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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is used in nominating or requesting determinations of individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (Form 10-900-a). Use a typewriter, word processor or computer to complete all items.

☒ New Submission ☐ Amended Submission

1. Name of Property

historic name: Seawall Campground
other name: n/a

2. Location

street & number: Acadia National Park
city or town: Rte 233, Eagle Lake Rd., Bar Harbor ☒ vicinity ☐ not for publication
state: Maine code: ME county: Hancock code: 009 zip code: 04693

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

National Park Service

State or Federal agency and bureau

5-18-07

Date

In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of commenting official/Title

Maine Historic Preservation Commission

State or Federal agency and bureau

10/25/05

Date

4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register.
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ See continuation sheet.
☐ removed from the National Register.
☐ other, (explain)

Signature of the Keeper

[Signature]

Date of Action

6/29/2007

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5. CLASSIFICATION

Ownership of Property:

☐ private ☐ public-local ☐ public-State ☒ public-Federal

Category of Property:

☐ building(s) ☒ district ☐ site ☐ structure ☐ object

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

	Contributing	Noncontributing
buildings	8	2
sites	2	1
structures	1	0
objects	0	0
Total	11	3

Number of contributing resources previously listed in the National Register: **None**

Related Multiple Property Listing: *Historic Resources of Acadia National Park*

6. FUNCTION OR USE

Historic Functions:

Current Functions:

**RECREATION AND CULTURE/outdoor rec.
PARK/National Park**

**RECREATION AND CULTURE/outdoor rec.
PARK/National Park**

7. DESCRIPTION

Architectural Classification: **Other: Historic Campground**

Materials: foundation: **N/A** roof: **N/A** walls: **N/A**

other: **Earth / Wood / Granite / Vegetation**

Narrative Description: **See Continuation Sheets, Pages 1-10.**

8. STATEMENT OF SIGNIFICANCE

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

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield information important in prehistory or history.

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8. STATEMENT OF SIGNIFICANCE, continued

Criteria Considerations:

- ☐ **A** Owned by a religious institution or used for religious purposes.
- ☐ **B** Removed from its original location.
- ☐ **C** Birthplace or a grave.
- ☐ **D** Cemetery.
- ☐ **E** Reconstructed building, object, or structure.
- ☐ **F** Commemorative property.
- ☐ **G** Less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance: **Landscape Architecture; Conservation; Entertainment/Recreation**Period of Significance: **1935-1942**Significant Dates: **1935-1942**Significant Person: **N/A**Cultural Affiliation: **N/A**

Architect/Builder: **Civilian Conservation Corps / Works Progress Administration / National
Park Service / George B. Dorr**

Narrative Statement of Significance: **See Continuation Sheets, Pages 11-20.**

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Bibliography: **See Continuation Sheets, Pages 21.**

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- ☒ **X** State Historic Preservation Office: **Maine Historic Preservation Commission
Augusta, Maine**
- ☒ **X** Other State agency: **Maine State Archives, Augusta, Maine**
- ☒ **X** Federal agency: **National Park Service**
 - 1. Acadia National Park Archives**
Bar Harbor, Maine
 - 2. Frederick Law Olmsted National Historic Site Archives**
Brookline, Massachusetts
- ☐ Local government
- ☐ University
- ☐ Other

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10. GEOGRAPHICAL DATA

Acreage of Property: 120 acres

UTM References: Bass Harbor, ME Quadrangle, scale 1:24,000

A 19 555720 4898730
Zone Easting Northing

C 19 555630 4898420
Zone Easting Northing

B 19 555600 4898600
Zone Easting Northing

D 19 555580 4898400
Zone Easting Northing

See continuation sheet, Page 22.

Verbal Boundary Description: See Continuation Sheets, Page 22.

Boundary Justification: See Continuation Sheets, Pages 22-23.

11. FORM PREPARED BY

Name/Title: Jennifer Morvan, Architectural Historian
Virginia H. Adams, Senior Architectural Historian
Organization: Public Archaeology Laboratory, Inc. (PAL)
Street & Number: 210 Lonsdale Avenue
City or Town: Pawtucket State: RI Zip Code: 02860
Telephone: (401) 728-8780 Date: April 1999; revised March 2004

ADDITIONAL DOCUMENTATION

Maps:

1. Nomination Boundaries, Seawall Campground
2. Historical Base Map, Seawall Campground

Photographs:

See Index, Pages 24-25.

PROPERTY OWNER

Name: National Park Service, Acadia National Park
Street & Number: Rte. 233, Eagle Lake Road
City or Town: Bar Harbor State: ME Zip Code: 04609
Telephone: 207-288-0374

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7. DESCRIPTION

INTRODUCTION¹

Acadia National Park, with its coastal mountains, rugged forest, and abundant wildlife, occupies more than 30,000 acres of Mount Desert Island. Located in eastern Maine in Hancock County, Mount Desert Island has been known as a popular vacation destination since the mid-nineteenth century, when the first visitors were attracted to its dramatic, seemingly untouched landscape.

Seawall Campground occupies 120 acres along the coastline of the Gulf of Maine, south of Southwest Harbor, on the western side of Mount Desert Island off of Route 102A. Seawall is an early campground designed in response to pleas by the park superintendent George B. Dorr and resident landscape architect, Benjamin Breeze for a campground that would accommodate the needs of the increasingly popular trailer camper. Survey work on the land began in November of 1935, and by June of 1936 two Works Projects Administration (WPA) jobs were in progress for the establishment of a public campground and picnic area. Seawall Campground consists of four loops containing campsites and a group camping area with a paved entrance road, restrooms (historic and modern), and a checking station. (This nomination focuses on resources built between 1935 and 1942; Loop D with its associated features was undertaken beginning in 1959, and is not included in this nomination.) The campground contains a total of 14 resources not previously listed in the Register. Of these resources, 11 contribute to the historical significance of the campground. Additional features, or site furnishings, also contribute to the campground's integrity. With only subtle alterations throughout its lifetime, Seawall Campground retains a high degree of integrity from its period of significance (1935-1942).

SEAWALL CAMPGROUND LANDSCAPE

The dramatic landscape of Mount Desert Island was created millions of years ago, when glaciers carved deep north-south valleys in the formerly east-west running granite ridge. U-shaped valleys were created, boulders were stranded precipitously atop mountains, and the coast was left jagged as the ocean level rose and flooded the foothills.

This meeting place between land and sea, between northern and temperate zones, abounds with plant and animal life. Wildlife includes 300 species of birds, such as the Common Eider, the Oceanic Duck, and the Herring Gull. Marine life is also abundant, a fact which accounts for the predominance of commercial fishing ventures. A mature Spruce/Fir

¹ Portions of the Section 7 Description narrative are adapted from H. Eliot Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds*, National Park Service, 1996.

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coniferous forest dominates the inland areas. Sub-dominant species include various hardwoods such as Birch and Aspen. Mosses, ferns, and northern temperate shrub species populate undisturbed areas of the forest floor.

It was into this impressive Acadian landscape that the 120-acre Seawall Campground was gently inserted, during the period from 1935 to 1942, according to the principles of Rustic Design. This style, which the Federal government developed and favored from 1916 to 1958, was inspired by the romantic conception of wilderness that permeated the nineteenth century and early twentieth centuries. In principle it involved the subordination of man-made development to natural topography and landscape features, as well as the use of natural, native materials in any created structures, in order to preserve natural scenery for public benefit. At Seawall Campground this philosophy resulted in the use of granite foundations, board-and-batten siding, hand-split shingles (since replaced with asphalt), and hipped and bellcast roofs, which communicated a hierarchy of building types through their pitch.

Today, Seawall Campground consists of four loops of campsites and a group camping area with a paved entrance road, comfort stations (historic and contemporary), and a rustic checking station, along with various structures and buildings. Initial plans for Seawall Campground beginning in 1935 included two loop roads featuring parking spurs and campsites designed according to the system developed by forest pathologist E. P. Meinecke that limited damage to natural vegetation and habitat by restricting areas of pedestrian and automobile traffic. Although the plan did not accommodate trailers, provisions were made for the establishment of two possible future loops. Despite sporadic funding, by September of 1937 Loops A and B had been completed, with the exception of a comfort station to serve Loop B. This comfort station was added one year later after funds became available. In 1939, as conflict began to rise in Europe, Acadia's Civilian Conservation Corps (CCC) team initiated work on a third loop, Loop C, which was designed for trailers. A checking/ranger station was also begun at this time, and plans were made for a laundry facility and amphitheater, which were never completed. Work continued despite the outbreak of war, and Loop C was finished in July of 1940. In 1941, the comfort station that services Loop C and the checking/ranger station were completed. Also in 1941-42, the ranger residence and garage were erected as a Naval Radio Station, and were converted to park staff housing at the end of World War II. Loop D was begun in 1959 under "Mission 66," a mid-twentieth-century National Park Service (NPS) building program, and accommodates "walk-in" campers in small spurs that are accessible by foot.

