Front Cover:
This aerial photograph of the Charlestown Navy Yard was taken by Airphoto of Wayland, Mass., on Apr. 10, 1971. At this time, the Charlestown Navy Yard was still a fairly busy facility, with all three dry docks being occupied and a variety of ships found at the yard’s piers. The LSD at Pier 7 West is possibly USS Pensacola (LSD-38), commissioned at the yard in March 1971.

BOSTS-13344
Charlestown Navy Yard Historic Resource Study

by

Stephen P. Carlson

Volume 2 of 3

Produced by the Division of Cultural Resources
Boston National Historical Park
National Park Service

U.S. Department of the Interior
Boston, MA

2010
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<td>Commandant’s House Ground</td>
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<td>Gates</td>
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<td>Marine Barracks Parade Ground</td>
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<td>Marine Railway</td>
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<td>Parcels</td>
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<td>South Boston</td>
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<td>South Boston</td>
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<td>946</td>
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<tr>
<td>Portal Cranes</td>
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<td>Railroad Tracks</td>
<td></td>
<td></td>
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<tr>
<td>Charlestown</td>
<td></td>
<td>970</td>
</tr>
<tr>
<td>South Boston</td>
<td></td>
<td>978</td>
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<tr>
<td>Shipways</td>
<td></td>
<td>980</td>
</tr>
<tr>
<td>Shipyard Mall</td>
<td></td>
<td>990</td>
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<tr>
<td>Shipyard Park</td>
<td></td>
<td>994</td>
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<tr>
<td>Streets &amp; Roadways</td>
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<td></td>
</tr>
<tr>
<td>Charlestown</td>
<td></td>
<td>1000</td>
</tr>
<tr>
<td>South Boston</td>
<td></td>
<td>1060</td>
</tr>
</tbody>
</table>
Chapter 5

Resource Inventory

The following inventory provides brief summaries of the individual buildings, structures, and other features of the Boston Naval Shipyard National Historic Landmark (NHL). As explained in Chapter 4, this NHL has been interpreted as including both Charlestown and South Boston. Only buildings, structures, and features extant as of January 1, 2006, are included. While the Master List of Structures includes those features of the Boston Army Base which were assigned Navy structure numbers in 1970, no summaries have been written for them. This chapter is intended to form the basis for the completion of formal National Register documentation of the shipyard. The park has submitted a project (PMIS 16784) to update National Register documentation for all park sites, including the Navy Yard. The justification for that project states:

While the existing Boston Naval Shipyard NHL is defined as the "entire" shipyard, documentation has never been prepared on the South Boston Annex site and the draft nominations for the Charlestown site do not reflect recent research contained in the current Historic Resource Study or post-1974 redevelopment of the shipyard.1

Table 5-1 provides a Master List of Structures for the Boston Naval Shipyard. It includes all known numbered structures since the introduction of the current building numbering scheme in 1868, as well as numbered piers and wharves; maritime facilities and related features; other facilities and features; and roads.2 The first two categories are arranged in numerical order; the other groups are in alphabetical order by feature type. A dash (—) in the first column indicates that the Navy did not assign a formal number to the feature. Numbers or dashes in red denote structures in existence at the time of the closure of the Navy Yard; those in blue denote structures built since 1974. Numbers originally assigned in the South Boston Annex sequence for structures at the E Street Annex which had been transferred to Naval Station Boston in 1963 but which existed in 1974 are in green. When successive buildings have used the same number, they are distinguished by superscript numbers. The degree symbol (°) means that the NPS has assigned the number to the structure as a continuation of the historic Navy numbering system.

The date of construction is shown in the second column. It is generally the date of completion, which, particularly for minor structures, is that of the fiscal year in which they first appeared on yard plans. While the majority of the dates have been taken from the listings of property reported as excess by the Navy following the yard’s closure, or from other Navy-generated listings, they have been updated to reflect research done for this report. While there is no guarantee of total accuracy given the often conflicting sources, the dates shown herein should be used in preference to any found in other listings.3

The designation of the structure or feature is generally that found in the listings of property reported as excess following the yard’s closure or on the 1973 yard plan. For structures no longer extant in 1973, the most recent designation found on yard plans or in other records has been used. Earlier and later designations appear in the remarks column of the table, but only major changes have been noted.

The National Park Service List of Classified Structures (LCS) number for resources within the boundaries of Boston National Historical Park or for which the NPS possesses preservation oversight under the land disposition agreements for the Navy Yard appears in the next column. A dash indicates a structure no longer extant or outside the park’s boundaries. Currently, the resources in the Historic Monument Area reside only as incomplete records in the shadow LCS database. The park has submitted a project (PMIS 100030) to update its LCS to reflect the information contained in this report and to “include structures within the Charlestown Navy Yard owned by the Boston Redevelopment Authority for which the NPS holds preservation restrictions.”4

The next column shows the inventory number assigned by the Massachusetts Historical Commission in its Massachusetts Cultural Resources Information System (MACRIS). These inventory numbers are all preceded by the three-letter city code “BOS.” (e.g., BOS.05085).

The remarks column provides earlier designations for structures; this is not intended to be comprehensive, since there have been many variations through the years.5 When a structure either existed or was projected in the 1828 master plan, its letter or site number appears in parentheses before any other information. These designations were frequently used to identify structures (or their proposed location) prior to the adoption of the present numbering scheme.

Dates of demolition, destruction by fire or other causes, or removal appear when known. As with construction dates, many of the dates given are taken from the disappearance of a feature from the annual site plans rather than from specific documentation of removal in archival sources. Several of the portable structures

2 For guidelines describing the Navy’s numbering system, see NAVFAC Instruction 11010.19B, “Permanent Identification Numbers for Buildings and Structures,” Aug. 6, 1969, Records of the Boston Naval Shipyard, RG 1.4, BNHP, NPS Cat. No. BOSTS-13347, Box 123.
3 The yard’s numbering system was implemented in 1868. When buildings numbered below 92 show construction dates after 1868, it is probable that these dates were that of replacement or reconstruction of an earlier structure.
removed from the Charlestown Navy Yard after World War I were re-erected at the South Boston Annex, but there is no available record to correlate their building numbers.

The individual resource entries are organized with numbered buildings and structures listed first in numerical order, followed by other resources in alphabetical order. Except for dry docks and portal cranes, where the numbering encompassed both sites, resources at Charlestown are given before similar ones at South Boston. Most post-1974 resources are listed by the development parcel numbers assigned by the Boston Redevelopment Authority (BRA) or the Economic Development & Industrial Corp. (EDIC) (see Figures 2-37, 3-12).

Each entry starts with a standardized header block of information about the structure or feature. The preferred resource name follows the naming conventions adopted by the park for the LCS and the recently-prepared Cultural Landscape Inventory (CLI), expanded to encompass the entire Navy Yard. The location is shown as Charlestown or South Boston, with Charlestown features further identified by the parcel in which they are found (HMA, Historic Monument Area; NHP, National Historical Park; NDA, New Development Area; RP, Recreational Parcel [Shipyard Park]).

The header also provides both LCS and MACRIS numbers, again omitting the “BOS.” prefix for the latter. The date built is taken from Table 5-1.

The evaluation block of the header indicates whether the feature is considered to be a contributing (C) or non-contributing (N) resource to the National Historic Landmark. In a few cases, features which would meet NHL criteria as stand-alone resources are designated as exceptional (E). As explained in Chapter 4, each contributing feature has been evaluated as to its significance with respect to four major historical themes:

- **N** History of the American Navy
- **T** History of Technology
- **S** History of Social and Worker Movements
- **A** History of American Architectural/Engineering Design and Planning

Because not all structures and features are equal in historical importance, they have been assigned one of four levels of significance under each theme as follows:

0 A structure with no particular historical importance
1 A structure/feature of secondary historical importance
2 A structure/feature of primary historical importance
3 A structure/feature possessing exceptional historical importance

These evaluations do not take into account the integrity of the individual resource. For example, the Ropewalk has been evaluated at level 2 under the social and worker movements theme for its association with the expansion of the yard’s workforce in World War II and its role in employee training during the yard’s final three decades. Because the World War II addition to the Ropewalk housing these functions has been removed, it possesses no integrity with regard to this theme.

When a structure or feature has been documented by the Historic American Engineering Record (HAER), the inventory number is shown. This consists of the site designator “MA-90” followed by the subnumber for each individual building or structure. Only a limited amount of HAER documentation prepared for the Navy Yard has been processed and submitted to the Library of Congress. The notation “None” indicates that no HAER documentation currently exists. As discussed in Chapter 4, the park has submitted a project (PMIS 119094) to complete the HAER documentation of the Charlestown Navy Yard.

The final entry in the header block provides a current assessment of condition using the condition criteria for the List of Classified Structures. These conditions are briefly described as follows:

**Good** — The structure and its significant features are intact, structurally sound, and performing their intended purpose. The structure and its significant features need no repair or rehabilitation, but only routine or preventive maintenance.

**Fair** — The structure is in fair condition if either of the following condition [sic] is present: (a) There are early signs of wear, failure, or deterioration though the structure and its features are generally sound and performing their intended purpose; or (b) There is failure of a significant feature.

**Poor** — The structure is in poor condition if any of the following conditions is present: (a) The significant features are no longer performing their intended purpose; or (b) Significant features are missing; or (c) Deterioration or damage affects more than 25% of the structure; or (d) The structure or significant features show signs of imminent failure or breakdown.6

A brief statement of significance, intended as the basis for the completion of formal National Register documentation of the NHL, is given. In addition to significance with regard to the Navy Yard, additional areas of significance for individual resources may be reflected. For example, Dry Dock 3 possesses independent significance as a part of the development of the South Boston waterfront by the state in the early 20th century.

The statement of significance is followed by a short history of the building, highlighting construction, modification, and uses. These histories may include information on earlier structures or

---

6 Lincoln Fairchild, comp., The List of Classified Structures (LCS) User’s Manual, ver. 3.0 (Washington: Park Historic Architecture Division, National Park Service, 1993), p. F-1. These definitions have been slightly reformatted.
This sequence shows the paperwork required for the Navy Yard to dispose of a surplus building, in this case Building 244, a small wooden guardhouse at Gate 4. Although most such packages included a photograph of the building to be torn down, this particular one did not.  

Disposion Of Excess Property: Building 244

<table>
<thead>
<tr>
<th>BOSTS-13347</th>
</tr>
</thead>
</table>

uses of a site, either in the text or as a sidebar, but are not intended to be all-inclusive, especially with regard to minor changes. The available records for South Boston are less extensive than those for Charlestown, so many of the entries for buildings and structures at that location are not as detailed. Both historical and contemporary photographs are provided.

Where available, the Navy’s 1962/63 Property Record Card drawing appears in the upper right corner of the first page of the resource entry. These drawings provided outlines of each structure together with details as to size, including both area and volume. It should be noted that many of the architectural drawings used to illustrate these histories are in the form of excerpts rather than entire drawings. The user is referred to the various galleries in Chapters 2 and 3 for additional historical and contemporary photographs of the individual resources.

In keeping with Navy and National Park Service practice, the geographic orientations used in this chapter follow the convention of considering the street grid pattern of the Charlestown Navy Yard to run east-west, north-south rather than northeast-southwest, northwest-southeast.

The histories have been compiled from various historic structure reports, other historical reports, and archival materials including contemporary site plans, architectural drawings, photographs, Public Works design/maintenance files, and excess property disposal records. Most dimensions mentioned have been rounded off.
Table 5-1
MASTER LIST OF STRUCTURES, BOSTON NAVAL SHIPYARD

<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Designation</th>
<th>LCS</th>
<th>MACRIS</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1817</td>
<td>Charlestown Navy Yard Quarters</td>
<td>673070</td>
<td>—</td>
<td>Porter’s Quarters; demolished 1955 (west wall retained)</td>
</tr>
<tr>
<td>B-F</td>
<td>1833</td>
<td>Married Officers Quarters (Building 265)</td>
<td>40067</td>
<td>05085</td>
<td>(7) Upper Quarters; Captains Row</td>
</tr>
<tr>
<td>G</td>
<td>1805</td>
<td>Commandant, 1st Naval District</td>
<td>40035</td>
<td>05087</td>
<td>(A)</td>
</tr>
<tr>
<td>H</td>
<td>1811</td>
<td>Marine Commanding Officer</td>
<td>40138</td>
<td>05086</td>
<td>(B) Redesignated Quarters 1 (1920); now Quarters I-5</td>
</tr>
<tr>
<td>I</td>
<td>1811</td>
<td>Marine Barracks</td>
<td>40138</td>
<td>05086</td>
<td>(B) Quarters I</td>
</tr>
<tr>
<td>K</td>
<td>1811</td>
<td>Marine Married Officers Quarters</td>
<td>40138</td>
<td>05086</td>
<td>(B) Redesignated Quarters 2a-2d (1920); now Quarters I-1 to I-4</td>
</tr>
<tr>
<td>L-O</td>
<td>1826</td>
<td>Married Officers Quarters (Building 266)</td>
<td>581881</td>
<td>05088</td>
<td>(L) Lower Quarters; now Captains Quarters</td>
</tr>
<tr>
<td>P</td>
<td>1913</td>
<td>Chief of Staff to Commandant</td>
<td>581853</td>
<td>05089</td>
<td>now Officers Quarters</td>
</tr>
</tbody>
</table>

Numbered Structures

1¹ 1826 Officers Garage — — (C) Timber Shed; Tank Shed; Masons Storage; demolished 1880, 1941
1² 1936 Gate House / Garages 40032 05090
2 1867 Wood Shed — — Demolished 1881
3 1840 Storehouse — — Acquired 1863; demolished 1906
4 1827 Chief Petty Officers Club 40033 05091 Storehouse; acquired 1863
5 1813 Bachelor Officers Quarters / Open Mess 40034 05092 (E) Navy Store; now Navy Yard Visitor Center
6 1805 Fire Apparatus & Paint Shop — — (F) Storehouse; demolished 1900
7 1866 Coal Shed — — Rebuilt 1880; demolished 1899
8 1866 Smith’s Storage — — Coal Shed; demolished 1881
9 1873 Hoop Furnace — — Demolished 1891
10 1852 Battery Charging Facility 40036 05093 Pitch House; Paint Shop; Transducer Repair Facility; 1900; now Shipyard Galley
11 1867 Oil Boiling House — — Demolished 1881
12 1859 Pitch House — — Oil Boiling House; demolished 1900
13 1866 Water Closet — — Demolished 1881
14 1866 Water Closet — — Demolished 1902
15 1866 Sentry Box — — Demolished by 1890
16 1868 Coppersmith Shop — — Iron Platers Shop; demolished 1910?
17 1866 Shed — — Demolished 1874
18 1873 Carpenter Shop — — Demolished 1874
19¹ 1873 Scale House — — Demolished 1918
19² 1918 Scale House 40040 05094
20 1821 Tool Storage — — (A) Commandant’s Barn; demolished 1922
21 1825 Carriage House 40041 05095 (A) Greenhouse addition demolished 1963
22 1832 Ship Repair Shop 40042 05096 (55) Dry Dock Engine House & Saw Mill; now USS Constitution Museum
23 1833 Water Closets — — (64, later 67) Steam Box; Chapel; Plumbers Shop; moved 1905; demolished 1942
24 1849 Riggers & Laborers Shop 40043 05097
1943 Building 24 East Extension 40043 05097
25 1848 Smith’s Shop & Cart Shed — — Moved 1875; demolished 1897
26 1848 Oil Shed — — Lamp Shed; demolished by 1890
27 1848 Shed — — Charcoal Shed; demolished by 1890
28 1849 Instrumentation Calibration Shop 21039 05098 (68) Coal Shed; Plumbers & Tinners Shop; Electric Light Plant; Restaurant; now USS Constitution Museum
### Table 5–1
**MASTER LIST OF STRUCTURES, BOSTON NAVAL SHIPYARD**

<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Designation</th>
<th>LCS</th>
<th>MACRIS</th>
<th>Remarks</th>
</tr>
</thead>
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<tr>
<td>29</td>
<td>1829</td>
<td>Commandant’s Office</td>
<td>—</td>
<td>—</td>
<td>(R) Dry Dock Office; moved 1861; demolished 1895</td>
</tr>
<tr>
<td>30</td>
<td>1867</td>
<td>Marine Officer of the Day</td>
<td>—</td>
<td>—</td>
<td>Demolished 1909</td>
</tr>
<tr>
<td>31</td>
<td>1853</td>
<td>Telephone Exchange</td>
<td>581854</td>
<td>05099</td>
<td>Shell House; Commandant’s Office; now Boston Marine Society</td>
</tr>
<tr>
<td>32</td>
<td>1856</td>
<td>Bank</td>
<td>40044</td>
<td>05100</td>
<td>Muster House</td>
</tr>
<tr>
<td>33</td>
<td>1850</td>
<td>Bachelor Enlisted Quarters (Frazier Barracks)</td>
<td>581855</td>
<td>05101</td>
<td>(24) Sail Loft; now Billings Building</td>
</tr>
<tr>
<td>33A</td>
<td>1942</td>
<td>Dispensary</td>
<td>—</td>
<td>—</td>
<td>Demolished 1947</td>
</tr>
<tr>
<td>34</td>
<td>1837</td>
<td>Quality Assurance Facility</td>
<td>581857</td>
<td>05102</td>
<td>(15) Storehouse; now Parris Building</td>
</tr>
<tr>
<td>35</td>
<td></td>
<td>Shed for Sighting Guns</td>
<td>—</td>
<td>—</td>
<td>Demolished 1879</td>
</tr>
<tr>
<td>36</td>
<td>1866</td>
<td>Cafeteria</td>
<td>581859</td>
<td>05103</td>
<td>Joiners Shop; now Catherine Filene Shouse Building (formerly Ironsides Place)</td>
</tr>
<tr>
<td>36A</td>
<td>1941</td>
<td>Electrical Substation</td>
<td>—</td>
<td>—</td>
<td>Demolished 1978</td>
</tr>
<tr>
<td>37</td>
<td>1864</td>
<td>Shed for Returned Stores</td>
<td>—</td>
<td>—</td>
<td>Demolished 1890</td>
</tr>
<tr>
<td>38</td>
<td>1857</td>
<td>Navy Exchange / Movie Hall</td>
<td>581861</td>
<td>05104</td>
<td>(25) Cooperage; Prison; now Cooper Building</td>
</tr>
<tr>
<td>39</td>
<td>1866</td>
<td>Administrative Building</td>
<td>581863</td>
<td>05105</td>
<td>Ordnance Store; now Carriage Building</td>
</tr>
<tr>
<td>39A</td>
<td></td>
<td>Parcel 39A</td>
<td>—</td>
<td>—</td>
<td>Development rights awarded; not yet built</td>
</tr>
<tr>
<td>40</td>
<td>1864</td>
<td>Temporary Service Shop</td>
<td>—</td>
<td>05106</td>
<td>Heavy Hammer House; Chain Forge; Mold Loft</td>
</tr>
<tr>
<td>41</td>
<td>1867</td>
<td>Creosoting Plant</td>
<td>—</td>
<td>—</td>
<td>Boiler Storage; destroyed 1896</td>
</tr>
<tr>
<td>42</td>
<td>1857</td>
<td>Foundry &amp; Machine Shop</td>
<td>—</td>
<td>05107</td>
<td>now Parris Landing (formerly Constitution Quarters)</td>
</tr>
<tr>
<td>42-A</td>
<td>1857</td>
<td>Machine Shop No. 1</td>
<td>—</td>
<td>05107</td>
<td>Designated 42-S in 1978</td>
</tr>
<tr>
<td></td>
<td>1919</td>
<td>Machine Shop Extension</td>
<td>—</td>
<td>05107</td>
<td>Designated 42-N in 1978</td>
</tr>
<tr>
<td>42-B</td>
<td>1904</td>
<td>Machine Shop No. 2</td>
<td>—</td>
<td>05107</td>
<td>Replaced 1864 “Crystal Palace”; demolished 1979; part of framework retained</td>
</tr>
<tr>
<td>42-C</td>
<td>1857</td>
<td>Foundry</td>
<td>—</td>
<td>05107</td>
<td>1919 extension demolished 1979</td>
</tr>
<tr>
<td></td>
<td>1921</td>
<td>Foundry Lean-to</td>
<td>—</td>
<td>—</td>
<td>Demolished 1979</td>
</tr>
<tr>
<td>42-D</td>
<td>1857</td>
<td>Boiler &amp; Blacksmith Shop</td>
<td>—</td>
<td>—</td>
<td>Demolished 1918</td>
</tr>
<tr>
<td>42-E</td>
<td>1857</td>
<td>Pattern Shop</td>
<td>—</td>
<td>05107</td>
<td></td>
</tr>
<tr>
<td>42-F</td>
<td>1857</td>
<td>Copper &amp; Pipe Shops</td>
<td>—</td>
<td>—</td>
<td>Demolished 1918</td>
</tr>
<tr>
<td>42-G</td>
<td>1942</td>
<td>X-Ray Facility</td>
<td>—</td>
<td>—</td>
<td>Demolished 1979</td>
</tr>
<tr>
<td>43</td>
<td>1858</td>
<td>Boiler House for Building 42</td>
<td>—</td>
<td>—</td>
<td>Demolished 1918</td>
</tr>
<tr>
<td>44</td>
<td>1866</td>
<td>Shed</td>
<td>—</td>
<td>—</td>
<td>Coppersmith Shop; demolished 1927</td>
</tr>
<tr>
<td>45</td>
<td>1866</td>
<td>Repair Shop</td>
<td>—</td>
<td>—</td>
<td>Demolished 1897</td>
</tr>
<tr>
<td>46</td>
<td>1867</td>
<td>Spare Machinery Shed</td>
<td>—</td>
<td>—</td>
<td>Water Closet; demolished</td>
</tr>
<tr>
<td>47</td>
<td>1863</td>
<td>Waterfront Office</td>
<td>—</td>
<td>—</td>
<td>Heavy Shell House; demolished 1941</td>
</tr>
<tr>
<td>48</td>
<td>1863</td>
<td>Magazine</td>
<td>—</td>
<td>—</td>
<td>Demolished 1927</td>
</tr>
<tr>
<td>49</td>
<td>1866</td>
<td>Shed for Saluting Battery</td>
<td>—</td>
<td>—</td>
<td>Partially demolished 1899; demolished 1927</td>
</tr>
<tr>
<td>50</td>
<td></td>
<td>Boilers &amp; Spare Machinery Shed</td>
<td>—</td>
<td>—</td>
<td>Demolished 1881</td>
</tr>
<tr>
<td>51</td>
<td></td>
<td>Yards &amp; Docks Shed</td>
<td>—</td>
<td>—</td>
<td>Demolished 1879</td>
</tr>
<tr>
<td>52</td>
<td>1873</td>
<td>Boiler House for Ropewalk</td>
<td>—</td>
<td>—</td>
<td>Demolished 1899; replaced by Building 96</td>
</tr>
<tr>
<td>53</td>
<td></td>
<td>Shed for Mason</td>
<td>—</td>
<td>—</td>
<td>Demolished 1881</td>
</tr>
<tr>
<td>54</td>
<td>1864</td>
<td>Shed</td>
<td>—</td>
<td>—</td>
<td>(26) Yards &amp; Docks Woodworking &amp; Machine Shop; demolished 1888</td>
</tr>
<tr>
<td>55</td>
<td></td>
<td>Cart Shed</td>
<td>—</td>
<td>—</td>
<td>Demolished 1879</td>
</tr>
<tr>
<td>56</td>
<td>1849</td>
<td>Barn</td>
<td>—</td>
<td>—</td>
<td>Enlarged 1866; demolished 1902</td>
</tr>
<tr>
<td>57</td>
<td>1867</td>
<td>Shed for Carriages</td>
<td>—</td>
<td>—</td>
<td>Gun Carriage Shed; demolished 1889</td>
</tr>
<tr>
<td>58</td>
<td>1836</td>
<td>Ropewalk</td>
<td>40045</td>
<td>05108</td>
<td>(28)</td>
</tr>
<tr>
<td>59</td>
<td>1943</td>
<td>Industrial Relations Office</td>
<td>—</td>
<td>—</td>
<td>Demolished 1978</td>
</tr>
<tr>
<td>No.</td>
<td>Date</td>
<td>Designation</td>
<td>LCS</td>
<td>MACRIS</td>
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</tr>
<tr>
<td>59</td>
<td>1864</td>
<td>Tar Pit</td>
<td></td>
<td></td>
<td>Demolished by 1900</td>
</tr>
<tr>
<td>60</td>
<td>1838</td>
<td>Public Works Storage</td>
<td>40046</td>
<td>05109</td>
<td>(29) Tarring House</td>
</tr>
<tr>
<td>61</td>
<td>1872</td>
<td>Angle-Bending Mill</td>
<td></td>
<td></td>
<td>Angle-Bending Furnace; demolished 1889</td>
</tr>
<tr>
<td>62</td>
<td>1837</td>
<td>Ropewalk &amp; Test Laboratory</td>
<td>581865</td>
<td>05110</td>
<td>(27) Hemp House</td>
</tr>
<tr>
<td></td>
<td>1911</td>
<td>Building 62 Extension</td>
<td>581865</td>
<td>05110</td>
<td>Wire Rope Mill</td>
</tr>
<tr>
<td>63</td>
<td>1832</td>
<td>Timber Shed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>64</td>
<td>1828</td>
<td>Timber Shed</td>
<td></td>
<td></td>
<td>(33) Burned 1915</td>
</tr>
<tr>
<td>65</td>
<td>1867</td>
<td>Grindstone House</td>
<td></td>
<td></td>
<td>Demolished 1889</td>
</tr>
<tr>
<td>66</td>
<td>1872</td>
<td>Iron Platers Shop</td>
<td></td>
<td></td>
<td>Timber-Bending Mill; demolished 1903</td>
</tr>
<tr>
<td>67</td>
<td>1868</td>
<td>Saw Mill</td>
<td></td>
<td></td>
<td>Moved 1901; redesignated Building 130</td>
</tr>
<tr>
<td>68</td>
<td>1825</td>
<td>Shiphouse</td>
<td></td>
<td></td>
<td>(H) Demolished 1906; site became Shipways 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>in 1915</td>
</tr>
<tr>
<td>69</td>
<td>1864</td>
<td>Boat House</td>
<td></td>
<td></td>
<td>Demolished by 1900</td>
</tr>
<tr>
<td>70</td>
<td></td>
<td>Shed for Turrets, Gear, &amp;c.</td>
<td></td>
<td></td>
<td>Demolished by 1900</td>
</tr>
<tr>
<td>71</td>
<td>1822</td>
<td>Shiphouse</td>
<td></td>
<td></td>
<td>(i) Demolished 1906</td>
</tr>
<tr>
<td>72</td>
<td>1868</td>
<td>Coal House</td>
<td></td>
<td></td>
<td>Demolished 1879</td>
</tr>
<tr>
<td>73</td>
<td>1842</td>
<td>Shiphouse</td>
<td></td>
<td></td>
<td>(39) Demolished 1898; site became Building Slp</td>
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<tr>
<td>74</td>
<td></td>
<td>Steam Chest</td>
<td></td>
<td></td>
<td>Demolished 1889</td>
</tr>
<tr>
<td>75</td>
<td>1831</td>
<td>Storage</td>
<td>581867</td>
<td>05111</td>
<td>(38) Timber Shed</td>
</tr>
<tr>
<td>76</td>
<td>1849</td>
<td>Timber Shed</td>
<td></td>
<td></td>
<td>(37) Demolished 1941</td>
</tr>
<tr>
<td>77</td>
<td>1852</td>
<td>Boat Shop</td>
<td></td>
<td></td>
<td>(36) Mould Loft; demolished 1941</td>
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<tr>
<td>77²</td>
<td>1937</td>
<td>Married Officers Quarters Garages</td>
<td></td>
<td>05112</td>
<td>Demolished 1978</td>
</tr>
<tr>
<td>78</td>
<td>1866</td>
<td>Officers Garage</td>
<td></td>
<td></td>
<td>Coal Shed; Boat Storage; demolished 1943</td>
</tr>
<tr>
<td>79</td>
<td>1853</td>
<td>Storage</td>
<td>581869</td>
<td>05113</td>
<td>Boiler House for Ropewalk; Wire Rope Mill; nowBoiler House</td>
</tr>
<tr>
<td>80</td>
<td>1866</td>
<td>Kiln Furnace</td>
<td></td>
<td></td>
<td>Hoop Furnace; demolished 1915</td>
</tr>
<tr>
<td>81</td>
<td>1869</td>
<td>Shed</td>
<td></td>
<td></td>
<td>Woodshed; demolished 1889</td>
</tr>
<tr>
<td>82</td>
<td>1869</td>
<td>Shed</td>
<td></td>
<td></td>
<td>Woodshed; demolished by 1900</td>
</tr>
<tr>
<td>83</td>
<td>1869</td>
<td>Shed</td>
<td></td>
<td></td>
<td>Woodshed; demolished 1889</td>
</tr>
<tr>
<td>84</td>
<td>1869</td>
<td>Guard House</td>
<td></td>
<td></td>
<td>Demolished</td>
</tr>
<tr>
<td>85</td>
<td>1826</td>
<td>Mast House &amp; Spar Shed</td>
<td></td>
<td></td>
<td>(M, N) Burned 1900</td>
</tr>
<tr>
<td>86</td>
<td>1867</td>
<td>Shed</td>
<td></td>
<td></td>
<td>Boatbuilders Steam Box; demolished 1889</td>
</tr>
<tr>
<td>87</td>
<td>1830</td>
<td>Wet Basin</td>
<td></td>
<td></td>
<td>(51) Timber Dock; filled</td>
</tr>
<tr>
<td>88</td>
<td>1867</td>
<td>Boiler Storage Shed</td>
<td></td>
<td></td>
<td>Demolished 1901</td>
</tr>
<tr>
<td>89</td>
<td>1867</td>
<td>Boiler Storage Shed</td>
<td></td>
<td></td>
<td>Demolished 1897?</td>
</tr>
<tr>
<td>90</td>
<td>1802</td>
<td>Wet Basin</td>
<td></td>
<td>09095</td>
<td>(52) Timber Dock; filled 1905</td>
</tr>
<tr>
<td>91</td>
<td>1802</td>
<td>Wet Basin</td>
<td></td>
<td>09095</td>
<td>(52) Timber Dock; site used for Dry Dock 2</td>
</tr>
<tr>
<td>92</td>
<td>1872</td>
<td>Shiphouse</td>
<td></td>
<td></td>
<td>Built on site of Shiphouse G (1818-1848); de-</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>molished 1894</td>
</tr>
<tr>
<td>93</td>
<td></td>
<td>Coal Storage</td>
<td></td>
<td></td>
<td>Never built</td>
</tr>
<tr>
<td>94</td>
<td>1894</td>
<td>Boat House</td>
<td></td>
<td></td>
<td>Demolished 1904</td>
</tr>
<tr>
<td>95</td>
<td>1899</td>
<td>Electric Light Station</td>
<td></td>
<td></td>
<td>Demolished 1907?</td>
</tr>
<tr>
<td>96</td>
<td>1899</td>
<td>Forklift Maintenance Shop</td>
<td>581870</td>
<td>05114</td>
<td>Power Station; now Power House</td>
</tr>
<tr>
<td>97</td>
<td>1903</td>
<td>Main Gate</td>
<td></td>
<td></td>
<td>Demolished 1958</td>
</tr>
<tr>
<td>98</td>
<td></td>
<td>Oil Tank</td>
<td></td>
<td></td>
<td>Demolished</td>
</tr>
<tr>
<td>99</td>
<td>1899</td>
<td>Oil Tank</td>
<td></td>
<td></td>
<td>Demolished</td>
</tr>
<tr>
<td>100</td>
<td>1900</td>
<td>Laborers Shed</td>
<td></td>
<td></td>
<td>Shipkeepers &amp; Foremen's Office; demolished 1913</td>
</tr>
<tr>
<td>No.</td>
<td>Date</td>
<td>Designation</td>
<td>LCS</td>
<td>MACRIS</td>
<td>Remarks</td>
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<td>-------------</td>
<td>-----</td>
<td>--------</td>
<td>---------</td>
</tr>
<tr>
<td>101</td>
<td>1900</td>
<td>Storage</td>
<td>—</td>
<td>—</td>
<td>Timber Kiln; Millwrights Shop; demolished</td>
</tr>
<tr>
<td>102</td>
<td>1900</td>
<td>Oil Tank</td>
<td>—</td>
<td>—</td>
<td>Demolished 1940</td>
</tr>
<tr>
<td>103</td>
<td>1903</td>
<td>Sheetmetal Shop</td>
<td>—</td>
<td>05115</td>
<td>Chain &amp; Anchor Storage; now The Anchorage</td>
</tr>
<tr>
<td>104</td>
<td>1903</td>
<td>Shipfitters Shop</td>
<td>—</td>
<td>05116</td>
<td>Partially demolished 1940</td>
</tr>
<tr>
<td></td>
<td>1940</td>
<td>Structural Shop Extension</td>
<td>—</td>
<td>05116</td>
<td>Demolished 1980; now Parcel 4A, 4A-1</td>
</tr>
<tr>
<td>105</td>
<td>1903</td>
<td>Round House</td>
<td>40047</td>
<td>05117</td>
<td>Construction &amp; Repair Power Plant</td>
</tr>
<tr>
<td></td>
<td>1904</td>
<td>Forge Shop</td>
<td>40047</td>
<td>05117</td>
<td>Smithery</td>
</tr>
<tr>
<td>106</td>
<td>1904</td>
<td>Die Sinker &amp; Boiler Shop</td>
<td>581871</td>
<td>05118</td>
<td>Metalworkers Shop; now The Basilica</td>
</tr>
<tr>
<td>107</td>
<td>1904</td>
<td>Public Works Shop</td>
<td>40048</td>
<td>05119</td>
<td></td>
</tr>
<tr>
<td>108</td>
<td>1904</td>
<td>Central Power Plant</td>
<td>581874</td>
<td>05120</td>
<td></td>
</tr>
<tr>
<td>109¹</td>
<td>1904</td>
<td>Coal Handling Plant</td>
<td>—</td>
<td>—</td>
<td>Demolished 1930 except for Electrical Substation</td>
</tr>
<tr>
<td>109²</td>
<td>1942</td>
<td>Waterfront Office</td>
<td>40049</td>
<td>05121</td>
<td>Built around residual portion of Building 109</td>
</tr>
<tr>
<td>110</td>
<td>1901</td>
<td>Lead Room</td>
<td>40050</td>
<td>05122</td>
<td>Pitch House; moved 1918; now Blacksmith Shop</td>
</tr>
<tr>
<td>111</td>
<td>1901</td>
<td>Temporary Building for Locomotive</td>
<td>—</td>
<td>—</td>
<td>Demolished 1915</td>
</tr>
<tr>
<td>112</td>
<td>1900</td>
<td>Iron &amp; Steel Storage</td>
<td>—</td>
<td>—</td>
<td>Demolished</td>
</tr>
<tr>
<td>113</td>
<td>1901</td>
<td>Storehouse</td>
<td>—</td>
<td>—</td>
<td>Demolished 1921</td>
</tr>
<tr>
<td>114</td>
<td>1904</td>
<td>Woodworking Shop</td>
<td>581875</td>
<td>05123</td>
<td>Saw Mill &amp; Spar Shed; Boat Shop; partially demolished 1997; now Boatworks Building</td>
</tr>
<tr>
<td>115</td>
<td>1899</td>
<td>Tool House, Pier 6</td>
<td>—</td>
<td>—</td>
<td>Testing Lab; moved 1915; demolished 1923</td>
</tr>
<tr>
<td>116</td>
<td>1904</td>
<td>Gate House, Lower Gate</td>
<td>—</td>
<td>—</td>
<td>Later designated Building 243</td>
</tr>
<tr>
<td>117</td>
<td>1902</td>
<td>Officers Garage</td>
<td>—</td>
<td>—</td>
<td>Stable; demolished 1940</td>
</tr>
<tr>
<td>118</td>
<td>1901</td>
<td>Water Closets for Building 42</td>
<td>—</td>
<td>—</td>
<td>Demolished 1918</td>
</tr>
<tr>
<td>119</td>
<td>1902</td>
<td>Latrine for Building 42</td>
<td>—</td>
<td>—</td>
<td>Demolished 1918</td>
</tr>
<tr>
<td>120</td>
<td>1905</td>
<td>Medical Building</td>
<td>581876</td>
<td>05124</td>
<td>Dispensary</td>
</tr>
<tr>
<td></td>
<td>1955</td>
<td>Dental Department</td>
<td>—</td>
<td>05124</td>
<td>Demolished 1978</td>
</tr>
<tr>
<td>121</td>
<td>1902</td>
<td>Underground Oil Tank</td>
<td>—</td>
<td>—</td>
<td>Demolished</td>
</tr>
<tr>
<td>122</td>
<td>1902</td>
<td>Marine Rifle Range</td>
<td>—</td>
<td>—</td>
<td>Moved 1911; demolished 1921</td>
</tr>
<tr>
<td>123</td>
<td>1905</td>
<td>Pump House for Dry Docks 1 &amp; 2</td>
<td>—</td>
<td>05125</td>
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<tr>
<td>124</td>
<td>1904</td>
<td>Public Toilet</td>
<td>40085</td>
<td>05157</td>
<td>Latrine</td>
</tr>
<tr>
<td>125</td>
<td>1906</td>
<td>Paint Shop</td>
<td>40051</td>
<td>05126</td>
<td></td>
</tr>
<tr>
<td>126</td>
<td>1904</td>
<td>Latrine</td>
<td>—</td>
<td>—</td>
<td>Demolished 1940</td>
</tr>
<tr>
<td>127</td>
<td>1904</td>
<td>Workers Latrine</td>
<td>—</td>
<td>05158</td>
<td>Demolished 1979</td>
</tr>
<tr>
<td>128</td>
<td>1904</td>
<td>Watchman's House</td>
<td>—</td>
<td>—</td>
<td>Scale House; demolished 1929</td>
</tr>
<tr>
<td>129</td>
<td>1903</td>
<td>Pump Office</td>
<td>—</td>
<td>—</td>
<td>Wireless Telegraph Station; Visitors Water Closets; moved 1913, 1916; demolished 1940</td>
</tr>
<tr>
<td>130</td>
<td>1906</td>
<td>Storehouse</td>
<td>—</td>
<td>—</td>
<td>Formerly Building 67; demolished 1940</td>
</tr>
<tr>
<td>131¹</td>
<td>1910</td>
<td>Oil Storehouse</td>
<td>—</td>
<td>—</td>
<td>Demolished 1940</td>
</tr>
<tr>
<td>131²</td>
<td>1940</td>
<td>Storage (Oil)</td>
<td>—</td>
<td>05127</td>
<td>Demolished 1999</td>
</tr>
<tr>
<td>132</td>
<td>—</td>
<td>Wire Rope Mill</td>
<td>—</td>
<td>—</td>
<td>Not built; became Building 62 Extension</td>
</tr>
<tr>
<td>133</td>
<td>1905</td>
<td>Coke Shed</td>
<td>—</td>
<td>—</td>
<td>Demolished 1912</td>
</tr>
<tr>
<td>134</td>
<td>1906</td>
<td>Electrical Substation</td>
<td>—</td>
<td>—</td>
<td>USRS Wabash Power Station; demolished 1940</td>
</tr>
<tr>
<td>135</td>
<td>1910</td>
<td>Storage</td>
<td>—</td>
<td>—</td>
<td>Incinerator; demolished 1940</td>
</tr>
<tr>
<td>136</td>
<td>1909</td>
<td>Marine Corps Administration Building</td>
<td>—</td>
<td>05128</td>
<td>Demolished 1979</td>
</tr>
<tr>
<td>137</td>
<td>—</td>
<td>Storage</td>
<td>—</td>
<td>—</td>
<td>Demolished 1919?</td>
</tr>
<tr>
<td>138</td>
<td>—</td>
<td>Storehouse for Rivet Steel</td>
<td>—</td>
<td>—</td>
<td>Demolished 1919?</td>
</tr>
<tr>
<td>139</td>
<td>1912</td>
<td>Pump House for Gasoline</td>
<td>—</td>
<td>—</td>
<td>Demolished 1940</td>
</tr>
<tr>
<td>140</td>
<td>1914</td>
<td>Stone Crusher</td>
<td>—</td>
<td>—</td>
<td>Removed 1918</td>
</tr>
<tr>
<td>141¹</td>
<td>1914</td>
<td>Pump House for Fuel Oil</td>
<td>—</td>
<td>—</td>
<td>Dismantled 1939; rebuilt in new location</td>
</tr>
<tr>
<td>No.</td>
<td>Date</td>
<td>Designation</td>
<td>LCS</td>
<td>MACRIS</td>
<td>Remarks</td>
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<td>--------</td>
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</tr>
<tr>
<td>141²</td>
<td>1939</td>
<td>Pump House for Fuel Oil</td>
<td>—</td>
<td>—</td>
<td>Demolished 1940</td>
</tr>
<tr>
<td>142</td>
<td>1915</td>
<td>Storehouse</td>
<td>—</td>
<td>—</td>
<td>Originally built in 1908 as lean-to to Building 103; dismantled 1940; rebuilt at South Boston Annex in 1942</td>
</tr>
<tr>
<td>143</td>
<td>1917</td>
<td>Shipyard Chapel</td>
<td>—</td>
<td>05129</td>
<td>Lavatory; rebuilt at South Boston Annex in 1942</td>
</tr>
<tr>
<td>144</td>
<td>1917</td>
<td>Locomotive &amp; Crane House</td>
<td>—</td>
<td>—</td>
<td>Demolished 1921</td>
</tr>
<tr>
<td>145</td>
<td>1917</td>
<td>Storehouse</td>
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<td>237</td>
<td>1932</td>
<td>Tennis Court</td>
<td>581880</td>
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<td>238</td>
<td>1951</td>
<td>Light Tower (Dry Dock 2)</td>
<td>40060</td>
<td>09067</td>
<td>Moved 1961</td>
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<td>239</td>
<td>1951</td>
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<td>240</td>
<td>1951</td>
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<td>1956</td>
<td>Radar Tower (Building 104 Extension)</td>
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<td>Moved from Building 199 in 1960; demolished</td>
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<td>242</td>
<td>1949</td>
<td>Flag Pole</td>
<td>40063</td>
<td>09068</td>
<td>Replaced earlier Flag Pole</td>
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<td>243</td>
<td>1904</td>
<td>Gate House, Gate 5</td>
<td>—</td>
<td>05141</td>
<td>Originally Building 116; demolished 1960</td>
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<td>244</td>
<td>1940</td>
<td>Gate House, Gate 4</td>
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<td>05142</td>
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<td>245</td>
<td>1929</td>
<td>Ground Equipment Shop</td>
<td>40064</td>
<td>05143</td>
<td>Garage; moved 1961?, 1980</td>
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<td>246</td>
<td>1957</td>
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<td>256</td>
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<td>Truck Check Station</td>
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<td>257</td>
<td>1943</td>
<td>Gate House, Gate 5</td>
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<tr>
<td>258</td>
<td>1952</td>
<td>Police Shelter Building</td>
<td>—</td>
<td>09069</td>
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<td>1952</td>
<td>Grit Hopper (Steel)</td>
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<td>260</td>
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<td>09110</td>
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<td>261</td>
<td>1947</td>
<td>Saluting Battery Gun Mount</td>
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<td>262</td>
<td>1938</td>
<td>Bridge Crane Structure, Plate Yard</td>
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<td>1939</td>
<td>Pickling Tanks</td>
<td>——</td>
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<td>1958</td>
<td>Cooling Tower (Building 108)</td>
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<td>265</td>
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<td>40067</td>
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<td>266</td>
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<td>Married Officers Quarters</td>
<td>580881</td>
<td>05088</td>
<td>(L) Quarters L-O; now Captains Quarters</td>
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<td>267</td>
<td>1959</td>
<td>Gate House, Gate 1</td>
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<td>05144</td>
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<td>268</td>
<td>1958</td>
<td>Ash Silo (Building 108)</td>
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<td>270</td>
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<td>Historical Plaque (Commandants House)</td>
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<td>271</td>
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<td>09131</td>
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<td>Moved 1974?; demolished 1999; NHL plaque reinstalled on Band Stand</td>
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<td>277</td>
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<td>279&lt;sup&gt;o&lt;/sup&gt;</td>
<td>1950</td>
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<td>280&lt;sup&gt;s&lt;/sup&gt;</td>
<td>1903</td>
<td>Underground Pipe Conduit</td>
<td>504116</td>
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<td>Demolished east of 5th Street</td>
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<td>281&lt;sup&gt;s&lt;/sup&gt;</td>
<td>1958</td>
<td>Aboveground Steam Line</td>
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<td>282&lt;sup&gt;s&lt;/sup&gt;</td>
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<td>40334</td>
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<td>283&lt;sup&gt;s&lt;/sup&gt;</td>
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<td>MBTA Bus Shelter</td>
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<td>284&lt;sup&gt;s&lt;/sup&gt;</td>
<td>1989</td>
<td>Outside Seating Structure</td>
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<td>285&lt;sup&gt;s&lt;/sup&gt;</td>
<td>2003</td>
<td>Security Barricades, First Avenue</td>
<td>——</td>
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<td>286&lt;sup&gt;s&lt;/sup&gt;</td>
<td>2007</td>
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<td>287&lt;sup&gt;s&lt;/sup&gt;</td>
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<td>288&lt;sup&gt;s&lt;/sup&gt;</td>
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<td>NPS Guard Booth</td>
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<td>289&lt;sup&gt;s&lt;/sup&gt;</td>
<td>1951</td>
<td>Protection Dolphins (Wood)</td>
<td>482009</td>
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<td>290&lt;sup&gt;s&lt;/sup&gt;</td>
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<td>291&lt;sup&gt;s&lt;/sup&gt;</td>
<td>2010</td>
<td>Ferry Landing Shelter</td>
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<td>Pier 1</td>
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<td>292&lt;sup&gt;s&lt;/sup&gt;</td>
<td>2009</td>
<td>USS Constitution Visitor Screening Facility</td>
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<td>——</td>
<td>Shipways 2; demolished</td>
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<td>C-20</td>
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<td>Sandblasting Shed?</td>
<td>——</td>
<td>——</td>
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<td>L-4</td>
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<td>Shed</td>
<td>——</td>
<td>——</td>
<td>Pier 7; demolished 1957</td>
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<td>M-1</td>
<td>1946</td>
<td>Emergency Generator House</td>
<td>40335</td>
<td>05172</td>
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<td>——</td>
<td>Pier 1 East; demolished</td>
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<td>M-6</td>
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<td>Welding Generator Shed</td>
<td>——</td>
<td>——</td>
<td>Dry Dock 2 West; demolished 1960</td>
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<td>M-8</td>
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<td>Shed (Wood)</td>
<td>——</td>
<td>——</td>
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<td>M-10</td>
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<td>Shed (Wood)</td>
<td>——</td>
<td>——</td>
<td>Pier 7; demolished 1957</td>
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<tr>
<td>M-37</td>
<td></td>
<td>Shed (Portable, Steel)</td>
<td>40327</td>
<td>05173</td>
<td>From South Boston in 196x?; destroyed 2006</td>
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<td>M-38&lt;sup&gt;s&lt;/sup&gt;</td>
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<td>Shed (Portable, Steel)</td>
<td>40344</td>
<td>05174</td>
<td>Demolished 2000?</td>
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<td>M-39&lt;sup&gt;s&lt;/sup&gt;</td>
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<td>M-40&lt;sup&gt;s&lt;/sup&gt;</td>
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<td>——</td>
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<td>No.</td>
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<td>Designation</td>
<td>LCS</td>
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<td>1992</td>
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<td>Constellation Wharf</td>
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<td>HarborView at the Navy Yard (250 First Ave.)</td>
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<td>Navy Yard Rowing Center (Pier 2)</td>
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<td>1984</td>
<td>Shipway Place I</td>
<td>—</td>
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<td>Parcel 3E, 3F; built on Shipways 1</td>
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<td>Shipway Place II</td>
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<td>09082</td>
<td>Parcel 3H, built on Shipways 2</td>
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<td>Shipways Garage</td>
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<td>Shipyard Quarters Marina Pergola</td>
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<td>1903</td>
<td>Berthing Pier 1</td>
<td>40037</td>
<td>09083</td>
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<td>09124</td>
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<td>Berthing Pier 5 (Wood)</td>
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<td>1900</td>
<td>Berthing Pier 6 (Wood)</td>
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<td>6³</td>
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<td>09088</td>
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<td>1958</td>
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<td>8</td>
<td>1845</td>
<td>Repair Pier 8 (Wood)</td>
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<td>09090</td>
<td>(65) Wharf 5; now Shipyard Quarters Marina</td>
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<td>Quay Wharf 12</td>
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<td>1898</td>
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<td>1901</td>
<td>Caisson, Dry Dock 1</td>
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<td>09139</td>
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<td>2</td>
<td>1962</td>
<td>Caisson, Dry Dock 2</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1</td>
<td>1948</td>
<td>Capstan 1 (Dry Dock 1) (USN 040362)</td>
<td>40127</td>
<td>09120</td>
<td>—</td>
</tr>
<tr>
<td>2</td>
<td>1942</td>
<td>Capstan 2 (Dry Dock 1) (USN 040361)</td>
<td>40129</td>
<td>09121</td>
<td>—</td>
</tr>
</tbody>
</table>
Table 5–1
MASTER LIST OF STRUCTURES, BOSTON NAVAL SHIPYARD

<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Designation</th>
<th>LCS</th>
<th>MACRIS</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>1948</td>
<td>Capstan 3 (Dry Dock 1) (USN 040363)</td>
<td>40131</td>
<td>09122</td>
<td>Replaced 1905 capstan</td>
</tr>
<tr>
<td>4</td>
<td>1969</td>
<td>Capstan 4 (Dry Dock 2) (USN 045284)</td>
<td>—</td>
<td>—</td>
<td>Removed to Portsmouth NSY 1976</td>
</tr>
<tr>
<td>5</td>
<td>1969</td>
<td>Capstan 5 (Dry Dock 2) (USN 045288)</td>
<td>—</td>
<td>—</td>
<td>Removed to Portsmouth NSY 1976</td>
</tr>
<tr>
<td>6</td>
<td>1905</td>
<td>Capstan 6 (Dry Dock 2) (USN 040359)</td>
<td>—</td>
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</tr>
<tr>
<td>7</td>
<td>1969</td>
<td>Capstan 7 (Dry Dock 2) (USN 045285)</td>
<td>—</td>
<td>—</td>
<td>Removed to Portsmouth NSY 1976</td>
</tr>
<tr>
<td>8</td>
<td>1969</td>
<td>Capstan 8 (Dry Dock 2) (USN 045290)</td>
<td>—</td>
<td>—</td>
<td>Removed to Portsmouth NSY 1976</td>
</tr>
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<td>9</td>
<td>1905</td>
<td>Capstan 9 (Dry Dock 2) (USN 040370)</td>
<td>—</td>
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<td>10</td>
<td>1905</td>
<td>Capstan 10 (Dry Dock 2) (USN 040369)</td>
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<td>11</td>
<td>1969</td>
<td>Capstan 11 (Dry Dock 2) (USN 045286)</td>
<td>—</td>
<td>—</td>
<td>Removed to Portsmouth NSY 1976</td>
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<td>1</td>
<td>1905</td>
<td>Dewatering Tunnel 1 (Dry Dock 1)</td>
<td>—</td>
<td>—</td>
<td>Sealed 1976?</td>
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<tr>
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<td>Dewatering Tunnel 2 (Dry Dock 2)</td>
<td>—</td>
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<td>1</td>
<td>1833</td>
<td>Dry Dock 1</td>
<td>40078</td>
<td>09078</td>
<td>(54)</td>
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<td>2</td>
<td>1905</td>
<td>Dry Dock 2</td>
<td>—</td>
<td>09079</td>
<td>Flooded 1976</td>
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<td>5</td>
<td>1942</td>
<td>Dry Dock 5</td>
<td>—</td>
<td>09080</td>
<td>Shipways 3; Building Dock; flooded 1976?</td>
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<tr>
<td>HH-1</td>
<td>1915</td>
<td>Hammerhead Crane 1 (Shipways 1)</td>
<td>—</td>
<td>—</td>
<td>Built by McMyler-Interstate; demolished 1965</td>
</tr>
<tr>
<td>HH-2</td>
<td>1941</td>
<td>Hammerhead Crane 2 (Shipways 1)</td>
<td>—</td>
<td>—</td>
<td>Built by Orton; demolished 1976</td>
</tr>
<tr>
<td>HH-3</td>
<td>1941</td>
<td>Hammerhead Crane 3 (Shipways 1)</td>
<td>—</td>
<td>—</td>
<td>Built by Orton; demolished 1976</td>
</tr>
<tr>
<td>HH-4</td>
<td>1941</td>
<td>Hammerhead Crane 4 (Shipways 1)</td>
<td>—</td>
<td>—</td>
<td>Built by Orton; demolished 1976</td>
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<td>HH-5</td>
<td>1915</td>
<td>Hammerhead Crane 5 (Shipways 1)</td>
<td>—</td>
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<td>Built by McMyler-Interstate; demolished 1965</td>
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<tr>
<td>HH-6</td>
<td>1915</td>
<td>Hammerhead Crane 6 (Shipways 2)</td>
<td>—</td>
<td>—</td>
<td>Built by McMyler-Interstate; from Shipways 1 in 1941; demolished 1960</td>
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<td>HH-7</td>
<td>1915</td>
<td>Hammerhead Crane 7 (Pier 6)</td>
<td>—</td>
<td>—</td>
<td>Built by McMyler-Interstate; from Shipways 1 in 1941; demolished 1957</td>
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<td>11</td>
<td>1919</td>
<td>Marine Railway 11</td>
<td>40039</td>
<td>09094</td>
<td>Dry Dock 3; demolished 1995; tracks, chains, and mechanism retained</td>
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<tr>
<td>PF-1</td>
<td>1943</td>
<td>Platefield Bridge Crane 1 (5 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Harnischfeger; demolished</td>
</tr>
<tr>
<td>PF-2</td>
<td></td>
<td>Platefield Bridge Crane 2</td>
<td>—</td>
<td>—</td>
<td>Demolished</td>
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<tr>
<td>PF-3</td>
<td>1918</td>
<td>Platefield Bridge Crane 3 (5 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Cleveland Crane; rebuilt 1943 with components from Harnischfeger; demolished</td>
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<tr>
<td>PF-4</td>
<td>1918</td>
<td>Platefield Bridge Crane 4 (5 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Shaw-Box; originally at Squantum Destroyer Plant; converted to radio control in 1967; demolished</td>
</tr>
<tr>
<td>3</td>
<td>1935</td>
<td>Portal Crane 3 (17 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Orton; scrapped</td>
</tr>
<tr>
<td>12</td>
<td>1904</td>
<td>Portal Crane 12 (40 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by American; sold 1953</td>
</tr>
<tr>
<td>19</td>
<td>1940</td>
<td>Portal Crane 19 (50 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Kaltenbach; scrapped 1976</td>
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<tr>
<td>20</td>
<td>1958</td>
<td>Portal Crane 20 (56 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Star Iron Works; to Portsmouth NSY 1976</td>
</tr>
<tr>
<td>21</td>
<td>1958</td>
<td>Portal Crane 21 (56 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Star Iron Works; to Portsmouth NSY 1976</td>
</tr>
<tr>
<td>22</td>
<td>1958</td>
<td>Portal Crane 22 (56 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Star Iron Works; to Portsmouth NSY 1976</td>
</tr>
<tr>
<td>23</td>
<td>1958</td>
<td>Portal Crane 23 (28 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Star Iron Works; to Portsmouth NSY 1976</td>
</tr>
<tr>
<td>24</td>
<td>1958</td>
<td>Portal Crane 24 (28 Ton)</td>
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<td>—</td>
<td>Built by Star Iron Works; to Portsmouth NSY 1976</td>
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<tr>
<td>62</td>
<td>1943</td>
<td>Portal Crane 62 (Model R-15, s/n 347) (20 Ton)</td>
<td>40132</td>
<td>09137</td>
<td>Built by American; to Portsmouth NSY 1975; returned 1978</td>
</tr>
<tr>
<td>63</td>
<td>1943</td>
<td>Portal Crane 63 (Model R-15, s/n 348) (20 Ton)</td>
<td>40356</td>
<td>09136</td>
<td>Built by American; from South Boston Annex in 1948; to Portsmouth NSY 1975; returned 1988 as Portal Crane 30</td>
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<tr>
<td>No.</td>
<td>Date</td>
<td>Designation</td>
<td>LCS</td>
<td>MACRIS</td>
<td>Remarks</td>
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<td>64</td>
<td>1943</td>
<td>Portal Crane 64 (Model R-15, s/n 349) (20 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by American; from South Boston 1962; to South Boston 1974?</td>
</tr>
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<td>65</td>
<td>1943</td>
<td>Portal Crane 65 (Model R-15, s/n 350) (20 Ton)</td>
<td>40133</td>
<td>09138</td>
<td>Built by American</td>
</tr>
<tr>
<td>69</td>
<td>1943</td>
<td>Portal Crane 69 (Model R-15, s/n 354) (20 Ton)</td>
<td>—</td>
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<td>Built by American; from South Boston; scrapped 1976</td>
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<td>87</td>
<td>1943</td>
<td>Portal Crane 87 (Model 24-H-120) (45 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Marion; scrapped 1976</td>
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<tr>
<td>204</td>
<td>1942</td>
<td>Portal Crane 204 (25 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Meyerstein; from New York NSY in 1967; to Charleston NSY 1975</td>
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<tr>
<td>210</td>
<td>1943</td>
<td>Portal Crane 210 (25 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Meyerstein; from New York NSY in 1967; to Charleston NSY 1975</td>
</tr>
<tr>
<td>1</td>
<td>1915</td>
<td>Shipways 1</td>
<td>40360</td>
<td>09125</td>
<td>now Shipway Place I</td>
</tr>
<tr>
<td>2</td>
<td>1941</td>
<td>Shipways 2</td>
<td>40339</td>
<td>09126</td>
<td>now Shipway Place II</td>
</tr>
<tr>
<td>—</td>
<td>1982</td>
<td>Shipyard Quarters Marina</td>
<td>—</td>
<td>—</td>
<td>Parcels 1B-1, 2B-1, 3B-1, 3C-1 (Piers 6, 8)</td>
</tr>
<tr>
<td>—</td>
<td>1983</td>
<td>Town Dock</td>
<td>—</td>
<td>—</td>
<td>Pier 4; now Courageous Sailing Center</td>
</tr>
<tr>
<td>1</td>
<td>1959</td>
<td>Gate 1</td>
<td>40360</td>
<td>09125</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>1941</td>
<td>Gate 2</td>
<td>40339</td>
<td>09126</td>
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</tr>
<tr>
<td>3</td>
<td>1826</td>
<td>Gate 3</td>
<td>40347</td>
<td>09127</td>
<td>Designation dropped from site plans 1961</td>
</tr>
<tr>
<td>4</td>
<td>1929</td>
<td>Gate 4</td>
<td>40346</td>
<td>09128</td>
<td>Moved 1980</td>
</tr>
<tr>
<td>1941</td>
<td>1941</td>
<td>Gate 4</td>
<td>—</td>
<td>—</td>
<td>Converted to vehicle gate in 1980</td>
</tr>
<tr>
<td>5</td>
<td>1894?</td>
<td>Gate 5</td>
<td>581889</td>
<td>—</td>
<td>Enlarged 1936, 1943, 1960</td>
</tr>
<tr>
<td>6</td>
<td>1997</td>
<td>Gate 6</td>
<td>—</td>
<td>—</td>
<td></td>
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<tr>
<td>—</td>
<td>1929</td>
<td>Boundary Fence</td>
<td>581884</td>
<td>—</td>
<td>Replaced Boundary Wall</td>
</tr>
<tr>
<td>—</td>
<td>1826</td>
<td>Boundary Wall (North)</td>
<td>40086</td>
<td>09129</td>
<td>Section between Gate 4 and Building 79 demol-ished 1929; partly demolished/moved in 1981</td>
</tr>
<tr>
<td>—</td>
<td>1824</td>
<td>Boundary Wall (West)</td>
<td>40086</td>
<td>09129</td>
<td>Partly removed for Gate 2 in 1941; partly moved in 1981</td>
</tr>
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<td>—</td>
<td>1894</td>
<td>Boundary Wall &amp; Fence (Lower Yard)</td>
<td>775740</td>
<td>—</td>
<td>Partly removed for Gate 6 in 1994</td>
</tr>
<tr>
<td>—</td>
<td>1836</td>
<td>Boundary Wall – Lower Quarters Yard</td>
<td>793267</td>
<td>—</td>
<td>South and west walls removed</td>
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<td>—</td>
<td>1809</td>
<td>Commandant’s House Grounds</td>
<td>40338</td>
<td>09111</td>
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<td>—</td>
<td>1957</td>
<td>Crane Tracks, Dock Street</td>
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<td>Demolished</td>
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<td>—</td>
<td>1905</td>
<td>Crane Tracks, Dry Dock 1 &amp; 2</td>
<td>40130</td>
<td>09113</td>
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<td>1943</td>
<td>Crane Tracks, Dry Dock 5</td>
<td>—</td>
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<td>Demolished</td>
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<td>—</td>
<td>1957</td>
<td>Crane Tracks, Pier 4</td>
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<td>—</td>
<td>Demolished</td>
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<td>—</td>
<td>1942</td>
<td>Crane Tracks, Pier 5</td>
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<tr>
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<td>1957</td>
<td>Crane Tracks, Pier 6</td>
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<td>Demolished</td>
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<td>—</td>
<td>1958</td>
<td>Crane Tracks, Pier 7</td>
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<td>Demolished</td>
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<td>1957</td>
<td>Crane Tracks, Pier 11</td>
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<td>—</td>
<td>1914</td>
<td>Fuel Oil Tank (2,100,000 Gallon)</td>
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<td>—</td>
<td>Demolished 1942</td>
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<td>1912</td>
<td>Gasoline Tank (90,000 Gallon)</td>
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<td>—</td>
<td>Demolished 1940</td>
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<td>—</td>
<td>1957</td>
<td>Light Tower (Building 196)</td>
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<td>Demolished</td>
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<tr>
<td>—</td>
<td>1961</td>
<td>Light Tower (Building 198)</td>
<td>—</td>
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<td>Demolished 1979</td>
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<td>—</td>
<td>1811</td>
<td>Marine Barracks Parade Ground</td>
<td>581887</td>
<td>09096</td>
<td>now HarborWalk</td>
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<td>—</td>
<td>1941</td>
<td>Pedestrian Bridge (Shipways 2) (Wood)</td>
<td>—</td>
<td>—</td>
<td>now Parcel 4A, 4A-1</td>
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<td>—</td>
<td>1919</td>
<td>Plate Field</td>
<td>—</td>
<td>—</td>
<td>Lincoln Ave. Gate</td>
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<td>—</td>
<td>1865</td>
<td>Railroad Trackage</td>
<td>40084</td>
<td>09117</td>
<td>Largely removed east of Fifth Street</td>
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<td>—</td>
<td>1937</td>
<td>Scrap Bins (Wood)</td>
<td>—</td>
<td>—</td>
<td>Demolished</td>
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<tr>
<td>No.</td>
<td>Date</td>
<td>Designation</td>
<td>LCS</td>
<td>MACRIS</td>
<td>Remarks</td>
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<tr>
<td>—</td>
<td>1946</td>
<td>Shipyard Mall</td>
<td>581888</td>
<td>—</td>
<td>Originally Gun Park (1816)</td>
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<td>—</td>
<td>1980</td>
<td>Shipyard Park</td>
<td>—</td>
<td>09095</td>
<td>Originally Recreation Field (1905, 1919)</td>
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<td>—</td>
<td>1954</td>
<td>Suction Well (Building 191)</td>
<td>—</td>
<td>—</td>
<td>Demolished 1978</td>
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<td>—</td>
<td>1955</td>
<td>USS Constitution Gate</td>
<td>40342</td>
<td>09123</td>
<td>Curtain Gates</td>
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<td>—</td>
<td>1955</td>
<td>USS Constitution Parking</td>
<td>581897</td>
<td>09103</td>
<td>NPS Route 0902; formerly 1st Street</td>
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<td>—</td>
<td>1915</td>
<td>Vehicular Bridge (Shipways 1) (Wood)</td>
<td>—</td>
<td>—</td>
<td>now HarborWalk</td>
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<td></td>
<td></td>
<td><strong>Roads</strong></td>
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<td>—</td>
<td></td>
<td>First Avenue</td>
<td>40354</td>
<td>09097</td>
<td>NPS Route 0010; formerly Avenue E</td>
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<td>—</td>
<td></td>
<td>Second Avenue</td>
<td>40355</td>
<td>09098</td>
<td>(63) NPS Route 0012; formerly Avenue D; Main Avenue</td>
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<tr>
<td>—</td>
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<td>Third Avenue</td>
<td>581890</td>
<td>09099</td>
<td>Formerly Avenue C</td>
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<td>—</td>
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<td>Fourth Avenue</td>
<td>581891</td>
<td>09100</td>
<td>Formerly Avenue B</td>
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<td>—</td>
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<td>Fifth Avenue</td>
<td>581892</td>
<td>09102</td>
<td>Formerly Avenue A</td>
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<td>—</td>
<td>198x</td>
<td>Flagship Avenue</td>
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<td>—</td>
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<td>Lincoln Avenue</td>
<td>581900</td>
<td>—</td>
<td>NPS Route 0011</td>
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<tr>
<td>—</td>
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<td>McKinley Avenue</td>
<td>—</td>
<td>—</td>
<td>Formerly Avenue G</td>
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<td>—</td>
<td>1905</td>
<td>Baxter Road</td>
<td>40345</td>
<td>09109</td>
<td>NPS Route 0103</td>
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<td>1st Street</td>
<td>581897</td>
<td>09103</td>
<td>NPS Route 0902; abandoned 1955; USS Constitution Parking</td>
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<tr>
<td>—</td>
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<td>2nd Street</td>
<td>—</td>
<td>—</td>
<td>Abandoned 1955</td>
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<tr>
<td>—</td>
<td></td>
<td>3rd Street</td>
<td>40357</td>
<td>—</td>
<td>NPS Routes 0013, 0101; part formerly 2nd Street</td>
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<tr>
<td>—</td>
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<td>4th Street</td>
<td>40337</td>
<td>—</td>
<td>NPS Route 0100; formerly 6th Street</td>
</tr>
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<td>—</td>
<td>¹</td>
<td>5th Street</td>
<td>—</td>
<td>—</td>
<td>NPS Route 0102; formerly 7th Street; abandoned 1942, 1993; now USS Constitution Museum South Courtyard</td>
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<tr>
<td>—</td>
<td>²</td>
<td>5th Street</td>
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<td>—</td>
<td>1983</td>
<td>6th Street</td>
<td>581893</td>
<td>09104</td>
<td>Formerly 8th Street; portion south of First Avenue now Terry Ring Way</td>
</tr>
<tr>
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<td>7th Street</td>
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<td>09107</td>
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<td>now Shipway Place walkway</td>
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<td>13th Street</td>
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<td>Extended south of First Avenue</td>
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<td>09101</td>
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### Table 5–1
**MASTER LIST OF STRUCTURES, BOSTON NAVAL SHIPYARD**

