



United States Department of the Interior  
National Park Service

### NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in 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 information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

#### 1. Name of Property

historic name Kinsale Historic District  
other names/site number VDHR #096-0090

#### 2. Location

street & number Area including parts of Bank Street, Great House, Kinsale, Plain View, and Kinsale Bridge roads; Cat Nap and Yeocomico lanes, Pier Place, Sigourney Drive, and Steamboat Landing. not for publication N/A  
city or town Kinsale vicinity \_\_\_\_\_  
state Virginia code VA county Westmoreland code 193 Zip 22488

#### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_ nationally \_\_\_ statewide X locally. (See continuation sheet for additional comments.)

[Signature] Date 6/24/05

Signature of certifying official \_\_\_\_\_ Date \_\_\_\_\_  
Virginia Department of Historic Resources  
State or Federal agency and bureau

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

Signature of commenting or other official \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

#### 4. National Park Service Certification

I, hereby certify that this 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  
\_\_\_ removed from the National Register  
\_\_\_ other (explain): \_\_\_\_\_

Signature of Keeper Patrick Andrews  
Date of Action 7/22/2005



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**6. HISTORIC FUNCTIONS:**

DOMESTIC

Single dwelling  
Secondary structure  
Hotel

COMMERCE/TRADE

Financial Institution  
Specialty Store  
Department Store

SOCIAL

Meeting Hall

GOVERNMENT

Fire Station

FUNERARY

Cemetery

**CURRENT FUNCTIONS:**

DOMESTIC

Single dwelling  
Secondary structure

COMMERCE TRADE

Business  
Restaurant

SOCIAL

Meeting Hall  
Civic

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**7. Description**

**Architectural Classification** (Enter categories from instructions)

- Federal \_\_\_\_\_
- Late Victorian \_\_\_\_\_
- Queen Anne \_\_\_\_\_
- Bungalow/Craftsman \_\_\_\_\_
- Other: I-house \_\_\_\_\_

**Materials** (Enter categories from instructions) **SEE CONTINUATION SHEET**

- foundation \_\_\_\_\_
- roof \_\_\_\_\_
- walls \_\_\_\_\_
- \_\_\_\_\_
- other \_\_\_\_\_
- \_\_\_\_\_

**Narrative Description** (Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

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

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

**Criteria Considerations** (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance** (Enter categories from instructions)

- ARCHITECTURE \_\_\_\_\_
- COMMERCE/TRADE \_\_\_\_\_
- MILITARY \_\_\_\_\_

**Period of Significance** 1784-1954

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Significant Dates 1784  
1813-1814  
1861  
1870  
\_\_\_\_\_

Significant Person (Complete if Criterion B is marked above)  
N/A

Cultural Affiliation N/A

Architect/Builder N/A

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of Property Approximately 113 acres

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting	Northing	Zone Easting	Northing
1	_____	2	_____
3	_____	4	_____

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

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GOVERNMENT

Post Office

FUNERARY

Cemetery

RECREATION AND CULTURE

Museum  
Outdoor Recreation

AGRICULTURE/SUBSISTENCE

Storage

TRANSPORTATION

Water-related

**7. DESCRIPTION**

**Materials:**

FOUNDATION

Brick  
Concrete

WALLS

BRICK  
WOOD: weatherboard  
STUCCO  
SYNTHETICS  
CONCRETE

ROOF

METAL: tin  
ASPHALT



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OTHER  
WOOD  
BRICK  
STONE

**SUMMARY DESCRIPTION:**

(Large parts of the Summary Description are taken directly from *Survey of Architectural Resources in Westmoreland County, Virginia*, June 13, 2001, prepared for the Department of Historic Resources by Kathrine A. Miller, page 41-54.)

The Kinsale Historic District is located in the village of Kinsale, in the northeastern end of Westmoreland County within the Northern Coastal Plain of Virginia. The village is situated on a parcel of land surrounded by Bailey's Mill Creek, Kinsale Branch, West Yeocomico River, and Hampton Hall Branch and contains approximately 80 properties. The former Kinsale Steamboat Wharf is at the confluence of these bodies of water and a modern bridge now crosses the Kinsale Branch along Kinsale Road (Route 203). A prominent slope is at the southern entrance to the village and then the land then gradually slopes toward the water. Except for a few places, there are primarily steep cliffs and sharp drop-offs at the shore line, which is dotted with numerous small bays, inlets, creeks, and hills commanding vistas of West Yeocomico River, Bailey's Mill Creek, Kinsale Branch, Oyster Shell Point, Sloop Point, Seldom Point, and Allen Point. The primary roads leading into, through, and out of Kinsale are Routes 202 and 203 (Kinsale Road).

Although Kinsale was first officially established in 1706 and again in 1784, it did not really prosper until the early 19<sup>th</sup> century with the rise of the steamboat era. It was during the 19<sup>th</sup> and 20<sup>th</sup> century that Kinsale came into its own. As a deepwater port, Kinsale was able to profit from both the long established schooner trade and the commerce from steamboat transportation. Unlike other communities in Westmoreland County that were landlocked, Kinsale's early development was dictated by its location along a deepwater port. It was through water transportation that colonists maintained their contact with England, the early nationalists established their lines of communication, and the post-Civil War reconstructionists prospered.

Kinsale grew up around the wharves that were established very early on in its history. Because its port has deepwater in addition to an extremely sheltered harbor, Kinsale enjoyed the trade of both the deep drafting ships of colonial times, as well as the shallow draft schooners of the Chesapeake

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Bay and the Atlantic Coast. By the end of the 19<sup>th</sup> and the turn of the 20<sup>th</sup> century, Kinsale had several hotels, taverns and barrooms, commercial stores, canning factories and canneries, in addition to the post office that was first established there in 1792.

Although Kinsale has no official limits, it now generally encompasses a much larger area than when it was officially established and takes in properties in the surrounding rural landscape. The approximately 113 acres that are included in the district are ones that are historically and visually associated with Kinsale. Areas leading into the village that are removed from the center of the village and ones with concentrations of non-contributing resources were not included in the boundaries of the district.

The layout of the core of the village is based on a grid pattern that was established early on and is one of its few features that remains from the 18<sup>th</sup> century. Several fires, as well as losses sustained during the War of 1812 and the Civil War, have left primarily late-19<sup>th</sup> and early-20<sup>th</sup> century resources in Kinsale. This correlates with the period of greatest commercial activity in the village, which continued until the early 1950s when the last of the canneries located in Kinsale closed. Since that time, Kinsale has been primarily a residential community, still with its own post office. Generally, the buildings in the core of the village are sited closer to the road than the ones on the edges of the village. Only a few places have sidewalks and lot sizes tend to be somewhat uniform, except for larger properties on the edges of the village. At the center of the village is the Kinsale Foundation Park, a landscaped grassy area with gazebo.

For the period of its greatest activity, houses were built in Kinsale along with commercial, religious, educational, and transportation-related resources. While its location along the water encouraged its growth as a commercial and transportation-related center, this natural boundary has helped to preserve it.

The 66 contributing resources in the district are made up primarily of residences and their associated outbuildings, as well as several commercial buildings, and a cemetery. Archaeological resources are not included in this nomination. The 16 noncontributing elements in the district are primarily outbuildings and a few modern dwellings, as well as the modern bridge across Kinsale Branch. To drive through Kinsale is to experience a fairly intact collection of buildings that capture the village's character during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.



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ARCHITECTURAL ANALYSIS

Kinsale is a small rural community that lies in northeastern Westmoreland County, Virginia, at the confluence of Bailey's Mill Creek, Kinsale Branch, West Yeocomico River, and Hampton Hall Branch. It is located on land that was part of the holdings of Catesby Jones and James and William Bailey during the mid-18<sup>th</sup> century. Although reference to a town at this location was first made in 1705, there is no evidence to suggest that it was actually laid out then. Rather, it was probably laid out in a grid when it was again established by the Virginia Assembly in 1784. Today, the center portion of Kinsale still exists in a grid pattern although the resources in that area date to the late-19<sup>th</sup> and early-20<sup>th</sup> centuries. Earlier surviving resources are located outside this core area, but within close proximity. The highest concentration of buildings in the district is found along Kinsale Road (Route 203) as it approaches the center of the village from the southeast and turns at a dog-leg intersection down to the pier and bridge at Kinsale Branch. The two resources directly across the Branch are also included within the district boundaries as they are still within close proximity to the core of the village and maintain a visual and historic connection with it.

The 82 resources in the Kinsale Historic District illustrate the story of the community's development over a period of approximately 250 years. Two antebellum residences as well as an early-19<sup>th</sup>-century cemetery are located in the district. Archaeological resources are not included in this nomination.

The earliest resource in the Kinsale Historic District is the Bailey Cemetery [096-0090-0054], located off of Great House Road directly adjacent to the Great House [096-0090-0035]. The cemetery, which contains approximately 75 stones, includes members of the Bailey Family, who during the 18<sup>th</sup> century owned much of the surrounding land. The earliest clearly visible burial is that of Midshipman James B. Sigourney of the United States Navy, who was murdered on July 14, 1813, on the ship *Asp* in Yeocomico Creek during the War of 1812.

The architectural history of early-19<sup>th</sup>-century Kinsale and earlier is limited to the Great House and Little House because much of the town was burned either during the War of 1812 or the Civil War. The Great House [096-0090-0035], located at on a broad bluff at the end of Great House Road is the oldest dwelling in the district. It is believed that the original house was constructed in the late 17<sup>th</sup> century by Stephen Bailey but was destroyed during the War of 1812. The current 1 ½-story frame building, which was built ca. 1827, may in fact sit on the brick

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foundation of the original house. The gable-roofed, beaded weatherboarded, 3-bay house features exterior-end brick chimneys laid in 5-course American bond, 9/9-sash double-hung windows, gable-roofed dormers, and follows a center-passage double-pile plan (**Photo 1**). The south dining room and kitchen wing was added in the 1930s. The property is also significant for its period outbuildings including: a 1-story, 1-room, gable-roofed frame building with a large exterior-end 5-course-American bond chimney (the original kitchen); a 1-story, 3-bay, gable-roofed secondary dwelling; a gable-roofed smokehouse clad in ship-lap siding; a gable-roofed granary; and two early-20<sup>th</sup>-century farm sheds.

