

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received JUL 25 1986

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Old Shipbuilder's Historic District

and/or common same

2. Location

Located on both sides of Washington Street from Powder Avenue to
street & number just north of South Duxbury (see District Data Sheet) ^{PT} N/A not for publication

city, town Duxbury N/A vicinity of

state Massachusetts code 025 county Plymouth code 023

3. Classification

Category	Ownership	Status	Present Use
☒ district	☐ public	☒ occupied	☐ agriculture
☐ building(s)	☐ private	☐ unoccupied	☒ commercial
☐ structure	☒ both	☐ work in progress	☐ educational
☐ site	Public Acquisition	Accessible	☐ entertainment
☐ object	☐ in process	☐ yes: restricted	☐ government
	☒ N/A being considered	☒ yes: unrestricted	☒ industrial
		☐ no	☐ military
			☐ museum
			☐ park
			☒ private residence
			☒ religious
			☐ scientific
			☐ transportation
			☐ other:

4. Owner of Property

name various, see attached list

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Plymouth County Courthouse

street & number Court Street

city, town Plymouth state Massachusetts

6. Representation in Existing Surveys

title Inventory of the Historic
Assets of the Commonwealth has this property been determined eligible? ☐ yes ☒ nodate 1972 see District Data Sheet ☐ federal ☒ state ☐ county ☐ local

depository for survey records Massachusetts Historic Commission, 80 Boylston Street

city, town Boston state Massachusetts

7. Description

Old Shipbuilder's Historic District, Duxbury, Massachusetts

Condition

☒ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☒ altered
(see text)

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

The Old Shipbuilders Historic District, Duxbury, is located along the eastern edge of this South Shore community, flanking Duxbury Bay. The district is composed of much of the historic fabric of Duxbury Village, one of four early villages in the town (the others being South Duxbury, Millbrook, and North Duxbury). Essentially linear, the district stretches along Washington Street (platted 1798). It is dominated by Federal-period dwellings built ca. 1780-1840, during Duxbury's greatest period of prosperity as a shipbuilding center. Properties on the northern shore of the Bluefish River, visible from Washington Street, anchor the district to the north. The district follows Washington Street two miles to the south, just north of the Standish/Depot/Bay Road intersection and Duxbury's major commercial area. Rear lot lines along Washington Street bound the district to the west/northwest, while to the east, the district diverges from its Washington Street spine at Water Street to follow the shoreline and include several early accessways to the harbor and Duxbury Bay. Beyond the bay is Duxbury Beach, a narrow strip of land about five miles long that shelters the harbor from Massachusetts Bay.

Houses within the district range from one to three stories. All are wood frame, some sided with clapboard, others with shingles. At the district's northern end, at the mouth of the Bluefish River, houses are widely spaced. Some sit on low rises overlooking the Bluefish River flats; others are set back only a short distance from Washington Street and Powder Point Avenue. Along Washington Street at the district's core, where are concentrated the greatest number of Federal-period dwellings, houses are set on rather small lots, and are well landscaped. Some are fronted by low stone walls, others by wooden fences. Houses throughout the district are well maintained, well preserved, and together form a picturesque setting.

Colonial-period Duxbury was sparsely populated. One of the earliest properties within the district survives in only a fragment: the core of the Federal-style Partridge Farm, 154 Washington Street (Map #135), a square-plan, central-chimney house with an imposing monitor atop its hip roof, retains elements of a mid 17th century house. The main block of the house is 2 1/2 stories in height and five bays wide with a projecting single-story frontispiece. It is believed to have been built ca. 1800 and in its size, style, and detailing is typical of the large Federal-period houses built by Duxbury's sea captains and shipbuilders. The original structure, probably built in the mid 17th century, was extensively altered and expanded at the time of the 19th century rebuilding. The property is the only one in the district to retain much of its original 17th century land grant (approximately 59 acres). However, the shoreline frontage was sold off when shipbuilding became a successful industry after the Revolution.

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Other 17th and early 18th century houses may survive within the district as fragments of later buildings, but they are at present undocumented.

The transition of Duxbury from an early colonial settlement of scattered farmsteads on original land grants to a community based increasingly on coastal commercial activities is reflected in the substantial increase of modest Cape Cod-style houses built near the shore in the mid to late 18th century. They were clustered close together on small plots of land that had previously held the shoreline fields of farms further inland. Those cottages that survive are unpretentious three-, four-, or five-bay structures.

Located at the head of two short, narrow lanes leading to the waterfront (Windsor and Water Streets) are four strikingly similar gambrel-roofed cottages with plain, box cornices and simple entryways: the Lot Stetson House, 349 Washington Street (1785, Map #24); the Amos Brown House, 341 Washington Street (1786, Map #23); the Peleg Churchill House, 326 Washington Street (1794, Map #112); and the James Winsor House, 2 Water Street (1796, Map #22). All were built with the southern orientation traditional to many colonial-period residences in New England. Two, the Brown and Winsor houses, are four bays wide, while the others are five bays with a central entry. All were built to house Duxbury mariners.

Some of the cottages of this period, though modest, reflect an awakening awareness of fashionable architectural details as Duxbury citizens came into greater contact with other more sophisticated coastal communities. A group of more sophisticated 1 1/2-story dwellings are located near the houses mentioned above. Their doorways reveal the new interest in detailed ornamentation. Among them are: the Jesse Howard House, 353 Washington Street (1796, Map #25), whose facade is ornamented with a dentilated cornice and whose entry is emphasized by fluted pilasters and a five-light transom; and the Prior House, 274 Washington Street (1797, Map #127) and the Henry Wadsworth House, 265 Washington Street (1797, Map #12), both with projecting, sidelit enclosed vestibules, and framed by fluted pilasters. Within five years, these were joined by the Hunt House, 281 Washington Street (1802, Map #13) and three cottages on nearby Surplus Street (14, 33, and 47 Surplus Street, Map #s 115, 118, 120). Other 1 1/2-story gable-roofed cottages in the district include the Samuel Winsor House, 32 Winsor Street (1787, Map # 28), which was built by a prosperous ship captain and merchant whose wharves were adjacent to his house. His sons, Spencer and Samuel, both built two-story hip-roofed Federal-style houses along this same lane (18 Winsor Street, 1801, Map #30, and 22 Winsor, 1787, Map #29, respectively).

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On St. George Street at the district's northern end stand three late 18th century cottages located by their builders to be near the Bluefish River shipyards. The Edward Winslow House, 105 St. George Street (Map #7), was built in 1787 by a ship's carpenter. It is extremely simple and unadorned, again facing south as was traditional. It was later flanked by a pair of two-story Federal-style houses built by his two sons, Samuel and George, both with center hall plan, end chimneys, and dentilated cornice above the doorways (101 St. George, 1833, Map #80, and 125 St. George, 1828, Map #77, respectively). Samuel Winslow's house has a gabled roof and its companion a hip roof.

During the last two decades of the 18th century, two-story hip-roofed houses with central chimneys began to appear in the district. These houses, which were still Georgian in style and detail, would precede the larger, more pretentious Federal-style "ship captains" houses that would spring up in the early 19th century. Nonetheless, these buildings were more ambitious and stylish than their predecessors, while retaining traditional plans and chimney location (central or double interior chimneys). The steeply pitched hip roof was also common in the district in this period. These late 18th century dwellings continued to face south, some onto the narrow lanes leading down to the waterfront. Washington Street was not laid out until 1798.

Typical examples of these late Georgian houses include: the Samuel Delano Jr. House, 36 Plumfield Lane (1780, Map #52), with a vestibule entrance added at a later date; the Benjamin Bosworth House, 310 Washington Street (1794, Map #114), with a projecting pedimented gable housing the entrance; the Joshua Cushing House, 313 Washington Street (1792, Map #18), featuring a columned hip-roofed portico; and the Job Sampson House, 12 Water Street (1794, Map #21), whose handsome doorway is flanked by fluted pilasters supporting a heavily molded entablature with dentilated cornice. The buildings' hipped roofs are slightly steeper than those that were built later; rather heavy Georgian features include projecting window enframements with molded hoods. Windows generally contain 12/12 sash.

Washington Street was platted in 1798 parallel to the growing harbor and house lots were subsequently delineated along that roadway from the Bluefish River and its wharves south to South Duxbury. A bridge across the river was erected in 1800. By the early 19th century, Duxbury supported a thriving shipbuilding industry. Sea captains and shipbuilders chose to build pretentious houses, larger and more fashionable versions of those constructed two and three decades earlier, along both Washington Street and Powder Point (north of the Bluefish River). Light, refined decorative detailing, including the use of traceried fanlights, splayed lintels, and shallow hip roofs framed by delicate dentilated cornices, were among the Federal-style ornamentation used in

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buildings of this period. Windows were for the most part 6/6, with slender muntins. Rusticated quoins emphasized the facades of several buildings. Plans and chimney location remained conservative in most of these high-style dwellings, with five bays, double-pile-plan, hip roof, and central chimney comprising the most popular house type. More than forty of these Federal-style residences were built in the district between ca. 1790 and ca. 1830.

A remarkable row of seven Federal-style houses on Powder Point Avenue, just north of the wharves, housed prosperous shipbuilders. Among them are: the Charles Drew House, built in 1785 (52 Powder Point Avenue, Map #69) and two dwellings built by his brother Reuben Drew, in 1806 (36 Powder Point Avenue, Map #68, MHC #20) and 1809 (30 Powder Point Avenue, Map #67). The two earlier buildings both have projecting two-story frontispieces, one bay deep with hipped roof, sheltering their entryways. Reuben Drew's second house also features a distinctive frontispiece, this one a portico adorned with paired, tapered columns. A fourth house in the group, that of Nathaniel Weston (22 Powder Point Avenue, 1812, Map #65, MHC #14), also has a porticoed entry. These houses also feature long single-story ells extending perpendicular to their main block, which are believed to have housed shipbuilding activities.

