than the remote Western parks. The National Park Service embraced Atterbury's ideas with regard to Acadia. In October 1931, Park Service Landscape Architect Charles E. Peterson met with Acadia's Superintendent Dorr and Atterbury in Seal Harbor, Maine, while the latter was visiting the park to inspect the recently completed gatehouses. Dorr noted in their conversation that the architectural style Atterbury had chosen was particularly appropriate for Acadia, since the Sieur de Monts had originally come from the Le Puis region of France. Peterson also expressed his approval of Atterbury's work, explicitly stating in a memorandum to Park Service Director Albright that "Mr. Atterbury has hit upon exactly the right thing, and I believe that if we could begin work right now and cooperate with Mr. Rockefeller in architectural style, the Park would greatly benefit by such a movement" (Peterson to Albright, October 27, 1931, copy courtesy of Rockefeller Archive Center).

The Schoodic Point Naval Radio Station afforded Atterbury another opportunity to work with both Rockefeller and the National Park Service. The architect applied the same principles that informed the gatehouse project to the design of the U.S. Naval Radio Station - Apartment Building and Power House, creating a cohesive aesthetic across discontinuous sections of the park. The buildings feature many of the same architectural elements as the gatehouses, such as steeply pitched roofs, masonry walls with granite and brick laid in alternating bands, and terra cotta roof tiles. As with the

gatehouses, Atterbury selected the materials and colors of the buildings—brick, granite, pecky cypress, and terra cotta roof tiles—to harmonize with the surroundings. He used somewhat darker colors for the Apartment Building than he had for the gatehouses in response to the more remote location of Schoodic Point and its northern exposure. Due largely to its size, the Apartment Building exhibited a less whimsical "storybook" character than the smaller gatehouses on Mount Desert Island while retaining much of their charm (Pennoyer 2009:236).

Schoodic Point also represented an unusual example of an architect-designed complex within the naval radio system. Comparisons with other contemporary stations erected during the early twentieth century indicate that most, including the Otter Cliffs station that Schoodic Point replaced, were comprised of simple vernacular buildings built to serve basic utilitarian purposes. Some important installations, like the one at Fire Island, New York, which is listed in the National Register as part of the Fire Island Light Station Historic District, contained masonry barracks buildings that were developed in the 1920s and 1930s to house station personnel. Built by the Navy, those buildings were generally large, boxy structures that had minimal Classical, Colonial Revival, or Art Deco architectural detailing.

Grosvenor Atterbury (1869–1956)

Grosvenor Atterbury was born in Detroit, Michigan in 1869. One of seven children of a prominent corporation lawyer, Grosvenor, also known as "Grove," later moved with his family to Manhattan, where he had a privileged, upper-middle-class upbringing. After graduating from Yale in 1891, Atterbury pursued a career in architecture, obtaining a degree from the School of Mines, Department of Architecture, at Columbia University and apprenticing at the prestigious firm of McKim, Mead, and White. He subsequently studied at the Ecole des Beaux-Arts in the atelier of architect Paul Blondel. In 1896, Atterbury returned to New York and established his own firm on Fifth Avenue, eventually hiring Stowe Phelps and John Almy Tompkins as associates. Much of their work consisted of designing country houses for wealthy clients on Long Island, New York. In addition to residential commissions, Atterbury designed the American Wing of the Metropolitan Museum of Art in New York City in 1922 and several phases of the restoration of New York City Hall in the 1920s. In 1919, he returned to France for a brief period to serve as a member of the American Expeditionary Forces' educational commission, an organization intended to prepare returning American troops for productive roles outside the military. Atterbury taught planning and construction at the American college established by the commission in Beaune after World War I (Barclay 1927:125; Chamberlain 1900:461; Pennoyer and Walker 2009:41,52).

Many of Atterbury's works convey the influence of medieval and Gothic architecture from his time abroad, especially the Romanesque and early Gothic architecture of France. In particular, the Eglise de Saint Michel D'Alguihe at Le-Puy-en-Velay in southwestern France, built into the peak of a volcanic rock formation so the building appears to grow out of the landscape, had a definitive impact. Atterbury repeatedly employed many of the church's design elements—such as its asymmetry, coursed stone walls, red tile roofs, turrets, and arched wall enclosures—in his country houses. More importantly, the church's dramatic site inspired him to continually insist that architecture blend with its surroundings and utilize local materials and construction techniques (Pennoyer and Walker 2009:52).