The original section of the Little House, located at 376 Kinsale Road [096-0090-0002], also dates to the mid-19<sup>th</sup> century (**Photo 2**). Constructed ca. 1840, the earliest portion of the house is what is presently the east wing. It was later expanded with a gable-end addition creating an L-shaped dwelling. The chimney on the east wall is perhaps its best remaining original exterior feature.

Although Kinsale was severely damaged during the Civil War, reconstruction efforts began soon thereafter. In 1866, Hiram Hardwick bought land in Kinsale adjacent to the waterfront from W. B. Bailey. He subsequently subdivided the land and sold off lots to various individuals. An 1870 plat of lots in Kinsale to be sold at auction shows the village with a street plan that is much like it is today (**Map 1**). The streets depicted include what is now part of Steamboat Landing, Bank Street, and Yeocomico Lane. The map also shows several wharves as well as hotels, saw mills, and a store right along Kinsale Branch, none of which survive.

The majority of buildings within the Kinsale Historic District date from the Reconstruction era up to the beginning of World War I, attesting to the growth that occurred there during that period. Twenty resources, primarily dwellings as well as several commercial buildings, date from the period of 1870 until ca. 1900. Plain View [096-0090-0058] located on the northeast side of Kinsale Branch was constructed ca. 1872 and is a fine example of a vernacular Late Federal-style dwelling. The 2 ½-story, 3-bay, frame dwelling features a gable roof with dormers, weatherboard siding, modillioned eaves, 2 interior-end brick chimneys, a brick foundation, 6/6-sash windows, and a 3-light transom over a double-leaf front door.

Most of the resources from the late-19<sup>th</sup> century are of the vernacular tradition with frame as the most common construction material. Many of these buildings also reflect elements of popular architectural styles of the period, often combined to create eclectic designs that cannot be categorized as one specific style. The 2-story, single-pile symmetrical dwelling that became

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prevalent during the mid-19<sup>th</sup> century and is referred to as an I-house was a popular form used in Kinsale as were T-shaped and L-shaped forms, often with prominent cross gables or a simple central-front gable. Victorian decorative elements such as porches with spindlework detailing, brackets in the eaves, projecting bays, and wooden shingles in the gable ends, were used to embellish the exterior of many of these structures.

The Captain Charles Courtney House [096-0090-0007] along Kinsale Road represents a vernacular I-house from the 1880s with a central-front gable and well-preserved Victorian decorative elements including a 3-bay porch with sawn balustrade and brackets, overhanging eaves with a decorative sawn vergeboard, corbelled brick chimneys, gable-end returns, and decorative round wooden attic vents in the gable ends (**Photo 3**). The house at 365 Kinsale Road [096-0090-0001] and the house at 130 Great House Road [096-0090-0034] are of the same form but exhibit much less exterior decoration.

The district's best examples of the I-house form with an applied projecting bay include the B. A. English House at 406 Kinsale Road [096-0090-0004] and the House at 46 Yeocomico Lane [096-0090-0024] (**Photos 4 and 5**). This feature along with other Victorian embellishments categorizes these buildings as examples of the Queen Anne-style, a popular National Style of the period. The R. S. Donohoe House at 78 Great House Road [096-0090-0033] also features a projecting Queen Anne-style bay that is clad in different patterns of wood shingle, another popular characteristic of the style.

Other dwellings from the late nineteenth century include ones that are T- or L-shaped with a prominent front cross gable. These include the S. B. Atwill House [096-0090-0037], the Courtney-Settle House [096-0090-0006], the J. F. H. Sisson House [096-0090-0045], and the Capt. J. P. Bailey House [096-0090-0038] (**Photo 6**). The V. B. Hardwick House [096-0090-0023] and the J. S. Hardwick House [096-0090-0022] are similar in form and are embellished with four prominent gables with decorative bargeboards and brackets. The House at 205 Yeocomico Lane [096-0090-0027], the one at 233 Yeocomico Lane [096-0090-0028], and the one at 25 Steamboat Landing [096-0090-0040] exhibit restrained usage of exterior Victorian detailing. The house at 556 Kinsale Road [096-0090-0009] appears to be the only surviving dwelling which was known to have been used as a hotel (H. C. Moss Hotel).

The district also contains a few commercial buildings from the late 19<sup>th</sup> century. Unfortunately the canning factories and other commercial activity right along the water no longer survive. The

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current home of the Kinsale Foundation [096-0090-0042] is a vernacular frame building prominently located at a turn in Kinsale Road and was at one time known as Holliday's Meat Market. The best-preserved commercial building from this period is the former W. D. Parks General Merchandise Store at 11 Steamboat Landing [096-0090-0039] (**Photo 7**). The 2-story, gable-end frame store has an intact three-part storefront with projecting bay windows flanking a central door, 6/6-sash windows on the second floor, gable-end returns, and 3-bay hip-roofed front porch with turned spindles. To the side is a flat-roofed addition [096-0090-0040] from the 1950s that was also constructed to accommodate a commercial use.

As a thriving steamboat port, Kinsale continued to experience significant growth and prosperity during the early 20<sup>th</sup> century, nearly doubling in the number of dwellings by 1925. Again, the majority of buildings were of frame construction and of the vernacular tradition. In addition, the district includes several examples of popular architectural styles and forms of the first quarter of the 20<sup>th</sup> century including the Queen Anne, American Foursquare, Colonial Revival and the Craftsman Bungalow. Three examples of I-houses from this period are located at 74 Yeocomico Lane [096-090-0025], 145 Yeocomico Lane [096-090-0026], and 532 Kinsale Road [096-0090-0008].

The House at 715 Kinsale Road [096-0090-0014] is a fine example of an L-shaped, 3-bay, center-passage-plan house with an unusual feature of a decorative sawn vergeboard in the front facing gable that also contains a projecting 2-story polygonal bay (**Photo 8**). Other Victorian detailing on this house includes the corbelled brick chimneys, gable-end returns, and 3-bay hip-roofed front porch with brackets. It was constructed as the Methodist Parsonage. The house next door [096-0090-0015] to it is also of the same L-shaped form and both were constructed ca. 1906. Several doors down up at 893 Kinsale Road [096-0090-0016] is a frame T-shaped house built ca. 1905.

The district contains five examples of large dwellings from the 1910s that follow the American Foursquare form. Generally 2 ½-story, cube-shaped dwellings with dormers, these include 697 Kinsale Road [096-0090-0013], 661 Kinsale Road [096-0090-0012], 643 Kinsale Road [096-0090-0011], and 76 Great House Road [096-0090-0032] (**Photo 9**). Details often draw from the Colonial Revival or the Craftsman styles and often include hipped roofs, full-width porches, and central chimneys. The fact that these houses were larger than earlier dwellings in Kinsale is a reflection of the solid prosperity in the community during this period.



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Another dwelling of considerable size and architectural sophistication in the district is located at 18 Kinsale Bridge Road [096-0090-0059] **(Photo 10)**. Originally on land owned by the Bailey family, this parcel was subdivided in the late 19<sup>th</sup> century. The 1 ½-story frame dwelling that was constructed there ca. 1925 by the Unruh family is an excellent example of the Dutch Colonial Revival style, a popular interpretation of the Colonial Revival style. The house features a gambrel roof with gable-roofed dormers, gambrel-end returns, 12/1-sash windows, louvered shutters, a stone foundation, weatherboard siding, multiple brick chimneys, overhanging eaves with exposed rafter ends, and 3-bay integral front porch with Tuscan columns on rusticated concrete block piers. The site, located on the east side of Kinsale Branch, overlooks the water and the village and includes several period outbuildings.

Although there are several examples of the Bungalow style in areas near the village of Kinsale, the district only contains one at 72 Great House Road [096-0090-0031] **(Photo 11)**. This well preserved, 1 ½-story, 3-bay, gable-roofed dwelling is constructed of rusticated concrete block, a popular material for commercial buildings of the period. Details include a porch with paired wood columns on concrete piers, exposed rafter ends, 6/1-sash windows, and a shed-roofed dormer.

During the first three decades of the 20<sup>th</sup> century Kinsale continued to be a thriving port with considerable commercial activity. One of the most significant surviving commercial buildings that indicate this economic vitality is the former Bank of Kinsale [096-0090-0029] located at 48 Bank Street **(Photo 12)**. This 2-story, 3-bay, commercial bank building features two entrances on the front elevation: one into the main banking area on the first floor and a side passage to the second floor. The entire building is constructed of rusticated concrete block and features fine detailing including corner quoins, round-arched openings with concrete arches, a stepped parapet with four recessed panels, a belt course between the first and second floor, and recessed panels beneath the large storefront windows flanking the main double-leaf entrance. Currently vacant, the building possesses a great deal of architectural integrity.

Surviving commercial buildings from this period also include several related to the sale of automobiles. The former Palmer and Moore Kinsale Motor Corporation which was a Ford dealership is located just west of the former bank at 62 Bank Street [096-0090-0030] **(Photo 13)**. The 1-story, gable-end frame building is fairly well intact and features original large double-leaf recessed doors with multi-light transoms, weatherboard siding in the gable end with a panel that once held the name of the dealership, a pedimented gable-end attic window, and gable-end

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returns. It appears that two large bays of windows on the front have been paneled over and replaced with smaller 6/6-sash windows. The eastern side of the ca. 1918 building was used as the showroom while the western half was used for auto repair. The former J. C. Moss & Son Chevrolet dealership at the junction of Kinsale Road and Yeocomico Lane [096-0090-0010] is similar to the Ford dealership building in its gable-end form and features original windows and doors. Almost directly across Kinsale Road from it is another large building constructed when the Chevrolet dealership expanded [096-0090-0049]. It has been significantly altered and converted into a private residence. Further expansion included development onto the other corner of Kinsale Road and Yeocomico Lane [096-0090-0048]. The 1 ½-story formed concrete block building at 435 Kinsale Road [096-0090-0005] was constructed in 1922 and used as a way-station and later, an ice cream parlor (**Photo 14**).

