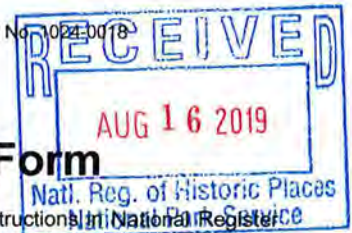


4471



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 the 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.

1. Name of Property

Historic name: Mary E.
Other names/site number: N/A
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 271 Washington Street
City or town: Bath State: Maine County: Sagadahoc
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<u>Karl A. Mohney, SHPO</u>	<u>8/13/2019</u>
Signature of certifying official/Title:	Date
MAINE HISTORIC PRESERVATION COMMISSION	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title	State or Federal agency/bureau or Tribal Government

Mary E.

Name of Property

Sagadahoc County, Maine

County and State

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

9/30/19
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Mary E.
Name of Property

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u> _____	_____	structures
_____	_____	objects
<u>1</u> _____	<u>0</u> _____	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION / Water Related

- _____
- _____
- _____
- _____
- _____
- _____

Current Functions

(Enter categories from instructions.)

TRANSPORTATION / Water Related

- _____
- _____
- _____
- _____
- _____

Mary E.
Name of Property

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7. Description

Architectural Classification

(Enter categories from instructions.)

Other: Auxillary Schooner

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Other: Wood (frame, sheathing, deck, masts), Cloth/Canvas (sails)

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The clipper-bowed, two-masted auxiliary fishing schooner *Mary E.* has the United States Coast Guard registration number 203729. The 1906 wood schooner is owned by the Maine Maritime Museum and is berthed adjacent to its Bath, Maine grounds on the Kennebec River. Also owned by and part of the museum grounds is the National Register listed former Percy and Small Shipyard (NRIS # 71000043). The museum grounds are on the west side of the Kennebec River with the Bath Iron Works which is still actively building U.S. naval destroyers to the north. The shipyard where the *Mary E.* was built is now part of the Bath Iron Works complex. The wood vessel retains her original dimensions and lines. Much of the original materials have been replaced in kind using period details and workmanship. The design of the vessel's deck, rig and cabins were altered over its life as a fishing schooner, coastal trader, and later as a windjammer. The *Mary E.* was restored between 2017 and 2018 to her 1906 appearance. She retains integrity of feeling, association, workmanship, design, setting and location. Integrity of materials is slightly reduced by some replacement modern materials but is sufficient to convey its historic significance. The ship is active on the river and ocean sailing for day excursions and to other coastal cities for special events.

Mary E.

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Narrative Description

Existing Condition

Built in Bath as a wood fishing schooner in 1906, the *Mary E.* is 46.4' long with a beam of 14', and a depth of hold of 5.8'. *Mary E.* is registered at 16 gross tons and 5 net tons. Her overall length is 77'4" and she carries 51'4" on the deck.¹ Her draft is 5'10". The schooner's keel is oak with the frame and futtocks double-sawn black locust. White oak planking is fastened primarily with black locust treenails. Some additional galvanized lags and bolts are used to supplement the treenails on the planking and throughout. The deck beams are white oak with hackmatack lodging knees. The below deck ceiling is white oak and the deck is white pine. The transom is white oak with white pine decking. The 2-plank bulwarks are made of a white pine scupper strake and Douglas fir sheer bulwark. The current primarily red and black color scheme with gold, wheat and peacock blue details is based on artist Reynolds Beal's 1910s notes and watercolors of the ship.

Mary E. was built as a two-masted, gaff rigged fishing schooner. She currently has a 34' foremast and a 37' aft mast with a topsail of 14'. It is believed the masts were originally Oregon fir and are currently laminated Douglas fir with bowsprit and other spars of Douglas fir. The current rig and sail plan are recreations of the original plan.

The rigging is wire rope. The schooner typically flies a jib, a staysail, a foresail, a mainsail and a main topsail. This provides 1,666 square feet of sail. Sails are a mix of Oceanus and Dacron. As built the ship was only sail powered, but by its initial registry with the U.S. Coast Guard a 25-horsepower engine had been installed. The current engine is a 210 horsepower, 6-cylinder, Cummins diesel powering a single screw. There is a 110-gallon fuel tank and a battery bank.