In addition to his designs for wealthy residences, Atterbury devoted a considerable amount of his time to the issue of low-cost housing, a dominant concern among the socially conscious in New York City at the beginning of the twentieth century. He served on the Charity Organization Society, a group aimed at tenement reform, with other elite members such as Jacob Riis, Robert Weeks de Forest, and Andrew Carnegie. The Society helped pass the Tenement House Act of 1901 that outlawed confining "dumbbell"-style tenements and made running water, toilets, and windows in each room mandatory necessities. In 1909, the Russell Sage Foundation hired Atterbury as lead architect for the design of some buildings in the model suburb of Forest Hills Gardens, Queens, New York. This commission allowed him to pursue his interest in the development of low-cost housing construction and the use of prefabricated building systems. Atterbury experimented extensively with advanced materials, particularly pre-cast concrete (used in the Apartment Building at the U.S. Naval Radio Station), and filed 15 patents for various new methods of construction techniques. Grosvenor Atterbury died in October of 1956 after a long and industrious career (Garraty 1980).

Developmental history/additional historic context information (if appropriate)

History of Schoodic Region

The Schoodic region developed much more slowly than many other areas along the Maine coast. When the French explorer Samuel de Champlain named Mount Desert Island in 1604, he also mapped the archipelago and peninsulas east of the island. He described the peninsula later known as "Schoodic" (from the name "eskwodek" meaning the end, or point of land) as "mostly covered with pines, firs, spruces, and other woods of inferior quality" and "poorly suited as a place to live" (quoted in Workman 2010:98–99). Due to the isolated and rough terrain, this area was not developed as early or as much as Mount Desert Island and the Bar Harbor region. Settlers did not arrive in Schoodic until after the American Revolution, beginning in 1790.

In 1793, William Bingham of Philadelphia, one of the richest men in the United States, purchased large tracts of land in the area for development. However, development did not take off until the 1830s. The increasing price of lumber from the Penobscot Valley began to draw more attention to the Schoodic area. Kiln wood was in high demand because of the success of the lime kilns at Rockland, Maine. Logging for kiln wood cleared the land, thus making it more valuable for development. The intensity of the logging dramatically altered the landscape and ecology of the region, and the scarcity as well as variety of tree growth is still evident today. The salt-dried cod and mackerel industry for northeastern cities and southern plantations also promoted fishing in the area, requiring use of the banks for drying fish. Fish processing was officially established in the Schoodic region in 1836, but the area was likely used for drying fish for several decades prior. By 1860, lumbering significantly decreased as the original forests were logged off. After the Civil War, the small fish-packing industry that had sustained the area became obsolete as large-scale fishing and a growing trend toward fresh fish cut the demand for dried and salted cod and mackerel (Workman 2010:98,100–103,107).

By the end of the nineteenth century, the Schoodic region began to be developed for recreation and resort development. Upper-class Americans sought the outdoors to get away from the industrialization and crowded conditions of the growing cities. Rail and ferry service connected Mount Desert Island to Boston and New York by 1884. Once the Bar Harbor area and Mount Desert Island were developed, investors and speculators looked toward the Schoodic region for more of the "undiscovered" coastline. John G. Moore, a wealthy financier and director of the Gouldsboro Land Improvement Company established to control the resort development in the area, was instrumental in creating what is now the Schoodic section of Acadia National Park. Moore began purchasing property in 1897, over 2000 acres, and constructed a carriage road along the shore leading to the top of the mountain. Reporters suspected Moore intended to create a resort, villas, or possibly a hunting lodge, but he preserved the land for recreation instead of resort development. The preserved Schoodic land remained relatively untouched for nearly three decades. After Moore's death, his family maintained ownership of the land, although the carriage roads began to deteriorate over time due to increased public use and lack of maintenance. Trails were created over the vacant land, and both residents and visitors used the logging roads (Workman 2010:109,111–114).

