

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED MAY 24 1976

DATE ENTERED OCT 29 1976

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

0 B 76000 261

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC ☒ The New Hampshire (Alabama, Granite State)

AND/OR COMMON

same

2 LOCATION

STREET & NUMBER SE of Manchester off
ocean side of Graves Island

CITY, TOWN

Manchester

☒ VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Sixth

STATE

Massachusetts

CODE

025

COUNTY

Essex

CODE

009

3 CLASSIFICATION

CATEGORY

☐ DISTRICT
☐ BUILDING(S)
☐ STRUCTURE
☒ SITE
☐ OBJECT

OWNERSHIP

☒ PUBLIC
☐ PRIVATE
☐ BOTH
PUBLIC ACQUISITION
☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☐ OCCUPIED
☒ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
☒ YES: RESTRICTED
☐ YES: UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE
☐ COMMERCIAL
☐ EDUCATIONAL
☐ ENTERTAINMENT
☐ GOVERNMENT
☐ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☐ PARK
☐ PRIVATE RESIDENCE
☐ RELIGIOUS
☐ SCIENTIFIC
☐ TRANSPORTATION
☒ OTHER: shipwreck

4 OWNER OF PROPERTY

NAME
Town of ManchesterSTREET & NUMBER
Manchester Town Hall

CITY, TOWN

Manchester

☐ VICINITY OF

STATE

Massachusetts 01944

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Director, Naval HistorySTREET & NUMBER
Building 220, Room 205-211, Washington Navy Yard

CITY, TOWN

Washington, DC

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Inventory of the Historic Assets of the Commonwealth

DATE

1975

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS Massachusetts Historical Commission

CITY, TOWN

Boston

STATE

Massachusetts 02108

7 DESCRIPTION

CONDITION

☐ EXCELLENT
☐ GOOD
☐ FAIR

☐ DETERIORATED
☒ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☒ ALTERED

CHECK ONE

☐ ORIGINAL SITE
☒ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The site of the wreck of the New Hampshire is located on the ocean side of Graves Island which is just off the coast of Manchester, Massachusetts. The wreckage lies on a sandy bottom in about thirty-five feet of water at its deepest.

The New Hampshire was one of nine ships to rate not less than 74 guns each as authorized by Congress in 1816. Her keel was laid in the Portsmouth Navy Yard, New Hampshire, in 1819, and she is said to have been designed by William Doughty of Philadelphia. She was first named the Alabama in honor of that state's entry into the Union.

The New Hampshire (a name she received on October 28, 1863, and by which she is most commonly known) was a square rigged, three masted ship-of-the-line. She measured 196 feet 3 inches by 53 feet, weighed 2,633 pounds, and had a draft of 25 feet 6 inches. The New Hampshire had 74 guns and was capable of carrying a crew of 820.

On May 23, 1921 the New Hampshire caught fire and sank at her pier in the Hudson River. Her hull was sold on August 19, 1921 to the Mulholland Machinery Corporation, and she was refloated in July 1922 and taken in tow to the Bay of Fundy. On the way the towline parted and she again caught fire and sank.

Today the New Hampshire lies underwater in various pieces. About six of her ribs protrude from the sandy bottom where the greater part of her wooden structure is found. The copper and brass fittings and rolled copper sheathing are said to have been forged in Paul Revere's foundry, and are still present throughout the remains of the wreckage.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
☐ PREHISTORIC	☐ ARCHEOLOGY-PREHISTORIC	☐ COMMUNITY PLANNING	☐ LANDSCAPE ARCHITECTURE	☐ RELIGION
☐ 1400-1499	☐ ARCHEOLOGY-HISTORIC	☐ CONSERVATION	☐ LAW	☐ SCIENCE
☐ 1500-1599	☐ AGRICULTURE	☐ ECONOMICS	☐ LITERATURE	☐ SCULPTURE
☐ 1600-1699	☐ ARCHITECTURE	☐ EDUCATION	☒ MILITARY	☐ SOCIAL/HUMANITARIAN
☐ 1700-1799	☐ ART	☒ ENGINEERING	☐ MUSIC	☐ THEATER
☒ 1800-1899	☐ COMMERCE	☐ EXPLORATION/SETTLEMENT	☐ PHILOSOPHY	☐ TRANSPORTATION
☐ 1900-	☐ COMMUNICATIONS	☐ INDUSTRY	☐ POLITICS/GOVERNMENT	☐ OTHER (SPECIFY)
		☐ INVENTION		