Along Washington Street, the Snow Magoun House, 291 Washington Street (1805, Map #14, MHC #46), is noted for the rusticated quoins framing the building, a cornice with unusual applied half-drops, and an elaborate entranceway. The latter is composed of a hip-roofed extension whose cornice with pierced diamond pattern is supported by Doric columns, fronting a single-bay-deep enclosed entry framed with quoins and a doorway with applied pilasters and flat entablature.

The end-chimney plan, common with Federal-style buildings elsewhere in Massachusetts, was little used in Duxbury. Four examples exist in the center of the district. They are: the Lemuel Harlow House, 294 Washington Street (1804, Map #124), adorned with corner pilasters and a columned entrance with turned-spindle balustrade; the Ahira Wadsworth House, 338 Washington Street (1803, Map #110, MHC #18), framed by rusticated quoins and with a projecting gable-roofed portico whose cornice has the same applied drops as those found on the Snow Magoun House; and the Captain Nathaniel Winsor House, now the Winsor Inn, 390 Washington Street (1803, Map #107), a brick-ended house with pedimented gable portico supported by fluted Doric columns and accented with dentilated cornice. The Seth Sprague Jr. House, 476 Washington Street (1813, Map #100), is a rare example of a double-pile-plan, end chimney house and is also notable for its blind elliptical fan above the entryway and for its rooftop monitor.

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The most sophisticated and fully realized example of Federal-style architecture in the district is the Second Nathaniel Winsor House, 479 Washington Street, built in 1807 (Map #38, MHC #1) by the same shipowner who built the First Nathaniel Winsor House, 405 Washington Street (Map #34), just up the hill seven years earlier, itself a large handsome Federal residence. The second house reflects not only Winsor's rapid financial success in his mercantile shipping business with his brother Joshua, but also his growing interest in the elements of fashionable Federal-style architecture. His house is a full three stories, five bays by three bays, with four end chimneys, graduated fenestration (6/6 on the first two stories, 3/3 on the third), and brick ends. Splayed granite lintels with keystones cap the windows on the brick ends, while simple molded lintels and sills of wood enframe those on the main facade. The door surround is composed of engaged Doric columns and an elaborate entablature framing 3/4 sidelights and an oversized elliptical fan with delicate tracery. Centered above, on the second story, is a large Palladian window. Full-height corner pilasters resting on piers and a modillioned cornice complete the Federal details. The house is by far the most opulent in the district.

By ca. 1840, Duxbury shipbuilding had reached its peak. During the first third of the 19th century, three churches (one of which is no longer standing) and a bank were also built within the district bounds. The Methodist Church at 410 Washington Street, now St. John's Episcopal Church (1823, Map #105), is a broad Greek Revival-style building with squat blind fan and two-stage tower with spire set on the gable ridge. On the adjacent lot, the Congregational society built Pilgrim Church at 404 Washington Street (1844, Map #106), also Greek Revival in style with four Doric pilasters supporting a broad entablature and enclosed pediment. It, too, is capped by a two-stage tower with octagonal spire.

The Duxbury Bank, 3 St. George Street (1833, Map #70, MHC #47), is a five-bay, central-entry gable-roofed building framed by fine Ionic pilasters. The gable ends are enclosed to form pediments. Two entrances on the north and east (main) facades are fronted by flat-roofed porticoes, with deep entablature and Ionic columns. A two-story ell on the building's west side is more simply detailed, and has a less steeply pitched gable roof.

Other nonresidential buildings constructed within the district during its period of greatest prosperity, the 1820s and 1830s, include Sweetser's Store, 469 Washington Street (ca. 1830, Map #37), a gable-roofed early commercial building with front-facing paired gables. The building, still used commercially, retains its 19th century storefront configuration.

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The Old Shipbuilders Historic District is unusual for the high quality and density of its Federal-period buildings. The area contains one of the finest and best preserved collections of such buildings--particularly residences--in the state. Several sections of Washington Street contain virtually unbroken rows of stylish, intact Federal-period houses, all built between ca. 1780 and ca. 1830. Together, these buildings serve as a highly visible reminder of Duxbury's maritime past and the prosperity brought to the community by the town's shipbuilding enterprises.

The period between 1840 and 1855 saw the appearance of the Greek Revival style in the vernacular, as smaller buildings were constructed to house mariners, shipyard carpenters, and other skilled yard workers. The William Bradford House, 562 Washington Street (1841, Map # 92), is a gable-fronted house with deep cornice and architrave door enframement built by a sparmaker in the Weston yards. It is typical of several built in this period. The adjacent house at 570 Washington Street (1835, Map #91) is almost identical but a mirror image. Two similar houses stand across the street at 541 and 523 Washington Street (ca. 1830 and 1840, respectively).

Between 1860 and 1930, after the boom period of the shipyards was over and before Duxbury had become an easily accessible Boston suburb, very little construction took place within the boundaries of the district. There were none of the Gothic Revival or Italianate villas with elaborate fretwork and piazzas which were being built in other coastal communities at this time, nor were many more modest houses being built. Duxbury entered a long period of stagnation. The district contains a handful of late 19th and early 20th century buildings. Most were built to house the summer residents who came to Duxbury after 1871 (the date of the arrival of the Duxbury and Cohasset Railroad).

Two examples of the Colonial Revival style used for summer residences are the Clifford House, 12 Water Street (1920, Map f) and the Sanford Winsor House, 401 Washington Street (1885 Map # 35). The Robert Walker House, 17 Long Point Lane (ca. 1885, Map # 43), is a handsome Shingle Style house built on the coast as a summer home. At 113 St. George Street stands a single mansarded cottage, built in 1880, while 37 Surplus Street is the only example of the Queen Anne style in the district (ca. 1880, Map #T19). Two small houses at 44 and 46 Winsor Street are among the few intact bungalows in the neighborhood (1925 and 1926, Map #s 31 and 32). These are isolated examples (the trend toward building summer residences in the early 20th century was more prevalent on Powder Point, beyond the district boundaries) and do not represent a major architectural contribution within the district.

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Recent infill in the district has occurred primarily along the short roads leading from Washington Street to the waterfront. It includes residences whose size, scale, and materials are in proportion with Washington Street's historic properties; landscaping and setbacks are compatible as well. Reproduction cape-style cottages are among the 42 mid-20th century intrusions. Mattakeeset Court, the town's surviving wharf now serving as the public landing, includes a number of shops and other commercial spaces and offices that have been established within former one-story marine buildings. The warehouse of Duxbury Coal & Lumber Company, 457 Washington Street, stands adjacent to the wharves; it was built ca. 1850 and now is used commercially. Elsewhere in the district, several barns are now residential properties, while one current residence, at 644 Washington Street, was built in 1893 as a gristmill.

Archaeology

One prehistoric site (19-PL-378) is currently recorded in the district, and several additional sites are located in close proximity. Given the district's coastal location, which ensured access to a wide range of resources, the area would have been very attractive to native people. While the maritime activities of the late 18th and early 19th century undoubtedly disturbed or destroyed many sites, the potential for significant historic sites within the district remains high.

There is also a high potential for significant historical archaeological remains within the district. Archaeological survey and limited testing could help to define the extent of the shipyards themselves as well as forges and other production-related industrial sites, of which there are almost no survivals above ground. In addition, there is a high potential for significant occupation-related features (trash pits, privies, wells) around many of the houses in the district. Analysis of these features would assist in defining the social, cultural, and economic factors that characterized the community during its period of florescence.

8. Significance Old Shipbuilder's Historic District, Duxbury, Massachusetts

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/
☒ 1700–1799	☐ art	☐ engineering	☐ music	☐ humanitarian
☒ 1800–1899	☒ commerce	☐ exploration/settlement	☐ philosophy	☐ theater
☒ 1900–	☐ communications	☒ industry	☐ politics/government	☐ transportation
		☐ invention		☒ other (specify)
				Community development

Specific dates 1719–1930 Builder/Architect various

Statement of Significance (in one paragraph)

The Old Shipbuilders Historic District, Duxbury, retains integrity of location, design, setting, materials, feeling, workmanship, and association. The district includes 212 buildings, most of which were built between 1780 and 1850, Duxbury's most intensive period of growth and development. Of these, 29 structures were altered so extensively from their original appearance as to no longer retain integrity; there are also 44 mid-20th century intrusions. As examples of well-built Georgian, Federal, and early Victorian styles, some modest, others far more sophisticated, these buildings reflect Duxbury's transition from sparsely populated rural settlement to prosperous shipbuilding center. The district is particularly unusual for its high proportion of well-preserved Federal-style residences. The shipbuilding industry in the district declined dramatically in the mid 19th century, with the result that the district retains a virtually unaltered assemblage of early 19th century residences reflecting its period of greatest prosperity; their preservation was further ensured when Duxbury became a summer resort in the late 19th century and, by the mid 20th century, a wealthy community whose residents commuted to Boston. Retaining associations with Duxbury's brief but intense period of development, and with the ship builders and sea captains who contributed to the village's prosperity, the Old Shipbuilders Historic District thus fulfills Criterion C, primarily for its Federal-period architecture, as well as Criteria A and B, of the National Register of Historic Places on the local level.

Duxbury was incorporated in 1637 and its bounds formally established in 1641. During the first century of settlement, the town was sparsely populated with scattered farmsteads. Its economic base lay in both agricultural and marine-related activities, with the waters off Duxbury Bay offering fertile fishing grounds. The village was primarily a farming and milling offshoot of nearby Plymouth, however, and largely dependent upon that community for services and sustenance. A tiny town center evolved around the first meetinghouse, erected ca. 1657 in South Duxbury. To the north, along the shore of Duxbury Bay and the mouth of the Bluefish River, lay fields used primarily for hay cutting. It was the latter area, comprising the nominated district, that would by the mid 18th century become the location for a flourishing shipbuilding center.

