

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

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DIVISION OF
NATIONAL REGISTER PROGRAMS
NATIONAL PARK SERVICE

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Lifesaving Stations of Maine

B. Associated Historic Contexts

U. S. Lifesaving Service: 1848 - c. 1975

Maritime Transportation in Maine: c. 1600-1917

C. Geographical Data

State of Maine

☐ See continuation sheet

D. Certification

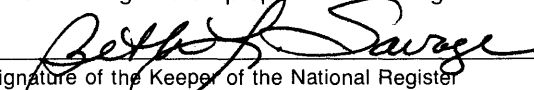
As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.


Signature of certifying official

2/27/90
Date

Maine Historic Preservation Commission
State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.


Signature of the Keeper of the National Register

4-20-90
Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

U. LIFESAVING SERVICE: 1848 - c. 1975

The United States Lifesaving service was formally established as an independent agency of the Treasury Department on June 18, 1848. Created for the purpose of rescuing victims of coastal shipwrecks, the Service built a closely knit network of stations along the Atlantic, Great Lakes, Gulf, and Pacific coasts to house the lifesavers and their rescue equipment. It was the only exclusively governmental establishment of its kind in the world as all other lifesaving organizations were either private or volunteer societies.

The history of the Service and other organized efforts at lifesaving go back to the end of the eighteenth century. The Massachusetts Humane Society, a volunteer group formed in 1786, was the first organization in the United States created solely to save the lives of shipwrecked mariners.

The Society's rescue efforts began with the building of small unmanned huts, outfitted with only a stove and some food supplies, on desolate sections of the Massachusetts coast to shelter shipwreck victims who were able to make it to shore on their own. The first was built on Lovell's Island in Boston Harbor in 1789. In 1807 the first lifeboat station, large enough to house a surfboat and other rescue apparatus, was built at Cohasset. The stations had no living quarters but were instead manned by volunteers from the surrounding neighborhood who were summoned for help at the sighting of a wreck. By 1845 the Society maintained eighteen lifeboat stations and numerous huts of refuge.

Although the Humane Society was successful in reducing the number of casualties from maritime disasters along the Massachusetts coast, few such organizations existed in other areas. The need for a national network of lifesavers was apparent. Unreliable navigational aids, inaccurate charts and sailing directions, and insufficient and poorly operated lighthouses accounted for numerous shipwrecks and stranded crews.

Eighteen forty-eight marks the inception of the U. S. Lifesaving Service and the beginnings of a national federally sponsored system. During that year, a Congressional appropriation provided for the building of eight unmanned volunteer lifeboat stations on the New Jersey coast along the southern approach to New York City. The first was established at Spermaceti Cove, on Sandy Hook. Appropriations during the next six years were used to build additional New Jersey boathouses and to extend the system to Long Island and the Great Lakes. By 1854 there were a total of 137 lifeboat stations in operation.

While the number of stations had risen dramatically since 1848, many problems continued to plague the Service. A number of fatal disasters along the Atlantic coast during the winter of 1870-71 demonstrated the lack of adequate protection and the need for greater organization and more stations. A survey in 1871 of every station revealed undisciplined crews, stations in ruins, and rescue equipment either missing or in disrepair. A complete reorganization of the entire service was necessary. Incompetent station captains, or "keepers" as they were called, were removed and replaced by the most skilled boatmen, and for the first time a superintendent in charge of the entire Service, Sumner I. Kimball, was appointed.

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Born in 1834 in Lebanon, Maine, and educated at Bowdoin College, Sumner Kimball first worked as a lawyer and Representative to the State Legislature. In 1861 he moved to Washington, D. C., to begin a career with the Treasury Department that would last until his retirement in 1915. His appointment in 1871 as chief of the Department's Revenue Cutter Service, included supervision of the Lifesaving Service.

As a result of the 1871 investigation, additional stations were ordered for New Jersey, Long Island and Cape Cod to achieve a more complete coverage of their coasts, and plans were made to enlarge the other existing stations. For the first time, these stations were to be made large enough to provide live-in quarters for the keeper and his crew of six "surfmén", plus any shipwreck survivors needing temporary care.

With the completion of this building program, the heavily traveled routes along the coastal approaches to New York and Boston were adequately protected. However, for other trade routes to northern New England and the southern Atlantic states, little help was available in the event of a shipwreck.

For a number of reasons these fringe areas were initially considered less of a priority for the establishment of stations. The beach coasts along New Jersey, Long island and Cape Cod, with their constantly shifting sandbars and few inlets in which to seek shelter during a storm, were considered inherently more dangerous than the relatively well-protected harbors of northern New England. Although the Maine coast was not without its hazards, it was considered a relatively safe area in which to sail. This was noted in the 1876 Annual Report of the U. S. Life-Saving Service:

The coast of Maine is jagged and indented by glacial valleys of great variety of depth, forming numerous sounds, narrow bays and channels. The channels reach far out into the sea, and the uneven, rocky ridges between which they lie also extend far seaward, forming narrow capes, reefs, headlands, points, and small islands. These channels and ridges usually extend in direction nearly north and south, but frequently those are found which cut across, more or less diagonally, the general course. This feature adds to the otherwise dangerous character of this coast, causing sharp peaks, submerged rocks, and peculiarly irregular sounding. All of these characteristics of this portion of the coast involve danger to the mariner; but on the other hand, they also afford him numerous excellent harbors of refuge and sheltering in the tempestuous weather so prevalent in this latitude.

Another reason why there were fewer shipwrecks in the fringe areas was that most coastal trade flowed from the less developed areas into the larger

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urban centers. Agricultural and forest products from the southern and northern states, and in the case of Maine, lightly manufactured goods such as granite, were carried on ships piloted by captains knowledgeable of their own local waters. It was when these ships reached the unfamiliar and poorly charted shores near New York and Boston that the potential for shipwreck was greatest.

As the Service proved its effectiveness in saving lives along the heavily traveled routes, coverage was gradually extended to the more remote coastal areas. The first major expansion to new coasts was to come with the Act of March 3, 1873, which authorized the construction of twenty-two stations for Maine, New Hampshire, Massachusetts, Virginia, and North Carolina.

Five of these twenty-two stations were established in Maine. Cobscook Bay at the eastern-most point of the coast was protected by the Quoddy Head Station in Lubec, while the Fletchers Neck Station at Biddeford Pool guarded Saco Bay at the western end. In between were three offshore stations. One on Cross Island at the entrance to Machias Bay served traffic en route to Machiasport, the Browney's Island Station to the west of Great Wass Island protected Moosabec Bay and Jonesport, and the Whitehead Station on Whitehead Island off Spruce Head guarded the western entrance to Penobscot Bay.