CONTRIBUTING AND NON-CONTRIBUTING RESOURCES

The Seawall Campground nomination boundaries encompass both contributing and non-contributing resources, which are described below. Additional campground elements or nearby resources that pre- or post-date the period of significance are not included in the nomination boundaries, but are discussed for clarity and completeness.

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Contributing resources add to the historic associations, historic architectural qualities, historic landscape, or archeological values for which a property is significant because they were present during the period of significance, relate to the documented significance themes and contexts of the property, and possess historic integrity. Seawall Campground and its individual component historic resources were evaluated within the overall historic context of the history of Acadia National Park, specifically under the "Rustic Design in the National Park Service (1916-1958)" sub-theme.² Their integrity was assessed according to the "Associated Property Types and Registration Requirements, for Visitor Facilities and Developed Areas".³ The evaluation included physical integrity as well as integrity of design, location, setting, materials, workmanship, feeling, and association within the period of significance from 1935 to 1942. Based on these considerations, the resources at Seawall Campground were determined to be contributing or non-contributing as listed below and described in the following section.

Contributing Resources (8 buildings, 1 structure, 2 sites):

- Checking Station
- Ranger Residence
- Garage
- Comfort Stations (Map #s 102, 103, 104, 105)
- Tool Shed
- Pump House
- Road System
- Campsite System (Loops A, B, and C)

Additional features and site furnishings that remain from the historic period and which contribute to the significance of the campground include entrance gates, stone and log barriers, markers, fireplaces, and water taps. The former Water Tower was removed in 2004.

Non-Contributing Resources (2 buildings, 1 site):

- Comfort Station (#181)
- Employee Housing
- Group Campsites

² Lauren G. Meier and Lee Terzis, *Historic Resources of Acadia National Park Multiple Property Listing*, 2001, 58-80.

³ Ibid, 73, 81, 94-96.

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Contributing Resources

Checking Station (Building)

Completed in 1941, the checking station is a one-story structure built upon a granite ashlar foundation. Similar in material and style to the comfort stations, it manifests the qualities of the "Rustic Style". The building is T-shaped in plan, with an integral open porch along the base of the "T". To the right of the "T" is a small side porch that supports a shed roof faced with board-and-batten siding. Each of these porches has unadorned square posts. The walls of the checking station are of board-and-batten construction with plain wood corner, fascia, face, and sill boards. The building is crowned by a steep hip roof, which is interrupted at the ridge left of the intersection by two massive granite rubble chimneys from which squat terracotta flues protrude. Historic documentation indicates that the roof was originally covered with wood shingles, though it is now covered in asphalt shingle. The wooden exterior elements have been slightly altered as well; originally they were finished in a dark brown stain, while today they are painted in the same color for improved protection of the substrate. The primary entrance to the checking station is through the porch at the bottom of the "T". The door, which lies behind an aluminum screen door, is of wood construction with a nine-pane sash above two wood panels. It is flanked by eight-light casement sash with plain casing. Windows elsewhere on the building are six-light casement sash.

Ranger Residence (Building)⁴

The ranger residence, built in 1941, is a one-story, wood-frame building with a flank gable roof and with Rustic Style features including exposed rafter ends and six-over-six double-hung sash windows. Although the Ranger Residence was originally built in conjunction with the World War II era Naval Radio Station at Seawall, it was likely built by the CCC and remains as one of the few surviving early NPS residences in Acadia.

Garage (Building)

The Garage, built in 1941 with the Ranger Residence, is a simple wood-frame building with a pyramidal hip roof. It shares Rustic stylistic features with, and is located adjacent to, the Ranger Residence.

Comfort Stations #s 102, 103, 104, 105 (Buildings)

These comfort stations at Loops A, B, and C were constructed between 1937 and 1941, and are all examples of prototypical prewar comfort stations. Similar plans appear in the *Portfolio of Comfort Stations and Privies*, the *Portfolio of Park Structures, Park Structures and Facilities*, and *Park and Recreational Structures*, all published by the NPS in the 1930s in an attempt to provide practical prototypes which could easily be adapted or reproduced by the Civilian Conservation Corps. Designed according to the "Rustic Style" that had been popular since the mid-nineteenth century, the comfort stations embraced their natural

⁴ Foulds, *Campgrounds*, 32.

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environment by utilizing native woodland materials, echoing the color and texture of their surroundings.

Rectangular in plan, these buildings were constructed upon granite ashlar masonry foundations. A plain sill, corner, and fascia boards, accent the board-and-batten walls. A small wooden cove molding lies under the eaves of the hipped, bell-cast roofs. Although the wooden exterior elements were originally finished in a dark brown stain, today they are painted in the same color for improved protection of the substrate. The original wood-shingle roofs are now covered in asphalt; they are interrupted on one or both of the long sides by a single shed-roofed dormer with wooden louvered vents. A single plumbing vent pipe that protrudes from the roof near the center ridge supplies additional ventilation. The buildings may be entered through one of three doorways: one on each end provides access to the men's and women's restrooms, respectively, and a central door gives access into a utility room which lies between these two restrooms. The two side restroom doorways are protected visually by tall wooden fences that wrap around two sides of an entrance. These fences have a square corner post, thin upper rails, and vertical boards set approximately one foot above grade. Several comfort stations retain a diamond pattern that has been cut into the edges of the vertical board. The windows, which contain four-light fixed-sash located directly beneath the fascia, occur in groups of three with the exception of a single sash that illuminates the central utility room.

Tool Shed (Building)

The tool shed was originally constructed by the CCC between 1937 and 1942 as a pump house, using an architectural vocabulary in keeping with the nearby checking and comfort stations. The building is a small, single-room, frame structure set on a foundation of granite ashlar blocks. The painted board-and-batten walls are delineated with corner, fascia, and thin sill boards. The hipped, bellcast roof, which was originally covered in wood shingles, is now sheathed in asphalt. The single doorway consists of a diagonal, chevron-motif, board door in a plain wood frame over a granite sill block.

Pump House (Structure)

This structure, together with the former adjacent water tower (removed in 2004), was constructed between 1938 and 1939 with funding by the Public Works Administration (PWA) and labor by the CCC. The small pump house is a single-room, rectangular-plan, gable-roofed structure that rests upon a reinforced concrete foundation. Similar to the checking and comfort stations, the clapboard walls and plain corner boards are painted a dark brown. The asphalt-shingled roof has projecting eaves with exposed rafter tails. A single doorway in an unadorned frame provides access into the windowless building. A sheet metal vent pierces the roof at the gable end.

Road System (Site)

The circulation network of Seawall Campground consists of the campground entrance road, which leads from Route 102A to the checking station and progresses to the campsite loop roads, parking spurs and links, and pedestrian pathways.

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Campground Entrance Road

The Seawall Campground entrance road, which was begun in 1936, commences with its intersection with Route 102A, which is marked by a rustic gate. It continues as a three-lane-road for one half mile to the checking station, where it is divided by a grass median. The main campground road continues past the checking station and leads to each of the four loop roads. This portion of the road is designed for two-way traffic and measures an average width of 18 feet.

The portion of the entrance road from Route 102A to the checking station was widened from two to three lanes in the 1970s to accommodate increased traffic queues. Bituminous concrete has also replaced the earlier base-sealant surfacing. Despite these changes, the road is embraced by vegetation in most areas; frequent pull-off points, however, such as those near the public telephones, have lost much of their vegetation.

Campsite Loop Roads

Roads serving campsite Loops A, B, C, and D intersect with the main campground entrance road and direct traffic in a counter-clockwise direction. In Loop C, one-way lateral roads branch off of the perimeter road, allowing access to the individual trailer "link" campsites. The original gravel or base-sealed surfaces of these campsite loop roads has been replaced by bituminous concrete, identical to the surface of the entry road. In 1942, Loop A was the first road to be "base-sealed" when it was upgraded to serve as a civilian detour around the Naval radio installation. Although a numbered wooden post originally indicated each campsite, this change in surfacing allowed identifying numbers to be painted directly on the pavement surface. Stone headwalls and drop inlets occur in some instances, and contribute to the rustic character of the roads. While road alignment remains unchanged, many boundaries and much surrounding vegetation have deteriorated due to the lack of physical barriers as recommended by Meinecke.