The schooner has four deck structures: two cabin trunks one abaft of each mast, a fore escape hatch and the steering box. All deck structures were rebuilt in 2017 of Douglas fir and white pine. The forward trunk is square in plan and centered between the two masts. An abaft hatch and companionway lead to the hold. On both sides of this trunk are narrow deck storage boxes containing life preservers. These boxes are not original and though secured in place are not built-in. The fore escape hatch is forward of the foremast and just behind the windlass. This small hatch was added in 2017 as a requirement by the Coast Guard. The larger trunk is abaft the main mast and is both wider and considerably longer than the fore trunk. There is a hatch and companionway at the stern end of the trunk that provides access to the aft cabin. The trunk is over portions of both the aft cabin and the engine room and has three fixed, single-pane windows toward both port and starboard. Forward on the top of this trunk are three ventilators: two face fore, one to either side, and one aft facing on the starboard side. The aft most deck structure houses the helm.

Below deck there are five compartments from fore to aft: the fore peak, the head, the hold, engine room, and aft cabin. The fore peak is not original but is a Coast Guard required

¹ The various lengths represent: length at waterline, length overall, and length on deck.

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watertight collision bulkhead. While this compartment can be accessed, it is not open or accessible commonly. The head has a toilet but no sink or shower. The emergency exit hatch is over this section with a ladder against the collision bulkhead. The bulkhead separating the head from hold is abaft the fore mast. The hold is between masts and has doorways to the head and the engine room. The hold is the largest single compartment. The hatch and companionway are near the engine room bulkhead. The engine room contains engine, fuel tank and batteries. It is accessed only through the hold bulkhead doors and has one fixed window in each sidewall of the deck trunk. Back on deck, the aft cabin is reached through the aft hatch and companionway. This cabin has two fixed windows on either sidewall of the trunk bulkhead. The framing is as previously described with the bulkheads made of vertical, beaded pine boards.

Restoration

The *Mary E.* was modified over time from her original design as a wood, two-masted, fishing schooner. Rigging, sail, and deck features were altered, but the hull form was maintained from construction to present day. Features that were modified from 1906 to 1960 were again altered during a 1965 rehabilitation of the schooner. In 1965, changes made between 1906 and 1960 to the deck, rigging, sail plan and below deck cabins were altered again to bring the schooner closer to her historic appearance. The rigging and deck were greatly altered around 1950 when the schooner was altered to fish as a dragger. At that time the aft mast was removed, a larger engine was installed, and the deckhouses were moved. She operated exclusively under power using the remaining mast to haul in the trawling net. The ship was reconfigured again to a fishing schooner rig and sail plan in 1965. The schooner was carefully restored to the original 1906 appearance in 2017. During the 2017-8 restoration, the original hull form was maintained which required minor work to remove a slight twist in the stem, straighten the sheer line, and address a drooping stern. The 2017-18 restoration used photographs, sketches and paintings as well as written descriptions of the schooner as the basis for the current appearance which restores the 1906 design.

Integrity

Docked in Bath on the Kennebec River waterfront where she was built, the *Mary E.* retains integrity of location, setting and association. The 1906 design has been restored where it had been altered using in-kind replacement materials and workmanship to match that of 1906. While there has been much replacement of materials as is typical of a vessel, integrity of design, materials, workmanship and feeling has been maintained. There are few similar wooden fishing schooners extant and no others known of this age built in the Kennebec River watershed. The rarity of the resource compared to its once common presence is indicated by the fact that 394 schooners were built in Bath alone between 1881 to 1910. When compared against similar schooners on a local level, the integrity of this vessel is more than sufficient to convey its significance architecturally.

Mary E.
Name of Property

Sagadahoc County, Maine
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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

- 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

Mary E.
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Areas of Significance (Enter categories from instructions.)

Architecture

Period of Significance

1906

Significant Dates

N/A

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

N/A

Cultural Affiliation

N/A

Architect/Builder

Hagan, Thomas E. (1835-1912)

Mary E.