EXPANSION OF THE SERVICE

The building program which began in 1871 and continued with the construction of twenty-two stations in 1874, gathered greater momentum towards the second half of the decade. An appropriation in 1874 provided funds for an additional fifty-one stations to be built on the Atlantic and Pacific coasts as well as the Great Lakes.

An Act passed in 1878 formally created the Lifesaving Service as an independent agency of the Treasury Department, separate from the Revenue Cutter Service. Sumner Kimball, who had served as head of both organizations, was appointed General Superintendent of the Lifesaving Service with overall administrative responsibilities. At that time, 186 stations were in operation or being planned; 137 of these were located on the Atlantic Coast, 35 on the Great Lakes, 8 on the Pacific, and 6 along the Gulf Coast. The 1878 Act also called for the establishment of thirty-seven new stations, one of which was built in 1879 on Little Cranberry Island off Mt. Desert at the entrance to Frenchman's Bay.

CREATION OF THE U. S. COAST GUARD

In 1915, the Lifesaving Service merged with the Revenue Cutter Service to form the U. S. Coast Guard. The merger combined the efforts of an

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organization that rescued victims of coastal maritime disasters from shore, with one that dispatched vessels to cruise the coast assisting offshore ships in distress. At that time, there were a total of 279 active stations nationwide. Eleven of the thirteen stations established in Maine were still in operation, as only the Browney's Island and Crumple Island stations had been deactivated.

Although no plans were made to establish additional stations along the Maine coast after the merger, improvements and enlargements continued at many of those which remained active. Between 1918 and 1929, a new dwelling was built at two previously established stations: Whitehead (1922) and Cape Elizabeth (1929). In addition, new sites were chosen near two other existing stations and a complement of buildings erected: Quoddy Head (1919) and Cross Island (1929). All of the buildings constructed during this period were of the Chatham Type, and they were the last to be built, historically, on the grounds of any Maine lifesaving station.

The Lighthouse Service, which had always remained separate from the Lifesaving Service, merged with the Coast Guard in 1939. With this reorganization came a move for greater economy and efficiency. By the 1940s, the Coast Guard began to consolidate its operations as new techniques of rescue, which employed motorized lifeboats, high speed cruisers, helicopters, and search planes, allowed fewer stations to cover a wider area.

In addition to these improvements made by the Coast Guard, advances were also taking place for commercial shipping as well. Motorized vessels gradually replaced sailing ships, and improvements in navigational aids greatly reduced the dangers of coastal shipping. With the advent of radio a more reliable communication system was developed which could warn of hazardous weather conditions and alert rescuers to a distressed vessel's position.

With these changes in sea and shore rescue came a need for a different type of station which was larger and more centrally located. Gradually, many of the remote outposts were deactivated as the need for a closely knit network of rescue stations declined.

STATION LIFE

Although keepers were required to live at or near their stations all year round, the stations were initially manned by a complete crew only during the "active season," which lasted from November 1st through April 30th when storms were severest and when the survival of shipwrecked victims was the most difficult. In the event of a shipwreck during the inactive period, the

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keeper had to summon whatever help he could find from volunteers living in the surrounding area. Pay was set at \$200 per year for keepers, while surfmen received \$40 for each month of the active season, plus an additional fee for each rescue they participated in during the inactive season.

In 1879 the active season for Maine stations was extended for an additional two months as the opening date was pushed back to September 1st. At first, stations were manned by the keeper plus a crew of six surfmen, but by 1884 a seventh man was added during the severe winter months to assist in the launching and landing of the surfboat and to prepare the station for the return of the crew and survivors. It wasn't until 1896 that the Maine stations remained open the entire year.

All stations established on the Maine coast were classified as "complete lifesaving stations." These were distinguished from other types of stations by the presence of regularly employed crews who lived at the station, and by their having temporary accommodations for shipwrecked victims. Stations of this type were located along desolate sections of the coastline where few people lived, and where there was no other aid available in the event of a shipwreck or means of shelter for the survivors.

During the clear daylight hours, surfmen took turns keeping a constant watch of the coast from the roof deck of the station, while at night and during foggy weather, a watchman was sent out to patrol the nearby shore. On sighting a wreck or vessel in danger, the watchman would light a flare to alert the ship that it had been sighted and then hurry back to the station to summon help. Many of the stations south of Maine were located close enough together so that patrols from adjoining stations could meet at a midway point, thus assuring a complete coverage of the coast. However, because Maine stations were placed either on islands or far apart, this type of overlapping coverage was not possible.

Most Maine stations were located along a rocky coastline where the stations were placed close to the water's edge. At these sites, the stations often employed a deep draft self-righting lifeboat for rescue. Because of their great weight, the lifeboats had to be launched over a railway ramp which led directly from the station's boatroom door to the sea. From there the crew rowed or sailed to the ship in distress.

Stations placed on beach coasts were often set back several yards from the high water mark because shifting sands frequently altered the shoreline. The gradual dropping off of the ocean bottom from these shores required the use of a shallow draft surfboat for rowing out to the shipwreck. Kept inside the station on a cart or wagon, the relatively light surfboat was usually dragged by the crew along the beach to a spot near the distressed ship and launched. As distances to a launch site of two or three miles through soft

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sand or snow were not uncommon, some stations kept horses for hauling the cart, allowing the crew to save their strength for the rescue.

At some sites, the conditions of the coastline allowed either type of rescue boat to be used depending on the surf and weather conditions. At these stations, the surfboat was usually kept in the station while a separate building at the water's edge housed the lifeboat.

Sometimes the conditions were unfavorable for rescue by either the surfboat or lifeboat, such as when the sea was extremely rough. In this case the breeches buoy rescue was attempted.

A beachcart containing the breeches buoy equipment was pulled from the station along the coast to the spot nearest the wreck, where the apparatus was set up. There, the lifesavers fired a cannon with a line attached to the shot into the ship's rigging where it was made fast by the shipwrecked crew. A life ring with a pair of canvas breeches sewn into it was then sent out along the line to the vessel for carrying back the stranded crew one by one. The cannon, or Lyle gun, which fired the breeches buoy line to the grounded ship, had a range of over 400 feet.