In 1719, Duxbury's first known vessel, a fishing boat, was built by resident Thomas Prince and launched from Captain's Hill in South Duxbury. Fishermen were known to have set forth from Captain's Hill and South Duxbury for much of the 18th century. A formal shipyard did not appear until mid century, however, and when it did, it was not near the original town center but to the north, on Powder Point north of the Bluefish River. The yard was established in 1764 by Ezra Weston. This yard and others that would join it shortly began by building only fishing vessels, small sloops, and coasters for local trade.

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9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Acreage of nominated property 287 acres

Quadrangle name Duxbury

Quadrangle scale 1:24,000

UTM References

A

1	9
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3	6	1	7	8	0
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4	6	5	6	3	0	0
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Zone Easting Northing

B

1	9
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3	6	1	7	8	0
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4	6	5	6	5	3	0
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Zone Easting Northing

C

1	9
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3	6	0	7	4	0
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4	6	5	3	5	2	0
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D

1	9
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3	6	1	3	5	0
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4	6	5	4	5	3	0
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E

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3	6	1	4	6	0
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4	6	5	6	1	7	0
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F

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H

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Verbal boundary description and justification

See assessors maps, attached.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

state	code	county	code
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11. Form Prepared By

Betsy Friedberg, Preservation Planner, Massachusetts Historical Commission, with
name/title members of the Duxbury Historical Commission

organization Massachusetts Historical Commission date April 1986

street & number 80 Boylston Street telephone 617-727-8470

city or town Boston state Massachusetts

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ 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 Valerie Talmage

title Executive Director, Massachusetts Historical Commission
State Historic Preservation Officer

date July 21, 1986

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

Michael Byers
Keeper of the National Register

Entered in the
National Register

date 8-21-86

Attest:

Chief of Registration

date

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The late 18th century brought considerable expansion and growing self-sufficiency to Duxbury. Along with other Massachusetts coastal communities, the town experienced an intense period of growth between ca. 1780 and 1840, a direct reflection of an expansion of its marine-related economy. Duxbury's coastal location and protected, small harbor made the development of maritime activities almost inevitable. Shortly after Revolution, Ezra Weston enlarged his shipyard and began building larger vessels. Other yards rapidly followed suit. Shortly, schooners, brigs, and barks were being constructed along the waterfront by members of the Weston, Drew, and Winsor families, as well as by Joshua Cushing. With expanded shipyards, other marine-related activities grew as well. A thriving export trade emerged at wharves and warehouses that were erected near the Bluefish River's mouth. Iron, timber, fish, and charcoal were shipped on Duxbury-based ships both to Boston and to other New England markets.

Between 1780 and 1790, over two dozen vessels were built in Duxbury boatyards. That figure almost tripled in the next decade, with 72 boats constructed between 1790 and 1800. In common with such small maritime centers as Beverly and Gloucester to the north of Boston, and Marshfield, Plymouth, Kingston, and New Bedford to the south, Duxbury experienced rapid growth with the opening of trade during the Federal period. But in comparison with the great Massachusetts shipbuilding center at Newburyport, South Shore efforts, concentrated at the North River in Marshfield and on Plymouth Bay at Duxbury, Plymouth, and Kingston, constituted a more modest enterprise. Nonetheless, South Shore shipyards produced large numbers of the small coasting and ocean-going vessels that supported Massachusetts commerce and trade in the early national period. Duxbury's economy evolved solely as a result of shipbuilding, with few other industries. The waterfront area east of Washington Street contained ropewalks, sail lofts, and forges, in addition to shipwrights, but the town supported none of the other industries--shoes, for example--that would enable ports elsewhere to survive long after the maritime trade had diminished.

With its increased orientation toward the waterfront, the Duxbury coastline became an attractive site for residential construction. The first houses built in the area were rather modest dwellings, essentially unpretentious cottages, 1 1/2 to 2 stories in height. They were built in clusters, facing south, on small plots of land where previously had been the shoreline fields of Duxbury farmers. A group of four simple gambrel-roofed cottages, devoid of ornament, in the central part of the district, were all built in the 1780s and early 1790s for Duxbury mariners. One, at 2 Water Street, housed James Winsor, whose family shipyard was located on the Bluefish River. Some interest in ornament and awareness of popular architectural styles was shown in other rather modest Duxbury cottages built near the waterfront. A group of

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several 1 1/2-story cottages, again near the district's core, are simple in scale and plan, yet reveal in their fluted pilasters and dentilated cornices a new interest in architectural detail and an increased awareness of popular building styles, indicative of the town's growing contact with more sophisticated communities.

Waterfront cottages were joined by larger, two-story Georgian-style residences in the 18th century's final decades. Several were built by Duxbury ship captains. The hip-roofed dwelling at 12 Water Street (1794) was built by Job Sampson, originally a farmer from the inland reaches of Duxbury who moved to the coastal region at the end of the 18th century to join in shipbuilding. Another Georgian-style residence was erected by Joshua Cushing (1792) on his six acres of land bounding the water and overlooking his wharf. Yet Duxbury remained essentially a rural, unsophisticated community in the late 18th century, with none of the more elaborate Georgian-style residences built by the prosperous merchants of other coastal centers such as Salem or Newport, R.I.

Duxbury's industry continued to grow and prosper into the 19th century, despite the impact of the trade embargo of 1807-1809 and the subsequent war with Britain in 1812. With prosperity, a large number of ambitious, well-detailed, and sophisticated residences were built near the harbor between ca. 1800 and ca. 1835. Washington Street, parallel to the waterfront, was laid out in 1798 and house lots platted shortly thereafter. (Washington Street forms the north/south spine of the nominated district.) While residences constructed before 1798 were built, as was traditional, facing south, most new dwellings were now oriented toward Washington Street. In 1800, a bridge spanning the Bluefish River was constructed, opening Powder Point for further development. Duxbury residents were increasingly cosmopolitan, and their new houses reflected their economic and social standing.

In plan and in many of their details, Duxbury residences of this period were basically conservative. While a few end-chimney Federal houses were built, by far the most popular high-style house type of the period was the center-chimney, hip-roofed house. The earliest were constructed in the early 1790s and they continued to be common until as late as 1822 in the town center. These houses are unusual in that they appear to derive from Georgian architecture; many have pedimented Georgian porches, quoins, molded window caps, and relatively steep-pitched hip roofs. The reluctance to shift from center chimneys to end or interior paired chimneys is a further indication of stylistic conservatism in Duxbury's high-style Federal-period architecture. Once again, Duxbury builders failed to construct houses in the grand manner of the Federal mansions of Salem or Newburyport; nevertheless, the town's

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remarkably intact and cohesive assemblage of fine Federal-period residences evidence Duxbury citizens' growing sophistication and prosperity. These residences form the core of the nominated district. Between ca. 1795 and 1835, more than forty hip-roofed, well-detailed Federal-style houses were built.

In common with earlier dwellings, many of these Federal-period houses appeared in clusters related to the location of the shipyards with which they were associated. The similarity of the houses within these concentrations is striking. In many instances, they were probably built by the same housewright.

A group of high-style Federal dwellings on Powder Point Avenue, in the district's northern portion, holds direct associations with Duxbury shipyards. Three were built by members of the Drew family, whose shipyard stood on the Bluefish River (30, 36, and 52 Powder Point Avenue). Nathaniel Weston worked at his family's wharf on the south shore of Powder Point and lived at 22 Powder Point Avenue (Map #65). And Barzillai Delano's shipyard was south of the river (Map #??). Delano's house, like the others already mentioned, exhibited retardataire characteristics: hip-roofed, center chimney houses, five bays wide. Like the others, it has a long ell extending perpendicular to the main block. The ells served as workspace associated with shipbuilding, probably as saillofts.

The district's single example of the graduated proportions seen in sophisticated architect-built houses of many Salem and Newburyport merchants is the second Nathaniel Winsor House, 479 Washington Street (1807, Map #38, MHC #1). The three-story brick end building with Palladian window and delicate fan and side lights was home to the builder of one of Duxbury's major wharves, Nathaniel Winsor. By the close of the 19th century, the house was used as a boarding house and hotel for summer visitors.

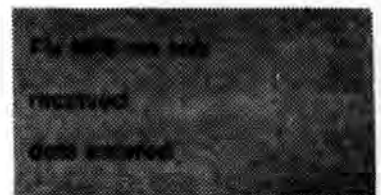
Several churches were built in the district during its years of prosperity. Until 1821, Duxbury had only one church, located in South Duxbury and founded ca. 1657. But in 1821 reflecting both the rising popularity of Methodism in Duxbury and the town's relocated center of activity, a second church was built, in the Greek Revival style, at 410 Washington Street (Map #105) to serve a newly formed Methodist Episcopal society. A Universalist society, established in 1826, also built a church within the district (no longer extant). And in 1844, a dissenting group of Methodists who favored abolitionism split from the original congregation to form their own church, housed in a Greek Revival-style building at 404 Washington Street (Map #106).

Duxbury's shipbuilding enterprises reached their peak in the 1830s. Between 1832 and 1837, Duxbury yards produced 71 ships and employed 900 workers.

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Ezra Weston's Ten-Acre Yard was the largest in town; the largest ship launched from Duxbury was Weston's 880-ton "Hope," launched in 1841. In 1837, the fishing industry in Duxbury was at its most productive, with over 300 men and 46 ships active in fishing; 1.8 million pounds of codfish passed through Duxbury harbor in that year alone. Fourteen shipyards operated along the waterfront; accompanying them were the more minor but nonetheless critical enterprises associated with the industry: ropewalks, saillofts, forgeries, sparsoaks, steamsheds. An 1838 census indicated that while Duxbury still numbered 200 farmers among its citizenry, 900 men (1/3 of the male population) were engaged in shipbuilding, foreign commerce, fishing, or coastal trade. Boardinghouses and stores also sprang up along the waterfront. Sweetser's Store, built ca. 1830, is the only intact surviving commercial building at the waterfront (Map #37). Modest housing to accommodate the town's large group of skilled carpenters, blacksmiths, sailmakers, cordwainers, caulkers, sparmakers, and coopers was also built. For example, the William Bradford House of 1841 (Map #92) housed a sparmaker in the Weston yards. By 1840, Duxbury's waterfront, no doubt a rather rough place despite its Federal mansions, had been nicknamed "Sodom," a sobriquet that well conveys the bustling activity of the harbor area and its citizens.