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<thead>
<tr>
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<td>1</td>
<td>1919</td>
<td>Pump House for Dry Dock</td>
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<td>Parcel D; Purolator Courier; demolished 2005</td>
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<td>Redesignated Building 14 in 1939; partially demolished 1962; demolished</td>
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<td></td>
<td>12946</td>
<td>Net Depot; now Stavis Seafood</td>
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<td></td>
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<td>1942</td>
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<td>12953</td>
<td>now Paul’s Lobster</td>
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<tr>
<td>21</td>
<td>1941</td>
<td>Administration Office</td>
<td>—</td>
<td>12955</td>
<td>now EDIC Berthing; addition demolished 2007</td>
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<tr>
<td>22</td>
<td>1942</td>
<td>Public Toilet</td>
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<td>Crews Head</td>
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<td>Public Toilet</td>
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<td>Officers Head</td>
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<td>1941</td>
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<td>Barracks</td>
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<td>28</td>
<td>1941</td>
<td>Auto Vehicle Maintenance</td>
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<td>08062</td>
<td>Garage &amp; Locomotive House; transferred to U.S. Army in 1976; now Army Reserve Center</td>
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<td>1941</td>
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<td>12963</td>
<td>Dispensary &amp; Fire Station; partially demolished; now Au Bon Pain</td>
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<td>35</td>
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<td>Barracks</td>
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<td>No.</td>
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<tr>
<td>36</td>
<td>1910</td>
<td>District Headquarters</td>
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<td>Fargo Building; acquired in 1941; to Naval Station 1961; now Barnes Building</td>
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Table 5–1

MASTER LIST OF STRUCTURES, BOSTON NAVAL SHIPYARD

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### Table 5–1

**MASTER LIST OF STRUCTURES, BOSTON NAVAL SHIPYARD**

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<td>—</td>
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<tr>
<td>—</td>
<td>1919</td>
<td>Capstan 4 (Dry Dock 3) (USN 044767)</td>
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<tr>
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<td>1919</td>
<td>Capstan 5 (Dry Dock 3) (USN 044768)</td>
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<td>1919</td>
<td>Capstan 8 (Dry Dock 3) (USN 044771)</td>
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<td>1919</td>
<td>Capstan 9 (Dry Dock 3) (USN 044772)</td>
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<tr>
<td>—</td>
<td>1943</td>
<td>Capstan 1 (Dry Dock 4) (USN 044598)</td>
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<td>—</td>
<td>Model LVAS40</td>
</tr>
<tr>
<td>—</td>
<td>1943</td>
<td>Capstan 2 (Dry Dock 4) (USN 044604)</td>
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<td>—</td>
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<tr>
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<td>Capstan 5 (Dry Dock 4) (USN 044600)</td>
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<td>—</td>
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<td>Model LVAS40</td>
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<td>1919</td>
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<td>—</td>
<td>09427</td>
<td>Commonwealth Dry Dock</td>
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<tr>
<td>4</td>
<td>1943</td>
<td>Dry Dock 4</td>
<td>—</td>
<td>—</td>
<td></td>
</tr>
<tr>
<td>—</td>
<td>1919</td>
<td>North Approach Pier</td>
<td>—</td>
<td>—</td>
<td>Demolished 1941; replaced by South Jetty</td>
</tr>
<tr>
<td>39</td>
<td>1942</td>
<td>Portal Crane 39</td>
<td>—</td>
<td>—</td>
<td>Built by Meyerstein; to Portsmouth NSY 1976</td>
</tr>
<tr>
<td>50</td>
<td>1922</td>
<td>Portal Crane 50 (50 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by McMyler-Interstate; scrapped</td>
</tr>
<tr>
<td>63</td>
<td>1943</td>
<td>Portal Crane 63 (Model R-15, s/n 348) (20 Ton)</td>
<td>40356</td>
<td>09136</td>
<td>Built by American; to Charlestown 1948</td>
</tr>
<tr>
<td>64</td>
<td>1943</td>
<td>Portal Crane 64 (Model R-15, s/n 349) (20 Ton)</td>
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<td>—</td>
<td>Built by American; from Charlestown 1974?; scrapped 2007</td>
</tr>
<tr>
<td>66</td>
<td>1943</td>
<td>Portal Crane 66 (Model R-15, s/n 351) (20 Ton)</td>
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<td>Built by American</td>
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<tr>
<td>67</td>
<td>1943</td>
<td>Portal Crane 67 (Model R-15, s/n 352) (20 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by American; scrapped 199x?</td>
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<tr>
<td>68</td>
<td>1943</td>
<td>Portal Crane 68 (Model R-15, s/n 353) (20 Ton)</td>
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<td>—</td>
<td>Built by American; to Charlestown 1962; returned 1967?</td>
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### Table 5–1

**MASTER LIST OF STRUCTURES, BOSTON NAVAL SHIPYARD**

<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Designation</th>
<th>LCS</th>
<th>MACRIS</th>
<th>Remarks</th>
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<tr>
<td><strong>South Boston Annex</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td><strong>Marine Facilities &amp; Related Features</strong></td>
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<td></td>
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<td>– Continued</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>69</td>
<td>1943</td>
<td>Portal Crane 69 (Model R-15, s/n 354) (20 Ton)</td>
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<td>—</td>
<td>Built by American; to Charlestown</td>
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<tr>
<td>88</td>
<td>1943</td>
<td>Portal Crane 88 (45 Ton)</td>
<td>—</td>
<td>—</td>
<td>Built by Marion; scrapped 199x?</td>
</tr>
<tr>
<td>89</td>
<td>1943</td>
<td>Portal Crane 89 (45 Ton)</td>
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<td>Built by Marion</td>
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<td>90</td>
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<tr>
<td></td>
<td>1919</td>
<td>South Approach Pier</td>
<td>—</td>
<td>—</td>
<td>Replaced by South Pier (Pier 10), 1941</td>
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<tr>
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<td><strong>Other Facilities &amp; Features</strong></td>
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<tr>
<td></td>
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<td>1989</td>
<td>Brian R. Skerry Memorial Park</td>
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<tr>
<td></td>
<td></td>
<td>2005?</td>
<td>Bus Stop Shelters</td>
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<tr>
<td></td>
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<td>1922</td>
<td>Crane Tracks, Dry Dock 3</td>
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<td></td>
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<td>1943</td>
<td>Crane Tracks, Dry Dock 4</td>
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<tr>
<td></td>
<td></td>
<td>1941</td>
<td>Crane Tracks, Jetties</td>
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<td></td>
<td></td>
<td>1987</td>
<td>Pier 10 Park</td>
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<td>—</td>
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<tr>
<td></td>
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<td>1919</td>
<td>Railroad Tracks</td>
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<td><strong>Roads</strong></td>
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<td>1919</td>
<td>Dry Dock Avenue</td>
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<td>Design Center Place</td>
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<td></td>
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<td>1st Street</td>
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<td></td>
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<td></td>
<td></td>
<td>1941</td>
<td>3rd Street</td>
<td>—</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>1941</td>
<td>4th Street</td>
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<td>—</td>
</tr>
<tr>
<td></td>
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<tr>
<td></td>
<td></td>
<td>2000</td>
<td>Seafood Way</td>
<td>—</td>
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</tr>
</tbody>
</table>

**Note A:** Excludes facilities, features, and roads other than numbered structures located in areas outside of main South Boston Annex

**Note B:** E Street Annex partially disposed of in 1958 and 1960; remainder became Naval Station in 1961; now Massport Fargo St. Terminal

**Note C:** K Street Annex disposed of in 1958 and 1960

**Note D:** Boston Army Base acquired in 1970; Army structure numbers sometimes preceded by “P-“
### RESOURCE

**Quarters A Wall**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>Charlestown – NHP</th>
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<tbody>
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<td>673070</td>
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<td>EVALUATION</td>
<td>C</td>
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<td>N T S A</td>
<td>1 0 2 1</td>
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<tr>
<td>DATE BUILT</td>
<td>1817</td>
</tr>
<tr>
<td>MACRIS NO.</td>
<td>_</td>
</tr>
<tr>
<td>STATEMENT</td>
<td>HAER</td>
</tr>
<tr>
<td>MACRIS NO.</td>
<td>None</td>
</tr>
<tr>
<td>CONDITION</td>
<td>Good</td>
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</tbody>
</table>

**STATEMENT OF SIGNIFICANCE:**

The brick wall of Quarters A is significant as an integral portion of the Navy Yard Boundary Wall and as a remnant of Quarters A, built in 1817 and demolished in 1955.

### HISTORY:

In May 1817 the Board of Navy Commissioners authorized Commandant Isaac Hull to spend no more than $1,000 to erect a frame Guard House at the yard’s Main Gate (Gate 1). Hull, however, had a more extensive project in mind, and in June work began on the construction of not only a wooden Guard House but also a two-story brick Porter’s Quarters. The new structures were completed by September.¹

The single-story wood Guard House measured approximately 22.5 x 19.5 ft. The walls were 12 ft. high to the eaves of the slate-covered gabled roof. The roof was steeply sloped, with its peak reaching 21 ft. The Porter’s Quarters was a two-and-a-half story brick structure, measuring 46.5 x 21 ft. A door was located in the center of the five-bay front. The interior contained two rooms on each floor separated by a central hallway. The structure had a height of 21 ft. to the eaves and 31 ft. to the peak of the gabled end walls, which rose approximately 2 ft. above the slate roof itself. Two chimneys rose from the west wall.

When the yard began construction of the Boundary Wall on the west side of the Navy Yard in 1824, the western wall of the Porter’s Quarters, which lay on the yard’s boundary, was incorporated into the wall. Like most brick structures, the building’s exterior walls were painted. The area to the north of the house was enclosed as the “Porter’s Garden” and included a coal shed and a two-seat water closet at the northeast corner of the yard.

In 1879 a two-story brick extension was added to the north end of Quarters A to house a kitchen. This structure was 16 ft. square, with a height of 23.5 ft. at the front, sloping down to 21 ft. at the back. The only other alteration came with the addition of a dormer over the center bay to provide improved lighting for the attic.

The next major change came in the early 1900s when a new Main Gate (Building 97) was constructed. This project

¹ Perhaps reflecting repair work done in that year, most yard building lists date Quarters A to 1829 rather than 1817.
Chapter 5, Resource Inventory

This plan of Quarters A, originally drawn in Dec. 1871, was updated in 1887 to reflect the 1879 addition of the kitchen wing at the north end. The elevation view shows Gate 1, the Guard House wing, the Porter’s Quarters, and the Navy Yard Boundary Wall. Note in the plan view how the west wall of the building was incorporated into the Boundary Wall.

BOSTS-13447

The construction of a new Main Gate (Building 97) saw the demolition of the Guard House. This May 1, 1902, view shows the outline of the Guard House on the south wall of Quarters A.

BOSTS-8943

This photograph of the kitchen extension was taken on Feb. 18, 1948, to document the settlement problems from which Quarters A suffered, as exemplified by the cracks seen in the north wall.

BOSTS-9160

This Oct. 14, 1954, view shows the Boundary Wall, Quarters A, and the Main Gate (Building 97). By this time the Navy Yard had decided to completely demolish the structure. After the contract had been issued, however, it decided to retain the west wall.

BOSTS-8945

This mid-1920s view of Quarters A shows the second-story porch which had been added in the late 1910s as well as the dormer which had replaced the original attic skylight.

BOSTS-9159

The wall of Quarters A remains in place in 2008 not only as an integral part of the Boundary Wall, but also as a reminder of the Porter’s Quarters.

Stephen P. Carlson, BNHP
Building 265 (Quarters B-C-D-E-F), also known as the Upper Quarters or Captains Row, is significant as one of two sets of rowhouses constructed in the 19th century to house officers assigned to the Navy Yard and their families.

The 1828 master plan for the Navy Yard identified a site (Site 7) near the western boundary of the yard south of the Main (Second) Avenue for the construction of a five-unit row house for the yard’s pay officer, porter, boatswain, gunner, and carpenter. Based on this recommendation, Commandant Charles Morris in November 1831 submitted a funding request to build the first three units of this structure. These funds were included in the FY 1832 Naval Appropriations Act, approved on March 3, 1832.

Work started almost immediately, and the three houses were nearly ready for occupancy by April 1833. By that time, Congress had provided funding for both cost overruns on the original units and the construction of two additional ones. These were finished by September, when the five units were assigned to the following warrant officers: No. 1 (B), Boatswain William Hart; No. 2 (C), Gunner William R. Brown; No. 3 (D), Carpenter Calvin Oaks; No. 4 (E), Sailmaker Samuel B. Bannister; and No. 5 (F), Sailing Master (and yard clerk) Charles W. Waldo.

The structure was constructed of brick, with two floors (called the parlor floor and chamber floor in mid-19th century floor plans) and an attic over a raised basement which held the kitchens. The exposed portion of the basement increased from north to south due to the slope of the ground on which the structure had been built. The overall dimensions of the structure were 125 x 32 ft. Each unit was three bays wide, with the entrance in the northernmost bay. There were two rooms on each floor. Two chimneys centered on the south wall of each of the rooms on the parlor floor rose on the south side of each house, with the brick wall connecting them at the level of the peak of the slate gabled roof. For symmetry, false chimneys were constructed on the north wall of the structure. A single dormer was located at the center of each house on each slope of the roof.

The five houses were originally designated by the numbers 1 through 5, running from south to north. When the current building identification scheme was adopted in 1868,
In March 1872 the yard looked at two different schemes for expansion of Quarters B-C-D-E-F. This version involved the addition of a third floor on Houses C to E and two-story additions to the rear of Houses B, C, and F. The other version added the third floor to all five units but did not include the rear additions to B, C, and F. In both schemes, the gabled roof would have been changed to a mansard design in keeping with contemporary French Empire styles. By September, the plans had changed to two-story additions on all five units and no change to the roof line.

BOSTS-13447

the units were designated as Houses (and later Quarters) B through F. The number 265 was assigned to the overall building during FY 1959.

The use of what was called the Upper Quarters by warrant officers continued until the late 1860s or early 1870s. They were then taken over as officer’s housing. In 1877, for example, they were occupied by Paymaster Francis H. Swan (B); Senior Aid Cdr. Oliver A. Batcheller (C); Civil Engineer U.S.G. White (D); Chief Engineer James W. King (E); and Pay Inspector Richard Washington (F).1 This use of the quarters for officers would continue until the closure of the Navy Yard in 1974. By that point the structure was often referred to as Captains Row because of the rank of most occupants. While the houses were generally associated with a particular officer billet, there was some variation over time.

Records of early additions to the structure are somewhat confusing, since it is not always possible to distinguish between drawings which represent actual changes and those which were merely proposals.2 By December 1871, however, all five units had received two-story wooden additions with a slightly sloped shingled roof. All were 24 ft. deep, with their widths varying from house to house. Quarters C and D also had further basement extensions for coal storage.

In 1872 the yard looked at more permanent expansion of the quarters. In March it produced two different schemes. One involved the addition of a third floor to all five units, while the other added the third floor only to Houses C, D, and E, providing rear additions on Houses B, C, and F. Under both schemes, the gabled roof would have been replaced by a mansard one, increasing usable attic space.

More modest additions to Houses C and D were authorized in July 1872. These involved the reconstruction of the existing wood extensions in brick. Similar reconstruction of Quarters E occurred during FY 1878, with work on Houses B and F being completed the following year. The additions on Quarters C and D extended the full 25 ft. width of the units, with 6.5 x 7 ft. light wells in the southeast corner. The additions to the other units were 17.33 ft. wide, aligned to the north wall of each quarters. The additions all had flat roofs having a slight pitch from east to west for drainage.

Between the 1870s and the 1920s most of the changes to the quarters involved the addition of open porches on the south side of Quarters B and the west side of other units. In the mid-1920s the area between the 1870s additions to Quarters E and F and the additions to the adjacent units was infilled at the first floor level to create new kitchens. Plans were drawn in 1932 for a kitchen addition to Quarters C; that project was accomplished as part of the work performed by the Works Progress Administration (WPA) in 1936 and 1937. That effort also saw the construction of kitchen additions to Quarters B and D. These additions were of wood, although at some point in the 1960s or 1970s the wood siding on the Quarters B addition was replaced with aluminum siding. Other work saw the addition of two dormers on the front of Quar-

1 During the 19th century officers attached to one of the Navy’s specialized corps had distinctive rank designations which approximated the grades of officers of the line. In the 20th century, they were converted to standard ranks as limited duty officers.

2 Navy file clerks further complicated this issue when in the 1890s they filed several plans associated with the new rowhouses proposed in the 1860s and 1870s to be built in the northwest corner of the yard with those for Quarters B-F.

In July 1896 the yard prepared this plan for a piazza, or open porch, along the north side of Quarters F. This would have also involved opening a door in the wall. This project was never funded. BOSTS-13447
Perhaps the most historically influential naval officer to have resided in Captains Row was Commander Alfred Thayer Mahan (1840-1914), who lived in Quarters C while serving as aide to the Commandant of the Boston Navy Yard in 1875 and 1876.

Born at West Point, N.Y., Mahan entered the Naval Academy in 1856. Graduating in 1859, he would see active service during the Civil War, being promoted to lieutenant in August 1861 and lieutenant commander in June 1865. He became a commander in November 1872.

Promoted to captain in September 1885, he was assigned to the Naval War College as a lecturer. It was during this period that he researched and wrote his seminal work on naval strategy, The Influence of Sea Power Upon History, 1660-1783, published in 1890, and its sequel, The Influence of Sea Power Upon the French Revolution and Empire, 1793-1812, released two years later. These works argued that naval power was the key to success in international politics and that whoever controlled the seas held the decisive factor in modern warfare. His ideas greatly influenced American naval strategy in the early years of the 1900s.

Mahan retired in November 1896, only to be recalled to active duty with the Naval Strategy Board during the Spanish-American War in 1898. He was promoted to rear admiral in 1906 under an act of Congress which provided for the advancement of retired captains who had Civil War service. He died in 1914.
posals to install fire escapes on the building during FY 1969 as part of a fire protection upgrade for all of the yard’s quarters, like many projects in this period, was never approved.

One of the earliest projects undertaken in Building 265 following its transfer to the National Park Service was the installation of a boiler plant in the basement of Quarters B to supply steam for heating the five houses. This system was updated in the early 2000s to provide more individual control of the heating system.

Replacement of the slate roof took place in the late 1980s, while the flat roofs on the additions were replaced in the early 2000s. In the mid-2000s the Navy and the NPS funded projects to remove lead paint from the wooden additions to the building. Rehabilitation work has also been accomplished on the structure’s doors and windows.

Since 1976, one of the five houses has generally been made available to the Navy for the use of the commanding officer of USS Constitution. The other units were occupied by employees of Boston National Historical Park. In 2003 Quarters B was converted into offices for the park’s Interpretation Division; Quarters C followed the next year, providing a home for first the Northeast Museum Services Center and then the Olmsted Center for Landscape Preservation.

In 1960 the Navy removed the paint from the brick walls of Building 265. The cleaned structure is seen here on June 17, 1962, with the shipyard’s Bunker Hill Day Parade float preparing to depart the yard. **BOSTS-7633**

This Apr. 26, 2002, image shows the front and south sides of Building 265. Except for the addition of dormers on Quarters B, D, and F, the front of the structure looks little different than it did when originally completed. **Ruth A. Raphael, BNHP**
Quarters G, the Commandant’s House, is significant as the oldest extant structure in the Navy Yard; as the home of Commandants of the Navy Yard and of the First Naval District from its completion to 1976; as the venue for the reception of numerous distinguished visitors to the Navy Yard; and as an example of federal architecture as modified through the years to accommodate changing tastes and requirements.

The Marine Corps Commandant’s House in Washington, D.C., appears to be the source for the design of Quarters G. This image shows the Washington house prior to the installation of both a mansard roof and a large enclosed porch.

The Marine Corps Commandant’s House in Washington, D.C., appears to be the source for the design of Quarters G. This image shows the Washington house prior to the installation of both a mansard roof and a large enclosed porch.

HISTORY:

Occupying a prominent area on the highest point of the Navy Yard at its northern boundary, the Commandant’s House is the oldest extant structure in the yard. Although sometimes attributed to Boston architect Charles Bulfinch, the house was more likely designed by George Hadfield (1763-1826), an English architect working in Washington, D.C., probably best known for being the designer of Arlington House in Arlington, Va.

In May 1804 Naval Agent Samuel Brown submitted plans for a home for the yard’s Superintendent. Secretary of the Navy Robert Smith found those plans too lavish and instead in July furnished Brown with “a plan of a house for the superintendent according to which you will have a brick house built.” While this plan is not among extant Navy records, the house as built bears a strong resemblance to the Commandant’s House at the Marine Barracks in Washington, then under construction. The architect of that structure is believed to be George Hadfield.

The house was completed in the summer of 1805.1 It was two stories in height over a raised basement. It was partly cut into the hillside, and faced onto the Salem Turnpike (Chelsea St.). The south facade of the building consisted of two semi-circular bays, also known as a bow front. The basic rectangular block measured approximately 48 x 39 ft., with the bows extending out an additional 10.75 ft. The bow fronts had conical roofs which tied into the main slate roof. There were two chimneys on each side of the structure.

Almost from the start, there were complaints about the workmanship on the house. This led to what the department considered excessive costs for repairs. To address continual leaking of the masonry, the east half of the house exterior was painted in 1813, with the entire structure being so treated in 1818. The color, as seen in a contemporary painting, appears to have been a yellow ochre or buff.

When the Navy Yard Boundary Wall was constructed along the north side of the yard in the mid-1820s, it was linked to the front of the house by curved sections. An iron fence and gate was placed across the gap in the wall. This arrangement allowed the Commandant to access the house without having to go through the yard. Indeed, for many years the address of the house was referred to as 107 Chelsea St.

1 Some Navy Yard records, including the plaque on the Historical Plaque (Structure 270), give an 1809 date for the house.
The first major alterations to the house took place between 1825 and 1828. At that time, the triple windows in each bow front were replaced by single windows and a portico or porch was added to that side of the structure. At this same time, the new master plan for the yard called for the demolition of the structure, identified as A in the plan, and its replacement by a new house (1) on the same site.

The issue of whether to reconstruct or replace the house came up in 1849. In response to a funding request for major work on it, the Chief of the Bureau of Yards & Docks, Capt. Joseph Smith, informed the Commandant on March 24 that “I am … of the opinion that it would be better to erect a new building than to expend so much money in the repairs of the old one.” Commandant John Downes responded a week later that “the walls of the house appear to be substantial” and should be kept.

The $6,000 allocated to the work proved insufficient, and an additional $3,000 was made available that October. The project, completed that winter, saw the roof either raised or replaced to create a full third story with an attic space above it. The bows now had flat roofs with a balustrade around them. A porch (also termed a balcony, gallery, or veranda) wrapped around the west, south, and east sides of the building at the first floor level.

The next major change came in 1856, when oriel (bay) windows replaced the first floor windows on the north side (front) of the building. Thereafter, most of the work on the house fell under the category of repairs, largely relating to the porch. For example, in 1871 the porch was replaced, with a covered section (enclosable with screens) being added on the north end of the west side. This porch had stairs on the south and east sides. This porch was again rebuilt in FY 1892. The east side stairs may have disappeared at that time.

During FY 1868 the house was designated as House (or Quarters) G. This designation reflected the west to east system by which letters or numbers were assigned, and differed from practices at most other yards where the Commandant's House was designated as Quarters A. In the latter years of the yard, the house was sometimes referred to as the Admiral's House, reflecting the rank of the officer who lived there.

During FY 1896 a portable storm porch (probably glass panels which replaced screens) was added to the west porch. Two years later, an 8.83-ft.-wide brick wall was constructed between the bows on the south side to create a chase for
Two years after it completed the porch, the WPA returned to the Commandant’s House to construct a two-story kitchen wing on the northeast corner of the house. This progress photograph dates to Nov. 1, 1938.

In 1934 the Historic American Buildings Survey (HABS) made both drawings and photographs of the Commandant’s House. This view shows the south, or rear, side of the house. Note the pipe framing for the awning which covered the porch in the summer.

Arthur C. Haskell, LC HABS MA-2-10

plumbing for the second floor bathrooms. This work was completed by November 1897, and reduced the apparent curvature of this feature.

The screened veranda was permanently enclosed with glass in 1910 to create what was termed a “conservatory.” During FY 1911 a driveway was built from Second Ave. to the northwest corner of the house. In conjunction with this work, a stairway was added to the enclosed portion of the porch to provide an entryway into the house from it. This stairway would be reworked and enclosed in 1930.

In May 1922 Commandant Rear Adm. Henry A. Wiley proposed the removal of paint from the walls of the house. Al-
Chapter 5, Resource Inventory

The last major exterior change to the house came with the addition of a new entry vestibule on the northwest corner adjacent to the driveway. This addition is seen in this Feb. 13, 1952, view. The two porthole windows date to 1942.

This Mar. 1947 drawing represented an approach considered by the yard to provide access from the driveway to the front door of the Commandant’s House, inaccessible since the infill of the Navy Yard Boundary Wall along Chelsea St. In the end, the yard would opt for a simpler approach of providing a new entryway at the basement level.

Though his request was initially turned down, he persisted in his efforts, stating that “restoring the original surface of the brickwork will result in [an] improved appearance” for the house. While the Bureau of Yards & Docks relented in June, it is not known exactly when the paint removal occurred.

A metal fire escape was added to the east side of the house in 1927.

Starting in the mid-1930s the Works Progress Administration (WPA) undertook a number of projects within the Navy Yard. Several of these involved the construction or reconstruction of porches on quarters. The most significant of these efforts involved the Commandant’s House. The existing porch on the south side, along with portions of the porch on the east and west sides, was demolished. New brick piers were constructed to support an enclosed 11 x 29.83-ft. sun porch flanked by open covered porches. Concrete stairs led down from the east and west porches to the center of the building. This work began in the spring of 1936 and was completed by July.

Two years later, the WPA returned to the house to undertake construction of a two-story kitchen addition at the northeast corner of the building. The new structure consisted of a 17.42 x 19.25-ft. hipped-roof kitchen connected to the house by a 12.33 x 11.17-ft. pantry. The ground floor of this wing provided quarters for the Commandant’s steward.

In 1940 the yard began to upgrade security. One project involved the replacement of the fence across the front of the house with a continuation of the main Boundary Wall. In conjunction with this work, the curved wall sections were reduced to half height. After the completion of this work, the north entrance of the house became virtually useless. Following the end of World War II, the yard began planning how to address this problem. Although initial efforts focused on providing access to the former front door, plans soon concentrated on an idea first looked at in 1914 of providing a formal entrance at the basement level on the west side.

On December 6, 1950, Shipyard Commander Capt. R. Morgan Watt, Jr., sent a memorandum to the Secretary of the Navy requesting $16,000 for improvements to the entrance of the building. Noting that “the original main entrance of the house now leads into an enclosed small area walled on all sides,” Watt pointed out that the primary entrance was a “temporary narrow wooden stairway … on the west side” leading to an unheated porch. He justified the need for a better entrance, including adequate cloakroom and restroom facilities: “The Commandant is frequently called upon, in connection with public relations functions involved in his position, to entertain as many as 100 to 130 people, not only those in Naval service but important officials of foreign, federal, state and municipal governments.”

The proposal ran into opposition at the Washington level, and in March 1951 District Commandant Hewlett Thebaud was asked what could be done for $7,000. Watts’ successor as Shipyard Commander, Capt. Pleasant D. Gold, Jr., responded with a reduced scale plan. He included language for Admiral Thebaud’s response to Washington to the effect that the project “will greatly improve the exterior of the building to the pleasure … of future incumbents as well as the

This view shows the east side of the house following the 1963 demolition of the greenhouse addition to the Carriage House (Building 21). Note the fire escape, which had been added in 1927.
Rear Admiral Charles B. "Swede" Momsen:
Submarine Rescue Pioneer

Rear Adm. Charles B. Momsen, Apr. 1953
NARA 80-G-629532

OF THE POST-WORLD WAR II Commandants of the First Naval District and residents of the Commandant’s House, only two have been honored by the Navy by having destroyers named for them. One was Rear Adm. Charles B. Momsen (1896-1967), who served as Commandant from June 1953 to June 1954.

Born in Flushing, N.Y., Momsen, known by the nickname “Swede,” graduated from the Naval Academy in 1919. In the early 1920s he qualified as a submarine officer, commanding several submarines prior to being assigned to the Bureau of Construction & Repair. Following the 1927 loss of USS S-4 (SS-109), Momsen became actively involved in the development of a submarine escape breathing apparatus which came to be known as the Momsen Lung.

In 1939 Momsen, then a commander, helped coordinate the rescue of crewmembers and salvage of the sunken submarine USS Squalus (SS-192). During World War II, Momsen served as commanding officer of several submarine squadrons, as well as of the battleship USS South Dakota (BB-57). In the postwar period, he administered the Japanese merchant marine and served as Assistant Chief of Naval Operations for Undersea Warfare. In May 1951 he became commander of the Submarine Force, Pacific Fleet, holding that position until assigned to Boston two years later.

Following his service in Boston, Momsen was Commander, Joint Task Force Seven, until his retirement in September 1955. Advanced to vice admiral upon retirement, he died in 1967. In 2003 the New England Museum Association occupied the former steward’s quarters in the kitchen wing of the house.

In November 1945 a reorganization of the naval shore establishment separated the posts of Navy Yard Commandant and Commandant of the First Naval District. As the senior officer, the District Commandant continued to reside in the house. The Shipyard Commander would be housed in Quarters L in the Lower Quarters (Building 266). This use would continue until the departure of Rear Adm. Roy D. Snyder, Jr., in September 1976.

A year later, the National Park Service opened the house as a historic house museum. It also allowed it to be used as a function space. Between the fall of 1985 and the spring of 2003 the New England Museum Association occupied the house for use as a function space only. By the early 2000s requests for use of the house by private individuals and organizations had grown to a level where the park decided to turn over the management to a private firm. This arrangement with Amelia Occasions (now known as Historic Venues, Inc.) was implemented in March 2005 through an agreement with Eastern National. As of early 2009 the park was in the process of entering into a more formal contractual arrangement for this operation.

The reduced scope was approved by the Facilities Review Board, and on May 10, 1951, Gold was informed that the project was to provide “for essential improvements only, with omission of all frills.” Completed later that year, the new entrance consisted of a 25.83 x 8 ft. brick addition in place of the existing porch and stairway. While the metal roof was at the same level, it was not part of the adjoining open porch.

The Commandant’s House was always more than just the home of the officer in charge of the Navy Yard. It was a place where, as the senior Navy officer in the area, the Commandant entertained both local and visiting dignitaries. Thus, the government supplied furniture for the main floor of the house, although it might be placed in storage depending on the tastes and preferences of the Commandant and his wife.

Most of the officers who held the position of Commandant came to it after extensive careers both at sea and at shore establishments. Several had served in the yard in lesser positions, while others either had commanded or would go on to command other navy yards. The Navy has recognized the importance of 22 of these men through the naming of vessels, largely destroyers, in their honor (see Table 4-1). Two post-World War II Commandants of the First Naval District—Morton L. Deyo and Charles B. Momsen—have been similarly honored.

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In 1987 the park revised its General Management Plan for the Navy Yard to change the usage of the house to function space only. By the early 2000s requests for use of the house by private individuals and organizations had grown to a level where the park decided to turn over the management to a private firm. This arrangement with Amelia Occasions (now known as Historic Venues, Inc.) was implemented in March 2005 through an agreement with Eastern National. As of early 2009 the park was in the process of entering into a more formal contractual arrangement for this operation.
On two occasions the Commandant’s House provided the venue for the annual Junior League of Boston’s Decorator’s Show House. This view shows the sign announcing the 1998 event. Richard Tourangeau, BNHP

These events, in which interior designers refinished individual rooms to showcase their work, provided the park with much-needed interior refurbishment of the house at little or no cost to the government.

In 1981 and 1982 the Navy Yard Boundary Wall in front of the house was moved inward as a part of the Chelsea-Water Streets Connector highway project. This resulted in the elimination of most of the former front yard. However, in 1985 the project did provide an access stairway from the driveway to the remaining yard area.

Under NPS ownership, the slate roof of the house was replaced in 1989 and 1990. In the following year, the windows and walls, as well as the porch roof and balustrades, were addressed. In FY 2005 the park undertook a project to both provide accessible restrooms on the ground floor of the house and to upgrade electrical, HVAC plumbing, and fire suppression systems throughout the house. This work was completed in April 2006.

In both 1998 and 2004 the house provided the venue for the Junior League of Boston’s Decorator’s Show House. This May 6, 2003, photograph shows the south side of the Commandant’s House. OCLP
Quarters I (Marine Barracks)

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The Marine Barracks, also known as Building I or Quarters I, is significant as the quarters for the U.S. Marine Corps personnel assigned to the Navy Yard, as an example of typical Marine Corps barracks design, and as the oldest extant Marine Barracks structure in the United States.1

In May 1802 Secretary of the Navy Robert Smith directed the establishment of a Marine Corps presence at the Charlestown Navy Yard. This detachment was initially housed in a former lime shed which had been one of the structures on the property when acquired by the government. These quarters were hardly satisfactory, but it was not until June 5, 1810, that Secretary Paul Hamilton authorized the expenditure of funds to construct a barracks capable of housing 100 to 150 men there.

In August 1810 Marine Corps Commandant Lt. Col. Franklin Wharton visited the yard. During that visit, he and the yard’s commanding officer, Capt. Samuel Nicholson, agreed to a location for the new barracks to the east of the Commandant’s House. It would be oriented parallel to the yard’s northern boundary and be constructed partly by contract and partly by the Marines themselves.

The structure was of a design which would become standard for Marine Barracks—a long center section housing enlisted personnel flanked by quarters for officers. As originally constructed, the center section was a single story, while the left and right wings were three stories in height. In keeping with orders to use local materials, the structure was built of brick with a slate roof.

Work began almost immediately, and by mid-October the walls were ready for the roof. Although the building would not be completely finished for some time, it had progressed to a point where it could be first occupied by the Marine guards on February 19, 1811.

The right, or commandant’s wing, measured approximately 20 x 60 ft., while the left, or subaltern wing, was 20 x 50 ft. Set back 4 ft. from the front edge of these wings, the main Barracks structure had a length of approximately 140.9 ft. and a width of 22 ft. There was an 18 ft.-wide dormer over the guard room at the center of the building. Subsequently, a 4-ft.-wide portico was added in front of this dormer. A painting from the late 1810s or early 1820s indicates that the building was painted in a yellow ochre color.

Associated with the Marine Barracks was a Stable. Also built of brick, it measured 30 x 15 ft. and lay on the northern boundary line of the yard nearly centered on the Barracks.

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1 The term “Barracks” refers both to the formal detachment of Marines assigned to a navy yard and to the structure in which they were housed. Although the Marine Barracks at the Washington Navy Yard, as a military unit, predates that at Boston, no surviving barracks structure predates the Charlestown facility.
Its north wall was incorporated into the Navy Yard Boundary Wall in the mid-1820s. Water came from three wells, two in front of the building and one to the rear of the guard room.

The 1828 master plan for the yard identified the Barracks as one of many existing buildings to be demolished; its replacement was to be an Armory. Although not shown on the plan, the intent was that the Barracks would be relocated to a site outside of the existing yard boundaries. While Congress appropriated funds for this purpose in May 1836, negotiations for the purchase of the site on the opposite side of the Salem Turnpike broke down and the Barracks remained in the yard. Moving the Barracks outside of the yard would be suggested periodically thereafter, but with one exception it never again progressed beyond the idea stage.

The Marine Barracks has been described as a miniature self-contained military post. In addition to providing sleeping quarters, it came to house galleys and mess rooms, washrooms, a brig, offices, a post exchange, a barber shop, a laundry, a tailor shop, a pistol range, storerooms, training rooms, and recreation spaces. While most of the administrative functions were moved to the Marine Corps Administration Building (Building 136) upon its completion in 1909, it continued to house all of these other functions up until the closure of the Barracks on May 1, 1974.

By 1860 the Barracks was both in need of significant repair and inadequate to house the increased Marine complement. Thus, the FY 1862 Naval Appropriations Act, approved on February 14, 1861, provided $19,456 for “repairs of marine barracks.” The initial plan involved the replacement of the gabled roof of the main section with a mansard roof to create a second floor. The existing stable would be demolished and replaced by a new 20 x 38 ft. freestanding structure perpendicular to the Navy Yard Boundary Wall opening onto a new 25-ft.-wide courtyard between the Barracks and Chelsea St. The east side of this courtyard would be lined by a 18 x 44 ft. wing containing a kitchen and washrooms.

A much more extensive project was actually undertaken. The center portion was widened to approximately 25 ft. and was raised to three stories in height with a gabled roof. The stable, which was now attached to the Barracks as well as the wall, and the kitchen wing rose two stories in height, with sloped roofs rising to three-story-high walls on either side of the courtyard, which was roofed over. Portions of the granite wall were removed to accommodate the new facility, which had doors opening onto Chelsea St. from both the stable and courtyard. A 12-ft.-wide portico extended the entire length of the main structure. Shutters were provided at all windows.

There were also modifications to the wings. Both received a fourth story and a hipped roof. The officers quarters were lengthened 10 ft. Oriel windows were added on the north side of the second floor and west side of the third floor of the commanding officer’s quarters, along with a new main entrance from a porch built on unexcavated ground on the west side at the second floor level (which in plans of the house was labeled as the first floor) at the same grade as the base of the yard Boundary Wall. Small additions to both wings were tucked into the corners at the back of the main Barracks.

The extent of the new work meant that more money would be required. In August 1861 Congress provided an additional $12,000 for the project, and in July 1862 the FY 1863 Naval Appropriations Act allocated $10,458.97 “for completing repairs” provided that “it is satisfactorily ascertained that the … building can be completed therewith.” This was apparently the case, for on November 13, 1862, Commandant Col. John Harris reported to Secretary of the Navy Gideon Welles that he had recently inspected the project: “The barracks have recently been rebuilt, and with some slight alterations … they will be in good condition.”

In 1868 the yard adopted a new numbering scheme for yard buildings. Quarters were to be designated by letters. The commanding officer’s wing became House (or Quarters) H, the central section House I, and the officers wing House K. These three designations would continue until FY 1920, when the wings dropped their letters and became Quarters 1 and 2 (sometimes shown as M1 and M2), respectively, with lowercase letters added to denote the individual units in Quarters 2. Although the term Quarters I was used, the predominant designation for the structure employed by the Marine Barracks has recently been rebuilt, and with some slight alterations … they will be in good condition.”

This Feb. 1861 drawing shows the original concept for the enlargement of the Marine Barracks. A second, similar design applied the mansard roof details to the wings as well.

This view from a stereographic card shows the Barracks following the reconstruction of the central portion in 1862 and the raising of the wings to four stories. The small structure to the right (Building 30), completed in 1867, housed the Marine Corps Officer-of-the-Day. Note that the flag pole is mounted on the portico.
OF THE NUMEROUS officers who commanded the Marine Barracks at the Charlestown Navy Yard, only one rose to the top rank of the Marine Corps. Maj. Charles G. McCawley (1827-1891) was ordered to the command of the Boston Marine Barracks in March 1865 after active combat service with the South Atlantic Blockading Squadron off South Carolina in the Civil War. Promoted to lieutenant colonel in 1867, he remained in command at Boston until June 1871, when he was reassigned to the Marine Barracks in Washington. Five years later, on November 1, 1876, he was promoted to colonel and named as the 8th Commandant of the Marine Corps, a position he held until ill health forced his retirement in January 1891. The Navy has named two ships in his honor—the destroyer USS McCawley (DD-276) in 1919 and the transport USS McCawley (AP-10, later APA-4) in 1940.

Corps and the shipyard was Building I (with the I often shown in quotation marks to clearly denote that it is a letter rather than a roman numeral). The National Park Service has continued this usage, although it has assigned the designations Quarters I-1 through I-4 to the former officers quarters and Quarters I-5 to the commanding officer’s wing.

In March 1889 Congress appropriated $5,000 for “alteration and repair” of the Barracks. The precise nature of this work is unknown, but it may have involved changes to the rear of the Barracks, the addition of an open covered porch on the west side of House H, or simply internal rearrangement of spaces.

The late 1890s saw further changes to the building. In March 1897 Congress provided $3,100 in the FY 1898 appropriations act “for raising the marine barracks … an additional story.” By 1902 a porch covered by a large awning had been created on the portico roof.

The FY 1914 Naval Appropriations Act, approved on March 3, 1913, authorized $58,000 for a new Marine Barracks and Officers Quarters, but a year later those funds were transferred to the yard for the construction of Shipways 1.

By the early 1920s the shutters had been removed from the Barracks’ windows. In 1923 the porch on the commanding officer’s quarters was enclosed. Sixteen years later, the yard began planning for major modifications to the Barracks which would be accomplished by the Work Projects Administration (WPA). The first project involved the creation of toilet rooms on the second and third floors over the central courtyard. As part of this work, the doorway from the courtyard onto Chelsea St. was infilled with a large window; most of this window would later be replaced with brick, leaving only a small window at the second floor level.

The central portion of the Barracks was raised to four stories in height in 1898. A large awning extends from the center of the Barracks to provide shade to the roof over the portico extending along the length of the main portion of the structure in this Oct. 3, 1902, view. Note the retaining wall and stairs at the east side of the Parade Ground. Boston Globe

This Oct. 2, 1923, photograph documents progress on the reconstruction of the porch on the west side of the Marine Commanding Officer’s Quarters (Quarters 1).

This detail from the plans for the creation of toilet rooms in the former sally port/courtyard area shows the changes to the Chelsea St. elevation as part of that work. The large window which replaced the door was later infilled except for a small window on the second floor level.
This photograph was taken on June 27, 1949, to document the project that saw the removal of the paint finish from the brick walls of the Barracks and the application of a waterproof coating to them. Note the screens on the porches. The Bunker Hill Monument rises over the center of the structure, while the crane is being used for the construction of the Mystic River Bridge.

This Oct. 26, 1955, view shows the front of the Marine Barracks following the completion of the project to enclose the arcade at the 1st floor level to provide space for the Barracks’ barber shop and a better entry for the galley.

The second WPA project saw two fireproof stair towers added to the south side of the building near each end of the central section. In addition, new open porches were built along the front of the main Barracks area. This work was completed in 1941. These open porches were subsequently supplied with screens.

In 1943, responding to the wartime increase in the size of the Barracks complement, a wooden addition was constructed on top of the sally port wing to provide additional berthing space. As part of this effort, a fire escape was constructed from the addition down over the metal roof of the central wing and into the courtyard behind the married officers quarters.

With the exception of the 1941 stair towers, the brick walls of the Marine Barracks had, like most of the yard’s 19th-century brick buildings, been painted. In 1948, the yard awarded a contract calling for the sandblasting of all paint from the brick and the application of waterproofing to the structure.

On February 13, 1951, Barracks’ Supply Officer Austin B. Middleton addressed a memorandum to Marine Corps Headquarters discussing the problem of overcrowding in the Barracks. He recommended that the open porches between the stair towers on the second, third, and fourth floors be enclosed to accommodate 54 additional beds. This proposal moved quickly through channels, for on March 25 the Bureau of Yards & Docks informed the shipyard that the Corps had allocated funds to it for this work. The new enclosures featured wood sliding windows. The windows in the wall of

This Sept. 15, 1961 view shows the front of the Barracks following the replacement of the original porch enclosure windows, as well as the screens on the porches to the east and west of the stair towers, with aluminum storm windows. Note the two concrete utility access vaults which had been incorporated into the 1952 retaining wall for the Parade Ground.

In 1956 the wood windows in the arcades were replaced with steel casement windows. In turn, these were replaced with aluminum storm windows in the early 1960s. Similar windows were also installed on the porches to the east and west sides of the stair towers. Around this same time, the porches on the front of the quarters wings were removed.

Improvements to the side yard of the married officers quarters during the 1960s included the replacement of the wood “porch” with one of concrete and the erection of a brick wall separating it from the driveway. This work also saw improvements to the access into the basement space of that wing, which housed the Globe & Anchor Club for enlisted personnel.
In the 1960s and 1970s the Marine Barracks was decorated for Christmas. Note the dark green paint on the lower level of the central arcade in this Dec. 14, 1970, view. 

In August 1964 the Barracks and the surrounding area were formally transferred to Marine Corps ownership, although the shipyard’s Public Works Division continued to provide maintenance support for the facility. Most of the projects in this period dealt with interior issues, although in June 1972 it contracted for the repainting of the south elevation. At that time, the dark green paint on the first floor enclosure was changed to a lighter shade of green.

Under National Park Service ownership the Barracks has undergone radical interior change while the exterior has been preserved. Although the lower portion was initially repainted white, it was restored to the historic green color during a 1989 repainting project. The aluminum storm windows were replaced with new ones in 1990; those in turn were replaced in 2007 with ones which resembled the original 1950s sliding design. With the exception of one missing sign, all of the historic signage on the building has been replicated.

Visitors watch a parade in front of the Barracks on June 27, 1973. The light green color on the lower arcade replaced a darker green when the front of the structure was repainted in 1972. Note the Torii Gate (Structure 282).

This Nov. 1953 plan shows the complexity of the basement and first floor levels of the Marine Barracks as well as the number of different functions housed in the building. It is this placement of almost all of the characteristic elements of a military installation in one structure that has led to the observation that it was “very much like a miniature military post of its own.”
Not many photographs show the sides of the Barracks. This picture of the east wing was taken on Feb. 1, 1971, as part of a series documenting a fire which occurred in the Bachelor Enlisted Quarters on the 4th floor. Note the brick wall which provided privacy for the side yard.  

BOSTS-13347

While the second floor of the Barracks was divided into dormitory rooms for seasonal employees, the remainder of the main building has been converted for office use as both the headquarters of Boston National Historical Park and the home of the NPS Northeast Museum Services Center. The most extensive conversion project took place between 2003 and 2006. In addition to a total reconfiguration of the third and fourth floors, an elevator was installed in the former sally port/courtyard area. During this work, the well at the rear of the original Barracks was discovered.

Rededicated on May 13, 2000, as part of the celebration of the 200th anniversary of the Navy Yard’s founding, the Marine Barracks is today, as it has been throughout its history, a mixed-use facility containing housing and office spaces.

On May 13, 2000, as a part of the celebration of the 200th birthday of the Navy Yard, the park held a rededication of the Marine Barracks. Here the principal speaker for the event, Marine Corps Brig. Gen. Robert M. Shea, addresses the crowd, many of whom wore Marine red.

Stephen P. Carlson, BNHP

Between 2003 and 2006 the NPS undertook a major renovation to the third and fourth floors of the Barracks to convert those areas into office space. This Christmastime view shows a debris chute coming from the 4th floor.

Lumus Construction

This Nov. 3, 2006, view of the rear of the Barracks shows the World War II wooden addition on top of the sally port/courtyard wing. Note the lintel which marks the location of the original stable door, as well as the sill and granite posts marking the sally port/courtyard doorway. This image also shows how the structure had been cut into the hillside so that the second floor of the commanding officer’s wing is at the outside street level.

Stephen P. Carlson, BNHP

This Oct. 18, 2002, view shows the Marine Commanding Officer’s Quarters wing of the Barracks. Currently identified as I-5, the space is now a shared-housing facility for permanent NPS employees.

BNHP
Building 266 (Quarters L-M-N-O), also known as the Lower Quarters or Officers Quarters, is significant as one of two sets of rowhouses constructed in the 19th century to house officers assigned to the Navy Yard and their families.

In the spring of 1825, after many years of negotiations, the Treasury Department turned the Marine Hospital reservation at the northeast corner of the Navy Yard over to the Navy. Naval Agent Amos Binney immediately had the hospital building evaluated as to its possible conversion into quarters for officers assigned to the yard. On July 12, 1825, he informed the Board of Navy Commissioners that the cost of conversion would be "nearly equal to that of demolishing the old Building and erecting new houses from the materials, with such new stock as may be necessary." Binney's recommendation to do just that was approved by the Board on July 25, 1825, and he entered into a $6,300 contract with carpenter Amasa Davis and mason A.H. Stevens to undertake the project.

The new Lower Quarters, completed in August 1826, consisted of two duplexes which were connected to form a four-unit rowhouse. They fronted into the Navy Yard. The 114.5 x 39 ft. structure was two stories high built on a raised basement. The gabled roof contained large dormers on the south side spanning the dividing wall of each pair of houses. The inner houses of each pair had smaller dormers on both sides of the building to create usable space in the attic. Pairs of chimneys were located on the end walls of both duplexes.

The 1828 master plan for the Navy Yard assigned the designation L to the structure. Although the houses were relatively new, the plan called for their demolition and replacement by an eight-unit rowhouse (35). Like many proposals in the plan, it was never seriously pursued by yard officials.

The orientation of the houses into the Navy Yard soon proved inconvenient. As a result, the Board of Navy Commissioners in July 1835 approved a project described as "changing the fronts of the officers' quarters in the lower yard"
UNDoubtedly the most influential naval officer to have resided in the Officers Quarters was Capt. Stephen B. Luce (1827-1917), who lived in Quarters O from 1872 to 1875. During this period, in October 1873, he became one of the founders of the U.S. Naval Institute, a professional organization for naval officers.

Born in Albany, N.Y., Luce entered the Navy as a midshipman in 1841. An 1847 graduate of the new U.S. Naval Academy, Luce would spend several tours of duty there throughout his career. Promoted to lieutenant in 1855, he rose to lieutenant commander in 1863 and commander in 1866. He arrived at the Navy Yard as Equipment Officer in September 1872. Promoted to captain that December, he would be named Captain of the Yard in October 1874. A little over a year later, in November 1875, he left Boston to take command of USS Hartford (IX-13).