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Statement of Significance Summary Paragraph

(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.) (Refer to photographs)

The *Mary E.* is a two-masted, auxiliary schooner designed and built in 1906 by Thomas Hagan in Bath, Sagadahoc County, Maine. Designed as a 46' fishing schooner, she was used in various fisheries and as a coastal trader for more than fifty years before being converted to recreational use in 1965 after having been abandoned. In 2017-18 she was acquired by the Maine Maritime Museum and restored to her original design. The vessel is berthed at their dock on the Kennebec River south of the shipyard from which she was launched. Although currently fitted out as a fishing schooner, she is used as an educational vessel providing short sails and day trips from the museum. The original design and rig have been restored reflecting a typical Maine gaff-rigged, mid-sized fishing schooner that is adaptable for multiple uses and sailing environments. The *Mary E.* is a good example of the characteristics of her type, period and method of construction. She is eligible for listing in the National Register under Criteria C Architecture at the local level with a period of significance of her 1906 construction date. Such wood schooners were once common along coastal U.S. waters, and the *Mary E.* is the oldest known purpose-built wood fishing schooner built on the Kennebec River.²

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

The *Mary E.* is significant architecturally for her type, period and method of construction. She is a typical two-masted, gaff rigged wood schooner of middle size. Her sharp clipper bow, slim streamlined hull and large sail area provide speed whether chasing fish or hurrying them or other cargo to port. The fore and aft rigging and shallow draft make her easier to handle in coastal, harbor and river settings while still being seaworthy in deep water. The *Mary E.* retains the moderate sheer, long sharp bow, wide beam, shallow draft, and limited drag in her hull shape which reflects a clipper schooner.³ The hull form combined with the fore and aft sails of the gaff rigging provide speed, maneuverability, ease of operation and flexibility. The characteristic of the type made the schooner suitable for a range of uses in various environments. The vessel type and method of construction were developed over many years and built all along the U.S. east coast. The type was commonly constructed in Bath, Maine shipyards by various builders including her builder Thomas Hagan over his forty-year career.

The wood schooner was a common type of vessel along the Maine coast and the entire east coast of the United States from 1830 to 1920. There was great variability in size, rigging, and sub-type, but schooners were the most common sailing vessel built, berthed and sailed in the Bath area in this period.

² William A. Baker, *A Maritime History of Bath, Maine and the Kennebec River Region*. Bath: Marine Research Society of Bath, 1973, 784.

³ Chapelle, Howard I. *American Sailing Craft*. New York: Bonanza Books, 1975, 72.

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The sub-varieties of schooners are many with the *Mary E.* reflecting the common two-masted size which ranged in length from 30' to 100'. Schooners all have fore-and-aft sails on two or more masts with the fore mast shorter than the main mast. All were historically gaff-rigged. While two is the minimum number of masts, Schooners have been built with as many as six on a wood hull. The gross tonnage for the largest wood schooner, the *Wyoming*, was 3,731 in contrast to the *Mary E.*'s 16 gross tonnage. Schooners were designed to be fast, maneuverable, and efficient. The *Mary E.* reflects the efficiency needing a crew of three to sail with an additional two crew members for fishing specific duties. The *Wyoming* needed only thirteen crew where a square-rigged ship of the same size would typically require three times as many. Schooners originated as two-masted vessels but three masted schooners became more common in the 1870s and 80s and were followed by the larger multi-masted schooners. The economics of a comparable cargo capacity with smaller crew size than a similar sized square-rigged ship resulted in the construction of large schooners before steel hulled, motor driven ships replaced wood ones.

Two-masted schooners like the *Mary E.* continued to be built to the end of the wood sailing vessel period. These schooners were used for fishing, and more local transportation of goods while the large multi-masted schooners were used for large bulk cargos like coal. The smaller schooners continued to be used in lighter coastal trading and coastal fisheries. Their ease of handling with a small crew made them ideal for sailing in the many tidal rivers and among the islands along the Maine coast. Improvements in reliability and efficiency of vessel motors from 1900 to 1930, resulted in the general abandoning of sail power transportation and fishing.⁴ Just as schooners eclipsed other types of sailing vessels and became the dominate type of vessel, they were eventually supplanted by motorized vessels.

Schooners in general and the two-masted ones in particular were the primary vessel used in the coasting and fishing trades in New England waters. Howard Chapelle gives an idea of their overall importance and prevalence in the following statement from his, *The History of American Sailing Ships*:

The national importance of any type of merchant vessel is usually very difficult to decide to the satisfaction of everyone, for there are so many points of view from which the subject can be approached. The most natural way to judge, perhaps, is by the amount of cargo carried in a type, in proportion to that carried by others within the same period of time. The economic and historic importance of the cargoes carried by a type might also be a basis of judgement. On the other hand, the historic incidents in which a type of vessel has figured might be worthy of consideration. Then again, there is the technical viewpoint which, in the final analysis, is based on the degree of efficiency with which a type serves its purposes, in relation to the natural and economic conditions. The span of existence and spread of popularity of a hull-form or rig are largely governed by this particular consideration. Size, beauty, sentimental qualifications or any one

⁴ Howard Irving Chapelle. *The American Fishing Schooners, 1825-1935*. New York: Norton, 1973, 223.