By the 1940s, Kinsale began to see a decline in growth directly linked to an economic downturn. As commercial and industrial activity, tied primarily to vegetable canning and processing of seafood, slowed down in the region, the manufacturing facilities in the community began to close. The most significant construction in the district in the early 1950s was the Cople District Volunteer Fire Hall Department Building [096-0090-0065] on Yeocomico Lane, built in 1952 and expanded in 1978. The Westmoreland Lodge Masonic building [096-0090-0052] at 70 Great House Road was constructed in 1965 after the original building burned. Other significant buildings in Kinsale burned in the mid-20<sup>th</sup> century including a Methodist Church and the community school.

Although not the bustling commercial center it was in the early 20<sup>th</sup> century, Kinsale is still a vibrant residential community with a great appreciation of its history. The Kinsale Foundation and Museum [096-0090-0042] is located in the center of town near the post office [096-0090-0062] and the Kinsale Park and Green [096-0090-0061]. The Kinsale Harbour Yacht Club [096-0090-0056], which includes a restaurant and marina, is located right along the Yeocomico River at the end of the Kinsale Bridge [096-0090-0057] as is the Purdue Granary [096-0090-0060] (**Photo 15**).

The streetscape in the Kinsale Historic District is remarkably intact and illustrates the growth and development of the community from the early 19<sup>th</sup> century to modern times (**Photos 16, 17, and 18**). Of the 82 resources in the district, 66 are contributing. The non-contributing elements are mainly outbuildings and a few modern dwellings that do not detract for the historical character of the district.



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**KINSALE HISTORIC DISTRICT INVENTORY**

**NOTES ON FORMAT AND ORGANIZATION OF INVENTORY:**

The properties are listed numerically by street address. All resources are contributing unless otherwise noted in bold and are keyed to the map in regular order.

**Bank Street**

**Bank Street**                      **096-0090-0061**

Primary Resource Information: frame gazebo (ca. 2000) Kinsale Park and Green

Individual Resource Information: **Building (Gazebo) Non-Contributing**

Individual Resource Information: **Frame, gable-roofed shed, Non-contributing**

**48 Bank Street**                      **096-0090-0029**

Primary Resource Information: 2-story, 4-bay, gable-roofed with parapet, formed concrete block commercial building (1909) Bank of Kinsale

Individual Resource Information: Bank, Contributing

**62 Bank Street**                      **096-0090-0030**

Primary Resource Information: 1-story, gable-end, frame, commercial building (ca. 1918) Crowther's Ford Agency"

Individual Resource Information: Car Show Room, Contributing

**90 Bank Street**                      **096-0090-0063**

Primary Resource Information: 1-story, gable-roofed, frame single dwelling (ca. 1965)

Individual Resource Information: **Single Dwelling, Non-contributing**

**Cat Nap Lane**

**12 Cat Nap Lane**                      **096-0090-0037**

Primary Resource Information: 2-story, cross-gable-roofed, T-shaped, frame dwelling (ca. 1880) S. B. Atwill House

Individual Resource Information: Single Dwelling, Contributing

**15 Cat Nap Lane**                      **096-0090-0038**

Primary Resource Information: 2-story, 3-bay, L-shaped, frame dwelling (ca. 1895) Capt. J. P. Bailey House

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Individual Resource Information: Single Dwelling, Contributing

**Great House Road**

**Great House Road            096-0090-0054**

Primary Resource Information: Cemetery (ca. 1813) Bailey Cemetery

Individual Resource Information: Cemetery Site, Contributing

**70 Great House Road            096-0090-0052**

Primary Resource Information: 2-story, 3-bay, gable-end, vernacular, brick meeting hall (1965)  
Masonic Hall

Individual Resource Information: **Meeting Hall, Non-contributing**

**72 Great House Road            096-0090-0031**

Primary Resource Information: 1 ½-story, 3-bay, gable-roofed, formed concrete block,  
Craftsman/Bungalow-style dwelling (ca. 1915) Allen House

Individual Resource Information: Single Dwelling, Contributing

**76 Great House Road            096-0090-0032**

Primary Resource Information: 2 ½-story, 3-bay, frame, American Foursquare dwelling (ca.  
1915) Dameron House

Individual Resource Information: Single Dwelling, Contributing

**78 Great House Road            096-0090-0033**

Primary Resource Information: 2-story, 3-bay, T-shaped frame dwelling (ca. 1895) R. S.  
Donahue House

Individual Resource Information: Single Dwelling, Contributing

**123 Great House Road            096-0090-0053**

Primary Resource Information: 1-story, 4-bay, gable-roofed, dwelling (ca. 1960)

Individual Resource Information: **Dwelling House, Non-contributing**

**130 Great House Road            096-0090-0034**

Primary Resource Information: 2-story, 3-bay, gable-roofed frame dwelling with central-front  
gable (ca. 1880) Mrs. John L. Bailey House

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Individual Resource Information: Single Dwelling, Contributing

**136 Great House Road 096-0090-0035 (096-0009)**

Primary Resource Information: 1 ½-story, 3-bay, frame, gable-roofed dwelling with 2 exterior-end brick chimneys (pre 1785; ca. 1827) "The Great House"

Individual Resource Information: Single Dwelling, Contributing

Individual Resource Information: 1-story, gable-roofed log smoke house, Contributing

Individual Resource Information: 1-story, gable-roofed, frame kitchen, Contributing

Individual Resource Information: 1-story, 3-bay, gable-roofed frame secondary dwelling, Contributing

Individual Resource Information: 2-story, gable-roofed, frame granary, Contributing

Individual Resource Information: 1 ½-story, frame, gable-roofed machine shed, Contributing

Individual Resource Information: frame, shed-roofed chicken coop, Contributing

**140 Great House Road 096-0090-0036**

Primary Resource Information: 2 ½-story, 3-bay, gable-roofed, vernacular frame dwelling (1908) Robert Bailey Sr. House

Individual Resource Information: Single Dwelling, Contributing

**Kinsale Road**

**Kinsale Road 096-0090-0057**

Primary Resource Information: Concrete slab bridge (1996) on Yeocomico River

Individual Resource Information: **Bridge (structure) Non-contributing**

**Kinsale Road 096-0090-0048**

Primary Resource Information: 1-story, L-shaped, gable-roofed machine shed (ca. 1940)

Individual Resource Information: Machine Shed, Contributing

**285 Kinsale Road 096-0090-0056**

Primary Resource Information: 2-story, compound-roofed, frame commercial building and adjoining wooden pier (ca. 1984) Kinsale Harbor Yacht Club

Individual Resource Information: **Commercial Building, Non-contributing**

Individual Resource Information: **Pier (structure), Non-contributing**

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**365 Kinsale Road 096-0090-0001**

Primary Resource Information: 2-story, 3-bay, frame dwelling with center-front gable and Late Victorian trim (1912) Capt. A. W. Parks House  
Individual Resources Status: Single Dwelling, Contributing

**376 Kinsale Road 096-0090-0002**

Primary Resource Information: 1 ½-story, cross-gable-roofed, vernacular frame dwelling (ca. 1840) "Little House"  
Individual Resources Status: Single Dwelling, Contributing  
Individual Resource Status: 1-story, gable-roofed frame shed, Contributing

**390 Kinsale Road 096-0090-0003**

Primary Resource Information: 2 ½-story, 2-bay, frame, American Foursquare dwelling (1921) W. D. Parks House  
Individual Resource Status: Single Dwelling, Contributing  
Individual Resource Status: **Flat-roofed, open bay garage, Non-Contributing**

**406 Kinsale Road 096-0090-0004**

Primary Resource Information: 2-story, 5-bay, gable-roofed, frame Queen Anne-style dwelling with front projecting 2-story bay (ca. 1885) B. A. English House  
Individual Resource Status: Single Dwelling, Contributing

**435 Kinsale Road 096-0090-0005**

Primary Resource Information: 1 ½-story, 3-bay, hip-roofed, formed concrete block commercial building (1922) Way-Station/Ice Cream Parlor  
Individual Resource Status: Commercial Building, Contributing

**449 Kinsale Road 096-0090-0042**

Primary Resource Information: 1 ½-story, 3-bay, cross-gable-roofed vernacular mixed-use building (ca. 1885) Kinsale Foundation  
Individual Resource Information: Mixed Use building, Contributing

**459 Kinsale Road 096-0090-0006**

Primary Resource Information: 2-story, 3-bay, T-shaped, cross-gable-roofed dwelling (ca. 1900) Courtney-Settle House

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Individual Resource Status: Single Dwelling, Contributing

Individual Resource Status: **Modern, gable-roofed, 2-car, frame garage, Non-contributing**

**490 Kinsale Road 096-0090-0062**

Primary Resource Information: 1-story, 2-bay, flat-roofed, brick building (1962), Kinsale Post Office (1962)

Individual Resource Information: **Government Building, Non-contributing**

**520 Kinsale Road 096-0090-0007**

Primary Resource Information: 2-story, 3-bay, gable-roofed, Victorian frame dwelling with center front gable (ca. 1885) Captain Charles U. Courtney House

Individual Resource Status: Single Dwelling, Contributing

Individual Resource Status: 1-story, 2-bay, gable-roofed, frame shed/dairy (ca. 1885), Contributing

**532 Kinsale Road 096-0090-0008**

Primary Resource Information: 2-story, 3-bay, gable-roofed, vernacular, frame dwelling (ca. 1915) Rowe Store and Soda Fountain

Individual Resource Status: Single Dwelling, Contributing

**539 Kinsale Road 096-0050-0051**

Primary Resource Information: 1-story, 4-bay, gable-roofed, vernacular, frame, dwelling (ca. 1935)