Always interested in naval education and training and the professionalization of the Navy officer corps, Luce, who had been promoted to commodore in 1881 and rear admiral in 1885, was instrumental in the 1884 formation of the Naval War College, serving as its first president. He retired in March 1889, but remained active in naval affairs as president of the Naval Institute and a member of the Board of Visitors for the Naval Academy. He died in 1917.

to face the Salem Turnpike (Chelsea St.). This work, which involved changes to exterior doors and interior stairways as well as the relocation of privies and woodsheds, was done in conjunction with a project to replace the portion of the Navy Yard Boundary Wall adjacent to the quarters with a fence.

There were few changes to the quarters for the next three decades. By 1867 they were seen as being too small, and during that year wooden ells were added to the rear. Like the houses themselves, the 67 x 25.6 ft. single-story extensions were divided between the two units. They were of wood with a shingled roof. A covered passageway extended 40.5 ft. along the outside of the ell so that the privies and coal bins located at the outer end could be reached without walking through the house.

When the current building identification scheme was adopted in 1868, the units were designated, from west to east, as Houses (and later Quarters) L through O. The number 266 was assigned to the overall building during FY 1959.

The quarters were assigned to the senior naval officers stationed at the yard. In 1871, for example, they were shown as being occupied by the Executive Officer (Captain of the Yard) (L), Ordnance Officer (M), Surgeon (N), and Equipment Officer (O). This assignment to the yard’s senior officers would continue until the closure of the yard. While the houses were generally associated with a particular officer billet, there was some variation over time. After November 1945, Quarters L was the home of the Shipyard Commander.

Starting in 1881 the yard’s Civil Engineer began to recommend major reconstruction of the quarters. Finally, in March 1889, the FY 1890 Naval Appropriations Act provided $28,610 for “rebuilding by contract officers’ quarters L, M, N, and O.” In his FY 1890 annual report, the Civil Engineer reported that this work had been completed “in a plain but substantial manner.”

If anything, that comment was an understatement of the extent of the reconstruction. The existing wooden ells were replaced by two-story brick additions over a raised basement measuring approximately 31 x 40 ft. They had shallow pitched roofs. As with the structures they replaced, each wing was shared by a pair of houses. The major changes, however, involved the original structure. The existing gabled roof was removed to allow construction of a full third floor, with a very shallow pitched roof. At the same time, the original two-bay asymmetrical windows (or window and door) in each unit were removed and a three-bay facade created.
During FY 1914 a large wrap-around porch was added along the north and west sides of the structure. In the summer of 1924 this porch was removed and a pair of smaller porches were provided at each set of entry doors. The enclosed sun porch on the west side of Quarters L was retained. This would be rebuilt by the Works Progress Administration (WPA) in 1936.

The next major change to the structure came in 1929, when new wooden kitchen wings were added to the rear of the 1890 additions. These measured approximately 14 x 24 ft., and, like the additions, were built over a raised basement. In the late 1960s or early 1970s the wood clapboards were replaced by aluminum siding.

Following the closure of the yard, Building 266 was transferred to the Boston Redevelopment Authority as part of the Historic Monument Area. The preservation guidelines for the structure recognized that “these houses are an accurate and interesting record of a particular form of domestic architecture as it has changed” and stated that “this record should be respected and continued through the next reuses.” Thus, they called for “maximum retention of the entire interior fabric” as well as all exterior features. “The social evidence of
Chapter 5, Resource Inventory

Building 266 can be seen in this photograph taken during the Aug. 24, 1973, “Apple Orchard” birthday party for the shipyard given by Shipyard Commander Capt. Russel L. Arthur in the area surrounding the Lower Quarters. Note that the Tennis Court (Structure 237) on the right has been decorated for the party.

BOSTS-7549

This July 13, 1967, photograph shows the directory sign erected for the Officers Quarters in the late 1950s. At this time, the quarters were occupied by Shipyard Commander Capt. Stuart C. Jones (L); Production Officer Capt. William Gundlach (M); Public Works Officer Capt. Harry C. Rowe (N); and Medical Officer Capt. Roger W. O’Neil (O). Note the landscaped lawn which existed between the driveway and the fence along the yard boundary.

BOSTS-8667

The completion of the rehabilitation of Captains Quarters coincided with the Sept. 1986 Harborpark Day. Despite nearly a century, the west end wall still retains an image of the original configuration of the building prior to the 1890 reconstruction.

Jack Glassman/BRA

these houses is as much a resource to be protected as the front porticoes,” the guidelines stated.

The BRA awarded development rights for Building 266 to the Conroy-Heafitz Development Team, a joint venture of developers Terence W. Conroy and Lewis Heafitz. The formal 65-year lease was signed in January 1986. Working with architects from the Aldrich Co., it created Captains Quarters, consisting of four office suites corresponding to the original houses. The developer’s literature stressed the fact that many of the original interior features had been retained and restored. Captains Quarters was completed in September 1986 and has since been occupied by a number of professional firms, as well as the Massachusetts General Hospital’s MGH Children’s Center.

The rear of Building 266. The major change in the kitchen wings during redevelopment of the building was the elimination of the doors and stairs leading from them to the back yard.

Stephen P. Carlson, BNHP

Rehabilitation of the kitchen wing of Quarters N and O is underway in this Nov. 1985 view.

Jack Glassman/BRA

This Oct. 19, 2006, view shows the rear of Building 266. The major change in the kitchen wings during redevelopment of the building was the elimination of the doors and stairs leading from them to the back yard.
Quarters P is significant as the only family quarters to be built in the Navy Yard in the 20th century and as the home of the Captain of the Yard from 1913 to 1945.

Following the completion of Quarters B-C-D-E-F (Building 265) in the mid-1830s, the Navy Yard added no new housing for officers assigned to it. By the early 20th century, with the revitalization of the yard, the need for such housing had grown. Thus, the FY 1912 Naval Appropriations Act, approved on March 4, 1911, authorized the expenditure of $12,000 for “one officer’s quarters.”

The Navy Yard immediately began to prepare plans for this structure. It decided to locate it in the vicinity of the existing Quarters L-M-N-O (Building 266) in the northeast corner of the yard. The first plans, completed in early May 1911, called for a two-story duplex measuring 60 x 61.5 ft. with a full attic over the front portion of the building. Two weeks later, the depth of the structure had been reduced from 61.5 to 48 ft., the lost space being made up by the extension of the attic the full depth. A further revision of the plans occurred in November 1911, with the dimensions being changed to 61 x 44 ft. An open balustrade would surround the flat roof, while a large “piazza” would run across the front and wrap around half of the side walls. A revision of this scheme was prepared in March 1912.

By May 1912, however, the idea of a duplex had been abandoned. A single rectangular two-story house with a hipped roof was now proposed, and the architectural details...
had been simplified. It measured 30.5 x 44 ft., with a large porch on the front of the building, which was oriented to face north. Four months later, the orientation was changed so that the main entrance was on the west side, facing 14th St., and the building had grown to its final dimensions of 53 x 29.25 ft. An open porch was provided on the north side of the building. These plans were approved by the Bureau of Yards & Docks on November 19, 1912.

The contract for the construction was awarded to Connors Bros. Work was underway in the spring of 1913, and the building was completed by the end of the year. The two-story structure was of brick, on a raised concrete foundation, with granite window sills and lintels and a standing seam tin hipped roof. An enclosed wooden porch ran across the north face of the building.

Other than the addition of a bedroom and bath in the attic in 1922, the house underwent no significant changes until the mid-1930s. One of the major efforts made in the yard by the Works Progress Administration (WPA) was the reconstruction of porches on the yard’s quarters. In May 1936 plans were approved to remove the original full-length porch and construct a 20 x 14 ft. enclosed sun porch in its place. This work was completed by the end of the summer.

From its completion until 1945 Quarters P was assigned to the Captain of the Yard, the second-ranking naval officer after the Commandant. The November 1945 reorganization of the shore establishment abolished that position. The house was then assigned to the Chief of Staff to the Commandant of the First Naval District. Following the closure of the yard, the house was vacated and its inactivation completed on September 3, 1974.

Quarters P was transferred to the Boston Redevelopment Authority as a part of the Historic Monument Area. Development rights were granted to Terence W. Conroy and Lewis Heafitz, who in December 1992 incorporated Building P Associates to carry out the project. Under a 65-year lease, the firm redeveloped the structure as offices under the name Officers Quarters (6 13th St). The lease was assigned to New England Development Associates and Building 33 LLC in April 1999. The latter firm transferred its share to the former in November 2001.

Officers Quarters (Quarters P) is seen on Oct. 8, 2006. Note the awnings on the second floor windows.  

Stephen P. Carlson, BNHP
Building 1 is significant as the only remaining example of buildings constructed in the Navy Yard by the WPA in the late 1930s and early 1940s. The Gate House addition (1941) reflects changing yard access patterns as a result of the build-up for World War II.

Located in the northwest corner of the Navy Yard, the original Building 1 (identified as Building C in the 1828 master plan) was built as a Timber Shed. Its construction was approved in March 1826, and it was completed in mid-October 1826. The structure, which measured 271 ft. long and 50 ft. wide, was built along the slope of the hill so that the floor of the north end was 16 ft. higher than at the south. The single-story structure had a height of 13.25 ft., with a gabled roof whose peak rose about 11 feet above the building on all but the northern-most 42 ft. That section sloped down to the Boundary Wall.

A January 1872 drawing contains this verbal description of the structure:

One Side and one End of the Building [is] formed by the Boundary Wall; the opposite End is formed in part by the Boundary Wall and in part by a Brick Wall; the Front is composed of Stone Posts with wood batten Doors between, excepting the first four Bays on the right [north end] which are boarded, and the second Bay on the left [south end] which is infilled with Brick. The partition Wall is of Brick. The Roof [is] covered with Slates.

The structure had barely been completed when, in January 1827, its use was changed to a Tank Shed for storage of ship water tanks. The brick section at south end of the structure was initially used as a blockmaker’s and cooper’s shop; by 1872 it was being used as storage for “Lime, Cement, etc.” for Yards & Docks. The remaining portion was assigned to Equipment & Supplies for storage of “Ship Tanks, Chain Cable, etc.”

Although proposed for demolition in the 1828 master plan and for replacement by a seven-unit row house for officers in 1867,¹ it survived until FY 1880, when all except the 23-ft.-long brick portion was demolished. That structure continued to be used for storage of mason’s supplies until ca. 1915. It was then converted into a garage for the nearby Officers Quarters (Building 265/Quarters B-C-D-E-F). The 1921 photographic survey identified it as Automobile Storage.

The current Building 1 was approved by the Commandant on February 28, 1936, as a Garage & Quarters addition to the north of the original Building 1 for use by vehicles and drivers assigned to the Commandant. Detailed drawings were completed on March 26, 1936. WPA forces began work on site in April, and the structure was completed by the end of August 1936. It was a single-story, L-shaped brick building.

¹ The recommendation for the building’s replacement by officers’ housing appeared in the Civil Engineer’s annual reports from 1867 through 1871, and included the acquisition of approximately 0.37 acres of adjoining land on the other side of the yard’s boundary wall. This proposal is probably the source of the 1867 construction date for Building 1 shown on yard building lists.
containing three garage bays (48 x 26 ft.) with double-leaf doors and quarters (20 x 41 ft.) containing three rooms. A parapet surrounded the flat tar-and-gravel roof. As with the original building, the Navy Yard Boundary Wall formed the west wall of the structure.

By early January 1941, the Navy had decided to create Gate 2 to provide access to Henley St. by removing the yard wall across Second Ave. To accomplish this project, the original Building 1 was demolished and replaced by a Sentry House. This building was an irregular pentagon in shape to front Second Ave., and matched the 1936 structure in materials and details. A canopy extended over the sidewalk to the south of the new addition. The initial January 1941 plans showed a five-bay garage addition to the north end of the building, but by the time the final plans were completed in March 1941 that had become a separate structure (see Building 269).

The 1941 canopy was extended in 1945. It was replaced in 1959 as a part of the modernization of the yard’s western gates. At that time, illuminated letters identifying Gate 2 were placed over the sidewalk on a beam extending from the building wall to the intermediate gate post. At some point prior to 1967 the original double garage doors were replaced by roll-up doors. The NPS replaced the built-up roof with a membrane roof in 2001.

The Chauffeur’s Quarters were used by the Massachusetts Highway Department as a field office during the construction of the Chelsea-Water Streets Connector in the early 1980s. They were then vacant until assigned to the New England Historic Seaport in 1989. In 1998, the Boston Academy of Music occupied the building, remaining until a fire damaged the space in January 2003. The Gate House, vacant for many years, was used briefly by an artist-in-residence in the 1990s, and was taken over, with the garages, as office and work space for the park’s grounds crew in 2003.

This view of Building 1 taken in Sept. 1980 shows the extended canopy installed over the sidewalk adjacent to the Guard House in 1959. Note that the original double-leaf garage doors have been replaced by wood roll-up doors. Building 204, on the other side of the Navy Yard Boundary Wall, is being demolished.

Victor A. Jorrin, BNHP
Building 4 is significant as the Navy Yard’s employment office in World War I and from the late 1930s until mid-World War II and as the location of the yard’s Chief Petty Officers Club from the 1950s through 1973. It is also significant as the only remaining example of the small-scale brick commercial warehouses constructed along the Charlestown waterfront during the 19th century.

Building 4 was built in two stages by private interests and acquired by the Navy during the Civil War. The original portion of the structure is the western half, which was built in 1827 according to yard building lists along the Old Town Way that led from Water St. to the waterfront along the Navy Yard’s western boundary. The building may have been constructed by Daniel Parkman, since the deed of July 18, 1827, for the sale of the property to Isaac Hull makes reference to buildings on it.

An 1830 plan of Charlestown shows what appears to be Building 4, along with another brick warehouse to its west (Building 3)\(^1\). The first definitive plan showing the building dates to 1841, when a plat was prepared to accompany the deed of December 17, 1840, whereby the heirs of Isaac Hull and Amos Binney (the former Naval Agent in Boston to whom Hull had sold a half interest in the property on March 15, 1832) sold the parcel to William Caswell. It shows a trapezoidal structure having a frontage of 26.33 ft. along Water St. and 48 ft. along the Old Town Way. The south side was 26.5 ft. long, with the west wall being 54.75 ft. in length.

During the early 1850s the property was acquired by Charles S. Darrow and George W. White. On March 10, 1856, the City of Charlestown sold the Old Town Way property to Darrow and White, subject to the reservation of the right of the city to build a sewer line across the property. Darrow and White proceeded to extend the eastern building on their property across the old roadway to the west face of the Navy Store (Building 5), which became the building’s east wall. This work was completed by October 1858, when a deed showing the sewer line running through the passageway between the easterly and westerly buildings was recorded.

On January 15, 1861, Darrow and White sold their property to Samuel Oakman and Benjamin W. Eldridge. This property was sold to the United States on July 1, 1862. The

\(^1\) Yard records, however, date Building 3 to 1840. That two-story brick structure was being used as a storehouse for the Ordnance Department in 1872, and was demolished in Sept. 1904 except for a 12-ft. high portion of the north wall retained as a yard boundary wall.

This 1841 plan filed with the Middlesex County Registry of Deeds is the first to show the details of Building 4 (left) and Building 3 (right). The brick structures were typical of the small-scale warehouses which lined the Charlestown waterfront in the 19th century, with Building 4 being the only survivor.  

Middlesex Deeds, Book 399
Navy Yard took control of the 2.32-acre parcel on June 1, 1863. The two buildings on it became Buildings 3 and 4 when the yard assigned building numbers during FY 1868.

A plan of Building 4 prepared in January 1872 described the building as being of brick, with a sloping roof covered with tin. Four large iron warehouse doors were located on the Water St. (north) side; the other doors and windows were of wood. The first floor was used for the storage of oil, spirits, and varnish; the second floor was used for storage of dry paints, brimstone, and asphaltum; and the roof, which was accessed by an exterior wooden stairway on the building’s south side, was used for drying tarpaulins.

The use of the building as a storehouse continued into the early years of the 20th century. The north wall of the building was impacted by the construction of the new Main Gate (Building 97), which abutted about half of the length of Building 4. Throughout the first decade of the century, the building was under the threat of demolition to allow construction of a proposed project to rebuild Building 5 as a Receiving Store House. Indeed, the June 1910 yard plan identified the structure as “to be torn down.”

That did not happen, and from 1911 through 1914 the plans identify Building 4 as being used as a workshop by the Public Works Dept. It was then shown as being vacant for the next several years.

The increase in the yard workforce due to World War I led to the conversion of Building 4 into offices for the Labor Board, which was the yard’s personnel office. A doorway from Building 4 onto Water St. was installed at this time so that applicants did not have to pass through the yard.

From 1921 through 1935 the building again was listed as being vacant. In FY 1936 it was assigned to the Naval Reserve, and in the following year the WPA reconditioned the building. By mid-1939 the Labor Board had returned to Building 4. In conjunction with that return, a one-story wood addition was added on the south side; that project was completed by mid-1939. In 1942 the west end of that structure was converted into a guard house for the yard police manning the entrance gate at Lincoln Ave. and 1st St.

The yard’s need for space mushroomed during World War II. In 1941, it looked at adding a third story onto Building 4, but dropped the idea after construction supervisor Michael Spero reported in December 1941 that the structure could not support it. It then developed plans to construct a three-story South Extension. This ell-shaped addition would have extended 17.75 ft. along the line of the existing west wall, then run parallel to Building 5 for a distance of 124 ft. This ell was to be 20 ft. wide and separated from Building 5 by 7 ft. for a distance of 80 ft., from where it would have returned to the west wall of Building 5. Although contract plans were completed in November 1942, this South Extension was never built. Instead, the Labor Board, now known as the Industrial Relations Office, moved into a new structure built on top of the west end of the Ropewalk (Building 58).

The yard police continued to occupy the west end of the extension. The rest of the extension became part of the Liquor Store operated by the Commissioned Officers Mess (Open) located in Building 5 by the late 1940s. By the early 1950s, the second floor had become a mess or club for Chief
This was one of a series of photographs of the CPO Club taken in Mar. 1967 to support the need for the facility's modernization.  BOSTS-13347

Petty Officers. Because it had a direct access from outside of the yard’s security perimeter, the building was also used in the 1950s as a bidders’ lobby for receipt of contract bid proposals.

In 1955 the yard undertook improvements in the area around Building 4 to make the visitor approach to USS Constitution more attractive. As a part of that project, the yard police portion of the wooden extension was converted into public toilets for visitors. In 1958 and 1959, following the demolition of Building 97, the entrance to the CPO Club from Water St. received new signage in keeping with other stainless steel lettering installed around Gate 1 and the USS Constitution gates.

Starting in the early 1960s, efforts to improve the CPO Club received considerable attention. As early as November 1963 the yard’s Public Works Dept. prepared a plan to install a picture window in the south wall. In approving an improvement project on August 2, 1966, Yard Commander Capt. Stuart C. Jones described the existing club as “grossly sub-standard” and “extremely congested and cheerless.” At about the same time, the Navy Sea Systems Command’s Inspector General wrote a report calling for improvements to the public toilets for USS Constitution visitors. The initial proposal to address that issue called for either an addition to the existing wooden structure or a new building filling the entire area south of Building 4 to a point on a line with the Building 5 entrance vestibule. By August 1967 a more modest scheme to place the restrooms in the southwest corner of Building 4 had been developed. To allow that project to occur, the Liquor Store was to be moved to Building 79.

The August 1967 proposal included retention of the wooden extension and its conversion into a souvenir sales facility. That idea was rejected by the Commandant of the First Naval District on September 19, 1967, and two months later the

This drawing details the large picture window proposed for the south wall of the CPO Club on the second floor of Building 4. Although originally drawn in 1963 and revised in 1967, the window was not part of the first upgrade project for the club completed in 1968. Rather, it was part of a smaller follow-up project the following year.  BOSTS-13347
In July 1966 the Navy’s Inspector General issued a report citing the inadequacy of the public restrooms for USS Constitution. This drawing dated July 26, 1967, shows the yard’s proposed solution to the problem.

BOSTS-13347

The yard reported the extension as excess property and recommended its demolition. This recommendation was approved by the Naval Facilities Engineering Command on March 1, 1968.

The two separate improvement projects were awarded in early 1968. The CPO Club project was awarded to Dartmouth Construction Co. of Malden, while the restroom project went to Sabia Construction Co. of East Boston. That work first involved the modification of Building 79 to allow the Liquor Store to move. Actual work on the Building 4 restrooms began in early July, and was completed by the end of the summer. The remaining space on the first floor of Building 4 was converted into offices for USS Constitution.

The CPO Club improvement project was also completed during 1968. Because available funds were insufficient, that project had been scaled back to exclude the installation of the proposed picture window at the club’s bar. Along with the construction of a new entrance into the club area from the visitor parking lot on the west side of the building, the picture window on the south wall was part of a separate project accomplished in early 1969.

This project was one of the last of a series of changes to doors and windows that had occurred over the years and are far too numerous to discuss in this short sketch.

With the closure of the Navy Yard, the CPO Club closed. In September 1974 the Boston Caretaker Group approved a job order for the conversion of that space into offices for USS Constitution. Nine months later, it approved another job order for the installation of a handicapped accessible ramp into the public rest rooms.

This May 12, 2009, view shows the exhaust stack on the roof installed as part of the construction of a boiler room in the northwest corner of the first floor for a heating plant to serve Buildings 4 and 5 following closure of the yard’s Central Power Plant. Visible through the closed curtain gate is the vent for the boiler room installed in the 1969 entry door for the CPO Club on the west side of the building.

Differing brick colors in this Apr. 1978 view of the south side of Building 4 show changes to the structure’s door and window layout through the years. Note the picture window installed in 1969, and the door to the public restrooms below it. The wheelchair ramp was added to the structure in 1975, one of the last public works projects performed by the Navy prior to the turnover of the Navy Yard to the National Park Service. The large lintel at the center of the second floor is over what had originally been a second-story loading door. Note the slight difference in brick color to the left of that window that identifies the joint between the original 1820s’ structure at left and the 1850s’ addition at right.

Victor A. Jorrin, BNHP

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From the 1940s on, Building 4 has functioned along with Building 5 as a single facility, with openings cut between the two on both floors. The north half of the internal division wall (the wall between the original building and the 1850s’ extension) has been removed. The northwest corner of the first floor was converted in the late 1970s into a boiler room for a heating plant serving both structures. As part of that work, the 1969 door into the CPO Club on the west wall became the door for the boiler room.

Since that time, the only external work on the building occurred in 1998 when the tar-and-gravel roofing was replaced by rubber membrane roofing. The tar-and-gravel roof had replaced the original tin roof at some point during the first half of the 20th century.

With the exception of the public restrooms and boiler room, Building 4 has been assigned to the Navy by the National Park Service as office and recreation space for the crew of USS Constitution. With the completion of the new Visitor Center in Building 5 in 2008, the public restrooms in Building 4 were abandoned. As this report was being finalized, the Navy was preparing to take over that space.
Building 5, the Navy Store, is significant as the oldest industrial building in the Navy Yard and as an example of how usage of structures in the yard evolved to meet changing needs.

On June 17, 1776, British troops assaulted fortified positions erected by colonial forces on Breed’s Hill during the previous night. The initial landing was near where first the Timber-Bending Mill (Building 66) and then the Forge Shop (Building 105) of the Charlestown Navy Yard would be built starting nearly a century later. Subsequently, reinforcements landed further west, where the Navy Store (Building 5) was constructed in 1813. A plaque has been placed on the north side of Building 5 to mark this location, but otherwise there remains no evidence that the area was once part of a battlefield.

For most of its history, the Navy Yard assigned the date of 1803 to the construction of Building 5. That date, however, was incorrect, referring not to Building 5 but to a wooden Storehouse located near the intersection of the present First Ave. and 4th St. The confusion apparently arose because in August 1801 Secretary of the Navy Robert Smith had authorized the construction of a three-story stone and brick Storehouse measuring 130 x 40 ft.

For an unknown reason, this structure was not built. Rather, a three-story 40 x 60 ft. wood Storehouse was constructed instead. Details of its construction are unavailable, but it was probably completed in 1803. A cellar was dug under this structure in 1809.

In an 1813 report Commandant William Bainbridge wrote that he considered the Store to be “an improper depot” because of its wood construction. Two years later, in the summer of 1815, Bainbridge’s concerns proved correct when it was destroyed by fire.

In 1813 the Navy Department made funds available to the yard to undertake a number of improvements. One of these was a three-story brick storehouse. The Navy Store was completed in the fall of 1813. It was located at the western boundary of the yard south of the continuation of Water St. into the yard through what ultimately became Gate 1. Because of its
location, it was trapezoidal in shape, being approximately 220.7 ft. long on its north side and 199.7 ft. long on the south. It had a width of 50.6 ft., with a height to the eaves of 27.6 ft. The hipped slate roof rose to a height of 44.6 ft. at the ridge.

Like many of the existing yard buildings, the Navy Store, identified as a Warehouse, Office, etc. (E), was proposed for demolition in the 1828 master plan. Its replacement would be a Plumbers, Tin & Copper Shops (Site 56). This proposal was never pursued, and Building 5 remains in 2008 as the oldest industrial structure in the Navy Yard.

In 1856 the Town of Charlestown sold the Old Town Way which ran along the west side of the Navy Store to Charles S. Darrow and George W. White. Within two years, Darrow and White had extended a building on the west side of this roadway across it to abut the west wall of the Navy Store. This building would be purchased by the federal government during the Civil War, being designated Building 4 when the current building number scheme was implemented during FY 1867.

The earliest available plan of the structure, prepared in 1869, shows that there were a series of loading doors along each elevation, eight on the south side and five on the north. Each side also had single loading doors at the second and third floor levels. There were two chimneys at each end of the building, with five along the north side. A lean-to housing a boiler which provided heat to the building was located against the west side of Building 5 and the south side of Building 4.

Records of changes to the building prior to the major reconstruction undertaken by the Works Progress Administration (WPA) in the mid-1930s are sketchy. Most of these involved removal of chimneys and changes to doors and windows.

Although usually listed as the Navy Store, Building 5 has accommodated a large variety of uses throughout its history. In 1869, for example, in addition to being used for storage, it included the Paint Shop, Watchmen’s Quarters, Dispensary, Paymaster’s Office, Print Shop, a Museum and Library, and offices for the Captain of the Yard.

This mixture of uses continued throughout the late 19th and early 20th centuries. While the Paint Shop had moved to Building 10 by 1900, most of the other functions remained. In 1921, for example, it housed the First Naval District staff, the Chaplain, Museum, Library, Pay Office, Commissary, Small and Clothing Stores, Barber Shop, and Printing Office.

By the mid-1930s there were serious issues relating to Building 5. To that end, the Navy Yard utilized the WPA to completely rebuild it. During 1936 the interior was gutted and rebuilt with steel framing. The cellar, which had been prone to flooding, was filled to an elevation approximately 6 ft. below the original first floor level, except for a 27 ft. area at the east end which was filled to grade. The new first floor was finished as a drill hall for the Naval Reserve. Following the completion of the interior, the WPA in 1937 replaced the slate roof and added fire escapes on both the north and south elevations.

During World War II Building 5 was considered as being "not suitable for industrial purposes." In October 1941 plans were prepared for its conversion into Bachelor Officers Quar-
The Commissioned Officers Mess (Open) or Officers Club utilized the first floor space as a dining and dance hall. Known as the Preble Room, it was redecorated in a colonial style in the late 1950s. The windows are shadow boxes displaying photographs of Boston landmarks. This view dates to Mar. 1964.

In 1952, the eastern end of the wooden addition to Building 4 was modified to provide an entrance into the second floor of Building 5. Nine years later, that entrance was replaced by a 24.57 x 12.67 “south shelter” which incorporated entrances to both the second floor and the first floor galley. As with many brick structures in the yard, Building 5 had been painted. In 1960 the yard awarded a contract for the removal of paint from the walls of Building 5, as well as the adjoining Building 4 and Building 265 (Quarters B-F).

In 1952 the yard converted the window at the far right side of the Building 4 wooden addition into an entryway for the Commissioned Officers Mess on the second floor of Building 5. Nine years later, it replaced that entrance with a new one in a “South Shelter” addition (right, seen in an Apr. 2005 view) which also incorporated the entrance to the first floor galley. The stucco wall at left had connected into the Building 4 addition prior to its removal in 1968.

In 1966 the yard developed several schemes for the extension of Building 5 to increase the size of the Officers Club, also referred to as the Commissioned Officers Mess (Open). These schemes, none of which were ever funded, included either a rectangular, a half-round, or a circular extension at the second floor level on the south side. These were to be cantilevered from the structure and supported on columns. More modest improvements were finally agreed to in 1971. This work, completed in 1972, saw picture windows installed in both the BOQ dining area and the Isaac Hull Room on the second floor.

In 1973 the Navy decided to assign the former BOQ space on the third floor, as well as the second floor galley and mess, to the crew of USS Constitution. This arrangement has continued to the present. Several times in this period the Navy has undertaken projects to upgrade the quarters to meet contemporary Navy housing standards. While there have been

For over a century, Building 5 had been painted. The Aug. 1960 view at left shows the structure shortly before the start of a project to remove the paint. The result is seen above on June 17, 1962, with the yard’s Bunker Hill Day Parade float in the foreground.
discussions between the Navy and the NPS about the relocation of the crew’s barracks from Building 5 (and thus eliminate the need for security screening of visitors entering the Navy Yard Visitor Center), as of 2008 there are no specific plans for such an action.

Shortly after it took over the building, the National Park Service established a small visitor information desk in the lobby at the east end. It utilized the Preble Room on the ground floor for both temporary exhibits and functions, while the Hull Room on the second floor was used for functions and training. In April 1997 the visitor information function moved to the Bunker Hill Pavilion outside of the yard.

In the mid-1980s the NPS upgraded the restrooms in the east end of Building 5 and regraded the area outside of the east entry to provide wheelchair access to the visitor information area and restrooms. In 1997 it replaced the slate roof on the building.

By the early 2000s the NPS had begun planning for the conversion of the first floor of Building 5 into a Navy Yard Visitor Center. The new facility would also contain a revised version of the permanent exhibit on yard history which had been installed in Building 125, as well as an audiovisual theater and space for a bookstore operated by Eastern National. The project was funded in FY 2005. Although some work items, such as the provision of an elevator to provide accessibility to the second and third floors, were deleted for cost reasons, construction of the new Visitor Center was completed in October 2006. Following the installation of the exhibits, the facility opened on July 3, 2008.

The final exterior alteration to Building 5 occurred in 1972 when large picture windows were installed in the dining room of the Commissioned Officers Mess (Closed) and the Hull Room, which was part of the Officers Club, also known as the Commissioned Officers Mess (Open). Note the cannon removed from USS Constitution (IX-21) during her 1973-1974 drydocking in the foreground of this Feb. 27, 1974, view. BOSTS-9261
Building 10, the Pitch House & Oakum Loft, is significant as a 19th-century brick structure whose uses evolved to encompass major technological advances including radio communications and sonar.

In October 1849 Commandant John Downes proposed the construction of a two-story brick building for storing and heating pitch and preparing oakum for use in sealing the joints on wooden ships. This project received funding in the FY 1853 budget. Work began in the spring of 1853 and the Pitch House & Oakum Loft was completed and occupied that August.

The building, located on Pier 1 to the west of the yard’s original building slip, was constructed of brick and measured approximately 50 x 34.5 ft. It was approximately 24 ft. to the eaves, with the gabled slate roof rising an additional 11 ft. A single chimney served the tar boiling kettles located in the southernmost of the five bays.

Almost immediately, the presence of the tar kettles in the building caused problems. Commandant Silas Stringham complained in September 1857 that because boiling tar within the building generated so much heat and smoke there was difficulty finding men “able or willing to attend to” that operation. Thus, the FY 1858 budget included funds to relocate the tar kettles outside the building. This work was completed during early 1859, although yard building lists date the resultant structure, Building 12, as having been built in 1860.

During the 1890s the building was converted into the yard’s Paint Shop. By the end of the decade, the Navy and the Fitchburg Railroad began to redevelop Pier 1. As part of that
Chapter 5, Resource Inventory

project, Building 10 was moved in 1900 to a new location on the east side of the soon-to-be-filled building slip. The Pitch House (Building 12) was demolished.

The Paint Shop remained in Building 10 until the completion of the new Paint Shop (Building 125) in 1907. Thereafter, Building 10 was used for storage until 1911, when it became washroom space for workers at the nearby Coaling Plant (Building 109). That use did not last long, since during 1911 the structure was adapted as the yard’s second wireless station, replacing the much smaller Wireless Telegraph Station (Building 129) located on the Shipyard Mall. In addition to offices and workshop space, the structure contained quarters for five wireless operators. In conjunction with this conversion, the Navy erected a second wireless mast on Pier 1 north of Building 109.

In April 1912 Navy radio operators in Building 10 were instructed to send a message to USS Chester (CL-1) requesting on behalf of President William Howard Taft that the cruiser intercept RMS Carpathia to obtain a list of survivors from the sinking of RMS Titanic. The electrician in charge of the station reported to Commandant DeWitt Coffman on April 19, 1912, that “we are unable to find out whether the Chester received it from us or not.”

In October 1915 the radio station itself was transferred to Building 24, but Building 10 continued to be used as quarters for radio operators for the next three years. It also continued to be used by Coaling Plant workers.

In the spring of 1918 the building was converted into a Laundry to service naval personnel assigned to the yard and their families. Because of the volume of work, a 15-ft. one-story wood addition was added across the north end of the building in late 1918. The Laundry, which was under the umbrella of the yard’s Welfare Fund, was a self-sustaining operation; any profits went into the naval recreation fund. The Laundry would operate until shortly after the end of World War II.

At some point prior to 1937 several sheds and a portable steam boiler were added on the building’s south wall. During late 1937 the WPA removed these additions as well as the chimney. It also rebuilt the north end of the west wall to correct settlement damage and repointed the building.

By 1947 the Navy Yard had become heavily involved in the development of sonar, and in July 1948 was designated as the East Coast Sonar Transducer and Hydrophone Pool and Repair Facility. To support this activity, the Navy constructed a reinforced concrete sonar test tank with interior dimensions of 16 x 16 ft. just north of Building 10. To house this tank, the yard built a 23.5 ft. long extension to Building 10 replacing the 1918 addition. The hipped-roof structure generally matched the details of the original building, although with concrete rather than granite window sills and lintels. As

Work on the extension of Building 10 housing the sonar test tank is nearly complete in this ca. May 1948 photograph.

This June 28, 1901, view shows the east and north sides of the relocated Paint Shop.

This Sept. 30, 1918, view shows the addition to the north end of Building 10 to accommodate the Welfare Laundry.

This Sept. 10, 1937, view of the south and east sides of Building 10 shows a portable boiler which supplied steam for the Laundry. The boiler as well as the shed additions would be removed later that year.

This Sept. 10, 1937, view of the south and east sides of Building 10 shows a portable boiler which supplied steam for the Laundry. The boiler as well as the shed additions would be removed later that year.
Because of its desire to communicate with its ships at sea, the U.S. Navy was a pioneer in the use of radio, initially known as wireless. The first Wireless Telegraph Station (Building 129) was constructed on the Shipyard Mall during FY 1904 along with a 180-ft. mast antenna. The radio operation moved to Building 10 during FY 1912, and a second wireless mast was constructed on Pier 1.

The radio station left Building 10 in October 1915, but radio communications remained a key function of the yard. In early 1935 the yard erected two 300-ft. steel radio towers near the Ropewalk at Building 120 and Building 60. These towers served through World War II, being demolished in 1948 as Navy radio stations elsewhere took over the yard’s role in radio communications.
part of the work, most of the building’s second floor windows on the west and south sides were converted from operable sash to glass block infill matching those in the extension.

By the mid-1950s, even after the addition of a shed to the north end, Building 10 was proving too small to handle both the volume of work and the size of sonar equipment. Thus, the facility was moved to the South Boston Annex. Following the departure of the sonar operation, the building was used as a Battery Charging Facility. The shed addition was removed in 1964. Although the yard’s closure documents reflected that Building 10 was the Battery Charging Facility, that function had actually ceased by the early 1970s.

In the early 1970s the Navy began planning to place USS Constitution in Dry Dock 1 for an overhaul in preparation for her participation in events surrounding the bicentennial of the American Revolution. It decided to construct an observation deck around the north and east sides of Building 10 so that visitors could observe the ship while she was in the dock. This wooden platform, erected in 1972, contained a lengthy approach walkway which spanned 3rd St. so that visitors could be kept to the west side of the security fence which separated the publicly-accessible area of Pier 1 West from the industrial shipyard.

At the same time, the Navy granted the fledgling USS Constitution Museum permission to use Building 10. It placed exhibits on the second floor of Building 10, using the ground floor for storage and support space. After it vacated the structure in November 1975, the building remained vacant until 1979. As part of the dispersal of Boston National Historical Park offices due to the closure of Building 136, the park’s historical architect moved into the second floor. In 1981 the Boston Redevelopment Authority moved its Navy Yard site office into the first floor. The BRA moved to Building 31 in 1982 and was replaced by the New England Historic Seaport. The Seaport, an organization which had been instrumental in both the 1976 and 1980 Sail Boston tall ships events, was then in the process of constructing the sail training vessel Spirit of Massachusetts.

In 1986 the remaining staff of the Division of Planning & Historic Preservation joined the park’s Preservation Specialist, the last remaining member of the historical architect’s staff, in Building 10. At the same time, the park began to revise its General Management Plan for the Navy Yard. In that new plan, Building 10 was earmarked for conversion to a food service concession.

As a result of this decision, the park began work to replace the glass block windows in Building 10 with operable double sash windows. This work, along with replacement of doors, was completed in early 1989, at the same time as the park awarded a concession contract to the Boston Concessions Group for the food service operation. In the spring of 1989 the park staff members moved to Building 107, while the Seaport moved to Building 1. Shipyard Galley opened in June 1989 and remains in the building as of 2008.

In March 1999 the projecting section of the elevated walkway was removed. Three years later, the remainder of the walkway was demolished and replaced by separate sets of steel stairs.

The shed added to the north end of Building 10 in 1952 is seen on Dec. 9, 1963. This photograph was taken to support the report calling for the shed’s demolition.

The view above taken in July 1978 shows the observation deck on the east and north sides of Building 10, while that at right shows the removal of the portion which extended across the Aboveground Steam Line and 3rd St. on Mar. 30, 1999.

Victor A. Jorrin, BNHP (above); John A. Heath, BNHP (right)

This Oct. 23, 2006, view shows the west and south sides of Building 10. Note the steel stairs which replaced the wooden walkway around the building’s north and east sides.

Stephen P. Carlson, BNHP
Building 19, the Scale House, which retains its historic scale weighbeams, exemplifies the industrial character of the Navy Yard.

The weighing of both incoming and outgoing shipments was a normal function of an industrial facility. The current Scale House (Building 19) is the second such facility with that building number and serviced both a Track Scale (Structure 234) and a Truck Scale (Structure 235).

The original Building 19 was located south of the yard’s Gun Park just west of the head of Dry Dock 1. It was first proposed in the yard’s 1870 annual report, which stated that the existing scale there needed to be replaced by a larger scale and called for a brick or wood building to house the mechanism. A year later, plans for a two-story wood Weighers Office measuring 14 x 12 ft. were prepared. In the early 20th century the yard realigned First Ave. through a portion of the former Gun and Shot Parks. This resulted in the Scale House now being located on the south side of the road. At this same time, the first floor was rebuilt to eliminate the sidewalk passageway. New railroad and platform scales, authorized in the FY 1901 Naval Appropriations Act, were installed on either side of the building during 1902.

A unique feature of this building was the incorporation of a passageway for the sidewalk along the south side of the Gun Park on the first floor. Using funds available for yard repairs, the facility was constructed in 1873.

In the early 20th century the yard realigned First Ave. through a portion of the former Gun and Shot Parks. This resulted in the Scale House now being located on the south side of the road. At this same time, the first floor was rebuilt to eliminate the sidewalk passageway. New railroad and platform scales, authorized in the FY 1901 Naval Appropriations Act, were installed on either side of the building during 1902.
In the fall of 1918 the yard began construction of a new Scale House along the south side of First Ave. east of 4th St. which was given the same building number as its predecessor. The new single-story Building 19, completed in early 1919, measured 29 x 12 ft. and was constructed of brick with a concrete watertable by the yard’s own labor force. A “scuttle” (hatch) in the scale room floor provided access to a tunnel housing the levers connecting the weighbridges on either side of the structure to the scale weighbeams within the building. There was a single door on the west end of the structure.

Outside of the replacement of the actual scales, discussed elsewhere, there were no changes to this structure prior to its final inactivation by the Navy Yard in January 1974. Proposals put forth in both 1961 and 1972 to relocate the facility to a less traveled area of the yard were never adopted.

In August 1981 the National Park Service awarded a contract for the rehabilitation of the Scale House. This was followed in 1984 and 1985 by a contract for the restoration of the Truck Scale (Structure 235). Shortly after the completion of that project, the park’s Protection Division occupied the building as an entrance station and radio dispatch center as the main vehicular access shifted from Gate 1 to the new Gate 4/5th St. roadway.

The lack of a door on the east end of the structure presented operational problems for its use as a guard station. Thus, in the spring of 1987 the park began the compliance process for the conversion of the east window into a door. The original concept was for a contemporary aluminum framed door. At the insistence of the Massachusetts State Historic Preservation Officer, this was changed to a multi-paned wood door more “compatible with the existing historic architectural features” of Building 19. This new door was installed in March 1988.

A second Protection Division proposal, to remove the scale weighbeams in the middle room of the structure, was successfully opposed by the park's cultural resources staff. Thus, the building retains in situ the most significant character-defining features of a Scale House.

In the summer of 2006 the dispatch center moved from Building 19 to Building 109.
Building 21 (Carriage House)

**LOCATION:** Charlestown – NHP

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**HISTORY:**

In April 1825 the Board of Navy Commissioners approved the construction of a stable for the Navy Yard Commandant. Although Alexander Parris, the architect for the Navy Yard Boundary Wall, is generally credited with the design of the Carriage House (Building 21), the plans were drawn by Sailing Master Charles F. Waldo, who was employed as a draftsman in the yard. They called for a 30 x 20 ft. building constructed against the yard's granite wall immediately east of the Commandant's House. Naval Agent Amos Binney immediately obtained quotations from two contractors, one of whom proposed granite and the other brick. In June, Binney awarded Levi Bates a contract for the erection of a granite structure.

Work began at the end of August 1825 and the building was finished by the end of the year. Differing slightly from the original plan, the structure actually measured 28 x 28.7 ft. The walls rose 12 ft. to the eaves and 18.6 ft. to the top of the gable on the south end. Like most masonry buildings in the yard, it had a slate roof, with the north side being hipped to slope down to the granite yard wall. The interior contained stables, and, at a lower grade, a carriage room with a hay loft above it. Both areas had doors on the west side of the building.

By the 1870s the structure no longer served its original purpose. Instead, it had been converted into quarters for the watchman for the gate located in the granite wall between the wing wall which connected the Commandant's House with the main wall on Chelsea St. and Building 21. An 1874 plan indicates that a greenhouse had been added to the south side. This extended out 10 ft. and had a sharply angled roof to maximize sun exposure.

Listed as a watch house on yard site plans as late as 1906, it was being used as quarters for the Commandant's servants in 1912. Thereafter, it appears solely as a greenhouse.

In 1915 the yard prepared plans for a replacement greenhouse, but the project was never funded. A more modest proposal to reconstruct the greenhouse prepared in 1951 also failed to win approval. The greenhouse was finally demolished in 1963. Thereafter, yard plans label Building 21 as a Carriage House, although there is little evidence that it was used for anything more than storage.

Following the acquisition of the yard by the National Park Service the structure continued to remain vacant. In 1983 the NPS replaced the slate roof. The interior was used in the

\(^1\) For some unknown reason, Navy Yard records from the 1890s on list the Carriage House as having been built in 1840.
Throughout the early 20th century, the Navy Yard unsuccessfully proposed reconstruction of the greenhouse addition to Building 21. Finally, it had reached a point where the only alternative was its removal. This June 24, 1963, photograph shows the deteriorated state of the greenhouse immediately prior to its demolition.

Early 1990s as a workshop in conjunction with the replacement and repair of the windows for the Commandant’s House. Interior renovations, however, were minimal. Not until the spring of 1998 was any major work undertaken. At that time, the interior was rehabilitated as a part of the Junior League of Boston’s Decorator Showhouse held in the Commandant’s House.

Following the closure of the showhouse, the space was made available as office and classroom space for the Hull Lifesaving Museum, which operated a small boat building and rowing program on Pier 2. That use continued until 2004, when the structure was again made available for a Designer’s Showcase. Since then, the building has remained vacant.

In 1983 the NPS awarded a contract for the replacement of the slate roof on Building 21. This view of the work in progress shows the east side of the structure. Notice how the hip end of the roof slopes down towards the Navy Yard Boundary Wall.

The Carriage House is seen on Mar. 7, 2008. At that time, the structure was unoccupied.
Building 22, the Dry Dock Pump House & Saw Mill, is significant as a part of the Dry Dock complex and as the first major Navy Yard structure designed by Alexander Parris.

The building would also be significant as the first Navy Yard structure adapted for a new use following the closure of the Navy Yard. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

HISTORY:

The construction of Dry Dock 1 included the erection of a structure to house the steam engines which powered the pumps required to empty it. This building, identified as Site 55 in the 1828 master plan, was conceived as an L-shaped structure measuring 100 ft. along its west and north sides. Both wings had a width of 40 ft. It was the first yard building designed by Alexander Parris, who was employed by chief engineer Loammi Baldwin as his principal assistant for the Charlestown dock. It was larger than what was required solely for the dock; the north wing, Commandant Charles Morris informed the Board of Naval Commissioners in October 1929, could utilize power from the steam engine to “move machinery which will save manual labour in several departments.”

The board, however, refused to allot funds to the construction of the north wing. Thus, the building as completed in early 1833 consisted only of a 60 x 40 ft., three-story rectangular structure. A hipped slate roof rose 12 ft. from the top of the 36-ft.-high smooth-finished granite walls. A 61-ft.-high chimney was located on the east side of the building.

The yard did not give up on completing the entire structure. Commandant Jesse D. Elliott argued the case for it during Secretary of the Navy Levi Woodbury’s visit on the occasion of the dock’s inauguration in June 1833. Not until 1837, however, did the Navy Department finally fund the Saw Mill wing. Work began that spring, and the building was complete by the end of the year. Questions over the nature of the machinery to be housed in the building, however, meant that it did not come into full operation until the summer of 1840. The quality of the work was such that it is not possible to distinguish between the original building and the addition.

The first major change to the building came in 1843, when a boilerhouse was added around the original chimney. This addition was rebuilt during FY 1857 as part of the upgrade of
the dry dock pumping system. The new single-story brick wing measured 70 x 41.5 ft.

With the completion of a new Saw Mill (Building 67) in 1867, the north wing was converted into a Machine Shop. The building, however, continued to house the Block Shop on the third floor. By 1872 a Grindstone Shop occupied the eastern end of the boilerhouse wing.

In 1868 the yard first recommended the replacement of the chimney. This project was finally funded in FY 1871. Work began in August 1870, and by December the new 121-ft-high chimney, located just south of the boiler house, had been completed. The structure, whose height was only exceeded by the chimney at the Machine Shop Complex, required 198,000 red bricks.

In January 1891 work began on the replacement of the boilers and dry dock pumps. This project was completed in August. Towards the end of the 1890s, the Navy Yard raised the roof of the boilerhouse by 5 ft. In addition to providing steam for the dry dock pumps, the boilers were being used to feed facilities in adjoining structures.

With the completion of the new Pump House (Building 123) for the dry docks in 1905, the pumps in Building 22 were abandoned and removed. The boilers continued to supply steam to other locations for a short period thereafter, but in January 1909, following completion of the Central Power Plant (Building 108), the space was turned over to the yard’s storekeeper.

By 1912, in addition to being used as a storehouse, the building contained locker room space for employees of the Hull Division. It also housed the offices of the Riggers Loft, which had been displaced from Building 24 following a fire in that structure in September 1910. In 1915 the space was assigned to the Public Works Shop. This use continued into the early 1920s. By that time a wooden lean-to had been added to the south side of the boilerhouse.

The building’s association with USS Constitution began in the mid-1920s, when the offices of the superintendent in charge of her major reconstruction were located in the building. Following the completion of that project, the building continued to be used as a Dry Dock Workshop, with spaces on the first floor allotted to woodworkers and sheetmetal workers as well as a stock room. A 1939 plan indicates that lockers, a lunch room, and a washroom occupied the second floor. That last facility had been modernized in 1937 by the WPA. The third floor contained storage for the Riggers Shop.
This June 25, 1935, plan shows the reconstruction of the electrical substation in the former boilerhouse wing of Building 22.

As early as 1917 a portion of the former boilerhouse wing had been converted into an electrical substation. In 1935 and 1936 the substation was totally rebuilt and expanded to encompass the entire wing. At that time, openings into the rest of Building 22 were sealed and the chimney, which had been a feature of the yard’s landscape for more than six decades, was demolished. The substation continued in use until the National Park Service modernized the electrical service in its portion of the Navy Yard in the late 1970s.

In 1943 a wooden fire escape was erected on the west face of Building 22. This structure was removed in 1954; a year later, the yard awarded a contract to replace the doors with windows which matched the originals. The yard's files reveal that the structure was repointed in 1951 and repainted, inside and out, in 1964.

One problem with the building which the Navy attempted to address in the mid-1950s involved water in the basement. An April 1956 report on the subject stated that tide water was entering the building through a steam tunnel feeding Dry Dock 2 and electrical ducts from the utility tunnel running along the north side of the building, as well as through a clean-out plug in a sewer line which was used to drain the water but was often not reinstalled. It recommended that the openings be sealed and a new clean-out provided in another location. Despite these efforts, the water problem continues to exist as of 2008.

In 1965 the Navy decided to relocate the Industrial Hygiene Laboratory from the first floor of Building 28 to the second floor of Building 10. However, before the project could be implemented, the yard concluded in January 1966 that moving the operation into Building 22, where the offices could be placed on the first floor separate from the actual laboratory spaces on the second, made more sense. This use continued until the closure of the yard. The 1973 yard plan also reveals that it continued to serve as a workshop and disaster control space, and the building was listed as a Ship Repair Shop on the formal inventory of yard facilities made at the time of closure.
At that time, Building 22 was identified as the ideal location for the new USS Constitution Museum. In January 1975, after discussions with both the Navy and the National Park Service, the museum entered into an agreement with the Navy to occupy the structure and convert it into a permanent museum facility.\(^1\) The work, designed by architect James H. Ballou of Salem, Mass., began in March; thirteen months later, on April 4, 1976, naval historian Rear Admiral Samuel Eliot Morison cut the ribbon to open the museum. It was the first building in the former Navy Yard to have been rehabilitated for a new use.

The original museum excluded the electrical substation wing, still in active service. By the mid-1980s, however, with the abandonment of most of the substation, the museum began to focus on it as a potential area for expansion. As that project began to take shape during discussions with Boston National Historical Park, it grew to encompass Building 28 as well. To provide access to the substation, the space between it and the north wing was to be infilled; this infill was extended to provide a connector into Building 28.

Built in several phases, the project began in 1993 with a ceremonal groundbreaking by U.S. Senator Edward M. Kennedy. The NPS funded work on the basic shell of the buildings and the museum did the final finish work and exhibit build-out. The portion of the work involving Building 22, including the construction of the connector (with the removal of portions of the original building’s granite walls for access) and both a theater space and restrooms in the substation, was completed in the summer of 1994. The remainder of the project, involving renovation of Building 28 and landscaping, was finished in 1996 and 1997. As part of the landscaping work, a ramp was added on the west face to provide wheelchair access to the main entrance to the museum. As a separate project, the park in 1997 replaced the structure’s slate roof.

\(^1\) Following the formal acquisition of the yard by the NPS, the Navy use agreement was converted into a cooperative agreement between the park and the museum. In 1984 this agreement was changed to a formal 25-year lease.
Building 24, the Riggers & Laborers Shop, is significant as a part of the mid-19th century development of the Navy Yard; as an example of granite structures built under the cognizance of Naval Constructor Samuel M. Pook; as the sole surviving example of World War II wooden additions to existing structures; and as the only building in the Navy Yard to have a continuous history of industrial use from its construction to the present day.

On October 10, 1846, Navy Yard Commandant Commodore Foxhall A. Parker sent a letter to the Bureau of Yards & Docks setting forth the yard’s proposed facility construction program. One of the structures requested was a Joiners Shop, Carpenters Work Shop, & Rigging Loft to be located on the east side of Dry Dock 1. Since this structure had not been envisioned in the 1828 master plan, Parker justified its location. “It will be near the place where most of the repairs of ships are made,” he wrote. “Much time & expense would be saved in the transportation of materials to and from the Dock.”

The proposed structure was funded in the FY 1848 Naval Appropriations Act, approved on March 3, 1847. Construction began that summer and was completed in 1849. Although some sources have attributed the design to either Alexander Parris or Joseph Billings, its construction falls in the period where civil engineering projects came under the jurisdiction of the Naval Constructor, Samuel M. Pook (1804-1878).

While there is no known connection, the design of the 200 x 70 ft. brick-backed granite structure is reminiscent of the 1837 Mast House (Building 7) at the Portsmouth Navy Yard, where Pook had previously served. The walls were approximately 28 ft. to the eaves, with the peak of the gabled roof rising to approximately 53 ft. This design provided a spacious loft (or third floor). Eight doors (one in every other bay) were located along the east and west sides, with two doors in the north and south elevations. The end elevations also had a large loading door on the loft level. The date “1847” was inscribed above that door on the south end. A series of skylights in the slate roof provided light for the third floor.

The first change to the building came during construction. In October 1847 Commandant Parker informed the Bureau of Yards & Docks that the existing yard muster bell (used to indicate the start and finish of the work day) was broken and

The design of Building 24 may have been influenced by that of the Mast House (Building 7) at the Portsmouth Navy Yard, where Samuel Pook had served prior to being assigned to Charlestown. Built in 1837, that two-story granite structure was 250 x 70 ft. This view dates to 1976.

This photograph of Building 24 was taken following the 1867 addition of the Galvanizing Shop. Building 23, which housed, among other functions, the yard’s Chapel, is to the left. Note the cupola holding the yard’s muster bell at the end of the main roof.
Building 24 featured in the background of numerous views of ships in Dry Dock 1 such as this Oct. 1890 image of the merchant vessel SS Shawmut (ex-Enchantress). Building 23 is at left, while the Receiving Ship USS Wabash can be seen at right. Burroughs Collection, Bostonian Society

requested permission to locate a replacement on the new Carpenters & Joiners Shop rather than on the Shiphouse where the old bell had been. This proposal was approved, and a hexagonal belfry containing the new bell was placed at the peak of the roof at the north end.

The first major changes to Building 24 and its use came in the 1860s. In 1866 the Joiners Shop moved to its own building (Building 36). In October 1867 plans were prepared for the addition of a Galvanizing Shop on the north end of the building. This 12-ft.-high structure measured 32 x 19 ft. with a large cupola containing a chimney in the middle of the angled roof.

An 1873 plan reveals that the first and second stories were under the jurisdiction of the Department of Construction & Repair and used as a Carpenters Shop on the first floor and storage and offices on the second. The loft was assigned to the Equipment Department as a Rigging Loft. A small scale for weighing materials was located adjacent to the northernmost window on the west side.

By the time this record photograph was taken in Aug. 1900, the northernmost door had been infilled to reflect the fact that a vault had been recently installed in that corner of the structure. The frames projecting from the windows were used as part of a solar-activated blueprinting system.

By 1900 a vault had been constructed in the northwest corner, resulting in the infill of the door in that location. The first floor contained lavatory space for workers as well as shop space, while the second floor contained offices and a large drafting room. The third floor continued to be used as a Rigging Loft.

On September 25, 1910, a fire gutted the building. Funds to undertake its reconstruction were provided in the FY 1913 Naval Appropriations Act, approved in August 1912. While the overall dimensions of the structure, rebuilt on contract by C.M. Leach, would remain the same, the new building would be of fireproof construction with a steel framework supported on footings and concrete floors. A 170-ft.-long clerestory or

The July 2, 1913, view above shows the fire-damaged Building 24 awaiting reconstruction. The May 1, 1914, view at right looking north shows how the interior was completely gutted. Note the holes for the footings for the new steel framework.
monitor was constructed at the peak of the roof to provide ventilation and light for the Rigging Loft. The reconstruction was completed in early 1915 at a cost of $53,577.27.

Four years later, the southeast corner of the building was converted into a machinery room for the Marine Railway. A 1921 memorandum describing the yard’s industrial buildings reported that it was employed as a Rigging Loft, as well as offices and storage. The report also documented a major problem which would plague the building for the next 80 years: “At the present time it is in poor condition, due to settlement of interior columns reducing floor load capacity.” Efforts to solve this problem in the early 1920s involved the addition of tie rods to the walls.

In the late 1920s a lean-to was added at the south end of the west side to provide protection for a saw being employed for shaping timbers for the restoration of USS Constitution. This lean-to would disappear in the 1930s. A 1939 plan shows that the first floor was used for storage and as locker rooms for laborers, the second floor contained the Sail Loft, and the third floor the Rigging Loft.

The need for additional space brought about by the expansion of the yard to meet World War II production needs led to the construction of numerous additions to existing structures. In April 1941 the yard issued a contract to Thomas O’Connor & Co. for a number of projects in the Navy Yard. One of these involved an expansion of the Riggers Shop, which would result in the elimination of a major portion of 5th Street and the demolition of Building 23.

The new two-story East Extension was of steel frame construction with asbestos shingle-covered wood walls. It measured approximately 200 x 69 ft., with a 10 x 30 ft. gap at the southwest corner to allow access to the door to the Marine Railway machinery space. It had a flat roof. Also part of this project was the addition of a 22 x 10 ft. elevator tower on the north elevation of the original structure. This work was completed in early 1943.
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Shortly after the completion of the East Extension, the Sail Loft moved to the third floor of Building 36. Thereafter, Building 24 was described as the Rigging Loft, although it still housed the Marine Railway machinery room and provided space for use by dockmasters. In conjunction with that use, a dormer was added to the west roof of the structure in late 1945.

While the Navy Yard was an active shipyard it had no special facilities for work on USS Constitution. Following the announcement of the impending closure of the yard, and that USS Constitution would remain there, the yard decided to create a USS Constitution Maintenance & Repair facility in Building 24. This decision resulted in the movement of woodworking machinery from Building 114, and the Sail Loft from Building 36. The new facility was officially opened in February 1974.