In 1927, George Dorr secured Moore's property for the Hancock County Trustees of Reservations with the intent of transferring it to Acadia National Park (then called Lafayette National Park) once legislation was passed to allow the park to expand beyond the confines of Mount Desert Island. Complex negotiations with Moore's younger widow and his children by his first wife became further complicated when the second wife died before donating her third interest in the land as she had promised. The continual increase in land taxes after World War I provided the remaining heirs with additional incentive to dispose of the property. Ultimately, Moore's daughters donated their interest in the property, and donations from several summer residents of the Grindstone Neck area of the Schoodic Peninsula enabled the purchase of the interest held by the estate of Moore's widow. To secure the transfer of land and protect Moore's vision for recreational use of the property, the terms of the deed specified that "the premises shall be held forever as a free public park or for other public purposes" (quoted in Workman 2010:115). The negotiations to acquire the Moore property on the Schoodic Peninsula resulted in the name of the park being changed from Lafayette National Park to Acadia National Park. The heirs of John G. Moore lived in England and did not view the French favorably; consequently, they were not

inclined to donate land to a park named after the Frenchman Lafayette (Dorr 1948:25–31; Terzis 2007; Workman 2010:115–116).

Schoodic Point U.S. Naval Radio Station Development after 1943

The U. S. Navy operated the radio station on Big Moose Island during World War II and into the Cold War. The Apartment Building continued to serve as housing for Navy personnel and as a base for the radio operations. By the end of World War II, the complex included ten buildings. In 1947, the National Park Service transferred an additional 152 acres to the Navy Department for the further development of the base, with the stipulation that the land would revert to the Department of the Interior if it should become surplus to the Navy's needs. The growth of the Navy's activities during the Cold War further increased operations on Schoodic Point. The radio station was redesignated U. S. Naval Security Group Detachment, U. S. Naval Radio Station, Winter Harbor, Maine, in 1950 and became part of the Naval Security Group Detachment. The Navy added more buildings to the complex, including numerous Quonset huts around the Apartment Building to house additional personnel. With the escalation of the Cold War through the 1950s and 1960s, the Navy acquired additional sites near Schoodic Point, including one at Corea east of the Schoodic Peninsula. In 1957, the radio station was renamed the Naval Security Group Activity. The Navy constructed a new array of high-frequency antennae at Corea in 1962 and eventually moved all communications operations from Big Moose Island to the new site. The facilities at Schoodic Point (at one point consisting of 46 buildings) continued to serve administrative, housing, and recreational purposes. In 1977, the Navy returned 81 acres of shoreline property to Acadia National Park. In 2001, the Navy determined that it would close the base, and it transferred the rest of the property to the National Park Service the following year. Since that time, the Park Service and its non-profit partner Acadia Partners for Science and Learning have housed park operations and the Schoodic Education and Research Center on the former base. Many of the Navy buildings constructed in the latter half of the twentieth century were demolished.

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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 #_____
___ recorded by Historic American Engineering Record # _____
___ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

___ State Historic Preservation Office
___ Other State agency
_X_ Federal agency
___ Local government
___ University
___ Other
Name of repository: Acadia National Park Archives, Bar Harbor, ME

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property Less than 1 acre
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

Coordinates (see continuation sheet for map):

	Latitude	Longitude
A.	44.33653	-68.05938
B.	44.33623	-68.05853
C.	44.33572	-68.05889
D.	44.33603	-68.05973

Verbal Boundary Description (Describe the boundaries of the property.)

The National Register boundary for the U.S. Naval Radio Station – Apartment Building and Power House is shown on the attached boundary map.

Boundary Justification (Explain why the boundaries were selected.)

The U.S. Naval Radio Station – Apartment Building and Power House National Register boundary includes that portion of the former Naval Radio Station property depicted in the 1934 landscape plan by Charles Peterson. The boundary encompasses the Apartment Building, Power House, and features associated with the original designed landscape—including the driveway oval, parking area, walkways, and plantings—and excludes the much-altered areas outside it.

11. Form Prepared By

name/title Laura J. Kline/Architectural Historian; Stephen Olausen/Sr. Architectural Historian; Scott Hanson/Architectural Historian

organization PAL/Sutherland Conservation & Consulting date August 2012

street & number 210 Lonsdale Avenue telephone 207-242-2480

city or town Pawtucket state RI zip code 04330

e-mail lkline@palinc.com; solausen@palinc.com; scotthanson@sutherlandcc.net

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: U.S. Naval Radio Station – Apartment Building and Power House

City or Vicinity: Schoodic Point, Acadia National Park, Winter Harbor

County: Hancock **State:** Maine

Photographer: Scott Hanson, Sutherland Conservation & Consulting

Date Photographed: June 27–28, 2011

Description of Photograph(s) and number:

1 of 16. Northwest elevation of Apartment Building.