Individual Resource Information: Single Dwelling, Contributing

**544 Kinsale Road 096-0090-0050**

Primary Resource Information: 1-story, 5-bay, gable-roofed, frame dwelling (1970)

Individual Resource Information: **Single Dwelling, Non-Contributing**

**556 Kinsale Road 096-0090-0009**

Primary Resource Information: 2 ½-story, 4-bay, hip-roofed, vernacular, frame dwelling (ca. 1920) Moss Hotel

Individual Resource Status: Single Dwelling, Contributing



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**Kinsale Road 096-0090-0010**

Primary Resource Information: 1-story, 3-bay, gable-end, frame commercial building (1919)  
S. C. Beale Blacksmith and Wheelwright Shop; J. C. Moss and Son Chevrolet  
Individual Resource Status: Commercial Building, Contributing

**587 Kinsale Road 096-0090-0049**

Primary Resource Information: 1-story, multiple-bay, gable-roofed, brick commercial building  
(1931) J. C. Moss and Son Chevrolet  
Individual Resource Information: Car Dealership Building, Contributing  
Individual Resource Information: L-shaped, concrete block machine shed, Contributing

**643 Kinsale Road 096-0090-0011**

Primary Resource Information: 2 ½-story, 3-bay, frame, American Foursquare dwelling (ca.  
1910) Jones House  
Individual Resource Status: Single Dwelling, Contributing

**661 Kinsale Road 096-0090-0012**

Primary Resource Information: 2 ½-story, 3-bay, frame, American Foursquare dwelling (ca.1910)  
Thrift House  
Individual Resource Status: Single Dwelling, Contributing

**697 Kinsale Road 096-0090-0013**

Primary Resource Information: 2-story, 3-bay, hip-roofed, frame dwelling with center-front  
gable (ca.1910) Frank Thrift House  
Individual Resource Status: Single Dwelling Contributing

**715 Kinsale Road 096-0090-0014**

Primary Resource Information: 2-story, 3-bay, L-shaped, frame dwelling with projecting 2-story  
bay in front cross gable (ca. 1905) Methodist Parsonage  
Individual Resource Status: Single Dwelling, Contributing

**737 Kinsale Road 096-0090-0015**

Primary Resource Information: 2-story, 3-bay, L-shaped frame dwelling (ca. 1906) Morley Norris  
House  
Individual Resource Status: Single Dwelling, Contributing



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**773 Kinsale Road 096-0090-0045**

Primary Resource Information: 2-story, 3-bay, L-shaped, frame dwelling with decorative vergeboard (1894) J.F.H. Sisson House

Individual Resource Information: Single Dwelling Contributing

**865 Kinsale Road 096-0090-0046**

Primary Resource Information: 2-story, 3-bay, L-shaped, cross-gable-roofed dwelling with screened-in front porch (ca. 1905) Rowe House

Individual Resource Information: Single Dwelling, Contributing

**893 Kinsale Road 096-0090-0016**

Primary Resource Information: 2-story, 3-bay, T-shaped frame dwelling, (ca.1905) Moss House

Individual Resource Status: Single Dwelling, Contributing

Individual Resource Status: 1-story, gable-end frame garage (1930), Contributing

**943 Kinsale Road 096-0090-0047**

Primary Resource Information: 2-story, 3-bay, gable-roofed, vernacular frame dwelling (ca. 1903) the Van Sant House

Individual Resource Information: Single Dwelling, Contributing

Individual Resource Information: Hip-roofed, double-bay, frame garage (1900),  
Contributing

Individual Resource Information: 1-story, shed-roofed frame shed (1920), Contributing

Individual Resource Information: Long, 1-story, gable-roofed frame workshop (1920),  
Contributing

**Kinsale Bridge Road**

**18 Kinsale Bridge Road 096-0090-0059**

Primary Resource Information: 1 ½-story, gambrel-roofed, Dutch Colonial Revival-style dwelling (ca. 1925) C. F. Unruh House

Individual Resource Information: Single Dwelling, Contributing

Individual Resource Information: 2-car, gable-end, frame garage, Contributing

Individual Resource Information: 2-bay, gable-roofed frame shed, Contributing

Individual Resource Information: shed-roofed, frame chicken coop, Contributing

Individual Resource Information, shed-roofed, frame chicken coop, Contributing

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**Pier Place**

**12 Pier Place** 096-0090-0022

Primary Resource Information: 2-story, 2-bay, frame, cross-gable-roofed dwelling (ca. 1888) J. S. Hardwick House

Individual Resource Information: Single Dwelling, Contributing

**Plain View Road**

**181 Plain View Road** 096-0090-0058

Primary Resource Information: 2 ½-story, 3-bay, Late Federal-style, frame dwelling (ca. 1872), "Plain View"

Individual Resource Information: Single Dwelling, Contributing

Individual Resource Information: 2-bay, gable-roofed, frame shed with side wing, Contributing

Individual Resource Information: Shed-roofed frame shed with exposed rafter ends, Contributing

**Sigourney Drive**

**62 Sigourney Drive** 096-0090-0055

Primary Resource Information: 1 ½-story, modern, gable-roofed log dwelling (ca. 2001)

Individual Resource Information: **Single Dwelling, Non-contributing**

**Steamboat Landing**

**9 Steamboat Landing** 096-0090-0041

Primary Resource Information: 1-story, 3-bay, frame, flat-roofed commercial building (ca. 1950) Bay Shore Design

Individual Resource Information: Commercial Building, Contributing

**11 Steamboat Landing** 096-0090-0039

Primary Resource Information: 2-story, 3-bay, gable-end, frame commercial building with intact storefront (1915) W. D. Parks General Merchandise

Individual Resource Information: Mixed-use Commercial Building, Contributing

**25 Steamboat Landing** 096-0090-0040

Primary Resource Information: 2-story, 2-bay, frame, gable-roofed mixed-use commercial building (1922) Parks's Store Annex

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Individual Resource Information: Mixed-use Commercial Building, Contributing

**82 Steamboat Landing      096-0090-0060**

Primary Resource Information: 1-story, gable-roofed, concrete block granary office (ca. 1970)  
Purdue Granary

Individual Resource Information: **Commercial Building, Non-contributing building**

Individual Resource Information: **Metal grain bins with connecting tall elevator, Non-contributing Structure**

**Yeocomico Lane**

**35 Yeocomico Lane      096-0090-0023**

Primary Resource Information: 2-story, 2-bay, cross-gable-roofed frame dwelling with Victorian detailing (ca. 1905) V B. Hardwick House

Individual Resource Information: Single Dwelling, Contributing

**46 Yeocomico Lane      096-0090-0024**

Primary Resource Information: 2-story, 3-bay, gable-roofed, frame dwelling with center-front gable and projecting 2-story bay on gable end (ca. 1903) George P. Bailey House

Individual Resource Information: Single Dwelling, Contributing

**74 Yeocomico Lane      096-0090-0025**

Primary Resource Information: 2-story, 3-bay, gable-roofed, vernacular frame dwelling (ca. 1905)

Individual Resource Information: Single Dwelling, Contributing

**123 Yeocomico Lane      096-0090-0065**

Primary Resource Information: 2-story, 4-bay, gable-roofed brick fire station; Cople District Volunteer Fire Department (1952)

Individual Resource Information: Fire House and Meeting Hall, Contributing

**142 Yeocomico Lane      096-0090-0064**

Primary Resource Information: Modern, 1-story, 4-bay, frame, gable-roofed dwelling (ca. 1980)

Individual Resource Information: **Single Dwelling, Non-contributing**

**145 Yeocomico Lane      096-0090-0026**

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Primary Resource Information: 2-story, 3-bay, gable-roofed, vernacular frame dwelling (ca. 1890)

Individual Resource Information: Single Dwelling Contributing

**205 Yeocomico Lane 096-0090-0027**

Primary Resource Information: 2-story, 2-bay, gable-roofed frame dwelling with center front gable (ca. 1895) Capt. B.S. Thrift House

Individual Resource Information: Single Dwelling, Contributing

**233 Yeocomico Lane 096-0090-0028**

Primary Resource Information: 1 ½-story, 4-bay, cross-gable-roofed frame dwelling (ca. 1880) Mrs. George Murphy House

Individual Resource Information: Single Dwelling, Contributing

**8. STATEMENT OF SIGNIFICANCE**

Kinsale, a small unincorporated village located at the eastern end of Westmoreland County, Virginia, on Virginia's Northern Neck, is significant as a collection of resources that dates from the late 18<sup>th</sup> century to modern times. Kinsale is a small but vibrant port that has served as access to the Chesapeake Bay for agricultural and maritime products for more than 250 years. The earliest surviving resource may be the foundations of a house known as "The Great House," that probably date from the third quarter of the 18<sup>th</sup> century and was owned by several leading families in the area.<sup>1</sup> Records indicate that the Great House was standing at the time of the official formation of the town by the General Assembly in the 1780s. After 1952, with the construction of its community/fire house and the closing of the last canning factory, Kinsale largely ceased to function as a port and began its life chiefly as a small residential community. Although the docks, packing houses, church, and school succumbed to fires, an early-19<sup>th</sup>-century cemetery and two antebellum houses survive, along with several commercial structures, a fine early-20<sup>th</sup>-century bank building, and a number of dwelling houses dating from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Kinsale is also locally significant for its associations with the War of 1812 and the Civil War. Strategically sited at the head of a rare deepwater creek with direct access to the Chesapeake Bay, Kinsale was the target of significant enemy attacks in both wars resulting in the loss of a number of structures to fire. Kinsale is locally significant under

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Criterion C for the excellent collection of relatively unaltered and primarily frame structures and the survival of its essential grid plan and street configuration. It continues to offer an active waterfront and marina and to be the site of a large grain storage and shipping facility, both of which resources date from the last 40 to 50 years. It is eligible under Criterion A for its association with both the War of 1812 and the Civil War and its longevity as a port town for the rich agricultural resources of the Northern Neck and as a steamboat destination for vessels plying the waters of the Chesapeake Bay from Baltimore to Norfolk.