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good feature alone counts for nothing against the economic and natural law of the survival of the fittest.

The application of any of these methods of judgement to American mercantile sailing craft causes no difficulty in arriving at a definite conclusion, however, for by any of these measuring-sticks the schooner must be accepted as the most important.⁵

Chapelle suggests how versatile and prevalent the schooner was historically and numbers reflect the same. William Fairburn in *Merchant Sail* states that 2,395 wooden vessels were built in Bath from 1742 to 1935. For the years 1881 to 1910, 685 vessels were built in Bath with 394 of those being schooners and the second most 120 barges.⁶ In the same text, Fairburn gives total numbers of vessels built from 1780 to 1935. In that analysis, there were 865 schooners built with the next highest vessel type at 602 built.⁷ The importance of schooners to the shipping and fishing industry and the large numbers built around the time of the *Mary E.*'s construction, indicates the historic importance of the few extant vessels that retain integrity to convey their type, period and method of construction.

The *Mary E.* as constructed was only sail powered. Her builder Thomas Hagan sold her on December 7, 1906 to four men from New Shoreham, Block Island, Rhode Island where she was registered in 1907 with a gasoline engine. It is unclear if she was designed to have an engine, but she was first put into service with one and has had an engine since. William Dunn, Dwight Dunn, Curtis Dunn and Jesse Lewis operated her for 38 years in the fishing and coastal trade. She was sold in 1944 and fished out of Gloucester, Massachusetts. While owned by Thomas Rodgers and Edward Gleason from 1944 to 1949 or by Clarence Leveille from 1949 to 1960, the aft mast was removed, and a larger engine was installed. The vessel at that point was used as a dragger until abandoned in 1960 and ultimately sunk in Lynn Harbor, MA during a 1963 storm.

She was raised from the harbor bottom and purchased in 1965 by William Donnell II. Donnell towed the vessel to Bath, Maine and restored her to sailing condition between 1965 and 67. Donnell repaired the hull with in-kind materials but had to reconstruct sailing rig and deck structures. He outfitted below decks for passenger trade and operated the schooner as a windjammer. Donnell sold the vessel to Robert Morse in 1971, and it was sold again in 1974 to Theodore Charles. From 1974 to 2006 the *Mary E.* sailed out of New York, Long Island and Key West. In 2006 she was sold again with a home port of Montauk, NY. The vessel was largely maintained with in-kind repair from 1971 to 2016 when Maine Maritime Museum acquired her. From 2016 to 2018 the museum restored the schooner to her original 1906 configuration. The restoration is based on paintings, photographs, written documents and the existing original hull configuration.

The vessel has been restored to its original fishing vessel design but is used to carry passengers for day cruises on the Kennebec River and along the Maine coast. While

⁵ Howard Irving Chapelle, *The History of American Sailing Ships*. New York: W.W. Norton & Co., 1935, 219

⁶ William Armstrong Fairburn and Ethel M. Ritchie. *Merchant Sail*. Center Lovell, Maine: Fairburn Marine Educational Foundation, 1945, 3286.

⁷ *Ibid*, 3250.

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passengers sail on the schooner, it is not fitted with a galley or cabins for sleeping like a yacht or windjammer. A head is the main addition to the original design with other changes as required by the U.S. Coast Guard regulations.

While great numbers of schooners were built, relatively few are extant today. In Norman Brouwer's *International Registry of Historic Ships*, he lists only twelve U.S. fore-and-aft rigged or single mast square rigged sailing vessels and only eleven sailing fishing vessels. The list is not specific to size, rig, and use that precisely fit the *Mary E.*'s original and current configuration. The *Mary E.* is also not represented in the book which indicates that it is not all inclusive. The brief list indicates the relatively few remaining historic wood two-masted, fishing schooners. Several of these are National Register listed Maine schooners which have a high degree of integrity, are nationally significant and are National Historic Landmarks. There are nine NHL schooners of various subtypes in Maine. The *Mary E.* as a restored vessel and with less original material than these vessels does not rise to the level of national significance, but it does retain enough integrity to convey significance for its type, period and method of construction as a wood fishing schooner.