Following the transfer of the western portion of the yard from the Navy to the National Park Service, the NPS entered into an agreement assigning Building 24 to the Navy for continued use as a maintenance shop. Although at times the NPS and the Navy have talked about allowing the public to view on-going activities, as of 2008 this has not happened.

By the early 2000s the issue of settlement in the original portion of Building 24 remained unaddressed. The solution of this problem was the primary element of a major construction effort funded under the NPS FY 2004 line item construction program. In addition to underpinning the building to stabilize the structure, the project involved a complete exterior rehabilitation of the original structure, including replacement of the windows and slate roof. At the same time, under a separate contract, the NPS removed the asbestos siding from the East Extension and replaced it with a cementitious siding which replicated the appearance of the original. Finally, in 2008, the NPS replaced the flat roof on the extension.
Building 28, the Plumbers & Tinners Shop, is significant as an ancillary structure associated with Dry Dock 1, as the Navy Yard’s first electric light plant, and as its first restaurant for yard employees.

By the 1840s the use of steam-powered equipment in the Navy Yard had increased to the point that it required coal houses to store the fuel for the various boilers. In 1847 it requested funding for three such structures, to be located near the Dry Dock Engine House (Building 22), the Ropewalk (Building 58), and the Smithery (Building 0) at the east end of the yard. The FY 1849 Naval Appropriations Act, approved in August 1848, provided funding for one, the “coal-house near [the] dry-dock.”

Identified as Site 68 based on the 1828 master plan, the new single-story brick building measured 100 x 40 ft. with a height of 12.5 ft. to the eaves of the gabled roof. It was completed and accepted by the yard by the end of September 1849.

By the mid-1860s the Plumbers & Tinners Shop, then located in the Blacksmith Shop (Building 25), required more space. The yard drew up plans to add a second story to the Dry Dock Engine House Coal House. This work was completed in late 1866, using funds appropriated for yard repairs. The plans for the structure are unsigned, but were prepared under the auspices of Civil Engineer Joseph E. Billings. The structure, however, bears none of his characteristic design features, reflecting the fact that the work was an addition to an existing building rather than a new design. The expanded Building 28 now had a height of 25 ft. to the eaves, with the gabled slate roof rising another 12.5 ft. The Plumbers Shop occupied the first floor, with the Tinners Shop on the second.

On June 15, 1882, the building’s roof was damaged by fire. It was replaced during the following fiscal year. By the early 1890s a furnace had been installed on the first floor with a square chimney at the center of the peaked roof.

In the early 1890s, as the yard began to modernize after a period of inactivity, it became interested in utilizing electric lights. In July 1894 the FY 1895 Naval Appropriations Act provided $15,000 for the construction of an electric light plant. On September 20, 1894, the yard awarded a contract to the General Electric Co. for the project, which was to utilize the northern half of the ground floor of Building 28 to house the necessary dynamos (generators). The equipment was first placed into operation on March 12, 1895.

The initial system utilized steam provided by the boilers for the Dry Dock pumps, located in the boilerhouse wing of Building 22. This arrangement, however, proved to be inefficient, and in the FY 1897 Naval Appropriations Act, approved in June 1896, the yard received funds to install separate boilers in Building 28. Furnished by the Ames Iron Works of Boston, they were installed in December of that year and placed in service on May 1, 1897. Although initial plans had envisioned a brick chimney located in the center of the build-
The growth of the workforce as a result of the United States’ entry into World War I taxed the capacity of the restaurant. Thus, in the spring of 1918 the yard decided to build a 30-ft. addition at the north end of the structure, restoring it to its original 100-ft. length. The project was started by yard labor, but was completed by contract. The basic design replicated the details of the original structure, but with concrete lintels and sills rather than the granite used in the original building. Both the brick used for the walls and the slate employed on the roof differed in color from the older portion, giving a clear indication of the evolution of the structure. Although the plans for the addition called for an exterior stairway on the north wall, this was instead constructed on the west side with the door being in the northernmost bay of the original structure.

Following the closure of the restaurant, the yard began to consider the future use of Building 28. In 1947, it decided to establish a consolidated printing plant (Shop 93) there. As part of the conversion, columns were added to strengthen the second floor.
The Print Shop left the building during FY 1957. It was then used as office space for ships being worked on by the yard. In 1959, the structure was converted into laboratory space for the Industrial Hygiene and the Reference Standards Laboratories. Although the Industrial Hygiene Laboratory would move into Building 22 in 1966, the structure continued to house offices and laboratories belonging to the Quality & Reliability Assurance Department until the closure of the yard.

In 1943 a wooden fire escape was installed in the fourth bay from the south end of the east side. By 1966, yard fire prevention officials were urging its replacement with one of metal. During final design work, the building’s occupants requested that the new fire escape be relocated to the third bay from the north, a request which was approved by Maynard D. Spekin of the Public Works Dept. on July 18, 1968, as “entirely reasonable.” The project included the conversion of the old doorway back to a window using the sash removed from the new exit.

In early 1974 the Navy began to consider its future space needs in Boston. Since it intended to declare the Navy (Fargo) Building in South Boston as surplus, it developed plans to relocate the offices of the Commandant of the First Naval District to Building 28. These plans, however, were never implemented, and the building was transferred to the National Park Service in January 1976.

Between 1976 and 1979 the NPS converted the structure into space for its North Atlantic Historic Preservation Center. This office, which provided technical assistance to parks in the region, was joined by the Eastern Archeology Field Laboratory in 1980.

By the mid-1980s the USS Constitution Museum, housed in the adjoining Building 22, began to work with the NPS to expand its operations. One element of that program, incorporated into the 1987 revision of the park’s General Management Plan for the Navy Yard, involved the expansion of the museum into Building 28. The first phase of this effort saw the relocation of the regional office facilities in the building to new space in the Boott Mill at Lowell National Historical Park.

Under the agreement between the park and the museum, the NPS would be responsible for the construction of a connector between Buildings 22 and 28 and the exterior rehabilitation of Building 28, while the museum would do final finishes and exhibit installation. The rehabilitation of Building 28, identified as Phase II of the project, took place between 1994 and 1996. It involved the removal of a significant portion of the east and south walls to address serious structural settlement problems with the building. As part of the work, the fire escape on the east side was removed. The exterior
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From 5th St. To South Courtyard

When the Navy Yard assigned names to streets in the yard in 1902, the roadway running along the west side of Building 28 and the east side of Building 24 was designated as 5th St. The still unpaved road is seen above on Nov. 23, 1912. During World War II, the portion of 5th St. south of the roadway connecting the two dry docks was eliminated with the construction of the East Extension of Building 24. That structure can be seen at the end of the remaining portion of 5th St. in the 1978 view above right. As part of the USS Constitution Museum expansion project in the early 1990s, this portion of 5th St. was eliminated, with the new connector linking Building 28 to Building 22 crossing the north end of the street. The rest of the area was rebuilt as the brick South Courtyard of the museum as seen the Feb. 2002 view at right. Note the flush granite curbing installed to reflect the space’s historic origins as a street.

BOSTS-10101 (above); Victor A. Jorrin, BNHP (above right); OCLP (right)

During the 1980s the north end of the original portion of the east side of Building 28 developed serious structural problems. In this Jan. 9, 1995, view the settlement can be clearly seen in the angle of the window sills and the change in the brick belt course. Robert Gomes, DSC

To correct the problem, the entire wall was removed and then rebuilt following the installation of a new foundation. This Apr. 25, 1995, view shows the building following the removal. Jack Highland, DSC

This May 28, 2003, view shows the reconstructed east side of Building 28. Note how part of Baxter Rd. has been converted into a courtyard displaying a replica USS Constitution gun deck and anchor, with the remainder being landscaped.

Bill Barlow, BNHP

stairway on the west side was retained, but the doorway at the second floor was removed. The roadways on either side of the building were converted into brick courtyards.

The rehabilitation project did not include replacement of the slate roof. This was accomplished by the NPS in late 2003. This work retained the differences in slate color between the original structure and the 1918 addition.
Building 31, the Muster House, is significant as the place where 19th century yard workers gathered to receive their assignments and pay; as the yard’s telephone exchange; and for its unusual architectural style. It is also significant as an early example of a structure whose design was based on that from another navy yard.

Building 31, the Muster House, is a unique structure within the Navy Yard with its octagonal shape. It is, after the Commandant’s House (Quarters G), the oldest yard structure whose design originated outside of the yard. It was based on a similar building at the New York (Brooklyn) Navy Yard, which may have been inspired by the work of Orson S. Fowler, whose 1848 book *A Home for All, or, A New, Cheap, Convenient, and Superior Mode of Building* advocated octagonal houses surrounded by a veranda and started a brief fad for such structures.

The idea of a place where yard workers could be gathered, or mustered, in order to receive their assignments and their wages first appeared in the Navy Yard’s annual report for 1847. It proposed construction of a Muster Office on the south side of the Gun Park in line with the west side of Dry Dock 1. According to an initial plan dated September 1846, it was to have been a 30-ft. square single-story wooden structure with a 5-ft. porch with a concave roof sweeping up in a tent-like manner. Although the drawing is not signed, it was done under the supervision of Naval Constructor Samuel M. Pook.

The Bureau of Yards & Docks declined to fund the project, and the yard repeated it in its annual reports for the next several years. The location, however, changed. In 1848, it was placed at the southwest corner of the Gun Park (the intersection of today’s First Ave. and 3rd St.). A year later, it was sited approximately 35 ft. south of and in line with the eastern end of Building 5. It would continue to be proposed for that location for the next few years. By 1850 the building had grown in size to 35 ft. square.

Commandant John Downes, in his August 1851 annual report, justified the need for the building by stating that mustering of the workers currently took place in the Saw Mill (Building 22). “While the muster is going on, no work can be done,” he wrote, adding that because of crowded conditions in the building, “many [men] are kept outside, sometimes in the rain, delaying the muster and wasting much valuable time.”

The yard’s arguments finally bore fruit, and the FY 1853 Naval Appropriations Act, approved on August 31, 1852, provided $3,000 for the construction of a Muster Office. In transmitting information about this funding, Commodore Joseph Smith, chief of the Bureau of Yards & Docks, criticized Pook’s design, particularly the roof, since it might “retain large quantities of snow” in winter. As an alternative, he proposed that the yard consider construction of a building similar to that in the New York Navy Yard.
The New York (Brooklyn) Navy Yard’s octagonal brick Muster Office served as the model for similar facilities at both the Boston and Washington Navy Yards.

The New York Muster Office was a two-story octagonal structure built of brick. The Navy Yard agreed to Smith’s suggestion, and on December 15 received his approval for a similar building as well as a new location for it. The new site was on the north side of the Main (Second) Ave. south of the west end of the Ropewalk (Building 58) and to the east of the Commandant’s Office (Building 29).

Construction of the Muster House began in March 1853 and the structure was completed in late August. The first floor accommodated the mustering and payroll functions. The second floor was assigned to newly-appointed Civil Engineer Joseph E. Billings.

With the opening of the Muster House, the yard proposed creating a new gate for workers so that they could enter the yard from Chelsea St. at the west end of the Ropewalk. Although the Bureau of Yards & Docks rejected the idea in September 1853, Commandant Francis H. Gregory raised the issue when Secretary of the Navy James C. Dobbin visited the yard in October. Dobbin approved the idea, and the yard proceeded to open what became Gate 4.

The Muster House had an overall width of 33 ft., with each of the eight sides being approximately 14 ft. long. A 14-ft.-wide canopy surrounded the building, which had a height of 28 ft. to the roof. The roof sloped upward 4.75 ft. to where a 14-ft. high, 8.75-ft. wide cupola surmounted the roof. The overall height of the building was 47.5 ft. A Howard tower clock with four faces was soon installed in the cupola. Interestingly, the yard’s muster bell remained elsewhere in the yard.

Congress funded an addition to the New York Muster Office in FY 1866. This drawing appeared in *Harper’s* for Dec. 1870, showing the now-three-story “Round House” as it was called. It is unclear whether or not this project influenced the design of the similar expansion of the Charlestown Navy Yard’s Muster House.

This image from a stereograph card from the 1860s shows the original two-story Muster House. Note the benches surrounding the building. The edge of the Sail Loft (Building 33) can be seen to the right. BOSTS-9315

This early 20th century view of the three-story Muster House looks southwest.

BOSTS-14942
The Civil War resulted in a major expansion of Navy Yard facilities. This meant increased work for the Civil Engineer’s office, and in August 1867 the yard recommended the addition of a third story to the Muster House to accommodate additional draftsmen. Whether this recommendation was influenced by the fact that the FY 1866 Naval Appropriations Act had authorized a similar modification to the New York Navy Yard’s Muster Office is unknown.

The yard’s annual reports for the next three years repeated the recommendation, and on April 14, 1871, funds were allocated from the money Congress had provided for repairs to Navy Yard buildings to carry out the project. This work gave the structure its current overall height of 78.75 ft. The project saw the roof angle increased so as to create a usable attic space. The new cupola had a width of 12 ft. and a height to the roof eave of 13.75 ft. The Howard clock was reinstalled in this cupola. Two dormers were located at the front and rear of the structure’s slate roof.

The functions of the building remained constant until the 1890s. In 1891 the Captain of the Yard moved into the building from the condemned Building 29. Six years later, with the introduction of telephones into the yard, the telephone switchboard was installed in the building. Losing the mustering function around the same time, the telephone exchange remained in Building 31 until the closure of the yard, and in the 20th century it was known as the Telephone Exchange rather than the Muster House. From 1910 to 1919 the structure housed the yard’s chemical laboratory.

During FY 1930 yard workers removed the canopy which had surrounded the structure since its original construction. At this time, the walls were still painted in colors ranging from white to light brown. There is no specific record as to when they were cleaned back to bare brick surfaces, but aerial photographs taken in April 1943 indicate that it had been done by that date.

The growth of the yard’s telephone system led in 1941 to a contract for the expansion of Building 31. A two-story flat-roofed windowless addition measuring 22 x 39 ft. was added to the north face. The concrete pier and brick infill structure was built by Thomas O’Connor & Co. under a contract covering a large variety of both new construction and alterations to yard buildings. In early 1942 plans were drawn up to extend this addition northward by 25 ft. During construction, the second floor of this section was deleted.

The final change to the building occurred in 1945, when a 28-ft.-long single-story brick addition was constructed on the east side. The south wall, which was centered on the original building’s east wall, measured 8.5 ft., while the north wall was a foot longer. This addition also filled in the triangle left open between the south wall of the north extension and the northeast wall of the octagon. This addition was done in conjunction with the conversion of part of the first floor into an x-ray facility connected to the Dispensary (Building 120).
From the 1950s until the yard’s closure, the Hearing Clinic occupied this space. Building 31 was transferred to the Boston Redevelopment Authority as a part of the Historic Monument Area. In its program of preservation and use for this parcel, the BRA identified the approach to Building 31 as “restoration,” the only building so designated. As a start of its work on the structure, it demolished all of the World War II additions in April 1979.

Not until the fall of 1981 did it begin the actual restoration work, which involved reconstruction of the canopy which had surrounded the structure. This work was completed in the spring of 1982, at which time the BRA moved its Navy Yard site office into the building. Later, the Courageous Sailing Center used the building for its offices.

Because of these uses, the BRA did not offer the building for leasing until the late 1990s. In April 1997 it entered into a 65-year lease with MJC Realty Trust for the structure. That firm undertook phase II of the building’s restoration, which involved among other work installation of copper roofing on the canopy. Like the prior restoration, it failed to paint the brick, thus creating a building which did not exist historically. In July 1999, as the work was being completed, the lease was sold in a foreclosure proceeding to the Royalston Trust. Since then, a number of sub-tenants have occupied the building as offices.
Building 32 (Bank)

**LOCATION:** Charlestown – NHP

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<th>STATEMENT OF SIGNIFICANCE:</th>
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<td>Building 32 is significant as successively a storehouse for explosive shells, administrative offices for the yard, and a bank and credit union serving the financial needs of yard employees.</td>
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**HISTORY:**

By the middle of the 19th century, the Navy was increasingly employing guns which fired explosive shells rather than solid shot. It thus required facilities for the handling of such shells. The FY 1856 Naval Appropriations Act, approved on March 3, 1855, provided funds for both a “fire-proof building for loaded shells” and a “house for unloaded shells and workshop.” Although the legislation implied that the structures were to be at the Naval Magazine in Chelsea, they were in fact for the Charlestown Navy Yard.

In March 1856 Commandant Silas H. Stringham forwarded a plan of the proposed House for Unloaded Shells. He recommended that it be located at the eastern end of the Anchor Park so it would be close to the Shot Park, located immediately to its west on the south side of the Main (Second) Avenue. The plan prepared by Civil Engineer Joseph E. Billings two years earlier proposed a structure measuring approximately 53 x 33 ft., with a height of 19 ft. to the base of the hipped roof, the peak of which reached to 29.5 ft. In keeping with recommendations from the Bureau of Ordnance, the interior was to contain two floors, the upper story being “a storeroom for shell boxes.”

With the exception of eliminating the second floor, the Shell House (Building 32) was erected that summer in accordance with the March plans. It had a granite watertable, brick walls, and a slate roof. The center bay on each side contained a door with granite steps. The remaining bays contained blank arched recesses where windows would have been in a normal building.

On April 20, 1865, two large Parrott rifle shells being worked on in the building exploded, killing four men and wounding six others. In reporting the accident to Washington, Commandant Stringham, serving his second tour as yard commandant, wrote that “this accident demonstrates the impropriety of have a building for such a purpose in the midst of the offices and buildings of a crowded Navy Yard.” While he went on to recommend that the Shell House be removed to the grounds of the Chelsea Naval Magazine, Washington instead simply ordered that no loaded shells were to be drilled in the yard.

During FY 1865 a large shed was built on the west side of the Shell House. Not mentioned in the reports of the yard’s Civil Engineer, the exact purpose of the 120 x 50 ft. single-story structure is unknown. Three years later, its length was reduced to approximately 32 ft. It disappeared from yard site plans in FY 1876.

From the 1850s on, the Navy Yard repeatedly requested funds for new administrative offices. The current offices, the yard reported in its FY 1871 annual report, had been built in 1829 as the offices of Loammi Baldwin and his assistants.
Chapter 5, Resource Inventory

during the construction of Dry Dock 1. However, officials in Washington continually refused to include such offices in the Navy’s public works funding requests to Congress. By the late 1880s the office situation was becoming critical. Mindful of the financial restraints on public works construction in navy yards, yard officials in 1889 decided that instead of advocating a new office building, it would propose to convert Building 32. It drew up a scheme to add a 32 x 30 ft. wing on the west side of the structure, as well as the insertion of windows into the blank walls. The final plans, approved on July 1, 1891, however, provided only for the modification of the existing building. The conversion work was completed during FY 1892.

The resurrection of the Navy Yard in the early 1900s meant an expansion of the yard’s senior management staff. Thus, in 1910, the yard awarded a contract to C.M. Leach to build a two-bay extension at the north end of the building. The 20 x 33 ft. structure duplicated the details of the original building. Indeed, the north portion of the original hipped roof was removed and reused on the extension. The project was completed in November 1910.

During World War I, the Commandant moved to Building 39 and the building came to house the yard’s Paymaster. A large vault was built in the northeast corner of the building. The need for additional space for this function led the yard to prepare plans in August 1917 for the construction of a temporary 19 x 13 ft. addition at the north end. A second wooden
extension, this one measuring 13.5 x 31 ft., was proposed a year later. This work was completed in mid-1919. The L-shaped addition would be demolished during FY 1929.

At the same time that it drew up plans for the second temporary addition in May 1918, the yard proposed more permanent modifications to Building 32. The wooden additions would have been replaced by a 30 ft. brick extension containing three bays matching the existing structure. At the same time, the roof was to be raised 8 ft. to allow a second floor to be inserted. This project was never authorized.

Annual site plans show that Building 32 continued as the pay and disbursing office through the end of FY 1942. The FY 1943 site plan shows the structure having no tenant; a year later, the Safety Engineer and the Personnel Department Compensation section were listed as its occupants. These functions were joined on the FY 1947 plan by the Safety Shoe Store and the Employees’ Credit Union, although both organizations had moved into the structure around 1945. While the store would move out in FY 1951, the credit union would remain in the north half of the building until the closure of the Navy Yard.

During FY 1941 a wooden addition measuring 22 x 70 ft. was built along the west side of the structure. Three years later, a 22 x 18.5 ft. extension was added to the north end of this addition; this section housed the Safety Shoe Store. Originally separated from the rest of the wooden addition, the dividing wall was later removed to allow expansion of the credit union.

The next modifications came in 1951 as a result of an agreement by the yard to allow the National Shawmut Bank to open a branch in the building. Most of the work was internal, including the removal of the original five-bay brick west wall and construction of a second vault. The front steps were replaced by a new concrete platform with steps leading from both the north and south. The bank opened for business on November 5, 1951.

Both the bank and credit union closed in 1974 with the shipyard. The building, which was included in the portion of the yard transferred to the National Park Service, remained vacant from 1974 until October 1977, when the Boston Redevelopment Authority opened a site construction office in it. The BRA remained there until the summer of 1980, when the NPS entered into an agreement with the Boston Marine Society to move its offices, museum, and library into the building. Following rehabilitation work, designed by architect Ronald H. Albert of Haverhill, Mass., the society moved into the structure in 1981. It remains as the building’s tenant in 2008.
THE BOSTON MARINE SOCIETY traces its origins to a group of Boston sea captains who on June 1, 1742, formed “a loving and friendly Society called The Fellowship Club” to assist members and their families in times of distress or death. Twelve years later, on February 2, 1754, the group obtained a charter from the governor of the Massachusetts Bay Colony as the “Marine Society at Boston in New England.” Its purposes were to “make navigation more safe” and to aid members and their families in poverty or other “adverse accidents in life.” Membership was (and remains) limited to individuals who are merchant marine captains (masters). The society’s name was officially changed to the Boston Marine Society in 1809.

In addition to its charitable work, the society promoted Boston as a port and the training of merchant mariners. Its interest in improvements to navigation led it to advocate maritime safety activities such as buoys and lighthouses. It also took an interest in the harbor pilots who guided vessels in and out of the port. In 1791 the state empowered the society’s trustees to appoint Pilot Commissioners, who in turn appoint Boston Harbor pilots. Originally the trustees themselves served as the Pilot Commissioners; currently, they nominate candidates for the position to the governor.

The oldest association of its kind in the world, the Boston Marine Society continues its work to the present. Since 1981, its headquarters have been in Building 32 at the Charlestown Navy Yard. There it maintains exhibits of ship models and other maritime artifacts as well as a library of reference works on maritime subjects.
Building 33, the Sail Loft, is significant as a part of the mid-19th century development of the Navy Yard; as an example of granite structures built under the cognizance of Naval Constructor Samuel M. Pook; and as Frazier Barracks, the yard’s quarters for enlisted personnel following the discontinuance of the use of Receiving Ships.

In March 1849 the FY 1850 Naval Appropriations Act authorized the construction of a Sail Loft & Cordage Store at the Navy Yard. This structure was to be located on the north side of the Main (Second) Ave. opposite the Store House (Building 34), on what had been labeled Site 24 in the 1828 master plan. (That site was identified there as a Cable & Cordage Store, with the Sail Loft itself being proposed for Site 26, two blocks further east.) Although often attributed to Joseph Billings, the new structure’s design fell under the cognizance of Naval Constructor Samuel M. Pook. Construction of the three-story granite building was complicated by difficulties “getting a firm foundation,” requiring 40-ft. rather than 20-ft. pilings. The initial $50,000 appropriation was quickly expended, and supplemental funds were provided in the FY 1851 and FY 1852 Naval Appropriations Acts. The structure was finally completed and occupied in January 1852.

Built of rough-face split granite with brick backing, Building 33 measured 65 x 200 ft., with a height of 47 ft. to the eaves of the gabled slate roof. It had a full basement. There were single doors in the center of each end, with five doors evenly spaced along each side. The doors and windows had smooth granite lintels and sills, with iron shutters. A course of smooth granite ran along the eaves.

On December 15, 1852, a stove used to provide heat for the Sail Loft on the third floor caused a fire. By 1868, heat was supplied by steam generated by a boiler located in a 23.5-ft. square addition on the center of the north wall. This facility also provided steam for heating Building 34. Plans for a larger (30 x 17 ft.) boiler shed were drawn in 1881, but site plans do not show the larger addition until 1899. The boiler room and its associated chimney were removed in March 1905. Thereafter, steam for heating came from the Central Power Plant (Building 108).
On June 24, 1873, the famous Fort McHenry flag, the “Star Spangled Banner,” was displayed on the south wall of Building 33. Note the Marine guard standing in front of the flag. 

_— Burroughs Collection, Bostonian Society_

The porous nature of the soil underlying the building led to problems with water infiltration into the basement. The yard dealt with this issue during FY 1877, when the existing basement floor was replaced by a new one of concrete.

From its construction until the early 1920s, Building 33 contained the Sail Loft on the third floor and the Receiving Stores on the lower floors. Changes in use began in 1922, when the Upholstery Shop was moved from Building 36. It also began to house shop offices for the Joiners, Plumbers, and Roofing Shops. During FY 1935 the Sail Loft vacated the structure, moving to Building 24.

In 1933 the yard had decommissioned its last Receiving Ship, USS _Southery_ (IX-26). The Receiving Station moved into temporary barracks in Building 39. In 1936 the yard began work to convert Building 33 into a permanent Receiving Station Barracks. This facility was first occupied in January 1938. At that time, it was named Frazier Barracks in honor of Seaman Daniel Frazier “in recognition of courageous services rendered” during the Tripolitan War in 1804.

During 1939 and 1940 the Mold Loft occupied a portion of Building 33 while it awaited completion of its new space in the Building 104 East Extension. In 1941 the Navy constructed a small wing at the west end of the north side to house a Vegetable Preparation Room for the barracks’ galley. A large fan serving the 3-ft.-diameter ventilation duct from the galley was placed in an enclosure on the roof of this addition.

While the Receiving Station itself moved to the Fargo Building in South Boston in April 1942, Frazier Barracks continued to provide housing for enlisted personnel assigned to the Navy Yard. To provide additional space, the yard in November 1941 prepared plans for a North Extension to Build-

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**Seaman Daniel Frazier, Naval Hero**

This 1851 painting by William A.K. Martin depicts a sailor, now believed to have been Daniel Frazier, intervening to save the life of Lt. Stephen Decatur during the boarding of a Tripolitan gunboat on Aug. 3, 1804.

_BORN JAMES NORTH, Daniel Frazier entered the Navy as a seaman in 1802. He served in the Mediterranean on USS _Enterprise_ during the war with Tripoli, taking part in Lt. Stephen Decatur’s foray into Tripoli Harbor to destroy the captured frigate _Philadelphia_, and was again with Decatur in the attack on a Tripolitan gunboat on August 3, 1804. He was severely wounded in the gunboat attack. Contemporary scholarship has concluded that he received these wounds while protecting Decatur with his own body, an action initially credited to Boatswain’s Mate Reuben James. His wounds led to his leaving the Navy in 1805. He died in New York City in 1833. In addition to the Receiving Station Barracks at Boston, the destroyer USS _Frazier_ (DD-607) was named in his honor in 1942._

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ing 33. Subsequently labeled Building 33A, this three-story wood structure measured 152 x 28 ft. and stood on Third Ave. to the east of the Vegetable Preparation Room. In conjunction with this work, several windows on the north wall were converted into doors to provide access to the new facility. Additional space was also created by the construction of an East Extension on steel columns over 7th St. This addition provided a direct connection between the barracks in Building 33 and the recreational facilities for enlisted men in Building 38.

Building 33A was demolished in 1947, allowing restoration of Third Ave. as a through road. Three years later, the yard issued a contract to restore the north wall of Building 33 where Building 33A had stood, including reinstallation of five windows and removal of paint from the granite surfaces. The intent of the work was to match the existing granite walls "as nearly as possible."

In June 1956 the yard awarded a $18,969 contract to Tassinari Contracting Corp. for the construction of a 9-ft. ex-

tension at the east end of the Vegetable Preparation Room. Twelve years later, the fire escape on the north wall, which ended on the roof of this wing, was replaced by a new three-story steel fire escape slightly to the east.

Starting in the early 1950s, the yard repeatedly examined its facilities for housing enlisted men. A June 1952 study recommended the addition of two floors to Building 33 to expand its capacity. Nothing came of this plan, or from a 1958 report which called for the replacement of Frazier Barracks (and Building 38) with a new five-story structure adjacent to Gate 4 (replacing Buildings 31 and 120 as well as the west end of the Ropewalk). A year later, the yard revisited the idea of adding two floors to Building 33 as an option to constructing an entirely new barracks on the site of Building 198.

Matters came to a head in August 1960, when Navy Inspector General Rear Adm. John W. Ailes III issued a report on personnel facilities in the First Naval District. Ailes called housing for enlisted men in the yard "run down, overcrowded and, in some cases, unsafe." Stating that Building 33 itself "appears sound and usable for many years," he called for its complete renovation. He went on to state that "in the event there are not enough adequate spaces available after this renovation, either an additional deck [floor] or decks should be added to the existing building." He also recommended moving the galley and mess hall operations to the second floor of Building 36.

Although the staff of the First Naval District still preferred a new facility, requesting in early October that the yard submit a project for such a structure (on the site of Building 198) for inclusion in the FY 1962 budget, the chairman of the Ship-
yard Development Board, G.L. Bouteiller, recommended instead a project for remodeling Buildings 33 and 36 in accordance with Ailes’ report. Submitted in November, this project was implemented in 1962, when the galley, as well as overflow barracks space, moved to Building 36. Various improvements to the barracks itself (as well as to the galley which remained in Building 33) continued to be made throughout the 1960s.

Building 33 was included in the Historic Monument Area of the yard, transferred to the Boston Redevelopment Authority in 1978. One of the BRA’s first actions was to issue a contract which included the demolition of both the East Extension and the Vegetable Preparation Room wing.

In November 1981 the BRA awarded development rights for Building 33 (together with Buildings 34, 38, and 39) to the First Charlestown Development Corp., a joint venture between Charlestown developer Joseph Flaherty and former BRA Director Robert Kenney. Subsequently using the name Navy Yard Plaza Development Associates, this group employed The Architectural Team to prepare plans for the rehabilitation of what it called the Billings Building into office and retail space. Actual work began in 1986 and was completed in June 1987. Among the initial tenants were a health club on the first floor and the BRA, which moved its Navy Yard offices to the third floor from Building 31 to allow the Courageous Sailing Center to occupy the Muster House.

By the early 1990s the developer had encountered serious financial difficulties. In April 1994 the lease for the building was sold at a foreclosure sale to James A. McGowan. Five years later, McGowan transferred it to Building 33 LLC, an entity controlled by developer Terence W. Conroy, who had interests in several other structures in the Historic Monument Area.

Rental of office space in the Navy Yard remained difficult, and in 2007 Conroy decided to convert Building 33 from office to residential use. Following approval of the change by the BRA in October, work started on the construction of 47 rental apartments in the building. Occupancy of the new facility, designed by Doug Dolezal of Dolezal Architecture & Interior Design and marketed under the name Navy Yard 33, began in the fall of 2008.
Building 34 is significant as the last major yard building designed by Alexander Parris and as one of the least-altered of the yard's 19th-century granite structures. It is also significant as the site of the founding in 1941 of the American Society for Non-Destructive Testing (ASNT).

Building 34 has been designated as an ASNT Historic Landmark.

HISTORY:

The 1828 master plan proposed the erection of two large storehouses at Sites 15 and 16. These were to be square with a central courtyard. On October 26, 1833, Commandant Jesse Elliott recommended that Building 15, the Provision Storehouse, be included in the public works program for the yard. The FY 1835 Naval Appropriations Act provided $26,000 for this purpose. Additional funding was provided under the 1836 and 1837 programs. However, once final plans and estimates were prepared by Alexander Parris, it became clear that the funding was insufficient, and on April 5, 1835, the decision was made to construct the north wing only. Work began on the cellar in July 1835, and the roof was completed in January 1837. While the yard repeatedly requested funds for additions to the structure throughout the 1840s, 1850s, and 1860s, no funding was forthcoming.

The completed building was three-stories (40 ft.) high with a basement, measuring 200 x 49.5 ft. The center of the north side had a projecting pavilion measuring 35.5 ft. long topped by a gable containing a circular window. Entrance to the building was through four doors located in an 18-ft.-wide...
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central north-south passageway, accessed through arches at each end. The building was constructed of “fine-hammered granite ashlar backed with brick,” and had a partial hipped roof covered with slate, with stone gutters lined with copper. Windows were equipped with iron shutters.

The structure was occupied solely as a Store House until 1853, when minor alterations in the form of doors and interior changes were made to accommodate the Ordnance Department. The Ordnance Department moved to Building 39 upon that structure’s completion in the mid-1860s. Yard plans indicate continued use of Building 34 as a Storehouse into 1919. With the completion of Building 149, space on the building’s third floor became available for use by the yard’s Chemical Laboratory in 1919. In that same year, the western half of the first floor became a trade school for the Hull & Machinery Division. The yard’s Post Office occupied the eastern half in that same year, remaining until 1952. By 1921, only 2,500 sq. ft. of the structure was still used for storage, but yard plans continued to describe it in part as a storehouse until 1948.

Laboratory functions would gradually become the primary tenants of the structure. The Photographic Laboratory moved into the building in 1922, with the Metallurgical Laboratory taking over the second floor three years later. By the end of World War II, the facility was identified on yard plans as the Materials Laboratory. It was still not exclusively a laboratory facility, however. In the 1930s, the WPA had occupied office space in the building, as did the Ship Pre-Commission Detail Office during World War II.

Through the years there were no major exterior changes to Building 34, making it the least-altered of the yard’s 19th-century granite structures. Most changes were minor, involving conversion of windows into doors and addition of ducts to accommodate the ventilation requirements of laboratory equipment. The only major exterior project in the post-World War II era involved the replacement of the slate roof in 1956.

Although Building 200 was erected immediately to the south of Building 34 in 1941, the only connections between the two structures involved several bridges providing emergency egress.

At the time of the yard’s closure in 1974, Building 34 was identified as the Shipyards Laboratories and housed the Blue-Oxen haul a small boat past the south side of Building 34 in the late 19th century. Note the brick wall and gabled end that was built in anticipation of the construction of the rest of the proposed 200 x 195-ft. quadrangle-shaped structure.

print and Reproduction Room and the Photo Laboratory on the first floor as well as the Quality Assurance Division’s Materials (Metallurgical) and Chemical Laboratories on the second and third floors, respectively.

The preservation guidelines for Building 34 recognized it as “the most significant” of the yard’s granite buildings. The key feature of the guidelines involved “the arched passage which would have led into the central courtyard” of the original Parris design. It was to be reopened, the guidelines stating that the “principal entrance to the building should be from this passageway.” As a result of the demolition of adjoining Building 200, the guidelines provided the option of adding wings on either end approximating several of the Navy Yard proposals from the 1840s and 1850s. The guidelines also called for the retention of the interior hoistway, firewalls and iron firedoors, and “a significant amount of laboratory cabinetry and equipment.”

In late 1981 the Boston Redevelopment Authority awarded development rights to Building 34 to First Charlestown Development, formally leasing it four years later. Working as Navy Yard Plaza Development Associates, a joint venture with Kenney Development, the developer used the name Parris Building for the structure, although that designation never came into common usage. The Architectural Team served as architects for the project.

Rehabilitation was completed in 1987, and included the addition of two wings in continuation of the original Parris plan. These wings are clad with cast stone matching the shape and detailing of the original granite but in a buff rather than gray color on the east and west sides and are brick with gabled ends on their south side. Detailing of the corners and around the large first-floor arched windows on each wing end

Not everything stored in Building 34 through the years would be considered as normal naval equipment and supplies. In 1935, Rear Adm. Richard E. Byrd returned to Boston after his Second Antarctic Expedition (1933-1935). The yard provided courtesy storage for the expedition’s equipment in Building 34, as seen in this Mar. 27, 1936, view.
Shipyard Laboratories

As a self-sufficient industrial facility, the Navy Yard encompassed a variety of activities which did not directly involve work on ships or the manufacture of equipment for them. These specialized functions, which took place in offices and laboratories, are often overlooked in any examination of shipyard operations and workers and do not generally come into discussions of the yard’s physical resources.

The twentieth century saw the growth of scientific testing of materials by the Navy Yard. The increasing importance placed on such techniques, and the need for improved quality control in all aspects of shipyard work, led to the creation in 1962 of a separate Quality & Reliability Assurance Department (later known as the Quality Assurance Office, Code 130).

This new organization occupied Buildings 28 and 34 and encompassed, among other activities, the yard's longstanding Materials Laboratory. That facility, housed primarily in Building 34, utilized the latest scientific methods to determine the strength and composition of materials being used in both shipwork and the manufacture of articles such as rope and chain. One of its key functions was the analysis of failed materials to determine the cause for the failure and to make recommendations for changes to prevent future recurrences.

By the end of World War I, the Navy Yard possessed laboratories for the chemical analysis and physical testing of materials. These Apr. 15, 1921, views, part of the 1921 photographic survey of First Naval District facilities, show the Chemical Laboratory (left) and the Physical Testing Laboratory (right) located in Building 34.

The Materials Laboratory continually modernized its facilities to keep up with industry developments in testing technology. The two views at right date to the spring of 1964 and show (top) machinery for the tensile testing of high strength steel and (bottom) the computerized emission spectography equipment for x-ray fluorescence testing.
CARLTON G. “DOC” LUTTS (1891-1957) is best known as the co-developer with Albert M. Leahy of die-lock chain. That achievement, however, was but one of many in a career which started in Sept. 1917 when he was hired by the Navy Yard as a physical metallurgist. By the time he retired in Apr. 1956, he had risen to head of the Materials Laboratory.

Throughout his career, Lutts promoted the science of non-destructive testing. In Aug. 1953, he received the Navy’s second highest civilian award, the Meritorious Civilian Service Award, for his work in developing x-ray technology for the examination of metal castings and welds.

Lutts’s influence in the field of non-destructive testing extended beyond the narrow confines of the shipyard. In Aug. 1941, together with yard radiographer Philip D. Johnson and seven other individuals, he helped to organize the American Industrial Radium & X-Ray Society, which subsequently became the American Society for Nondestructive Testing (ASNT). Lutts served as the organization’s first chairman and was the recipient of ASNT’s Philip D. Johnson Honorary Membership Award in 1952. He was a contributor to numerous articles in professional journals and was a lecturer on the subject at the Massachusetts Institute of Technology among other institutions.

The ASNT placed a commemorative plaque recognizing Lutts’ role in its history and designating Building 34 as an ASNT Historic Landmark in the central passageway of the building on September 14, 1991.

Redevelopment of Building 34 featured the construction of two wings in continuation of the original concept for a quadrangle. Unlike the various Navy extension proposals of the 1840s, 1850s, and 1860s, which envisioned finishing the wing ends with granite and a hipped roof, the design guidelines called for them to reflect the original brick walls of the incomplete structure. This view from Oct. 5, 2006, clearly shows the differentiation between the original gray granite and the buff cast stone of the contemporary addition.

In 1977 the BRA undertook HAER documentation of yard buildings. Although largely exterior views, the project did include significant interior features of Building 34 such as the chemical testing benches on the third floor (above left) and the hoist mechanism (above right) and iron fire doors. The guidelines for the structure, unlike most yard buildings transferred to the city for reuse, called for the retention of these interior features as a part of any redevelopment scheme.

and at the entrances on the interior sides of the wings are more reflective of Billings rather than Parris details.

From 1989 to 2006 the Massachusetts Water Resources Authority occupied space in the east wing of the building. The westerly wing of the addition houses a convenience store, Store 24. The western half of the first floor of the original building has been occupied by a series of restaurants, several of which have at times used the pedestrianized Second Ave. for outside seating.

Building 34 was designed to face Second Ave., which was envisioned as the “Main Avenue” of the yard in the 1828 master plan. Today, it faces a pedestrianized Second Ave., which has not lived up to its promise as a vibrant retail spine for the redeveloped Navy Yard. In this ca. 1990 view, note that the historic “Shipyard Laboratories” sign over the central entry arch has been retained.

Plate glass walls within the central arched passageway enclosing the main entry for the rehabilitated building allow it to retain the open nature of Parris’ original design for the structure.

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Stephen P. Carlson, BNHP
Building 200

The south wings of the rehabilitated Building 34 occupy part of the area of the former Building 200. That structure, the Public Works Administration Building, was a major element of the yard modernization effort immediately prior to World War II. It was reportedly one of the yard buildings designed by Industrial Manager Capt. Charles L. Brand.

Plans for the structure were completed in April 1941, and construction continued throughout the year. The building was completed and occupied in the spring of 1942.

The west end of the first floor housed the yard’s Fire Department, while the east end was used by the yard police and security forces. The police armory was located in the basement. With the exception of an area on the second floor occupied as quarters for firemen, the entire second and third floors housed the administrative and design offices for Public Works.

The structure was of brick-faced concrete and steel construction, with numerous windows. A large overhead door was located on the west side serving the Fire Department’s apparatus bay.

The only physical connection between Building 200 and Building 34 were five fire escape bridges.

The initial planners for Boston National Historical Park recommended that a preservation restriction be placed on Building 200 to protect the views from the park area of the yard. However, although the building, unlike many other yard buildings, was found to have “no significant physical problems” other than the lack of an elevator, it was swept away by the Boston Redevelopment Authority under its aesthetically-driven guidelines which ignored any historic significance of most yard structures from the World War II era.

The BRA redevelopment guidelines for Parcel 200, as the site was labeled in the Historic Monument Area transfer documents, identified the approach as “a partial execution of the original plan for Building 34.” Under both of the options they outlined, any new construction was to be limited to the footprint of the unfinished wings of Building 34. If the option of a granite facade was adopted, it was to “express the addition as a portion of the original scheme and not a finished piece of architecture.” Thus, the south ends were to be either brick infill similar to the existing infill on Building 34 or “a very transparent contemporary design.” The second option was “a contemporary, primarily transparent addition” such as “a large greenhouse type structure.” In that case, a hip roof was suggested “to express the more complete form of the addition.”

The developer chose the first option, although using cast stone rather than actual granite for the east and west facades of the two wings it added to Building 34.
The Navy Property Record Cards for Building 200 clearly show that it was a freestanding building and not, as would appear from most photographs, attached to adjoining Building 34.

The west end of Building 200 housed the yard’s Fire Department. On June 17, 1974, just two weeks before the yard’s closure, members of the department pose with their engines in front of the station’s apparatus bay.

Despite the facts that Building 200 was scheduled for demolition and that the deed of transfer required such structures to be fully documented for the Historic American Engineering Record, the BRA produced only one HAER photograph of the structure (above). The east side was shown, however, in one of the many HAER images taken of to-be-preserved Building 34 (right).

The development guidelines for Parcel 200 provided two options for additions to Building 34 on the site.
RESOURCE

Building 36 (Cafeteria)

LOCATION
Charlestown – HMA

LCS NO. 581859
EVALUATION C
N 2 1 2 2
DATE BUILT 1866

MACRIS NO. 05103
HAER MA-90-18
CONDITION Good

STATEMENT OF SIGNIFICANCE:

Building 36, the Joiners Shop, is significant as the last granite building constructed in the Navy Yard; as an example of structures designed by Joseph Billings; and as the Shipyard Cafeteria from 1941 to 1974, serving the food needs of shipyard employees.

HISTORY:

The construction of a Joiners Shop & Painters Loft was proposed in the Navy Yard’s annual report in August 1862. Unlike many such proposals, which would be repeated for many years before authorization, it was among the yard improvements funded in the FY 1864 Naval Appropriations Act, approved on March 3, 1863. When the initial amount of $94,066 proved insufficient, supplementary appropriations of $45,000 were obtained in the FY 1865 and 1866 Naval Appropriations Acts. The contract for the building was awarded to Joseph W. Coburn on October 6, 1864. The building was completed in early 1866.

The three-story rectangular structure was designed by Civil Engineer Joseph Billings and was built of granite backed by brick. Measuring 280 x 70 ft., it was located on the south side of what would become First Ave. opposite the Storehouse (Building 34). It was 39 ft. high to the eaves of the hipped slate roof, which rose another 21 ft. to give it a full attic. In typical Billings’ style, it had a smooth granite belt course between the first and second floors and granite quoins at the corners and around the flat-arched door openings. The first floor had casement windows, while the upper floors had double-hung sash. Each end had two double doors, with three similar doors spaced along the north side.

A separate single-story brick boilerhouse was placed at the center of the south side. It measured 76 x 33 ft., with a 15 x 18 ft. connector to the main building. A 69-ft. octagonal brick chimney was placed at the center of the east end. The hipped roof was topped with a 6.75-ft.-high clerestory. In late 1866, shortly after the structure was completed, the area east of the connector was infilled as an engine room.

The first significant changes to the exterior of the building occurred in the late 1890s. In July 1897 the yard prepared plans for enlargement of the central doorway on the north side and the insertion of similar new doorways between the existing doors on each end. This work was completed in March 1898. A year later, the roof of the boilerhouse was

These late 19th-century photographs show the Joiners Shop (Building 36) as originally completed. The view at left shows the north and west sides, while that at right shows the west and south sides, as well as brick boilerhouse attached to it.
This view of the south side of Building 36 shows one of the annual Work Horse Parades held on Memorial Day in the mid-1910s. The enlarged boilerhouse and the sawdust collectors are clearly visible.

In 1908 the 1866 engine room addition to the boilerhouse was converted into an electric substation. Building 36 housed the yard’s Joiners Shop from its completion until the early 1920s. In addition to cabinetry and other finished woodworking, the shop manufactured and upholstered furniture for both ships and office use. By 1921 the building was also being used in part as an annex to the Mold Loft, located in Building 40, as well as by the yard’s Shipwrights.

In the following year the Joiners Shop moved to Building 33 and Building 36 was listed as being used for furniture storage as well as a Mold Loft and Shipwrights Shop. These uses continued until FY 1928, when the headquarters of the Naval Reserve moved into the second and third floors. The first and fourth (attic) floors continued to be used for storage.

In 1936 the Naval Reserves moved to Buildings 4 and 5, and the WPA undertook a project to adapt Building 36 for the storage of fabricated construction material. This involved the removal of the central portion of the second floor on the west end and the raising of the central doorway at that end to allow railroad cars to enter the structure. This work was completed during the summer.

In 1941 the Navy Yard began construction of a north extension to the Structural Shop (Building 195) which would directly abut the south wall of Building 36. This project resulted in the demolition of the boilerhouse for Building 36. To replace the electrical substation, the yard constructed a 20 x 23 ft. single-story brick substation just south of the south-west corner of Building 36. Designated Building 36A, it would be extended on the south side in 1945 by an open addition enclosed in wire mesh.

The next major change to the building also came in 1941, when the Navy Yard awarded a contract for the conversion of the first floor into a civilian cafeteria. This work was completed in early 1942. The Civilian Cafeteria would remain in the building until the closure of the yard in 1974.

In April 1943 the yard prepared plans for a single-story wooden east extension completed later that year. This measured 36 x 27.75 ft. and had two large overhead doors.

During FY 1944 the Sail Loft moved from Building 24 to the third floor of Building 36, where it would remain until its residual operations moved back to Building 24 as part of the consolidation of maintenance facilities for USS Constitution in 1973 and 1974. It was probably in connection with this move that the Navy in September 1944 drew up plans for the construction of a large dormer on the west roof. This highly-visible addition contained a large loading door and hoist beam, as well as a door which accessed a wooden fire escape which had been earlier added to the west end.

In the postwar period the uses of the building continued to be the Civilian Cafeteria, the Sail Loft, and storage space for templates and patterns. In 1952 the cafeteria expanded onto the second floor. A decade later, the Navy converted a large portion of the second floor at the west end into enlisted men’s quarters.

In 1936 the WPA enlarged the central door on the west end of Building 36 in order to allow railroad cars to enter the building. The decorative elements surrounding the door were raised and matched during this work. This progress photograph was taken on May 19, 1936.
IN 1941 the Navy Yard awarded a concession contract to Crotty Brothers to establish a cafeteria for yard workers on the first floor of Building 36. This supplemented the existing Crowley’s Restaurant in Building 28 until 1945, when Crowley took over the Building 36 operation and closed its older facility. In November 1947 the yard took over the cafeteria operation under the auspices of a Civilian Cafeteria Board made up of representatives of employee organizations. Ten years later, that board’s role in the facility’s management was assumed by the new Boston Naval Shipyard Employee Cooperative Association.

By the early 1950s the 640-seat facility was becoming overcrowded. Thus, in October 1952 the cafeteria expanded into a 460-seat facility on the second floor of Building 36. By 1955 the cafeteria was serving 4,000 meals daily. It also supplied several lunchstands located throughout the Navy Yard.

As the workforce declined throughout the 1960s the cafeteria began to suffer financial problems. As a result, in September 1971 its operation was again turned over to a concessionaire. The chosen firm, Servend Inc. of Waltham, Mass., had been operating food vending machines within the yard since 1958.

The weekly menu for the Shipyard Civilian Cafeteria was a regular feature of the Boston Naval Shipyard News. This menu appeared on June 25, 1971, covering the following two weeks since by this time the newspaper was published biweekly rather than weekly. Note that the facility was closed on weekends and the Independence Day holiday.
Building 36A, the electrical substation built in 1941 to replace that in the former Building 36 boilerhouse, is seen in the foreground of this Aug. 25, 1947, view. Also visible in this image is the large dormer added to the west end of the roof of Building 36 in 1944 and the wooden fire escape which provided access to it.

barracks to help relieve overcrowding in the Frazier Barracks (Building 33). As a result of this project, the yard’s Safety Shoe Store, which had moved from Building 32 during FY 1951, was relocated from the second to first floor at the northwest corner. In the spring of 1966 a large animated Safety Shoe sign was mounted on the west wall. Subsequently placed in storage in Building 195, it was retrieved by the National Park Service in 1977 and mounted on the Grit Hopper (Structure 259) on Pier 1.

Building 36 was transferred to the Boston Redevelopment Authority as part of the Historic Monument Area. Under the preservation guidelines, the east extension as well as the west dormer were to be removed. While the guidelines allowed for an addition matching the footprint of the former boilerhouse, the construction of Shipyard Park rendered this option moot. The structure was leased to Incubator Associates in December 1984. Rehabilitation work was completed in the winter of 1985, making Building 36 the first yard build-

ing to be converted to commercial uses. The firm of Anderson Notter Finegold served as architects for the project.

Although designated by the developer as Ironsides Place, the building soon became better known by its street address of 100 First Ave. This designation led to considerable confusion as people began calling it Building 100, and as a condition of approving the transfer of the lease from Incubator to the MGH Institute of Health Professions in 2000 the BRA required its identification as “36” to be reinstated.

The MGH Institute, an educational affiliate of the Massachusetts General Hospital, named the building for philanthropist Catherine Filene Shouse (1896-1994), a noted early advocate of opportunities for women in non-traditional fields. In 2005 it undertook a project to replace the slate roof. At that time, it brought the structure into compliance with the preservation guidelines by removing the west dormer and restoring the original roofline.
Building 38, the Packing House & Cooperage, is significant as first major structure in the Navy Yard built by Joseph Billings; as a Naval Prison; as a recreational facility for naval personnel; and as a Navy Exchange.

HISTORY:

In the 19th century most provisions for naval vessels were packed in wooden barrels. Thus, as early as 1849 the Navy Yard proposed construction of a Cooperage for their manufacture and repair. The proposal was finally funded by Congress in the FY 1854 Naval Appropriations Act, approved on March 3, 1853. The initial plans for the structure called for a two-story brick building with granite trimmings, to be located east of Building 34 on Site 16 of the 1828 master plan. That July, however, the Bureau of Yards & Docks objected to the location, proposing both that it be moved to Site 25, on the opposite side of the Main (Second) Ave., and that the material be changed to granite to match the nearby Sail Loft (Building 33).

This change came just as Joseph Billings assumed his position as Civil Engineer. Billings modified the design which had been produced by Naval Constructor Samuel M. Pook. In addition to using granite, he introduced several elements of detail which would come to characterize the larger structures built during his tenure at the yard. These included a raised smooth granite belt course between the first and second floors and granite quoins at the corners and around the flat-arched door openings.

Because of the change of material, the $17,500 appropriated for the structure was insufficient to do much more than begin to acquire material. Not until Congress provided additional funds under the FY 1856 budget did work get underway. Construction began in the spring of 1856. That summer, the Bureau of Yards & Docks approved the addition of a third floor to provide space for storage of bread if sufficient material was on hand. The enlarged building was closed in by the end of October, and occupied during early 1857. The

The original design for the Cooperage (left) was modified by Joseph Billings, as seen in the construction drawing (above), to include some of the details which would characterize all of the large-scale structures he designed during his tenure as Civil Engineer.

NARA RG 71 (left); BOSTS-13389)
This Dec. 1868 drawing shows the south and west elevations of the Packing House & Cooperage following the addition of the third floor. The east end of the first floor was used as a Cooperage by the Construction & Repair Department. The remainder of the structure was assigned to Provisions & Clothing as a storehouse and packing house.

Additional $16,070 for the third story was provided in the FY 1858 appropriations act in March 1857. The yard’s annual report for FY 1857 reported that the total cost had been $66,570.

The finished structure measured 200 x 50 ft., with a height of approximately 42 ft. to the cornice of the hipped roof, which rose an additional 16 ft. Skylights lined both sides of the slate roof. A small single-story boilerhouse measuring 14 x 20 ft. was centered on the north side of the building. During 1862, as part of an upgrade of the yard’s sanitary facilities, a 14 ft. sq. Water Closet was built against the western end of the north side; this would survive until 1893. An 1868 plan indicates that the Cooperage occupied the eastern half of the first floor; the remainder of the structure was assigned to Provisions & Clothing as both a Storehouse and Packing House.

In 1885 the yard began plans to convert a portion of the building into a Naval Prison. This work, completed in June 1887, saw 42 cells built in the eastern half of the first floor and a toilet and washroom added next to the boilerhouse. Seven years later, on May 19, 1894, the yard awarded a contract to D.J. Donovan’s Sons of Boston to convert the eastern half of the second floor as additional prison cells. As a part of this project, a second floor was added to the washroom addition. Around this same time, the Water Closet at the west end was removed.

By the turn of the century the yard felt the need for an expanded prison. Funded under the FY 1902 public works program, the project involved gutting the entire eastern end of the building. A five-level cellblock structure was introduced into this space. At the same time, the washroom addition was raised to the full height of the building and expanded to occupy the former boilerhouse area as well. While further expansion of the prison was considered in 1909, involving a 50-ft. brick addition at the eastern end of Building 38, this project was never formally submitted. By 1915, the yard site plans indicate that the prison was closed.

The western half of Building 38 continued to be used as a storehouse until FY 1912, when the General Storekeeper moved his offices to Building 39. Beginning in 1916, the building was listed as being used for storage of hemp. By 1920, a chapel had been built in the building, along with offices for the yard Chaplain. The Chaplain’s offices would remain in the structure until the yard closed in 1974.

In 1926 the Ingram Club, a facility for enlisted men, moved into the building, beginning its long association with the recreational needs of naval personnel assigned to the yard. This use led the yard to consider reuse of the former prison space, which had been vacant for many years. These plans were realized between 1935 and 1937 under the auspices of the Works Progress Administration (WPA). The WPA project saw the demolition of the cellblock as well as the washroom addition. The ground floor area was converted into a Garage Repair Shop, and for that purpose a large garage door was cut into the north wall. The upper area of the space was converted into a two-story high Movie Hall. A projection booth was built into the eastern wall just below the attic level.

An April 1944 plan shows that the first floor of Building 38 housed the garage, a recreation room, and chapel. In addition to the motion picture theater, the second floor held the Ingram Club. Bowling alleys were to be found on the third floor. Following the construction of the extension of Building 33 across 7th St., a doorway was cut into the west end of the second floor to allow access from Frazier Barracks. At the same time, the garage door on the Third Ave. side was filled with concrete blocks.

By the late 1950s the Navy Exchange had moved into Building 38 as well. In 1959 the yard began planning a modernization of facilities in Building 38. In late 1960 it awarded a contract to the Dell Painting Co. of Somerville, Mass., to relocate the Exchange from the second to the first floor and move the Chaplain’s office and the library to the second floor. This change took place in early 1961.
As a part of the conversion of the building into a Naval Prison, a washroom addition was added to the north side of Building 38. Enlarged as part of the 1902 rebuilding, the structure is seen here on May 17, 1935, at the start of work to demolish it in conjunction with the removal of the prison.

BOSTS-9363

Following the demolition of the Naval Prison, the WPA constructed a Garage Repair Shop on the first floor and a two-story Movie Hall on the second. Above, the new garage door opening on the Third Ave. side of Building 38 is seen on Aug. 25, 1936. The June 9, 1937, view of the Movie Hall at left looks west. Note the projection room located at the ceiling level.

BOSTS-9363 (above); BOSTS-9365 (left)

In August 1968 the yard approved a further revision of the first floor space. The Forklift Repair Shop, which occupied the surviving garage space, moved to Building 96. The Exchange moved into the area vacated by that shop, and an Enlisted Men’s Club was constructed in the former Exchange area. This arrangement continued until the closure of the yard in 1974.

In January 1978, the interior of Building 38 was severely damaged by a fire. The structure was transferred to the Boston Redevelopment Authority (BRA) in July 1978 as part of the Historic Monument Area. The design guidelines developed for it generally called for the restoration of original windows where they had been either infilled or converted into doors for fire escapes. However, the large garage door opening and the infill where the doors accessing the washroom addition had been were to be retained since “the W.P.A. infill projects are important in reading the history of the Shipyard.”

With the removal of both Building 150, which abutted the east end of the building, and the extension of Building 33 over 7th St., the original form of the structure again became evident.

In November 1981 the BRA awarded development rights to the building to the First Charlestown Development Corp., which more commonly used the name Navy Yard Plaza Development Associates for its Navy Yard projects. Not until June 1988, however, did the BRA formally lease the structure to Navy Yard Plaza Development Associates-38 LP for an 80-year term. Four years later, that firm transferred the
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The north (above) and south (right) sides of Building 38 are seen in these 1977 HAER photographs. Both ends of the structure abutted its neighbors, Building 150 and the extension of Building 33 which spanned 7th St.  

*William A. Owens, HAER*

In January 1978 the interior of Building 38 was damaged by fire.  