Parking Spurs and Links

Parking spurs and links were originally designed to confine vehicles to a defined area and thus reduce the possibility of damage to the surrounding landscape. The "spur" and "link" designs were first described in *Park and Recreational Structures*, edited by Albert Good in 1938. Parking spurs were historically designed for auto-tent campers, who could easily pull in and out of a defined spur. Parking links, however, were designed for trailer campers, eliminating the difficulty of backing up a large vehicle by introducing "drive-through" campsites with separate entrances and exits. However, the increase in size of most recreational vehicles, as well as the desire to accommodate a wide variety of equipment, has created pressure to remove many of the boulder barriers that previously defined parking areas. The result has been a growth in the size of both parking spurs and links at the expense of the overall campsite area and its shielding vegetation.

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Pedestrian Pathways

Most pedestrian traffic is directed along the same routes allocated to automobile usage. However, smaller social trails have evolved in areas such as those previously cleared for the installation of underground utilities and have become small paths surfaced with forest litter or bare soil. Heavily traveled routes, such as those leading to comfort stations, have been surfaced with wood chips.

Campsite System (Site)

Campsite Loops A, B, and C are all contributing elements to the Seawall Campground. Each of these loops was constructed during the period of historical significance (1935 - 1942) and retains its historical configuration. Loops A and B were designed according to the approach recommended by Meinecke as spur campsites for "auto-tent" campers; they were not designed to accommodate trailers. Loop C, completed in 1942, utilized the "link" campsite approach specifically for trailer-campers. Loop D and the group camping area, located to the north of Loop C, were not constructed until 1960; the former is excluded from the nomination boundaries, and latter is a non-contributing element to the campground nomination.

The individual campsites within Loops A, B, and C have distinct spatial identity and character-defining features. Comparison with historic maps also reveals that their layout has changed very little, and that the number and location of individual sites has remained approximately constant. The removal of stone boulders, which were originally used to define campsite boundaries, has unfortunately caused a growth in the physical size of each campsite and a thinning of vegetative screening.

Site Furnishings

Small features such as signs, gates, fireplaces, and other objects, enhance the historic character of a landscape. Many of the historic character-defining features at Seawall Campground, such as signs and picnic benches, have been lost, although some remain in situ.

Stone and log barriers, which were recommended in the Meinecke plan, were used historically to define all campsites and circulation routes. These stones and logs were partially buried beneath the surface of the soil to simulate a natural appearance. Few such barriers remain; those that do are located at the end of a row of individual parking spurs.

A variety of rustic gates were designed and installed throughout Acadia during the period of historic significance, although few survive. The entrance gate to Seawall Campground is the only remaining gate out of three that were located at this intersection. These three gates, located across Route 102A, across the campground entrance road, and across the picnic ground entrance road, were built as part of a project in 1942 by U.S. Navy to provide a secure zone around their newly constructed radio station. The existing gate is constructed of two massive stone piers onto which are mounted heavy timber single crossbar gates.

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The gate was rebuilt to a wider span at the time of the widening of the entrance road. Other gates serving the campground are modern utilitarian steel gates that are not character-defining features. In many cases these gates may have replaced earlier rustic gates that were designed to limit access to fire roads.

Campsites were historically marked by wood post-markers, which survive only at the intersection of lateral and perimeter roads. The contemporary method of painting numbers on an asphalt surface would not have been possible on the earlier gravel or chip sealed surfacing. Where the original markers do survive they reflect the conditions which existed during the period of significance.

The fireplace design in use at Seawall is a variation on a theme used throughout the western national parks. The overall dimensions of these fireplaces range from five to six feet across and three to four feet deep. Two splayed low stone arms attached to a stone backing approximately two-and-one-half feet high form the firebox. The higher back wall serves as the visual vestige of a chimney and is purely aesthetic, serving no useful purpose. The firebox is lined with beige firebrick. The cooking grate is fabricated from wide strips of cold-rolled milled steel, many of which are permanently fixed in place. Other individual fireplace units at Seawall feature a third splayed arm that serves as a prop on which rests a hinged fire grate. This third arm serves as a small but useful surface to aid in the preparation of meals. These fireplaces have long been recognized, however, for their high maintenance requirements. As early as 1938, Albert Good wrote: "...in spite of every possible structural precaution to insure long life, this kind of facility remains intact for scarcely one season under the hard use to which swarming hordes of picnickers subject it." Steel and concrete alternatives were soon developed, including that designed by Cook County Forest Preserve in Illinois, which served as the prototype for the contemporary fireplaces in widespread use at Acadia. In spite of these high maintenance requirements, most of the fireplaces at Seawall have not been replaced, although many of them consequently are in very poor condition.

Water supply taps are another character-defining feature of the campground. Albert Good discussed the pros and cons of concealing the water tap or pump by various devices, including its camouflage inside a hollow log or small building. However, he also recognizes the misleading and false nature of such principles. Therefore the water supply taps at Seawall are two-and-one-half to three feet high, featuring common hose bibs. They are simple and unadorned, with a gravel pad to provide a dry footing for those using the fixture.

Non-Contributing Resources

Non-contributing resources in the Seawall Campground nomination boundaries include the Loop C comfort station #181 (built in 1960), the modifications to a cleared area north of Loop C that originally designed and constructed as recreational field by the CCC in 1941 to convert it into a group camping area in 1960, and the employee housing building (built circa 1990).

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Former Resource (not extant)

Former Water Tower⁵

Adjacent to the pump house, the water tower was hidden amidst a forested landscape. It was a standard water tower of steel construction, supported on six steel legs with riveted diagonal tension rods. A steel ladder provided access to a steel deck walkway that surrounds the 15,000-gallon tank. The walkway was enclosed with a steel railing with X-bracing between its posts. The tank was of riveted steel plate construction and was topped with a shallow conical steel roof with plain projecting eaves over the walkway.

Adjacent Resources (not included in Nomination boundaries)

In addition, there are other campground-related or nearby buildings, structures, and sites outside of the nomination boundaries. These include Loop D with its campsites and comfort stations, the amphitheater area, and the historic Doliver cemetery. Loop D was constructed in 1960, and the amphitheater in 1962, as part of the "Mission 66" program, and thus are not related to the period of significance. Loop D contains 141 campsites arranged around a central parking area and three concrete-block comfort stations (#178, 179, 180). The Doliver cemetery is not associated with the campground, but with earlier land use of the area.

INTEGRITY

Seawall Campground has retained a high degree of integrity from the years of the CCC program (1933-1942). Prior to its dissolution in 1942, the CCC had successfully completed Seawall Loops A, B, and C and all structures necessary to make these developments functional. All original campground comfort stations remain extant in fair to good condition. Rustic stone fireplaces, though in some instances badly deteriorated, still occupy their original location. Many individual campsites retain their original location, though the vegetation surrounding them reflects the hardship of survival with heavy use. Features missing from the 1935-1942 period include heavy log picnic tables that have been replaced with lighter-weight tables constructed of boards and steel tubing. Modern additions affecting the entire campground include the addition of a bituminous asphalt surface to the campground roads, while during the historic period, master plan documents refer to the road surfaces as having been "base sealed." Site-specific modern additions include the construction of Loop D, a walk-in campground loop, and the amphitheater. These unmistakably modern features are set back from the other areas of the campground and do

⁵ The NPS removed the water tower in 2004 as part of a project to upgrade and rehabilitate Seawall Campground. Maine Historic Engineering Record narrative and photographic archival documentation was prepared. See Klee, "Seawall Camp Ground Water Tower."

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not intrude on the historic character of the campground. Loop D and the amphitheater are both located on sites that had much earlier been specified for this purpose. While the details of construction of the amphitheater and Loop D are modern, they were located in accordance with site planning documents in use during the historic period. These changes do not compromise the setting of the campground because they are physical features directly related to the function of the property as a campground. The conversion of the historic Seawall playing field to a group camping area constitutes a change in use, but has a limited effect on integrity.

While Seawall Campground retains qualities of integrity relating to location, design, setting, and association, qualities of workmanship and materials are diminished by the deterioration of the individual campsites including the poor condition of surrounding vegetation and loss of small features and furnishings such as rustic picnic tables and stone and log barriers. Despite this deterioration and modest alterations, the feeling of a rustic campground located near the sea is still evident.