Emblematic of the area's great wealth and activity was the formation in 1833 of the Duxbury Bank (Map #70, MHC #47), chartered by Ezra Weston and several shipbuilding colleagues. The imposing Greek Revival-style bank building, built on Washington Street just by the Bluefish River, was surrounded by the yards that supplied its capital. The bank was one of fourteen chartered by the Commonwealth in March of 1833; it remained in operation until 1842, when it closed as Duxbury began a long period of decline.

Duxbury's prosperity never reached the proportions of other Massachusetts shipping centers to the north, including Salem and Newburyport. The fact that only one high-style three-story mansion stands within the district, the second Nathaniel Weston house mentioned above, reflects this, as does the fact that Duxbury's exceptionally well-preserved assemblage of Federal-style houses is confined to only the immediate coastal area and never spread inland.

The heyday of shipbuilding in Duxbury was shortlived. Although the town's shipmasters acted also as agents and thus could share in some profits from voyages, the bulk of the lucrative trade engaged in by Duxbury ships was most often for Boston owners. Most ships built in Duxbury did not return, many because the town's harbor was too shallow to receive them once they were loaded with trade goods. The harbor was also small, unable to accommodate much larger vessels. And Duxbury shipyards were too small to construct the new clipper ships which because of their size and speed supplanted the schooners, brigs, and barks built in Duxbury.

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By 1840, the town's more prominent shipbuilders had begun to relocate their works to far-more-profitable Boston. With their departure, decline in the town was swift and dramatic. Industry slowed in the 1840s, and the impetus for building high-style residences also vanished. Thus while other Massachusetts coastal towns continued to evolve and their economy to diversity, development in Duxbury, which had always relied on shipbuilding alone for its economic well being, came to an abrupt halt. The town was left with an outstanding concentration of Federal-period residential buildings that stand today as a relic of the community's brief period of maritime-related prosperity.

Duxbury launched only four ships in 1845; in 1865, two. The last fully rigged Duxbury ship was launched in 1869 from the yard of Porter Keen, on the Bluefish River. By 1870, Duxbury wharves and the small industries associated with the shipyards had been abandoned.

In 1869, the Franco-American Cable was landed at Duxbury, and cable headquarters were established in the former Duxbury Bank Building. (The cable company remained in operation there until 1952.) Two years later, in 1871, the Duxbury and Cohasset Railroad arrived, and prompted a new development for a town that had lain essentially dormant for several decades. With the train, Duxbury became attractive and accessible as a summer resort colony. The shipbuilders' and sea captains' residences were converted to summer boarding houses or purchased as summer homes. Several shingle-style and Colonial Revival-style summer dwellings were built, some on portions of original land grants that were broken into smaller parcels, others on the sites of former shipyards and along the shore. Some modest infill continued through the 20th century as Duxbury evolved into the wealthy seaside community that it is today. The village's Federal-period houses remained intact, in part as a reflection of Duxbury's precipitous decline and others as a result of restoration and maintenance efforts of the town's new residents.

In sum, the historic properties included within the Old Shipbuilders Historic District demonstrate the development of Duxbury Village from the 18th through the early 20th century. Maritime activities can be said to define the district's major period of significance: ca. 1764, the year the first successful shipyard was founded, to 1869, when the last Duxbury-built ship was rigged and launched. More generally, the district's resources reflect the village's evolution from sparsely populated rural settlement in the early colonial period to prosperous 20th century bedroom community within easy commuting distance of Boston. The peak of the village's development came at the turn of the 19th century, the period of most active maritime commercial development; this prosperity is seen in the stylish residences constructed by successful Duxbury shipbuilders and sea captains. The intact state of

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preservation of the buildings within the district further reflects a period of decline and stagnation in the mid to late 19th century, when few had the means to alter or demolish their community's older residences. The subsequent influx of summer residents at the close of the 19th century were attracted by the village's seaside location and picturesque antique dwellings. Thus the historic resources of the Old Shipbuilders Historic District fulfil Criterion C of the National Register of Historic Places as well-preserved buildings constructed primarily during the Federal period, as well as Criteria A and B, as reflections of Duxbury's successful early 19th century maritime commercial economy and the village residents who most significantly contributed to the village's growth and development.

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OLD SHIPBUILDERS HISTORIC DISTRICT, DUXBURY, MA
DISTRICT DATA SHEET

1.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
82	Capt. David Cushman House	2 Anchorage Lane	ca. 1840	Greek Revival
I		33 Anchorage Lane	ca. 1950	NC
72	Jonathan Smith House	45 Cedar Street	1822	Federal: Hip-roof, Center chimney
54		1 Fort Hill Lane	1856	Greek Revival
58	Levi Sampson House	2 Fort Hill Lane	1803	Federal: Hip roof, Center chimney
55		9 Fort Hill Lane	1920	Cape-style cottage
57	Joshua Winsor House	18 Fort Hill Lane	ca. 1800	Federal cottage: Double chimney
I		24 Fort Hill Lane	1975	NC
aa	Sail loft	37 Fort Hill Lane	ca. 1812	former sail loft, now residence--NC
I		7 Freeman Place	ca. 1960	NC
bb		16 Freeman Place	ca. 1920	Gambrel Colonial Revival--NC
z		30 Freeman Place	ca. 1920, 20th c. alterations	Colonial Revival--NC
141		33 Freeman Place	ca. 1920	Colonial Revival
I		8 Josselyn Avenue	ca. 1960	NC

KEY

I = intrusions (buildings built after 1930)

a - cc = noncontributing buildings (constructed within period of significance but no longer retaining integrity)

V = vacant lots

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2.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
56		11 Josselyn Avenue	ca. 1920	Cottage
42		11 Long Point Lane	ca. 1840	Greek Revival
43		17 Long Point Lane	ca. 1885	Shingle Style
I		19 Long Point Lane	1950	NC
44	George Frazer House	32 Longpoint Lane	1831	Federal: Gable roof, twin-chimney
I	Town Landing	Mattakeeset Court		Public Town Landing
I		31 Mattakeeset Court	20th century	NC
39	Duxbury Yacht Club	32 Mattakeeset Court	1913	Tudor Revival
134	Partridge Cottage	Partridge Road	late 17th century	First Period cottage
52	Capt. Samuel Delano Jr. House	36 Plumfield Lane	1780	Georgian: Hip roof, center chimney
m	Ship Carpenter's Housing	42 Plumfield Lane	1840, altered 20th c.	Federal: Hip roof, 4 chimneys--NC
I		51 Plumfield Lane	1955	NC
63		6 Powder Point Ave.	ca. 1810	Federal: Hip roof, center chimney
64		10 Powder Point Ave.	ca. 1806	Federal: Hip-roof, center chimney
65/13	Isaac Chandler House	14 Powder Point Ave.	1809	Federal cottage: Center chimney
66/14	Nathaniel Weston House	22 Powder Point Ave.	1812	Federal: Hip-roof, Center chimney

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3.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
67	Second Reuben Drew House	30 Powder Point Ave.	1809	Federal: Hip roof, Center chimney
68/20	First Reuben Drew House	36 Powder Point Ave.	1806	Federal: Hip roof, Center chimney
u		44 Powder Point Ave.	ca. 1800, 20th c. alterations	Gambrel Cape--NC
69	Charles Drew House	52 Powder Point Ave.	1785	Georgian: Hip roof, Center chimney
q		11 River Lane	1920, mid 20th c. alterations	Dutch Colonial Revival--NC
r		21 River Lane	1927, mid 20th c. alterations	Cape-style cottage-- NC
s		45 River Lane	1890, mid 20th c. alterations	Former barn, now residence--NC
60		44 River Lane	ca. 1830	Federal: brick end, hip roof
70/47	Duxbury Bank	3 St. George Street	1833	Greek Revival
71	Capt. Briggs Thomas House	10 St. George Street	ca. 1830	Federal: brick end, hip roof
v		36 St. George Street	1880, 20th c. alterations	formerly Queen Anne-- NC
81	Samuel Frazer House	47 St. George Street	ca. 1750	Georgian: center chimney
73	Rebecca Frazer House	56 St. George Street	1829	Federal: hip roof, center chimney

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4.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
I	brick church	62 St. George Street	1934	NC
I	brick rectory	62 St. George Street	1934	NC
I		63 St. George Street	ca. 1930	NC
I		69 St. George Street	ca. 1955	NC
I		75 St. George Street	1980	NC
I		79 St. George Street	ca. 1955	NC
74		80 St. George Street	ca. 1820	Center-chimney Cape
75		86 St. George Street	1795	Cape-style cottage
I		98 St. George Street	1960	NC
80	Samuel Winslow House	101 St. George Street	1833	Federal: gable roof, twin chimneys
79	Edward Winslow House	105 St. George Street	1797	Cape
76		108 St. George Street	1805	Federal: Hip roof, center chimney
78		113 St. George Street	1880	Second Empire cottage
77	George Winslow House	125 St. George Street	1828	Federal: hip roof, twin chimneys
115	Joseph S. Thomas House	14 Surplus Street	1824	Cape
122		15 Surplus Street	ca. 1800	2-story Cape-style cottage, with 2-story vestibule
121		23 Surplus Street	1830	Cape
116		26 Surplus Street	1830	Greek Revival