Developmental history/additional historic context information (If appropriate.)

The *Mary E.* was the last ship built by Thomas E. Hagan of Bath, Maine. Hagan was born on a farm in Georgetown, Maine in 1835. In the 1860 U.S. census he was still at home working as a house carpenter. By the 1870 census he was married living in Bath and listed as a joiner. The 1880 census gives shipbuilder as his occupation. Hagan appears to have learned shipbuilding in Bath and partnered with Gard Deering in 1866 to construct his first schooner the 32-ton *Hattie J. Hamlin*. As Hagan & Thurlow with partner John F. Thurlow, he built 18 ships between 1871 and 1877. Under his own name, as T.M. Hagan & Co. or with partners previously mentioned, he built a total of sixty-nine ships from 1866 to 1906.⁸ During Hagan's prime shipbuilding years, 1870 to 1900, he was one of somewhere between 10 to 16 shipbuilders listed yearly in the Maine Register for Bath.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Baker, William A. *A Maritime History of Bath, Maine and the Kennebec River Region*. Bath: Marine Research Society of Bath, 1973.

Brouwer, Norman J. *The International Register of Historic Ships*. London: Chatham Pub, 1999.

⁸ Baker, 841-884.

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Name of Property

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Chapelle, Howard Irving. *The American Fishing Schooners, 1825-1935*. New York: Norton, 1973.

Chapelle, Howard I. *American Sailing Craft*. New York: Bonanza Books, 1975.

Chapelle, Howard Irving. *The History of American Sailing Ships*. New York: W.W. Norton & Co., 1935.

Fairburn, William Armstrong, and Ethel M. Ritchie. *Merchant Sail*. Center Lovell, Maine: Fairburn Marine Educational Foundation, 1945.

MacGregor, David R. *The Schooner: Its Design and Development from 1600 to the Present*. Annapolis, Md: Naval Institute Press, 2001.

Maine Register, State Year-Book and Legislative Manual. Various years 1870 to 1920 Edmund S. Hoyt. Portland, Hoyt, Fogg & Donham or Fred L. Tower Co. or Grenville M. Donham

United States Census, Maine, 1860 to 1920. (Accessed online at <https://www.ancestry.com/> June 17, 2019.)

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
- Federal agency
- Local government
- University
- Other

Name of repository: Maine Maritime Museum, Bath, Maine

Historic Resources Survey Number (if assigned): 031-0695

10. Geographical Data

Acreeage of Property less than one acre

Mary E.
Name of Property

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Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84:
(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

- NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 19 | Easting: 434568 | Northing: 4860489 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting: | Northing: |

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

The boundary of the nominated vessel encompasses the full length and breadth of the vessel but excludes the dock.

Boundary Justification (Explain why the boundaries were selected.)

The boundary incorporates the entire area of the vessel as she is docked.

Mary E.
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11. Form Prepared By

name/title: Michael W. Goebel-Bain / Architectural Historian
organization: Maine Historic Preservation Commission
street & number: 55 Capitol Street, State House Station 65
city or town: Augusta state: Maine zip code: 04333-0065
e-mail: michael.w.goebel-bain@maine.gov
telephone: 207 287-5435
date: June 5, 2019