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8. STATEMENT OF SIGNIFICANCE

INTRODUCTION⁶

Seawall Campground is significant for its association with the twentieth-century movement to develop national parks for public enjoyment. It is a reflection of the principles and practices of Rustic park landscape design used by the National Park Service (NPS) and Civilian Conservation Corps (CCC) between the years of 1916 and 1958, and retains those characteristics that it developed during the New Deal era. Seawall Campground is significant not only as an individual landscape feature, but also as a component of the larger development of Acadia National Park, the first national park established east of the Mississippi River.⁷ Within these larger contexts, Seawall Campground retains all of the necessary associations and characteristics of the "Rustic Design in the National Park Service (1916-1958)" historic context sub-theme and meets the registration requirements for visitor facilities and developed areas.⁸ Seawall Campground possesses historic integrity of location, setting, design, materials, workmanship, feeling, and association, and overall reflects the physical appearance, historic design intent, historic use, rustic design vocabulary and condition of the landscape during the period of significance.

Seawall Campground is significant in the areas of architecture, landscape architecture, conservation, and recreation. The applicable National Register Criteria are Criteria A and C. Under Criterion A, Seawall Campground is associated with the New Deal programs, especially the CCC, which provided the labor force and federal funding that made construction of facilities possible at Acadia and elsewhere in the 1930s. Seawall Campground meets Criterion C as an excellent example of NPS Rustic Design constructed during the New Deal era.

The period of significance for Seawall Campground is 1935 to 1942. The period of significance begins with the preliminary investigation of the Seawall area as a potential Recreational Demonstration Project (RDP) in 1935 and ends in 1942 when physical work by the CCC was completed and their camp, NP-1, was closed.

HISTORY

Summer Development

During the late 1800s Bar Harbor sheltered both seasonal and year-round inhabitants of varying social and economic classes, especially attracting many wealthy visitors during the summer months. The area was also noted at that time for its large Native American

⁶ Portions of the Section 8 Significance narrative are adapted from H. Eliot Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds*, National Park Service, 1996.

⁷ Lauren G. Meier and Lee Terzis, *Historic Resources of Acadia National Park Multiple Property Listing*. See also McClelland "Historic Park Landscapes."

⁸ Ibid, 58-79, 94-96.

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population. Increasing development of Bar Harbor as a resort eventually caused the Native Americans to move to the quieter western side of Mount Desert Island, until they were almost completely displaced by the elitism of the "Cottage Era". Acadia National Park, the first national park established east of the Mississippi, was initially created as Sieur de Monts National Monument in 1916, then renamed Lafayette National Park in 1919.

In spite of the growing popularity of recreational camping during the late 1920s, the park did not have its own public campground. Although both a park master plan and an alternative proposed by Charles Eliot II recognized the need for public campgrounds as early as 1927, it was not until the New Deal programs of the 1930s that plans for campground development were systematically implemented.⁹

Until that time, commercial lodging, private "auto-camps", and backcountry camping were the only options available. An abandoned Native American encampment, called Ledge lawn, was soon put into service by the town of Bar Harbor as a public campground. In 1927, one of the park's first planning documents described plans to replace Ledge lawn with a new park facility west of Bar Harbor at Bear Brook. The following year, the Bar Harbor Village Improvement Association sponsored a planning report entitled "The Future of Mount Desert Island", which addressed the physical planning of the entire island, both inside and outside park boundaries. As plans continued, John D. Rockefeller, Jr. was repeatedly sought as a patron for the development of the park's new facilities.

Between 1927 and 1932, superintendent George B. Dorr pressed on in the development at Bear Brook, which provided water, fire rings, and comfort stations, as well as randomly cleared areas for parking. In 1932 new plans for Bear Brook Campground were made, which involved removing discordant buildings, and adding screening vegetation and ordered parking. This layout clearly reflected the ideas of forest pathologist Dr. E. P. Meinecke, who focused on the provision of discreet boundaries for pedestrian and automotive traffic, thereby reducing damage to the surrounding vegetation and preserving the natural habitat.

Civilian Conservation Corps

The plan for the reconstruction of Bear Brook Campground proceeded quickly after the creation of the CCC by the Roosevelt administration in 1933. The CCC, which was established to provide a work force for projects funded by the Emergency Conservation Works Act (ECW), was one of several programs established in the New Deal era that was beneficial to the NPS. The Federal Emergency Relief Act (FERA) was also proposed and passed in 1933 to move agricultural families off of submarginal lands and onto more productive lands. Consequently, the NPS was responsible for developing any potential recreational areas from such lands. The Public Works Administration (PWA) New Deal program was intended to fund major capital improvements, utilizing local contractors and labor to stimulate the regional economy. Portions of Acadia's motor road system were

⁹ Ibid, 73.

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constructed with PWA funding. Lastly, the Works Projects Administration (WPA), established in 1935, created yet another source of funding for conservation and recreational development. At Acadia, two CCC camps located in the area, camps NP-1 and NP-2, undertook the construction work.

Acadia Campgrounds, and Seawall Campground

In 1935, Acadia's resident landscape architect, Benjamin Breeze and park superintendent George Dorr made an appeal for new campgrounds. Soon after, preliminary work was begun to investigate the suitability of a tract of Rockefeller's land in Hull's Cove as the possible site. Near the location of the current visitor's center, this site was eventually excluded from consideration in favor of a western site in the Seawall area. The FERA submarginal lands program had under study approximately 8,000 acres on the western side of Mount Desert Island as a potential Recreational Demonstration Project (RDP). These lands were purchased and developed for their recreational value as an extension to the holdings of Acadia National Park (then Lafayette National Park). In addition to the acquisition of land, RDP funds were expended for development of recreational facilities in the Seawall area, near lands already owned by George Dorr, and John D. Rockefeller, Jr. Survey work began in November of 1935 and by June of 1936, WPA Jobs #303 and #705 were in progress for public campground and picnic ground development.

Seawall Campground takes its name from a naturally occurring barrier of granite rocks that forms a characteristic "seawall" along the Gulf of Maine located approximately a quarter mile to the east. The initial development of Seawall Campground consisted of two separate one-way loop roads, featuring parking spurs and campsites laid out using the Meinecke system of campground development. The plan originally featured a single "Latrine, Washroom and Shower Bldg" at the center of each loop. While the "A" and "B" loops were not originally designed to accommodate trailers, the original drawings referenced two possible future loop developments to the north, including a loop reserved for trailers.

WPA appropriations for campground development were insufficient to cover either the cost of the latrine, washroom, and shower buildings or the community and administration building described in the original plan drawing. However, by February of 1937, development of the campground by local men employed by WPA funds had progressed to the point that it had become necessary to obtain the additional funding to complete the job. This prompted the following exchange of correspondence between Thomas Vint, chief landscape architect for the NPS, and assistant superintendent Hadley, who had been taking an increasingly central role, as the elderly superintendent Dorr grew more frail.

Vint to Hadley 2/9/37: "I was talking to Mr. Wirth on the subject this morning, and suggested that the Seawall Campground might be made available if you could construct one or two comfort stations in it this year... It appears there are plans available for the comfort stations... It is important from Mr. Wirth's standpoint that if a CCC job (for comfort station construction) is authorized at Seawall Campground

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that it would not be in conflict with the WPA work program. I have explained that I thought the WPA had gone practically as far as it could in this particular campground and if an allotment for materials were made for the CCC camp, it may be possible to put the campground in operation this season.”¹⁰

Assistant superintendent Hadley wrote back to Mr. Vint confirming that road construction in Loop A was far enough along to expect that it could be made available for the coming season. Hadley enclosed a preliminary study for the latrine, washroom, and shower building for review and refinement by Vint's design team. Hadley and Vint exchanged the following correspondence.

Hadley to Vint 2/13/37: “...Third, I enclose a layout plan for the latrine and washroom... The community building has not been taken into account in these figures. We could get along for a season without it... The campground ranger could, for this season, occupy the old radio station building nearby, which is in good condition. Mr. Dorr and I earnestly hope that this project can go forward. It will relieve a difficult situation on the present overcrowded conditions at the existing campgrounds.

Vint to Hadley 3/5/37: “We have your drawing #NP-ACA 8051-1-1 with the title “Study for Latrine, Washroom and Shower Buildings for Seawall Auto-Tent-Camping Sites” which upon review seems to be much more building than necessary.