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5.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
117		32 Surplus Street	1811	Cape-style cottage
120		33 Surplus Street	1790	Federal cottage with integral leanto
119		37 Surplus Street	ca. 1890	Queen Anne
118		47 Surplus Street	ca. 1800	Cape-style cottage
e		17 Tralee Lane	ca. 1920, mid 20th c. alterations	NC
17		25 Tralee Lane	ca. 1750	Cape
1		31 Washington Street	1785	Center-chimney Cape
y		36 Washington Street	ca. 1780, with 20th c. alterations	Cape-style cottage--NC
2		41 Washington Street	ca. 1900	Bungalow
I		42 Washington Street	1945	NC
c		47 Washington Street	ca. 1900, mid 20th c. alterations	Bungalow--NC
139		50 Washington Street	1840	Greek Revival
3		51 Washington Street	ca. 1850	Gable-roof farmhouse
138	Capt. Micah Soule House	62 Washington Street	1795	Georgian: hip roof, twin chimneys
137	Capt. Waite Wadsworth House	72 Washington Street	ca. 1810	Federal: hip roof, twin chimneys
4	St. Margaret's Convent	85 Washington Street	ca. 1740	Georgian
b	St. Margaret's Convent	87 Washington Street	ca. 1740, 20th c. alterations	Former barn, now residence--NC

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6.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
5	Garniel Wadsworth House	93 Washington Street	ca. 1920	Dutch Colonial Revival
I		102 Washington Street	1960	NC
6		105 Washington Street	ca. 1850	Greek Revival
I		110 Washington Street	1940	NC
I		120 Washington Street	ca. 1965	NC
7		129 Washington Street	ca. 1900	Bungalow
a	John Winslow House	131 Washington Street	ca. 1900	Converted Boathouse--NC
x		140 Washington Street	ca. 1850, 20th c. alterations	Hip-roof Federal--NC
136/56		148 Washington Street	1805	Federal: Hip roof
I		153 Washington Street	ca. 1955	NC
135		154 Washington Street	17th c. core, ca. 1800 exterior	Federal: Hip roof, Center chimney
I		165 Washington Street	1955	NC
I	Partridge Farm	175 Washington Street	1950	NC
I		191 Washington Street	ca. 1960	NC
133		206 Washington Street	1839	Gable-roof Farmhouse
I		216 Washington Street	ca. 1950	NC
8		221 Washington Street	1850	Greek Revival

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7.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
132		226 Washington Street	1806	Federal: Hip roof, twin chimneys
9		231 Washington Street	ca. 1850	Greek Revival
131		232 Washington Street	1806	Federal: Hip roof, Center chimney
d		237 Washington Street	ca. 1920, 20th c. alterations	Cape-style cottage-- NC
130		238 Washington Street	1840	Federal: Hip roof, Center chimney
129	Henry Wadsworth House	244 Washington Street	1797	Cape: Center chimney
I		245 Washington Street	ca. 1960	NC
128		252 Washington Street	ca. 1815	Federal: Hip roof, Center chimney
10		255 Washington Street	ca. 1920	Cape
I		260 Washington Street	1950	NC
11	Henry Wadsworth II House	265 Washington Street	1853	Greek Revival
127	Joseph Prior House	274 Washington Street	1797	Cape: Center Chimney
12		277 Washington Street	ca. 1820	Federal: Hip roof
126		278 Washington Street	ca. 1831	Federal: Hip roof, Twin chimneys
13	Ziba Hunt House	281 Washington Street	1802	Cape: Center chimney
125		286 Washington Street	ca. 1790	Late Georgian: Hip roof, center chimney

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8.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
14/40	Snow Magoun House	291 Washington Street	1805	Federal: Hip roof, Center chimney
124	Lemuel Harlow House	294 Washington Street	1804	Federal: Hip roof, Center chimney
15	Avery Richards House	301 Washington Street	1812	Federal
123	Bartlett Holmes House	302 Washington Street	1803	Center-chimney Cape
16	Studley Sampson House	309 Washington Street	ca. 1806	Cape
114	Benjamin Bosworth House	310 Washington Street	1794	Federal: Hip roof, Center chimney
18/45	Joshua Cushing House	313 Washington Street	1792	Federal: Hip roof, Center chimney
113	Peterson's Store	318 Washington Street	ca. 1800	3/4 Cape-style cottage
112	Peleg Churchill House	326 Washington Street	1794	Cape-style cottage: Gambrel Roof
111	Zaddock Bradford House	332 Washington Street	ca. 1790	Late Georgian: Hip roof, Center chimney
110/18	Ahira Wadsworth House	338 Washington Street	1803	Federal: Hip roof, Twin chimneys
23		341 Washington Street	1786	3/4 Cape-style cottage
I		346 Washington Street	ca. 1945	NC
24	Lot Stetson House	349 Washington Street	1787	Gambrel Cape

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9.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
25	Jesse Howard House	353 Washinston Street	1796	Cape: Center Chimney
I		354 Washington Street	1956	NC
26		363 Washington Street	ca. 1920	Shingle style
109	Jenny Alden House	366 Washington Street	ca. 1804	Cape: 4 chimneys
27	Charles Winsor House	369 Washington Street	1805	Cape: Center chimney
108	Otis Winsor House	372 Washington Street	1810	Federal: Hip roof, Center chimney
w		378 Washington Street	ca. 1840	Greek Revival
i		381 Washington Street	1900	Cape-style cottage
I		387 Washington Street	1956	NC
107	Winsor Inn/Second Nathaniel Winsor House	390 Washington Street	1803	Federal: Hip roof, Twin chimneys
33		397 Washington Street	1890	Colonial Revival
j		401 Washington Street	ca. 1920	Cape
35	Sanford Windsor House	403 Washington Street	ca. 1885	Colonial Revival
106	Pilgrim Church	404 Washington Street	1844	Greek Revival
34	First Nathaniel Winsor House	405 Washington Street	1800	Federal
105	Methodist Episcopal Church	410 Washington Street	ca. 1796	Federal: Hip roof
104		416 Washington Street	ca. 1796	Federal: Hip roof
cc		422 Washington Street	ca. 1840, 20th c. alterations	Greek Revival--NC

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10.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
102		430 Washington Street	ca. 1800	Center-chimney Cape
I		433 Washington Street	1935	NC
I		433B Washington Street	1935	NC
I		Washington Street	20th c. yacht storage, marine building	NC
I		Washington Street	20th c. yacht storage, marine building	NC
I		Washington Street	20th c. yacht storage, marine building	NC
101	Sprague Hall	440 Washington Street	1760, with ca. 1840 alterations	Greek Revival
I		Washington Street	20th c. yacht storage, marine building	NC
I		445 Washington Street	1962	NC
36		447 Washington Street	1850	Former sail loft, now residence
k		449 Washington Street	ca. 1890, mid 20th c. alterations	Colonial Revival--NC
I		453 Washington Street	20th century	NC
1	Duxbury Coal & Lumber	457 Washington Street	ca. 1850	Former wharf building, now shops
I		457 Washington Street	1960	NC
37	Sweetser West India Goods	469 Washington Street	ca. 1833	Greek Revival
100	Seth Sprague Jr. House	476 Washington Street	1813	Federal: Hip roof, Four chimney, Monitor

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11.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
38/1	Third Nathaniel Winsor House	479 Washington Street	1807	Federal: Hip roof, Three story, Palladian window
99		486 Washington Street	ca. 1815	Federal: Hip roof
40	Thomas Winsor House	489 Washington Street	1780	Georgian: Hip roof
41		499 Washington Street	ca. 1855	Greek Revival
98		500 Washington Street	ca. 1850	Greek Revival
45		517 Washington Street	ca. 1833	Former joinery, now residence
I		520 Washington Street	1950	NC
46	Congregational Parsonage	523 Washington Street	1840	Greek Revival
97	George Prior House	526 Washington Street	1851	Greek Revival
96	Solomon Washburn House	534 Washington Street	1805	Federal: Hip roof, Brick end
47	Mattakeeset Hall	535 Washington Street	ca. 1886	Queen Anne
95		538 Washington Street	ca. 1865	Colonial Revival
48		541 Washington Street	ca. 1830	Greek Revival
94		546 Washington Street	1900	Colonial Revival
I		Washington Street	20th c. yacht storage marine building	NC
49		555 Washington Street	ca. 1890	Former barn, now residence

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12.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
93	Eden Sampson House	558 Washington Street	1826	Cape w/columned portico
50	Dr. N.K. Noyes House	561 Washington Street	ca. 1890	Queen Anne
92	William Bradford House	562 Washington Street	1841	Greek Revival
51	Joseph Prior House	563 Washington Street	1847	Cape
n	Wetherill's Barn	569 Washington Street	1857	Former barn, now residence--NC
91		570 Washington Street	1835	Greek Revival
90		576 Washington Street	ca. 1840	Greek Revival
I		577 Washington Street	1934	NC
89		584 Washington Street	ca. 1850	Greek Revival
53	Masonic Lodge	585 Washington Street	ca. 1801	Federal
88		590 Washington Street	ca. 1850	Greek Revival
o		595 Washington Street	1898, 20th c. alterations	Colonial Revival--NC
87		598 Washington Street	1815	Federal: Hip roof
86	Zenus Faunce House	604 Washington Street	1815	Federal: Hip roof
85	Ichabod Sampson House	612 Washington Street	1801	Federal: Hip roof, Central chimney
59	Augustus Sampson House	615 Washington Street	1826	Federal: Gable roof, End chimney
84	Deacon George Loring House	620 Washington Street	1820	Federal: Hip roof, Brick end

OLD SHIPBUILDERS HISTORIC DISTRICT, DUXBURY, MA
DISTRICT DATA SHEET

13.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
p		625 Washington Street	1900, mid 20th c. alterations	Colonial Revival--NC
I		629 Washington Street	ca. 1948	NC
I		630 Washington Street	1950	NC
61	Boathouse	641 Washington Street	ca. 1890	Vernacular Industrial
83	Tidegates	644 Washington Street	1893	Former grist mill, now residence
t		661 Washington Street	ca. 1915, mid 20th c. alterations	Bungalow--NC
62	Charles Drew House	685 Washington Street	1826	Federal: Hip roof, Center chimney
19	Gorham Emerson House	1 Water Street	1828	Cape-style cottage with integral leanto
22/41	James Winsor House	2 Water Street	1796	3/4 Cape, Gambrel roof
20	Joseph White House	11 Water Street	1808	Federal
21/40	Job Sampson House	12 Water Street	1794	Georgian: Hip roof, Center chimney
f		24 Water Street	ca. 1920, mid 20th c. alterations	Cottage--NC
I		33 Water Street	ca. 1936	NC
g		17 Winsor Street	ca. 1920, mid 20th c. alterations	Bungalow--NC
30	Spenser Winsor House	18 Winsor Street	1801	Federal: Hip roof

OLD SHIPBUILDERS HISTORIC DISTRICT, DUXBURY, MA
DISTRICT DATA SHEET

14.