**HISTORICAL BACKGROUND**

The earliest reference to Kinsale is dated October, 1705, when Henings Statutes records that a town "at Yehocomoco to be called Kingsale" was to be established and markets were to be held there on Tuesdays and Fridays with a fair in October.<sup>2</sup> The English crown was anxious to establish towns in the new colony, primarily to combat smuggling and to collect taxes on tobacco that was being exported. The "Yeocomico" was a rare deepwater creek and ideally suited for service as a port for trans-Atlantic ships. By 1712, the Burgesses established a warehouse system, where all tobacco would be processed and taxed prior to export. Although Kinsale was the official port town for Westmoreland County, the warehouse was not located at Kinsale but at Sandy Point and later at Rusts. These so-called "towns" were actually little more than shipping points designed to facilitate the tobacco trade. There is no evidence that any real town was laid out at the time. During most of the 18<sup>th</sup>-century, despite its deep-water location, Kinsale failed to thrive because of the location of the actual warehouse and shipping activities in other Westmoreland communities.

In 1784, Henings records "An Act for establishing a town on the land of Catesby Jones in the County of Westmoreland," to be named "Kinsale." Trustees of the town were listed as John Turberville, Fleet Cox, Richard Lee, Walter Jones, Richard Buckner, John Gordon and Hudson Muse. The Act directed that lots were to be one-half acre and to be sold at public auction and advertised in the Virginia Gazette. Houses were to be 16 feet square and constructed within three years of either stone or brick. The plan, although it does not survive, was probably a simple grid as reflected in a surviving plat from 1870 when there were efforts to rejuvenate Kinsale following the Civil War.<sup>3</sup> This was a standard directive for the establishment of towns, although most lots were never actually built on within the prescribed time frame.<sup>4</sup> The following year, the Assembly called for the inspection of tobacco to be discontinued at Rusts and moved to Kinsale



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on the land of Catesby Jones. It was also directed that "said Jones shall build a convenient house (presumably for the tobacco inspection) at his expense."<sup>5</sup> At the same time during the early 1780s, as recorded in the Westmoreland County Land Books, Catesby Jones was charged with 654 acres in the county, and James and William Bailey were charged with parcels adjacent to Jones. The Bailey family were longtime residents of Westmoreland and would continue to dominate Kinsale land ownership and activities throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries. At the time of establishment of Kinsale as a town again in 1784, it appears that there was an active store at Kinsale owned by the Glasgow firm of John and James Ballentine, which may have been the impetus for the re-establishment of Kinsale. Scottish merchants were very active in the period following the American Revolution and, particularly in Virginia, were often at the heart of mercantile activity in the new nation.

Architectural evidence suggests that the dwelling known as "The Great House" was probably in place at the time of the 1784 Act establishing Kinsale. It was owned by Catesby Jones, on whose land Kinsale was laid out. Subsequent entries in Henings indicated that in 1787 the order for the establishment of Kinsale was renewed and in 1788 the time for the sale of lots was extended. In 1792 the tobacco warehouses at Yeocomico and Kinsale were consolidated, and the following year John James Maund was appointed superintendent of the Port of Yeocomico including, Kinsale, "to inspect all foreign ships."<sup>6</sup> In 1791, Catesby Jones sold to John James Maund and his wife for 600£ a 1790-acre parcel on the Yeocomico River adjacent to the "Town of Kinsale" and part of the town. The deed directs that Maund was to have use of the spring and all buildings. A plat accompanying the deed actually shows a rendition of a substantial dwelling in the location of the present day "Great House."<sup>7</sup> An index to the deeds and wills of the county in 1815 cites a division of Maund's properties in Westmoreland County as being "in the book of inventories for 1820-1825," but no page number is included. Others deeds from Maund indicate that many of the land transactions in which he was involved were recorded much later than the actual sale date, perhaps because his family was from Baltimore and may not have spent a lot of time in Westmoreland County. The property does eventually show up in the tax records as being charged to the Bailey family. The date "1815" may indicate that the house sustained considerable damage in the military actions in the War of 1812. By 1828, Westmoreland Land Tax Records show Stephen Bailey's estate, Stephen G. Bailey, and John L. Bailey, all owning improved parcels in the village of Kinsale as well as considerable acreage in the vicinity of Kinsale. By 1824, Robert Bailey and Stephen Bailey [heirs of Stephen Bailey, Sr.] are charged with parcels in the geographic area where Kinsale was with \$1000 worth of buildings on their respective parcels. By 1832, Robert Bailey is charged with 47 acres with \$300 worth of building



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improvements in Kinsale; the value of the improvements increased to \$800 in 1833 and by 1835 stood at \$1000. In 1840 Robert Bailey is charged with 64 acres "at Kinsale" with \$2000 improvements. The improved parcel later appears in the name of his wife, Ann Bailey. The supposition is that the Great House in its present configuration was built sometime in the period 1828-1840, on the foundations of the earlier dwelling in a style strong reminiscent of the 18<sup>th</sup> century.

There is considerable primary documentation for military activity at Kinsale during the War of 1812. The War on the Northern Neck was primarily a naval war with enemy ships threatening various bays and inlets along the Chesapeake and Potomac coast lines. Apparently two British Brig sloops, the *Contest* and the *Mohawk* attacked the armed American schooner *Asp* and the Sloop of War *Scorpion*. The *Scorpion* escaped into the bay, but the *Asp* sought refuge in Yeocomico Creek at Kinsale. Midshipman James B. Sigourney, U. S. Navy, a native of Boston, was captain of the *Asp*, and according to one military source was "basely murdered after the enemy boarded [his ship]." Other members of the crew escaped and Sigourney's body was left aboard. The ship was burned, but American forces were able to extinguish the fire. Sigourney was subsequently buried with "the Honors of War" in a lot in the cemetery known as the Bailey cemetery adjacent to the Great House at Kinsale. The inscription read in part:

Sacred to the Memory  
Of  
Midshipman James B. Sigourney  
Of the United State Navy  
A native of Boston, Mass.  
Age 23 years;  
Who fell in gallantly defending his Country's Flag  
On board of the United States Schooner ASP,  
Under his command in an action with five  
British barges of very superior force  
On the 14<sup>th</sup> day of July, 1813.

The grave marker with an inscription describing this incident is still extant and legible in the cemetery [096-0090-0054].<sup>8</sup> Official records do not suggest that there were "five" British ships involved. In August of 1814, Brigadier General John P. Hungerford reported to the Governor on the burning of Kinsale, saying "About two o'clock I was informed that the enemy had borne up

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with several Tenders to Kinsale and was firing the houses. Another unidentified letter writer reported that “the Buccaneers spared nothing at Kinsale...” and that about “20 or 30” houses were burned.<sup>9</sup> All of which points to the fact that Kinsale had a small collection of houses prior to the War of 1812 and that most were partially or totally burned in naval actions. It is highly likely that the original “Great House” then owned by James Maund was among those dwellings sustaining damage.

Kinsale did not seem to recover sufficiently ever to become an incorporated town within Westmoreland County although it did seem to enjoy economic prosperity in the antebellum years. Ledgers survive from Robert Bailey’s store pointing to a thriving economy for the tiny port village. Various members of the Bailey family are charged with improved lots in Kinsale, several of which were undoubtedly commercial in nature. None of these structures survive. Agriculture on the Northern Neck was making the transition from tobacco to wheat, and a deep water anchorage at Kinsale would have been an important asset in moving that grain to market. Only two houses that remain in Kinsale date from before the Civil War. The Great House [096-0090-0035] in its present form likely dates from about 1827 when it was rebuilt by the Bailey family; the Little House, [096-0090-0002] appears to date from the 1840s and survived fires during the Civil War. The Kinsale Tavern was built ca. 1850 and was located on a site overlooking Kinsale’s docks. Although a photograph survives of the tavern, it burned in 1934.<sup>10</sup>

Steamboats began to serve various ports along the Chesapeake and its tributaries in the early 1820s. According to a history of steamboat travel on the bay, “The steamer *Fredericksburg* operated to the Potomac River from Baltimore” as early as 1828. Steam boats ran from Baltimore to Alexandria, Washington and Norfolk and in 1855 the steamship *Osceola* made regular trips each week from Baltimore to Kinsale. Later in the decade, the *St. Nicholas* sailed from Baltimore to Coan River, St. Mary’s River and Kinsale every Wednesday. As late as 1921, a handbill for the Potomac River Line announced steamers sailing from Baltimore to Kinsale on Mondays, Wednesdays, and Saturdays, “weather and tide permitting.”<sup>11</sup> By the time of the Civil War, Kinsale was an important port, serving passengers and providing services for shipping much of the agricultural bounty of the region to Baltimore. Kinsale was rare in the shallow waters of much of the land bordering the bay in that it provided adequate water to accommodate steamboats and other types of vessels that required deep harbors. An 1870 plat notes that the “depth of water at the Wharves was twelve feet,” more than deep enough to handle most boats that plied the Chesapeake Bay.

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Kinsale played a prominent role during the early years of the naval maneuvers of the Union and Confederate forces in the Upper Chesapeake Bay and Potomac River. The Confederate schooner, the CSS *Favorite*, was captured by Union naval forces in July 1861 near Kinsale. Union navy forces moved the stricken boat across the Potomac to Swan Creek in Maryland where she mysteriously sank. In the first year of the war, Confederates tried to blockade the upper reaches of the bay and the Potomac, forcing Union commanders to assemble a fleet designed to thwart the Southerner efforts. This group, known as the Potomac Flotilla, conducted raids on various "ports" along the Potomac, most notably in Virginia the town of Kinsale. Raids were designed to stop Confederate sympathizers in the North from smuggling "fuel, troops and spies" to the South. According to a naval historian, "constant harassment of riverine populations by gunboat crews kept the Confederate populace on guard, and at the same time stifled attempts at smuggling by Northern sympathetic to the Southern Cause." Apparently, Kinsale, referred to as "a bustling market on the Yeocomico" was one of the towns most involved in these smuggling escapades and was an important port for blockade runners.<sup>12</sup> It appears that Kinsale was often the target of Union raids because of its strategic location; these raids resulted in the burning of much of the town and its docks.