Station crews practiced various lifesaving drills five days a week. On the grounds of each station in an area set aside for the practice of the breeches buoy drill, was a wreck pole simulating a ship's mast. The drill required the crew to drag the breeches buoy cart from the station to the drill grounds, where they set up the rescue apparatus. Once set up, one or two members of the crew climbed up the pole and readied themselves to receive the shot line which was then fired over the wreck pole. After the line was secured, the breeches buoy was sent out to bring the crew on the pole back to the ground. Because this rescue was complex and occasionally had to be performed during the night, two days a week were devoted to its practice.

Other days were devoted to the practice of restoring the apparently drowned, and flag signaling which was a means of communicating between adjacent stations and between stations and ships. The crew signaled passing ships with coded flags, telling them of their location, warning of offshore dangers or expected stormy weather, and alerting a shipwrecked crew that help was on the way. In the event of a night wreck, neighboring stations which were close together communicated with each other if additional help was needed by using rockets of various colors. By the 1890s most stations were connected with telephones.

Another drill involved practicing the capsizing and righting of a surfboat. Many of the drills were popular attractions at stations in populated areas, and people from surrounding communities often gathered on the station grounds to watch.

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On Saturdays the station was cleaned and aired and the equipment checked, while Sunday was a day of rest. When the crew was not practicing drills or involved in an actual rescue effort, station life was commonly one of quiet activities and occasional boredom. Each member took turns by the week in cooking and general housekeeping. When stations were located near settlements, neighboring residents occasionally brought meals to the crews on holidays.

SERVICE ARCHITECTS

Beginning as early as 1874, the design of the stations was placed in the hands of architects employed at first by the Treasury Department and later by the Lifesaving Service itself. Thus, despite their utilitarian function, the various buildings exhibit features that clearly link them to the fashionable architectural styles of the period in which they were built.

Although no architect's name has been found on the plans for the 1874 design, it can probably be attributed to Francis W. Chandler (1844-1926), who worked in the Office of the Supervising Architect of the Treasury Department at the time the plans were drawn. Chandler began his career in 1864 studying architecture at the Massachusetts Institute of Technology and then went on to work for Ware and Van Brunt in Boston. After spending two years of architectural studies in Paris, he returned to M.I.T. in 1869 to teach. In 1871, he moved to Washington, D. C. to work for Alfred B. Mullett, Supervising Architect of the Treasury Department. It was this office that produced the plans for the early lifesaving stations. Although Chandler did not sign the plans for this design, a bill he submitted to Mullett for completion of a lifesaving station drawing suggests that he was the designer.

Chandler left Washington in 1875, returning once again to Boston where he continued to teach and practice architecture until 1911. In 1889, he was appointed a fellow of the American Institute of Architects.

The design for the 1876 Type station was the work of J. L. Parkinson, who served as Assistant Superintendent of Construction for lifesaving stations, a job in which he also acted as architect. Unlike Francis Chandler who had worked in the Office of Supervising Architect of the Treasury Department, Parkinson's position came directly under the Lifesaving Service. It is not known how the decision was made to retain an architect within the Service but it appears to have been a result of the rapidly growing network of stations.

The Cape Elizabeth Station was designed by Albert B. Bibb, who, by 1885 was being employed as a draftsman in the Lifesaving Service's Office of Construction. Prior to taking a position with the Service, he worked as a

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file clerk in the Sixth and Fourth Auditors' Offices of the Treasury Department between 1872 and 1876. How and when he became a draftsman for the Service is not known, but before he became involved in design, he worked as an Inspector of Stations, where he toured stations to see that they were operating according the Service regulations.

Bibb succeeded Parkinson, beginning his work for the Service designing alterations for many of the stations built in the first half of the 1880s. His first new station plan was drawn in 1885, and by the time he left the Service in 1890, he is known to have drawn at least three different station plans, two one-of-a-kind stations, as well as numerous alterations for earlier stations.

The first Duluth station was designed in 1893 by George R. Tolman. Tolman succeeded Bibb as Lifesaving Service architect in 1891. Born in Boston in 1848, he entered into a partnership with George F. Moffette during the 1870s. Under the name of Moffette and Tolman, this Boston firm designed numerous residences and commercial buildings. Prior to taking his position with the Service, Tolman worked for the Treasury Department as draftsman in two short-term jobs. He resigned from the first at the Navy Yard in Kittery, Maine, but completed a similar temporary position in 1889, designing the Marine Barracks for the Norfolk Navy Yard in Virginia.

The Duluth station was the second of two type plans and two one-of-a-kind station designs that Tolman is known to have drawn. In addition to designing new stations, Tolman also worked on the repair and improvement of many older ones. At least thirty Duluth stations were built on the Atlantic and Great Lakes between 1893 and 1907, the first at Duluth, Minnesota.

In 1896, Tolman was dismissed from the Service over a personal matter concerning an unapproved leave of absence he took from work. His replacement was Victor Mendelheff, whose first design was the Port Huron Type station. Little is known about Mendelheff before he joined the Lifesaving Service. His personnel records could not be found in Treasury Department files and no reference to his works are known to have appeared in any architectural or biographical publications. While in the Service, however, he was the most prolific of all its architects, as at least nine different station types and nine one-of-a-kind stations are known to have been designed by him. Although it is not known when he left the Service, he stayed at least until 1915, as that is the date of his last design.

DEACTIVATION AND RE-USE OF MAINE STATIONS

As late as 1941, all eleven Maine stations that had been active in 1915, were still in operation. However, this gradually began to change over the

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next four decades, and by the mid-1970s all of the stations originally established by the Lifesaving Service, except for one, had been deactivated and sold off. Only the Cape Elizabeth Station, which was closed in the early 1960s, was kept by the Coast Guard for use as quarters for personnel serving at other facilities. To take the place of the deactivated stations, new and more modern "search and rescue stations" were established at Eastport, Jonesport, Southwest Harbor, Rockland, Boothbay, and Portland.

Along the Maine coast between 1874, when the first five stations were built, and 1907, when the last station established by the Lifesaving Service was put into operation, stations had been established at thirteen different locations. Nine were placed on offshore islands at Cross, Browney's, Crumple, Great Wass, Little Cranberry, Whitehead, Burnt, Damariscove, and Wood Islands (Portsmouth Harbor Station), while the others occupied sites at Quoddy Head in Lubec, Popham Beach (Hunniwells Beach), Cape Elizabeth, and Fletchers Neck in Biddeford Pool. At Whitehead, Cape Elizabeth, and Fletchers Neck, new crew quarters were built on the grounds of previously established stations; whereas at Quoddy Head and Cross Island new complexes were erected on nearby sites and the earlier buildings abandoned. Thus, at the thirteen stations, a total of eighteen dwellings had been built.