<u>Map #/MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Style</u>
29	Sampson Winsor House	22 Winsor Street	1787	Federal: Hip roof
h		23 Winsor Street	ca. 1920, with mid 20th c. alterations	Bungalow--NC
28	Samuel Winsor House	32 Winsor Street	1787	Cape: Center chimney
31		44 Winsor Street	1925	Bungalow
32		46 Winsor Street	1926	Bungalow

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Old Shipbuilder's Historic District
Plymouth County
MASSACHUSETTS

JUL 25 1986

Working No. _____

Fed. Reg. Date: 2/3/87

Date Due: 8/21/86 - 9/8/86

Action: ☒ ACCEPT 8-21-86

☐ RETURN

☐ REJECT

Federal Agency: _____

Entered in the
National Register

- ☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria _____

Reviewer _____

Discipline _____

Date _____

_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

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

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____
Quadrangle name _____
UTM References _____

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title date

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



Charles E. Eaton, Jr. Residence
154 Washington St.
Duxbury, MA. 02332

Fran Nichols, photo

Old Shipbuilder's Historic
District
Photo 1 of 26

Photo by
Fran Nichols
617-934-2418



De Zengodita House
274 Washinton St.
Duxbury, Ma
-Fran Nichols 5/83
(D.H.C.)
Front Elevation

Old Shipbuilder's Historic
District
Photo 2 of 26

Juan De Zengodita
Juan De zengodita

Photo by
Fran Nichols
617-934-2418



Geo. Robeson House
281 Washington St.
Duxbury, Ma.
- Fran Nichols 8/83
Front side (West el.)
DHC

Old Shipbuilder's Historic
District Photo 3 of 26

Photo by
Fran Nichols
617-934-2418



Photo by
Fran Nichols
617-934-2418

Kevin Kavenach
309 Washington St.
Duxbury, MA.
Unknown builder.
c. 1800 Antique Cape

Old Shipbuilder's Historic
District Photo 4 of 26

309
Wash St



Elliot Brown House
32 Winsor St.
Duxbury, MA. 8/83
- Fran Nichols
E. elev. Taken fr. water

Old Shipbuilder's Historic
District Photo 5 of 26

Photo by
Fran Nichols
617-934-2418

Elliot Brown
32 Winsor



James Frame House
2 Water St/ D.H.C.
Duxbury, Ma.
- Fran Nichols 7/83
West El. Wash. St. side

Old Shipbuilder's Historic
District Photo 6 of 26

Corner of Wash. + Water St.

James Frame.

built by James Winsor
1796

2 Water St.

Photo by
Fran Nichols
617-934-2418



Agnes Cattell House
25 Tralee Lane
Duxbury, MA
- Fran Nichols
W. El. - Water Side

Old Shipbuilder's Historic
District Photo 7 of 26

Cattell
Agnes Kittell
25 Tralee Lane



Ladd Macmillan ~~xxxxxx~~
349 Washington St.
Duxbury, Ma.
-Fran Nichols 5/83
Side View -Eastrn El.
D.H.C.

Old Shipbuilder's Historic
District Photo 8 of 26

Macmillan

East St.

4

Photo by
Fran Nichols
617-934-2418



Parcher House
562 Washinton St.
Duxbury, Ma.
- Fran Nichols 9/83

Old Shipbuilder's Historic
District Photo 9 of 26

Photo by
Fran Nichols
617-934-2418

390 Mark



Pilgrim Church (Congreg)
Washington St.
Duxbury, Ma.
-Fran Nichols 9/83
Front entrance D.H.C.
(Winsor House foreground)

Pilgrim Church (Congregation)

Old Shipbuilder's Historic
District Photo 10 of 26



St. John's Church (Epis)
410 Washington St/
Duxbury, Ma.

-Fran Nichols 9/83

Front Entrance
D.H.C.

Old SHipbuilder's Historic
District Photo 11 of 26

Epis. Ch.
Wash St



Leonard - 479 Wash St
Fitzgiobae - 489 Wash St.
Mabel Rogde - 499 Wash St.

D.H.C

Leonard House
479 Washington St.

Duxbury, MA

-Fran Nichols 5/83

Streetscape - Fitz and
Rogde House in background

Old Shipbuilder's Historic
District Photo 12 of 26

Photo by
Fran Nichols
617-934-2418



The Winthrop Coffin House
526 Washington St.
Duxbury, MA
-Fran Nichols 8/83
Front and E. Elevation
D.H.C.

Old Shipbuilder's Historic
District Photo 13 of 26



Charles Post House DHC
32 Long Point Lane
Duxbury, Ma.
- Fran Nichols 9/83
East. El. Water Side

Old Shipbuilder's Historic
District Photo 14 of 26

Coff Washington 81

Photo by
Fran Nichols
617-934-2418



Now, Dux, Antique Shop

Old Peterson Drug Store
Washington St.

- Dick Wight 8/83

Duxbury, MA

Old Shipbuilder's Historic
District Photo 15 of 26

Anti #
139 Wight



Lawson House - Washington St

Photo - Right

10/83

F.B. Lawson, Owner, both houses
Washington St.
Duxbury, Ma.

Old Shipbuilder's Historic
District Photo 16 of 26

Left - 1810

Middle - 1812

Right - 18

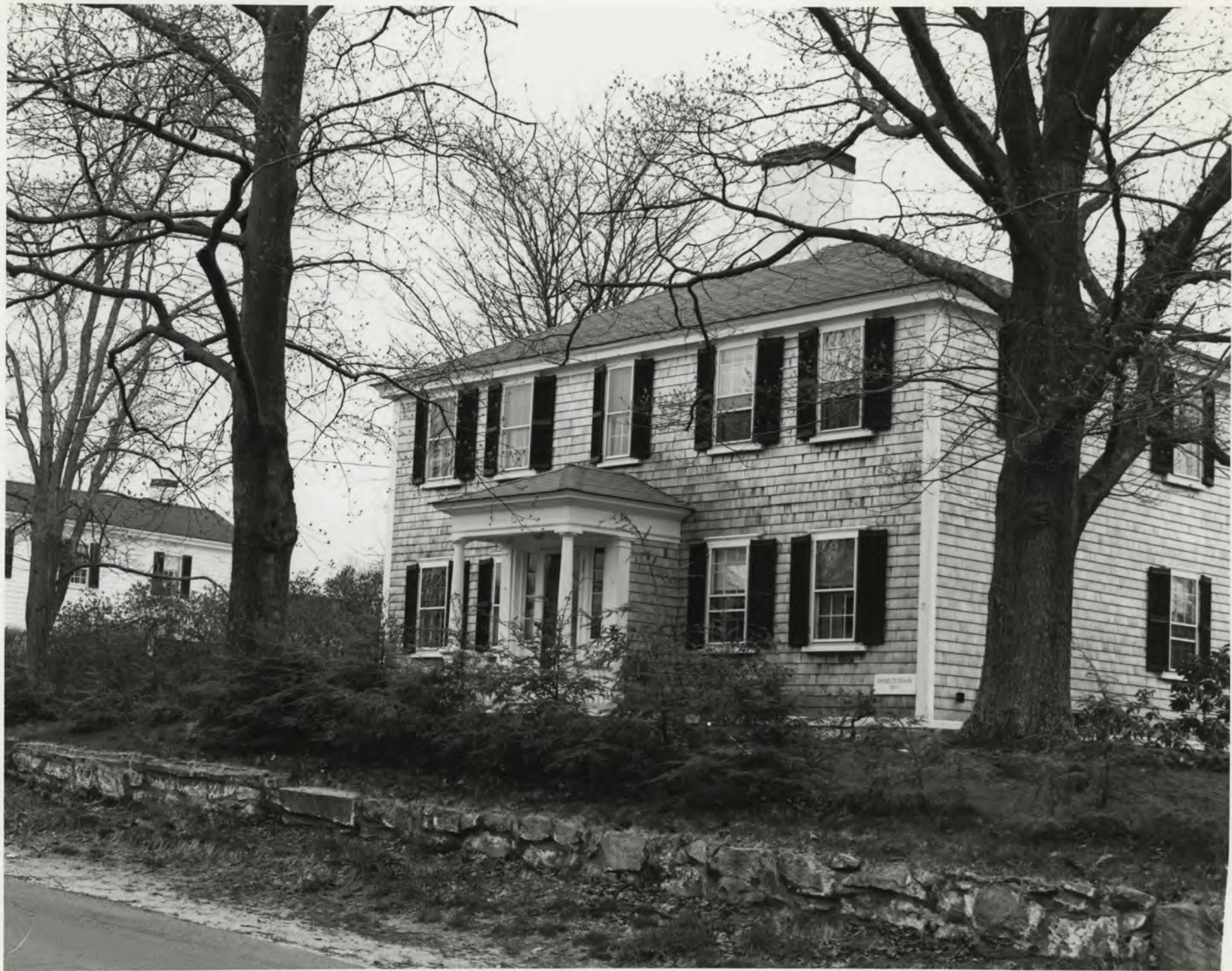
620 - Macomber, rector, Built by Deacon Geo. Torrey
Owned by F.B. Lawson @ 1820

612 - Jud m rt.