*Victor A. Jorrin, BNHP*

lease to the Nantucket Development Corp. Rehabilitation of what the developer named the Cooper Building included the restoration of the third floor in the eastern half of the building. Work was finally completed in 1993.

In February 1996 Nantucket Development transferred the lease to Building 38 Ventures LP. At that time, the new lessee subleased the entire building to Partners HealthCare System, which used it to house its finance offices. Following the expiration of that 10-year sublease, Building 38 Ventures decided to convert the structure from rental offices to office condominiums. After approval of the change by the BRA, the Cooper Leasehold Condominium was formally established in May 2007.

These Nov. 21, 2006, views show north and west sides (top right) and the south side (right) of the rehabilitated Building 38, which was marketed under the name Cooper Building.  

*Stephen P. Carlson, BNHP*
Building 39 is significant as a gun-carriage and ordnance shop in the 19th century, as the administrative center of the Navy Yard in the 20th century, and as an example of structures designed by Joseph Billings.

The FY 1863 Naval Appropriations Act, signed on July 14, 1862, provided funds for "repairs and increase of ordnance machinery and shops" at the Navy Yard. This provision covered the construction of a new Ordnance Store on a site south of the Main (Second) Ave. east of the Storehouse (Building 34). That location had been identified as Site 16 in the 1828 master plan, which had envisioned a quadrangular Storehouse there similar to that on Site 15 (Building 34). Designated Building 8 on an 1865 yard map, the new structure became Building 39 in the 1868 numbering of yard structures.

Although the construction was under the control of the Ordnance Department rather than Yards & Docks, the three-story brick structure was designed by Civil Engineer Joseph Billings. It measured 273 x 90 ft., with a height of 40 ft. to the eaves and 62 ft. to the top of the modified hipped slate roof. There was a basement under the west end of the building. A 50 x 40-ft. single story boilerhouse with a 76-ft. chimney was centered on the east end of the facility. The original plans, dated December 1862, showed an enclosed lean-to to the south of this addition housing water closets and an open yard; an 1874 drawing shows that the space was instead built as a coal house lean-to.

Building 39 had Billings' signature details, namely a smooth granite belt course between the first and second floors and granite quoins at the corners and around the flat-arched door openings. The east end had a single double door to the north of the boilerhouse, while the west end had two such doors. The north and south sides had three arched openings, with the central opening leading to an open passageway through the structure.

Like other structures begun during the Civil War, construction was not completed until 1866. Supplemental construction funds were provided in May 1864 in the FY 1865 Naval Appropriations Act, while that act and the FY 1866 act provided money for "tools for gun-carriage shop." That shop occupied the eastern end of the first floor. Various store-rooms and offices for the Inspector of Ordnance occupied the rest of the first floor and the second floor, while the third floor housed an armory.

The structure had hardly been completed when plans for an addition were prepared. In June 1867 the yard proposed a 93 x 90 ft. single-story extension built around the boiler house and incorporating a smithery, plumbers & tinner's shop.

This Jan. 1874 plan shows the east elevation of Building 39. Note that the boilerhouse is centered on the structure, with the sloped-roof coal shed on its south side.
painters shop, and foundry. The roof would have had a clere-
story similar to that on Building 40. Nothing came of this
scheme, nor of one proposed in FY 1904 to extend the struc-
ture eastward almost to 9th St.

In early 1893 a trestle fabricated under contract by Milliken
Bros. of New York City was erected to carry a steam line
from the boilerhouse across First Ave. to Building 40. By
that time, the lean-to on the south side of the boilerhouse
had been extended eastward by 30 ft. and was being used as
a foundry. In 1908 the eastern 15 ft. of this extension was
converted into an electrical substation. Around that same
time the overhead steam pipe was removed.

The revival of the Navy Yard in the late 1890s and early
1900s created a demand for space for an expanding admin-
istrative staff. Rather than construct a new administrative
building, the yard began to look at using space in Building 39
for this purpose. Site plans and drawings showing modifica-
tions to portions of the structure document its transformation
from Ordnance Shops to Central Offices in the period be-
tween 1908 and 1913, when both the Commandant and the
Captain of the Yard moved in.

(Yard files include a July 1907 drawing for a "Proposed
Building for Ordnance" which would have been built in the
same steel-framed brick design as other new shop buildings
of the period. The drawing, which shows a three-story struc-
ture measuring 450 x 90 ft. with an entrance on one end for
railroad cars, is marked “Not Built,” and the annual reports
do not indicate that it was ever forwarded to Washington for
approval. The plans do not indicate where it would have
been located.)

On May 1, 1911, the Bureau of Yards & Docks approved
the construction of a three-level concrete vault at the north
end of the central passageway through the building, resulting
in the infill of the entry archway and the second-story win-
dows above it. A year later, the existing exterior doors in the
west half of the north and south walls, as well as those in the
west wall, were converted into double-hung windows. At the
same time, a new door into the offices was opened in the
center of the west end; two years later this doorway would be
enlarged to form a grander entry. Finally, in late 1912, plans
were issued for the construction of doors to enclose the cen-
tral passageway at its south side.

A November 1914 plan for a building directory provides a
listing of the functions housed in the structure at that time.
The first floor was occupied by the Accounting Officer, the
Inspection Officer, and the General Storekeeper. The sec-
ond floor housed the Commandant, Captain of the Yard,
Construction Officer, Public Works Officer, Central Files,
Drafting Room, Planning & Estimating, and the Hull Division. The third floor provided space for a blueprint room and lunch room, as well as the only remnant of its original function, the Armory.

By 1915, when a new fire escape serving the fourth (attic) floor was built from a dormer on the east roof down over it, the boilerhouse had been converted into a garage for officers’ automobiles. This function continued until just before World War II, when the structure was incorporated into a new East Extension of the building.

The next major change in usage came in 1919 and 1920, when the General Storekeeper vacated space in Building 39 in favor of the newly-completed General Storehouse (Building 149). A 1921 proposal to construct a cafeteria on the third floor was never carried out.

In the mid-1930s the WPA undertook a series of projects to improve the interior of Building 39. The most significant of these efforts was an extension of the vault to the fourth floor. This project also resulted in major rearrangement of the stairways serving the center of the building.

In February 1939 the yard prepared plans to incorporate the existing garage at the east end into a two-story 50 x 64 ft. brick addition. This East Extension plan was later modified to extend it 30 ft. to match the length of the existing south wing. Started during FY 1940, the project was again changed in February 1941 to incorporate the south wing as well. Later labeled as Annex C, the combined two-story East and South Extensions measured 80 x 90 ft. and had a flat roof with a penthouse containing ventilation equipment.

The next exterior change to the building came in early 1941, when a small (9.25 x 9 ft.) brick structure (later termed Annex D) was erected next to the bricked-up central archway on the north side to house an auxiliary motor-generator set.
Despite the December 1941 move of First Naval District staff from the Navy Yard to first the North Station Industrial Building (150 Causeway St.) and then the Fargo Building on Summer St. in South Boston, the yard’s expansion to meet the needs of a growing wartime Navy created the need for additional office space.

The yard chose to expand Building 39 by constructing a wooden addition on the western end of its north side over Second Ave. This Northwest Extension (Annex A) was built by Thomas O’Connor & Co. under a contract awarded in the spring of 1941 covering a variety of projects in the yard. The three-story addition measured 79 x 47 ft. In March 1942 the yard issued plans for a Northeast Extension (Annex B). The eastern end of this addition aligned with the east end of the 1941 brick addition. The first floor was 190.25 ft. long, while the upper stories had a 204.8 ft. length. It had a 7-ft.-wide enclosed stairwell at its northwest end.

Both the Northwest and Northeast Extensions incorporated a 26-ft.-wide passageway for Second Ave. at the first floor level. The flat-roofed structures were sided with specialty asphalt siding which gave the appearance of red brick.

The final wartime addition to the building consisted of a wooden addition on top of the two-story brick addition, constructed during 1943. Covered with asbestos shingles rather than faux brick, it had a flat roof with edges angled to match the pitch of the slate roof on Building 39. The penthouse for mechanical equipment was relocated to the roof; it was later enlarged to a final dimension of 44.3 x 18.25 ft.

By April 1944 the first floor was occupied by the Captain of the Yard, the Accounting and Production Divisions, and a blueprint room. The Commandant, Estimating & Planning, and a Drafting Room were located on the second floor, while the third floor held another Drafting Room and what was still labeled as the Armory, although the space was in fact being used for other purposes. The Armory designation would disappear when the annual yard site plan was revised at the end of June 1944.

Since the completion of the World War II additions, only minor exterior changes occurred to Building 39 prior to the closure of the yard. Two metal fire escapes were attached to the south elevation during the mid-1940s, and in 1958 an enclosed bridge was built between the Northwest Extension and Building 150. In the mid-1950s the building’s wood panel doors were replaced with aluminum-framed glass doors.

Internally, the building was continually modernized. In particular, in the late 1950s and early 1960s portions were remodeled to provide space for climate-controlled computer rooms.

In 1965 the Navy established the Computer Applications Support & Development Office (CASDO). The purpose of the unit was to develop computer applications for naval shore establishments. Although functionally responsible to the Naval Ships Systems Command in Washington, it was physi-
Much space within Building 39 was devoted to drafting rooms for the Design Division. This view of one such space dates to Mar. 1964.  

BOSTS-16095

The complexities of the shipyard’s budget and other financial activities required a large administrative staff. This view of the Cost Account Branch office space was taken on June 20, 1958.  

BOSTS-9372

The Shipyard Commander’s Office was the scene for both ceremonies and meetings with visiting dignitaries. Above, Capt. Pleasant D. Gold poses with recipients of 20- and 30-year service awards in Apr. 1951. At right, Capt. Frank C. Jones shakes hands with Speaker of the House of Representatives John W. McCormack on Apr. 23, 1965.  

BOSTS-7561 (above); BOSTS-7522 (right)

The Shipyard Commander’s Office was modernized in the late 1960s. The Jan. 5, 1967, view at left shows the Commander’s desk and the large number of portraits of former Commandant’s which decorated the painted walls prior to the start of the project. The Sept. 25, 1968, image at right shows Rear Adm. Robert C. Gooding at his desk following the rehabilitation, which introduced wood panelling and eliminated the “rogue’s gallery” decoration scheme.  

BOSTS-16094 (left); BOSTS-9382 (above)
From its earliest days the Navy Yard employed clerical workers to support both the naval and civilian officers in charge of the facility and the mechanics and laborers working on ships and in manufacturing activities. Initially, this “white collar” workforce was small. For example, the FY 1847 Naval Appropriations Act authorized employment of a “clerk to the yard, two clerks to the commandant, three clerks to the storekeeper, [and] clerk to naval constructor.”

While this workforce remained relatively small throughout the 19th century, it grew dramatically in the 20th century. In part, new technology required new classes of workers, such as telephone operators. Activities such as advance planning and design, employee training, financial and personnel management, and safety promotion all required growing numbers of skilled individuals, along with clerks and secretaries to support them.

With the exception of World War II, when women filled many industrial jobs, the overwhelming majority of female workers in the Navy Yard were in white collar positions. Women first entered the shipyard in jobs such as telephone operators and secretaries. During World War I, women were enlisted in the Naval Reserve as Yeomen(F) and replaced men in clerical positions. Many remained as civilian employees following the war.

While the largest number of white collar workers had offices in the Administration Building (Building 39), they were located throughout the shipyard’s buildings. These individuals are often overlooked in discussions of shipyard labor. This gallery provides a collection of images of white collar workers, many drawn from the Boston Naval Shipyard News, which periodically spotlighted the individuals who held these unheralded but important jobs.
White Collar Workers: A Gallery

The need to replace men called into military service during World War I provided the impetus for the first large-scale employment of women in the shipyard. Rather than being hired as civilians, however, most women were enlisted as Yeomen(F) in the Navy Reserve. Wide collar white blouses mark the uniform of the Yeomen(F) assigned to the Accounting Department in this May 7, 1919, panoramic staff photographic taken in front of Building 39.

BOSTS-13352

Like most departments, Accounting underwent considerable reductions in personnel in the 1920s. This group photograph of the department’s staff in 1932 did not require a panoramic camera.

BOSTS-7398

Among the functions of the Industrial Relations Department (IRD) was management of employee training. Members of he department’s training staff pose for their photograph in Feb. 1956. In the front row, from left to right, are Charlotte M. Cryts, Marion J. Baker, and Grace E. O’Harn. In the second row are Maurice C. Brown, Vincent Chadwick, Ralph W. O’Rourke, Julius Sherman, and Joseph A. Mullen. In the back row are Herbert M. Malchman, Christopher J. Fay, Leo J. Sullivan, William M. O’Connor, Edward J. Booth, Frederick J. Porter, and Joseph Simons.

BOSTS-13352

The IRD also published the Boston Naval Shipyards News. Here, Illustrator Patsy L. Napoli (left) and Assistant Editor Ruth A. Kaplan (seated) are seen in June 1957 with visiting editors Howard Smith of the San Francisco Naval Shipyard Digest and Lola Warneka of the Long Beach Naval Shipyard Drydock. Kaplan would later become the final editor of the News.

BOSTS-13352

Following the announcement of the yard’s impending closure, many group portraits of office units were made, most in front of the Administration Building (Building 39). This view of the Design Division of the Planning Department was taken on May 31, 1973.

BOSTS-7399
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One of the two fire escapes added to the front of Building 39 during the 1940s can be seen in this view of Boston Fire Department’s motorized steam pumper “Abe Lincoln” during the Oct. 6, 1952, Fire Prevention Parade. Note the street signs on the granite quoins at the corner of 7th St. and First Ave.

The yard’s early work with computers and its proximity to the Massachusetts Institute of Technology and other high-tech research establishments led the Navy to base its Computer Applications Support & Development Office (CASDO) at the Navy Yard. This Jan. 5, 1972, view shows the installation of the three trailers which would form new space for CASDO.

This Nov. 1967 view shows the main entrance to the yard’s Administrative Offices as modernized in the 1950s. Note the use of shells as the supports for the handrails. These railings are now part of the museum collection of Boston National Historical Park.

The Navy Yard was a pioneer in the application of computers to its operations. Starting in the late 1950s, it converted spaces within Building 39 to meet the cleanliness and environmental needs of the large mainframe units of the period. This Jan. 20, 1964, view shows part of the space in the East Extension housing the yard’s UNIVAC III computer.

The Boston Caretaker Group (BCG) of the Portsmouth Naval Shipyard utilized the offices in Building 39 for its operations. Initially headed by a naval officer, Capt. W.J. Norris, its on-site activities were run by its Administrative Officer, John B. Calarese. Calarese, a veteran shipyard employee in the Management Engineering Division, was officially designated as Director of the BCG on June 1, 1975, following the retirement of Capt. Norris. Calarese is seen at the Shipyard Commander’s desk in Building 39 on June 18, 1975.
transfer to the City of Boston, the Boston Redevelopment Authority issued a contract for the demolition of all of the additions to the structure. The BRA preservation guidelines called for the restoration of the central passageway through the building to provide a “meaningful, intra-block pedestrian link between the more historic area [of the yard] and the new development.” The guidelines would have allowed the construction of an addition on the east end matching the dimensions of the original boilerhouse, but this option was not exercised by the developer.

Building 39 was redeveloped by Kenney Development through Navy Yard Plaza Development Associates, with The Architectural Team as its architects, under an 80-year lease signed in July 1987. Work on what was labeled the Carriage Building (in recognition of the fact that gun carriage manufacture was one of the most important of its original functions as an Ordnance Store) was completed in 1989.
When it developed plans for reuse of the Navy Yard in 1977, the Boston Redevelopment Authority proposed to keep the area between Building 39 and 9th St. as open space. Other than portions occupied by the eastern additions to Building 39, this area had been open space since the late 19th century. The one exception was Building 189, the Transportation Office, located on the north side of the area between 1920 and 1939.

In 1931 and 1932 the Navy Yard installed railroad tracks across part of this block to access the new Roundhouse facility in the Building 105 Headhouse. Subsequently, it installed underground gasoline storage tanks and pumps in the northeast corner of this block. These tanks were remediated by the U.S. Army Corps of Engineers in the mid-1990s.

In revising its Navy Yard plans in 1990, the BRA proposed the construction of a new building on this lot to fill the sole gap in the First Ave. streetscape. Design guidelines were prepared and submitted to the National Park Service for approval in 1991. The general outline of the allowable structure conformed to the massing of Building 39. Granite, cast stone, or brick could be used. For various reasons, the guidelines were not formally approved by the NPS until October 2002.

In the meantime, the BRA had gone ahead and solicited proposals from developers for what it called Parcel 39A and/or Building 39A. In August 2001 it awarded development rights to Kenney Development, the firm which had redeveloped Building 39. At that time, Kenney envisioned retail uses on the first floor and office uses on the upper floors. Two levels of underground parking would be provided. The design, prepared by William Rawn Associates, was for a brick building imitative of Building 39 in form, but without the granite detailing of the historic structure.

Subsequent to the initial submission, the developer decided to change the proposed use from retail and offices to residential. As redesigned, the structure will accommodate 46 residential condominiums. Although the BRA has repeatedly reaffirmed Kenney’s designation as developer, no formal lease of the parcel or construction work has occurred as of mid-2008.

This architect’s rendering shows the proposed Building 39A. The massing of the 148 x 88.33-ft. structure reflects that of Building 39, including the height of 38 ft. to the eaves and a 23 ft.-high modified hipped roof. The roof area would incorporate two floors of usable space.

Dongik Lee, William Rawn Associates

This Dec. 1, 1931, photograph shows the construction of railroad tracks across the vacant area east of Building 39 to serve the new Roundhouse being constructed within the Building 105 Headhouse.

BOSTS-9647

Currently, Parcel 39A is a fenced-in surface parking lot. This view looking northwest from 9th St. towards Building 39 was taken on Nov. 21, 2006.

Stephen P. Carlson, BNHP
Building 40, the Rolling Mill & Heavy Hammer Shop, is significant as an example of the evolution of yard buildings to meet changing technological needs and as an example of the work of Joseph Billings.

In the spring of 1862 the Navy Yard proposed the acquisition of a large steam-powered hammer for use in forging propellor shafts. It suggested that rather than being installed into the existing Forge Shop portion of the Machine Shop (Building 42), the new hammer should be housed in a separate building. The Bureau of Yards & Docks concurred, and inserted an item in the FY 1863 Naval Appropriations Act, approved in July 1862, to provide $62,000 “for house foundation and heavy Nesmith hammer for heavy forgings.”

This estimate had been based on the cost of a smaller hammer at another yard without the benefit of actual plans. Thus, the Bureau had to request an additional $48,000 in the FY 1864 budget. By the summer of 1863 the foundations had been completed; a year later, Civil Engineer Joseph Billings reported that the building, which was also to house a Rolling Mill, was complete awaiting the installation of the hammer. That occurred during FY 1866, with the Rolling Mill & Heavy Hammer House being finally completed in 1867.

The brick building, located to the north of the Machine Shop, measured 211 x 66 ft., with a large clerestory at the top of the hipped slate roof. Square brick chimneys served each of the forges. There was a 20-ft.-wide single-story lean-to across the south side of the building. It featured Billings’ standard granite quoin corner and arched door surround details.

In 1877 the large steam hammer was sold and the building became simply a Rolling Mill. By 1890 it housed the offices of the Equipment Department as well as the Anchor Shop. The department’s chainmaking operation was housed in Building 42. In 1899 the yard recommended an extension to Building 40 to allow it to handle the chainmaking task as well. The FY 1901 Naval Appropriations Act, approved in June 1900, provided funding for this extension.

The new addition was L-shaped surrounding the east and south sides of the existing structure. The clerestories on the hipped roofs of these wings were connected to that on the north wing. The east wing measured 70 x 179.9 ft., with the south wing being 281 x 78 ft. The existing lean-to was demolished and the 35 ft. between the original building and south wing (formerly Avenue F) was infilled with a flat-roofed structure set slightly back from them. The extension duplicated the original Billings details so that the finished structure looked as if it had always been a single building.

A $97,550 contract for the extension was awarded to F.G. Coburn on Oct. 21, 1901. A little over a year later, on November 8, 1902, Coburn defaulted. The yard continued the work through a series of small contracts. As of June 30, 1903, the building was regarded as 99.7 percent complete.

The Chain Shop moved into the building during FY 1907. It would remain there until the spring of 1913, when it moved to Building 105. As part of this realignment of operations,
the Mold Loft moved into the south wing of Building 40 from its former location in Building 77. The Mold Loft would remain there until World War II, when it moved into the east extension of Building 104. The remainder of the building was used as an Angle (or Angle Bending) Shop.

Major changes to the structure occurred in late 1939 and early 1940 when the western end of the building was shortened by approximately 54 ft. to accommodate the north extension of Building 42.

The extension of Building 42 required the demolition of a portion of Building 40. By Jan. 15, 1940, the demolition, and construction of new end walls, had been completed.

The FY 1944 yard site plan identifies the building as being an Assembly & Shipfitters Shop. Three years later, it was occupied by the Central Tool & Temporary Service Shop (Shop 06-99), a function it would retain until the closure of the yard. That organization supplied tools to other shops and undertook the connection of temporary utility services on the yard’s waterfront.

Building 40 was transferred to the Boston Redevelopment Authority as part of the New Development Area. The design guidelines specified that the facade should be retained and restored along with the original roof line and monitor on the First Avenue and 9th Street sides. The identified use of the structure was as a 367-space parking garage for the adjacent apartments being developed in Building 42. This restoration work was completed in 1982.
### RESOURCE

**Building 42 (Foundry / Machine Shop)**

**LOCATION**

- Charlestown – NDA

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<td>Building 42, the physical embodiment of the shift of the Navy from sail to steam power, is significant as the yard’s first large-scale brick industrial building; as the most important structure designed by Joseph Billings during his tenure as Civil Engineer; as a primary visual element of the yard; and as an example of the evolution of yard buildings to meet changing technological needs.</td>
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### STATEMENT OF SIGNIFICANCE:

Building 42 has one of the most complex histories of any structure in the Navy Yard. Despite all of the changes, a significant portion of the original 1858 structure remains today, along with segments of the 1919 and 1940 additions.

The origins of the building go back to proposals first made by Commandant John Downes in 1850 and repeated in 1851 to rebuild the yard’s Smithery (also called the Blacksmith Shop). In March 1853 Congress provided an appropriation of $18,000 in the FY 1854 Naval Appropriations Act to rebuild the Smithery.

By the mid-19th century, the Navy had become committed to the use of steam propulsion for its vessels. This shift from sail power required that it have the resources to both build and maintain steam engines and associated components. Thus, on August 8, 1853, the Bureau of Yards & Docks in Washington directed that Civil Engineer Joseph Billings produce plans for an “establishment furnished with all the means and facilities for the construction and repair of Steam Engines and other Machinery.” In the meantime, no work was to be done on the Smithery.

Billings’ proposed complex, to be located on the site of the existing Smithery, included not only a smithery but also a machine shop, foundry, and forge shop, as well as a boiler house to provide steam power for the complex. The FY 1855 Naval Appropriations Act, approved in August 1854, provided $109,200 for these projects, the largest expenditure authorized to date on the yard’s physical plant. In the end, this sum proved inadequate, and additional funds were provided in FYs 1856 ($62,622) and

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1 The Smithery had been built between July and Dec. 1821 to the east of the Timber Dock. Designated Building O in the 1828 master plan of the yard, it was a single-story brick structure with a slate roof and contained six forges on each side. While the plan had called for its removal and replacement by the middle two of six storehouses (sites 18-23) for articles removed from ships “in ordinary” (storage), no efforts had been made to implement that plan, nor to build the canal (site 9) that was to have run parallel to the east side of those buildings.
This excerpt from a July 3, 1855, plan "showing the location of new Machine Shop, Smithery, Foundry, &c.," depicts the original E-shaped structure. This was revised into a U-shaped structure before actual work commenced in the spring of 1856.

1858 ($80,000) to complete the structure. Separate appropriations were provided in FYs 1856 and 1859 for machinery for the facility.

The original design prepared by Billings in 1855 was for an E-shaped structure. By the time actual construction began with pile-driving in May 1856, the design had been altered into a U-shape. The New York firm of Copeland & Everett played a somewhat unclear role in the evolution and design of the facility. The original layout placed the Machine Shop and the Smithery in the east section with the Foundry and Boiler Shop in the west. This was reversed when the building was actually constructed.

Unlike the Packing House & Cooperage (Building 38), where Washington had insisted on the use of granite, the Machine Shop Complex was constructed of brick, Billings’ preferred construction material. The two southern ends of the facility, along with the north wing, were two stories in height with hipped slate roofs; the single-story area between the two-story portions had a gabled roof. There were granite belt courses at the middle and eaves of the two-story segments. Granite quoins were used at the corners and around the large doorway openings, which were arched at the top and divided into three vertical panels. These details, which first appeared in the design of Building 38, were hallmarks of Billings’ architectural style.
An archway pierced the center of the first floor of the north wing, providing access to the center of the open-ended quadrangle where the separate Boiler House (Building 43) was located. That facility had a square brick chimney that at 239 ft. was taller than the nearby Bunker Hill Monument. A second chimney (126 ft.) served the Foundry in the east wing.

The majority of the building was completed by June 1858, although the Boiler Shop and Brass Foundry would not be completed until early 1861. At that time, proceeding clockwise from the south end of the west side, the complex housed the Machine Shop in the two-story (210 x 90 ft.) and the Blacksmith Shop in the one-story portion (200 x 65 ft.) of the west wing, the Forge Shop in the west half and the Pattern Shop & Loft in the east half of the north wing (65 x 285 ft.), and the Boiler Shop in the one-story and the Brass Foundry and the Iron Foundry in the two-story portion of the east wing. With a floor space of over 57,000 sq. ft. and an overall footprint of 285 x 475 ft., it was the largest of any yard structure, becoming one of the most distinctive visual elements of the yard.

While the complex was the largest in the yard, space was soon at a premium. The desire to add large hammers to the Forge resulted in the decision to construct a separate facility to the north. What would become Building 40, the Heavy Hammer House & Rolling Mill, was authorized in FY 1862 and completed during 1867.

In his report for FY 1864, Billings reported that during the year “the entire Area between the Foundry and Machine Shop has been enclosed and Roofed over.” This created some 22,000 sq. ft. of additional space for both storage and for cleaning and finishing castings. An 1866 floor plan labeled this area as “Repair Shop & Engine Erection Room.” Because of the large amount of glass used in this facility, later labeled Machine Shop No. 2, it became known as the “Crystal Palace.”

An 1866 plan termed the facility as the “U.S. Engine Plant,” reflecting its role as a manufacturer of steam engines for warships. Allocation of space within the structure was the same as in 1861, except that the east half of the first floor of the north wing was now split between the Pattern Room and Copper Shop, and the Repair Shop & Engine Erection Room occupied the new area between the Foundry and Machine Shop.

The Boiler House was enlarged during FY 1867 by the addition of a Coal House at its northern end. At the same time, two small additions, identified as an “Oven” and “Cupola Building,” appeared on the east side of the Foundry. Other additions created a series of additions 30 ft. wide along the entire east side of the Foundry by the time the Aug. 1868 site plan was prepared.

The structure underwent little change over the next three decades. In April 1891 the western portion of the north wing was reassigned from the Steam Engineering Dept. to the Equipment Dept. for use as a Chain Forge. That operation would move first to Building 40 in 1903 and then to Building 105 in the 1910s.

The complex received considerable attention during the yard modernization efforts of the early 20th century. The FY 1901 Naval Appropriations Act authorized the “refitting and improving” of Machine Shop No. 1. On July 8, 1901, a contract for this work was awarded to Connors Bros. This project involved a replacement of the roof with a new roof containing a large monitor, as well as interior renovations, and was completed in March 1903.

In the meantime, a contract to rebuild Machine Shop No. 2, the “Crystal Palace,” with a more substantial structure was awarded to Norcross Bros. on December 19, 1902; that project
In 1914, the Boiler Shop moved from Building 42 to Building 106. This move was necessitated by the need to accommodate the expansion of the Boiler Shop and the transfer of the Copper Shop to Building 106. The Boiler Shop, which had been housed in Building 42 since its construction in 1867, was moved to Building 106 to create more space for the expanding needs of the Boiler Shop. The Copper Shop, which had been located in Building 42, was moved to Building 106 as well, creating a new space for the Boiler Shop.

With the move of the Boiler Shop to Building 106, the Copper Shop took over the former Boiler Shop space, and the Testing Shop moved into the Copper Shop's former area. The various uses of the structure remained fairly constant, with the Boiler Shop occupying the newly vacated space.

The public works programs of the World War I period provided for a major reconstruction of the Machine Shop and Foundry. This work involved the demolition of the two single-story sections of the building (42-D, 42-F) as well as Buildings 43, 118, and 119 and their replacement with a three-story infill. This steel-framed structure was constructed of brick with large industrial sash windows and a flat roof featuring a series of sawtooth roof ventilators. The new facility was divided so that the west and center portions became part of the Machine Shop (42-A), while the east became part of the Foundry (42-C). This project, done by the Evatt Construction Co. of Boston, with steel framing supplied by the N.E. Structural Co., began in late 1918 and was completed in mid-1919. At that time the utilization of the structure was identified as follows: 42-A, Machine & Erecting Shop; 42-B, Machine Shop, Offices, Instrument Room; 42-C, Iron & Brass Foundry; 42-E, Pattern Shop & Storage, Central Tool Room, Torpedo Testing Room.

The following year saw changes in the use of the first floor of the north wing (42-E). The Tool Room in the west half of the building was reconfigured to accommodate the new uses.
A major reconstruction of Building 42 took place in 1918 and 1919. The work involved the demolition of Buildings 42-D, 42-F, 43, 118, and 119, and their replacement by a 200 x 285 ft. three-story structure constructed of steel framing with brick and glass curtain walls. This Jan. 31, 1919, view of the demolition work looks southeast towards Buildings 42-C, 42-B, and 42-A. Note the relocated chimney on the roof of the Foundry.

By June 5, 1919, work on installing the brick and steel sash windows on the west side is well underway. In the foreground is Building 164, the Acetylene Plant, and the steel storage yard erected on the Recreation Field as part of the World War I expansion of yard facilities.

By the late 1930s, with the yard’s primary mission having been reoriented to new ship construction, it began to expand its shop facilities. In addition to constructing the new Structural Shop (Building 104 Extension) and the Assembly Shop (Building 195), the yard decided to extend Machine Shop 42-A from its present north end all of the way to First Ave. This required the demolition of the west end of the building’s north wing (42-E) as well as the western side of Building 40. This addition duplicated the style of the 1919 addition and was completed in 1940.

In 1924 and 1925 the original hipped roof of the Foundry was removed and replaced by a new flat roof with sawtooth ventilators similar to those used on the 1919 infill structure.

In 1920 and 1921, the additions along the Foundry’s east wall were removed and replaced with a new structure, the Building 42-C Lean-to. Built by Coleman Bros. of Chelsea, it is seen here nearing completion on Feb. 1, 1921. A 1922 plan identifies the front section as the Sand Blast Room while the rear is labeled the Furnace Room. To the north of the building was an exterior Flask Yard which contained an overhead crane to move the heavy flasks used for transporting molten metal.

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Chapter 5, Resource Inventory

The decision in the late 1930s to expand the Machine Shop meant that portions of Buildings 40 and 42-E would need to be demolished. The demolition work, performed by the Work Projects Administration, is underway in the Oct. 2, 1939, view above. At right, by Apr. 11, 1940, the steel framing of the new extension was nearing completion. This view looks north from the roof of the existing Building 42-A and shows the two gallery levels around the central atrium and the sawtooth roof ventilators. BOSTS-9387

The extension project resulted in McKinley Ave., which ran along the north face of Building 42 between 8th and 9th Sts., to be dead-ended. That street was further truncated in FY 1942 when the Navy constructed Building 42-G (later designated the 42-E Extension) at its west end to house an industrial x-ray facility. The 1,000 kilovolt x-ray unit was the largest in the country at the time, and was used for non-destructive testing of metal castings.

Also in 1942, wooden structures were built over the Flask Yard to house the Foundry Office and an extension of the Pattern Shop. Other improvements to the facility during World War II addressed industrial hygiene issues. In late 1942 the yard’s Medical Officer investigated conditions in both the Machine Shop and Foundry. As a result of his March 1943 reports on stale air in the Machine Shop and the possibility of silicosis from dust in the Iron Foundry, the yard installed additional ventilation in both areas.

In 1949 and 1950 the yard undertook a major reconstruction of the Foundry. The Flask Yard was enclosed with brick and added to the Foundry; the wooden temporary structures on top of it remained in place. The larger project, however, involved the replacement of the original east wall of the Foundry with a new wall. This was built of reinforced concrete below the roof of the Lean-to and of brick above.
The final expansion of Building 42 involved the construction of an extension to Building 42-B that filled the space between it and the Machinery Testing Plant (Building 196). This construction progress photograph was taken on May 22, 1967.

BOSTS-9409

Functionally, the building remained fairly constant. The January 1, 1973, yard plan indicates that it was shared by several yard departments. Most of the space was assigned to the Production Division (Inside Machine Shop, Toolmakers, Offices, Foundry, Pattern Shop, Central Tool Shop). The Quality and Reliability Assurance Division operated a Non-Destructive Test Facility; the Public Works Division, an Electrical Substation and Ships Office Space; and the Planning Division maintained a Vibration and Sound Laboratory. This last function first appeared on building use lists in 1954.

The final change to the complex under Navy auspices came in 1966 and 1967, when the space between Building 42-B and Building 196 was infilled with a new building.

In the disposition of the Navy Yard following its closure, Building 42 was included within the Buy, or New Development, Parcel. Even before the formal transfer had been made from the federal government to the Boston Redevelopment Authority, planning had begun for its conversion for residential use. Working for Immobilaire New England, which had been designated as the projected developer by the BRA in March 1977, the Boston architectural firm of Anderson Notter Finegold developed plans for the project.

These plans were incorporated into the Design Guidelines for Parcel 2 of the New Development Area approved in June 1978 as part of the Section 106 process for the disposition of the yard. They provided that “Buildings 42-A, 42-C, 42-E, 42-N and 42-S shall be retained” and that “the remaining additions may be demolished.” However, “the first level of the facade link between 42A and 42C shall be retained.” No additions that would “increase the height or alter the integrity of the existing massing as seen from the public way” were allowed.

Work on the project, which was called Constitution Quarters, began in May 1979 with the demolition of major por-

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The 1949-1950 Foundry project included the infill of the Flask Yard. This progress photo was taken on Aug. 10, 1949. Note that the wooden Foundry Offices (left) and Pattern Shop Extension built on top of the Flask Yard structure were left in place.

BOSTS-9405

HAER Photographs Of Building 42

William A. Owens, HAER
This Schematic Site Plan was prepared by the architectural firm of Anderson Notter Finegold in 1977 to show the proposed redevelopment of Building 42. Inset is the detail of the doorway arch that was adopted as a logo for the development, marketed as Constitution Quarters. Although significant portions of the facility were to be demolished, the Advisory Council on Historic Preservation on Dec. 9, 1977, concurred in the determination that the changes would have no adverse effect on the building or the Boston Naval Shipyard National Historic Landmark.

These two Oct. 2006 views show the redeveloped Building 42-A. At left is the south end of the complex, while above the north and west ends of the 1940 extension, termed 42-N by the developer, and adjoining Building 40 are seen. The redevelopment retained the essential features of the west side of the structure and the original machine shop and foundry wings, which are its most visible elements. 

The redevelopment of Building 42-B, the 1904 replacement of the Civil War era “Crystal Palace,” featured the retention of the first floor facade of the south wall, preservation of the entablature identifying the building, and the use of a portion of the steel framework as a pergola in the facility’s landscaped courtyard.

In March 2004 Building 42 Associates sold the property to Carlyle CQ Boston LP, a joint venture of Carlyle Group of Washington, D.C., and Draper & Kramer of Chicago, for $90.5 million. The new owner initiated plans for the conversion of the facility into condominiums, and hired designer Philippe Starck of London-based Yoo Ltd. to oversee the renovations. It also abandoned the name Constitution Quarters in favor of the name Parris Landing at the Navy Yard (ignoring the fact that Parris had no association whatsoever with the structure).
Building 58, the Navy’s principal manufacturing facility for rope from the 1830s to the 1950s, is significant as a pioneer in the mechanization of the ropemaking process developed by inventor Daniel Treadwell; and as the first industrial shop in the Navy Yard to employ female workers. It is also significant as one of the most important structures designed by Alexander Parris.

The first suggestion for the erection of a ropewalk at the Navy Yard came from Commandant William Bainbridge in October 1813. Fifteen years later, the 1828 master plan prepared by a Board of Navy Commissioners of which Bainbridge was a member provided for the construction of a Ropewalk paralleling the northern boundary of the Navy Yard, an exception to its grid layout for the yard. Identified as Site 28, the Ropewalk was one of three buildings constituting a proposed Ropewalk Complex, the others being the Tarring House (Site 29) and the Hemp Store (Site 27).

On September 26, 1831, the Board sought proposals from navy yard commandants for the erection of two ropewalks to supply the Navy’s need for cordage. These facilities were to be “fireproof” and “constructed of substantial & durable materials.” The use of machinery for the ropemaking process was encouraged.

Responding to this call, Commandant Charles Morris consulted with a local ropewalk that employed machines for the fiber preparation, and on October 25, 1831, recommended that the machinery, which had been developed by Daniel Treadwell, be used for any ropewalk. A month later, he forwarded three different schemes for the facility prepared by Alexander Parris. While the Navy recommended to Congress the construction of ropewalks at both Charlestown and Norfolk, no appropriations were forthcoming.

Morris’ successor as Commandant, Commodore Jesse D. Elliott, renewed the recommendation for a Ropewalk in October 1833. This time Congress was responsive, and in February 1834 Washington informed Elliott that $50,000 had been appropriated for the project. Elliott and Naval Agent Daniel Brodhead, the official responsible for Navy procurement activities in the Boston area, immediately began to finalize plans and to contract for the necessary materials.

On May 13, 1834, Alexander Parris was named superintendent for the Ropewalk project. In designing the
Contracts for the building’s machinery were awarded in February and March 1837, and on December 16, 1837, the Ropewalk began operation.

As constructed, the Ropewalk (designated Building 58 in FY 1868) consisted of a three-story headhouse (70 x 60 ft.) at the east end of a 1,300 laying ground. The first 46 ft. of the laying ground was 61 ft. wide; the remainder was 45 ft. wide. A second story was provided over the first 200 ft. of the laying ground to house the spinning machinery. The building was constructed with heavy timber framing and rough granite exterior walls backed by brick. The headhouse and the wider two-story section had hipped slate roofs, while the remainder of the laying ground had a pitched slate roof. There was a basement under the headhouse and two-story section. Two chimneys were provided for the boilers located in the basement of the headhouse.

The boilers were removed in 1858 when a Coal House adjacent to the Ropewalk (Building 79) was enlarged as a Boiler House. The only other significant changes to the building during its first two decades came in 1856 when bridges were constructed connecting the Ropewalk’s spinning room to the Tarring House (Building 60) and the Hemp House (Building 62).

In 1857 the Navy Yard first recommended construction of an extension to the second floor of the Ropewalk. This recommendation continued to appear in reports over the next few years, and finally bore fruit in the FY 1866 Naval Appropriations Act. Work to extend the second floor by 374 ft. began in July 1865 and was
In 1856 bridges were constructed to connect the buildings of the Ropewalk Complex. Above is the plan for the span between the Ropewalk and the Hemp House (Building 62). When the Hemp House was enlarged in 1910, the bridge was relocated to an opening in the new addition. At right is an 1874 view of the bridge connecting the Tarring House (left) with the Ropewalk. Note the chute between the second floor of the Ropewalk and the first floor of the Tarring House as well as the wooden walkway that ran the length of the Ropewalk. Both bridges were repaired and replaced through the years, and the bridge to the Tarring House remains in 2008. It is mandated for retention/restoration in the preservation guidelines for the two structures.

In October 1869 a Navy Board on Yards & Docks recommended a new master plan for the yard. Stating that “the efficiency of this navy yard ought not to be impaired by a manufactory for the general service” occupying “space and buildings much needed for other purposes,” it recommended the removal of the Ropewalk from the Navy Yard to the grounds of the Chelsea Naval Hospital. Like most of the proposals in that document, the projected move was never funded. Instead, the only improvements which occurred in the 1870s involved the conversion of the Ropewalk’s Boiler House (Building 79) into a Wire Rope Mill and the construction of a new Boiler House (Building 52) next to that structure. Major repairs to the headhouse took place in the fall of 1880 to repair damage caused by an August 1880 fire.

Major improvements to the Ropewalk in the 1890s included the introduction of electric lighting during FY 1895, new spinning machinery in FY 1899, and installation of a fire sprinkler system in FY 1900. Also in 1899, the Power House (Building 52) was enlarged and renumbered Building 96.

The FY 1908 Naval Appropriations Act provided $10,000 for an extension of the second story. This project was awarded in early 1910, and completed in May. Cost considerations led to the extension being reduced from 100 to 80 ft. in length. It had a steel end wall in anticipation of further additions. A loading platform was provided on the south side at the west end of the addition.

The next major change occurred in early 1919, in response to the expansion of ropemaking operations due to World War I and the employment of women. A 41 x 13.5 ft. brick addition to house toilet facilities for women was added on the north side approximately 120 ft. west of the end of the wider two-story portion of the building. This replaced an earlier 9.5 ft. square two-story privy built in 1865 located some 80 ft. further east on the north side. In 1942 this addition was extended westward 23 ft. to incorporate a stairway between the first and second floors.
FOR OVER A CENTURY a walkway informally known as “Flirtation Walk” ran parallel to the Ropewalk from its west end to the Headhouse. The name apparently derived from its use by courting couples.

Originally a boardwalk, it was changed to a concrete walk in 1917. As time went by, the trees which lined both sides were gradually removed, as were sections of the walk itself. In particular, the expansion of the Power Plant (Building 108) impinged on the walk in the area of the shed used for unloading railroad car deliveries of coal. By the end of World War II it had ceased to exist except for a section between Buildings 58 and 60.

The Groundplane Guidelines for the Historic Monument Area provided that “Flirtation Walk shall be re-established in the same form as it was before the turn of the 20th century” and that “paving material should be brick as documented in historic photographs.” The problem is that the photographs referenced were mis-interpreted since the walk was never paved with brick.

Because the Ropewalk remains undeveloped as of 2008, no action has been taken on the recreation of Flirtation Walk. When the project does move forward, the guidelines should be changed to specify either a boardwalk or a concrete walk rather than non-historic brick.
Over the years, a variety of overhead connections were introduced between the headhouse and adjoining Buildings 79 and 96. In 1934 a new elevator was installed in the headhouse. This had a direct opening onto a new loading dock on the headhouse front.

The expansion of the yard's workforce in World War II led to the next changes in the Ropewalk. In March 1942 the yard approved an enlargement of Gate 4 on Chelsea St. to accommodate increased pedestrian traffic. To accomplish this project, a 34-ft. section at the west end of the Ropewalk was removed, with the new end built using salvaged granite.

In March 1943 Thomas O'Connor & Co. began to remove the roof over the western 279 ft. of the Ropewalk and to construct a two-story wooden addition on top of it to house the Industrial Relations Office. A bridge provided a direct access from this building onto Chelsea St. so that job appli-

Although architecturally undistinguished, the 1943 addition to the Ropewalk was perhaps the structure which best characterized the tremendous expansion of the yard's workforce in World War II since it was built to house the personnel and training offices. These HAER views were taken in Mar. 1977 as mitigation for its demolition, an action that was governed by aesthetic concerns and done without proper evaluation of its significance as required by the Secretary of the Interior's Standards for Historic Preservation. Above, Gate 4 and the shelter along Chelsea St. for workers waiting for streetcars until July 2, 1949, and then for buses can be seen in front of the building. The west end is shown at right above, while the south side, which included a projecting stair/elevator tower is at right. Also seen in that view are the garages for the yard's ambulances built in two stages in 1943 and 1944.

William A. Owens, HAER

This drawing dated Dec. 24, 1918, shows the new brick toilet room addition to be built on the north side of the Ropewalk. The lower right corner shows a new women's toilet to be built in Building 79, as well as the men's toilet at the west end of the second floor of Building 58. This project was accomplished in early 1919. In 1942 the addition was extended to the west to accommodate a stairway between the first and second floors. The site plan identifies the rooms on the second floor as being, from right to left, the Preparation Room, Spinning Room, Laying Room, and Shipping Room.

BOSTS-13394

The 1934 loading dock addition to the front of the headhouse can be seen at right of this photograph. The view also shows one of the fire escapes added to the building in the 1940s and early 1950s to improve safety, along with the conveyor connection to Building 96. The print was marked to indicate its use in the July 16, 1952, issue of the Boston Naval Shipyard News.

BOSTS-9516

icants did not have to pass through yard security. This project was completed in July. Shortly thereafter, a garage was added on the south side of the Ropewalk to house the yard's ambulances; this was enlarged in late 1944.
IN ADDITION to its significance as a manufacturing establishment and its architecture, the Ropewalk has significant associations with at least two individuals recognized as key inventors in the field of ropemaking technology. Together, they span the entire history of the facility.

DANIEL TREADWELL was born in Ipswich, Mass., in 1791, and was largely self-educated. His interest in mechanical devices led to inventions in several fields. His first invention was a machine for producing wooden screws. He gained considerable attention in the mid-1820s with the development of a power printing press. Turning his attention to the rope industry, he completed the first successful machine for spinning hemp into cordage in 1829, receiving a patent for it along patents for hackling and roving machines in 1834.

His machines were being used in Gray’s Ropewalk in Boston by 1831 when Commandant Charles Morris saw them and met with Treadwell. That meeting resulted in Morris’ Oct. 1831 recommendation for use of Treadwell’s machinery in the proposed Navy Yard Ropewalk. Treadwell worked closely with Alexander Parris on the facility’s design, and in 1837 received contracts to supply his machines for the structure.

Meanwhile, in 1834, he had been appointed as a professor at Harvard, continuing in that post until 1845. In 1835 he developed an improved method for cannon manufacture. The author of several books, he was a founder of the Boston Journal of Philosophy and the Arts. He died at Cambridge, Mass., in 1872.

DAVID HIMMELFARB was born in 1907 in Newton, Mass., and graduated from the Massachusetts Institute of Technology and the Brooklyn Polytechnic Institute with degrees in chemical engineering and chemistry. He was hired as a cordage technologist at the yard’s Laboratory in Feb. 1936. He became master ropemaker in 1945, serving as superintendent of the Ropewalk until his retirement in 1970.

His work on cordage technology made him a well-recognized figure within the industry. In 1957 he published a textbook on The Technology of Cordage Fibres and Rope, and he was a contributor to many other publications. Together with William J. Kaes, he received two patents for the invention of the balanced plied cord method for synthetic rope and for stabilization of nylon rope. These developments were widely used in the commercial maritime rope industry. He continued as a consultant after his retirement from government service, and in Sept. 2000, three months before his death, he received a distinguished achievement award from the Maritime Technology Society.
By the mid-1950s, the future of the Ropewalk was being called into question as the Navy came under heavy pressure to eliminate industrial operations seen as competing with private industry. The Ropewalk survived this closure threat in 1955 and 1956 by being reoriented towards research and development activities. Rope production was allowed to continue so that the facility could become financially self-supporting. After 1962, only nylon rope was produced.

As a result of the reorientation towards research, the Yard Development Board on January 9, 1957, agreed to the consolidation of all ropemaking activity in Buildings 60 and 62. A week later, a proposal was made to demolish the Ropewalk, along with Buildings 79 and 96, and to rebuild Gate 5. Nothing came of this proposal, or of one to provide interior firewalls within the building, and the Ropewalk remained in use until finally closed in December 1971. About two years before the closure, the south side of the laying ground was set up as an exhibit of ropemaking. Other than the machines used in this exhibit, all of the ropemaking equipment was declared excess and disposed of by the Navy. The equipment remaining in the Ropewalk at the time of the yard’s closure was subsequently transferred to the National Park Service.

Although early studies of a possible national park in the Navy Yard had cited the Ropewalk as one of the yard’s most significant historic buildings, the boundary of the park was drawn along the west edge of the building. Finally, in September 1978 Congress added the structure, along with the Tarring House (Building 60), to the Charlestown Navy Yard unit of Boston National Historical Park.

In the meantime, the Ropewalk had been included in the Historic Monument Area of the Navy Yard that had been transferred to the Boston Redevelopment Authority (BRA). In the transfer documents, the ultimate treatment of the structure was identified as “preservation with selective restoration (remove 1943 addition).” No specific preservation guidelines were established. Rather, the deed provided for their later completion. Not until the early 1990s did the BRA, working with the National Park Service, the Massachusetts State Historic Preservation Officer, and the Boston Landmarks Commission, develop such guidelines. These were finally approved by the National Park Service in 2002.

In the meantime, in 1978, the BRA prepared demolition and site preparation contracts for the Historic Monument Area. The former project included the demolition of the 1943 and other additions to the Ropewalk, while the latter included reconstruction of the pitched slate roof. That work was completed in 1981, although the historically-correct skylights shown in the original contract drawings were not installed.

The approved guidelines called for a considerable portion of both the first and second floors to be used for a ropemaking exhibit to be operated by the NPS. By the time they were approved, almost a decade after they had been written, it had become apparent that low potential visitation and fiscal limitations required a scaling back of the proposal, and as of 2008 the NPS and the BRA were looking at a far more modest exhibit in the same general area as the Navy’s own 1970 display.

In 1993 and 1994 the BRA undertook stabilization work on the building, which had remained vacant and subject to vandalism due to its location at the edge of the yard. This vulnerability was underscored when, on May 4, 2002, a nine-alarm arson fire occurred in the Ropewalk. The BRA immediately began a project to both repair fire damage to the structure and to better secure the building. This work was completed in June 2003.

Because of the strict preservation guidelines and the long, narrow nature of the Ropewalk, redevelopment of the building has yet to occur as of mid-2008.
Building 60, the Tarring House, 1 was part of the three-structure Ropewalk Complex designed by Alexander Parris. It was originally proposed to have been located on Site 29 of the 1828 master plan at approximately the mid-point of the Ropewalk. It was oriented parallel to that structure rather than on the grid pattern established by Loammi Baldwin for the remainder of the Navy Yard.

During the course of developing plans for the structure, Parris moved the Tarring House, as well as the Hemp Store (Site 27/Building 62), closer to the headhouse of the Ropewalk. This proposal was forwarded to Washington for approval on October 31, 1834.

The final design of the structure prepared by Parris in June 1836 reflected the advice of Daniel Treadwell, who supplied much of the machinery for the Ropewalk. In particular, Treadwell had urged inclusion of a second story for reeling yarns and storage. The Navy Board approved this plan, and construction work began in the autumn of 1836. The building was completed by the end of September 1837.

The Tarring House was a rectangular building measuring 200 x 19 ft. with 20 ft.-wide central pavilions projecting out 8.5 ft. on the north and south elevations. Built of heavy timber frames and granite with a gabled slate roof, it had a basement connected to the Ropewalk basement by a tunnel.

The first major change to the structure occurred in 1856, when a bridge was built between the north pavilion and the second floor of the Ropewalk. At the same time, a bridge between the Hemp House and the Ropewalk passed the east end of the Tarring House. In 1870, a new boiler house was added to the west end of the building. This single-story granite structure measured 14 x 27.5 ft., projecting 8.5 ft. beyond the south wall of the building.

(Related to the operation of the Tarring House was a Tar Pit built in the spring and early summer of 1864 to its west. Identified as Building 59, the 62.5 x 32 ft. brick structure was also listed as being used as a Carpenter’s Shop in the 1870s. It was removed in the late 1880s."

In October 1909 the tunnel between the Tarring House basement and the Ropewalk was sealed off at the Building 60 end. During FY 1911, a fire sprinkler system was installed. The last major modification to the structure came during

1 Although the NPS and BRA refer to this structure as the Tar House, the Navy referred to it as the Tarring House.
In the annual report submitted in Aug. 1859, and again in 1861 and 1862, the Navy Yard proposed replacing the Tarring House with a new Yarn Mill. Measuring 60 x 275 ft., the granite structure, to be erected in line with but west of the Hemp House, was designed by Civil Engineer Joseph Billings and would have accommodated all spinning operations then housed in the Ropewalk. This excerpt from the plan accompanying the annual report show the east elevation. The lines indicate the third floor, which had been omitted in the 1859 estimates but added back in 1861. When it became apparent that the proposed structure would not be funded, the yard instead pushed successfully for an extension to the second floor of the Ropewalk. A separate Boiler House serving both the Yarn Mill and the Ropewalk would have been located at the east end of the north side. That proposal would later be resurrected as Building 52 (later Building 96) to the east of the Ropewalk headhouse. This is but one example of structures proposed by the Navy Yard through the years that failed to survive the budgetary process in Washington.

World War II. During FY 1942, the south pavilion was removed; the infill was wood covered by cementious (asbestos) siding. The yard’s public works records fail to contain any documentation as to the reason for this action, although increasing the clearances for vehicles using Fifth Ave. is the likely explanation.

With the cessation of manila rope manufacture in 1962, the Tarring House became surplus. It was officially inactivated on May 23, 1963. A proposal to have it formally declared excess and demolished was put forward, but was cancelled on June 10, 1964. The structure was used for storage from 1963 until the closure of the yard.

Like the Ropewalk, the Tarring House was transferred to the City of Boston as a part of the Historic Monument Area with a proposed treatment of “preservation” but without specific guidelines. It was added to Boston National Historical Park in 1978.

Guidelines were finally prepared in the early 1990s and approved in 2002. They allowed for the reconstruction of the south pavilion; otherwise, the exterior, including the bridge to the Ropewalk, was to be restored. Concerns over the presence of hazardous materials in the building due to its function through the years have meant that the building has yet to be offered for redevelopment.

The last remnant of “Flirtation Walk” can be seen in this Oct. 19, 2006, view of the area between the north side of Building 60 (right) and the Ropewalk (Building 58).
Building 62, the Hemp House, is significant as part of the Ropewalk complex designed by Alexander Parris and as a research center in the 1950s and 1960s for the development of nylon rope. It is also significant as the one structure in the Navy Yard that combines the 19th-century granite style and the early 20th-century steel-and-brick design.

**STATEMENT OF SIGNIFICANCE:**

Building 62, the Hemp House, was part of the three-structure Ropewalk Complex designed by Alexander Parris. It was originally proposed to have been on Site 27 of the 1828 master plan at approximately the mid-point of the Ropewalk. However, when Parris developed the final layout of the complex, he moved both the Tarring House (Building 60) and the Hemp House (Building 62) closer to the headhouse of the Ropewalk itself. This proposal was forwarded to Washington for approval on October 31, 1834. The Hemp House would occupy Site 30, originally intended for a Timber House.

The Hemp House was the last of the three structures forming the Ropewalk Complex to be constructed. Work began in the spring of 1837, and the building was completed by the end of the year. The granite structure measured approximately 60 x 140 ft. and was two stories in height, with a basement, and had a hipped roof covered with slate. Like many other yard buildings of its era, its doors and windows were covered with iron shutters. Unlike other buildings, some of those shutters survive in 2008 and missing ones have been restored.

The Hemp House continued to be used as a storehouse for hemp, the raw material for the ropemaking process, throughout the 19th century.

Starting in the 1870s, the yard produced wire rope. By the early 20th century, the existing Wire Rope Mill (Building 79) was inadequate to handle the work. In August 1903 the yard's Civil Engineer included a new Wire Rope Mill among the projects proposed for funding. The FY 1905 Naval Appropriations Act, approved on April 27, 1904, included $65,000 for that purpose.

These funds would not be expended until 1910, however, because of disagreements over the proposed site of the fa-
The composite at left was produced in Mar. 1966 to show the various steps in the ropemaking process as part of a yard labor study. All of these photos were taken in Building 62 rather than in the Ropewalk (Building 58), as since the 1950s most of the newer production machinery, along with laboratory testing facilities, had been installed in the Ropewalk Extension, as yard maps labeled the structure. Probably because they were intended for a presentation, the images in the composite were also taken as color slides, as the view of the spinner above demonstrates.

BOSTS-9533 (left); BOSTS-16109 (above)
by the Boston Redevelopment Authority (BRA) in the late 1970s.

The differentiation between the original building and its addition shown on yard site plans disappeared after 1950. Thereafter, the building was identified as the Ropewalk Extension. From the late 1950s through the closure of the yard it was also identified as the testing laboratories for the Ropewalk. Those facilities had been enhanced in the early 1950s when a 100,000-lb. capacity testing machine had been installed in the west end of the first floor of the addition.

An equipment layout plan for the “Ropewalk Annex” prepared in January 1959 and updated in June 1966 showed the testing area at the west end of the addition’s first floor. The remainder of the building’s first floor, and the second floor of the addition, was filled with layers, formers, and other ropemaking equipment. The second floor of the original building was vacant.

The exterior of the building underwent few changes over the years. Fire escapes were added on the south side of the original structure and the west end of the extension. In February 1973 the bridge connecting the extension to the Ropewalk was demolished and the doorway closed in with concrete blocks.

Preservation guidelines developed for the Hemp House at the time of its transfer to the Boston Redevelopment Authority as part of the Historic Monument Area recognized the significance of the structure as a part of the Ropewalk Complex, although they erroneously called for the developer to “rebuild windows to match original opening” in the area of the bridge to the Ropewalk. The March 1978 demolition plans for this part of the yard included only two items impacting the structure: the removal of both the conveyor bridge to Building 199 and the steam pipe that ran from the west end to the Chapel (Building 143), which was to be demolished.

Not until 1986 did the BRA designate the Kendall Development Group (working with New Medico Associates as the principal potential tenant) as developer for the structure. In July 1988 it entered into a 65-year lease of the property with Kendall’s subsidiary, Building 62 LP, and rehabilitation work began. Designed by Stephen Blatt Associates, the project, which included landscape development on the north side of the original granite structure, was substantially complete by 1990, although certain corrective work needed to conform to the guidelines was not finally accomplished until 1994. Possibly in recognition of the fact that the doors to the bridge and on the ground floor of the north side of the extension were original, but more likely to reduce costs, they were retained and restored rather than removed and replaced with windows.

In April 1991 BayBank foreclosed on the mortgage granted for the building’s restoration. The bank sold the lease to MGH Professional Services Corp. in July 1992 for $2,832,000.
Building 75, the Timber Shed, is significant as the sole survivor of a group of four granite and wood Timber Sheds erected between 1828 and 1849 to provide covered storage for timber used for construction and repair of wooden naval vessels.