Following the Civil War, efforts were undertaken to revive the town that had been so severely damaged during hostilities. In 1866, Hiram Hardwick bought all the land adjacent to the waterfront, about 50 acres, from W. B. Bailey for \$3000.<sup>13</sup> In 1868 he sold to A. L. Hardwick "a part of Kinsale" described as "near Taylor's shop" for \$1000, a substantial sum in that period.<sup>14</sup> By 1870 Hardwick had deeded a number of parcels to various individuals in Kinsale. The surviving plat dated 1870 is the best rendition of what Kinsale looked like in that year. It shows a street plan that essentially survives today and depicts several wharves along the Yeocomico Creek, primarily Steam Boat Wharf where the large modern Perdue granary now stands. The northernmost east-west street was apparently never developed while present-day Kinsale Road at the southern boundary does not show up on the plat. Another wharf is shown where the Kinsale Marina is located today, and a hotel and a saw mill stood along the creek just south of the Steam Boat Wharf. There appear to have been 50 lots, most designed for dwelling houses, with the land of William Bailey (the Great House parcel) providing the southern boundary, and the parcels along the creek unnumbered but occupied by store houses, the hotels, the saw mill and possibly other commercial structures. Lot 31 was reserved for the "Church Lot". The Methodist Church, however, which has since burned, apparently stood across the street from this parcel. The streets, none of which were named, are shown as 33 feet wide, and several alleys are shown as 16 feet wide.

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More than a dozen dwelling houses that survive today were built in the period between 1870 and 1900. One of the earliest is Plain View built ca. 1872 and sited across the creek from Kinsale [096-0090-0058]. Owned and probably built by John P. Bailey, Plain View was cited in his will of 1889 as "where I live" and included approximately 173 acres.<sup>15</sup> The property was subsequently subdivided, but the primary dwelling house remains in the ownership of Bailey's great-grandchildren to this day.<sup>16</sup> A portion of the Plain View tract has a farm house and outbuildings built ca. 1925 [096-0090-0059] by one of John P. Bailey's daughters and her husband, local businessman and member of the Virginia House of Delegates, C. F. Unruh. This property passed out the Unruh family in 1998.<sup>17</sup> Among the houses built in the 1880s are the J. S. Hardwick House at 12 Pier Lane [096-0090-0022] in 1888 and the S. B. Atwill House at 12 Cat Nap Lane [096-0090-0037] in 1880. The Hardwick family was deeply involved with the development of Kinsale following the Civil War; Mr. Atwill was one of the founders of the Masonic Lodge (the Westmoreland Lodge) that was rebuilt in 1965 but whose original cornerstone from the 1901 structure on Great House Road Lane survives today in the modern brick structure. The Courtney-Settle House [096-0090-0006] located at 459 Kinsale Road was built ca. 1900, but Mr. Courtney appears in the Land Tax Books as early as 1879. Captain Charles U. Courtney's House [096-0090-0007] at 520 Kinsale Road was built ca. 1885 and he was captain of one of the schooners that worked out of Kinsale. The V. B. Hardwick House at 35 Yeocomico Lane [096-0090-0023] as well as two other houses along Yeocomico Lane, the [096-0090-0027] and the Mrs. George Murphy House [096-0090-0028] were all built in the 1890s, a measure of the prosperity in Kinsale during the period of the 1880s and 1890s. There were at least four canning factories in Kinsale where mostly tomatoes were canned for shipment to Baltimore and other markets. The George Bailey Canning factory was probably the best known. The Parks Brothers factory stood where the Kinsale Marina is now located and the W. J. Courtney Company facility was just north of the bridge spanning Yeocomico Creek. Unfortunately none of the canning factories survive, having been demolished or succumbing to fire. Late-19<sup>th</sup>-century photographs graphically illustrate the prominence of the canneries along Kinsale's waterfront.<sup>18</sup> The Kinsale United Methodist Church, built shortly after the Civil War, stood at the southwest corner of Kinsale Road and Great House Road on land donated by William and Ann Bailey. It burned in October of 1969.

Most of the commercial and mercantile buildings in Kinsale date from the first quarter of the 20<sup>th</sup> century. As mentioned above, Kinsale continued to be a port of call for steamship passenger service from Baltimore and Washington. It was an important small port for grain, timber and vegetables, particularly tomatoes. Although none of the buildings associated with the storage



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and processing of grain remains from this period, Purdue Farms owns a modern grain storage facility once known as Norris Grain, a testament to the continued cultivation of what and other grain products in the County. One of the best first-person descriptions of Kinsale in 1915 comes from W. Norris Parks and is published in full in the county's history. He notes that the streets were unpaved and that every yard had a picket fence or a hedge surrounding it. Apparently there was no electricity although a few dwellings had gas lights. There was no water system and each house had its own well. Nearly all dwellings were heated with wood-burning stoves. Parks mentions various institutional buildings, including the Methodist Church (burned in 1969); the Masonic Hall, built in 1901, burned and rebuilt in 1965 [096-0090-0052]; and the elementary school, that stood on the west side of Yeocomico Lane. He also mentions the high school, the first constructed and the first accredited in Westmoreland County, which was built in 1908 burned in 1919. The high school stood on the lot now occupied by the Cople District Fire House. [096-0090-0065].<sup>19</sup> Another high school was built on the same lot but it too burned in 1949.

The first bridge across the Yeocomico Creek was built in 1906 as reported in the June 28, 1907 issue of the Northern Neck News. Funds were contributed by local residents to pay for its construction. This bridge was replaced in 1934 by bridge # 6002, one of only 14 swing bridges in Virginia. The present bridge, [096-0090-0057] constructed at a cost of \$1,557,025, was dedicated November 1, 1996.

The Citizens Bank of Kinsale was chartered December 1, 1913 [096-0090-0029]. Its principal customers were farmers, watermen, and the canning factories, and it is one of three masonry buildings in Kinsale. In 1933, the Kinsale bank acquired the Callao State Bank. A strong bank that survived the vicissitudes of the Depression, the Bank of Kinsale continued to serve the county until 1938 when it became the second branch of the Bank of Westmoreland.<sup>20</sup> By 1920, the population of Kinsale was 324, fourth largest of any community in the County. Of the ten top industrial sites in the county, Kinsale has three of them in 1930, including the Kinsale Mercantile and Canning Company, Parks Brothers Packing Company and the W. J. Courtney Packing Company. This economic study conducted by the University of Virginia cites Kinsale as one of the three largest settlements in the county that "relies on its historical background, its strong bank, storage for gas, many comfortable homes..." It also points out that the Great House had a beacon light to warn mariners of the point of land that might threaten their vessels.<sup>21</sup> A long-time resident, Norris Parks, recounts this light at the Great House, "was simply a lamp in the center dormer window facing the river. In the early days it was a candle or an oil lamp. Now it is an electric light. Because of how the Great House is situated, a lamp in the upstairs window is

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clearly visible at the mouth of the Yeocomico..., and would have been heavily used by Kinsale mariners, not so much to avoid points of land, but simply to have a fixed point of reference."<sup>22</sup>

Early photographs of the town of Kinsale illustrate the thriving port, commercial, and manufacturing activity in the village during the first three decades of the 20<sup>th</sup> century.<sup>23</sup> Among surviving commercial buildings erected during the early years of the 20<sup>th</sup> century that point to Kinsale's economic vitality are the J. C. Moss and Son Chevrolet [096-0090-0049, 0010] and the Palmer and Moore Kinsale Motor Corporation (the Ford dealership) [096-0090-0030] providing strong evidence of the coming of the automobile to Virginia's rural Northern Neck. The Ice Cream Parlor, another masonry structure, [096-0090-0005] and built ca. 1922, replaced an earlier store on the same parcel and functioned as a way station on the Chesapeake Bay steamboat transportation network. The H. C. Moss Hotel, established ca. 1920, is the only surviving hotel structure in Kinsale and has now been converted to a private residence [096-0090-0009]. There were several hotels and a tavern in the town during the early years of the century, indicative of the demand for such hostelries in the thriving port town. The commercial buildings that survive today include the building currently housing the Kinsale Museum [096-0090-0042] dating from ca. 1885; the former W. D. Parks General Merchandise [096-0090-0039] dating from ca. 1915; and Bayshore Design [096-0090-0041] dating from ca. 1950.

Disastrous fires have been one of the primary factors in determining the physical appearance of Kinsale during its long history. The War of 1812 and the Civil War destroyed much of the residential fabric of the village, and fire was also responsible for the loss of many of its institutional buildings as well including the Kinsale Tavern (1934), the high school (twice in 1919 and 1949) and the Kinsale Methodist Church (1969), and one canning factory. It is not surprising that there was a call in 1950 for the development of local fire-fighting capability. Before then, fire suppression efforts consisted mostly of volunteer bucket brigades. The Cople District Fire and Civic Center, Inc. was incorporated in 1950. Ironically in 1951 the brand-new Moss Apartment building burned to the ground with the loss of all the tenants' possessions. In the same year, the last canning factory, the Parks Brothers factory, closed its doors. The new volunteer fire department voted the same year to build a structure to house its activities as well as to serve as a general community center for Kinsale. The new building was completed in 1952 [096-0090-0065] and continues to be the primary center for community activities. An excellent history of the Cople District Volunteer Fire Department traces the activities of the community and illustrates the central role of both the organization and its building. The building was substantially enlarged in 1978.<sup>24</sup>



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Kinsale represents a long and illustrious history of a small port town in the Chesapeake Bay region. It retains a remarkable level of integrity in materials, scale and feeling with few intrusions. Over the years, it has managed to reinvent itself on numerous occasions, growing from an export point for tobacco in the colonial period to an active deep water port in the 19<sup>th</sup> century and the target of considerable military activity in two wars. Following the Civil War, it regained its position as a strategic port for exporting the rich agricultural bounty of Westmoreland County and serving as a commercial center for the eastern part of the Northern Neck. It developed a thriving manufacturing base primarily in the vegetable canning area as exemplified by the large number of canneries that are illustrated in the rich collection of photographs from the early decades of the 20<sup>th</sup> century, as well as in the shipping of grain, and continued as a port of call for passenger steam boats coming from Baltimore and Washington.