Built - owned by Lawson

Built by Lawson 1810

16A



Frank B. Lawson
612 Washington St.
Duxbury, MA
- Fran Nichols
NE. El. -Front DHC

Old Shipbuilder's Historic
District Photo 17 of 26

612 Wash - Mrs. Peberly owned by Lawson

Goddard

Loring

Dud

612
Shingle

620

Pe
Farm

16

Photo by
Fran Nichols
617-934-2418



Cable House
690 Washington St.
Duxbury, Ma.
- Fran Nichols 9/83
DHC Cor.St. Geo & Wash.

690 Wash. St.
Cable House

Old SHipbuilder's Historic
District Photo 18 of 26

Photo by
Fran Nichols
617-934-2418



Doorway of
Drew House -
1983 St George St at
Washington

Photo by Dick
Wight

Drew House
685 Washington St.
Duxbury, Ma. 7/83
Detail of Doorway
Dick Wight - DHC

Old Shipbuilder's Historic
District Photo 19 of 26



Doorplate: J
Drew House -Front El. E
685 Washington St.
Duxbury, MA. 1790

Owner

Duxbury Bay in background

Old Shipbuilder's Historic
District Phot 20 of 26

Cal Society

J

Photo by
Fran Nichols
617-934-2418



Drew House & Cable House
Corner St. Geo. & Wash
Duxbury, Ma. 9/83
- Fran Nichols
Taken at high tide D.H.C

Old SHipbuilder's Historic
District Photo 21 of 26

Photo by
Fran Nichols
617-934-2418

81



b Modern Photo - Bend in
Powder Pt. Ave. - 6
Federal Houses (Heiden-
reich)
Streetscape 9/83
Duxbury, MA.

Left to right:
Ellison, Maxwell, Baty
and Fox Federal Houses
Fran Nichols - 9/83

Old Shipbuilder's Historic
District Photo 22 of 26

Bend in Powder Pt Ave
Baty, main
Fox

and
Three months in foreground

Daily Club

22



Mary Maxwell House 8/83
14 Powder Point Ave.
Duxbury, Ma.
-Fran Nichols 9/93
D.H.C

Old Shipbuilder's Historic
District Photo 23 of 26

23

Mary Maxwell
14 P.P.

Photo by
Fran Nichols
617-934-2418



Wm Randebrock House
45 Cedar St. (St. Geo)
Duxbury, Ma .

~~H. Heidenreich~~ 7/83

Blue Fish River, Longwood

Old Shipbuilder's Historic
District Photo 24 of 26

Photo by
Fran Nichols
617-934-2418



Warren Leland House
10 St. George St.
Duxbury, Ma. 9/83
Front el. South DHC

Old Shipbuilder's Historic
District Photo 25 of 26



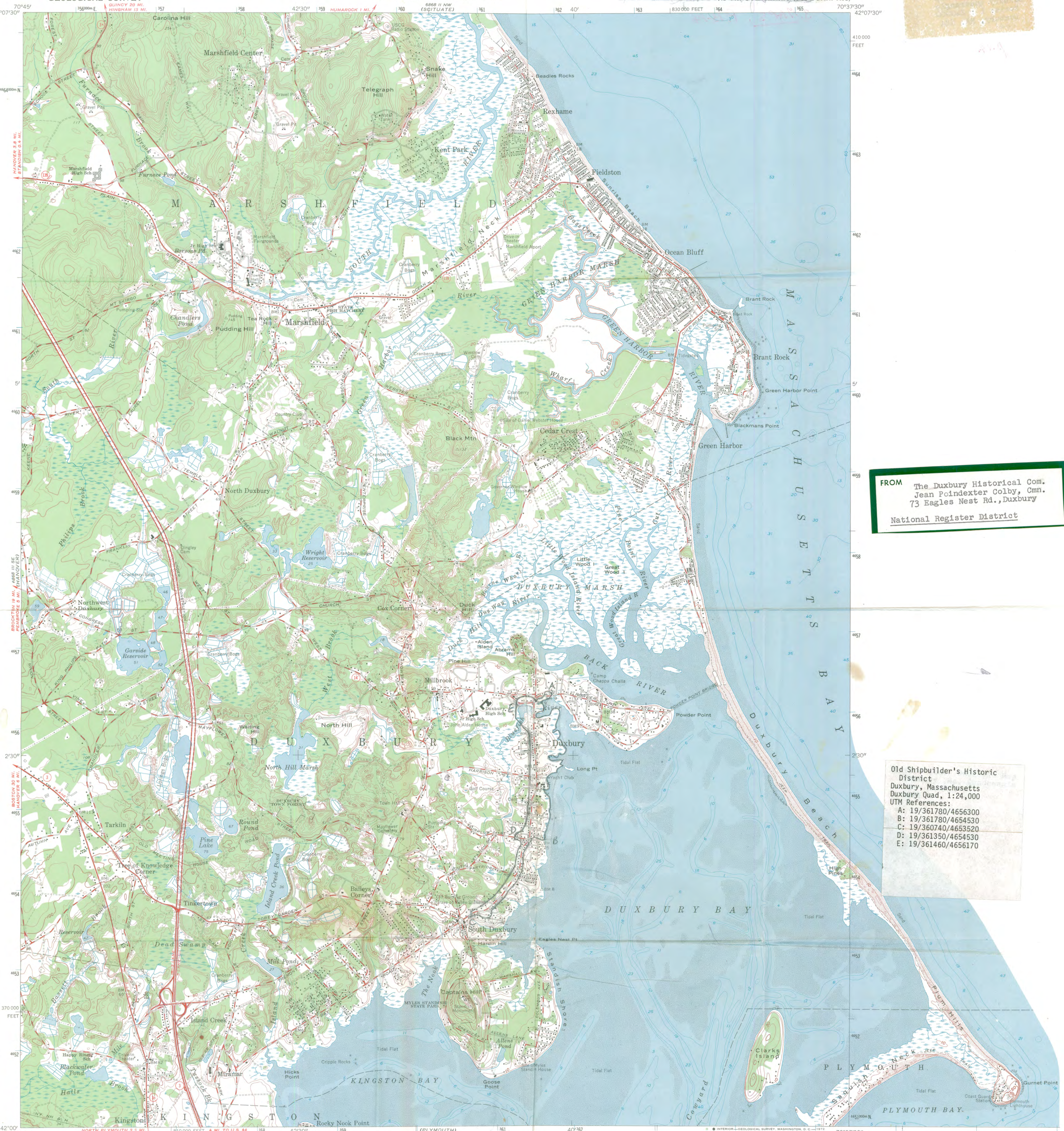
James Truden House
105 St. Geo. St/
Duxbury, Ma.
- Wight, R. 7/83
NE El. (Front) D.H.C.

Old Shipbuilder's Historic
District Photo 26 of 26

Delano - Windsor - 1797 #1

St. George St

R. Wight
photo-



FROM The Duxbury Historical Com.
Jean Poindexter Colby, Cmn.
73 Eagles Nest Rd., Duxbury
National Register District

Old Shipbuilder's Historic
District
Duxbury, Massachusetts
Duxbury Quad, 1:24,000
UTM References:
A: 19/361780/4656300
B: 19/361780/4656530
C: 19/360740/4653520
D: 19/361350/4654530
E: 19/361460/4656170

Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, and Massachusetts Geodetic Survey

Planimetry in part by photogrammetric methods from aerial
photographs. Topography by planimetric surveys 1935-1936
Revised 1961

Selected hydrographic data compiled from USC&GS charts 245 (1958)
and 1208 (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

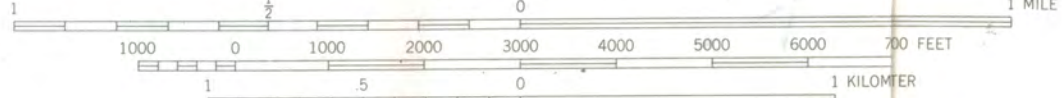
1000-meter Universal Transverse Mercator grid ticks
zone 19, shown in blue

UTM GRID AND 1961 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

UTM GRID AND 1961 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

UTM GRID AND 1961 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

UTM GRID AND 1961 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



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 9.2 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20504
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



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

DUXBURY, MASS.
N 4200-W7037.5/7.5

1961

AMS 6868 II SW-SERIES V814

U.S. Geodetic Map
Duxbury Quadrangle
Scale: 1 : 240000
Duxbury, MA. USA
1961

p.14

U.S. Geodetic Map
Duxbury Quadrangle

3 MAPS P.13-14

Duxbury

U.S. GEOLOGICAL SURVEY

W. N. P.

Topographic Map
1961

SEE SHEET 170b

Old Shipbuilders Historic
District, Massachusetts
Luxury, Assessment Map
Map 11 of 8 1"=200'