SPECIFIC DATES 1819 BUILDER/ARCHITECT attributed to William Doughty

STATEMENT OF SIGNIFICANCE

The New Hampshire is significant as one of the last wooden battle ships to be constructed before the development of steam and speed. The wreckage is significant in Massachusetts because it is one of the few visible in New England waters.

At the end of the War of 1812, most of the American Navy's warships were well worn out and beyond repair. The increased activity of piracy in the Caribbean and other developments called for the building of a new efficient Navy.

The American Navy had no so-called "ships-of-the-line" until after the War of 1812. A ship-of-the-line may be defined as a "ship of war large enough to have a place in the line of battle," or more precisely as a ship which carried from 70 to 140 guns on two or more armored decks. The ship of the battleline was the backbone of battle fleets and could hit the hardest blows and take the most punishment in conflict.

The New Hampshire was one of nine of these ships to rate not less than 74 guns each authorized by Congress in April 1816. Three years later she was built in the Portsmouth Navy Yard in New Hampshire. Her design is said to have been by William Doughty of Philadelphia who was the principal advisor in ship design and construction for the Board of Navy Commissioners. At the time of her construction in 1819, she was named the Alabama since it was the year that state was admitted to the Union.

Even though ready for launch by 1825, there was no immediate need for the Alabama and she remained on the stocks for preservation until the Civil War. As a battleship she was outdated before she saw battle. As iron and steam replaced wood and sail, the old ships-of-the-line were no match for the speed and deadly efficiency of the new warships. Therefore, the Alabama whose name was changed to the New Hampshire in 1863, was relegated for use as a stores and depot ship of the Federal Blockading Squadron during the Civil War. With Commodore Henry K. Thatcher commanding, she sailed from Portsmouth in 1864 to Port Royal, South Carolina where she served until the end of the Civil War. Afterwards she served as a receiving ship in Norfolk, Virginia, and later as a flagship in Newport, Rhode Island for the newly formed Apprentice Training Squadron, marking the commencement of the first effective apprentice training program for the Navy.

Although she was useless for her original purpose, the New Hampshire continued to play an important role in naval history. In 1891 she served as a receiving ship in New London, Connecticut and in 1892 was loaned as a training ship to the New York State Naval Militia which was to furnish nearly a thousand men to the U.S. Navy during the Spanish-American War.

The New Hampshire was renamed the Granite State in 1904 to free the name of New Hampshire for a newly authorized battleship. Stationed in the Hudson River, she continued training service through the years leading to World War I when state naval militia were practically

continued

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Amadon, George F. The New Hampshire. Weston, Massachusetts. 1975.
- Chapelle, Howard I. The History of the American Sailing Navy. W. W. Norton & Company, Inc. New York.
- Dictionary of American Naval Fighting Ships. Volume IV. Navy Department, Washington, DC, 1969.
- Dictionary of American Naval Fighting Ships. Volume V. Navy Department, Washington, DC, 1970.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY wreckage scattered over approximately one acre

UTM REFERENCES

A

1	9
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3	5	6	6	2	0
---	---	---	---	---	---

4	7	1	4	4	0	0
---	---	---	---	---	---	---

ZONE EASTING NORTHING

B

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ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Judy D. Dobbs, National Register Editor and Robert White, National Association of Under-