In substitution for a building of this type, we would suggest that the two buildings be built in the western unit (Loop A) of the campground development, following the plan which has been used formerly at Platt National Monument. It is our thought that two buildings of this size would more efficiently take care of the toilet facilities in the Campground Development that could be done by the installation of a large structure such as suggested by the plan you submitted.”¹¹

The NPS had published a “Portfolio of Comfort Stations and Privies” during 1934 in an effort to provide design guidance to the CCC. This volume was especially valuable to those CCC companies at work in the state parks and forests that did not have the luxury of a team of designers working on their behalf. The circulation of this “pattern book” served designers as a source of inspiration. Because of these published materials, it is not surprising that the comfort stations constructed at Acadia would have been derivative of NPS designs elsewhere. The original “Portfolio of Comfort Stations and Privies” was updated and expanded between 1934 and 1938. The final publication, edited by architect Albert Good, consisted of a three-volume, comprehensive document titled *Park and Recreation Structures*. These volumes document many regional examples of CCC-era construction and the design motives behind the work.

¹⁰ Foulds, *Campgrounds*, 21.

¹¹ Ibid.

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Hadley to Vint: 3/10/37: "I also concurred in the Platt plan, except for the stone exterior. This was after consulting with Mr. Breeze. We both felt that in a wooded area a stone building would not harmonize with its surroundings. Our opinion is that a log-finished structure will be much more appropriate, especially with hand-split shingles on the roof." ¹²

Thus the first new comfort station prototypes were designed and constructed in Loop A of Seawall Campground (Buildings #102 and #103) during 1937. They were constructed with a special allotment of \$5,000 of Emergency Conservation Work (ECW) funds, with separate projects authorized to provide for both sewer and water service. Investigations were made into connecting the campground to the water system of Southwest Harbor, but dismissed for reasons of cost. A drilled well supplied the water, and sewage from the restroom was piped directly into the ocean without treatment.

Additional CCC/ECW projects associated with the new Seawall Campground were completed for the construction of immovable fireplaces and heavy timber picnic tables that were specified by Meinecke's system of campground development. By September of 1937, the two loops of the Seawall Campground had been completed except for a comfort station to serve Loop B. The Loop B comfort station was constructed between 1938 and 1939 as soon as funds became available.

World War II

As the rumblings of war began in Europe during 1939, Acadia's CCC continued work on Seawall Campground. Their work included the initiation of construction on Loop "C" trailer loop, a checking/ranger building, and sewer, water, and electrical service.

When war broke out in Europe, President Roosevelt declared a limited national emergency in 1940 to prepare the United States for an inevitable entry into the conflict. These preparations caused the diversion of resources from the CCC's emergency conservation work, toward the civil defense of the United States. These shifting priorities led to the premature closure of the CCC camp NP-2 on Great Pond, which served to confuse and disorganize the CCC park development programs, and place a great burden upon camp NP-1. The two camps had worked together on several projects at Seawall, such as the completion of the trailer loop and checking/ranger station, all of which were left to be finished by camp NP-1.

However, by July NP-2 was reactivated, prompting a site visit by NPS Assistant Director Conrad Wirth, who declared the completion of Seawall to be a top priority. The plans for Seawall were quickly revised to include the development of washhouse and laundry facilities, and an amphitheater, improving upon the systems in use at the Bear Brook

¹² Ibid.

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campground. However by late fall, little progress had been made towards the initiation of construction. On April 1, 1941 NP-2 was completely abandoned and all its projects were officially reassigned to NP-1, which successfully completed the recreational field, trailer loop comfort station, and checking/ranger station at Seawall despite pressures of time and funding. In the prewar months, however, the CCC was declining in national importance and became a less attractive option for the unemployed.

Tourism fell off sharply during the war, and many recreational areas were given new military uses. Seawall Campground played a role by hosting a Naval Radio Station, which introduced several buildings to the Seawall area and necessitated a rerouting of traffic for security reasons. With construction halted, there was time for planning, and a goal was set to "complete a full shelf of well-planned future proposals, rather than plans for immediate construction."¹³ As funding decreased severely, however, there was little money for regular maintenance, and the campgrounds began to deteriorate.

Post-War and Mission 66

Once the war ended, visitation at Acadia National Park began to surge, tripling from prewar figures. Funding, however, remained below prewar levels. Little, if any, work was done at Seawall during this period, although the Naval Radio Station buildings were converted to employee housing. In 1951 Conrad Wirth, who had been introduced to the NPS in 1928 by Frederick Law Olmsted, Jr., was appointed its director. His frustration over the changes that had occurred since the war, including the lack of vitality and funding, the over-use of resources, and the deterioration of park buildings, led him to create the "Mission 66" program. Mission 66 was dedicated to upgrading facilities, staffing, and resource management by the fiftieth anniversary of the NPS in 1966. The Mission 66 program captured the attention of the Eisenhower administration, which approved the ten-year program with a budget of \$789,545,000. Under the new program, the earlier NPS design ethic gave way to standardization and fast track scheduling. Contractors from the private sector soon introduced contemporary designs and mass-produced materials as well, often sharply contrasting with earlier work. During this period at Seawall Campground the amphitheater was begun, the original recreation area north of Loop C was adapted for use as a group camping area, and one comfort station was added nearby.

Little development has occurred at Seawall Campground in the years following the Mission 66 program. Rather, emphasis has been placed on caring for existing facilities and making minor modifications as necessary. Various work initiatives and planning studies undertaken between the 1960s and 2000 appear to have been focused primarily at Blackwoods Campground, although some have been applicable to Seawall Campground as well.¹⁴ In 1990 Supervisor Jacobi launched a study of physical and management problems affecting Blackwoods specifically, but applicable to Seawall as well. Recognizing the age of the

¹³ Ibid, 32, 34.

¹⁴ Ibid, 42-45.

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facilities and the increasing demands that have been placed upon the landscape, the report suggests measures to reconcile the protection of the campgrounds with the expectations of a diverse group of visitors. It brings the history of camping and Acadia's development to the present, suggesting:

"We must all work together giving careful consideration to what we want and what campers want, and what we have to do to achieve our vision of camping at Acadia without destroying what we have" ¹⁵

REGISTRATION REQUIREMENTS

Seawall Campground meets the eligibility and registration requirements for the Rustic Design sub-theme "Rustic Design in the National Park Service (1916-1958)" in the property type category of "Visitor Facilities and Developed Areas."¹⁶ Seawall Campground reflects the key principles of the design intent of the Meinecke system of campground development, and the rustic construction techniques and methods utilized by the CCC and other programs associated with the New Deal era. Seawall retains discrete vehicle and pedestrian circulation systems that preserve adjacent natural areas, individual campsite organization, principal Rustic Style buildings and structures, as well as sufficient small-scale features such as stone fireplaces and water fountains, and the use of natural materials to communicate the historic design vocabulary of the NPS Rustic Design standards within a protected natural landscape setting.

Principles and Practices of Park Landscape and Campground Design

The profession of landscape architecture provided the official guidance for the physical development of national parks from in 1916 to 1942.¹⁷ Official NPS policy of 1918 stated that landscape engineers and landscape architects were to be consulted in park development projects to insure that new facilities harmonized with the natural landscape. The precedents for this design ethic can be traced to the work of Andrew Jackson Downing and Frederick Law Olmsted, Sr., who had themselves been influenced by earlier English landscape gardening traditions. These traditions were carried into the twentieth century by Frederick Law Olmsted, Jr., Henry Hubbard, Theodora Kimball, and Frank Waugh, in time to influence the early development of parks after the creation of the National Park Service in 1916. The NPS's first chief landscape architects, Charles Punchar, Daniel Hull and Thomas Vint translated the work of their predecessors into a distinctive rustic style. Benjamin Breeze, Acadia's resident landscape architect during the CCC period, followed the system and standards for landscape architecture developed by Thomas Vint including the NPS master planning process. Breeze began his career with the NPS in April 1933 as

¹⁵ Ibid, 45.

¹⁶ Meier and Terzis "Historic Resources of Acadia", 58-79, 94-96. See also McClelland "Historic Park Landscapes."

¹⁷ Ibid, 58-69.

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landscape foreman employed by the park to supervise ECW/CCC projects. Promoted to resident landscape architect, Breeze remained at Acadia until September 1943. Breeze developed a comprehensive master plan for Acadia National Park in 1941 that carefully documented the existing conditions at Seawall Campground.

Key principles and practices of park landscape design during this period from 1916 to 1942 focused on the protection and preservation of natural scenery and features. To this effect, exotic plants and wildlife were prohibited in favor of native species. Similarly, these native trees, shrubs, and ground cover were planted and transplanted to erase any signs of man's physical interference. Where man did intervene, effort was made towards naturalism: native materials and indigenous frontier methods were used in construction, while naturalistic techniques were used in planting, rockwork, and logwork in effort to harmonize with natural surroundings. Where roads, trails and structures were placed, they avoided the use of right angles and made an effort to preserve and display natural vistas and/or notable natural landmarks.