With the advent of automobile and truck travel that resulted in the opening of bridges spanning waterways on the Northern Neck, the demand for steamboat transportation declined and ultimately died as agricultural and seafood products were shipped primarily by road rather than water. Consequently Kinsale declined as a port for the export of agricultural products from the county's truck farms accompanied by a reduction in commercial activity as well. The Depression, as well as new food production regulations, the increased cost of cans, the great hurricane of 1933, and new national labor wage laws mandating higher wages for workers led to the loss of one of Kinsale's primary manufacturing activities in tomato canning. The economic decline was exacerbated by competition from the growing truck farm activity in California. Kinsale continues to function as a point of export for the grain and soybean products of Westmoreland's farms. However, with the growing popularity of waterside residences, it has enjoyed a rebirth in a different arena in the years since 1960 that has resulted in the preservation of many of its late-19<sup>th</sup>- and early-20<sup>th</sup>-century dwellings.<sup>25</sup> Today it is characterized by neat frame residences, nearly all of which date to before 1950, a large granary, an active marina, and several small commercial buildings that continue to serve the community.

## ENDNOTES

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<sup>1</sup> Westmoreland County Deeds and Wills, 18, 236-238 (1791).

<sup>2</sup> William Waller Hening, The Statutes at Large being a Collection of all the laws of Virginia, Volume 3, p. 417 (1705).

<sup>3</sup> Plat Book, Westmoreland County, unpagged (1870).

<sup>4</sup> Ibid, Volume 11, p. 369 (1784).

<sup>5</sup> Ibid, Volume 12, p. 64 (1785).

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<sup>6</sup> Calendar of State Papers, Volume 6, p. 538 (1793).

<sup>7</sup> Westmoreland Deeds and Wills, 18, 236-238 (1791).

<sup>8</sup> Ibid. Colonel Richard E. Parker Commander Westmoreland County's 111<sup>th</sup> Militia to Governor, April 7, 1813, p. 222; Walter Biscoe Norris, Editor, Westmoreland County Virginia 1653-1983, Westmoreland County Board of Supervisors, 1983, 353-355.

<sup>9</sup> Calendar of State Papers, (Nov. 7, 1814), p. 399/

<sup>10</sup> Norris, Westmoreland County Virginia 1653-1983, 322.

<sup>11</sup> Robert H. Burgess and H. Graham Wood, Steamboats out of Baltimore, (Cambridge, MD: Tidewater Publishers, 1968) p. 4, 106.

<sup>12</sup> Bruce Thompson, "Exploring a Wreck in 'A Land A-Part,'" Naval History, August, 2004, 1-2.

<sup>13</sup> Norris, Westmoreland County, Virginia 1653-1983, 627.

<sup>14</sup> Westmoreland County Deeds and Wills, 38, (1868) 399.

<sup>15</sup> Westmoreland County Deeds and Wills, 48 (1889), 412.

<sup>16</sup> Ibid, 486 (1998), 132.

<sup>17</sup> Ibid, 125 (1951), 156; 506 (1999), 437.

<sup>18</sup> Kathryn Miller, "Survey of Architectural Resources in Westmoreland County, Virginia," (2001), 54.

<sup>19</sup> Norris, Westmoreland County Virginia, 1653-1983, 627-630; The History of the Cople District Volunteer Fire Department Kinsale, Virginia, 1950-2000, 47.

<sup>20</sup> James Lawrence and Basil Williams, An Economic and Social Survey of Westmoreland County, Charlottesville: University of Virginia, 1936, 50; Kathryn Miller, "Survey of Architectural Resources in Westmoreland County, Virginia (2001) 51.

<sup>21</sup> Ibid, 75.

<sup>22</sup> Correspondence from Walter Norris and Norris Parks, December 17, 2004, p. 3.

<sup>23</sup> Miller, "Survey of Architectural Resources...." 51-54. (Most early illustrations from the Mariner's Museum, Newport News).

<sup>24</sup> The History of the Cople District Volunteer Fire Department..., 13-17.

<sup>25</sup> James Lawrence and Basil Williams, An Economic Survey..., 65.

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**10. GEOGRAPHICAL DATA**

**UTM REFERENCES – General outer polygon**

A.	18 361800E 4210500N	E.	18 361780E 4209620N
B.	18 361880E 4210510N	F.	18 360915E 4209720N
C.	18 362055E 4210300N	G.	18 360695E 4209920N
D.	18 362060E 4210140N	H.	18 360680E 4210005N

**VERBAL BOUNDARY DESCRIPTION:**

The precise polygon which delineates each change of direction point and whose vertices are marked by the following UTM reference points, is used for the boundary description as no other scaled map of the district is available. Each exact point is as follows:

1.	18 361800E 4210500N	14.	18 360915E 4209720N
2.	18 361880E 4210510N	15.	18 361000E 4209900N
3.	18 361885E 4210320N	16.	18 360695E 4209920N
4.	18 362055E 4210300N	17.	18 360680E 4210005N
5.	18 362060E 4210140N	18.	18 361120E 4210040N
6.	18 361890E 4210230N	19.	18 361120E 4210080N
7.	18 361720E 4210145N	20.	18 361180E 4210080N
8.	18 361730E 4210100N	21.	18 361180E 4210120N
9.	18 361650E 4210060N	22.	18 361230E 4210125N
10.	18 361795E 4209940N	23.	18 361230E 4210210N
11.	18 361780E 4209620N	24.	18 361360E 4210230N
12.	18 361120E 4209800N	25.	18 361360E 4210200N
13.	18 361195E 4209725N	26.	18 361540E 4210200N
		27.	18 361695E 4210360N

**BOUNDARY JUSTIFICATION:**

The Kinsale Historic District boundaries were drawn to include the largest concentration of historic buildings associated with the development of the village of Kinsale, surrounding and including the original grid pattern of its core. Areas leading into the village that are removed from the center of Kinsale and properties with a high concentration of non-contributing/non-historic resources were not included in the boundaries. The district boundaries coincide with property lines and natural landscape features whenever possible and cross the bridge to include two properties located on the original Plain View tract.



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**Boundary Justification** (Explain why the boundaries were selected on a continuation sheet.)

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**11. Form Prepared By**

---

name/title: Maral S. Kalbian/ Architectural Historian and Margaret T. Peters/Research Historian

Organization: Maral S. Kalbian date December 20, 2004

street & number: 2026 Old Chapel Road telephone 540-955-1231

city or town Boyce state VA zip code 22620

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**Additional Documentation**

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Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative black and white photographs of the property.

**Additional items** (Check with the SHPO or FPO for any additional items)

---

**Property Owner**

---

(Complete this item at the request of the SHPO or FPO.)

name See Attached Property Owners List

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

---

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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**PHOTOGRAPHIC DOCUMENTATION**

Unless otherwise noted, all photographs are of:

**KINSALE HISTORIC DISTRICT**

Location: Kinsale, Virginia (Westmoreland County)

VDHR File Number: 096-0090

Date of photograph: December 2003

Photographer: Maral S. Kalbian

All negatives are stored at the DHR Archives in Richmond, VA unless noted.

SUBJECT: The Great House [096-0090-0035]

VIEW: West view

NEG. NO.: 21135

PHOTO 1 of 18

SUBJECT: The Little House [096-0090-0002]

VIEW: Southeast view

NEG. NO.: 21137

PHOTO 2 of 18

SUBJECT: Capt. Charles Courtney House [096-0090-0007]

VIEW: South view

NEG. NO.: 21137

PHOTO 3 of 18

SUBJECT: B. A. English House [096-0090-0004]

VIEW: South view

NEG. NO.: 21137

PHOTO 4 of 18

SUBJECT: House, 46 Yeocomico Lane [096-0090-0024]

VIEW: Southwest view

NEG. NO.: 21137

PHOTO 5 of 18

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SUBJECT: L. W. Courtney House [096-0090-0006]  
VIEW: Northwest view  
NEG. NO.: 21137  
PHOTO 6 of 18

SUBJECT: Former W. D. Parks General Merchandise [096-0090-0039 and 0041]  
VIEW: Southwest view  
NEG. NO.: 21137  
PHOTO 7 of 18

SUBJECT: Methodist Parsonage, 715 Kinsale Road [096-0090-0014]  
VIEW: North view  
NEG. NO.: 21137  
PHOTO 8 of 18

SUBJECT: Jones House, 643 Kinsale Road [096-0090-0011]  
VIEW: North view  
NEG. NO.: 21137  
PHOTO 9 of 18

SUBJECT: C. F. Unruh House, 18 Kinsale Bridge Road [096-0090-0059]  
VIEW: Southwest view  
NEG. NO.: 21136  
PHOTO 10 of 18

SUBJECT: Allen House [096-0090-0031]  
VIEW: Southeast view  
NEG. NO.: 21135  
PHOTO 11 of 18

SUBJECT: Bank of Kinsale [096-0090-0029]  
VIEW: South view  
NEG. NO.: 21137  
PHOTO 12 of 18

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SUBJECT: Crowther's Ford Agency [096-0090-0030]  
VIEW: South view  
NEG. NO.: 21137  
PHOTO 13 of 18

SUBJECT: Ice Cream Parlor [096-0090-0005]  
VIEW: Southwest view  
NEG. NO.: 21137  
PHOTO 14 of 18

SUBJECT: Streetscape, looking south onto Kinsale  
VIEW: South view  
NEG. NO.: 21136  
PHOTO 15 of 18

SUBJECT: Streetscape of Kinsale Road at junction with Steamboat Landing  
VIEW: West view  
NEG. NO.: 21136  
PHOTO 16 of 18