ORGANIZATION

DATE water Instructors

Massachusetts Historical Commission

May 13, 1976

STREET & NUMBER

TELEPHONE

294 Washington Street

617-727-8470

CITY OR TOWN

STATE

Boston

Massachusetts 02108

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Elizabeth Reed Amadon

TITLE

Executive Director, Massachusetts Historical Commission

DATE

May 13, 1976

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Attesting

[Signature]
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

10/29/96

KEEPER OF THE NATIONAL REGISTER

DATE

10/26/76

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
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CONTINUATION SHEET

ITEM NUMBER #8

PAGE 1

#8:

the only trained and equipped men available to the Navy for immediate service. These men were mustered into the Navy as National Naval Volunteers. The Granite State served the New York State Militia until she caught fire and sank in 1921. Her hull was sold and she was taken in tow to the Bay of Fundy. The towline parted during a storm and she again caught fire and sank off Graves Island.

Today the New Hampshire is remembered as the ship-of-the-line to survive the longest and one which, although a misfit by the time of her launching, was an excellent example of America's first and only experience with this type of design. Today the wreckage has further significance in that it is among the few sites not completely covered by the shifting sands of New England waters.

The site of the wreckage has been visited by three Massachusetts Historical Commission staff members, two of whom have examined the New Hampshire underwater.

Property

The New Hampshire (Alabama, Granite State)

State

Mass.

Working Number 5.24.76.3460

Essex

TECHNICAL

Photos

2

Maps

1

ETM appears incorp. into
(center point) existing

CONTROL

OK 5.26.76

HISTORIAN

ACCEPT
Lewy
150c76

UNDER THE
CIRCUMSTANCES,
I THINK
THE DESCRIPTION
IS ADEQUATE.

Verified form
with Navy
Dept.

ARCHITECTURAL HISTORIAN

check on ownership

OK

Alicia McDoire

ACCEPT
LEBOVITZ
10.8.76

SEE ATTACHED:

557-2537

ARCHEOLOGIST

OTHER

HAER

Inventory

Review

REVIEW UNIT CHIEF

Accept
Cole
10-18-76

Acting

BRANCH CHIEF

KEEPER

Wm
10/24/76

National Register Write-up

Send-back

Entered

OCT 29 1976

Federal Register Entry

12-7-76

Re-submit

INT:2106-74



The New Hampshire
Manchester, MA
Alan Budreau, photographer
1975

Erney Co.

Top

4 2-A

NAUI, Box 291, Back Bay Annex, Boston,
MA 02117

Shows some of the exposed timbers which
are covered by heavy growths. A

brass pin can be seen.

MAY 24 1976
OCT 29 1976

Photograph #1

PROPERTY OF THE NATIONAL REGISTER



The New Hampshire
Manchester, MA
Alan Budreau, photographer
1975

NAUI, Box 291, Back Bay Annex, Boston,
MA 02117

Shows a blackened piece of timber pro-
jecting from the sand. Probably
part of the ship which was burned.

Photograph #2

MAY 24 1976
OCT. 29 1976

PROPERTY OF THE NATIONAL REGISTER

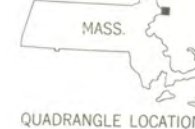


Manchester, MA:
The New Hampshire
UTM Reference:
19/356620/4714400
730

Mapped, edited, and published by the Geological Survey
Control by USC&GS and Massachusetts Geodetic Survey
Topography by plane-table surveys 1942. Revised 1960
Selected hydrographic data compiled from USC&GS Charts 243 (1959)
and 1206 (1960). This information is not intended for navigational
purposes.
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue
Red tint indicates areas in which only landmark buildings are shown

16°
TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN
DECLINATION, 1960

SCALE 1:24,000
1 1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 KILOMETER
CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 8.6 FEET



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
○ State Route

GLOUCESTER, MASS.
N4233.75—W7037.5/8×7.5

1960



12 JULY 1976

TELEPHONE REPORT

TIME OF CALL

12:40

AM
PM

1. CALL ☒ TO: ☐ FROM (Name)

Joe Orfont

2. ADDRESS (Tel. No. if needed)

MA.