Campground design was also heavily influenced in the 1930s by the ideas put forth by Dr. E. P. Meinecke, a renowned plant pathologist.¹⁸ Concerned about the impact of heavy use and trampling upon vegetation in various national and state parks, the NPS hired the services of Meinecke in the design of Seawall Campground. Meinecke concluded that consistent patterns of human trampling and automobile traffic had resulted in root compaction, which had an adverse effect upon natural vegetation. In response to his discovery, he developed a theory of camp planning that proved influential in campground design to the present day. The Forest Service presented Meinecke's findings and subsequent remedies in a *Camp Ground Policy*, issued in 1932. In addition to careful considerations of soil type, seasonal usage patterns, and types of vegetation, Meinecke presented a carefully thought out theory of campground planning. Rather than the creation of large cleared areas for camping and utilities as was then common, Meinecke proposed dividing campgrounds into individually delineated sites, each offering privacy, shade, and amenities such as a tent site, parking space, table, and fireplace. Roads and campsites were to be marked with natural boundaries, such as logs or boulders, to prevent damage to surrounding vegetation. Circulation was to be achieved via one-way roads with adjacent parking spurs, which would allow traffic to proceed smoothly while minimizing the amount of destruction to vegetation. This theory centered on the preservation of surrounding vegetation, allowing the campground to retain its inherent natural qualities. Seawall Campground embodies these design principles to the present day.

Association with the 20th Century Movement to Develop National Parks for Public Enjoyment

Originally established in 1916 as Sieur de Monts National Monument and then in 1919 as Lafayette National Park, Acadia was the first national park east of the Mississippi. For many

¹⁸ Ibid, 75.

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reasons, efforts to preserve the spectacular scenery of Mount Desert Island and to make it easily accessible for recreation echo similar projects in many of the large western parks. Acadia's history is not specifically limited to NPS park design and construction, but the national movement to create parks in a natural setting that would afford Americans access to the country's scenery is clearly expressed in a number of public facilities at Acadia including the campgrounds, motor and carriage road systems, picnic areas, and portions of the hiking trail system.

Seawall Campground is a physical example of "New Deal" conservation programs such as the CCC and the WPA. The CCC and other "make work" programs of the Roosevelt administration were created in response to severe unemployment resulting from worldwide economic depression. Men who were unemployed during the Great Depression saw the CCC, the WPA, and the jobs that they and similar programs provided as an economic opportunity, a way out of hardship. The high quality of CCC park construction projects at Acadia National Park is evidence of their pride in work.

New Deal policies and programs led to the creation of two CCC camps on Mount Desert Island. The WPA employed local men during the construction of the campgrounds. The design and construction of Seawall Campground was undertaken between 1935 and 1942 through a collaboration of NPS landscape architects and CCC labor based at two camps on the island, and in close communication with the Washington office of the NPS that was facilitating this national movement. As part of this national program, detailed design work on individual features, from comfort stations to picnic tables, was enhanced by prototypes and standards that had been developed by NPS landscape architects. The Public Works Administration's (PWA) "Resettlement Administration" developed a submarginal lands program nation-wide that took unproductive agricultural lands and developed their recreational potential. Seawall Campground began as such a project.

Retains the Physical Characteristics Developed During or Before the New Deal

By 1942, Seawall Campground contained nearly every physical feature characteristic of rustic campgrounds designed by the NPS during the New Deal. Today, the Seawall Campground still retains the majority of the built features designed and constructed during this period. Furthermore, Seawall retains sufficient integrity of setting and design to communicate its historic use. The linear organization of the entrance road remains, though the road has been widened somewhat, and includes the rehabilitated historic entrance gate. A rustic checking/ranger station completed in 1941 marks the entrance. This "T" shaped single-story structure is constructed with board-and-batten exterior siding, a steep hip roof, on a granite ashlar foundation. Three one-way loop roads (Loops A, B, and C) provide access to campsites. The individual campsites, though deteriorated, contain examples of parking spurs and links characteristic of the period. Native vegetation, including spruce, fir, and a shrub under story, lines the roads and provides screening between the individual campsites. Within the campsites, Seawall still retains a large collection of rustic stone fireplaces. A few of the original wood-post campsite markers remain, but many have been

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lost since the campground was constructed. Extant communal features include small, unobtrusive water supply taps and four historic comfort stations (buildings #102, 103, 104, and 105). Like the entrance checking building, they are constructed with board-and-batten exterior siding on a masonry foundation, with a hip roof. Though several are deteriorated, they retain many of the characteristic design details such as an L-shaped "privacy fence" at the principal entrance to each restroom, with an articulated diamond pattern cut out of the vertical boards. Utilities (water, electricity, and sewer) are provided underground. A pump house and tool shed were also constructed by the CCC. Interior roads and supplemental system of paths and trails accommodate pedestrian circulation within the campground.

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10. GEOGRAPHICAL DATA

UTM References, continued:

E 19 555500 4898540
 Zone Easting Northing
Northing

K 19 555050 4898940
 Zone Easting

F 19 555430 4898440
 Zone Easting Northing
Northing

L 19 554950 4899100
 Zone Easting

G 19 555300 4898440
 Zone Easting Northing

M 19 555080 4899200
 Zone Easting Northing

H 19 555390 4898530
 Zone Easting Northing
Northing

N 19 555350 4899010
 Zone Easting

I 19 555200 4898580
 Zone Easting Northing

J 19 555300 4898760
 Zone Easting Northing

Verbal Boundary Description

The nomination boundary of Seawall Campground includes the entrance road, Loops A, B, and C, the group camping area, and the area in which the pump house, and tool shed are located. The boundary follows the path of the entrance road and loop roads, and is drawn 50 feet from the edge of pavement to either side of these roads. The boundary is adjusted for loop roads A and B, around which it extends 150 feet from the edge of pavement to accommodate exterior spur campsites. The width of the boundary is also adjusted to accommodate those contributing resources that lie outside of the campground roads (the tool shed and pump house, as well as the ranger residence and garage), and is drawn 25 feet west of the pump house, the furthest removed building. The boundary is shown on the accompanying map, "Nomination Boundaries, Seawall Campground".

Boundary Justification

The boundary includes the structures, sites, and surrounding landscapes that are historically associated with Seawall Campground and that maintain its integrity as a

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historic resource. It does not include Loop D and its campsites, which were constructed after the period of historic significance. It does include the group camping area, which is historically associated with the campground as a recreational field, although its campsites are a later addition. The extension of the boundary beyond the physical limits of the main entrance road, campground loop roads, and spur campsites of Loops A and B is sufficient to establish the woodland setting and reinforces the landscape design intent to create a sense of separation and seclusion from both Route 102A and in the layout of the individual campsites. There are no views from within the campground other than of the woodland itself. The boundary includes all the historic features and acreage that directly contributes to the significance of the campground.

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PHOTOGRAPHS

Photo #: 1

Description: Seawall Campground Development

Photographer: Eliot Foulds

Date: 1937

Original Negative: National Park Service, Boston, MA

Photo #: 2

Description: Seawall Checking Station, view east

Photographer: Jennifer L. Morvan

Date: 1998

Original Negative: PAL, Pawtucket, RI

Photo #: 3

Description: Seawall Entrance Road leading to Loop C, view north

Photographer: Jennifer L. Morvan

Date: 1998

Original Negative: PAL, Pawtucket, RI

Photo #: 4

Description: Seawall Comfort Station #3, view east

Photographer: Jennifer L. Morvan

Date: 1998

Original Negative: PAL, Pawtucket, RI

Photo #: 5

Description: Seawall Loop Road (A), general view east

Photographer: Jennifer L. Morvan

Date: 1998

Original Negative: PAL, Pawtucket, RI

Photo #: 6

Description: Seawall Campsite #1, Loop A, view west

Photographer: Jennifer L. Morvan

Date: 1998

Original Negative: PAL, Pawtucket, RI

Photo #: 7

Description: Seawall Campsite #1 fireplace, Loop A, view east

Photographer: Jennifer L. Morvan

Date: 1998

Original Negative: PAL, Pawtucket, RI

Photo #: 8

Description: Seawall Campsite #6 1/2, Loop B, view east

Photographer: Jennifer L. Morvan

Date: 1998

Original Negative: PAL, Pawtucket, RI

United States Department of the Interior
National Park Service

**National Register of Historic Places
Additional Documentation**

Photographs / Drawings

Page: 25

Seawall Campground, Acadia National Park
Hancock County, Maine
Historic Resources of Acadia National Park Multiple Property Listing