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Mary E

City or Vicinity: Bath

Mary E.
Name of Property

Sagadahoc County, Maine
County and State

County: Sagadahoc State: Maine

Photographer: Michael Goebel-Bain

Date Photographed: June 3, 2019

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 6 ME_SAGADAHOC COUNTY_ MARY E._01.tif
View of the starboard side and stern.
- 2 of 6 ME_SAGADAHOC COUNTY_ MARY E._02.tif
View of the starboard side bow.
- 3 of 6 ME_SAGADAHOC COUNTY_ MARY E._03.tif
View bow from middeck.
- 4 of 6 ME_SAGADAHOC COUNTY_ MARY E._04.tif
View toward the stern from middeck.
- 5 of 6 ME_SAGADAHOC COUNTY_ MARY E._05.tif
View toward bow with both fore and mainsails aloft.
- 6 of 6 ME_SAGADAHOC COUNTY_ MARY E._06.tif
View aft from the head through the hold to the engine room.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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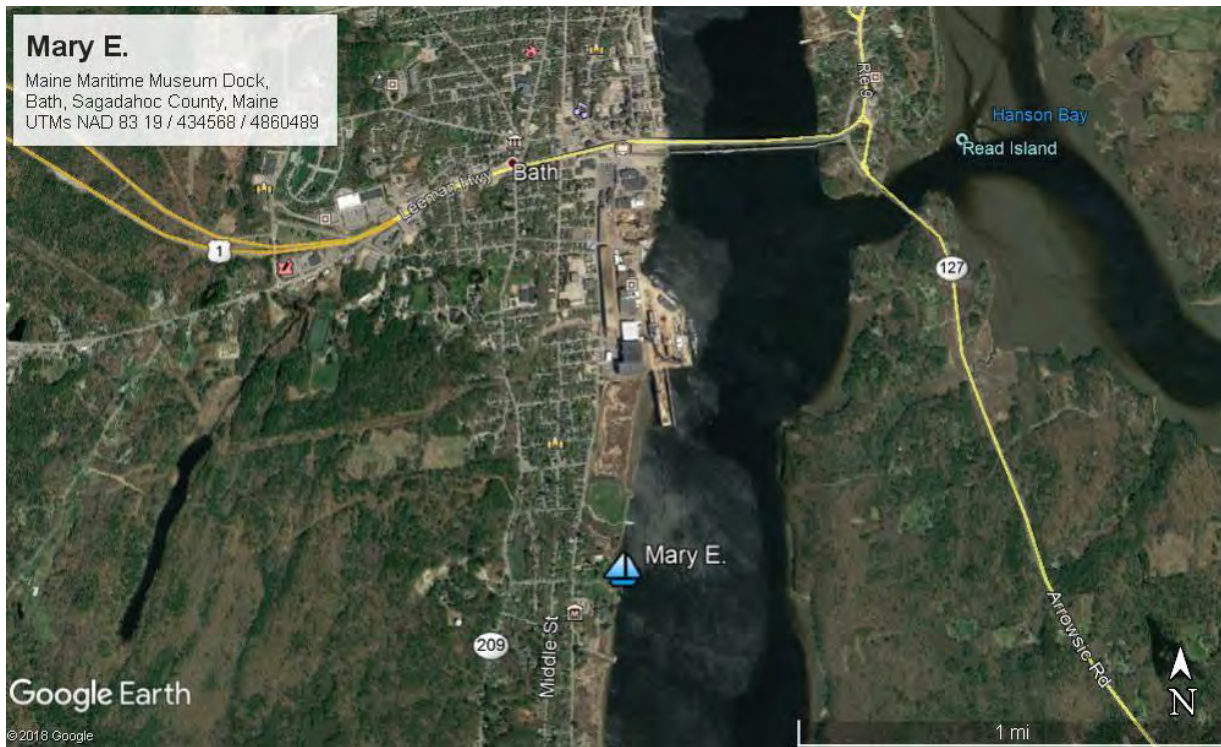