Today, buildings still survive at eleven of the thirteen stations, and at least one dwelling survives at ten stations. Only at Browney's Island and Crumple Island have all of the buildings been either destroyed or taken down, while at Great Wass Island the dwelling has been torn down but the boathouse and a number of associated outbuildings are still standing. Of the eighteen dwellings constructed, all but five still survive. As mentioned above, the dwelling at Great Wass, Browney's and Crumple Island are no longer standing, while the 1874 dwelling at Quoddy Head and the 1887 Cape Elizabeth station have also been torn down.

The surviving fourteen dwellings at the eleven Maine stations are used for a variety of functions. The 1904 dwelling at Fletchers Neck serves as an office for the Biddeford Pool Center for Professional Development, while the 1874 boathouse, which is also still on the site, is used as a storage facility. The Cranberry Islands and the Hunniwells Beach Stations have been converted to seasonal private residences, and the Damariscove Island Station, which had been abandoned until recently, was sold in 1986 and converted for use as a residence. Three stations are used as facilities for summer camps. Both the 1874 boathouse and the 1922 dwelling at the Whitehead Station are owned by Pine Islands Camps, while the Burnt Island Station serves as the Muscongus Bay base for the Hurricane Island/Outward Bound School. Outward Bound also owns the 1929 dwelling and boathouse at the Cross Island Station, and has recently renovated it for quarters of staff who supervise camping groups. The 1919 station at Quoddy Head is owned by the West Quoddy Biological Research Station which uses it for a research facility. Finally,

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the remaining two surviving stations are not being used and both are in poor condition. The 1907 Portsmouth Harbor station, which is owned by the Town of Kittery, is presently boarded up but may be used in the future for recreational or educational purposes. The 1874 Cross Island Station, which is owned by the U. S. Department of the Interior Fish and Wildlife Service as part of the Petit Manan National Wildlife Refuge, has been abandoned for many years and is so severely deteriorated that it may be torn down because it presents a safety hazard.

The Maine Chapter of the Nature Conservancy, which owns the remaining buildings at the Great Wass Island Station, uses the facility as part of the Great Wass Island Nature Preserve. Although the dwelling itself has been torn down, a new building had been built on its original foundation.

While Maine has one of the highest percentages of surviving stations of any state, threats do exist to those still standing. As noted above, the 1874 Cross Island Station is so severely deteriorated that it may soon be torn down. Although efforts have been made by the Town of Kittery during the past few summers to stabilize the Portsmouth Harbor station by putting on a new roof and boarding up many of the windows and doors, it has been vacant for many years and much of the inside has been torn out by vandals. A number of the other stations are in only fair or poor condition, and many have been altered by their owners with little regard for their architectural integrity.

MARITIME TRANSPORTATION IN MAINE**Ca. 1600-1917**

The history of the State of Maine is one in which the early development of the means for maritime transportation have been critical to the sustained exploitation of its natural resources. Shaped by glaciers during the last ice age the state's 2,500 mile coastline and long, navigable inland waterways provided both difficult barriers to and marvelous opportunities for the growth of the region.

Long before European settlers had reached the Maine coast, its native Indian population had fully realized the abundance and accessibility of the maritime resources. The countless waterways and coves provided among other things, sheltered habitation sites in close proximity to bountiful supplies of fish, oysters and other marine life as well as an important means of transportation.

These same characteristics were equally evident to the European explorers of the sixteenth and early seventeenth centuries. James Rosier's account of the 1605 voyage of the ship Archangel, for example, records the enthusiasm of a probe up the St. George River and the discovery of its many "gallant coves" with the numerous excellent places for docking and repairing

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ships.¹ Farther along in his narrative the chronicler expounds upon the great accomplishments of the voyage with the discovery of a bold coast, a large secure harbor and a river highway over which the evident resources of the land could be easily moved. Subsequent expeditions identified the much larger Sagadahoc (Kennebec), Penobscot and Saco rivers.

Commercial exploitation of the state's maritime resources by Europeans began as early as 1614 when Captain John Smith, arriving on Monhegan Island in April, "to make tryalls of a mine of Gold and Copper," soon abandoned the project in favor of drying fish.² Smith's initial shipments to England and Spain netted him a 1,500 pounds sterling profit from his voyage. Fishing stations subsequently sprang up not only on Monhegan Island but along the entire coast. Well into the first quarter of the eighteenth century fish was the principal staple export from Maine.³

During the Archangel's voyage in 1605 Captain George Waymouth recognized the great wealth of "spruce trees of excellent timber and height able to mast ships of great burden."⁴ From 1652 until the Revolution the colonies supplied the largest masts for England's Royal Navy. As the adequate timber was depleted along the coasts of Massachusetts and New Hampshire the search turned eastward. By 1727 Casco Bay was the gathering place for masts shipped through Falmouth (present day Portland) and Scarborough.⁵ Control over and access to these timber resources was in part responsible for the British occupation of Castine during the Revolution and again in 1814.⁶

Beginning in the early decades of the seventeenth century the abundance and variety of timber coupled with the deep sheltered waterways encouraged the development of local shipbuilding, albeit on a small scale. The importance of this enterprise is indicated by the fact that forty-seven vessels of thirty tons and more were built in Kittery and York between 1693 and 1714; this despite the turmoil of constant warfare with the native Indian population and the abandonment of all settlements east of Wells. Later in the eighteenth century shipbuilders established important yards all along the coast, among the most significant of which were those at Bath, Wiscasset, Newcastle and Bucksport. The construction of naval vessels came to a virtual standstill during the Revolution, and the immediate postwar period witnessed a severe depression and an English embargo. To dramatize the condition of the merchant fleet, as late as 1787 not a single large vessel was owned by the residents of Portland.⁷

Despite the economic woes of the 1780's, the post Revolutionary period was one of tremendous growth in Maine. Between 1783 and 1826, for example, 226 new towns were incorporated, more than five times as many as existed before. In 1794 there were 49,769 tons of shipping registered to Maine owners. This figure had risen to 148,876 tons by 1812.⁸ During the early stages of the war of 1812 there was little apparent slack in the growth of

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maritime industries, but with the English blockade beginning in 1814, commerce was substantially curtailed.