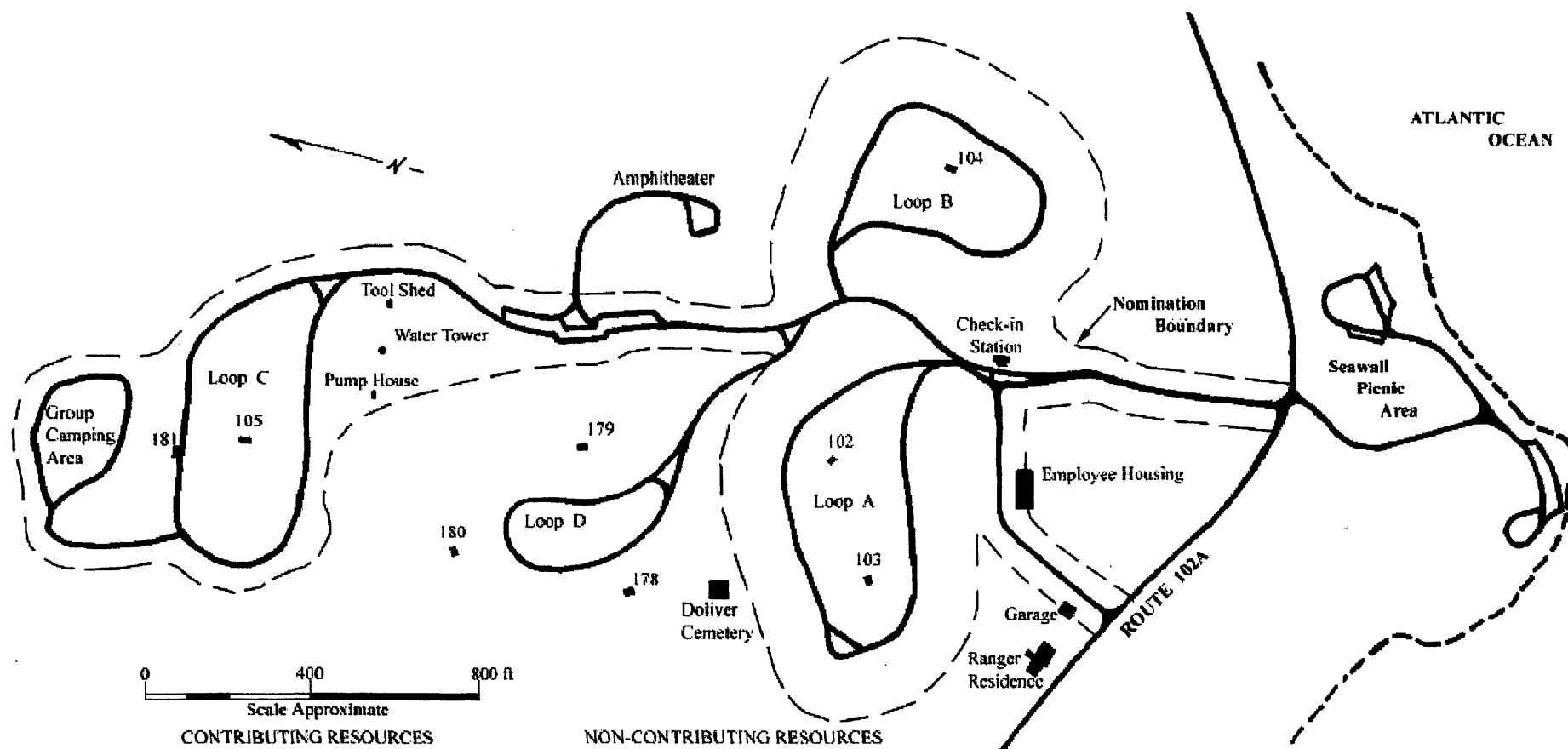
Photo #: 9

Description: Seawall Water Tower (Removed 2004), view north

Photographer: Jennifer L. Morvan

Date: 1998

Original Negative: PAL, Pawtucket, RI



0 400 800 ft
Scale Approximate

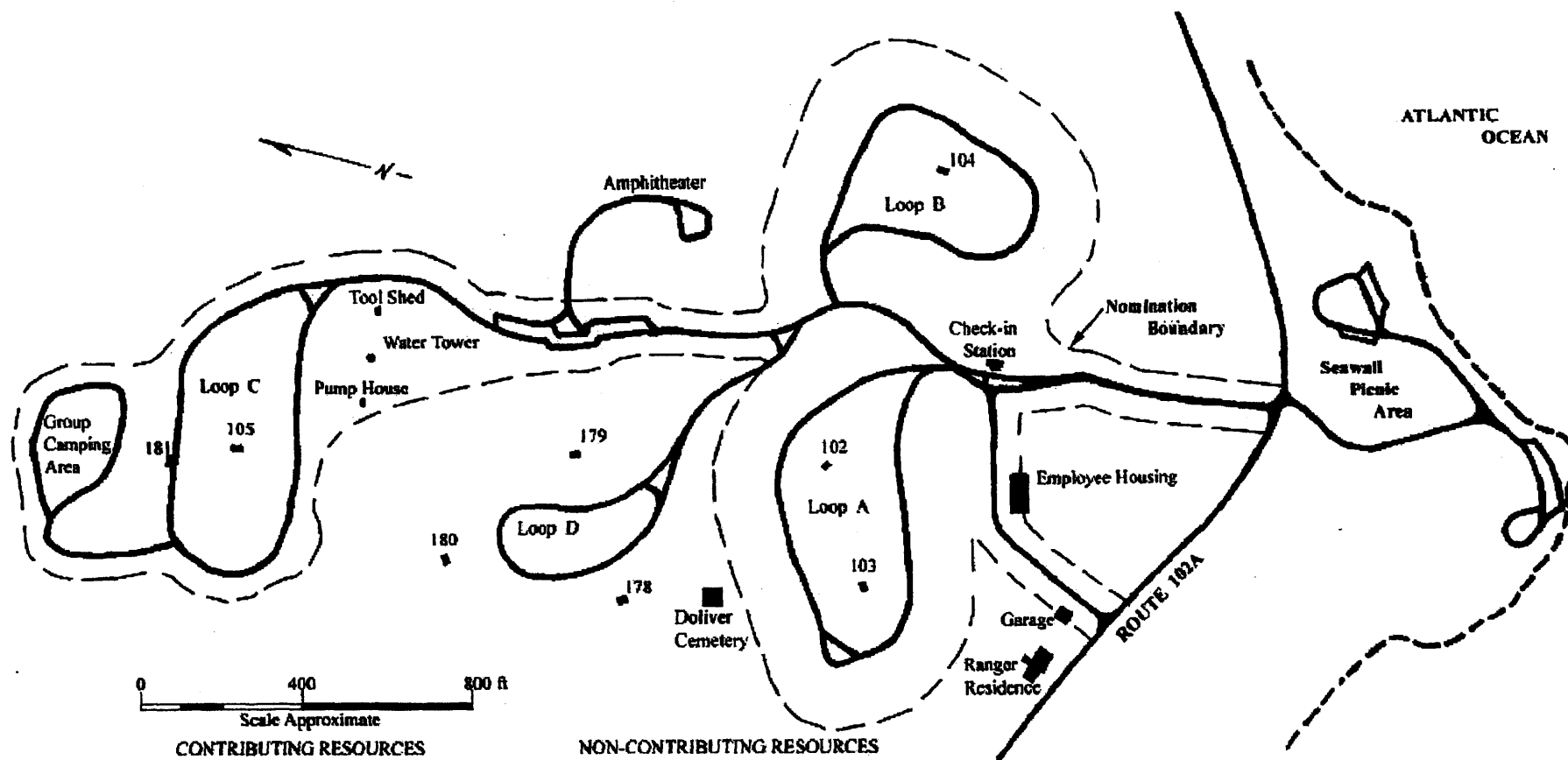
CONTRIBUTING RESOURCES

Comfort Stations (102, 103, 104, 105)
Check-in Station
Ranger Residence
Garage
Pump House
Tool Shed
Water Tower
Campsite System
Road System

NON-CONTRIBUTING RESOURCES

Comfort Station (181)
Employee Housing
Group Camping Area

SEAWALL CAMPGROUND
National Register of Historic Places Nomination
Acadia National Park, Maine
2004