3. SUBJECT, PROJECT NO., ETC.

THE NEW HAMPSHIRE NOMINATION

4. DETAILS OF DISCUSSION

Is OWNERSHIP CORRECT?

Joe: July '15
on town land, therefore assume
owned by town.
he contacted 1st Naval District
which knows nothing about
the boat

NAME OF PERSON PLACING/RECEIVING CALL

Leborath

TITLE

Archie West

OFFICE

NR

DATE
12 JULY 1976

TIME OF CALL

12:40

AM
PM

TELEPHONE REPORT

1. CALL ☒ TO: ☐ FROM (Name)

Joe Orfou

2. ADDRESS (Tel. No. if needed)

MA

3. SUBJECT, PROJECT NO., ETC.

THE NEW HAMPSHIRE NOMINATION

ACCEPT
153-71

4. DETAILS OF DISCUSSION

Is OWNERSHIP CORRECT? ALICIA Mc DUINE

Joe July 15
on town land, therefore assume
owned by town.
he contacted First Naval District
which knows nothing about
the boat

Accept
Cole
10-18-76

NAME OF PERSON PLACING/RECEIVING CALL

Leborah

TITLE

Archivist

OFFICE

NR

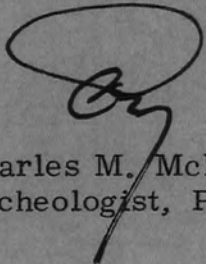
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON OFFICE

To: PR (Bill Lebovich)

FOLLOW-UP SLIP

Date 7/12/76

Although within the three (3) mile limit controlled by the State, the vessel remains Federal property and as such is subject to the provisions of the Federal Antiquities Act of 1906 (34 Stat. 225). Its archeological potential appears to be rather minimal. If the present version of the nomination's "statement of significance" is correct, I submit the vessel is of national significance also. The necessity for underwater archeological investigations are unwarranted at this point in time. Should available documentation regarding rigging, deck design, and/or general structural plans be unrecorded, perhaps such investigations would be warranted in the future. I highly suspect that full plans exist with the Department of the Navy and/or Mulholland (presently in archives) which fully document the vessel's entire construction cycle including original phases and subsequent modifications over the years.



Charles M. McKinney
Archeologist, PI

ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered OCT 29 1976

Name

Location

The New Hampshire

Manchester vicinity
Essex County

Old Curtisville Historic District

Interlaken
Berkshire County

Also Notified

Hon. Edward M. Kennedy
Hon. Edward W. Brooke
Hon. Michael J. Harrington
Hon. Silvio O. Conte
Regional Director, North Atlantic
Region

State Historic Preservation Officer
Mrs. Elizabeth R. Amadon
Executive Director
Massachusetts Historical Commission
294 Washington Street
Boston, Massachusetts 02108

NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register: The New Hampshire #N The
 2 OTHER NAMES: Alabama, Granite State
 3 date of entry: 10-29-76 4 county code: 009

5 LOCATION street & number SE of Manchester off Graves Island city / town Manchester vicinity of Manchester state MA county Essex 6 NPS REGION: North Atlantic

7 OWNER ☐ PRIVATE ☐ STATE ☒ MUNICIPAL ☐ COUNTY ☐ MULTIPLE ☐ FEDERAL (agency name) 8 ADMINISTRATOR:

9 EXISTING SURVEYS ☐ HABS ☐ HAER ☐ NHL 10 FUNDED? ☐ YES ☒ NO 11 CONGRESS. DISTRICT 6th 12 SOURCE of NOMINATION ☒ STATE ☐ FEDERAL

13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? ☒ YES NAME NO 14 WITHIN NATIONAL HISTORIC LANDMARK? ☒ YES NAME NO 15 ACREAGE 1 16 LOCAL ☐ PRIVATE ORGANIZATION ☐