The separation in 1820 of Maine from Massachusetts and its admission to the Union coincided with the beginning of a period of growth that reinforced the significance of the state's maritime resources. Well-established industries such as fishing and shipbuilding continued to make rapid production gains. In the period 1820-26 the total output of the fishing industry in the United States averaged 63,987 tons per year. Maine's share totaled 12,326 tons per year or nearly twenty-percent of the total.⁹ Shipbuilding also gained momentum during the 1820's. In the 1830's its production exceeded that of Massachusetts and in the following decade it surpassed both New York and Massachusetts combined, thereby leading the United States.¹⁰ The numerous harbors such as those described by Rosier in 1605 facilitated the growth of a coastwide shipbuilding industry that developed a character quite unlike the concentration of ship yards to a few major centers in states like New York and Massachusetts. By 1855, the peak of Maine's "Golden Age of the Wooden Ship," 215,904 tons of shipping were built in its yards, or more than one-third of the total production in the United States. In 1860 nearly one in five residents of the state were mariners.¹¹

Maine's burgeoning nineteenth century coastal seaports became the shipping points for commercial traffic that extended deep into the interior. Before the development of an extensive railroad network farmers and merchants as far removed as New Hampshire and Vermont traded in Maine.¹² The construction of canals linking the inland lake systems also facilitated the movement of goods to and from the coastal villages.¹³

Among the most important of the products that left the state's harbors was lumber. The vast forests of interior Maine provided the raw material for a prodigious industry whose greatest period of activity existed between 1820-80. It created, almost instantly, large settlements such as Calais on the St. Croix River and wealthy urban centers like Bangor at the head of navigation on the Penobscot River. The output of Bangor's lumber industry was particularly dramatic. In the fifty-six year period between 1832 and 1888 nearly nine billion board feet of lumber was produced here.

Fishing, shipbuilding and lumbering were the most significant nineteenth and early twentieth century industries that were dependent on maritime transportation. With the development of the commercial granite, lime, brick and ice industries, however, the already crowded waterways gained an additional volume of traffic as Maine progressed through the nineteenth century. The image of harbors literally choked with sailing vessels, piers and warehouses is clearly visible in numerous documentary photographs taken during the period.¹⁴

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In addition to the heavy volume of merchant traffic which passed up and down the coast, steam passenger vessels, in service as early as 1816, connected the coastal and larger river towns with urban areas such as Portland, Boston and New York. Passenger traffic, including countless pleasure craft, increased dramatically throughout the second half of the 1800's as the growth of the state's summer resorts became a major seasonal industry. The importance of the seasonal traffic was specifically cited in the 1888 Annual Report of the Light-House Board to support the Board's request to establish a light station and fog signal at Great Duck Island.

As demonstrated above, the particular nature and direction of Maine's growth was intimately linked to the development of its long coastline and abundant harbors, lakes and waterways into a useable transportation network. The immense tonnage of both raw and finished products which left the state's numerous seaports testifies at once to both the need for and the ultimate success of the system of navigational aids that greatly facilitated commercial maritime transportation.

The history and importance of maritime transportation in Maine does not end at the somewhat arbitrary date of 1917 that marks the end of this discussion. Nevertheless, it is a date which is useful for a number of reasons. Prior to the United States' entry into World War I other methods of transportation, principally the railroad and the automobile had become viable alternatives to travel by water. After the war the pace of change continued, especially with respect to the increasingly wide use of automobiles on the broadening system of adequate roads.

ENDNOTES

1. Historians have disagreed about the exact location of the river described by Rosier. However, it has generally been concluded that this is indeed the present St. George River. Henry S. Burrage, D.D., The Beginnings of Colonial Maine 1602-1658 (Portland: Marks Printing House, 1914), pp. 45-46, hereinafter cited as Burrage, Colonial Maine.
2. William Hutchinson Rowe, The Maritime History of Maine: Three Centuries of Shipbuilding and Seafaring (Freeport, ME: The Bond Wheelwright Company, 1966), p.21, hereinafter cited as Rowe, Maritime History.
3. Rowe, Maritime History, p.28.
4. The first known mast harvested along the coast of Maine was in 1609 during Henry Hudson's first voyage in the Half Moon. England received her first shipment of New World masts in 1634. Rowe, Maritime History, pp. 34-35.

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5. The 1755 Tate House (N.R. 1/13/70) in the Stroudwater neighborhood of Portland was built and occupied by George Tate, the Mast Agent for the Royal Navy. National Register Nomination for the Tate House, Office of Archaeology and Historic Preservation, National Park Service, Washington.
6. Rowe, Maritime History, p. 43.
7. Rowe, Maritime History, p. 64.
8. Rowe, Maritime History, p. 66.
9. Maine: A History, A Facsimile of the 1919 Edition edited by Louis Clinton Hatch with a new Introduction and Bibliography by William B. Jordan, Jr. (Somersworth, NH: New Hampshire Publishing Co., 1974), p. 674.
10. Rowe, Maritime History, p. 142.
11. Rowe, Maritime History, p. 262.
12. Rowe, Maritime History, p. 112.
13. The most extensive canal system built in Maine was the Cumberland and Oxford canal (N.R. 11/1/74) that linked Sebago Lake and Portland. Constructed in the 1820's it was made obsolete by rail lines. National Register Nomination for the Cumberland and Oxford Canal Historic District, Maine Historic Preservation Commission, Augusta.
14. The Maine Historic Preservation Commission, Augusta, holds an extensive collection of late nineteenth century photographs and stereo view cards that illustrate this point.

F. Associated Property Types

I. Name of Property Type Lifesaving Station

II. Description

STATION TYPES

Nearly every lifesaving station was built from standardized plans and closely resembled other buildings of the same design. Between 1848, when the first station was constructed on the New Jersey Coast, and 1915, when the Lifesaving Service merged with the Revenue Cutter Service to form the U. S. Coast Guard, a total of twenty-seven standardized plans and twenty-four one-of-a-kind designs by eight different architects are known to have been built on the Atlantic, Great Lakes, Gulf, and Pacific Coasts. Future research may uncover the existence of additional station designs.

III. Significance

U. S. LIFESAVING SERVICE: 1848-c. 1975

With the establishment of the Lifesaving Service in 1848, the Federal government assumed a greater responsibility for rescuing the victims of maritime disasters. Initial efforts to establish lifesaving stations were concentrated along the New Jersey coast, Long Island and the Great Lakes. This system was ultimately extended along the entire coastal United States with stations in Maine first established in 1874.