2 of 16. Central entrance on northwest elevation of Apartment Building.

3 of 16. Detail of half-timbering and brickwork on northwest elevation of Apartment Building.

4 of 16. Northeast elevation of Apartment Building with Power House at left.

5 of 16. Northeast elevation of Apartment Building.

6 of 16. Northwest elevation of Power House with northeast wall of Apartment Building at right.

7 of 16. Northeast and southeast elevations of Power House.

8 of 16. Southwest and southeast elevations of Power House.

9 of 16. Historic window on southeast elevation of Power House.

10 of 16. Southeast elevation of Apartment Building with Power House at right.

11 of 16. Garage doorway at basement level on southeast elevation of Apartment Building.

12 of 16. View southwest across terrace on southeast elevation of Apartment Building.

13 of 16. Southwest elevation of Apartment Building with Power House at right.

14 of 16. Interior of Apartment Building, Bachelor Apartment.

15 of 16. Interior of Apartment Building, typical apartment living and dining room space.

16 of 16. Interior of Apartment Building, stairwell.

Property Owner:

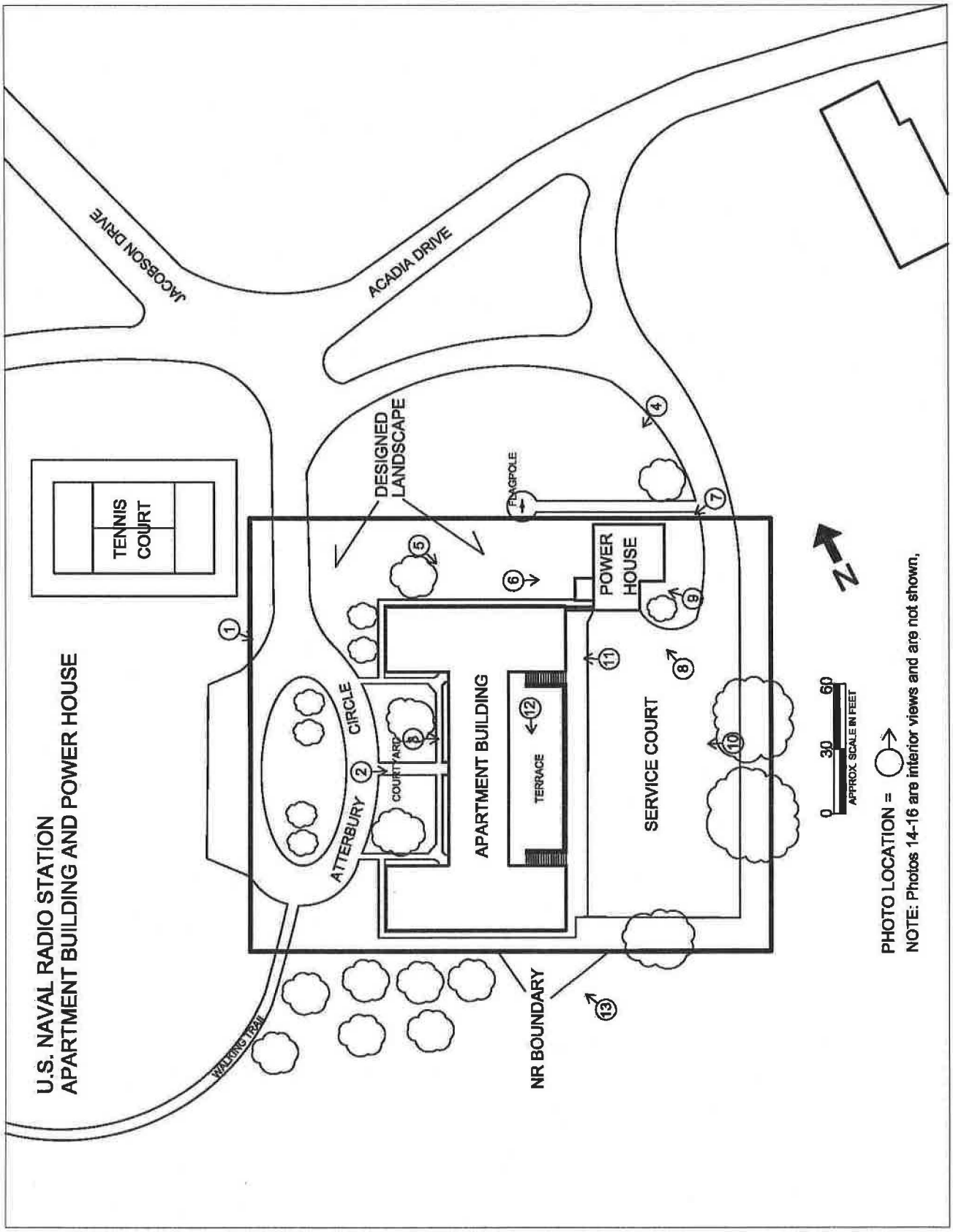
(Complete this item at the request of the SHPO or FPO.)