Figure 1 Wide view map of property

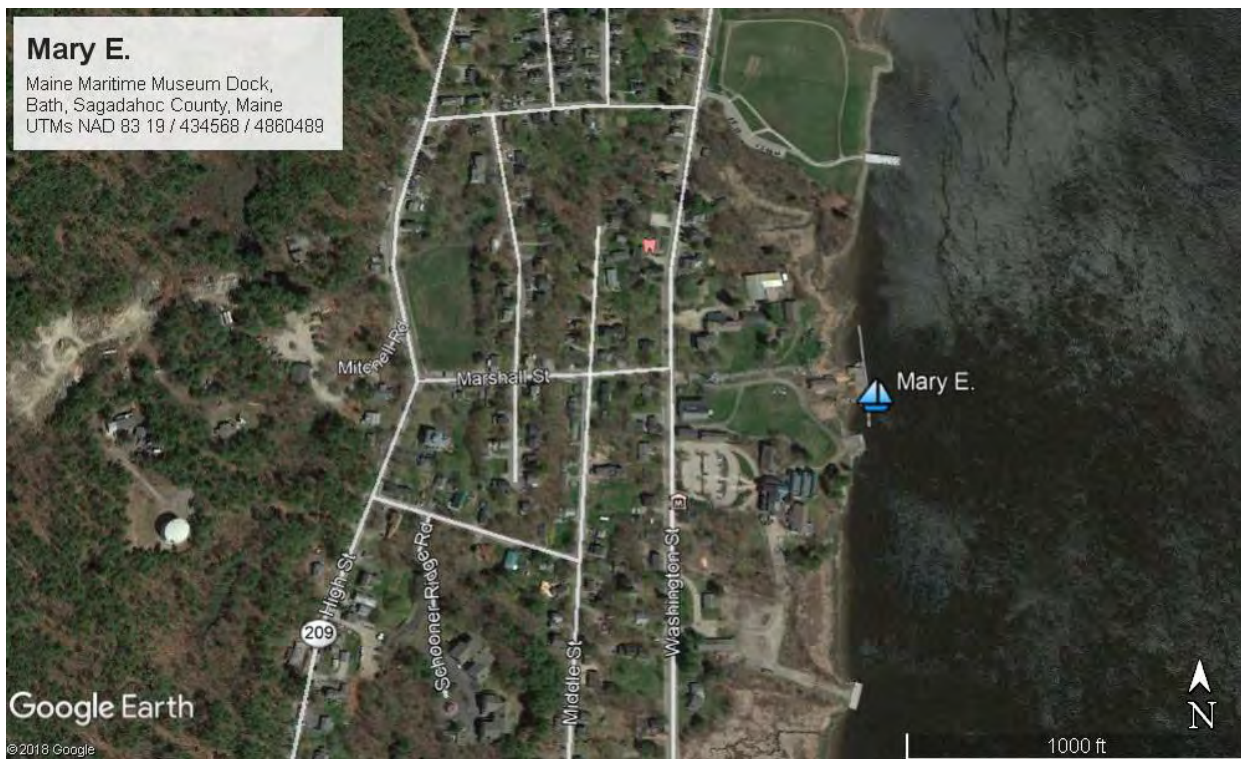


Figure 2 Close view map of property

Mary E.

Name of Property

Sagadahoc County, Maine

County and State



Figure 3 Historic photo of Mary E. used for restoration







EMERGENCY
EXIT
KEEP CLEAR



4 ADULT
LIFE
PRESERVERS

4 ADULT
LIFE
PRESERVERS





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: MARY E. (Schooner)

Multiple Name:

State & County: MAINE, Sagadahoc

Date Received: 8/16/2019 Date of Pending List: 9/13/2019 Date of 16th Day: 9/30/2019 Date of 45th Day: 9/30/2019 Date of Weekly List:

Reference number: SG100004471

Nominator: SHPO

Reason For Review:

Accept Return Reject 9/30/2019 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Roger Reed 

Discipline Historian

Telephone (202)354-2278

Date 9/30/19

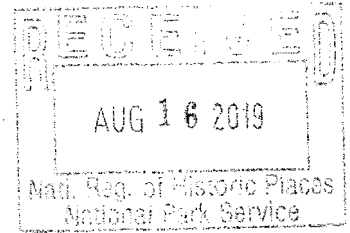
DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



JANET T. MILLS
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333



KIRK F. MOHNEY
DIRECTOR

15 August 2019

Alexis Abernathy, Control Unit
National Register of Historic Places
Mail Stop 7228
1849 C Street NW
Washington, DC 20240

Control Unit:

Enclosed please find four National Register nominations for properties in the State of Maine and one letter intended as Additional Documentation for the previously listed Hathorn, Lt. Richard House.


Camp Cinnamon, Oxford County, Maine – submitted on disk. The enclosed disk contains the true and correct copy of the nomination for Camp Cinnamon to the National Register of Historic Places. A second CD contains the digital images. A hard copy signature page is included.

Greene Cottage, Cumberland County, Maine – submitted on disk. The enclosed disk contains the true and correct copy of the nomination for Greene Cottage to the National Register of Historic Places. A second CD contains the digital images. A hard copy signature page is included.

Mary E., Sagadahoc County, Maine – submitted on disk. The enclosed disk contains the true and correct copy of the nomination for *Mary E.* to the National Register of Historic Places. A second CD contains the digital images. A hard copy signature page is included.

Sound Schoolhouse, Hancock County, Maine – submitted on disk. The enclosed disk contains the true and correct copy of the nomination for Sound Schoolhouse to the National Register of Historic Places. A second CD contains the digital images. A hard copy signature page is included.

If you have any questions relating to these nominations, please do not hesitate to contact me at (207) 287-5435.

Sincerely,

Michael Goebel-Bain
Architectural Historian

Enc.