SUBJECT: Streetscape Kinsale Road at junction with Yeocomico Lane  
VIEW: Southwest view  
NEG. NO.: 21135  
PHOTO 17 of 18

SUBJECT: Streetscape of south side of Kinsale Road  
VIEW: Southwest view  
NEG. NO.: 21135  
PHOTO 18 of 18

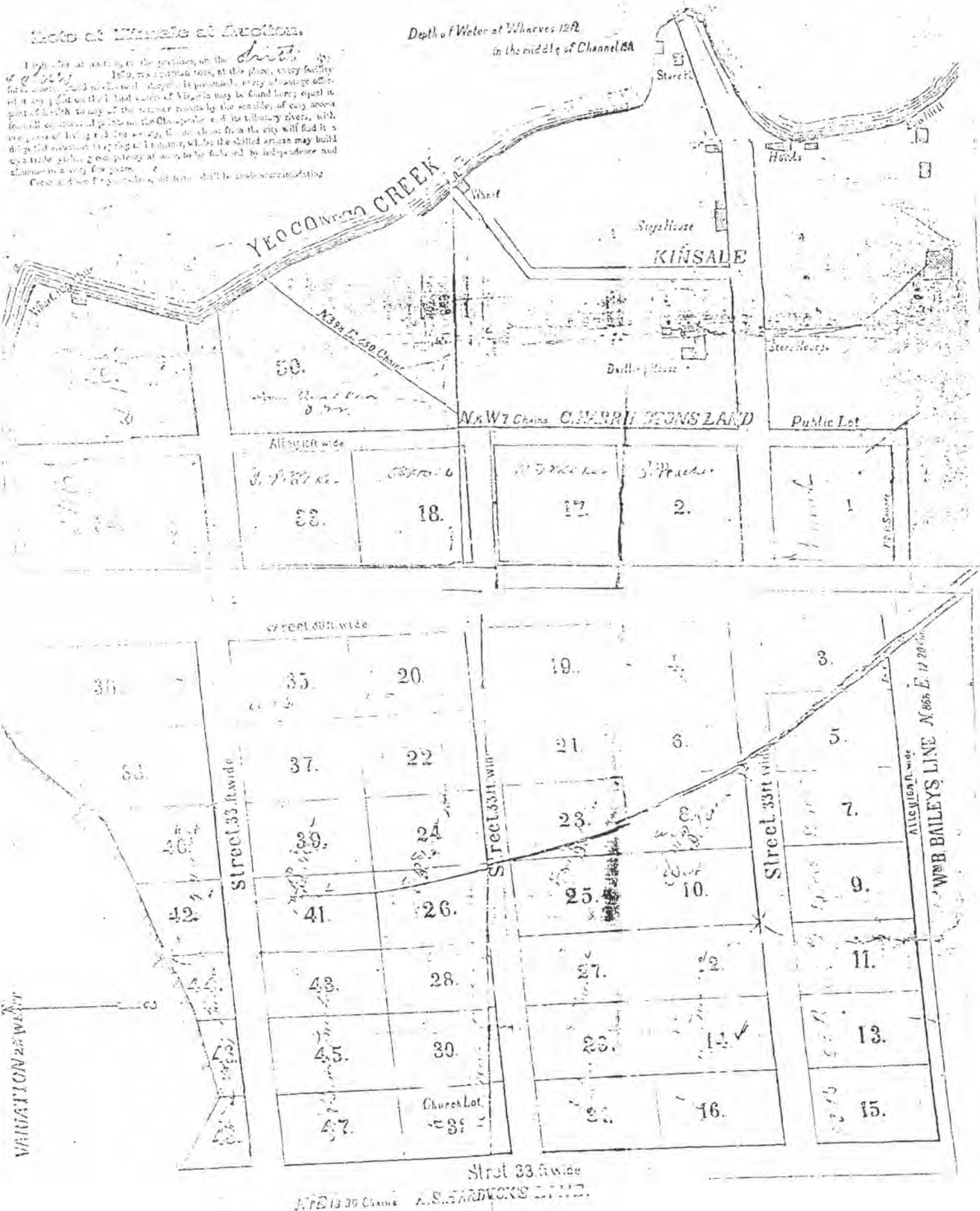
# MAP 1

Lots of Kinsale at Auction, A plat of the town of Kinsale, Westmoreland County Plats, 1870.

Lots of Kinsale at Auction.

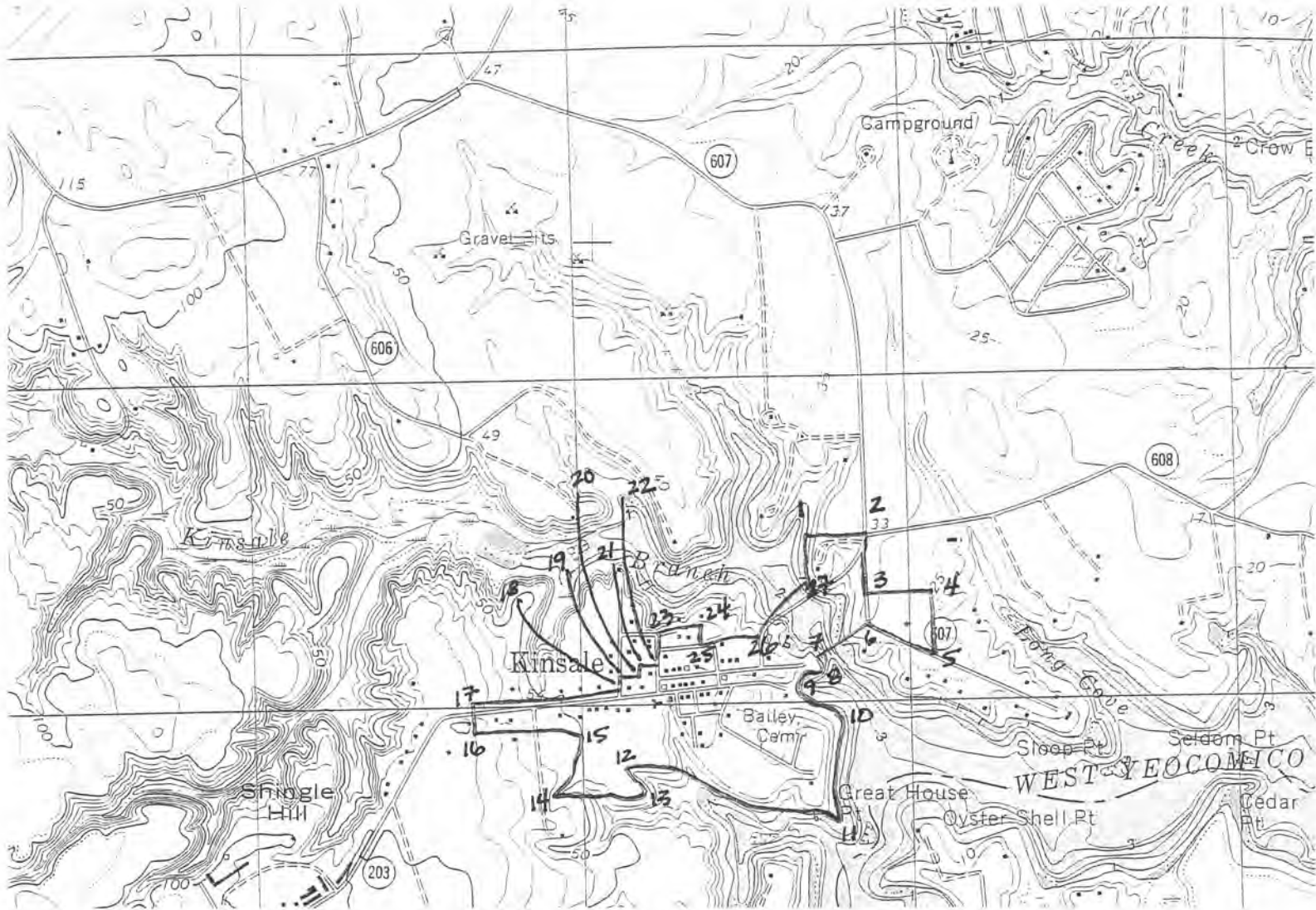
Depth of Water at Wharves 12 ft  
in the middle of Channel 18 ft

Depth of water at wharves in the middle of channel 12 ft  
1870, was a common one, at this place, every facility  
for commerce, and no channel deeper than 12 feet, and  
it is not on the land side of Virginia may be found here, equal in  
depth to any of the former rivers, the facilities of easy access  
to all commercial ports on the Chesapeake and its tributary rivers, with  
the prospect of living and the way, the distance from the city will find it a  
delightful situation, for the city will be the settled place may build  
up a trade which is completely at sea, to be followed by independence and  
prosperity in a very few years.



Street 33 ft wide  
N 777 E 20 Chain A. S. SARDWICKS PLAT.





UTM points delineating exact vertices for verbal boundary description purposes only.  
 Enlarged copy of Kinsale Quadrangle map used.

1.	18 361800E 4210500N	14.	18 360915E 4209720N
2.	18 361880E 4210510N	15.	18 361000E 4209900N
3.	18 361885E 4210320N	16.	18 360695E 4209920N
4.	18 362055E 4210300N	17.	18 360680E 4210005N
5.	18 362060E 4210140N	18.	18 361120E 4210040N
6.	18 361890E 4210230N	19.	18 361120E 4210080N
7.	18 361720E 4210145N	20.	18 361180E 4210080N
8.	18 361730E 4210100N	21.	18 361180E 4210120N
9.	18 361650E 4210060N	22.	18 361230E 4210125N
10.	18 361795E 4209940N	23.	18 361230E 4210210N
11.	18 361780E 4209620N	24.	18 361360E 4210230N
12.	18 361120E 4209800N	25.	18 361360E 4210200N
13.	18 361195E 4209725N	26.	18 361540E 4210200N
		27.	18 361695E 4210360N