16 CONDITION ☐ deteriorated ☒ altered ☐ original site ☐ excellent ☒ ruins ☐ unaltered ☐ moved ☐ good ☐ unexposed ☐ reconstructed ☐ unknown ☐ fair ☐ unexcavated ☐ excavated
 17 features: ☐ SUBSTANTIALLY INTACT-1 ☐ SUBSTANTIALLY INTACT-2 ☐ SUBSTANTIALLY INTACT-3
☒ NOT INTACT-0 ☒ NOT INTACT-0 ☐ NOT INTACT-0
☐ UNKNOWN-4 ☐ UNKNOWN-5 ☐ UNKNOWN-6
☐ NOT APPLICABLE-7 ☐ NOT APPLICABLE-8 ☒ NOT APPLICABLE-9

18 ACCESS ☐ YES-Restricted ☒ YES-Unrestricted ☐ No Access ☐ Unknown 19 ADAPTIVE USE ☐ YES ☒ NO 20 SAVED? ☐ YES ☐ NO 21 IS PROPERTY A HISTORIC DISTRICT? ☐ yes ☒ no

21 AREAS OF SIGNIFICANCE: ☒ ENGINEERING-11 ☐ LANDSCAPE ARCH.-15 ☐ POLITICS/GOVT.-21 ☐ RECREATION-28
☐ ARCHEOLOGY-prehistoric-2 ☐ COMMERCE-6 ☐ ENTERTAINMENT-26 ☐ LAW-16 ☐ RELIGION-22 ☐ SETTLEMENT-29
☐ ARCHEOLOGY-historic-1 ☐ COMMUNICATIONS-7 ☐ EXPLORATION-12 ☐ LITERATURE-17 ☐ SCIENCE-23 ☐ URBAN PLANNING-31
☐ AGRICULTURE-3 ☐ CONSERVATION-8 ☐ HEALTH-27 ☒ MILITARY-18 ☐ SOCIAL/HUMANITARIAN-24 ☐ OTHER (SPECIFY)
☐ ARCHITECTURE-4 ☐ ECONOMICS-9 ☐ INDUSTRY-13 ☐ MUSIC-19 ☐ SOCIAL/CULTURAL-30
☐ ART-5 ☐ EDUCATION-10 ☐ INVENTION-14 ☐ PHILOSOPHY-20 ☐ TRANSPORTATION-25
 22 CLAIMS: explain
 'first' ☒ one of nine in first group of "ships of the line"
 'oldest' ☐ (ie more than 70 guns) built
 'only' ☐

23 functions
 WHEN HISTORICALLY SIGNIFICANT: GUNBOAT
 CURRENTLY: WRECK
 24 dates of initial construction: 1819-KEEL LAID
 major alterations:
 historic events: JULY, 1922-BURNED, 1863 name change
 25 ETHNIC GROUP ASSOCIATION

26 architectural style(s): 27 architect: 28 master builder: 29 builder/contractor: att. to Wm. Doughty

30 landscape architect / garden designer: 31 interior decorator: 32 artist: 33 artisan: 34 builder/contractor:

35 NAMES give role & date
 PERSONAL: Henry J. Thatcher - commanded ship during Civil War 1864
Paul Revere - copper & brass fittings & copper sheathing reportedly forged in his foundry
 EVENTS:
 INSTITUTIONAL: Massachusetts Historical Commission - staff members examined ship under water.

36 NATIONAL REGISTER WRITE-UP SITE OF WRECK OF FEDERAL GUNBOAT NEW HAMPSHIRE, BURNED AND SUNK JULY, 1922; REMAINS INCLUDE HULL PIECES, COPPER AND BRASS FITTINGS AND COPPER SHEATHING BELIEVED TO HAVE BEEN FORGED IN PAUL REVERE'S SHOP. BUILT AS ONE OF THE LINE AFTER LOSS OF 1813 DUE TO INCREASED INCIDENCE OF PIRACY IN CARIBBEAN; ONE OF LAST WOODEN BATTLESHIPS, BUILT BEFORE THE AGE OF STEAM; ONE OF FEW WRECKS VISIBLE IN NEW ENGLAND WATERS. OUTMODED BY IRON AND

* one of first 9 ships-of-the-line built by U.S.