One of the more important functions of the Navy Yard in the early 19th century was the storage of timber for use in building and repairing naval vessels. While some timber was kept wet in Timber Docks, other timber required dry storage. Thus, among the earliest buildings in the yard were sheds for timber storage.

The 1828 master plan for the yard showed a series of four Timber Sheds (Sites 31, 33, 37, 38) to be erected in the eastern portion of the yard north of the Main Ave. Each was to be approximately 450 x 60 ft. Canal 32 was proposed to run on the line of what would become Third Ave. between the northern and southern pair of sheds.

The construction of the first of these sheds, No. 33 (Building 64), was authorized by the Board of Navy Commissioners in June 1828, two months before finalization of the master plan. It was completed later that year.

On April 16, 1830, Commandant Charles Morris requested approval for the construction of a second Timber Shed at a cost of $19,000. This one was proposed for Site 38 immediately east of the first shed. The Board of Navy Commissioners, upon discovering that the FY 1830 Naval Appropriations Act, approved on March 11, 1830, had authorized two timber sheds at Boston at a cost of $9,500 each, directed that the new structure “must be made in two parts, leaving a space between them, and so arranged that they may hereafter be conveniently united.”

Morris reported in October that except for laying stone on which the timber would rest the sheds were complete. Although there were two sheds, the roof was continuous, eliminating the expense of “an end covering to each of the sheds” and, by implication, making it easier to infill the gap between them. Final completion of the structures came in February 1831. There is no specific record as to when the infill to transform the structure into a single building took place.

Even before Timber Shed 38 (Building 75) had been completed, the yard began plans for a third shed. Morris chose Site 31, north of the first shed, for this structure. That work required the demolition of Magazine K, a structure dating to 1809. This project was funded in the FY 1831 Naval Appropriations Act. The structure (Building 63) was completed in the winter of 1831-1832.

Pointing out that “the present timber sheds are all occupied,” Commandant Foxhall A. Parker recommended in October 1846 that a two-story shed be constructed on Site 37 north of Timber Shed 38 (Building 75). The Bureau of Yards & Docks, however, directed that it be a single-story structure matching the other sheds. Funds were provided in the FY 1849 Naval Appropriations Act, and the new Timber Shed was completed in the winter of 1848-1849.

1 From the early 1900s on, the Navy generally dated Building 75 to 1848 rather than 1831. Although it is possible that this date represented the year when the two structures became one, it is more likely the result of confusion with the date of the final Timber Shed, Building 76.
(Building 76), redesigned by Naval Constructor Samuel Pook to match its predecessors, was completed in the summer of 1849.

As will be discussed elsewhere, two of the Timber Sheds (Buildings 63, 64) were demolished in the 1910s for the construction of the General Storehouse (Building 149). A third, Building 76, was similarly removed in 1941 to allow erection of the second General Storehouse (Building 199).

Although some sources have attributed the Timber Sheds to Alexander Parris, there is no evidence connecting him with their design. Typical of all four structures, Building 75 had overall dimensions of 450 x 60 ft., with a height of 16.2 ft. to the eaves and 30.7 ft. to the peak of the gabled slate roof. There are short L-shaped granite walls at each corner and T-shaped granite walls at intervals on each side supporting the roof trusses. This design created five groups of eight double wooden doors separated by solid granite pillars.

In July 1900 the Mast & Spar Shed (Building 85) was destroyed by fire. Building 75 was chosen for use as a Temporary Spar Shed. It resumed its storage function upon the completion of Building 114 in early 1904.

There are few records of work done on Building 75 through the years. In 1915 two red clay building tile firewalls were installed to divide the building into three unequal sections at the 8th and 23rd bays from the west end. These walls continued up through the roof. Four years later, the yard began the erection of a Steel Storehouse (Building 187) on Third Ave. between Buildings 75 and 76. The walls of the new structure abutted the two Timber Sheds, resulting in the permanent closure of the doors for 313 ft. at the west end of the north side of Building 75. In 1940, the Navy extended Building 187 to the full length of the Timber Shed.

Over the years, there were other modifications to the structure. By 1917, most of the wood doors had been cut off at the bottom by approximately 18 in. During the 1940s, a roll-up steel door was installed in the center of the west end. Larger wooden doors were placed in the center of the south side and east end. To support the steel lintel over these doors, brick piers were added next to the granite posts which had separated each original pair of doors. Four bays, the 10th and 11th from each end, were infilled by 1943 with masonry to accommodate fire sprinkler connections.

At some time prior to 1952 a raised 20-ft. wide concrete floor had been installed in the center of the building, with ramps to the enlarged central doors on each end and the south side. This floor was subsequently extended throughout the building, eliminating the gap between the original doors and the ground. By the time the yard closed, most if not all of the doors had been secured shut. Similarly, the slate roof had been replaced by asphalt shingles on the south side and sheet tarpaper on the north side.
This view from Dec. 1974 or Jan. 1975 shows that most of the original doors on the south side of Building 75 survived. Note the raised concrete floor.  

Building 75 was transferred to the Boston Redevelopment Authority as part of the Historic Monument Area. Development guidelines called for the “recapture” of “the Granite-post, wooden door character of the original building.” While they were less strict on the treatment of the north facade, they emphasized that “the free-standing shed appearance of the building will be reestablished.”

Although the BRA awarded development rights to the Timber House to Basilica Associates (the developer of Building 106) in the mid-1980s, no work had been accomplished by the time the authority issued a new master plan for its portion of the Navy Yard in January 1990. One proposal in that document was to move Building 75 to a new location on Parcel 6 “to serve as a festival market place” while its original site was used for an 1,100-car garage. This idea was opposed by both the National Park Service and the Massachusetts Historical Commission and soon dropped from the plan.

Rehabilitation work finally began in the early 1990s. This saw the installation of metal and glass panels in many of the door openings. On the south side, the shortened doors were kept but in a permanently open position, while on the west end and parts of the north side full-height doors matching the original design were used.

Upon the completion of the work, the building was leased in April 1994 to BioLease Inc., a subsidiary of developer Neil St. John “Ted” Raymond. This 65-year lease was transferred to the Massachusetts Biomedical Research Corp., the research arm of Massachusetts General Hospital/Partners HealthCare, in August 2006.
Building 79 is significant as part of the Ropewalk Complex, originally as a Boiler House and then as a Wire Rope Mill, and as a structure incorporating a portion of the Navy Yard Boundary Wall.

By the late 1840s the Navy Yard sought funds to build brick storehouses for coal used as fuel for boilers which furnished power for yard machinery. In 1849 it recommended construction of three such facilities, near the Dry Dock Engine House (Building 22), the Ropewalk (Building 58), and Smithery O on the east side of the Timber Dock. All three were to be similar in design, being 100 x 40 ft., single-story, gabled roof structures. Only the first of these (Building 28) was funded, but the yard kept requesting them in its annual budget submissions.

In March 1851 the FY 1852 Naval Appropriations Act provided $50,000 for a number of projects including a “coal house near rope walk [sic].” It soon became apparent, however, that the amount of money available was insufficient to cover all of the proposed work, and the Chief of the Bureau of Yards & Docks deleted the Ropewalk Coal House from the construction program.1

The yard then rethought the building, and in July 1851 proposed a two-story structure, with the second floor being used for cutting hides for braided rope. A year later Commandant John Downes explained the need for the facility: “The coal house for the ropewalk engines is much wanted, the present temporary shed being in a decayed and falling condition.” This argument won the day, and the FY 1854 Naval Appropriations Act, approved in March 1853, again authorized the “coal-house for ropewalk.”

As the yard began preparations for construction, it discovered that the original site, east of the Ropewalk (Building 58) and perpendicular to the Hemp House (Building 62), impinged on the water reservoir for the Ropewalk. Thus, Commandant Francis H. Gregory proposed placing the facility against the Navy Yard Boundary Wall instead. Washington accepted this change, and work began in September 1853. Two months later, funds ran out before the second floor and roof could be completed.

Not until March 1855 did Congress provide the funds for “finishing Coal-house at rope-walk.” Civil Engineer Joseph Billings reported in his annual report for FY 1857 that the work had been completed during that year.

Meanwhile, the yard had become aware of the need to replace the Ropewalk’s boilers. Rather than continue to house them in that structure, it proposed a new building for that purpose to be located south of the Coal House. This project was authorized in the FY 1859 budget, signed in June 1858. A month later, Commandant Silas H. Stringham suggested that rather than constructing a separate building the Coal House be enlarged to accommodate the boilers.

1 Apparently based on this appropriations act and a lack of awareness of the project’s cancellation, yard building lists consistently dated Building 79 to 1852.
Docks Chief Commodore Joseph Smith approved the idea on July 12, 1858. The addition, which extended eastward to the Navy Yard Boundary Wall which defined the west side of the Lower Quarters yard, nearly doubled the size of the building. The boilers were located in the western half of the structure, with a chimney rising on the north side. The structure was designated as Building 79 when the current building numbering scheme was adopted in 1868.

Although built under the supervision of Joseph Billings, the design predated his arrival in the yard, and shows none of his trademark details. Overall, the building as completed in 1858 had a length of 187.5 ft. and a width of 40 ft. It rose 23.8 ft. to the corbelled eaves. The peak of the slate roof rose an additional 14.25 ft. The most unusual feature of the structure was the use of the Navy Yard Boundary Wall as the north and east walls of the building. To provide light into the building windows were cut through the granite wall.

By the late 1860s the yard began to plan for the manufacture of wire rope. Building 79 was a logical location for that function. To provide space, the yard resurrected the idea of a separate Boiler House for the Ropewalk. That facility, Building 52, was completed in 1872. It would be replaced in the late 1890s with a larger Power House, Building 96.

The Wire Rope Mill occupied Building 79 until the yard ceased production of wire rope in 1918. As part of the early 20th century modernization of the Navy Yard, Congress in 1904 appropriated funds for a new Wire Rope Mill. This project led to considerable controversy as to where the facility should be located. In 1906 the yard proposed the construction of a 100 x 40 ft. three-story addition perpendicular to the east end of Building 79 as an alternative to an extension at the west end of the Hemp House. The plans for this addition, which would have been similar in style to the existing Building 79, were forwarded to Washington for approval in March 1907.

That approval did not come, however, and in January 1909 the logjam was broken when the yard agreed to an addition to Building 62 provided it was angled to avoid narrowing Fifth Ave. in front of the Tarring House (Building 60). Although this addition was completed in 1911, it never housed the function for which it was built.

With the phasing out of wire rope production, portions of Building 79 were taken over as an annex to the yard’s Boat Shop. That use, as well as the use of portions of the building as offices for the Ropewalk, continued into the 1920s. By June 1924 site plans labeled the building as “Storage, Old Material.” It remained as a storehouse, in whole or in part, for the remainder of the yard’s existence.

In 1936 the Works Progress Administration (WPA) undertook a project to rehabilitate the interior of Building 79 for
ordnance storage. Following the moving of that function to the South Boston Annex in World War II, the primary item stored there was hemp. In 1943 the yard’s Apprentice School moved into the building, remaining until 1949. The label “Hemp Storage” disappeared after 1955, no doubt because of the cutback of rope production. It was then labeled as “Material Storage & Control Center.”

Other than changes to doorways and windows, there were few modifications to Building 79 through the years. Exactly when the chimney was removed is not known. In the late 1910s a covered bridge was built between the west end of Building 79 and the second floor of the Ropewalk; this disappeared from site plans in FY 1947. In 1919 a metal fire escape was installed on the south side of the building. The most dramatic change came in 1943, when a passageway was created through the easternmost bay of the building in conjunction with improvements to Gate 5.

In 1968 the Navy Exchange Liquor Store moved from the first floor of Building 4 to the first floor of Building 79. In conjunction with that move, a roof was constructed between Buildings 79 and adjoining Building 96 to provide protection over the entrance door to the store. In 1971 the yard looked at creating a loading dock on the Chelsea St. side of the building, but the project, which had been predicated on the

This Mar. 3, 1919, photograph documents the construction of the metal fire escape on the south side of Building 79. Note that at this time, like most 19th century brick buildings in the yard, it has been painted. At right is Building 78, built in 1866 as a Coal Shed but then being used for Boat Storage. Later a garage for residents of the Lower Quarters, the last remnants would be demolished as part of the improvement to Gate 5 during World War II.

In the spring of 1936 the WPA rehabilitated Building 79 for the storage of ordnance materials previously housed in Building 107. The Apr. 9, 1936, view at top shows work underway, while that from June 8, 1936, above, shows the completed project. Both views look east.

In 1968 the Navy Exchange Liquor Store moved into Building 79. As part of that project, a roof was constructed between Buildings 79 (right) and 96 to protect the entrance door of the store. The Nov. 21, 1968, drawing at left shows the design for this roof, which is shown in the June 1986 view at right.

This June 4, 1974, photograph shows the passageway constructed through Building 79 in 1943 as part of the expansion of Gate 5.
idea of moving the yard’s mail room from Building 149 to Building 79, was abandoned in November of that year.

Building 79 was included in the Historic Monument Area, transferred to the Boston Redevelopment Authority in mid-1978. Not until 1986, however, did the BRA seek redevelopment proposals for the structure, which it labeled the Boiler House. It selected the proposal put forward by the Boston Harbor Investment Group for conversion of the building into 15 residential condominiums. The formal lease of the building occurred in September 1988.

Nine months later, the lease was sold to Building 79 Associates, a firm controlled by Terence W. Conroy and Lewis Heafitz, who had development rights to several other structures in that portion of the yard. Although retaining the original developer’s architect, CSS Architects, it changed its approach from residential to commercial use. Rehabilitation work was completed in 1994.

One of the aspects of the redevelopment which caused some controversy was the enclosure of the area between Buildings 79 and 96. The design guidelines for both structures had called for the 1968 roof structure to be removed, although they had allowed for “some minimal, contemporary connection” between the two buildings. The design for the infill retained the original roof, with a solid glass wall in line with the east wall of Building 96. This work ran into difficulties with the National Park Service, which initially refused to grant the developer historic preservation tax credits because of this addition.

In October 1997 Conroy and Heafitz agreed to sell the leases on both Buildings 79 and 96 to a Virginia-based real estate developer, Alexandria Real Estate Equities (AREE). The actual sale to AREE’s subsidiary, ARE-79/96 Charlestown Navy Yard LLC, took place in June 1998. Additional rehabilitation work occurred in 1999.
Building 96, the Ropewalk Power Station, is significant as a part of the revitalization of the Navy Yard in the late 1890s and exemplifies the shift from steam to electricity for operation of machinery.

By the mid-1850s the boilers originally installed to provide steam for the Ropewalk machinery were in need of replacement. The Navy Yard decided to locate the new boilers in a separate structure to free up space in the Ropewalk (Building 58) for other purposes. It chose a location south of the Coal House (Building 79). The design of the approximately 50 x 44 ft. brick structure followed that of the Boiler House (Building 43) for the new Machine Shop Complex.

 Shortly after the June 1858 passage of the FY 1859 Naval Appropriations Act funding the proposed structure, the yard suggested that the money be used instead to incorporate the Boiler House into an expanded Building 79. This approach was approved by Washington, and the idea of a separate Boiler House was dropped.

By the late 1860s the yard began looking into the conversion of Building 79 into a Wire Rope Mill. As part of that project, it revived the idea of a separate Boiler House. Work on that structure, Building 52, began in 1872 and was completed in the following year. The 55 x 44 ft. brick structure was similar in design to the building proposed in 1858, except that it was aligned parallel to Building 79 rather than to the normal yard grid pattern and it utilized the existing chimney on Building 79.

 By the late 1890s each of the yard’s departments began to develop plans for electric power plants to provide for both lighting and operation of new electric motors which were replacing steam for operation of machinery. Equipment, which operated the Ropewalk, opted for an expansion of Building 52 for that purpose.

In actuality, Building 52 was demolished and a new structure, Building 96, was erected in its place. The design of the 121.2 x 44.75 ft. building was similar to that of the one it replaced, with a hipped slate roof topped by a 3 ft. high clere-
story or monitor. It had a height of 20 ft. to the eaves and an overall height to the peak of the monitor of 40.5 ft. There were double doors at the south end of both the east and west walls, and similar doors in the 1st and 4th bays from the east on the south side. Each of the bays on the south side were separated by brick pilasters. All of the windows and doors had curved tops.

The life of Building 96 as a Power Station was brief. In 1904 Congress decided that all power plants in navy yards be consolidated under Yards & Docks, and Building 96 ceased operation following the completion of the new Central Power Plant in Building 108. Thus, Building 96 became available for other uses.

One such use examined by the yard was its conversion into a Wire Rope Mill. Under that scheme, developed in August 1907, the roof was to be raised 14.5 ft. to create a second story. Like the proposed addition to Building 79 which it replaced, the plan was never approved. Eventually, the Wire Rope Mill appropriation was used for an addition to the Hemp House (Building 62), although the function itself remained in Building 79 until wire rope manufacture ceased in 1918.

Following the shutdown of the power plant, Building 96 remained vacant for several years. Starting in 1915, it was listed as a Storehouse, primarily for hemp, a function it continued to perform until 1966. In conjunction with that use, a covered conveyor beam was erected between Building 96 and the Ropewalk.

On February 28, 1916, a fire in the stored hemp seriously damaged Building 96. Two years later, an exterior electrical substation was added adjacent to the southwest corner of the building. This facility would be identified as Structure 275 in the mid-1960s. Also adjacent to Building 96 was an Underground Water Tank (Structure 222), completed in 1900.

During World War II a concrete block Decontamination Building (Building 207) was constructed against the east end of the south wall of Building 96, resulting in the infill of the doors and windows on that portion of the facade. Other changes to doors and windows, not well documented in yard records, occurred through the years.

A 1946 proposal to utilize Buildings 79 and 96 as a consolidated printing plant for the yard was never pursued. One element of that scheme would have been the creation of a physical connector between the two structures.

In 1967 the Navy Yard decided to convert the existing garage in Building 38 for use by the Navy Exchange. To replace that facility, which was used primarily for the maintenance of the numerous forklifts operated by the yard, it decided to convert Building 96 into a Forklift Maintenance Shop. As part of that work, a large overhead door was constructed in the third bay from the west end of the south side.

Building 96 was transferred to the Boston Redevelopment Authority as part of the Historic Monument Area. In March
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This Oct. 30, 1918, photograph shows the outdoor substation built adjacent to Building 96. Later numbered Structure 275, it would be misdated to 1943 in the list of structures reported as excess upon the closure of the yard. Note the bale of hemp in the doorway of Building 96. *BOSTS-9601*

1986 the BRA designated a team led by Terence W. Conroy and Lewis Heafitz as the developer for what it called the Power House. Formally leased to Building 96 Associates four years later, its rehabilitation would be completed in 1994. As part of that work, the original door and window configuration was restored, except that the alternative which allowed the overhead door to be replaced by a door matching historic details within a wood infill was followed rather than restoration of the brick wall and original window. One aspect of the project generated controversy. Following the transfer of the lease of Building 79 to Conroy and Heafitz, a connector was built between Buildings 79 and 96, marked by a clear glass wall at its east edge. Although allowable under the design guidelines, it initially led to the National Park Service deciding not to grant historic preservation tax credits for the project.

In October 1997 Conroy and Heafitz agreed to sell the leases on both Buildings 79 and 96 to a Virginia-based real estate developer, Alexandria Real Estate Equities (AREE). The actual sale to AREE’s subsidiary, ARE-79/96 Charlestown Navy Yard LLC, took place in June 1998.

This May 6, 1926, photograph of Building 96 was part of a series taken to document minor landscaping improvements throughout the Navy yard. *BOSTS-9601*

This 1977 Historic American Engineering Record photograph shows Building 207, then occupied by the Motion Picture Exchange, in front of Building 96. Note how the windows on the east side of Building 96 have been infilled. *William A. Owens, HAER*

This 1986 view shows the west and south sides of Building 96 as seen from the front right in Apr. 1986 following the removal of Building 207 and Substation 275 but before the start of rehabilitation. The rehabilitated structure is shown in the Oct. 19, 2006, view at right. Note how the former overhead door has been replaced by a period style door within a wood infill panel. *Jack Glassman/BRA (left); Stephen P. Carlson, BNHP (right)*
Building 103, the Chain & Anchor Storage Building, is significant as a part of the revitalization of the Navy Yard in the early 1900s.

**HISTORY:**

By the late 1890s the various departments in the Navy Yard were beginning to undertake modernization and expansion projects after a long period of relative inactivity. The Equipment Department, which was responsible for the manufacture of items including rope and chain, looked to expanding its Chain Forge, then located in Building 42. As part of this expansion, it sought authority to erect a building for the storage of anchors and chains.

In August 1899 it developed a plan for a single-story building for that purpose to be located on the south side of Second Ave. opposite Building 75. It was to measure approximately 450 x 60 ft., with a height to the eaves of the gabled roof of 20 ft. The side walls would contain pairs of windows separated by brick pilasters, while each end would contain three double doors.

This location map from an Apr. 3, 1901, plan for Building 103 shows its relationship to Building 40, then being enlarged to house the Chain Forge, as well as to Buildings 104 and 105, part of the new shipbuilding complex being built for Construction & Repair. The area then occupied by the Shiphouse (Building 68) would eventually become the site of Shipways 1.

This Aug. 1, 1899, drawing shows the original plan for a single-story Chain & Anchor Storage Building, to be located 60 ft. south of Building 75.

The location chosen for the new structure, however, was also desired by the Construction & Repair Department for one of the three structures it wanted to erect to form a new shipbuilding and repair complex. Thus, the proposed Chain & Anchor Storage Building was relocated to the east side of 9th St., a better site since it was closer to the new Chain Forge to be added to Building 40. The FY 1901 Naval Appropriations Act, approved on June 7, 1899, provided $90,000 for a “chain and anchor-storage shed for equipment [sic].”
Chapter 5, Resource Inventory

This June 2, 1902, progress photograph looking northwest shows the start of the erection of the steel framing of Building 103. The framework of the Headhouse for Building 105 is visible in the background. BOSTS-9606

By Nov. 1, 1902, the shell of the building was nearly complete. This view shows the south and west sides. Note the Shiphouse (Building 68) to the right. BOSTS-9606

The contract for the construction of the new two-story building was awarded to F.G. Coburn on July 26, 1901. The default of the contractor in November 1902 delayed completion until August 1903. The building measured 450 x 60 ft., with a height to the eaves of 36 ft. and to the peak of the gabled corrugated metal roof of 50.58 ft. Windows were arranged in pairs between brick pilasters. The first floor windows were topped by limestone lintels running between the brick pilasters and were divided by decorative limestone panels along the location of the tracks for the overhead cranes within the building, giving it the exterior appearance of a three-story structure. A continuous limestone belt ran at the lintel level of the second floor windows. There were three arched doorways on the south end, with a single doorway on the north side, as well as three doors located along each side wall. There were second floor loading doors over each of the doorways. Unlike other early 20th century brick buildings, Building 103 lacked a granite watertable.

The first floor was used for chain and anchor storage into the early 1920s. The Electrical Shop was originally housed on the second floor, expanding onto the first during World War I. During FY 1925 the Pipe Shop moved into the remaining area of the first floor, occupying it until the construction of Building 195 in the late 1930s. With the departure of the Electrical Shop to Building 197 in the early 1940s, it became a Sheetmetal Shop, also known as the Structural Shop, a function it continued to house until closure of the yard.

Through the years, three different additions were constructed along the east, or 10th St., side of the building. The first of these was a steel framed lean-to added at the south end in 1906 and 1907 by L.L. Leach & Sons. Eight years later, it was removed and reassembled on First Ave. as Building 142. A second lean-to, housing a Tinning Plant, was added near the building’s mid-point in 1932 and removed in 1940. The final addition was an irregular structure for pipe storage built by the Works Progress Administration during 1936. It was removed in 1939 to accommodate the expansion of neighboring Shipways 1.

This view of the 1914 launching of Coal Barge No. 288 (YC-288) shows the lean-to addition added to Building 103 in 1907. This structure would be removed in late 1914 or early 1915 and rebuilt on a site opposite Building 106 as Building 142. The Latrine (Building 126) is at left. BOSTS-8981

This view shows the pipe storage addition constructed at the north end of the east side of Building 103 in 1936. Note how it narrowed down at its south end. Within a year, this addition would be demolished in conjunction with improvements to Shipways 1. BOSTS-15659
Following World War II the Navy Yard caught up on years of deferred maintenance. Here workers standing on a wood brow supported from one of the yard’s locomotive cranes clean the 9th St. side of Building 103 on July 30, 1947.

Building 103 was officially inactivated in May 1974. In December 1976 it received considerable damage from shrapnel created when a contractor improperly used explosives to demolish a nearby hammerhead crane. Repairs, at the contractor’s expense, were undertaken as one of the final Navy contracts for work on buildings outside of the national park area of the yard.

Included in the Buy Parcel (New Development Area), Building 103 was sold to the Boston Redevelopment Authority. Identified as Parcel 3A, it was subject to a design guideline specifying that it “be retained and restored for residential use.” It was resold to Building 103 Associates, a joint venture of Immobiliare New England and the Barkan Companies, on April 12, 1985, for $200,000. Despite a six-alarm fire caused by a worker’s torch in March 1985, the rehabilitation work was completed in December of that year. The 112 apartments in what is called The Anchorage are reserved for subsidized elderly housing.

In 1957 the Navy installed a new steam line between the Central Power Plant (Building 108) and Pier 7. After crossing First Ave. underground, it rose along the front of Building 103 before passing through the structure at the ceiling level. This pipe is clearly visible in this 1977 Historic American Engineering Record view of the north end of Building 103. The three small windows to the left of the door correspond to the building’s original stairway.

This Dec. 8, 1976, photograph shows the damage to the east side of Building 103 caused when a contractor utilized dynamite to demolish one of the hammerhead cranes adjacent to the Shipways. Note the second floor loading platform, as well as the temporary shed.

These Mar. 25, 2007, views show the south (above) and north (right) ends of Building 103.

In 1977 Historic American Engineering Record view of the north end of Building 103. The three small windows to the left of the door correspond to the building’s original stairway.

William A. Owens, HAER

This Dec. 8, 1976, photograph shows the damage to the east side of Building 103 caused when a contractor utilized dynamite to demolish one of the hammerhead cranes adjacent to the Shipways. Note the second floor loading platform, as well as the temporary shed.

Blaise Davi, BNHP

These Mar. 25, 2007, views show the south (above) and north (right) ends of Building 103.

Julie Donofrio, flickr.com
Building 104, the Shipfitters Shop, is significant as one of the steel-framed brick industrial structures erected for the Department of Construction & Repair during the revitalization of the Navy Yard in the first decade of the 1900s.

In the late 1890s, the Charlestown Navy Yard undertook a program of facility expansion in order to equip it to deal with a Navy comprised of steel-hulled rather than wooden-hulled vessels. As a part of this program, the yard’s Department of Construction & Repair developed plans for a complex of new buildings in the eastern end of the yard, including a Shipfitters Shop (Building 104), Smithery & Power House (Building 105), and Metalworkers Shop (Building 106). These projects were funded by Congress in the FY 1901 Naval Appropriations Act, approved on June 7, 1900. That legislation provided $100,000 for “Shipfitters’ shop, to cost not more than two hundred thousand dollars.” The remaining funds were provided in equal installments in the FY 1902 and FY 1903 appropriations.

The site chosen for the Shipfitters Shop was south of First Ave. between the two surviving Shiphouses (Buildings 68, 71). The area had been developed during the Civil War as an uncovered building slip. On January 4, 1864, the yard laid down the keel of the screw sloop USS Pompanoosuc on these ways. Work on the vessel was suspended at the end of the Civil War. Renamed USS Connecticut in 1869, the incomplete hull remained on the ways until 1883, when it was broken up for scrap.

A September 1900 plan, received by the yard’s drafting room in November, envisioned a basilica-shaped structure measuring 450 x 110 ft. The original design showed the second floor continuing across the 60 ft. width of First Ave. to connect to the center of the proposed Smithery (Building 105) so that an overhead trolley could facility movement of heavy material between the two shops.

Over the next few months, the design was revised, with the connector to the Smithery being deleted. In addition, the

This Sept. 1900 drawing of the end elevation of the Shipfitters Shop was received by the drafting office of the Dept. of Yards & Docks in Nov. At this time, the proposed structure was shown with industrial window sash. BOSTS-13402

The final design had a much more Classical Revival character. This drawing was prepared by Arthur Morton Burtt and shows the south (water) end of the building. BOSTS-9615
The Navy Yard took progress photographs of its various construction projects. Above, site preparation work, including driving of foundation piles, is underway on Nov. 2, 1901. The recently-rebuilt Iron Platers Shop (Building 66) is in the background, while the two remaining Shiphouses can be seen to either side. Above right, by Sept. 2, 1902, the steel framwork was complete and the brick walls were under construction. Five months later, on Feb. 1, 1903 (right), the exterior shell of the building was complete, ready for installation of window sash.

These two construction views showing the north and west sides of the structure date to July 1, 1902 (above), and Feb. 1, 1903 (right). Note the railroad tracks along what is still an unpaved portion of First Ave. in the foreground and the overhead electric and telephone lines.

The area along the west side of Building 104 was labeled as 11th St. on yard maps. The large doors on the side of the structure were intended to allow railroad cars to enter the building. This track would be laid during FY 1905. This view taken on Sept. 14, 1921, shows 11th St. being used for steel storage.

The original industrial window sash shown on the ground level was replaced by individual arched windows. The revised plans were put out to bid, along with those for the nearly identical Metalworkers Shop (Building 106), in the spring of 1901. The contract for both buildings was awarded to L.L. Leach & Sons of Chicago on August 14, 1901.

By the end of the year site preparation work was well underway. By mid-1902 the steel framework began to be erected, and the building was completed in early 1903. The finished building measured 450 x 110 ft. The two-story central bay had a height of 59.75 ft. at the peak of the slate roof; the 25-ft. wide side aisles measured 21 ft. at the eaves and 28.5 ft. at the intersection with the center bay. To allow for the possible future construction of an overhead link to the Smithery, the center of the north end was a full-height infill containing wood and steel sliding doors rather than being identical with the south end.

The connecting crane structure, consisting of two beams supported by a pair of A-frame steel legs on either side of First Ave., was installed following the completion of Building 105 in 1905. Still in place in late 1929, photographs taken in June 1931 indicate that the beams across the street had been
This plan dated May 7, 1919, shows the proposed new Structural Shop (Building 104A) to be built to the east of Building 104, as well as a revision of the Plate Yard layout. As a part of the project, Building 127 on Dock Street near Pier 9 would have been demolished. BOSTS-13402

removed. Subsequently, the original opening was rebuilt with a corbelled brick panel at mid-height, with steel industrial sash at the second floor level and above a reduced-height first floor door.

The Shipfitters Shop contained equipment used for the manufacture of steel components for ships. This involved the cutting and forming of both individual pieces and entire substructures. Cutting, drilling, riveting, and welding of steel were among the tasks involved. Types of equipment found in the shop included large breaks to bend steel.

Following the completion of the building, yard plans show 11th and 12th Sts. running along the west and east sides, respectively. The area around the building was opened up in 1906 with the removal of both Shiphouses. With these removals, branches of the yard's railroad system would be built through the structure at three locations, as well as into the south end.

The West Shiphouse (Building 68) site would eventually be redeveloped as Shipways 1. The former East Shiphouse (Building 71) site was retained as a building way, with the area north of it used for steel storage.

A small addition was added to the south end of the west side of Building 104 by the yard's own work force in 1917. A similar addition was built on the east side in 1936 as an electrical substation. This addition survived the removal of the main structure in 1940, and was later designated Building 224. Although moved, that structure survives in 2008.

The start of large steel ship construction and the work load brought on by World War I convinced the yard that it needed expanded facilities for structural fabrication. In April and May 1919 it prepared plans for a new Structural Shop to be built east of Building 104. The rectangular structure would have been 366.75 x 100 ft., separated from the original building by a 27 ft. wide single story connector. The first floor would have a height of 57 ft., almost the same height as the central bay of Building 104. A second floor to accommodate the mold loft, then located in Building 42-E, together with sawtooth roof ventilators, would have brought the overall height to about 70 ft., although the brick stair/elevator tower over the connector would have reached almost 90 ft. To the east of what was called Building 104A would have been a 75 ft.-wide open steel framework to accommodate an overhead crane for
moving steel plates. Although a slightly more modest design was produced a month later, the project was never funded.

One aspect of the proposed project was undertaken, the filling of the old building ways and the expansion of the steel storage yard, which extended to approximately the mid-point of Building 106 and the edge of the former easternmost building ways.

The Navy's decision in 1934 to make Charlestown into a shipbuilding yard meant that its facilities needed to be expanded. The concepts of a new Structural Shop addition to Building 104 and overhead traveling cranes to serve the Plate Yard were revived. The latter work was undertaken by the Works Progress Administration in 1938. The new crane structure (Structure 262) was oriented parallel to First Ave.

A year later, the Structural Shop Extension was approved. The new design featured a rectangular steel framed building measuring 423.73 x 106.5 ft. by 90 ft. high at the peak of the roof, set at right angles to the original structure. The walls were largely steel industrial window sash set in concrete. The first floor had a height of 52 ft. The second floor housed the mold loft. Reportedly, Shipyard Manager Capt. Charles L. Brand designed the structure.

The building was constructed by a combination of WPA labor and outside contractors. As a part of this project, a 102.23 ft. portion of the 25 ft.-wide single story east side aisle was demolished and a new brick infill wall built; a 32-ft. wide two-story connector structure was then constructed in this area to connect into the extension. Work began in late 1938 with site clearance and pile driving. Structural steel erection, contracted to Belmont Iron Works, began in June 1939 and was completed in January 1940. Yard and WPA forces then began installing walls, floors, and large fixed equipment. The new facility was ready for operation in the summer of 1940.

The need for additional shipways led to the demolition of the southern 241 ft. of the original building during the spring and summer of 1940. The new south facade was a flat-plane brick wall with steel industrial sash windows. Building 104 underwent no further major changes prior to the closure of the Navy Yard.

Building 104 was sold to the Boston Redevelopment Authority in May 1979. Under the preservation and reuse guidelines for the New Development Area, the original Building 104 was to be retained but the 1940 extension "shall be demolished." These guidelines, shaped largely by aesthetics, ignored the most significant period in the yard's history and let one of the most significant structures connected with the yard's wartime shipbuilding efforts fall victim to the wrecker's ball in the early 1980s.

In March 1990, the BRA designated the Bricklayers & Carpenters Charlestown Non-Profit Housing Corp. as developer for Parcel 3I, which contained the remaining portion of the original Building 104. It sold the property to the Bricklayers in December 1991, the Bricklayers immediately transferring it to Building 104 LP.

The building was renovated into 46 units of affordable housing for the elderly in accordance with plans by William Rawn Associates. As a part of the State Historic Preservation Officer's approval of the proposed work, a more comprehensive HAER survey of the structure than the BRA's 1977 effort was prepared by McGinley Hart & Associates in 1992.
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HAER Documentation:
Building 104

One of the conditions of the transfer of the Navy Yard to the Boston Redevelopment Authority was a requirement that all buildings be documented for the Historic American Engineering Record. The BRA hired photographer William A. Owens to undertake this task in 1977, which was largely limited to exterior photographs. The four views at left are the results of this effort, showing, clockwise from top left, the First Ave. (north) facade of both the original building and the extension, the west and south sides of the original building, the south and east sides of the original building, and the south and east sides of the extension. Fifteen years later, as a requirement for approval of redevelopment plans imposed by the Massachusetts State Historic Preservation Officer, a far more comprehensive package was prepared, including historic as well as contemporary record views. Above left is the view of the east side of the building with the parking deck for the Shipways housing in the foreground, while above right is the interior, looking south.

William A. Owens, HAER (left); Martin Stupich, HAER (above)

Earlier, the redevelopment of Shipways 2 had included the construction of a two-level parking garage immediately east of the retained connector. An extension of 13th St. was cut through the area of both the extension site and the Plate Yard. East of 13th St., Parcel 4A-1 was redeveloped by the Bricklayers. The remaining area, designated Parcel 4A, was finally redeveloped as HarborView at the Navy Yard starting in 2005.

Victor A. Jorrin, BNHP

Earlier, the redevelopment of Shipways 2 had included the construction of a two-level parking garage immediately east of the retained connector. An extension of 13th St. was cut through the area of both the extension site and the Plate Yard. East of 13th St., Parcel 4A-1 was redeveloped by the Bricklayers. The remaining area, designated Parcel 4A, was finally redeveloped as HarborView at the Navy Yard starting in 2005.

Stephen P. Carlson, BNHP

This Apr. 14, 2004, view looks along the west side of Building 104. Note that the center area of the west aisle has been converted into a pergola.

Stephen P. Carlson, BNHP

The east side of Building 104 is obscured by the Shipways parking deck, as this July 22, 2004, view from the southeast illustrates. Note how the center bay roof has been removed to create a top level deck while retaining the framing and ventilators. Above, the connector between the original building and the now-demolished East Extension forms the entrance for the building’s own parking. Note that historic signage on the building has been retained.

Stephen P. Carlson, BNHP
Building 105, the Smithery, is significant as one of the steel-framed brick industrial structures erected for the Department of Construction & Repair during the revitalization of the Navy Yard in the first decade of the 1900s and as the site of the development and production of die-lock chain, invented by yard employees, which became the standard chain for the Navy. It is also significant as the only Navy Yard industrial shop to retain in situ the majority of its machinery and equipment.

RESOURCE LOCATION

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STATEMENT OF SIGNIFICANCE:

Building 105, the Smithery, is significant as one of the steel-framed brick industrial structures erected for the Department of Construction & Repair during the revitalization of the Navy Yard in the first decade of the 1900s and as the site of the development and production of die-lock chain, invented by yard employees, which became the standard chain for the Navy. It is also significant as the only Navy Yard industrial shop to retain in situ the majority of its machinery and equipment.

HISTORY:

On the evening of June 16-17, 1775, colonial forces occupied and fortified Breed’s Hill and other locations in Charlestown. On June 17 British General Thomas Gage ordered an attack on these positions. Troops landed on the Charlestown shore to the east of the built-up area of the town, in the vicinity of Moulton’s Point. The initial landing was near where first the Timber-Bending Mill (Building 66) and then the Forge Shop (Building 105) of the Charlestown Navy Yard would be built starting nearly a century later. A plaque has been placed on the south side of Building 105 to mark this location, but otherwise there remains no evidence that the area was once part of a battlefield.

The first structure to be erected on the site which would eventually be occupied by Building 105 was the 30 x 32-ft. wooden Building 65, located just south of the Main (Second) Ave. opposite the west end of Timber Shed No. 33 (Building 64). It was identified as a Grindstone House, although it is unclear whether it was simply a storage facility for them or an actual workshop. The structure was demolished in 1889.

In August 1870 Commandant Charles Steedman was ordered to have a board of yard officers evaluate a timber-bending machine invented by John W. Griffiths and then in use in East Boston. The board, as well as Steedman himself, concluded that the device would be of value to the Navy. Based on this report, the Navy in October 1871 contracted with Griffiths to purchase the machine for $160,000. He also agreed to construct a building at the Navy Yard to house it and supervise its installation.

Blacksmiths Ralph Petragna (left) and Joseph W. Lunnin look at the plaque mounted on Building 105 to commemorate the June 17, 1775, landing of British troops in this image which appeared in the Boston Naval Shipyard News on June 14, 1957. The plaque, and a similar one on Building 5, had been unveiled on Oct. 27, 1936, as part of the yard’s celebration of Navy Day.

The metal plaque was later removed by the Navy and replaced by this wood reproduction, which remains in place in 2008.

Stephen P. Carlson, BNHP
Even before the formal contract had been signed, the Navy Yard decided to locate the Timber-Bending Mill (Building 66) on the opposite side of Avenue E (First Ave.) from the yard’s Saw Mill (Building 67). Work was completed in the spring of 1872. The wooden two-and-a-half-story main building was L-shaped, measuring 161 x 105 ft. overall. Tucked into a pocket formed by the ell was a single-story 41 x 29-ft. brick boilerhouse which supplied steam to power the machinery.

Opinions varied as to the value of the machine. In 1874, for example, Naval Constructor John W. Easby expressed no confidence in machine-bent timber, which he claimed cost more than naturally-curved wood. On the other side, Quartermaster Jeremiah Remick, in charge of the facility, claimed that only two percent of the machine’s output proved faulty.

Although samples of machine-bent timber were among items from the Navy Yard included in the Navy’s exhibit at the 1876 Centennial Exposition in Philadelphia, the era of wooden naval vessels was coming to an end. New ship construction was non-existent in the late 1870s, and when it resumed in the 1880s the Navy had turned to steel for its warships.

Starting in 1883, the Navy Yard had proposed construction of an Iron Platers Shop. This facility, which would contain equipment for shaping iron plates, was to have been a 400 x 80 ft. single-story brick building located near the Shiphouses. The proposal, as well as others for new facilities made in this period, fell on deaf ears in Washington, which was looking at ending all operations at the Boston yard except manufacturing of rope and chain.

By 1890 the Timber-Bending Mill was being used only for storage. Thus, it was available for other purposes. The yard’s Construction & Repair Dept. decided to convert Building 66 into the long-desired Iron Platers Shop. Work started in the summer of 1891, and involved raising the existing building, installing a new foundation, and then lowering it. It also began construction of additions at the east end to house a bending slab (break) to be furnished by the Norfolk Navy Yard and a heating furnace.

Identified as the Iron Platers Shop thereafter, the facility served as the yard’s Shipfitters Shop. The second floor of the old building housed the Pattern Shop. It was not, however, the ideal facility to deal with the complexities of the

This July 15, 1899, photograph shows the Iron Platers Shop (Building 66) looking northwest. The two sections with the roof clerestory represent the additions built at the time of the structure’s conversion from a Timber-Bending Mill.

On Nov. 25, 1899, the upper part of the main portion of Building 66 was destroyed by fire, as can be seen in this view taken that same day. The Saw Mill (Building 67) can be seen at left. Note that First Ave. between them is unpaved.
Navy’s new steel vessels. Thus, the yard began to develop plans for a three-building Construction & Repair complex. The three structures were to be similar in design, with a high central bay and lower side aisles. Assigned building numbers 104, 105, and 106, the three were to house a Shipfitters Shop (Building 104), Smithery (Building 105), and Metalworkers Shop (Building 106).

On November 25, 1899, a fire destroyed the upper portion of the original building of the Iron Platers Shop. Despite plans which called for the new Smithery to occupy the site, the yard decided that its operations required reconstruction of the structure. This work was completed in the spring of 1900. As part of the rebuilding, a wing was added on the south side of the east end paralleling the 1891 extensions.

The FY 1901 Naval Appropriations Act, approved on June 7, 1900, authorized award of contracts for the construction of the entire Construction & Repair complex. That legislation provided funds for half of the $200,000 estimated cost of the Smithery. The remaining funds were provided in equal installments in the FY 1902 and FY 1903 appropriations.

For most of the 19th century each of the yard’s departments were autonomous, responsible as much to their parent bureau in Washington as they were to the Commandant. Thus, each sought self-sufficiency in its Navy Yard facilities. Therefore, the design for the Construction & Repair complex included a Power House to be placed at the west end of the Smithery. As a preliminary step, a temporary power plant was built on the site in 1901.

On May 18, 1901, the Navy Yard awarded a contract to P.J. McCaffery for erection of the permanent Power House. This project was a complex one since it involved construction around the existing temporary plant. The Power House (currently known as the Headhouse) was 110 x 95 ft. in size, with a height of 41 ft. to the slate roof which sloped up to the central chimney. This represented a change from the original September 1900 design, which had shown a flat roof at a height of 45 ft. Construction was steel frame with brick walls and a granite watertable, with arch-topped windows. The building was divided internally by a brick wall to separate the boiler room (north) from the engine room (south) which contained the actual generators and switching equipment. The structure was completed in September 1903.

Because the yard needed to keep the Iron Platers Shop in operation as long as possible, the Smithery portion of the building was not awarded until December 31, 1902, sixteen months after the award to the same contractor, L.L. Leach & Sons, of contracts for Buildings 104 and 106.
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The demolition of Building 66 is well underway in this July 1903 progress photograph. The Metalworkers Shop (Building 106) can be seen at the right, while Timber Shed No. 33 (Building 64) is at left. BOSTS-9581

The design of the main Smithery (referred to as Building 105B in contemporary plans) followed the general basilica-shape of Buildings 104 and 106 and their Classical Revival details. However, it included a transept just east of its center, aligned with Building 104. Originally, the design called for this section to be carried across First Ave. at an elevated level to provide a connection between them to facilitate movement of materials using overhead (bridge) cranes. This permanent structure was deleted, however, and the crane rails were mounted on A-frame legs set on either side of the roadway in the same manner as the craneway linking the east end of Building 105 with Building 106.

The main structure, separated from the Power House by a 25-ft.-long, 93.5-ft. wide connector, measured 328.5 x 110 ft. The two-story central bay was 52 ft. wide and 63 ft. high to the top of the clerestory at the peak of the slate roof. The 28-ft.-wide side aisles measured 19.75 ft. at the eaves and 27 ft. at the intersection of the central bay. The two-story transept had a width of 54.25 ft. To allow forging operations to begin as soon as possible, the south aisle was built first. The entire Smithery was completed in September 1904.

Although Building 105 is most closely associated with the production of chain, that function was not among the operations performed by the new Smithery. Chain production, which came under the jurisdiction of the Equipment Dept. rather than Construction & Repair, was then housed in the newly-enlarged Building 40.

The first changes to Building 105 occurred not long after its completion. Recognizing the inefficiency of each yard department having its own power plant, Congress in April 1904 authorized the Secretary of the Navy “to consolidate the several power plants…at each navy-yard and station under the Bureau of Yards and Docks for the generation and distribution of light, heat, and power for all the purposes of the Navy.” While this act led to Building 108 being expanded into the yard’s Central Power Plant, the facilities in Building 105, decommissioned in 1908, were retained as a backup plant until World War I, when the Headhouse space was required for expanded forging operations.

Further consolidation of functions occurred in the early 1910s, when the Bureau of Equipment was abolished. The production operations of that bureau were transferred to the Bureau of Construction & Repair. In the spring of 1913 the chainmaking operation was transferred from Building 40 to Building 105. For the first time in the yard’s history, all forging activities were located in a single facility.

As chain production increased in response to the acceleration of naval construction in the years leading up to the United States entry into World War I, other forging activities found themselves squeezed for space. Thus, in the fall of...
1916 the yard decided to convert the former Power House into a blacksmith shop. The actual work did not commence until 1918, and was completed in 1919. The most visible sign of the change involved the removal of the single chimney and installation of a series of large ventilators on the roof. At the same time, a lean-to was added to the north side of the main building for die storage.

In the early 1920s it appeared that the Charlestown Navy Yard was about to lose its role as supplier of anchor chain for the Navy to the Norfolk Navy Yard. That shipyard had been designated as the sole supplier of cast steel chain when it was adopted as the service’s standard chain in 1921. Yard workers, however, did not give up on developing forged steel chain, and in 1926 shop employee Albert M. Leahy and Carlton G. Lutts of the shipyard’s laboratories developed die-lock chain. After comparative testing proved its superiority to other forms of chain, it became the standard for the Navy in 1928 and the U.S. Lighthouse Service in 1931.

By the early 1930s the lessening of overall forging operations led the Navy to decide to convert the Headhouse into a Roundhouse serving the yard’s railroad locomotives and locomotive cranes. This work, which began in the fall of 1931 and was completed the following summer, involved changing the existing doors and windows on the west end into six large doors and the laying of track to connect into the yard’s railroad trackage on First Ave. Internally, the tracks in the south half of the structure were equipped with pits to allow servicing of the underside of the locomotives. While the north half of the Roundhouse would be converted back into a blacksmith shop within a decade (the tracks into that portion

In 1931 the Navy Yard replaced the leaking slate roof on Building 105. The new roofing consisted of standing seam copper panels. This Apr. 2, 1931, view of the work in progress is looking at the eastern end of the building’s north side.  

This Feb. 1, 1932, progress photograph shows that some of the track leads to the new Roundhouse have been laid but that the conversion of the four central bays of Building 105 into doorways has yet to start. Note one of the yard’s locomotives in the doorway at the right.  

ALBERT M. LEAHY (1883-1952) began his career in the Charlestown Navy Yard as an apprentice in 1900. He rose through the ranks to become Master Mechanic of the Forge Shop on Dec. 17, 1928, a position he held until his retirement in April 1948.

During his career, Leahy was co-inventor of two major innovations in chain production. In 1921 he and M. Reid created the detachable link, which simplified the task of connecting chain. Five years later, working with Carlton G. Lutts, he developed die-lock chain. Die-lock chain, proven to be stronger than other forms of chain, became the standard for the Navy and ensured that the yard’s Chain Forge would retain its central role as a producer of chain for naval vessels.
were severed during FY 1941), the south half remained as a servicing facility for locomotives until the yard’s closure.

The last major alteration to the building prior to World War II came in 1936, when the WPA removed the 1912 shear house addition and replaced it with a much larger facility for the same purpose—cutting steel bars to length.

The massive expansion of the Navy immediately before and during World War II brought considerable pressure on the Forge Shop. To meet the needs for both chain and other forgings, the north half of the Roundhouse was reclaimed as a blacksmith shop. By July 1943, the yard had developed plans for the expansion of Building 105’s main area. This project involved raising the roof of the south aisle along First Ave. as well as the demolition of the entire north aisle and the construction of a new full-height extension which projected an additional 25 ft. to the north. The upper portion of the original central section’s brick walls were also removed. The new walls were sheathed with corrugated asbestos siding. The entire ground level of the new north wall was lined with wood overhead doors. The upper level on both sides incorporated steel industrial sash windows.

Specifications for this project were issued on August 19, 1943, and the contract as awarded to Thomas O’Connor & Co., a Cambridge firm which had undertaken a number of other projects at the Navy Yard. The work proceeded in such a way as not to interfere with on-going production work.

While the interior of Building 105 would undergo considerable modification in the early 1950s to prepare for the production of larger 4.75-in. die-lock chain for new aircraft carriers, the only substantial exterior change in this period involved the installation of new ventilators on the main roof. This project, funded under FY 1952, had been the result of investigations by the yard’s Industrial Hygienist, Ernani D. Storlazzi. In a 1951 report he stated that “the concentration of sulphur dioxide [in the building] is nearly 300 percent above the allowable limits,” resulting in “men reporting to the dispensary with pulmonary irritations.” The new ventilators were completed in the spring of 1953.

As a part of the closure of the Navy Yard, the Navy declared all of the Forge Shop machinery surplus with a view to its disposition. This action raised concern with both the National Park Service and the Advisory Council on Historic Preservation. Under pressure from the Council, the Navy stopped all disposition activities in the building and agreed to fund an Historic American Engineering Record project to document the interior of the shop. This work was accomplished in the spring of 1976.

The Navy then resumed disposition activities, resulting in the direct transfer of one line of smaller chainmaking machinery to Boston National Historical Park and the transfer of the remainder to the Smithsonian Institution. The latter organization subsequently turned the equipment over to the NPS. These transfers were on paper, and the machinery remained in place in the building.

This action resulted in the anomaly of the building being transferred to the Boston Redevelopment Authority in July 1978 but its contents being retained in federal ownership. The NPS interest in the structure itself was reinforced in Sep-

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1 In August 1979 the BRA unsuccessfully appealed this situation to the Interior Dept., claiming that the equipment should have been considered as part of the building and not disposed of separately.
This Jan. 1975 view of the Headhouse shows the overhead trestle and steam line which ran between Buildings 149 and 105. Although the Groundplane Guidelines for the Historic Monument Area mandated its retention, it was demolished by the BRA.

No preservation guidelines were included in the original BRA transfer application for the building. Instead, they were to be developed later. This was done in 1992 and 1993 in a process involving all interested parties, including the NPS, the Massachusetts Historical Commission, and the Boston Landmarks Commission. Because of other issues between the BRA and the NPS, however, they were not finalized until October 2002. The guidelines called for the preservation of the main shop area as an exhibit space while allowing redevelopment, including introduction of intermediate floors, in the Headhouse. The guidelines recognized the significance of the World War II alterations to the building, calling for retention of the entire structure as it currently existed.

This had not previously been the case. In August 1985, after discussions with Boston National Historical Park, the BRA had issued a request for proposals for the redevelopment of Building 105. It stated that proposals "must include a design which incorporates and expresses the historic significance of the building itself and the chain forge equipment contained therein" and "shall include the retention of some significant pieces of chain assembly equipment in a publicly accessible location." The document, however, was also governed by aesthetics, as it stated that "removal of the shed addition to Building 105 that encroaches on Second Avenue is recommended." While the park participated in the review of the proposals received, there is no evidence that this package was ever reviewed by either the Massachusetts State Historic Preservation Officer or the NPS officials in the Mid-Atlantic Regional Office who had formal oversight of the Historic Monument Area.

Several developers submitted proposals, with the BRA on May 1, 1986, giving the one by Immobiliare/Congress Ventures its tentative approval. This proposal envisioned redevelopment of the structure for office and retail uses, and gave preference to the NPS desire "to retain the existing Second Avenue massing," although the fact that the choice provided it with more developable space was probably the real reason for this decision. The north face, however, would be compromised by the reconstruction of the north wall of the original transept. A central atrium in the main shop would retain the large machinery currently in the central bay as well as the 4.75-in. chain production line in situ while relocating the 0.75-in. line to the central area. The remainder of the main area would have two upper floors added.

By 1990 no work had begun on the project, and the NPS began to express concerns to the BRA about the deteriorating condition of the building. In 1991 the BRA hired McGinley Hart & Associates to prepare stabilization specifications, but not until April 1995 did the agency award a $327,599 contract to James O. McFarland Inc. to undertake the work. This involved repairs to the brick walls of the Headhouse, as well as covering of the deteriorated roof over the south transept and weatherproofing of skylights, windows, and doors.

In the early 1990s, in accordance with the Department of Defense Environmental Restoration Program—Formerly Used

These May 1986 views show the connector between the Headhouse and main shop (left) and the east end of the building (right).
Defense Sites (DERP-FUDS), the U.S. Army Corps of Engineers began to review former military installations for the presence of hazardous materials. In May 1992 it did its first samplings in Building 105. Based on those samples, the Corps retained Metcalf & Eddy to undertake more detailed analyses. That firm’s report, dated May 1995, concluded that “contamination is present throughout the building at sufficiently high concentrations to support the need for additional response actions.”

In December 1997, following considerable discussions between the Corps and the parties interested in the building’s preservation, a memorandum of agreement was finalized pursuant to Section 106 of the National Historic Preservation Act of 1966 to govern the cleanup.

In November 1997 the Corps began a general cleanup of all loose materials as well as contaminated soil in the building. This work, performed by Stone & Webster and its subcontractors, was completed in June 1998 and included evaluation of sample techniques for cleaning of the equipment within the building with the least impact to it.

The second phase of the cleanup began in 2000. The work, performed by Franklin Environmental as a subcontractor to the Corps’ consultant, Stone & Webster, was completed in July 2001. It consisted of the cleaning of all of the equipment in the main shop, including repainting or application of other preservative coatings.

Since the completion of this project, other than corrective work to address failure of some coatings on “brightwork” on the machinery, the Corps has been unable to proceed with additional work because of lack of funds.

As with the Ropewalk, the NPS and the BRA have come to the realization that the preservation guidelines for the Forge Shop are economically unrealistic. The two agencies have begun to explore the possibility of changing the guidelines to allow development within the main shop area, but the fact that the machinery has been accessioned into the NPS museum collection complicates the issue of its removal from the structure. Together with the need to complete the cleanup of the structure, that reason has meant that there are no active redevelopment proposals for the building as of mid-2008.
Building 106, the Metalworkers Shop, is significant as one of the steel-framed brick industrial structures erected for the Department of Construction & Repair during the revitalization of the Navy Yard in the first decade of the 1900s.

**RESOURCE**

**Building 106 (Die Sinker & Boiler Shop)**

**LOCATION**
Charlestown – HMA

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**HISTORY:**

In the late 1890s, the Charlestown Navy Yard undertook a program of facility expansion in order to equip it to deal with a Navy comprised of steel-hulled rather than wooden-hulled vessels. As a part of this program, the yard’s Department of Construction & Repair developed plans for a complex of new buildings in the eastern end of the yard, including a Shipfitters Shop (Building 104), Smithery & Power House (Building 105), and Metalworkers Shop (Building 106). These projects were funded by Congress in the FY 1901 Naval Appropriations Act, approved on June 7, 1900. That legislation provided $100,000 for “metal workers’ shop, to cost not more than two hundred thousand dollars.” The remaining funds were provided in equal installments in the FY 1902 and FY 1903 appropriations.

The site chosen for the Metalworkers Shop was on the north side of First Ave. to the east of the Smithery (Building 105), between what would become 13th and 16th Sts. From 1872 to 1889 a 68 x 54 ft. wooden Angle-Bending Mill (Building 61) had been located on the parcel opposite the north end of Shiphouse No. 39 (Building 73). By 1901 an Enameling Building had been erected in approximately the same location but adjacent to Second Ave. This structure was never assigned a formal building number, and would soon disappear, with its function incorporated into the new building.

Plans for Building 106 were put out to bid, along with those for the nearly identical Shipfitters Shop (Building 104), in the spring of 1901. The contract for both buildings was awarded to L.L. Leach & Sons of Chicago on August 14, 1901. The building was completed in January 1904.

Building 106 was of the basilica design favored for new shop buildings, with a high central bay flanked by low wings. It measured 450 x 110 ft. The two-story gabled central bay had a height of 59.75 ft. at the peak of the slate roof; the 25-
ft. wide hip roofed side aisles measured 21 ft. at the eaves and 28.5 ft. at the intersection with the center bay. Large skylights and mushroom-style ventilators ran along the ridge of the main roof. The west end had a large opening which was intended to allow overhead crane tracks to connect it with those in Building 105. These tracks were supported by A-frame legs on either side of 13th St. Exactly when the tracks were removed is unclear, but they were gone by 1944, when the opening was modified in conjunction with the installation of a large rolling door.

The Metalworkers Shop incorporated a number of functions carried out by Construction & Repair such as galvanizing, plating, enamelling, and metal furniture manufacture. A major change in usage came in 1913, when, as a result of the merger of the various departments in the yard, the Boiler Shop moved into the west end of the building. Five years later, the Copper Shop moved into the east end, which had previously been shown as a storehouse. The 1921 survey of the yard’s industrial facilities noted that the building housed the Boiler Shop, Copper Shop, and the Plumbing & Pipefitting Shop, as well as the Galvanizing & Electro-Plating Shop.