name National Park Service, Acadia National Park

street & number Route 233, Eagle Lake Road. telephone (207) 288-0374

city or town Bar Harbor state ME 04609

U.S. Naval Radio Station - Apartment Building and Power House National Register Boundary


U.S. NAVAL RADIO STATION
APARTMENT BUILDING AND POWER HOUSE
JACOBSON DRIVE
ACADIA DRIVE
TENNIS COURT
DESIGNED LANDSCAPE
FLAGPOLE
POWER HOUSE
CIRCLE
ATTERBURY
COURTYARD
APARTMENT BUILDING
TERRACE
SERVICE COURT
WALKING TRAIL
NR BOUNDARY
N
0
30
60
APPROX. SCALE IN FEET
PHOTO LOCATION =
NOTE: Photos 14-16 are interior views and are not shown.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

SCHOODIC HEAD QUADRANGLE
MAINE – HANCOCK CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

Heron Island
Flat Island
Grindstone Point
Grindstone Ledge
Spectacle Island
Ned Island
Mark Island
Winter Harbor Light
Turtle Island
Turtle Island Ledge
WINTER HARBOR
WINTER HARBOR
Mosquito Harbor
Fraser
Mountain
SCHOODIC PENINSULA
Creek
Ravens Nest
Ravens Nest Trail
Schoodic Head
ACADIA NATIONAL PARK
Ranger Sta
Pond Island
ANP
West Pond
Big Moose Island
U S NAVAL RES
East Pond
Arey Cove
Little Moose Island
A N P
Schoodic Point
The Heath
Lobster Pounds
Bunkers Harbor
Brook
GOULDSBORO
Buck Cove Mountain
Buck Cove
Wonsqueek Harbor
Spruce Point
Rolling Island
SCHOODIC HARBOR
Schoodic Ledge
The Anvil
Schoodic Island
Hood
ATLANTIC OCEAN

U.S. Naval Radio Station - Apartment Building and Power House
Winter Harbor, Hancock County, ME 04693
UTM Zone 19, Easting 574960, Northing: 4909410

PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY
CONTROL BY . . . . . USGS AND NOS/NOAA
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1976
FIELD CHECKED . . . . . 1978. MAP EDITED 1984
PROJECTION . . . . . TRANSVERSE MERCATOR
GRID: 1000-METER UNIVERSAL TRANSVERSE MERCATOR . . . . . ZONE 19
10,000-FOOT STATE GRID TICKS . . . . . MAINE, EAST ZONE
UTM GRID DECLINATION . . . . . 0°39′ EAST
1984 MAGNETIC NORTH DECLINATION . . . . . 19° WEST
VERTICAL DATUM . . . . . NATIONAL GEODETIC VERTICAL DATUM OF 1929
HORIZONTAL DATUM . . . . . 1927 NORTH AMERICAN DATUM

To place on the predicted North American Datum of 1983, move the projection lines as shown by dashed corner ticks (1 meter south and 47 meters west)

There may be private inholdings within the boundaries of any National or State reservations shown on this map

PROVISIONAL MAP
Produced from original manuscript drawings. Information shown as of date of field check

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET

CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 FOOT
OTHER ELEVATIONS SHOWN TO THE NEAREST FOOT

To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by .3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092