SEE SHEET 170b

Joins Map 2

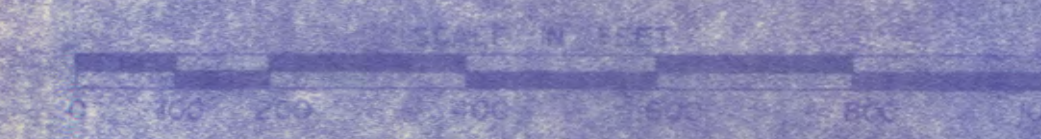
SEE SHEET 180b

SEE SHEET 140b

SEE SHEET 190b

SEE SHEET 190b

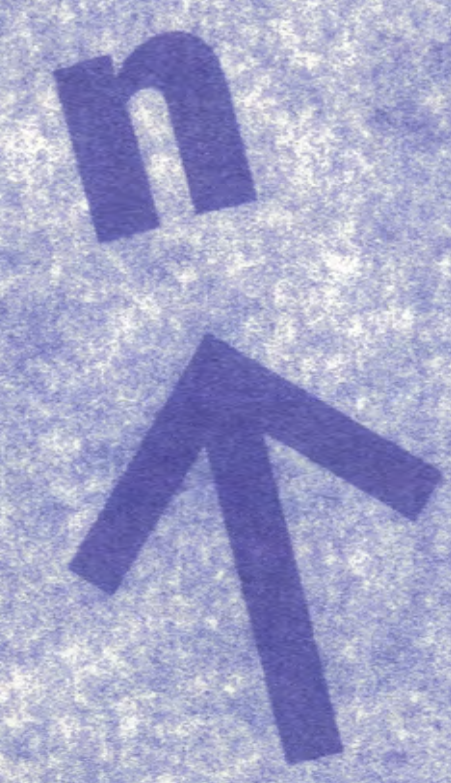
Joins Map 3



THESE PLANS ARE FOR ASSESSMENT
PURPOSES ONLY. DO NOT USE
FIGURES FOR WRITING DEEDS

1800

Old Shipbuilder's Historic District
Duxbury, Massachusetts
Duxbury Assessor's Map #180b
Map #2 of 6 1"=200'



RIGHT OF WAY

2600 ±	(106-000)
2150 ±	(107-001)
2250 ±	(107-002)
2550 ±	(114-000)
2215 ±	(115-000)
1740 ±	(116-000)

SEE SHEET 210d

SEE SHEET 180d

Joins Map 1

Joins Map 3



THESE PLANS ARE FOR ASSESSMENT PURPOSES ONLY. DO NOT USE FIGURES FOR WRITING DEEDS.

180b

SEE SHEET 190b



SEE SHEET 180d

SEE SHEET 180d

(SNUG HARBOR AREA)

SEE SHEET 191

THESE PLANS ARE FOR ASSESSMENT
PURPOSES ONLY. DO NOT USE
FIGURES FOR WRITING DEEDS.

Old Shipbuilders' Historic
District
Duxbury, Massachusetts
Duxbury Assessor's Map #192b
Map #3 of 6 1-2007

192b

Joins Map 4

Joins Map 1

Joins Map 2

SEE
SHEET
192a

Joins Map 4

SEE SHEET 1 1300

SEE SHEET 192b

SEE SHEET
190b

Joining Maps

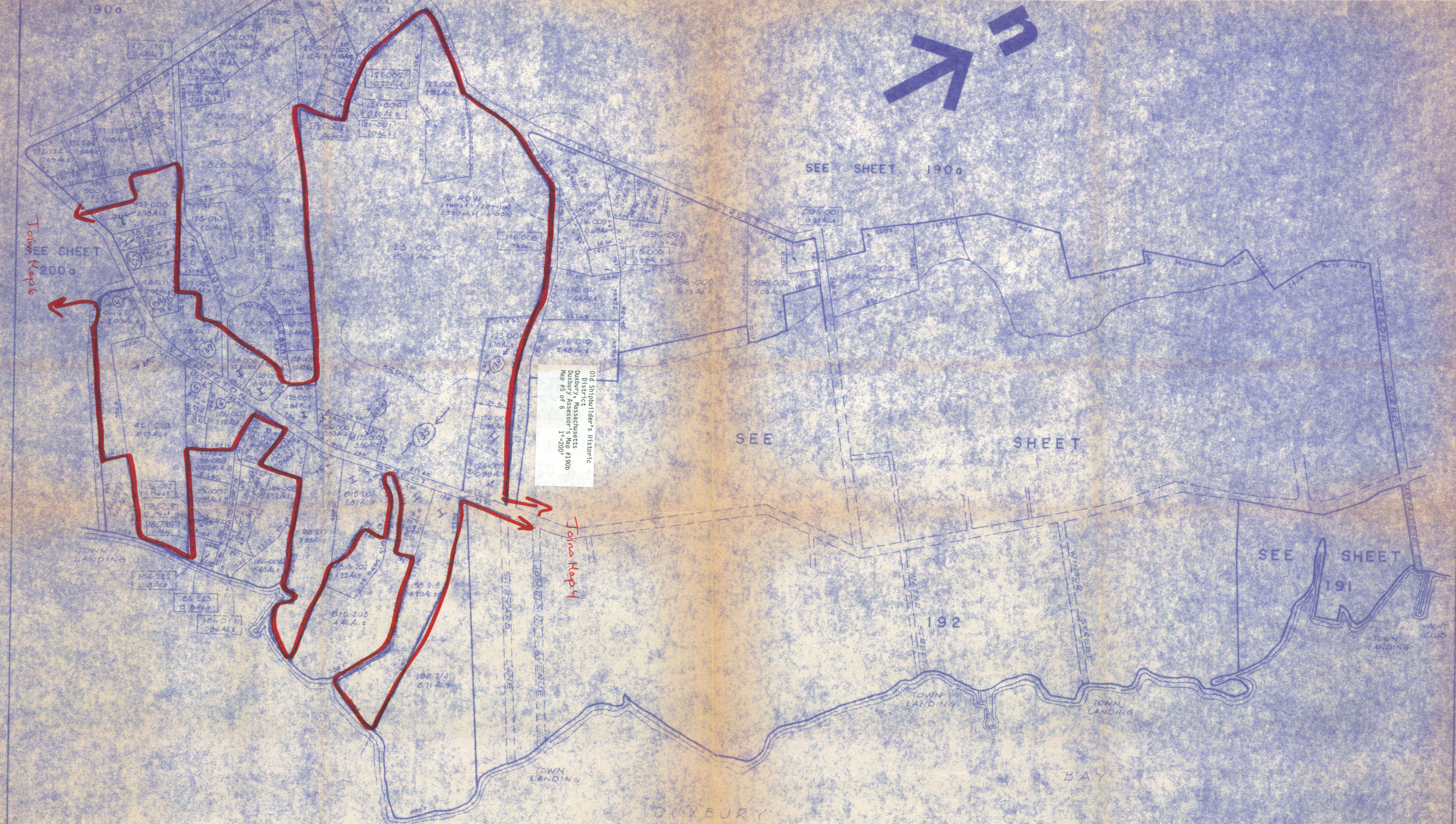
Joins Map 3

Toins Maps

Old Shipbuilder's Historic
District
Duxbury, Massachusetts
Duxbury Assessor's Map
Map #4 of 6
1"=200'

THESE PLANS ARE FOR ASSESSMENT PURPOSES ONLY. DO NOT USE FIGURES FOR WRITING DEEDS.

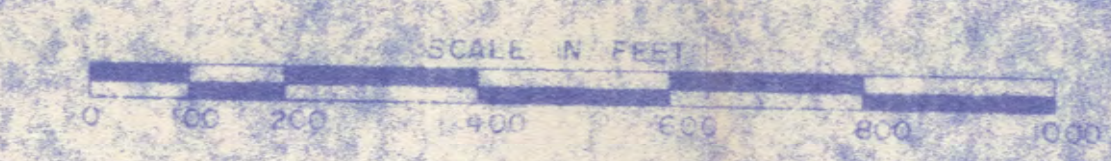
192a



SEE SHEET 200a
TOWN MAPS

Old Shipbuilder's Historic District, Duxbury, Massachusetts, Duxbury Assessor's Map #190b, Map #5 of 6, 1\"/>

TOWN MAPS



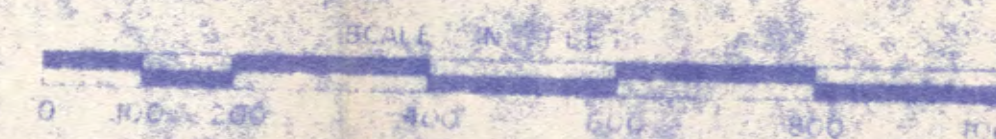
THESE PLANS ARE FOR ASSESSMENT PURPOSES ONLY. DO NOT USE FIGURES FOR WRITING DEEDS.

190b

Old Shipbuilder's Historic
District
Duxbury, Massachusetts
Duxbury Assessor's Map #200a
Map #6 of 6 1"=200'

SEE SHEET
180bSEE SHEET
160bSEE SHEET
200b

KINGSTON BAY



THESE PLANS ARE FOR ASSESSMENT
PURPOSES ONLY. DO NOT USE
FIGURES FOR WRITING DEEDS

200a





P 093 546 421

The Commonwealth of Massachusetts

Office of the Secretary of State
Michael Joseph Connolly, Secretary

Massachusetts Historical Commission
Valerie A. Talmage
Executive Director
State Historic Preservation Officer

July 21, 1986

Carol Shull
National Register of Historic Places
Department of Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

Dear Ms. Shull,

Enclosed you will find the following nomination forms:

Duxbury, OLD SHIPBUILDER'S HISTORIC DISTRICT, located on both sides of Washington Street from Rowden Avenue to just north of South Duxbury.

Harwich, BERRY, CAPTAIN JAMES HOUSE, 37 Main Street,

Harwich, SOUTH METHODIST CHURCH, 270 Chatham Road.

Needham, SMITH, JAMES HOUSE, 706 Great Plain Avenue.

All have been voted eligible by the State Review Board and have been signed by the State Historic Preservation Officer. Owners were notified of pending State Review Board consideration 30-75 days before the meeting and were afforded the opportunity to comment. Comments received to date are attached to the nomination forms.

Sincerely,

Sarah J. Zimmerman

Sarah J. Zimmerman
Director, Preservation Planning
Massachusetts Historical Commission

SJZ/dr