The surviving buildings associated with the lifesaving service belong to distinct chronological types that were designed by staff architects during the independent life of the Service. Therefore, these buildings are tangible reminders of a Federal program with significance in national maritime history. In this respect they share an affinity with light stations, and yet by comparison there are only a fraction of the numbers in existence.

IV. Registration Requirements

In view of the important historic patterns of development associated with lifesaving stations - and their limited numbers - it is the Commission's belief that all such buildings have significance under criterion A and possibly criterion C. However, each particular station must be evaluated with respect to its integrity of "...location, design, setting, materials, workmanship, feeling, and association."

Lifesaving stations were constructed at locations that were chosen for their proximity to areas of significant maritime traffic where the potential for ship disaster was high. These sites were often on islands with little or no other settlements (Damariscove Island, Cross Island). At other times they were in more populous areas (Fletcher's Neck, Popham Beach). In either case, location and setting assume great importance in determining eligibility. A building removed from its original site may be considered if it is the only remaining intact example of an important station type as described in F.II.

☒ See continuation sheet

☐ See continuation sheet for additional property types

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

The multiple property submission for Maine's historic lifesaving stations was based entirely on the study conducted in 1986-87 for the Commission by Eugene Wick York. Much of the background material for this report was derived from York's unpublished Master's thesis at Boston University cited in the bibliography. The data on Maine properties was obtained through the use of a combination of techniques including direct and second-hand survey, the examination of recent photographs and the analysis of primary documentary sources as noted in Section H. Subsequent field inspections by the author of this form has sought to augment the commission's photographic record of the stations.

Lifesaving stations were constructed in finite numbers for a narrowly defined purpose: to house equipment and trained crews at strategic coastal locations where quick responses could be made in time of ship wrecks. Function and association thereby define the typology used to determine the single property type addressed in this submission.

☒ See continuation sheet

H. Major Bibliographical References

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United States Coast Guard Civil Engineering Tracings (microfilms), Lifeboat Stations, Library Archives, United States Coast Guard Academy, New London, Connecticut.

☒ See continuation sheet

Primary location of additional documentation:

- ☒ State historic preservation office
☐ Other State agency
☒ Federal agency

- ☐ Local government
☐ University
☒ Other

Specify repository: National Archives

I. Form Prepared By

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Although it would seem logical that the Service often used names for each station design type, no list of design names has been found, and only a few references to these names has been uncovered in Service records.

Descriptive Overview

Most of the design names used in this nomination have been taken from the few type names that have been found on either architectural drawings or on plot plans of station grounds.

Most designs were named after the first station to be built of a particular type. For example, the station at Marquette, Michigan was referred to as a Marquette Type, as it was the first station of its type to be built from that plan. All other stations of that same design were also called Marquette Type stations. As no design names were found on any drawings or plot plans for stations built before 1885, designs prior to this time have been given numerical names based on the year when the first station of its type was completed.

Nine different station designs were used in Maine. Seven of these were standardized plans from which other stations in other coastal areas of the country were also built, while one Maine station was a unique, one-of-a-kind station. The ninth design was a modification of a standardized plan, and the only one of its kind. The standardized plans used in Maine were the 1874, 1876, and 1882 types, the Marquette Type, Duluth Type, Port Huron type, and Chatham Type. The 1885 Cape Elizabeth Station was a one-of-a-kind design, and the Damariscove Island Station was a modification of the Port Huron plan.

1874 TYPE STATION

Between 1873 and 1874, twenty-two lifesaving stations were built on the Atlantic Coast, all from the 1874 design. Five of these were established in Maine - Quoddy Head, Cross Island, Browney's Island, Whitehead, and Fletchers Neck Stations.

The 1874 design featured a strikingly ornate exterior treatment, and of all the station designs, this was one of the most elaborately detailed; a fact that establishes the significant impact of fashionable architectural styles in their design. Measuring 19 feet wide by 43 feet long and a story and a half high, the plan combined elements of the Carpenter Gothic and Stick Styles. On the exterior at the first floor level of most stations, functionally appearing diagonal corner boards were applied over vertical beaded siding. Above, board and batten siding and decorative wood scroll cut ornaments were found at the second floor level, along with bracketing in the long overhanging gable ends and beneath the side eaves. A dolphin motif and

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projecting stick work was found at the outer extremes of the roof gables beneath the peak. Along the sides, three pairs of buttresses provided added support against strong winds.

While each station of this type closely resembled one another, there were some individual variations. Although most stations featured the characteristic cross braces over vertical siding at the corners, a few, including the Quoddy Head, Cross Island, and Fletchers Neck Stations, were instead sheathed entirely with shingles on the first level without the diagonal bracing.

Another design difference involved the stations' open roof deck where a watch of the coast was kept during the day for shipwrecks. While the decks on most stations were placed directly above the ridge pole of the roof, the deck on some, including the one at Fletchers Neck, was recessed about two feet below the peak into a hole cut out of the roof. The deck on the three surviving Maine stations of this type - Cross Island, Whitehead, and Fletchers Neck - has been removed.

On the inside, the buildings had a layout typical of most stations constructed during the 1870s and 1880s. The first floor contained a boatroom for the surfboat and other rescue apparatus, plus a separate mess room with a wood or coal stove where the crew ate and relaxed. Upstairs were crew's quarters and extra beds for survivors in need of temporary care.

1876 TYPE STATION

In 1876, a new station was designed which was similar to the 1874 type in dimension and appearance, but with simpler detailing. The gable end stick work of the earlier plan was rearranged in the new design with a simpler collar brace and king post terminated by a dropped pendant. While board and batten siding was used at the second floor level, it was less detailed than that of the 1874 station, and the applied cross braces found at the corners of the earlier design were left off. An overall covering of shingles at the first floor level replaced the beaded vertical siding. Two other differences included the use of a small clipped gable dormer on each side of the roof, and the placing of the roof deck at the front of the building instead of in the center.

At least twenty-five stations of this design were built along the Atlantic coast between 1876 and 1881, one of which was established in Maine on Little Cranberry Island in 1879. It is not known for certain if the 1880 Crumple Island Station was also of this same design, as no photos or drawings of it have been found. However, because this station was not one of the 1874 or 1875 types (the design that followed the 1874 Type), and because the plan that followed the 1876 Type was not drawn until 1882, it is believed that the

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Crumple Island Station was an 1876 Type. A station of this design was also constructed in 1876 for the Philadelphia Centennial Exposition and later moved to Cape May, New Jersey, where it was put into service.