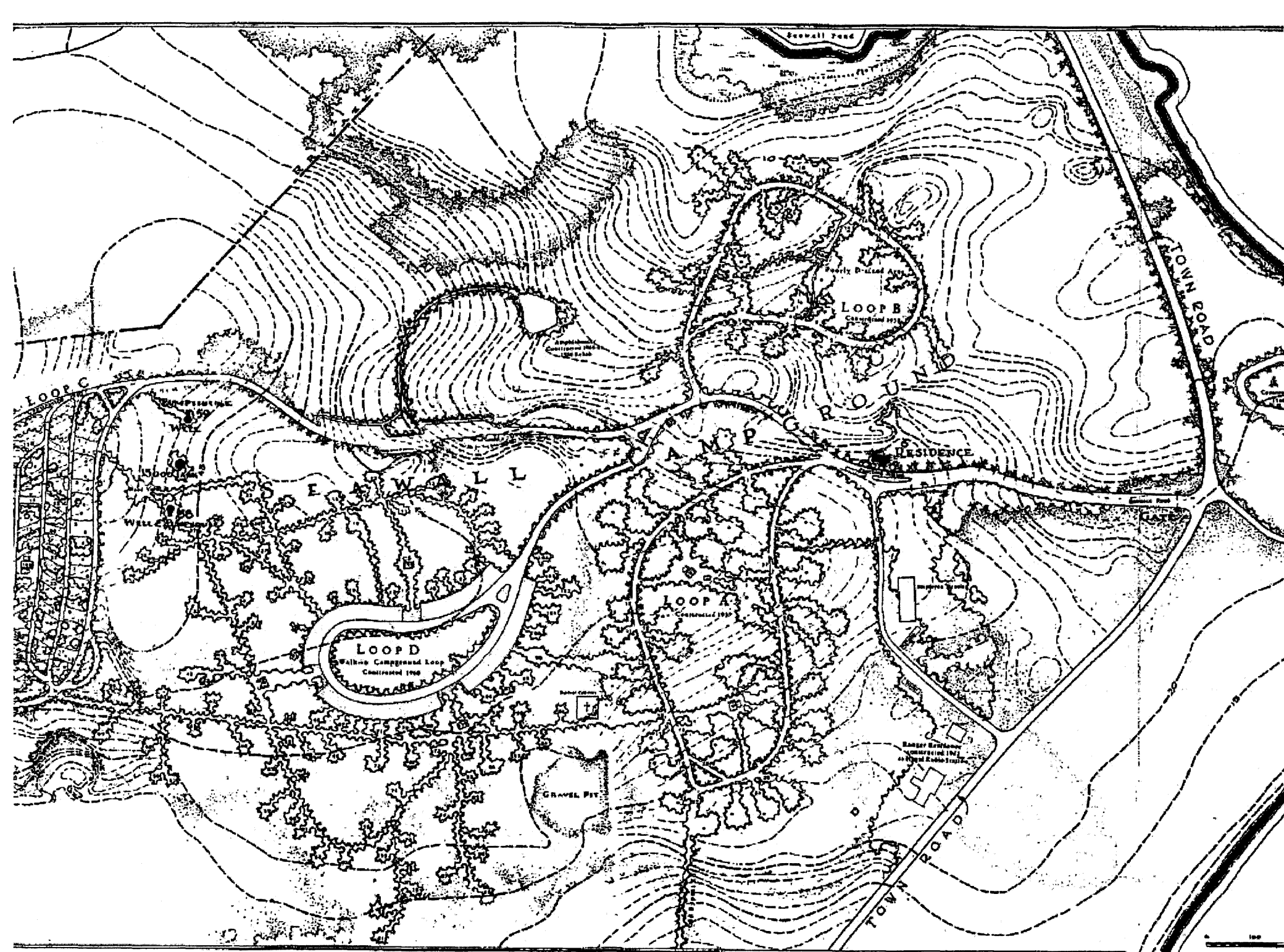
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SEAWALL CAMPGROUND
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 2004





Seawall Campground
Acadia National Park, Bar Harbor
Hancock County, Maine

Photo # 1



Seawall Campground

Acadia National Park, Bar Harbor

Hancock County, Maine

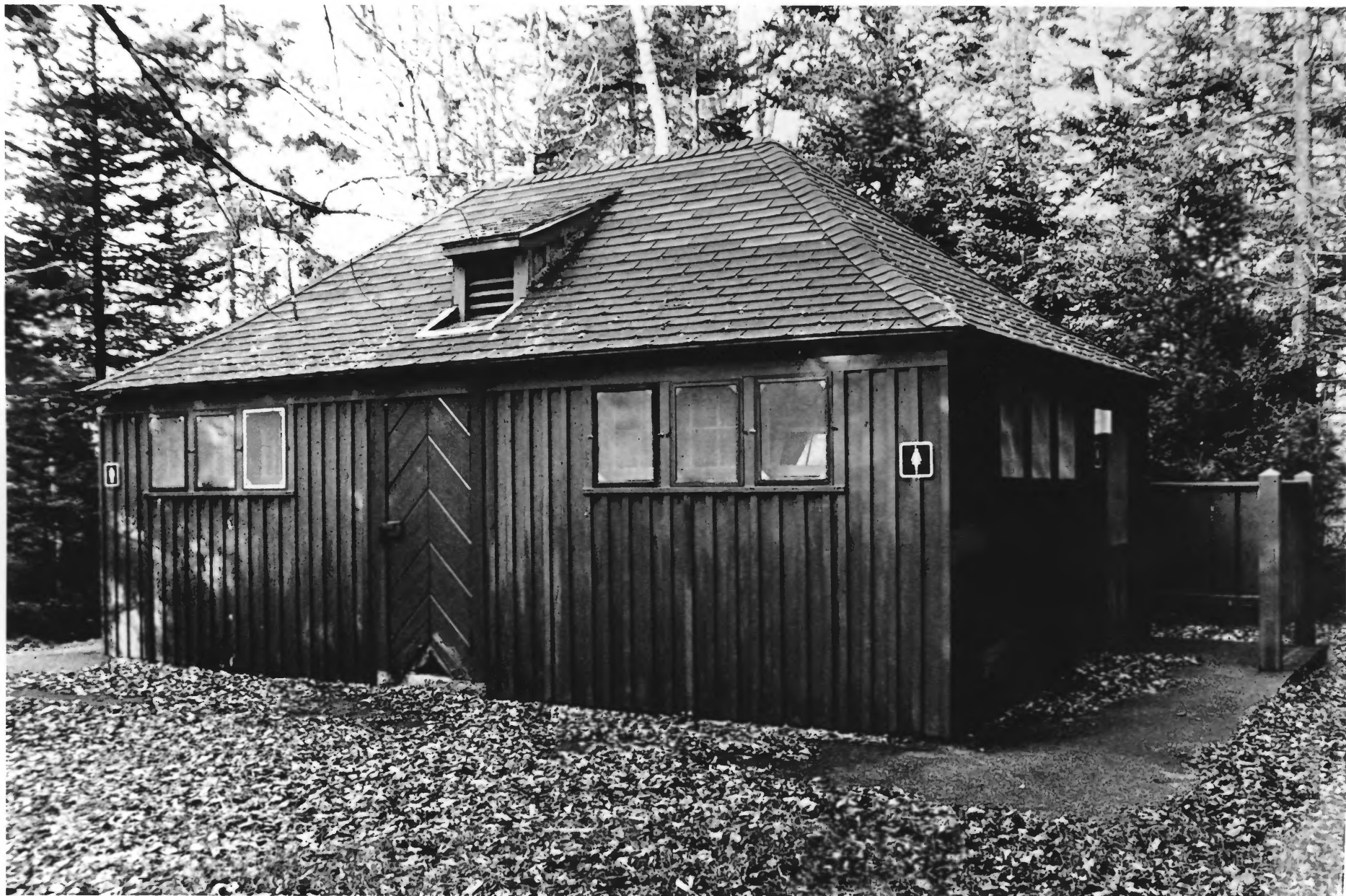
Photo # 2



SEAWALL
~~Blackwoods~~ Campground

Acadia National Park, BAR HARBOR
Hancock County, MAINE

Photo #3



Seawall Campground
Acadia National Park, Bar Harbor
Hancock County, Maine

Photo #4



Seawall Campground
Acadia National Park, Bar Harbor
Hancock County, MAINE

Photo # 5



Seawall Campground

Acadia National Park, BAR HARBOR

Hancock County, MAINE

Photo #6



Seawall Campground
Acadia National Park, Bar Harbor
Hancock County, MAINE

Photo #7



Seawall Campground

Acadia National Park, Bar Harbor
Hancock County, MAINE

Photo # 8



Seawall Campground

Acadia National Park, Bar Harbor
Hancock County, Maine

Photo # 9