By the late 1920s the industrial shops had moved elsewhere, and the building was listed on yard site plans as a storehouse. Starting in 1935, site plans labeled it as “New Ship Construction.” By FY 1944 the Boiler Shop had re-
This Oct. 1987 view shows the large glass window installed in the west end of Building 106. The molding pattern applied to the center of the glass reflects the scale and design of the door opening on the east end of the building.

Jack Glassman/BRA

These 1977 Historic American Engineering Record photographs show the Steel Storage Shed along the north side of Building 106. The top view shows the 1953 metal structure at the west end, while that above shows the World War II wooden structure.

William A. Owens, HAER

turned. Two years later, the Die Sinkers Shop, which produced the dies used in the Forge Shop, moved into space in the north wing. Although other activities, such as Antenna Repair, would also be undertaken in the structure, the Die Sinkers Shop and Boiler Shop were the primary tenants at the time of the yard’s closure.

Building 106 underwent few physical changes through the years. Installation of electrical substations at each end of the south wing saw the infill of several windows and doors. The only major change involved the construction of a Steel Storage Shed along the north side of the building. In September 1941 the yard issued plans for the construction of a 354 x 24 ft. wooden structure against the north wing. Except for the east end, the shed had a continuous row of sliding doors. In 1953 the western 78 ft. of this shed was replaced when a 135.8 x 26.5 ft. metal shed was added. This new structure extended to the 13th St. corner of the building. For the most part, the original windows of the north wing remained intact behind the new addition.

Following the closure of the yard, Building 106 was included in the Historic Monument Area of the yard. The BRA in 1979 demolished the Steel Storage Shed addition. Five years later, it sought redevelopment proposals for the structure. In April 1985 it selected a proposal put forth by Basilica Associates for the construction of 61 market rate condominiums within the building. The formal 80-year lease of the structure to the developer was executed the following July.

In keeping with the preservation guidelines which stated that “it is desirable to retain, at least, some sense of the large nave-like interior space” since “this is the most evocative of the scale of the shipyard activity,” the architects, Vitola Associates, incorporated a ground level parking garage within the center of the building with an atrium space above. The most dramatic feature of the rehabilitation was the replacement of the large solid door in the west end with glass. The aisle roofs, which had tar paper on them at the time of transfer, were covered with standing seam copper panels.

Work on the project, marketed as The Basilica in recognition of the building’s form, began in the summer of 1985 and was completed in September 1986. With the restoration of previously infilled windows in both wings, the project resulted in a structure which closely resembled the appearance of the building as initially completed in 1904. The master deed establishing the Basilica Leasehold Condominium was executed by the developer on September 30, 1986.
Building 107, the Public Works Shop, is significant as one of the steel-framed brick industrial structures erected during the revitalization of the Navy Yard during the first decade of the 1900s.

In his annual report for FY 1867 Civil Engineer Charles Hastings proposed the construction of a two-story Engineers Shop. Measuring 200 x 50 ft., the building was to be located near the center of the yard north of the Cooperage (Building 38). Although Hastings and his successors would repeat the request for a workshop and storehouse for the Civil Engineer annually for the next 15 years, it was never included in the public works budget submitted to Congress by the Navy Department.

The idea of a shop for Yards & Docks next appeared in the FY 1899 annual report as a project proposed for the FY 1901 budget. The building was designed as a companion to the Electric Light Plant (Building 108), construction of which had been authorized in the FY 1900 Naval Appropriations Act, approved in March 1899. Unlike the earlier proposals, the structure made it into the final budget, and the FY 1901 Naval Appropriations Act, approved on June 7, 1901, included $90,000 for the Yards & Docks Shop (Building 107).

For most of the 19th century the area where Building 107 was to be built had been occupied by the Anchor Park. It also included the Returned Stores Inspection Shed (Building 37), an 81 x 20 ft. wooden structure built in 1864 and demolished in 1890. The south side of the new Yards & Docks complex would front on Third Ave., a westward continuation of Avenue C, which ran between the Timber Sheds.

The original design for Building 107, completed in July 1901, showed a 200 x 60 ft. hipped roof structure containing two stories over a partially raised basement, with a height of 34 ft. to the eaves. It was attached to Building 108 by a recessed 25.7 ft. connector, which was structurally a part of Building 107. The contract for the erection of both buildings was awarded to L.L. Leach & Sons of Chicago in November 1901.

Three months later, revised plans for Building 107 were issued. The primary differences between the original and revised design involved the elimination of the basement. With the lowering of the first floor to grade, the continuous limestone band at the sill level of the first floor windows was eliminated and the windows themselves lengthened to meet the top of the granite watertable.

The next major change came as a result of the appropriation of $50,000 in the FY 1904 Naval Appropriations Act, approved on March 3, 1903, for an extension of Building 107. This modification saw Building 107 lengthened from 200 to 340 ft. The expanded structure rose quickly, being considered complete in September 1904.
The Anchor Park

LARGE AREAS of the 19th century Navy Yard were devoted to the outdoor storage of equipment. One such “park” was the Anchor Park, located in the center of the yard to the west of the Brick Barn (Building 56) between the Ropewalk (Building 58) to the north and the Sail Loft (Building 33) and the Cooperage (Building 38) to the south.

In the late 1890s the Anchor Park was chosen as the site for the new Yards & Docks Shop (Building 107) and Electric Light Plant (Building 108). Unlike the Gun and Shot Parks, whose contents had become obsolete and were therefore disposed of, anchors continued to be important. Thus, the yard would create new anchor storage areas on Pier 1.

Architecturally, Building 107 was steel framed with brick walls above a granite watertable. The first and second floor rows of window pairs were separated by vertical brick pilasters. Rectangular decorative brick panels were located between the two rows of windows, with an elaborate corbelled brick cornice running at the eaves of the concrete deck, slate-covered hip roof. The roof rose to a height of 52.5 ft. at its ridge, and had a series of skylights near the peak, interspersed with revolving mushroom-style ventilators.

The main pedestrian entrance was located on the south side in the 3rd bay from the west end. This door was slightly recessed and accessed a stairwell serving the second floor. On the opposite side of the building from this stairwell was a two-story brick vault (having four levels), with the window pairs in this area infilled with solid brick. Large double access doors were provided in the 4th, 11th, and 21st bays from the west on both the north and south sides. A freight elevator was located on the centerline of the building in the 19th bay from the west.

The west end utilized similar details, except that the windows were in groups of three. A large double doorway was located in the center of this end. There was a large copper-sheathed dormer on the end of the roof, which included a platform extension which formed part of a solar-powered printing system for blueprints.

This Nov. 2, 1903, photograph shows the foundation trench for the granite watertable and the footings for the steel framework for Building 107.

This construction progress photograph taken on May 2, 1904, shows the walls erected to the top of the first floor windows. The boiler addition to Building 33 is at right.
The offices of the Civil Engineer, including a large drafting room, were located on the west end of the second floor. The first floor and the remainder of the second floor were occupied by shops for machinists, carpenters, and joiners assigned to Yards & Docks. As built, only the west end of the third floor had been completed, being used as a blueprint room. The Power Plant utilized the connector and a portion of the east end of Building 107. This usage, which continued until the closure of the yard, generally encompassed the eastern six bays. Site plans often labeled this area as Building 108.

The first major change to Building 107 came as a result of the addition of an economizer to the Power Plant (Building 108). That addition resulted in the removal of the eastern freight door on the north side of Building 107. The FY 1908 Naval Appropriations Act, approved in March 1907, included $6,000 for completion of the third floor. To provide light to the second floor, the new floor included three light well openings in it.

In a move designed to increase efficiency and diminish the rigidity of the bureau system within the Navy Yard, in 1908 the employees of the Yards & Docks shops (other than the Power Plant) were reassigned to their counterparts under Construction & Repair. Thus, while Yards & Docks (renamed Public Works around 1910) retained its offices in Building 107, a large part became vacant and was turned over to the General Storekeeper. To increase available space, a partial mezzanine level was inserted above the second floor in 1917.

Public Works moved out in the early 1920s. By 1928, except for the eastern six bays used by the Power Plant, the entire structure was used as a storehouse. The yard’s Printing Office moved into the west end of the second floor in the early 1930s.

The Works Progress Administration (WPA) began a major reconstruction of Building 107 in the spring of 1936. By this time, the yard had decided to establish a Building Trades Shop within Public Works to deal with yard maintenance and repair, and chose to place that function into the structure originally built for that purpose. Material stored in Building 107, largely ordnance items, was moved to Buildings 79 and 153, and the entire interior was remodeled. As part of this work, completed in 1937, the light wells in the third floor were removed. The primary exterior changes as a result of the WPA work involved the addition of single doors in place of one of the windows in bays 6, 10, and 24 on the south side. The freight doors in the 4th bay were removed and replaced by windows; these utilized windows removed for the new pedestrian doors and the infill of the window openings at the eastern end of the north side.

In 1939 a new freight elevator was installed. This project saw the addition of a 13 x 9 ft. penthouse over the elevator shaft. That same year, a 128.8 x 15.62 ft. lean-to was added to the north side east of the central garage door. In the following year, a similar 84.7-ft.-long lean-to appeared to the west of that door. A final addition came in FY 1944, when a concrete block, flat-roof 24.96-ft. extension appeared on the north side of the west end. That structure was trapezoidal in
shape to accommodate the railroad tracks which ran from Third Ave. and 6th St. behind Building 107 to the Power Plant.

In addition to the Building Trades Shop, the WPA occupied a portion of the second floor as offices until it was disbanded in the early 1940s. The Printing Office and a Battery Charging Station were also located on the second floor until the late 1940s. Thereafter, the building (beyond the portion which was used by the Power Plant) was occupied exclusively by the Building Trades Shop (later termed the Public Works Shop) until the closure of the Navy Yard.

Although the yard developed several schemes in late 1953 for new fireproof stairways, including the addition of a brick stair tower at the west end of the east lean-to, this work never took place. In 1955, however, work on making the lean-tos themselves more fire resistant was done, consisting of their reconstruction with concrete block walls. At this time, most of the first floor windows adjacent to the lean-tos were infilled with brick.

Building 107 was transferred to the Boston Redevelopment Authority as part of the Historic Monument Area in 1978. During the following year, the BRA demolished the additions, as well as additions to Building 108 which touched the eastern end of Building 107. It also restored the limestone lintel over the windows where the west side addition had been.

In late 1979, in accordance with an agreement authorized under the National Parks and Recreation Act of 1978, the BRA turned the structure over to the National Park Service for use as maintenance shops and offices to replace buildings within the national park demolished for highway projects. The formal conveyance of the property back to the United States would take place in February 1985, but, due to a lack of understanding of the structure by both parties, failed to include the connector section between Buildings 107 and 108.

Shortly after taking over the building, the NPS installed a gas-fired heating system. Although the initial plan was that the second floor would house all park offices, little work was done on that concept. In the mid-1980s, the park decided to utilize portions of both the second and third floors for storage of its museum collection. The eastern end of the second floor became offices for the Maintenance Division in 1987.
As part of that conversion, the second floor windows in the last five bays on the south side were replaced. The western end was converted in 1989 and 1990 into offices for the Cultural Resources Division.

In the early 1990s the NPS undertook replacement of the slate roof on the building. As part of this work, the fence which delineated the portion of 107 occupied by the Power Plant was removed. It has also replaced the overhead doors in bays 11 (both sides) and 21 with new steel doors, while closing off the door at the west end with security screens similar to those which the Navy had installed on the first floor windows.

While there were discussions with the BRA in the early 2000s about the possibility of trading Building 107 for the Ropewalk, as this report is being completed the idea is no longer under active consideration. The NPS is moving forward with its efforts to undertake necessary rehabilitation of the building’s exterior, including repointing of the walls and window repair/replacement.
Building 108, the Central Power Plant, is significant as the key facility in the development of a self-sufficient utility system for the Navy Yard, as one of the steel-framed brick industrial structures erected during the revitalization of the Navy Yard during the first decade of the 1900s, and as an example of structures which evolved to adapt to changing needs and technology.

By the mid-1890s the Navy Yard had begun to embrace electricity, at first for lighting and then as a power source for an increasingly mechanized industrial plant. The initial electric generation plant was placed in Building 28, but the yard soon determined that a larger facility would be required. This activity fell under the jurisdiction of Yards & Docks, which identified a site near the middle of the yard to the south of the Ropewalk (Building 58) for both a Shop Building (Building 107) and an Electric Light Plant (Building 108). While central to the yard, it was sufficiently distant from the waterfront so that it would not interfere with the development of the yard’s industrial shops.

In March 1899 Congress appropriated $50,000 for an “electric-light building with coal-storage and coal-handling appliances for same.” Instead of going ahead with the permanent structure, however, the yard decided to erect a temporary Electric Light Station (Building 95) on a site south of Building 42. The wooden building measured 103.9 x 40.5 ft., being placed in service later that year. It ceased operation in FY 1908. The building was demolished, but the equipment in the facility was shipped in May 1908 to the Olongapo Naval Station in the Philippines for reuse.

Meanwhile, design of the new Yards & Docks (Public Works) complex continued. The Yards & Docks Shop Building (Building 107) was approved by Congress in the FY 1901 Naval Appropriations Act, signed on June 7, 1900. The yard issued specifications for the construction of both buildings in September 1901, awarding a contract to L.L. Leach & Sons of Chicago on November 19, 1901. Neither building would be completed to the original plans, as Congress provided funds for the extension of Building 108 in both FY 1903 and FY 1904; the latter appropriations also included funds for the lengthening of Building 107. Both structures were considered complete in September 1904.

The location chosen for Building 108 was largely open space. The east end of the site, however, was occupied by the Navy Yard’s Barn (Building 56). Also called the Brick Barn, this structure had originally been built in 1849 and enlarged in 1866. It housed the draft horses used for hauling carts and other vehicles. Although moving the building had been considered, the yard instead constructed a new Stable (Building 117) to its east. Later used as a Garage after motorized vehicles had replaced horse-drawn ones, Building 117 would last until 1940, when it fell victim to a further expansion of the Central Power Plant.
Chapter 5, Resource Inventory

Construction of the Power Plant required the demolition of the yard’s Barn (Building 56), which housed the draft horses used for transportation within the yard. This June 2, 1902, view shows its replacement, Building 117, under construction in the background at left. In the background at right is the Construction & Repair Power House in Building 105.  

As completed, Building 108 consisted of two sections. The Engine Room was located on the south side in line with Building 107. It measured 119 x 60 ft., with a height of approximately 34 ft. to the eaves of the hipped standing seam metal roof. The Boiler Room on the north side was smaller, 115.5 x 54.16 ft., with a slightly sloping flat seam metal roof. A temporary steel chimney was located on the east side of this wing.

Architecturally, the south side of the Engine Room resembled the details of Building 107, with a granite watertable and two rows of window pairs separated by vertical brick pilasters creating the appearance of a two-story structure, although it consisted only of a partially raised basement and one floor. Rectangular decorative brick panels were located between the two rows of windows. A continuous limestone sill ran along the windows at the first floor level. A door reached by double steps was located in second bay from the east end. The east end utilized similar details, except that, like the west end of Building 107, the windows were in groups of three. A raised doorway was located in the center of this end. The Boiler Room wing had different details, having large windows with semicircular tops.

Building 108 was linked to its neighbor by a two-story connector. Although structurally a part of Building 107, this 25.7 x 55.75 ft. area was operationally used as a part of Building 108. This fact led to the inclusion of the connector as part of Building 108 on yard maps and other records, ultimately resulting in the failure to include it within the boundary of Building 107 when that structure was transferred to the National Park Service by the Boston Redevelopment Authority in 1985. A revised deed correcting this error should be executed prior to the finalization of BRA redevelopment plans for Building 108.

The first major change to the Power Plant occurred in 1905, with the installation of an economizer in an irregular-shaped addition at the west end of the Boiler Room. The economizer used heat from the gases in the flue feeding the 133-ft. tall, 9.5-ft. interior diameter brick chimney to preheat the feedwater for the boilers, thereby reducing the energy needed.

Three months after the view at right, the Stable has been completed and the Barn razed. One of the yard’s Timber Sheds (Building 63) can be seen in the background of this progress photograph showing excavation of the basement for Building 108.  

This Dec. 1, 1903, progress photograph shows the steel framing for both the Engine Room (left) and Boiler Room being erected.  

This Oct. 4, 1905, plan shows the first addition to the Power Plant, housing an economizer and feedwater pumps as well as the initial brick chimney. The irregular-shaped structure utilized the detailing of the Boiler Room to which it was attached.
to convert the water to steam to run the turbines in the Engine Room.

As the Navy modernized its shore establishment in the late 1890s and early 1900s, each of its bureaus sought funding for electric plants for their subsidiaries in individual navy yards. Recognizing the inefficiency resulting from this duplication, Congress inserted a provision in the FY 1905 Naval Appropriations Act, approved on April 27, 1904, authorizing the Secretary of the Navy “to consolidate the several power plants in any or all of the several navy-yards and stations ... under the Bureau of Yards and Docks for the generation and distribution of light, heat, and power for all the purposes of the Navy.” Secretary Paul Morton issued the formal directive to accomplish this consolidation on February 16, 1905.

The decision to consolidate power plants at Charlestown led to the development of plans to expand the Power Plant in Building 108. Work was initially funded under the FY 1907 Naval Appropriations Act, approved in June 1906, with further funds for the project being added in each of the next three years.

A May 1905 proposal for the expansion called for 86.25-ft. additions to the east ends of both the Engine Room and the Boiler Room. These plans would be revised over the next three years, with the final design calling for an addition only to the Boiler Room. It was L-shaped, measuring 133.16 ft. long by 37.5 ft. wide on the west end and 64.5 ft. wide on the east side. As part of this project a new 185-ft. tall, 10.5-ft. interior diameter brick chimney was constructed at the west end of the addition. Begun in 1908 and fully completed in April 1911, its walls reused windows and other materials from the original north wall of the Boiler Room.

In conjunction with the consolidation of power plants, all of the other plants in the yard shut down. The largest of them, that built for Construction & Repair in the headhouse of Building 105, remained in place as an emergency backup facility until World War I necessitated the conversion of that space for Forge Shop use.

Throughout its life, Building 108 would undergo continual modifications to meet the growing needs of the yard for electricity, steam, hot water, and compressed air, all of which were distributed throughout the yard through both the Underground Pipe Conduit (Structure 280) and directly buried pipes and conduits. Many of the upgrades in internal equipment required structural changes to the building itself.

In 1916 the yard prepared plans for a 56.67 ft. extension of the Engine Room. This addition replicated the details of the existing structure, except that a very slightly pitched roof was provided rather than an extension of the original gabled form. Work began in late 1916 and was completed the following summer. Another project done during the first few months of 1917 involved replacement of the metal roofing on the original Engine Room with slate.

The Engine Room addition was barely complete in September 1917 when the yard began work on a further addition

During 1913 and 1914 the yard replaced the skylights and vents on the Engine Room roof with a monitor. This construction photograph dates to Dec. 11, 1913.

This Jan. 3, 1918, view shows both the 1917 extension of the Engine Room of Building 108 as well as the Compressor Room addition, which has yet to be given its finish stucco coating.
Chapter 5, Resource Inventory

In 1922 the yard constructed a Pump Room in the gap between the Engine Room and the expanded Boiler Room. The north wall of the Compressor Room Extension can be seen at left in this Mar. 7, 1922, view.

from the Third Ave. side of the Engine Room. Unlike the earlier additions, this facility made no attempt to match the architectural style of the building, its masonry block walls being finished with stucco. Both the Engine Room and Compressor Room construction projects were undertaken by yard work forces rather than by outside contractors.

In a related project, in 1919 an Electrical Substation was added to the new Garage (Building 150) on the opposite side of Third Ave. from Building 108. This substation was connected to the Boston Edison power grid serving Charlestown, providing a backup source of electricity in case of a failure of the plant in Building 108. Its equipment included transformers to convert the 13.8 kv power received from Edison to the yard’s standard 2.4 kv (originally 2.3 kv) distribution system. The Edison connection would remain in place throughout the remainder of the yard’s existence.

The early 1920s saw a continuation of improvements to the Power Plant. In particular, the yard addressed the facilities for handling the coal used to fire the boilers. In 1922 and 1923 new coal handling equipment was installed in a metal shed erected over rails running between Building 108 and the Ropewalk along with a new steel coal bunker on the west side of the Boiler Room. That bunker was served by a conveyor located in a freestanding coal elevator tower. The shed had the effect of severing the concrete walk informally known as “Flirtation Walk.”

By the end of the 1920s, the boilers on the south side of the Boiler Room had been removed from service. A portion of that space was partitioned off in 1931 to create a Heating System Room. Five years later, the Works Progress Administration undertook a project to convert the west end of the former economizer addition into an Incinerator, taking advantage of the presence of the unused chimney at that location. In 1937 repairs were made to both of the chimneys.

The late 1930s saw the Navy begin to expand and improve the industrial facilities of the yard. To provide the additional power and other utilities required, the Navy in the spring of 1940 awarded a contract to the Stone & Webster Engineering Corp. of Boston for the modernization of the Central Power Plant, as well as the provision of utilities at the South Boston Annex and other locations in the First Naval District. Stone & Webster had a long history of development and management of utilities.
With the removal of many of the original boilers, the south half of the Boiler Room became available for other purposes. This Mar. 3, 1931, photograph shows work in progress for creating a Heating System Room in that location.

BOSTS-9775

The major project at Charlestown consisted of the construction of an addition to the Boiler Room of Building 108 to house two new boilers. Work on the 69.3 x 60 ft. brick extension began in August 1940, reaching usable completion in early 1942. The southern 20 ft. of the addition matched the height of the Boiler Room wing and had a similar cornice/parapet belt detail. The remainder was approximately 7 ft. higher, with the added height being detailed as a 9-ft. parapet wall above the top of the continuous cornice belt. Monitors to provide light and ventilation were installed over both the boilers and the coal conveyor. A new 185-ft. tall brick chimney was built on the north side of the addition. To accommodate the new structure, Building 117 was demolished. The total cost of the work at Charlestown, which included improvements to the distribution system throughout the yard and various substations, was $1.6 million.

Updated to Oct. 5, 1937, this May 19, 1936, plan shows the conversion of the west side of the economizer addition into an Incinerator facility for the yard.

BOSTS-13358

In 1942 the yard constructed a new Incinerator (Building 203) at the eastern end of the yard. As a result, it abandoned the Incinerator in Building 108. That space was converted for storage, and the brick chimney associated with it was demolished. At the same time, the 35.25 x 13.16 ft. area
between the Pump Room and the Compressor Room Extension was infilled as a Heater Room. In late 1945 the remaining area between the Compressor Room Extension and the 1940 Boiler Room extension was enclosed as well; this two-story space was subsequently used as a Chemical Receiving Room. At the same time, an irregular 1,077 sq. ft. addition was constructed on the north side of the former economizer wing.

In early 1949 the yard became aware of a Civil Aeronautics Administration requirement that tall structures within airport flight patterns required distinctive paint schemes and warning lights on them. This regulation applied to the two 185-ft. chimneys of Building 108, and in late 1949 they received orange and white stripes around them as well as obstruction lights at their top. These lights were installed so that they could be lowered for servicing.

In mid-1950 the yard instituted a program to modernize the Central Power Plant. In late August it outlined the goals for an engineering study based on Navy Department requirements that “essential power plants in shore establishments shall be adaptable to the use of more than one kind of fuel, in this case coal and oil, which involves the minimum total cost to the Government” and “shall be adequate to provide all of the essential requirements of the Shipyard.”

That October, the yard awarded the study contract to Charles T. Main, Inc., of Boston. That firm’s report, submitted in January 1951, recommended major improvements to the Central Power Plant, including the installation of two new boilers capable of being fired by either coal or fuel oil. Although the ideal solution would have been “a completely new power plant in another location,” that option was not “considered desirable” because there was no space in the yard for one and it had a higher first cost. Thus, in a January 31, 1951, memorandum to the Chief of the Bureau of Ships, Shipyards Commander Capt. Pleasant D. Gold, Jr., requested $3.7 million to implement Main’s recommended improvements to Building 108.

The power plant project was ultimately divided into two “increments,” with the first being funded under FY 1953. This project resulted in major alterations to the Boiler Room portion of the structure. A section of that area measuring approximately 81.8 ft. long was removed and a new steel framed brick structure having a height of approximately 69.7 ft. and extending 12 ft. beyond the remaining north wall inserted. Various rooftop penthouses were provided, being sheathed
with asphalt-coated steel. The highest of these, over the coal bunkers for the new boilers, reached a height of 86 ft. Two steel chimneys were installed on the roof of the new insert to serve the new boilers. This work began in mid-1953, being completed a year later.

The second increment of the project was included in the FY 1956 program, and involved the conversion of the Underground Water Tank (Structure 220) under the lawn of the Commandant’s House for fuel oil storage and the installation of a fuel oil distribution system from that tank to two new underground “day tanks” at the west side of Building 108. Also included in the second phase of the program was the reconstruction of the coal handling shed, the replacement of the existing ash silo with a new Ash Silo (Structure 268) on the north side of the 1940 addition, and the construction of a Cooling Tower (Structure 264) in the former silo location.

The 1960s saw considerable attention paid to Building 108’s four smokestacks. In January 1961 the American Chimney Corp. of New York received a $9,950 contract for the repair of the two brick chimneys and the obstruction lights. Three years later, the General Painting & Maintenance Corp. of Quincy, Mass., was employed to repair all four stacks. This project included removal of 5 ft. from the east brick chimney. During the course of this contract, the yard hired the Daniel Marr & Son Co. to remove the west steel chimney. In Octo-

These two progress photographs show work on the modernization of the Central Power Plant. The Sept. 1953 view at left shows the portion of the Boiler Room which was removed, while the Jan. 1954 image at right shows the steel framework for the new insert well underway. Although the new plant was designed to allow use of fuel oil, new coal hoppers were also provided. 

This Mar. 14, 1957, view shows work underway on the construction of the new 18-ft. diameter Ash Silo. Unlike other appendages to the Central Power Plant, it would be assigned its own structure number (Structure 268) on the yard’s property inventory.

This Feb. 25, 1958, overhead view shows how the rehabilitated Coal Shed filled the space between the northwest corner of Building 108 and the Ropewalk (Building 58). Note the steam line which fed the Ropewalk.

This Sept. 1957 view of the overhead steam line feeding Pier 7 shows the new Cooling Tower (Structure 264) erected in the location of the former Ash Silo.
The primary product of the Central Power Plant was electricity. Initially supplied at 2.3 kv and later at 2.4 kv, it was distributed throughout the yard to substations where it was reduced to the voltages required for both lighting and power. The complexity of the distribution grid, involving cables in both the utility subway and direct burial conduit, can be seen in the Dec. 9, 1968, plan above. Although the yard had received power at 13.8 kv from the commercial power grid since 1919, not until the modernization of the Central Power Plant in the 1950s did it generate and distribute power at that voltage. As the plan below shows, this high voltage was fed primarily to the new substations erected in connection with the reconstruction of Piers 4, 6, 7, and 11 in the mid-1950s.
The other products of the Central Power Plant were steam, hot water, and compressed air. The Dec. 9, 1968, plan above shows that hot water was utilized primarily for building heating, and thus was not as widely distributed as was steam (shown under the Aboveground Steam Line [Structure 280]). Below, the compressed air distribution system mainly served the dry docks and piers, where connections were provided for pneumatic tools. The system also powered some of the machinery in the yard’s industrial shops.
This Oct. 1957 plan for the installation of a heating system in Building 108 shows how the 1954 insert into the Boiler Room extended north of the original Boiler Room. Note that the connector and the east end of Building 107 continued to be used by Shop 03, Power Plant. 

By the time that the Navy Yard closed in 1974 there had been many minor changes to the exterior of Building 108. In particular, numerous windows, including most of those on the lower level of the Third Ave. side, had been infilled with brick.

The Power Plant continued in operation beyond the closure of the Boston Naval Shipyard. It furnished power and steam to the remaining buildings used by the Boston Caretaker Group as it went about shutting down facilities and disposing of machinery and other equipment. Its long-term future would be determined by reuse plans for the shipyard. Following the decision of the City of Boston not to pursue reuse of the yard for shipbuilding or repair, the need for a Central Power Plant disappeared. Thus, on May 14, 1976, it was shut down.

Building 108 was included within the Historic Monument Area of the yard, transferred to the Boston Redevelopment Authority in July 1978. The preservation guidelines prepared by the Boston Architectural Heritage Preservation Committee in 1978. The committee recommended the demolition of Building 108, but this was not carried out.

These 1977 Historic American Engineering Record photographs show the south and east sides of Building 108. Note how many of the windows along the Third Ave. side (above) have been infilled. The view of the east side (right) shows the Cooling Tower (Structure 264) and Ash Silo (Structure 268), freestanding appendages added during the second phase of the 1950s’ modernization project.
for it by the BRA outlined three potential treatments for the facility. Option 1 was labeled “Maximum Retention” and called for “the retention of all the major existing structure,” although, except for the Third Ave. facade, it allowed for “reuse of most existing elements or replacement with more contemporary designs.”

Option 2, “New Construction,” provided for the total demolition of the existing structure and allowed construction of a new building matching the original 1904 footprint. It was to be “non-imitative of but sympathetic to the neighboring buildings.” Providing the least square footage for a developer, it also presented “the very real problem of restoring (or protecting during demolition and reconstruction) the link between buildings 107 & 108.”

The final approach, Option 3, “Partial Retention with an Allowed Addition,” combined elements of the other two schemes. It called for retention of “the existing mass along 3rd Avenue which is the most vital to the character and streetscape of the area” while allowing demolition of other sections and new construction which approximated “the mass-

Shortly after the transfer of the Historic Monument Area to the BRA, that agency issued a demolition and site preparation contract. Under that project, the coal handling shed, brick chimneys, and the additions on the west side of the Boiler Room were removed, along with the Ash Silo and Cooling Tower. The BRA subsequently removed the Compressor Room Extension as well as the steel chimney on the 1954 insert. It also stripped the equipment out of the building.

In the mid-1980s the BRA sought proposals for the redevelopment of Building 108. In March 1986 it selected that submitted by the Boston Investment & Development Co. (BIDC) for what it termed the Anchor Building. With the Patriot Bank as both the source of finance and the primary prospective tenant, the BIDC proposal, developed by architect Anthony Casendino of Childs Bertman Tseckares & Casendino (CBT), followed the maximum retention option. In its September 27, 1985, letter of interest, BIDC explained its rationale for its decision: “The Charlestown Navy Yard is an historic rehabilitation project. To approach Building 108 with an eye towards not retaining as much of that structure as possible is inconsistent with the overall goal of the project…. [T]he history of Building 108 has surely earned its chance to continue to stand among the other Navy Yard buildings.”

Despite its designation as the developer for Building 108, BIDC had not moved forward with work by the time that the BRA revised its master plan for the Navy Yard in 1990. That document opted for the total demolition/new construction approach to the site. It did not, however, seek to amend the guidelines, so all three options remain valid approaches as of 2008.

In the early 1990s the federal government began a program to deal with environmental problems associated with former military sites which had already been disposed of by the United States. The U.S. Army Corps of Engineers was assigned the task of managing the Defense Environmental Restoration Program—Formerly Used Defense Sites (DERP-FUDS). It surveyed the Charlestown Navy Yard and identi-
In early 1994 the U.S. Army Corps of Engineers removed the two fuel oil tanks installed on the west side of Building 108 in the mid-1950s as part of the conversion of the facility from coal to oil-fired.

U.S. Army Corps of Engineers

fied both the remediation of remaining hazardous materials (primarily underground storage tanks but also including contaminants other than asbestos and lead paint) and the removal of structures which had been in deteriorated condition at the time of disposal.

Building 108 was included in the program under both types of work. In 1993 and 1994 the so-called “day tanks” for the fuel oil system were removed. The Corps subsequently began efforts to first remove hazardous materials from the building and then demolish it. Because of the need to structurally stabilize the building in order to provide a safe working environment for remediation work, costs exceeded available funds, and the project ground to a halt. The Corps briefly returned to the site in late 2008, but, beyond removal of some hazardous materials already collected, the project again stalled. As this report was being completed, the Corps was reviewing the future of its activities at Building 108. In particular, it has been questioning whether or not the deteriorated condition which qualified the structure for demolition under DERP-FUDS existed at the time of transfer or was the result of the BRA's equipment removal efforts.

During 2002 and early 2003 Boston National Historical Park and the BRA began to review the preservation guidelines for the Ropewalk (Building 58) and Chain Forge (Building 105). As a part of this review, the agencies also looked at the guidelines for Building 108 as well as “Flirtation Walk.” Central to the discussion of the Power Plant was the recognition that the Third Ave. facade was an important character-defining feature of the streetscape. The draft guidelines thus stated that “the Engine Room portion of Building 108 shall be retained and restored.” They allowed “a new addition … to the rear of the Engine Room” which was both larger (and higher) than those previously shown in the guideline drawings and skewed to increase the space between Building 108 and the Ropewalk. Because of difficulties associated with revisions to the Chain Forge guidelines and a desire by the BRA to pursue the formal amendment to all guidelines as a single package, the draft guidelines for Building 108 were never formally submitted to the National Park Service and the Massachusetts State Historic Preservation Officer for final approval.

As this report is being completed, the future of Building 108 remains uncertain. Demolition remains the official BRA position, although hazardous material issues make any immediate implementation unlikely. As recommended in Chapter 4, the NPS and the BRA should revisit the guidelines for Building 108 and make every effort to retain the Engine Room portion of the facility.

In the early 2000s the BRA finally sealed all of the openings in Building 108. This Aug. 26, 2006, view, shows the east and north sides of the structure.

Stephen P. Carlson, BNHP
Building 109 is significant for its role in controlling the operations of ships coming into and leaving the Navy Yard and as an example of the wood-frame structures built in the yard during World War II.

**HISTORY:**

The current Building 109 was built in three stages during World War II around an existing electrical substation near the south end of Pier 1. That structure, stripped to its framework and rebuilt by the WPA in 1937, was the last remnant of the yard’s massive Coaling Plant (also called the Coal Handling Plant) constructed as a part of the yard modernization efforts in the early 1900s.

As the Navy moved from wind to steam power in the middle of the 19th century, coal became an important commodity. Considerable space would be devoted to its storage at the service’s shore establishments. At the Charlestown Navy Yard, the storage of coal for ship use was concentrated at the west side of the yard. Two Coal Sheds (Buildings 7 and 72) stood on the wharf purchased by the Navy in 1863. Building 7, built in FY 1866, was described in 1874 as being of wood construction having dimensions of 200 x 53 ft. It stood against the west side of the Navy Yard Boundary Wall running down the middle of Wharf 1. It was rebuilt of wood and stone construction at a cost of $7,000 in 1880. The new structure was slightly smaller (171 x 31 ft.) than the original. As a part of the reconstruction project for Building 7, the wooden 203 x 50-ft. Building 72, which had been built in FY 1868 at the western edge of the pier, was demolished.

The reconstruction of the Fitchburg Slip, authorized by Congress in 1899, meant that the land area where Building 7 stood was to be removed, requiring its demolition. Thus, the Navy Yard had a need for a new coaling plant. It decided to erect a facility that could not only store coal but also dispense it into either rail cars or ships tied up to the west side of the new Pier 1. Congress approved $130,000 for this purpose in the FY 1900 Naval Appropriations Act.

The project, which overlapped that to reconstruct Pier 1, resulted in the elimination of the yard’s original shipbuilding ways and the combination of what had been Wharfs 1 and 2 into a single pier. The Coaling Plant occupied a footprint measuring 287 x 91 ft., set back 35 ft. from the west edge of the pier. The contract for its construction was awarded to Augustus Smith of New York City on July 12, 1901.

The design of the structure, slightly revised in early 1902, called for it to be of steel framing supported on concrete foot-
The Oct. 2, 1902, progress photograph above shows the concrete footings for the Coaling Plant being installed. When the structure was demolished in 1930, they were cut down to six inches below grade. During the construction of a new drainage line as part of the repaving of Pier 1 in 1999 a number of these footings were exposed and removed, as seen in the Oct. 27, 1999, view at right.

By early 1902, work on dredging the area where the structure was to sit had begun. It took over eighteen months to excavate the area, install the hundreds of concrete spread footings to which the steel columns would be bolted, and backfill the area. Steel erection began in early September 1903, progressing rapidly. By early November, the framework was nearly complete. Pouring of the reinforced concrete coal bunkers was followed by the installation of the corrugated iron siding and roofing. The structure was completed in September 1904.

Starting in 1905, the Navy began construction of new colliers intended to both carry coal to remote bases and to conduct limited resupply of warships at sea. The coaling tower on Building 109 was inadequate in terms of servicing these new auxiliaries, and by 1911 it had been removed. The Navy awarded a contract to Bergen Point Iron Works for the...
The completed Coal Handling Plant, which had a storage capacity of approximately 12,000 tons of coal, is seen in this panoramic photograph made by E. Chickering in 1904. USS Constitution (left) and USS Massachusetts (BB-2) are tied up at Pier 1 West.

Between 1914 and 1916 the Navy built a new coaling tower on Building 109 to accommodate its newest fleet colliers. This progress photograph dates to Feb. 4, 1916, approximately two months before the project's completion.

Between 1914 and 1916 the Navy built a new coaling tower on Building 109 to accommodate its newest fleet colliers. This progress photograph dates to Feb. 4, 1916, approximately two months before the project's completion.

To illustrate the scope of the initial demolition project for Building 109, the Navy Yard included annotated photographs taken on Mar. 12, 1930. At right, U.S.C.G. Paulding, one of a group of Navy destroyers loaned to the Coast Guard in the 1920s to help that service combat rumrunners during Prohibition.

This Oct. 1, 1930, progress photograph shows work underway on the second phase of the demolition project. The brick area in the front corner of the building is the electrical substation, which was to be retained.

erection of a new coaling tower. Work began in late 1914, and was completed in April 1916.

Even as this improvement was being completed, the Navy was in the process of making a major change in how it powered its fleet. It began to convert from coal to fuel oil. As more vessels utilized the new fuel, coaling plants such as Building 109 became excess. By early 1930, the yard had decided to demolish the structure. This project was undertaken in two phases. In the spring of the year, it awarded a contract to demolish the coal bunkers, but to leave the portion below the slanted floor of the coal bunkers. No sooner had this work been done than the yard issued another solicitation to remove all of the remaining structure except for the 25 x 13.5 ft. brick electrical substation at the southwest corner of the building. The contract, completed in late fall, also called for the concrete footings to be cut down to six inches below grade and the repaving of the area.
The substation retained the designation of Building 109. In 1937, the substation was stripped to its steel framework and rebuilt by the Works Progress Administration (WPA). Also of brick, the 14 x 26 ft. building featured a hipped roof. Although strictly a utilitarian building, it featured brick pilasters at the corners and the centers of the east and west sides.

During FY 1940 the substation was extended 18.5 ft. on its north side to accommodate toilet rooms.

In the late 1930s, the Navy began to expand to meet the growing threat of war with both Germany and Japan. Movements of ships into and out of the Navy Yard increased dramatically. Such operations had been controlled from Building 47, located adjacent to Pier 4A at the center of the yard’s waterfront. However, replacement of that pier with the new Pier 5, together with the rebuilding of the seawall between Pier 4 and 5, displaced this operation.

A logical site for the tug operations was Pier 1. The west side of that pier was not equipped for heavy shipwork, lacking crane access, and was removed from the congestion which surrounded the yard’s dry docks, shipways, and building and repair piers. Thus, the Navy decided to construct a new waterfront control center on Pier 1 adjacent to Building 109.

The initial Captain of the Yard’s Waterfront Office on Pier 1 consisted of a 21.25 x 26.25 ft. two-story wood-frame building located approximately 8.5 ft. south of the substation. It was completed by late March 1942. On July 16, 1942, the yard issued plans for a South Extension consisting of a 19 x 46 ft. rectangular addition on the west side of the existing building. It also called for the construction of both a lookout room and a lookout platform on the roof of that building. Because of the concrete deck which surrounded the end of Pier 1, the addition was set 8.5 ft. back from the south front of the existing structure. The yard immediately began construction, and the new building, which was covered with asbestos siding, appears in photographs taken at the end of August. It provided quarters for tug crews, including bunkrooms, galley, and mess, as well as offices for the pilots and duty officers.

Two years later, the need for space for tug crews led to the construction of a North Extension to Building 109. The new extension was to attach to the north end of the South Extension, with a length of 25.5 ft. on its west side. It was to fill in the gaps between the existing wood building and the brick substation/toilets, being 40.5 ft. long on its north side and 53 ft. in length on the east side. The additions were to be sided to match the existing building. This work gave the structure its current dimensions.

The new extension was two stories in height, extending over the existing brick substation and toilets. Because the height of the brick structures was above that of the second floor of the wooden portion, the second floor was on two levels. The first floor contained a mess hall and galley; the second floor held separate bunk rooms for sailors and chief petty officers, as well as office space and heads (toilets). A large drying deck, surrounded by a high railing, was built on the roof of the existing South Extension.

Following World War II the need for tugs lessened. On April 16, 1948, the yard’s Administrative Officer wrote a memorandum to the Public Works Officer stating that waterfront and tug personnel had vacated the building except for the watch tower, pilots office, and heads. He recommended dismantling those parts of the building “not needed for other purposes.” While plans for such demolition, which would
Navy Yard Tugs: A Gallery

Often overlooked, the Navy Yard’s tugboats provided important services to the yard. They maneuvered vessels into and away from the yard’s piers and dry docks and provided pushing and towing power for a host of non-self-propelled service craft such as floating cranes. Many yard tugs provided firefighting capabilities as well.

From 1942 until the yard closed, its tugs were based at Pier 1, being dispatched from the control center in Building 109.

Rocket, a commercial tug purchased by the Navy during the Civil War, served the Charlestown Navy Yard from 1884 to 1899. Here she is seen at Wharf 2 in 1886. In the background is the Belgian steamship Pieter De Coninck, which was drydocked at the yard between Mar. 11 and Apr. 10, 1886. BOSTS-2983

Moving non-self-propelled service craft formed an important part of yard tug duties. On June 14, 1913, Sioux (YT-19) moves the yard’s new 150-ton floating crane (YD-21) through the harbor. In the background is the molasses tank whose collapse caused Boston’s great molasses flood of Jan. 15, 1919. BOSTS-8883

Wawasee (YTB-367) helps to maneuver USS Jonas Ingram (DD-938) into Dry Dock 1 on Aug. 9, 1957. BOSTS-11563

An unidentified Navy tug tows USS Constitution (IX-21) from her Pier 1 berth at the start of the frigate’s annual turnaround cruise on June 9, 1967. Since the yard closed, commercial tugs have performed this task. NHC NH-38630-KN

The Navy Yard’s tug fleet is seen tied up at Pier 1 West ca. 1963. Building 109 is at right. Most of the tugs seen here were built during or just after World War II. The tug closest to the pier is U.S. Army tug LT-1966, recently transferred to the Navy as Chicopee (YTM-747). BOSTS-11688
have retained the southern 26 ft. of the structure and restored the substation to its 1937 appearance, were drawn in September 1948, the project was never undertaken.

Two years later, in November 1950, plans were prepared for the construction of a new three-story brick and concrete waterfront tower measuring 33 x 30 ft. on the site of the southernmost portion of Building 109. Like the 1948 proposal, nothing came of these plans.

The building continued to be used by the yard’s harbor-master and tug crews until its closure. The only major change which had occurred in this period was the removal of the drying deck on the roof.

Building 109 was included within the Charlestown Navy Yard unit of Boston National Historical Park. Initial planning, culminating in the 1980 General Management Plan for the yard, called for the structure to be used for "nonprofit Co-op activities" which were not further defined. However, by the time the GMP was finalized, the structure had been taken over as park offices due to the demolition of Building 136.

In 1979 the park’s facility manager and maintenance foremen moved into the first floor of Building 109, while the Administration Division occupied the second and third floors. In early 1980, the chief of the new Division of Planning & Historic Preservation and his staff moved in as well.

These arrangements continued until the mid-1980s. At that time, Maintenance moved into space on the east end of the second floor of Building 107, while the remaining staff of the former Division of Planning & Historic Preservation moved to the second floor of Building 10. Finally, Administration moved into the Marine Barracks. These groups were replaced in Building 109 by personnel from the Interpretation and Protection Divisions.

In July 2003 the Interpretation Division relocated to Quarters B in Building 265. This left the expanded Protection Division as the sole occupant of Building 109. In the spring of 2006 space on the first floor was rehabilitated to allow the park’s dispatch operation to move into the building from the Scale House (Building 19) at the end of July 2006.
Building 110 is significant as a surviving example of the small structures erected in the Navy Yard to serve specific needs.

**RESOURCE**

**Building 110 (Lead Room)**

**LOCATION**

Charlestown – NHP

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**STATEMENT OF SIGNIFICANCE:**

In the late 1890s the Navy and the Fitchburg Railroad entered into an agreement which saw the complete reconstruction of the railroad’s Hoosac Pier and the yard’s Pier 1. In the course of this work, a number of structures on the pier were demolished, with the railroad funding their replacements. One such structure was Building 12, a 16 x 18-ft., brick-and-iron Pitch House located south of Building 10. That facility dated to 1859, having been erected to allow removal of the kettles for boiling pitch from Building 10.

The replacement structure was located south of Building 24. Measuring 16 x 17.5 ft., it had brick lower walls with hinged iron panels above. A large chimney was located in the center of the gabled roof.

In 1918 waterfront changes again caught up with the Pitch House when the site was selected for the construction of the Marine Railway. Consequently, the yard “moved” the structure to the north end of Building 125. In the course of this reconstruction, the gable orientation was changed from east-west to north-south. Although in essence a new structure, probably because of the reuse of some materials and the retention of its original dimensions, it continued to be listed in yard records as having been built in 1901. Due to the lack of plans and photographic evidence, it is unclear whether the iron panel upper walls were replaced by brick during the 1918 relocation or at a later date.

Building 110 remained as a Pitch House until the mid-1930s. After being utilized for storage, it was employed dur-

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The Pitch House (Building 110) is seen at left in this Oct. 29, 1902, view of the torpedo boat USS DeLong (TB-28). Note that the building’s brick chimney is taller than the building itself. The upper portion of the structure consisted of iron panels which could be opened to relieve the high temperatures from the fires used to heat the tar kettles.

*NHC NH-63751*
Chapter 5, Resource Inventory

The relocated Building 110 can be seen behind the men working on the inner end of the Marine Railway on Feb. 28, 1919. Note that the chimney is now metal rather than brick.  

BOSTS-8962

Like other minor structures, Building 110 was seldom the subject for yard photographers other than when it was in the background of images taken for other purposes. This Apr. 7, 1961, view is a detail from a shot documenting the replacement of the crane rails around Dry Dock 2. Note that the building’s number is shown as black numerals on a white background, a reversal of normal yard building number signage.  

BOSTS-8841

ing World War II as a Soldering House for the Riggers Loft. In the postwar period, it was first used as a paint storage facility and then as a Lead Room for the Riggers Shop. It survived a demolition threat in the early 1950s when a proposed expansion of Building 125 failed to receive funding. Officially inactivated on March 4, 1974, it was transferred to the National Park Service in January 1976.

Building 110 remained inactive until the early 1990s, when it was converted to house a Blacksmith Shop for the USS Constitution Maintenance & Repair facility. This use continues as of 2008.

This May 1993 image shows the rear (west) side of Building 110, with the double doors open to reveal the blacksmith forge within.  

BNHP LCS-40050

This Apr. 1, 1994, view shows the east and north sides of Building 110. Note the difference in brick color below the window, indicating that the opening had once been a door. The rectangular yellow signs on the corner contain information on the location of buried utility lines near the building.  

Ruth A. Raphael, BNHP

This Feb. 2002 view shows subtle modifications which have been made to Building 110, most notably the replacement of the paneled door with a metal-clad door and the addition of a ventilator to the roof.  

OCLP
Building 114, the Saw Mill & Spar Shop, is significant as one of the steel-framed brick industrial structures erected for the Department of Construction & Repair during the revitalization of the Navy Yard in the first decade of the 1900s.

Among the projects approved for construction under the FY 1826 Naval Appropriations Act was a Mast House. It was to be located at the extreme northeast corner of the Navy Yard. Although the yard had proposed to place the facility adjacent to the Boundary Wall, staking out that location in February 1826, the Board of Navy Commissioners was concerned that it was too close to the piers for the bridge over the Little Mystic Channel and directed that it be moved 150 ft. south. Identified as Building N on the 1828 master plan, the Mast House & Spar Shed partially extended over what would become Timber Dock 51 (Structure 87). The eastern side of the building formed the seawall of the yard at this point.

In May 1826 the Board directed that the seawall be extended from the new building north to the Boundary Wall. The area was to be filled, and an old Timber Shed then at the west side of the yard was to be moved onto the site to become a Mast Shop (identified as Building M on the 1828 master plan). This move took place in July 1826. By the end of the year, the entire facility had been completed.

By the mid-1840s the yard began requesting funds for the replacement of the Mast Shop. Congress funded this work in the FY 1851 Naval Appropriations Act. The new structure was completed during 1852. The entire complex became Building 85 upon the adoption of the current building number system in 1867. The wood building had an overall length of 390 ft., with the 1852 portion having a width of 110 ft. and the 1826 section being 70 ft. wide.
The building was destroyed by fire on July 19, 1900. The FY 1902 Naval Appropriations Act, approved in March 1901, provided the initial $75,000 of the total $200,000 cost for its replacement, the balance being in the FY 1903 budget, approved on July 1, 1902. In addition to the Spar Shop function, the new facility was to contain a new Saw Mill, to replace the existing facility (Building 67), recently moved to the east side of the Building Slip. Erected in 1867, that Saw Mill had replaced the initial Saw Mill established in the north wing of Building 22 in the 1830s.

The preliminary plans, drawn in May 1901, called for an L-shaped structure having a length of 372 ft. on its east side and 159 ft. on the north. The north wing had a width of 108 ft., with the east wing being 94 ft. wide. It was to be two stories in height, with a gabled roof. These plans underwent slight refinement between July and October, the primary changes being the elimination of the gabled roof in favor of a flat roof and modifications the brick pilasters between the window groupings so that they ran only from the arches above the tripartite or duplex windows.

On April 3, 1902, the Navy awarded the contract for the building to Norcross Bros. of Worcester, Mass. Work proceeded slowly, the first task being the removal of the remains of Building 85 as well as the Boundary Wall along the length of the new structure. Note the Bunker Hill Yacht Club built on pilings just off the yard’s seawall.

This Nov. 14, 1902, photograph shows the site of Building 114 following the removal of the remains of Building 85 and the Boundary Wall along the length of the new structure. Note the Bunker Hill Yacht Club built on pilings just off the yard’s seawall.

By July 1, 1903, the steel framing is well underway. Note the large steel beam over what would be the triple-width loading doors at the south end of the west side. In the foreground at right is the Wet Basin (Structure 87). Note the early 20th century equivalent of the portable toilet which extended over the edge of the dock’s seawall.

A slightly less massive steel beam served as a header over the double-width loading doors at the west end of the south side of the north wing. These views show construction progress as of Sept. 1, 1903 (left), and Dec. 1, 1903 (right).
of the new structure. Although the foundations had been completed by December 1902, the first steel for the building’s frame did not arrive until February 1903. The building was finally completed in May 1904. Total cost came to $199,260.53, just under the authorized amount.

The final dimensions were 334.25 x 161.8 ft. The north wing had a width of 110.7 ft., while the east side was 96.5 ft. wide. It had a height of 49.5 ft. to the top of the parapet surrounding the roof, which had skylights running north-south on each wing. There was an elaborately-detailed corbelled cornice. Its east wall was built directly on the seawall. The 11 bays on the east and west sides of the east wing contained triple windows; all other elevations, including the north end of the east side, had windows arranged in pairs. The second floor windows were topped with arched sash.

There was a central door in the south wall of the east wing identified as a "log haul," intended to allow timber to be brought into the building from the Wet Basin. There were double loading doors in the 2nd bay from the north of the west side and in the 3rd and 4th bays from the west on the south side of the north wing, and in the 3rd and 7th bays from the north on the west side of the east wing. The first two bays on the south side of the north wing and the last three bays on the west side of the east wing were filled with double- and triple-wide double doors. These were topped by large concrete faced steel beams serving as lintels.

There were few modifications to the building through the years. In 1918 a fire escape was added on the north wing just west of its junction with the east wing. Following the creation of new land on the east side in the early 1940s, an emergency exit was added on that elevation. Sawdust extraction and collection equipment was added on the south side of the structure. The original single collector was replaced in 1937 with twin collectors.

As with most yard buildings, there were numerous changes to doors and windows over time, usually reflecting upgrades to interior equipment. Gradually, the wooden swinging doors were replaced by overhead steel doors. In 1958 the door opening in the 7th bay of the east wing was infilled with glass blocks containing a double pedestrian door. A year later, the triple-wide loading door at the south end was removed and replaced with a single overhead door and two sets of tripar-
The explosion of the yard’s Acetylene Plant (Building 165) on Nov. 12,
1934, caused considerable damage to Building 114 nearly 500 ft. away, as
this photograph taken the next day shows. Note the sawdust collection
system for the building.  

Although repairs to the windows were undertaken immediately, repairs to
the south wall itself did not occur until mid-1937, when the Works Progress
Administration undertook the task. This June 10, 1937, view shows scaffold-
ing erected along the wall for this work.

In November 1934 Building 114 suffered considerable
damage when the Acetylene Plant (Building 165) exploded.
This damage was repaired in 1937 by the Works Progress
Administration. This project also saw the replacement of the
sawdust collection system located adjacent to the south wall
of the east wing.

Between November 1941 and February 1942 the Navy
installed steel sheet pile bulkheads along the harbor line east
of Building 114 to create an area of filled land extending to
the 6th bay from the south end. The remainder of the origi-
nal stone seawall was rebuilt with a concrete facing.

Through the years Building 114 served as a Saw Mill and
a Boat Shop. The Joiner Shop moved into the building in the
1920s, with the Spar Shop designation disappearing from de-
scriptions of its use in 1928. Eventually, the more generic
Woodworking Shop designation was utilized to define the
building’s uses.

With the closure of the yard looming, the Navy in late
1973 and early 1974 moved some of the woodworking ma-
chinery from Building 114 to Building 24, which was to be-
come a consolidated maintenance shop for USS Constitu-
tion. Other machinery, however, was declared surplus and

From its earliest days into the 1960s, Building 114 was utilized for the
construction of numerous small boats for the Navy and other military ser-
vice. Over the years, it adapted its operations to handle fiberglass as well
as wood construction. This May 8, 1950, view of the east wing looking
south shows a 40-ft. rescue boat under construction on the second floor.
At left is part of the small third floor area of the structure.

This Oct. 13, 1967, photograph of the east side
of Building 114 clearly shows the bulkhead
erected during World War II as part of the
reconfiguration of the yard’s eastern edge. This
area was initially designated Pier 12, a label
dropped from site plans following the erection
of Building 218A along the edge of the bulkhead.
This view also shows the site of the bridge over
the Little Mystic Channel, removed following the
completion of the high-level Mystic River (Mys-
tic-Tobin) Bridge in 1950.
THROUGHOUT ITS EXISTENCE the Charlestown Navy Yard constructed hundreds if not thousands of small boats for the Navy. Little documented in accounts of the yard, these craft included everything from small dories to landing craft and motor boats used for aircraft refueling and rescue.

The first structure to be specifically constructed to house the Boat Shop was Building 77. Later, Building 79 was used as an annex to the Boat Shop. With the completion of Building 114, boatbuilding gradually became centered in this facility.

Although the vast majority of small boats turned out by the yard were of wood construction, starting in the 1940s it began to use laminate and fiberglass materials as well. This gallery shows views of boats under construction as well as examples of the finished craft.

These July 24, 1918, views show small boat construction in Building 79 (above, looking west) and Building 114 (right, looking north).

Navy small boats were identified by registry numbers assigned in rough order of construction. Among the larger boats constructed was No. 8438, a 70-ft. motor launch for the Diving School, seen here on Sept. 16, 1921.

In addition to boats for the Navy, the yard manufactured them for other services. This 1950 view shows USAF R-3-1134, a 42-ft. aircraft rescue boat constructed for the U.S. Air Force.

This 1931 photograph shows a personnel boat sitting on Navy Yard flat car 208. Since this group of flat cars was for internal use rather than interchange (outside) service, the boat is probably waiting to be weighed on the yard’s Railroad Scale. Buildings 31 and 32 are in the background.

This Feb. 1955 view shows 42-ft. Aircraft Refueling Boat Mk. II No. 25298 undergoing trials in Boston Harbor. Making extensive use of fiberglass, this was the first of a group of five such craft. They were built not in Building 114 but in Buildings 195 and 106.
These June 20, 1974, views show the various modifications to the exterior of Building 114 through the years. The view above shows the overhead doors which replaced the original wood doors, as well as the replacement of one loading door with a pedestrian door surrounded by glass blocks. Also shown is the infill of the southernmost doorway with a single overhead door and a pair of tripartite windows, as well as the corrugated aluminum cover over the original concrete facing of the steel beam over the opening. The view above right shows the sawdust extraction and collection system originally installed in 1937, while that at right shows the emergency egress added in the 6th bay on the east side following the creation of the landfill in the foreground.

These June 20, 1974, views show the various modifications to the exterior of Building 114 through the years. The view above shows the overhead doors which replaced the original wood doors, as well as the replacement of one loading door with a pedestrian door surrounded by glass blocks. Also shown is the infill of the southernmost doorway with a single overhead door and a pair of tripartite windows, as well as the corrugated aluminum cover over the original concrete facing of the steel beam over the opening. The view above right shows the sawdust extraction and collection system originally installed in 1937, while that at right shows the emergency egress added in the 6th bay on the east side following the creation of the landfill in the foreground.

One of the most significant pieces of machinery in the building was a massive bandsaw. Through the intervention of the Advisory Council on Historic Preservation, it was retained rather than disposed of by the Navy. The preservation guidelines prepared for Building 114 in conjunction with its transfer to the Boston Redevelopment Authority as part of the Historic Monument Area specified that the bandsaw “will remain in situ as an integral part of the interpretive efforts within the shipyard” and that “reuse plans must respect this equipment & provide required access & visibility.” The guidelines also specified that the major portions of the sawdust extraction and collection system on the south wall were to be retained.

In 1980 a fire resulted in the destruction of a significant portion of the southeast corner of the building. The damaged area was cut down to the first floor level, although the intention was that it would eventually be reconstructed. One of the casualties of the fire and the efforts to stabilize the structure afterwards was the removal of the sawdust collection equipment.