1882 TYPE STATION

In 1882, the Service's architect, J. L. Parkinson, designed another plan from which at least twenty six stations of this type were built on the east coast. The 1882 Type featured similar dimensions, massing, detailing, and layout as the 1874 and 1876 designs. Sheathed on the outside with clapboards on the first floor and board and batten siding above, this was one of the first designs to use an enclosed lookout tower in place of the open roof deck of earlier stations. The two small dormers found on the 1876 design were replaced with a single, much larger wall dormer. Both gable ends, the dormer, and tower all had the same steeply pitched roofline, long overhanging eaves and an angular A-shaped stick work gable pattern.

The Hunniwells Beach Station, built at Popham Beach in 1883, was the only station in Maine of this type. This station may have differed from the basic 1882 plan as described above, as it has a lean-to built on each side and a two story ell off the back with detailing similar to that of the siding and gable end stick work used on the main part of the station. This suggests that these may have been original to the building, rather than later additions.

CAPE ELIZABETH STATION (One-of-a-kind)

In 1887, a station was built at Cape Elizabeth which was the only one of its kind. Although the rectangular shape, dimensions, and layout of the boathouse section were similar to those of the three earlier designs, the station differed in its use of a four story semi-detached lookout tower which projected from one side of the building. Up to this time, this was the only station known to have its tower placed on the side of the building, instead of on the roof.

Like the previous designs, a variety of exterior materials were used, however, the style of the plan was more of the Shingle Style than the Stick Style. Clapboards covered the first floor level, while decorative shingles were used above and on a half-length lean-to which was built on the same side as the tower at the back end of the station. The lean-to was later lengthened so that it extended along the entire side, surrounding the tower. A bank of four, nine-pane window sashes, each with a six-pane transom sash above, was used in the peak at the front end, and a dormer was found on each side of the roof. Unfortunately, the Cape Elizabeth Station has been pulled down.

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MARQUETTE TYPE STATION

In 1891, a Marquette Type station was built on Burnt Island in Muscongus Bay. The Marquette Type was named for the station built at Marquette, Michigan in 1890.

The design of the Marquette Type was a significant departure from the earlier station plans, as it is the first station known to be designed from the beginning without a boatroom. Unlike previous designs in which the station contained crew's quarters as well as a boatroom for the surfboat, in the Marquette plan, the functions of housing the crew and rescue boats was divided into two separate buildings; a dwelling for the station keeper and crew, and a boathouse. This permitted a greater flexibility by allowing each building to be located in the most advantageous spot. The boathouse could be placed at the water's edge while the dwelling was usually set back from the shore on land less susceptible to coastal erosion.

The one-and-a-half-story rectangular plan of the Marquette Type dwelling measures approximately 50 feet across the front by 33 feet along the sides. The station is sided with clapboards on the first floor level, while decorative fish scale-shaped shingles are used in the gable ends on the second floor and on the front of a gable dormer over the front and back doors. Other characteristic details include the use of double-hung window sashes with transom windows above each window, and a small porch off the front and back.

Inside on the first floor is a keeper's room, separate crew's quarters, a kitchen, pantry, mess room, and a spare room. Lockers and additional storage are found on the second floor.

The Burnt Island Station was one of at least thirteen Marquette Type stations known to have been built along the East Coast, Great lakes and Pacific Coast between 1890 and 1904.

DULUTH TYPE STATION

The 1905 Fletchers Neck Station in Biddeford Pool, and the 1907 Portsmouth Harbor Station on Wood Island off Kittery are both Duluth Type stations. The design of the Duluth Station reflects a mixture of styles and shapes, combining the massing of the Shingle Style with Colonial Revival detailing.

The station's rectangular plan is divided into two sections. On the left side of the building is a kitchen, mess room, keeper's room and office, with crew's quarters and lockers above. A large gambrel roof, which is clipped at both ends, covers this two story section. At the other side is

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a one story, two-bay boatroom, with a gable roof. Rising between the building's two sections along the front is a four story, hipped-roof lookout tower with its top floor cantilevered out on all four sides beyond the lower floors. Most Duluth stations had an overall covering of shingles, although clapboards were occasionally applied at the first floor level on some stations. A series of different sized single and double-hung window sashes along the front, sides and back, and a semi-circular fanlight window in the boatroom gable gave added Colonial Revival detailing.

The 1905 Duluth station at Fletchers Neck was built to supplement the original 1874 station at that site. The building of a new dwelling at an earlier established site was a fairly common practice at older stations when more modern accommodations were needed for the crew, and more storage space needed for rescue equipment. After the construction of the new dwelling, the earlier building was usually used as a boathouse for an additional surfboat.

PORT HURON TYPE STATION

The Port Huron Type station, named for the location in Michigan of the first station of its kind, was first produced in 1897. The 1904 Great Wass Island Station off Jonesport, which was one of seven Port Huron stations to be built between 1897 and 1908, was the only one of this type in Maine.

The rectangular plan of the two-story gable roof dwelling measures approximately 40 feet long by 36 feet wide. On one side of the facade is a small portico leading to the front door, while a covered porch supported by Tuscan columns is found on the other side. Above the portico and porch are two small hipped dormers. Rising in the middle of the front between the dormers is a four story octagonal lookout tower with a large single paned window in each of its eight sides. A two story bay window, resembling a five sided section of the tower, is built on the rear, and another similarly shaped one story bay window is found on one side. Shingle Style and Colonial Revival detailing includes an overall covering of shingles, a fanlight window in the peak of both gable ends, and six-over-two double-hung windows.

The interior layout is similar to that of the Duluth Station. Like the Marquette Type, the surf or lifeboat in Port Huron stations was not kept in the dwelling, but instead was housed in a separate boathouse.

The dwelling at the Great Wass island Station has been torn down, but the boathouse and a number of other associated buildings still survive.

DAMARISCOVE STATION (Modified Port Huron Type)

Architect Victor Mendleheff altered the massing and changed the placement of a few key elements of the Port Huron plan to create his design

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for the 1898 station at Damariscove Island off Boothbay. For this design, he lengthened the facade with the addition on one side of a storage and boatroom for the surfboat and other rescue equipment, while changing one end of the gable roof to a hip. A lifeboat was housed in a separate boathouse that was attached to the station next to the surfboat room. Although the Damariscove Island Station was a modification of the basic Port Huron design, it was the only station of this plan to be built.