QUADRANGLE LOCATION

ADJOINING 7.5′ QUADRANGLE NAMES

1	2	3	1 Bar Harbor 2 Winter Harbor 3 Petit Manan Point 4 Seal Harbor 5 6 Baker Island 7 8
4		5	
6	7	8	

ROAD LEGEND

Improved Road
Unimproved Road
Trail
Interstate Route U. S. Route State Route

SCHOODIC HEAD, MAINE
PROVISIONAL EDITION 1984
44068-C1-TF-024

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1985

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: U.S. Naval Radio Station--Apartment Building and Power House

MULTIPLE NAME: Acadia National Park MPS

STATE & COUNTY: MAINE, Hancock

DATE RECEIVED: 6/07/13 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 7/24/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000533

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___RETURN ___REJECT 7.3.13 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

United States Department of the Interior

NATIONAL PARK SERVICE
Acadia National Park
P.O. Box 177
Bar Harbor, Maine 04609

H4217(ACAD)

November 12, 2012

Terry Bickford
Chairman, Board of Selectmen
P.O. Box 98
Winter Harbor, ME 04693

Dear Mr. Bickford:

I am pleased to inform you that National Register documentation has been prepared for the US Naval Radio Station - Apartment Building and Powerhouse, consistent with the requirements for nominating federal properties under the jurisdiction of federal agencies [36 CFR 60.9 (c)]. The National Register is the federal government's official list of historic properties worthy of preservation. A copy of the nomination is included in this package.

This is the first National Register documentation for the site, which is located in Winter Harbor on the Schoodic Peninsula, and is part of Acadia National Park.

If you wish to comment on this new documentation, please send your comments to Elizabeth Igleheart, National Register Coordinator, NERO, 15 State Street, Boston, MA 02109 within forty-five days. All comments will be forwarded to the Maine State Historic Preservation Officer and to the Federal Preservation Officer.

Sincerely,

Sheridan Steele
Superintendent, Acadia National Park

Cc: Earle Shettleworth, Director

Enc.

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
United States Custom House
200 Chestnut Street
Philadelphia, PA 19106

IN REPLY REFER TO:

1A2 (NER-RS)

JUN 07 2013

Memorandum

To: Federal Preservation Officer, WASO

From: for Regional Director, Northeast Region

Subject: National Register Documentation for U.S. Naval Radio Station-Apartment Building and Power House at Acadia National Park Related Listing for *Historic Resources of Acadia National Park* Multiple Property Documentation Form

We are forwarding, for your approval, National Register documentation for the U.S. Naval Radio Station-Apartment Building and Power House. The property is a related listing to the *Historic Resources of Acadia National Park* Multiple Property Documentation Form and the amendment adding Buildings and Properties under Criterion B for association with John D. Rockefeller, Jr. and the Development of the National Park System 1913-1958 at the national level and Criterion C for Rustic Design at the local level. The Maine State Historic Preservation Officer has reviewed the documentation and did not have any comments.

We would like to request a three day comment period in order to expedite the listing of the property in advance of its July 3, 2013 dedication.

If you have any questions please contact Elizabeth Igleheart, National Register Coordinator, Northeast Region, National Park Service, 15 State Street, Boston, Massachusetts 02109 or Elizabeth_Igleheart@nps.gov, 617-223-5018.

Attachments

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

June 7, 2013

Memorandum

To: Acting Keeper of the National Register of Historic Places

From: Deputy Federal Preservation Officer, National Park Service Sandra McDermott 6/6/13

Subject: U.S. Naval Radio Station Apartment Building and Power House National Register Nomination, Acadia National Park

I am forwarding the National Register nomination form for the U.S. Naval Radio Station Apartment Building and Power House in Acadia National Park. The nomination is being submitted under the recently amended Historic Resources of Acadia National Park Multiple Property Submission. The Northeast Regional Office is requesting a reduced comment period of three days to facilitate the property's listing in advance of a July 3 building dedication ceremony. The Park History program has reviewed the nomination and found the property is eligible under criteria B and C, with the areas of significance of Conservation and Architecture.

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
United States Custom House
200 Chestnut Street
Philadelphia, PA 19106

IN REPLY REFER TO

1A2 (NER-RS)

JUN 0 7 2013

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Attachments