Like the Port Huron plan, the Damariscove Island Station also featured a large four story octagonal tower along the front, a five sided two story bay window on the back, hipped dormers, six-over-two double-hung windows, and a complete covering of shingles. The main entrance, which had been placed on the front of the Port Huron stations, was moved to the side of the building opposite the equipment storage room.

CHATHAM TYPE STATION

The last design believed to be drawn for the Lifesaving Service before it merged with the Revenue Cutter Service to become the Coast Guard in 1915, is presumed to be Mendleheff's work as well. Called the Chatham Type, after the first station of this type which was built on Cape Cod, at least twenty-four stations of this design are known to have been built on the Atlantic, Great Lakes, and Pacific Coasts between 1914 and 1929. Most of these were located on the grounds of previously established stations, where a new dwelling was needed to replace the original crew's quarters.

Four stations of this style were built in Maine, two of which supplemented an earlier station house. These were constructed at the Quoddy Head Station in 1919, at Whitehead Station in 1922, and at Cross Island and Cape Elizabeth Stations in 1929. All of the four Maine Chatham Type dwellings are still standing.

The Chatham Type was the most plainly detailed and most symmetrically massed dwelling built up to this time. The two story rectangular plan, which is five bays across the front by two bays on the side, measures approximately 25 feet wide by 45 feet long. Across the facade on the second floor are five, six-over-one windows, while on the first floor is a window at each end and three doors in between which open onto a three bay-wide front porch. Sheathing is either clapboards or shingles.

The most distinctive element is the gable on hip roof. While some stations of this design did not have a lookout tower, most had a hipped roof tower placed in the center of the dwelling's roof with a lightning rod projecting from the apex of the tower's peak.

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OTHER BUILDINGS

While the dwelling, which housed the crew, the surfboat, and various other rescue equipment, was the main building at a station, there might also be a complex of other structures on the grounds. These could include an extra boathouse, storage sheds, a wood or coal shed, a privy, a garage, and a well house or cistern. In some remote areas, crews brought their families with them and built their own houses nearby while the keeper would live in the station itself. Few of these ancillary buildings survive, although one of the most unusual ones is the hip roofed garage at West Quoddy Head.

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Maritime Navigation in Maine: c. 1600-1917

Maine's historic patterns of development have been substantially influenced by the ability to transport raw and finished materials by boat as well as to establish livelihoods based on fishing and fish processing. This fact is further dramatized by the extensive local ship building industry which, for example, produced slightly over 200,000 tons in 1855 or more than one-third of the national total.

Safe passage into and out of the State's numerous harbors and along its rocky, often fog bound coast was critical to the success of maritime navigation. Nevertheless, despite the existence of dozens of lighthouses and countless minor aids to navigation, maritime disasters continued to be a constant threat to shipping. With the extension of the federal lifesaving system into Maine beginning in the 1870s, an important step was taken to assure that in areas of high potential for ship wrecks trained personnel were on duty to rescue the victims. The surviving lifesaving stations are significant reminders of this aspect of our maritime history.

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Integrity of design, materials and workmanship will be assessed on a case-by-case basis. Each particular building falls into one of the types discussed in F.II. Eligible properties will be those that continue to exhibit the particular features common to its type. Buildings with historic additions or other alterations made during the time that the station was in use will be eligible if the alteration has not compromised the original design characteristics of a particular station type.

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Two historic contexts have been used to evaluate the significance of this resource. One of these, entitled the "U. S. Lifesaving Service: 1848-c. 1975" provides a background statement about the development of this Federal organization and its particular history in Maine. The theme "Maritime Navigation in Maine: c. 1600-1917" explains the importance of this mode of transportation to the State's development. These two contexts combine to support the National Register areas of significance for this property type: Architecture and Maritime History.

The National Register standards for integrity were used to assess the relative integrity of the lifesaving stations. These standards have been and will continue to be applied in the context of the complete survey of the resource as developed in the above-referenced study. At this time three lifesaving stations are listed in the Register: Fletcher's Neck (N.R. 11/1/74), Damariscove (N.R. 6/25/87) and Whitehead (N.R. 10/12/88). The 1874 Type structure on Cross Island has been determined to be ineligible due to is loss of integrity through deterioration. All other complexes that appear in the following list will be evaluated and nominated as staff time permits.

Lifesaving Station List

Quoddy Head - Established in 1874 at Carrying Point Cove on south side of Quoddy Head. New complex built in 1919 on north side of Quoddy Head, Lubec (en route to Cobscook Bay). 1919 buildings extant.

Cross Island - Established in 1874. New Complex built in 1929 on a nearby site. On Cross Island, Cutler (at the entrance to Machias Bay). Extant.

Brownery's Island - Established in 1874. Buildings Demolished. On Brownery's Island, Beals (off Great Wass Island, at the entrance to Moosabec Bay).

Whitehead - Established in 1874. Second dwelling built in 1922. Extant (N.R. 10/12/88). On Whitehead Island, St. George (off Spruce Head, at the entrance western to Penobscot Bay).

Fletchers Neck - Established in 1874. Second dwelling built in 190?. Extant (N.R. 11/1/74). Fletchers Neck, Biddeford Pool (at the western entrance to Saco Bay).

Cranberry Islands - Established in 1879. Altered. On Little Cranberry Island, Islesford (off Mt. Desert Island, at the western entrance to Frenchman Bay).

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- Crumple Island - Established in 1880. Buildings demolished. On Crumple Island, Beals (off Great Wass Island, at the entrance to Moosabec Bay).
- Hunniwells Beach - Established in 1883. Extant. Popham Beach (at the entrance to the Kennebec River).
- Cape Elizabeth - Established in 1887. Second dwelling built in 1929?. Extant except for 1887 building. Cape Elizabeth (at the western entrance to Casco Bay).
- Damariscove Island - Established in 1897. Extant (N.R. 6/25/87). On Damariscove Island, Boothbay (at the entrance to Boothbay).
- Burnt Island - Established in 1892. Extant. On Burnt Island, St. George (at the eastern entrance to Muscongus Bay, and the St. George River).
- Great Wass Island - Established in 1904. Outbuildings extant. On Great Wass Island, Beals (at the entrance to Moosabec Bay).
- Portsmouth Harbor - Established in 1907. Extant. On Wood Island, Kittery (at the entrance to Portsmouth Harbor).

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