In the mid-1980s the BRA designated Keen Development Corp. as the developer of the structure, with The Architectural Team as the project designer. Keen proposed to rehabilitate what was termed the Charlestown Boatyard for boat storage and repair as well as retail and office space. As part of the project, a 77-slip marina was to be developed in the Little Mystic Channel adjacent to the building.

Although the BRA in mid-1986 projected rehabilitation work to begin before the end of the year and be completed within a year thereafter, not until July 1988 did it enter into the formal lease with Joinery Shop Associates, the firm set up by Keen to manage the project. Part of this delay had been due to the need to obtain a license from the Massachusetts De-
department of Environmental Quality Engineering under Chapter 91 of the Massachusetts General Laws for the marina aspects of the proposal, including a cantilevered walkway along the east wall of Building 114. That license was granted on May 1, 1988.

Work on the project, however, would be delayed because the BRA was about to introduce a new master plan for the east end of the Navy Yard. The focal point of the plan for what it termed Yard’s End was the relocation of the New England Aquarium from downtown Boston to Dry Dock 5. To provide improved vehicular access into the yard, the BRA proposed to extend 16th St. from Fifth Ave. to a new Gate 6 at Chelsea St. This project would require that the western portion of the north wing of Building 114 be removed.

Even before the formal amendments to the preservation guidelines covering the new street and the changes to Building 114 were officially approved,\(^1\) the BRA in April 1994 began work on the gate when it started to demolish the western portion of Building 114. The bricks were carefully stockpiled, and would eventually be used for the construction of the new wall where the wing had been removed.

Work on the project resumed in the fall of 1998 after Keen Development had interested Massachusetts General Hospital (MGH) in the facility. In August 1999, Joinery Shop Associates transferred the lease to MGH’s research arm, the Massachusetts Biomedical Research Corp. In keeping with the Secretary of the Interior’s Standards for Historic Preservation, the replacement walls at the southeast corner exactly matched the originals, while that across the opening created by demolition of the north wing utilized rectangular rather than arched top windows and a simpler cornice detail.

By the time construction resumed, the project had attracted considerable attention from groups concerned with public access to waterfront properties. The project had to undergo review under Chapter 91, and the license issued by the state in January 2001 contained numerous restrictions and requirements for public accommodations. These included providing interior space (specifically outside of any lobby or building security zone) for public use; provision of conference rooms for free public use; installation of an exhibit on the history of the building, to be approved by the National Park Service; and construction of a public park, incorporating the preserved bandsaw and a portion of the Boston HarborWalk intended to connect with future segments across still-vacant Parcel 7. The completed Boatworks Building finally opened on May 16, 1901. The $21,450,000 project received a Massachusetts Historical Commission Preservation Award in 2002.

\(^1\) Because of other issues, the revised guidelines, prepared in 1994, were not officially approved by the NPS until 2002. In addition to the changes required by the removal of part of the building, they allowed the bandsaw to be removed and displayed outside the building rather than being retained in place.
Chapter 5, Resource Inventory

The mechanical equipment necessary to support activities within Building 114 was placed on the roof, as this view shows. While non-historic, it does illustrate the industrial character of the site. Note the doorways created in the 5th and 6th bays to accommodate deliverites to the building, as well as the landscaped park.

Bruce Martin, The Architectural Team

As authorized by the revised guidelines, the bandsaw was removed from the building and placed in a park on the east side of Building 114. The 1977 HAER image at left shows the machine in situ, while the Apr. 10, 2007, view at right shows the relocated bandsaw. The saw’s blade is incorporated into the interpretive exhibit within the building.

William A. Owens, HAER (left); Stephen P. Carlson, BNHP (right)

This Dec. 18, 2007, plan depicts the currently planned pile-supported walkway and boat landing, as well as the "facilities of public accommodation" which are required under the 2001 Chapter 91 license for Building 114.

Suffolk Deeds, Book 43147
Building 120, the Dispensary, is significant as an example of the development of the Navy Yard as a self-sufficient military and industrial facility.

From its earliest days, uniformed medical personnel had been assigned to the Navy Yard. Although primarily present to support the sailors assigned to the yard or the Receiving Ship, they also dealt with injuries suffered by civilian workers. By the 1890s, these personnel manned a Dispensary which was located along with a variety of other functions in Building 5.

With the expansion of the yard, the Navy decided to provide a new Dispensary facility. The structure was authorized in the FY 1903 Naval Appropriations Act, approved on July 1, 1902, which provided $12,000 for it. Designated Building 120, it was located at the intersection of Second Ave. and 6th St. immediately to the east of the Muster House (Building 31). The original design, approved in March 1903, envisioned a two-story brick structure measuring 46 x 35 ft., with a 9-ft. semi-circular extension at the rear. It was to have a standing seam metal hipped roof.

This design underwent substantial revision prior to the award of the construction contract to Jones & Meehan on June 1, 1904. The final building consisted of a 30 x 40.5 ft. two-story central block with 12.5 x 34 ft. wings set back approximately 6.5 ft. over a raised basement. The 15.5-ft. wide, 9-ft. deep semi-circular extension at the rear of the first floor, which housed an operating room, remained. The bricks at the first floor level were laid in raised and recessed horizontal bands. The corners of the second floor wall had brick quoins. Both the central block and the wings had standing seam metal hipped roofs, while the operating room roof consisted of glass skylights. There was an entrance to the basement located directly beneath the stairs which provided access to the first floor doorway. There were heavy stone lintels above the basement and second floor windows.

In March 1913 the FY 1914 Naval Appropriations Act provided funding for an extension of the Dispensary. This involved a single-story L-shaped addition at the rear of the east wing. It extended 4 ft. east of the existing east wall, measuring 37 x 25 ft., with the first 15.5 ft. being only 15.5 ft. wide to avoid impacting the operating room.
Five years later, a major expansion occurred. Two new two-story wings were added. The wider portion of the 1913 addition was demolished to allow construction of a 44.3 x 25 ft. structure, labeled as Wing A, on the east side. At the rear of this wing was a 22 x 8 ft. single-story entryway, topped by a porch. Wing B, on the west side, measured 61 x 25 ft., and extended 11.75 ft. west of the original building. There were entrances on the south, east, and west sides of this wing. Both wings were of brick with brick quoins at the corners and concrete lintels over all the windows. Like the original building, they had standing seam metal hipped roofs. An 18.5-ft. deep enclosed porch was placed on the roof of the original west wing. The project was completed in January 1919.

By the late 1930s the yard was looking at a further expansion of Building 120. In 1939 it drew up plans for a 22 x 75 ft. extension off the west side of Wing B, the final portion of which would contain a garage for the yard’s ambulances. Two years later, the proposal was for an L-shaped addition, measuring 53 ft. on its south and 52 ft. on its west side. Both wings were to be 24 ft. wide. The west wing would include the ambulance garage, facing east. Neither of these proposals would be funded.
In March 1941 plans were completed for an extension of Wing A. A 14-ft.-wide addition was to be placed on the west side of the wing. This was to be two stories in height along the 1918 addition, and a single story next to the 1913 section, which resulted in the removal of the semi-circular operating room. The plans stated that “all brick courses, band moulds, windows, sills & heads, cornice, base, etc.” were “to line up and match with respective members” of the existing building. The roof was completely rebuilt as a flat-topped hipped roof.

Eighteen months later, an irregular two-story wood frame addition was constructed between Building 120 and the Ropewalk (Building 58). The 83.25-ft.-wide North Extension was attached to the end of Wing B, with its north wall angled parallel to the Ropewalk. Like many other World War II wooden structures in the yard, the asbestos shingle siding was broken up by solid wood bands at the window levels. To accommodate ambulances, garages were added to the Ropewalk rather than being incorporated into Building 120.

In the early 1950s the Dental Department sought additional space. It decided to add a 31-ft. extension to the east end of the North Extension. This project was funded under the FY 1954 budget, with the $45,900 contract being awarded to the Arielli Construction Co. Construction began on July 6, 1954, and was completed in January 1955.

The final change to Building 120 came in 1959, when a passageway was constructed across the roof of the single-story portion of the 1941 extension of Wing A to link the second floor of the original building and the extension.
wooden structure had a doorway opening onto the roof of the 1913 addition. This was apparently intended as an emergency exit, since a ladder led from the roof to the 6th St. sidewalk.

Following the transfer of Building 120 to the Boston Redevelopment Authority in 1978 as part of the Historic Monument Area, the North Extension and the Dental Clinic additions were demolished. For some unknown reason, the proposed rehabilitation of the building was given the name John Paul Jones House, although Jones had no historic connection to the Charlestown Navy Yard.

On October 31, 1985, the BRA leased Building 120 to John Paul Jones LP, a firm controlled by developer Dennis J. Morgan. The rehabilitation work, supervised by the Vitetta Group as project architects, took just about a year. It differed somewhat from the original preservation guidelines in that the area between Wings A and B was infilled, and the passageway on the roof of the link between the original building and Wing A was retained. The moldings and railings at various levels also differed from historic details.

In April 1994 the Central Co-Operative Bank foreclosed on a mortgage on the property. It transferred the leasehold to John R. Cuneo, doing business as JRC Ventures, on November 1, 1996, following the satisfaction of a City of Boston tax taking against the original developer. JRC Ventures in turn defaulted on its mortgage in November 1998, and a month later the bank sold the lease to Navy Yard Dispensary Building LLC. The lease was transferred to Second Mass Ave Realty Trust in December 2005.

A number of different tenants have occupied the building over the years, including the U.S. Fish & Wildlife Service. Since 1999 approximately 11,000 of the total 14,000 sq. ft. in the facility has been subleased to Partners HealthCare and Massachusetts General Hospital.
Building 123 is significant as an integral feature of the Dry Dock 2 complex and as an example of the standard early 20th century Navy dry dock pumphouse design.

In 1898 Congress authorized the construction of a second dry dock at the Charlestown Navy Yard. As a part of this project, the Navy built a Pump House (Building 123) which would serve not only the new Dry Dock 2 but also the existing Dry Dock 1. The basic circular design of the pump well and aboveground structure was specified by the Bureau of Yards & Docks, although the detailed plans were developed by the yard.

The Pump House measured 82 ft. to the peak at the center of the roof; 60 ft. of the structure was below grade. There were three intermediate floor levels between the bottom of the pump well and the surface. The structure above grade had a diameter of 43.5 ft. The brick walls, which featured granite pilasters and a granite cornice, had a height of 16 ft. to the top of the parapet surrounding the peaked metal roof. Lintels with raised center keystones surmounted the windows.

Construction of the facility started in the spring of 1904 following the completion of the majority of the work on the dock as well as on the culvert which connected it to Dry Dock 1. By early November, the shell of the building had been completed. Over the next nine months, Westinghouse installed and tested the electric pumps, leading up to the opening of Dry Dock 2 in August 1905.

The structure itself underwent few changes through the years. The most significant improvement came in 1961, when the original pumps were replaced with new ones as a part of a project to upgrade the dewatering system for the dry docks.

As part of an upgrade of the dewatering system for Dry Docks 1 and 2, a 70,000 gpm C.H. Wheeler pump is lowered into the Pump House on Oct. 23, 1961.
IN MAY 1898 Congress authorized the construction of four new naval dry docks. To house the pumps necessary to empty the docks, the Navy specified a circular pumphouse, built of brick with a metal roof. The final plans of each structure were developed locally, and thus, as this gallery shows, while they are clearly related, they differ slightly in detail.

Building 91, Portsmouth Navy Yard, 1917
This view shows the submarine USS L-8 (SS-48) undergoing repair in Dry Dock 2.

Building 123, Boston Navy Yard, ca. 1905
This view is undated but appears to have been taken around the time of the completion of Dry Dock 2.

Building 21, Philadelphia Naval Shipyard, 1995
Jet Lowe, HAER

Building 110, Mare Island Naval Shipyard
Like that at Boston, the pumphouse for Dry Dock 2 at Mare Island also served the older Dry Dock 1. It differed from its contemporaries on the east coast in that it was octagonal in shape rather than circular.

The Pump House (Building 123) is seen on Oct. 5, 2006. To date, the BRA has not made any efforts to rehabilitate this structure.

Stephen P. Carlson, BNHP

The Pump House contained independent systems to service Dry Dock 1 and Dry Dock 2. This ca. 1981 view shows the still extant electric pumps and, at right, the two discharge culverts.

Victor A. Jorrin, BNHP
Sanitary facilities were a part of the Navy Yard from its earliest days. The first record of privy construction, other than in connection with quarters, came during the Civil War. The FY 1863 Naval Appropriations Act authorized the construction of Water Closets near the Dry Dock. Completed in late 1863 or early 1864, the wooden Privies (Buildings 13 and 14) each contained 36 seats and were built on Wharf 1 and the Shear Wharf (Wharf 2). Also in 1864, a Boat Shed & Privy (Building 69) was built on the west edge of Wharf 4 south of Shiphouse H (Building 68). It appears that all of these facilities dumped directly into Boston Harbor.

Building 13 was demolished during FY 1880, and Building 14 was gone by 1890. Building 69 disappeared during the 1890s.

The construction of new industrial buildings brought with it the need for further sanitary facilities. The first to be built were a pair of Latrines (Buildings 118, 119) on either side of the Machine Shop Boiler House (Building 43). They were completed in 1902 and 1903, and were demolished along with the Boiler House in 1918.

The FY 1904 Naval Appropriations Act, approved on March 3, 1903, provided $5,000 for additional "water closets" for the yard. In anticipation of that authorization, plans for a single-story brick structure measuring approximately 13 x 37 ft. with a hipped standing-seam tin roof had been prepared by the yard’s Civil Engineer. This facility, designated Building 124, was located 10 ft. south of Building 28 and was built under contract by Jarvis Engineering Co. It was completed on October 17, 1903. At the same time, yard forces used the same plans to construct two other Latrines (Buildings 126, 127) in the eastern portion of the yard.

As originally constructed, Building 124 incorporated three separate areas. The largest contained a long urinal on one

Building 124 is significant as the sole surviving example of the numerous latrines/washroom facilities built to serve the needs of yard employees.

Most photographs in which Building 124 appears were taken to show other subjects and thus lack sharp focus. This July 19, 1915, view shows the north and west sides. BOSTS-8974

Although somewhat obscured by the capstan and rubbish barrel platform in the foreground, the conversion of the double doors on the east end to a single door is evident in this Aug. 19, 1949, view. BOSTS-8817
These contract drawings dated Feb. 18, 1903, are the only formal plans the yard ever prepared for this structure. These plans also formed the basis for similar latrines built (Buildings 126, 127) in the eastern end of the yard.

The Apr. 7, 1961, view at left shows a privacy screen around the door on the east end of the building. By June 2 (right) a new door had been cut into the south wall and yard crews were removing the east side door and installing a window. Note Light Tower 238 next to the building. This was later moved south of the building.

In May and June 1961 the yard removed the east side door and installed a new door on the south side. As part of this work, the window formerly on the south side was inserted in the new brick infill on the east side.

The original designation “Latrine” changed through the years, becoming “Water Closets,” then “Head,” and finally “Public Toilets.” Although yard plans indicate the continual use of the building for its original purpose through the closure of the yard, a facilities closure report dated June 1974 indicates that it was then actually being used for paint storage for USS Constitution.

Since the closure of the yard, Building 124 has been assigned by the National Park Service to the USS Constitution Maintenance & Repair Facility. Utilized for paint storage until new storage containers meeting current OSHA codes were acquired, it is currently used for miscellaneous storage.

The view above of Building 124 was taken on May 28, 2003. Note the difference in brick color on the east end of the building, clearly showing two separate door infill efforts. The shadow of the former double door on the west side is also clearly visible in the Apr. 1, 2004, view at right.

Bill Barlow, BNHP (above); Stephen P. Carlson, BNHP (right)
Building 125, the Paint Shop, is significant as one of the steel-framed brick industrial structures erected for the Department of Construction & Repair during the revitalization of the Navy Yard in the first decade of the 1900s.

By the late 1890s the Paint Shop for the Navy Yard was located in Building 10. In its annual report for FY 1901 the Bureau of Construction & Repair stated that “a suitable building for this purpose is urgently needed” since Building 10 was “entirely too small for even the present needs of this department.” It recommended that a new two-story fireproof Paint Shop be provided between Dry Docks 1 and 2. The Bureau of Yards & Docks concurred, and $35,000 for the project was included in the FY 1904 Naval Appropriations Act, approved on March 3, 1903.

The original design for the shop, prepared by the Naval Constructor’s office later that month, called for it to be placed directly south of Building 24. On April 21 the yard appointed a board to review the location. Two days later, it recommended a site to the southeast of Building 24. This site had been the location of the Smiths Shop (Building 25) which had been erected in 1848. That structure, which had included ten forges, measured 100.4 x 40.5 ft. Building 25 had been moved to a location north of Building 38 during FY 1876. Last used as a Cart Shed, it was demolished by yard forces during December 1896 and January 1897.

The contract for the new Paint Shop, identified as Building 125, was awarded to Connors Bros. on August 16, 1904. The start of work, however, was delayed until the spring of 1905 because of the construction of the culvert connecting Dry Dock 1 to the new Pump House (Building 123) across the building’s site. The new Paint Shop was considered as substantially complete in August 1906. It was officially completed on June 14, 1907.

The building followed the basilica style used on other yard industrial buildings built for Construction & Repair. The two-story central block was approximately 56 ft. square. There were 19 x 52 ft. wings on both sides of this block. The roofs of these wings sloped upward from 18.3 ft. at the outside to 21 ft. where they joined the main structure.
A second wing, measuring $49 \times 20$ ft., was attached to the south wing for use for storing oil, naptha, and other volatile substances. This wing was accessed from a double door on the east side and had no internal connection to the rest of the structure. The center block was 36.6 ft. to the eaves of the metal-clad gabled roof, which rose to a 47.2 ft. height at its peak. The single entrance consisted of large double sliding doors in the center of the east side. A loading door was located on the second floor directly above the main door.

The first change to the building occurred shortly after its completion when the western portion of the volatile storage wing was converted into an electrical substation. The next alteration occurred in late 1916. A second wing was added to the north wing in order to house a lunch room and showers for shop employees. It matched the $49 \times 20$ ft. dimensions of the second south wing, but it used the detail vocabulary of the main building rather than the more austere form of its southern counterpart. This project was done by the yard’s own workforce.

In 1939 the original elevator was replaced by a larger one. This new elevator required that a penthouse housing the machinery be placed on the north roof. In the early 1940s a wooden fire escape was added across the southern shed roofs from the second floor of the main building. Although plans were drawn in 1963 for its replacement with a steel fire escape, that project was never undertaken.

In 1952 the shipping door on the second floor was enlarged. In the following year the yard looked at an expansion of the Paint Shop. This would have taken the form of two-story wings which would have replaced the existing wings. The northern wing would have also extended northward to encompass the area then occupied by Building 110, considered as being “too small to be of any practical value.” Nothing came of this proposal.

In the mid-1950s the shop offices were moved to the second floor. In conjunction with that move, two of the three windows on each side of the southeast corner on the second floor were removed and replaced by picture windows. An emergency egress door was also installed in the center window on the west side of the first floor.

In 1959 the yard began looking at solutions to problems with the cornices on the structure. The suggestion made in August of that year for “removal of the large copper box eaves, cornices and copings” became the basis for a repair project, originally proposed for FY 1962 but deferred to FY
HUNDREDS OF SIGNS, ranging from small informational and directional panels to large billboards, could be found throughout the Navy Yard. Most of these signs were produced by the Sign Shop in Building 125 or were painted directly on buildings by Paint Shop personnel.

This gallery presents a selection of photographs showing the variety of signs which identified locations, promoted safety, and provided information to employees and visitors alike. Much of this historic signage has been preserved or restored to illustrate the military and industrial character of the Navy Yard.

An employee of the Sign Shop uses a silk screen printer to produce a sign in this undated image from the 1950s or 1960s. BOSTS-9869

Among the largest signs produced by the Sign Shop were ones which promoted job safety. This safety sign stood in front of Building 136 where it was visible to workers entering the yard through Gate 4. Note the green instructional sign on the covering to the rescue basket mounted next to the sign. Victor A. Jorrin, BNHP

A large portion of the Sign Shop’s work related to the production of signage identifying buildings and shops. These signs appear on the north side of the 1944 Extension of Building 24. Jack Glassman/BRA

The Sign Shop also painted and stenciled the yellow trash receptacles which were a feature throughout the Navy Yard. They figured prominently in drawings by Allan Rohan Crite for the Boston Naval Shipyard News promoting shipyard cleanup. This trash receptacle is seen at the corner of First Ave. and 13th St. on Mar. 19, 1966. BOSTS-10894

The Sign Shop produced metal street signs which were attached to the corners of buildings. These signs were mandated for retention in the preservation guidelines established for the Navy Yard as part of its transfer to the Boston Redevelopment Authority. This sign appears on Building 120. Stephen P. Carlson, BNHP

This group of signs displayed as part of the Serving the Naval Fleet exhibit in the Navy Yard Visitor Center (Building 5) provides a cross-section of the types of signs produced by the Sign Shop. Note how color was used for specific purposes, such as green for safety and red for warning. Chris Devers, flickr.com
1963. The justification for the removal of the cornice noted that “further repairs are not economically wise.”

The last major change to the exterior of the building involved the removal of two windows on the east side of the first north wing and their replacement by a large overhead door. Records as to exactly when this change occurred are not available, but it appears in photographs taken as early as mid-1967.

Following the transfer of the building to the National Park Service, the structure was utilized by the park’s Curatorial Branch for both offices and the storage of a growing collection of museum artifacts and documents. In 1988 the park entered into an agreement allowing the New England Historic Seaport to establish a small boatbuilding program in the north wing.

In 1987 the park revised its General Management Plan. In that document, it identified Building 125 as the site for a major permanent exhibit on the history of the Navy Yard. In response to this plan, the collection and offices were relocated to Building 107 between 1987 and 1990. Four years later the exhibit Serving the Fleet opened.

The location of this exhibit proved inappropriate, being out of the main visitor traffic patterns within the yard and on the opposite side of Dry Dock 2 from the route to the ferry between the yard and downtown Boston. Because of this low visitation and staff shortages, the facility was opened only on an occasional basis. By the end of the decade the park was actively planning to move the exhibit into the new park Visitor Center being planned for Building 5.

Discussions as to future uses of Building 125 initially focused on it becoming a consolidated headquarters facility for the park. This concept was ultimately abandoned in favor of the idea of leasing the structure to either a commercial or a non-profit tenant who could complete the interior fitout of the building.

While the ultimate use of the structure remains undecided in 2008, the NPS has addressed the rehabilitation of the exterior and the provision of handicapped access and a code-compliant second means of egress. This work, completed in 2006, included partial restoration of the exterior, with the reinstallation of the original shipping door and the windows which were removed for the second floor picture windows and north wing garage door. The wooden fire escape was also removed. Due to the shortage of funds, however, installation of the actual windows (as well as the lifting beam which protruded through the second floor doorway) did not occur, and the openings were filled with painted wood panels.
Building 149 is significant as an example of the major expansion of Navy Yard facilities during World War I and as an example of the standard Navy general storehouse design.

By the early 20th century the Navy Yard utilized a large number of buildings as storehouses. The decentralized nature of such facilities was recognized as being inefficient, and in 1903 the yard’s Civil Engineer proposed the construction of a new General Storehouse in the block defined by Third and Fifth Aves. and 9th and 13th Sts. It was to be graduated in height from five to seven stories. This recommendation, however, never made it into the annual public works program presented to Congress. The storage situation at the yard would grow even more inadequate, to the point that it was described as “alarming” in a 1917 report.

The growth of both industrial activity and the size of the fleet in the period leading up to the United States entry into World War I in April 1917 created the need for additional facilities for storage of supplies and equipment. The Bureau of Yards & Docks, in consultation with the Bureau of Supplies & Accounts, began to develop standardized plans for permanent general storehouses for navy yards and stations. These featured a steel framework with reinforced-concrete and flat-slab construction. The exterior walls consisted of concrete wall columns and spandrel beams, hollow brick spandrel walls, and industrial steel sash windows with heavy wire glazing. The first floor was raised four feet to allow level unloading of railroad cars or trucks. Intended to be fireproof, the buildings were to contain interior fire walls, automatic fire doors, and automatic fire sprinkler systems. The design, which reflected contemporary industrial architecture pioneered by Albert Kahn of Detroit, could be adapted to both the needs of a particular base and the physical constraints of the chosen site.

In 1917, using funds from the Naval Emergency Fund, the Bureau of Yards & Docks authorized the Navy Yard to award a contract for the construction of a General Storehouse (Building 149) to Evatt Construction Co. While the architectural plans appear to have been prepared in-house by the Bureau, the Condon Co., a Chicago-based industrial and structural engineering firm, prepared the drawings for the structural engineering portions of the work. The six-story building was to contain 252,000 sq. ft. of space on a 184.5 x 263.6 ft. U-shaped footprint bounded by Fourth Ave. on the north, Second Ave. on the south, and 9th St. on the west. The project would see abandonment of a portion of Third Ave. The north wing was 64.5 ft. wide, while the south wing had a width of 84.5 ft. The light court between the wings measured 181.25 x 35.5 ft. The north, west, and south sides were lined with 8-ft.-wide covered loading docks, canopies being provided over the platforms on the north and south sides. There were also loading docks along the sides of the light court.
The Navy Yard took monthly progress photographs of the construction of the General Storehouse. A selection of these images appears above and at right. (1) By Sept. 4, 1917, the foundation was complete and rebar for the concrete columns of the first floor was taking shape. (2) As of Oct. 3, 1917, work was underway on the second floor. This view shows the 9th St. side. (3) The Nov. 1, 1917, view shows the two wings formed up to the 5th floor level. Note how the light court is not centered. (4) As of Dec. 5, 1917, the building had reached its full height and work was underway on insertion of both brick panels and windows. (5) The completed building is seen on Mar. 6, 1918. Note the canopy over the Second Ave. loading dock.

BOSTS-9895

The chosen site had originally been occupied by a pair of Timber Sheds (Buildings 63 and 64). Building 63, initially known as Timber Shed No. 31, had been completed in 1832. Standing between Third and Fourth Aves., its western end had been damaged by fire in March 1913. The opposite side of Third Ave. was vacant in 1917, Building 64, built as Timber Shed No. 38 in 1828, having been destroyed by fire in May 1915.

Work began in May 1917 with the removal of the west end of Building 63 and general site clearance. By the end of the summer, the foundation had been completed and the building began to rise. It was topped out in December 1917, and completed by March 1918.

By that time, the yard had decided to construct a 184.5 x 180 ft., ten-story extension at the east end, bringing the building to 13th St. As part of this project, two additional stories were added to the original structure, with the original light

BOSTS-9911

The 9th St. facade of Building 149 forms the backdrop for this image of Supply Dept. employees participating in a recruitment parade in the late winter or early spring of 1918. Most of the participants appear to be uniformed sailors, including a large contingent of Yeomen(F). Why the sign on the truck encourages joining the British or Canadian forces is unexplained.

BOSTS-9911
court area being converted into a 39.35 x 143 ft. light well with a one-story peaked skylight. The project added 385,000 sq. ft. of storage space, giving the building a total of 632,000 sq. ft. The yard’s first high-rise building, it had a height of 88.5 ft. to the parapet of the eight-floor section and 109.5 ft. to that of the ten-story portion. These heights do not include the penthouses for the building’s elevators and stairwells.

To make room for the extension, the remainder of Building 63 was demolished, along with the Stone Crusher (Building 140) erected within Third Ave. in 1914. By the end of August 1918 the structure had reached the second floor level,
being topped out that December. The building was complete by March 1919.

A February 1921 report on the yard’s industrial facilities reported that the Supply Department’s offices were located on the third floor. The report also revealed that even with the massive capacity Building 149 provided, the department was still utilizing all or parts of nine other buildings (33, 34, 75, 76, 77, 107, 131, 142, and 187) for storage.

In 1935 the 19-ft.-diameter wooden water tower on the roof of the building, which provided water for the fire suppression system, was replaced with an 18-ft.-diameter metal tank. In late 1936 and early 1937 the Works Progress Administration insulated this tank. This Dec. 3, 1936, view shows this work in progress.

In 1941 the yard constructed a second General Storehouse (Building 199) on the opposite side of 13th St. from Building 149. As part of this project, bridges were constructed between the two buildings at the 2nd, 4th, 6th, and 8th floor levels.

With the expansion of the yard in World War II, over 500 office workers were accommodated in Building 149. The sole passenger elevator could hold only 13 persons at a time. Employees were using this lack of capacity as an excuse for tardiness. On April 26, 1944, Supply Officer D.W. Mitchell wrote a memorandum to the Public Works Officer calling for the installation of a new passenger elevator. It “will fill an urgent necessity,” he argued, continuing that “the situation has become acute and should not be delayed any longer.”

His arguments bore fruit, and in June the yard issued requests for bids on the construction of a new elevator tower on the west end of the building. It was to be “located on the outside of the present building and will be enclosed by a tower of steel frame and brick walls.” The project was awarded to the Sawyer Construction Co., being completed in early 1945. The elevator tower itself measured 10.7 ft. wide and sat within a new 22 x 17 ft. pedestrian entrance. The words “SUPPLY DEPARTMENT” were incised into the concrete over the doors of this addition.
Other than modifications to the doors and windows, there were few changes to the exterior of Building 149 in the post-war period. One such alteration began in 1945, the result of the narrowing of Second Ave. with the construction of the new north extension of the Chain Forge (Building 105). Since there was not space for trucks to back up perpendicular to the loading platform on that side, a series of sawtooth or skewed extensions were added, oriented for trucks backing in from 13th St. Initially wood, the last of these were rebuilt in concrete in the 1960s.

The walls of the entire structure were repaired and waterproofed in 1948. This process was repeated in phases in the 1960s, with the west side being done in 1963, the north side in 1965, and the south and east sides in 1966. In 1957 a steam pipe was placed across the west face of the building as part of a new line running from the Power Plant (Building 108) to Pier 7.

Building 149 was transferred to the Boston Redevelopment Authority as part of the Historic Monument Area in July 1978. The preservation guidelines provided that “the critical features that contribute to the industrial image of the building—the loading docks and ramps, the metal canopy, the scale of openings—as well as distinctive features such as the entrance and stairtower [sic] on the western end will be retained.” They also specified that “the central light well should be retained with little or no intrusion allowed.”

Because of its large size, the building presented challenges to potential developers. The first proposed reuse, as a new home for the Massachusetts College of Art, was rejected by the city. In 1982 the BRA hired a real estate brokerage firm to help market the structure, without success. It requested redevelopment proposals for both Building 149 and its companion storehouse, Building 199, expressing its preference that the latter structure be used as a parking garage. In December 1983 it designated the Congress Group as developer of Constitution Office Park. Its proposal envisioned use of most of the space for offices, but allowed for 40,000 sq. ft. of retail space. The formal 80-year lease for Building 149 was signed with Constitution Office Park Associates on May 23, 1985.

One of the challenges the developer and its architect, Amir Man of Huygens & DiMella of Boston, had was dealing with over 2,000 steel industrial sash windows in the building. The existing windows were found to be so deteriorated as to require replacement. Because they could not be double-glazed for energy efficiency, replacement steel windows were rejected. A mockup of a proposed window consisting of a large sheet of insulating glass divided into four vertical sections was prepared, but rejected because it dramatically changed the appearance of the building. A modification of this scheme involving applying false muntins to recreate the historic sash...

Because Second Ave. had been narrowed when the north side of Building 105 was enlarged, the yard starting in 1945 added sawtooth or skewed loading platforms along the south side of Building 149. Originally wood, they were gradually rebuilt in concrete. This June 18, 1974, view shows the docks, as well as the canopy which had replaced the original canopy in 1949 and 1950.

This Dec. 28, 1948, image taken upon the completion of repairs to and waterproofing of Building 149 shows the new entryway and elevator/stair tower erected on its west side in 1944 and 1945.

This Oct. 1963 view shows the west side of Building 149 following the completion of a project to repair and clean that facade. The Second Ave. side would see a similar project accomplished in 1966. Note the steam pipe installed across the face of the building in 1957 as part of a new line running from the Power Plant (Building 108) to Pier 7.

This June 18, 1974, view shows the docks, as well as the canopy which had replaced the original canopy in 1949 and 1950.
pattern was then briefly considered but rejected due to both questions as to the durability of the applied grid and concerns over the use of false mutins on windows within the historic district.

In May 1985 the developer chose to pursue a new aluminum window system. True divided lights with insulating glass would be used with muntin profiles and framing members that closely matched the historic design. Fabrication of the windows began in September 1985, with installation starting in January 1986. The final glazing was complete by June 1986. The system was considered to be such an example of sound historic preservation techniques that the National Park Service and the Center for Architectural Conservation at Georgia Institute of Technology included the project as a case study in their Preservation Tech Notes series on windows.

In converting the building, the developer decided to create a new main pedestrian entrance at the southwest corner of the building rather than use the existing entryway by the west elevator/stair tower. It also installed canopies over the retained loading docks on the west facade. Parts of the loading dock on the north side opposite Building 62 were removed to improve access along Fourth Ave.

In 1986 the Congress Group was acquired by the Raymond Cattle Co. That firm had actually been one of the unsuccessful proposers in the original BRA selection process. Raymond had called its concept “The Hatchery,” envisioning the building as an incubator facility for new and emerging light industrial and research firms. Following its acquisition of the Congress Group, it took a similar approach to finding a tenant for Constitution Park. In late 1986 it convinced the Massachusetts General Hospital (MGH) to relocate its research laboratories to the building.

In December 1986 the lease was transferred from Constitution Office Park Associates to a new firm controlled by Raymond, Navy Yard-Biotechnical Research Associates. In turn, that firm subleased space to MGH. The hospital was so satisfied with the facility that in 1989 it decided to exercise its option to take over the lease of Building 149. This was done through the Massachusetts Industrial Finance Agency (MIFA), which acquired the lease from Raymond in August 1989 and provided the financing for development of the building. Final transfer of the lease to the Massachusetts Biomedical Research Corp., the research arm of MGH, came in January 1995.

Sometimes termed Massachusetts General Hospital-East or the Lawrence E. Martin Laboratories, the building is more commonly known as Building 149, the developer’s Constitution Park name being forgotten. It houses a large variety of research laboratories, as well as an MRI (magnetic resonance imaging) diagnostic facility. The first floor also contains a cafeteria which serves not only the occupants of the building but also other Navy Yard workers. The key interior feature is the massive atrium created in the former light well.
RESOURCE

Building 150 (Constitution Inn)

LOCATION: Charlestown – HMA

LCS NO. — EVALUATION N N T S A DATE BUILT 1993

MACRIS NO. 05131 HAER MA-90-40 CONDITION Good

STATEMENT OF SIGNIFICANCE:

The Armed Services YMCA, now known as the Constitution Inn, is significant as the first new structure built in the Historic Monument Area of the Navy Yard since its transfer to the City of Boston. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

HISTORY:

The Constitution Inn & Fitness Center, located between Second and Third Aves., at 9th St., occupies the site of Building 150 and has reused that structure’s number as its address. The building, constructed to replace the Armed Services YMCA located in Charlestown’s City Sq. from 1917 to 1987, was the first new structure to be built within the Historic Monument Area of the Navy Yard.

Originating in England, the Young Men’s Christian Association (YMCA) movement came to the United States in December 1851, with the first organizational meeting taking place at the Old South Church (Old South Meeting House) in Boston. From the time of the Civil War, the YMCA devoted efforts to help military personnel, and in 1902 Congress authorized the organization’s presence on military installations.

In 1917 the Army & Navy YMCA constructed a building in City Sq., Charlestown, not far from the Navy Yard, to provide both dormitory space and recreational facilities for military personnel. A year later, the Navy allowed it to occupy a new building (Building 190) in the Navy Yard. While the YMCA left the yard during FY 1920, it continued to operate its City Sq. facility.

In the mid-1980s the state began construction of the Central Artery North Area (CANA) highway project. The purpose of this effort was to replace the overhead highway links between the Mystic-Tobin Bridge and Boston’s Central Artery with a tunnel under City Sq. The route of the tunnel required the demolition of the YMCA building. With the funds received for the landtaking, the Armed Services YMCA sought to build a new facility somewhere in Charlestown.

In July 1989 the organization approached Boston National Historical Park with a proposal to redevelop Hoosac Stores No. 1 & 2, the former railroad warehouse located immediately to the west of the Navy Yard, as its replacement facility. The park, however, rejected the plan.

The YMCA then began to look within the Navy Yard, and soon focused on Parcel 150. This area was then vacant space, the BRA having demolished the original Building 150 in the late 1970s. As with the Hoosac Stores scheme, the group retained Charlestown architect John W. French to prepare a proposal for the site.

From 1917 to 1987 the Armed Services YMCA occupied this building in Charlestown’s City Sq. Construction of the Central Artery/North Area highway project, intended to place the elevated highway seen at right underground through City Sq., required the demolition of the building. This view was taken in Feb. 1987.

Bill Suderman, BNHP

As this June 27, 1918, plan indicates, the YMCA had a presence in the Navy Yard during the latter stages of World War I. When the YMCA vacated the building it became a club for enlisted men. The Ingram Club (Building 190) would be demolished in FY 1934, although the club itself would continue to function in other yard buildings. BOSTS-13347
Building 150

Building 150 was the physical embodiment of the change in transportation within the Navy Yard from animal-powered wagons to motor trucks. The initial proposal for the structure was completed in June 1917 and called for a brick building measuring 113.33 x 25 ft. fronting on Second Ave. at the intersection of 9th St. It was divided into ten garage bays for parking automobiles or trucks. The plan showed a mirror-image structure facing Third Ave. as a future extension. By February 1918, the Navy had issued plans for this addition, as well as an 89 x 49.5 ft. extension at the west end to provide a garage for servicing automotive equipment.

Seven months later, a further westerly addition was proposed, this one measuring 12.5 x 49.5 ft., to incorporate an electrical substation intended to tie into the Boston Edison Co.’s system to provide a backup should the yard’s own electric power plant in Building 108 fail. Finally, in May and June 1920 it completed plans for a two-story addition filling the final 33.75 ft. between Building 150 and Building 38. This portion contained two additional parking bays on each side of the first floor and locker room and showers for the Ingram Club (the yard’s enlisted men’s club whose movie theater was in Building 38) on the second. This gave the structure an overall length of 253.33 ft.

During FY 1943 the Navy removed the two easternmost garage bays. Otherwise, except for the addition of a second floor over the substation in 1954, there were no further changes to the structure. This was not to say that they were not considered. Starting in 1941, the yard proposed adding a two-story wooden structure over the eastern end of Building 150, with a bridge linking the new structure to the northeastern extension of Building 39 which stood over Second Ave. Another concept, drafted ca. 1943, called for the removal of the garages at the eastern end. Under this scheme, the 197.33 ft. long second and third floors would have been used as a cafeteria seating 1100 people.

Because of its size and configuration, Building 150 had little potential for redevelopment following the closure of the Navy Yard. It was thus identified for demolition in the Historic Monument Area transfer documents. This work was accomplished by the BRA in 1978. The site then stood vacant until the start of construction of the Armed Services YMCA in the early 1990s.

This Dec. 5, 1917, view shows Building 150 as originally completed. The Garage was erected by Navy Yard employees and occupied the site of Building 54, demolished in 1888. That wooden structure had been built in 1864 as the Yards & Docks Woodworking & Machine Shop.

On Mar. 3, 1919, yard workers are busy adding a 12.5-ft. section at the west end of Building 150 to house an electrical substation. BOSTS-9920

This plan shows what the east elevation of Building 150 would have looked like had the ca. 1943 plans to construct a two-story cafeteria on top of it been implemented. Under that scheme, the easternmost portion of the first floor would have been demolished and replaced with new construction.
Building 150, the yard’s first garage for automotive equipment, is a fitting backdrop for this Sept. 11, 1972, view of Olie Viche driving Shipyard Commander Capt. Russel L. Arthur along 9th St in his Stanley Steamer. 

This Aug. 20, 1954, image shows the recently-completed second-floor addition over the substation adjacent to the two-story section added in 1920 between the substation and Building 38.

The sole HAER image of Building 150 shows the east and north sides of the structure. The lack of detail on the east wall is evidence of the shortening of the building by 23 ft. during FY 1943.  

William A. Owens, HAER
French’s design for the YMCA exceeded both the length and width specified in the 1977 design guidelines for a new structure on the parcel. Thus, the BRA in May 1991 instituted a proposal to revise the guidelines to allow the structure to be constructed. For various bureaucratic reasons, the NPS, while not objecting to the scheme, did not formally approve the guideline changes until October 2002.

In the meantime, the BRA had gone ahead and approved the project. In August 1991 it leased Parcel 150 to Parcel 150 Associates Joint Venture, an organization set up by the Armed Services YMCA to undertake the actual construction work. The 220 x 65.4-ft. five-story structure was clad with cast stone panels which complemented the adjoining granite Building 38. Built by Peabody Construction, it was completed and dedicated in October 1993. Shortly before that, the lease had been officially transferred to the Massachusetts Trustees of the International Committee of Young Men’s Christian Association for Army and Navy Work Inc.

Because military base closures had drastically reduced the number of servicemen and women in New England, the Armed Services YMCA increasingly appealed to the larger community. In 2003 it began marketing itself as the Constitution Inn & Fitness Center. Indeed, while still stating that the facility’s mission was “to serve members of the Armed Forces and their families in New England, and to promote their physical and social well-being,” its literature minimized any YMCA or military connection. That changed in February 2008 when it merged into the YMCA of Greater Boston.

The military service flags and the “Y” incorporated into the railing above the doors into the building are among the only signs of the connection between the Constitution Inn and the Armed Services YMCA in the Sept. 18, 2006, view of the Second Ave. entrance above. While this side is considered the main entrance, and is decorated by two stone eagles salvaged from the pediment over the door of the 1917 City Sq. building, most guests arrive via the Third Ave. entrance since it is the one with vehicular access. The view at left of the Third Ave. side dates to July 22, 2004.

Stephen P. Carlson, BNHP
**RESOURCE**

**Building 195 (Industrial Building)**

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**STATEMENT OF SIGNIFICANCE:**

Building 195, the Pipe & Assembly Shop, was significant as the largest industrial building constructed in the Navy Yard just prior to World War II, exemplifying the expansion of the yard as a shipbuilder. When the structure was demolished in 1978, the exterior walls of the Locker Room were retained.

As discussed under Shipyard Park, the site is also significant as the location of the yard’s Timber Dock during the 19th century and Recreation Field during the early 20th century.

**HISTORY:**

In the late 1930s the Navy Yard, utilizing the Works Progress Administration (WPA), undertook a number of projects to modernize the yard. The most significant of these efforts involved erection of a new Pipe Shop (Building 195) in the northeast corner of the Recreation Area south of Building 36. No sooner had this project been completed than the yard began an extension on the west side, doubling the size of the building. This would be the first of several extensions which would ultimately see Building 195 take over most of the former open space.

The primary purpose of the structure was as an Assembly Shop for components of ships, either new construction or, in the post-World War II period, conversions.

The surviving portion of Building 195 in 2008 was constructed as a part of the first expansion of the Pipe Shop. It was a two-story Locker Room appendage on the west side of the extension. Using the same style of brick columns with cast stone coping as the main building, it measured 100 x 24 ft., with a height of 22 ft. to the roof, which was surrounded by a parapet which was higher at both ends. Rather than full-height industrial sash, however, smaller windows were set in brick panels. Construction was completed in the spring of 1939.

Canvas tarps protect workers constructing the brick walls of the Locker Room in this Mar. 1, 1939, progress photo. BOSTS-9940

This May 18, 1961, view shows the wooden World War II addition to the Locker Room. Note how the South Extension of the main building replicated the details of the West Extension. BOSTS-15953

The growth of the yard’s workforce during World War II led to the need to expand the capacity of the Locker Room. Thus, a 50-ft. wooden addition was constructed at its south end adjacent to the new South Extension of Building 195.

One of the initial concepts for reuse of the Navy Yard was as a shipbuilding facility. Under such a scheme, Building 195 would have been retained. With the collapse of the shipbuilding proposal in 1975, the Boston Redevelopment Authority developed a plan for the yard which envisioned construction of a large public park in the area occupied by Building 195. While the design of the park evolved between 1975 and 1978, plans as early as mid-1976 showed the retention of the Locker Room walls as an “exhibit pavilion.” Thus, that
Chapter 5, Resource Inventory

This Mar. 1978 view shows the Locker Room following the demolition of the rest of Building 195. The paint on the south wall indicates where the World War II extension had been located. In the foreground is Building 231, a Switching Station built in 1958 in conjunction with the Pier 7 replacement project. The gray structure is the protective cover for one of the capstans for Dry Dock 2.

Victor A. Jorrin, BNHP

These three drawings dated Oct. 1938 show the elevations and floor plans of the Locker Room area of the Pipe Shop extension.  BOSTS-13420

Both the original Locker Room and the wartime addition can be seen in this 1977 HAER photograph of the west side of Building 195.

William A. Owens, HAER

Portion of the building was kept when the rest of the structure was demolished in 1977 and 1978.

Reinforced with a steel framework, the three walls, without doors or windows, provide a facade for the Shipyard Park fountain and performance area. The four central bays at the ground level provide access to the fountain. The southern portion of that level incorporates what was envisioned as a concession stand and adjoins the maintenance storage area built into the hill behind the fountain. A wood deck at the second floor level is connected to the walkway at the top of the hill.

These views from the mid-1980s show the north and west sides of the Locker Room building (above) and the steel frame supporting them (right). That image also shows the wooden deck at the second floor level and the brick walkway to the hill above the Shipyard Park fountain.

Paul Reavis, Corbis
Building 197, the Light Shop Activities Building, is significant as one of the largest industrial buildings constructed in the Navy Yard immediately prior to and during World War II and as the only major industrial building expanded in the post-World War II period, exemplifying the growing importance of electronics to the modern Navy.

On September 9, 1940, the FY 1941 Supplemental National Defense Appropriations Act authorized the construction of a Light Shop Activities Building at the Charlestown Navy Yard. In October 1940 the yard awarded a design-build contract to the Sawyer Construction Co. of Boston for this structure, designated Building 197. It was to occupy the area immediately south of the extended Pipe & Assembly Shop (Building 195) at the center of the yard.

The new steel-frame structure, with brick walls and steel industrial sash windows, was seven stories in height, occupying a footprint of 180.5 x 134 ft. Above the second floor, the building was T-shaped, the projecting central bay measuring approximately 90 x 30 ft. A 16.5 x 53-ft. elevator tower was located on the east side of the building, with a 38.2 x 18 ft. copper-clad penthouse over the elevator/stairwell at the center of the front elevation. There were three 137-ft.-long sawtooth skylights on the roof. It had a height of 94 ft. to the main roof; the east penthouse rose to 118 ft. An 8-ft.-wide canopy ran along the front of the building.

Construction proceeded rapidly, with the building’s exterior being essentially complete by June 1941, although it would be February 1942 before it was considered officially done. In addition to the Light Shop (shown as the Electric Shop on site plans starting in FY 1944), it was occupied by the Outside Machinists Shop.

Even before completion, a Signal Quarters measuring 13.5 x 17.3 ft., was added to the top of the front penthouse. Further modifications came in December 1941, when plans were issued for the erection of a 137 x 24.4 ft. wooden barracks at
This June 3, 1941, view shows the nearly complete Building 197. Note the flag at the top of the Signal Quarters addition to the central penthouse.

This 1951 photograph shows Building 197 with the two World War II wooden Locker Room additions. Note the Furnace Shed addition on the south side of Building 195 at left.

the rear of the roof for Army gun crews for proposed anti-aircraft guns. There was also a 68.5 x 10.6 ft. barracks for officers placed between the northernmost and central skylight; this structure was extended by 13.5 ft. in 1943. Platforms for guns were located on the main roof and the roof of the east penthouse, with a gun director structure located west of the central penthouse. It is not clear whether or not guns were actually installed. By late 1950 the platforms, as well as the officers’ barracks, had been removed.

In July 1942 the yard approved plans to construct two new two-story Locker Rooms on either side of the central bay on top of the third floor. These wooden additions were painted red to match the brick of the main building.

The growth of electronics in the post-World War II era led to the establishment of a separate Electronics Shop in 1948. In the early 1950s the yard began to look at expanding Building 197. In July 1952 Congress authorized an expansion of the Electronics & Electrical Shops. The yard contracted with the Boston architectural firm of Anderson & Beckwith to prepare plans for a 70.17 x 134 ft. addition at the west end. The work also included removal of the west Locker Room addition and the infill of the four floors between the central bay and the new structure.

These progress photographs document the expansion of Building 197. At top, as of Sept. 22, 1943, the 1944 Locker Room addition has been removed and work has begun on the foundation of the extension itself. Above, by Apr. 22, 1954, the steel framework for the new addition was in place.

This July 20, 1954, image shows work on the walls of the extension nearing completion. Note the 20-ft.-diameter, 40,000 gal. water tank erected on the roof. The relocated Furnace Shed is in the foreground.
On October 30, 1952, the Bureau of Ships informed the Bureau of Yards & Docks that it approved of the plans provided that the Furnace Shed addition on the south side of Building 195 was relocated to its west side. Two weeks later, on November 13, 1952, the Shipyard Commander endorsed the project with one change, the addition of a new 34.5 x 9.7-ft. stairwell tower at the west side of the addition.

The contract for the project was awarded to the S. & A. Allen Construction Co. Work started in the summer of 1953, with the project being completed in late August 1954. Total cost was approximately $1.1 million, the largest industrial building construction project undertaken by the Navy Yard in the post-World War II period.

The 1960 shutdown of industrial operations at the South Boston Annex led to the transfer of the Optical Shop and Radiac Shop, along with various sonar testing activities, from that location to Building 197. These moves involved internal changes rather than modifications to the building itself.

In its initial planning for the Navy Yard, the Boston Redevelopment Authority included Building 197 within what became the Recreational Parcel. Its intention was that the structure would be demolished and the area used as a part of Shipyard Park. In September 1976, however, it amended its application for transfer of the park area to delete the structure, including it in the Buy Parcel (New Development Area) instead.

Designated as Parcel 1A, the building was specified for retention in the preservation guidelines for the New Development Area. While allowing removal of the steel industrial sash, they stated that “the essential planar and horizontal quality of the facade shall be retained.” They also allowed a three-story addition not exceeding 35 ft. high and 70 ft. deep along the south side, as well as a one-story roof-top restaurant “set back from the existing face of the building on all sides so it will not … alter the visual integrity of the building.”

The initial plans developed by Immobiliare New England for what it termed Independence Quarters called for the creation of 154 condominium units, including 13 new townhouses. Work on the conversion began in 1986, in advance of the formal conveyance of the property to the developer.

Shortly after the work had begun, Neil St. John “Ted” Raymond obtained control of Immobiliare. He immediately began looking at creating a larger and more up-market facil-
Although the original core framing of Building 197 remained, the transformation of the structure into Flagship Wharf saw both extensive additions and an almost total change to its exterior facade. The Mar. 16, 1990, master deed site plan above shows the new extensions on the south side of the building, while the Dec. 1987 plan at left from the Chapter 91 license shows the south elevation and a cross-section, including the five-level underground parking garage.

Suffolk Deeds, Book 16189 (above); Suffolk Deeds, Book 14377 (left)

In negotiations with the BRA, he agreed to relinquish rights to other parts of the New Development Area for construction of affordable housing in exchange for approval of what had been renamed Flagship Wharf. The BRA obtained a formal variance from the Boston Board of Zoning Appeals for the revised project on October 16, 1987. Eleven days later, it sold the parcel to the Flagship Wharf Realty Trust for $870,001.

Two months later, the Massachusetts Department of Environmental Quality Engineering issued a license under Chapter 91 of the Massachusetts General Laws for the project. It allowed for the addition of three floors to the original structure, giving it an overall height of 127 ft. It also permitted construction of two new 60 x 110 ft. wings on the south side of the building. A terrace at the second floor level would connect the two wings. There was also a five-story underground parking garage. The new facility would contain 210 condominiums, along with first floor retail space and a waiting area for water transportation users. The license specified that the developer would construct and maintain portions of the Boston HarborWalk, as well as other site improvements.

Interestingly, there is no record that the guidelines accompanying the transfer were ever amended to allow the project. Following the receipt of the license, the developer resumed work on the project. The master deed creating the Flagship Wharf Condominium was issued on March 27, 1990. That deed covered the units within the original Building 197 footprint; an amendment dated October 30, 1990, added the two wings to the condominium.

Although the general effect of The Architects' Collaborative (TAC) design for the expanded building makes it difficult to see, the treatment of the central core of the original structure does retain some sense of the original industrial sash facade as this view of the west wing and central terrace shows.

Boston Real Estate Advisors

The industrial character of the original structure can also be seen in this Oct. 8, 2006, view of the east side of Flagship Wharf. The park in the foreground is built on top of the foundation slab of Building 196.

Stephen P. Carlson, BNHP
Building 198 was significant as the largest of the wooden temporary structures built in the Navy Yard during World War II and as the first barracks in the yard specifically intended for female sailors. When the structure was demolished in 1979, a portion of the foundation was retained to memorialize this structure. The site is also significant as the location of the yard’s Shot Park during the 19th century.

Building 198, a Temporary Storehouse, was the product of the massive growth of the Navy Yard at the start of World War II. It occupied the area which had been the Navy Yard’s Shot Park in the 19th century and both open space and Tennis Courts in the first four decades of the 20th century.

Other than Building 32, erected in 1856 at the eastern end of the parcel, the only other structure to occupy the site was the Commandant’s Office (Building 29), which had been moved across the Main (Second) Ave. from the Marine Barracks property in 1861. That structure was finally condemned in 1891 and removed shortly thereafter.

By the 1890s solid shot such as was stored in the Shot Park had been replaced by explosive munitions. Thus, the need for supplies of cannonballs disappeared, and by the end of the century photographs indicate that the Shot Park had been emptied and landscaped. At the same time, the eagle figurehead from the steam frigate USS Niagara, which had been stored at the Navy Yard for almost twenty years before being scrapped in 1885, was placed on display in the former Shot Park, close to Second Ave. The figurehead was subsequently moved to a higher plinth in the center of the area, this time facing to the west. The figurehead would ultimately be broken up in the 1920s due to decay of the white pine from which it had been made.

The eastern half of the parcel had remained vacant since the demolition of Building 29. First shown on the FY 1912 yard plan, five Tennis Courts were built in this area to provide recreational opportunities for military personnel stationed in the Navy Yard and their dependents. During World War I the western half of the parcel was used for lumber storage. During FY 1921 an additional Tennis Court was built in that area, separated from the other courts by a grass strip.

In the spring of 1937 the Works Progress Administration (WPA) rebuilt the Tennis Courts. The rebuilt courts occupied the entire area from Building 32 to 4th St. A granite block retaining wall ran along the south side of the courts.

The rebuilt Tennis Courts would have a short lifespan. By the early 1940s the Navy Yard was expanding its facilities to meet a growing workload as the Navy prepared for possible war. In 1940 it decided to construct a two-story wooden Temporary Storehouse (Building 198) on the site of the Tennis Court.
Following the removal of the Shot Park in the late 19th and early 20th centuries, the Navy landscaped the site. It also erected the eagle figurehead of USS Niagara as a monument in this area. At left, the figurehead is seen facing south on its original base. At right, the figurehead has been moved to the center of the area and placed on a higher but narrower plinth facing west. As seen in this ca. 1920 photograph, the eastern half of the area had been developed as Tennis Courts to provide recreational opportunities for sailors and residents of the yard.

This photograph taken ca. Mar. 1919 shows four Tennis Courts located in the area immediately to the west of Building 32.

This Sept. 10, 1937, view shows the Tennis Courts following their reconstruction by the WPA.

Courts. The building was one of a number of projects included in a contract awarded to the Sawyer Construction Co. on October 1, 1940. Construction of Building 198 was completed in March 1941.

The new structure was 249.5 x 92 ft. with a concrete foundation and floor. It had steel and wood framing, and was clad with “novelty” siding rather than the asbestos shingles favored for other temporary wood structures in the yard. Four large overhead doors were located on the Second Ave. side of the building. It had a flat tar-and-gravel roof.

By mid-1943 the Navy needed additional space to house hospital corpsmen assigned to the Chelsea Naval Hospital. It decided to place two U-shaped barracks, one for males and one for females (WAVES), on the roof of Building 198. To provide access to these new facilities, new stairwells were erected on the east and west ends of the existing building. The quarters at the east end were for male corpsmen, while those at the west side were for women. These barracks were the first in the Navy Yard to be specifically constructed for female use.

Bids for the project were opened on February 23, 1944, and the contract was awarded to the Joseph E. Bennett Co. of Boston. The work, costing $79,000, was completed in late spring. The barracks were not completely symmetrical. The 28.5-ft. wide south wing on the east end was approximately 101.5 ft. long, while its western counterpart was only 97.5 ft. in length. The east and west wings on the north side were 97.5 ft. and 91 ft. in length, respectively. The sections along the ends of the building were both 36.75 ft. wide. Total height of Building 198 after the completion of the 17.5-ft. high addition was 51 ft.

Shortly after the end of the war, the barracks closed. Although the yard in 1946 considered converting them into apartments for married officers, they remained vacant until 1950. At that time the First Naval District Band was assigned the westerly barracks. The band members remained there until 1963, when they moved to Building 29 at the South Boston Annex. The easterly barracks was occasionally used to house overflow from the Frazier Barracks (Building 33).

In the postwar period the building was used for a number of different functions in addition to storage. In 1952 and 1953 the Navy Yard converted the west end of the second floor...
Building 198 was the largest of the temporary wooden buildings erected in the yard during World War II. The west and south sides are seen in this photograph taken on Aug. 25, 1972.

Victor A. Jorrin, BNHP

The Second Ave. side of Building 198 is seen in this July 10, 1974, view. Note the street light fixture on the corner of the building. BOSTS-8675

Building 198 was the largest of the temporary wooden buildings erected in the yard during World War II. It would remain in the building through FY 1966. At about the same time, the Eye Examination Clinic and the yard’s Mail Room moved into the building. The latter facility would move to Building 149 in January 1972, while the former remained until in early 1974 when it closed as part of the shipyard’s closure process.

In May 1960 the Electronics Restoration Facility moved into Building 198 from its former location in Building 16 at the South Boston Annex.

Although various master plans for the Navy Yard in the 1950s and 1960s called for the removal of Building 198 and its replacement by more permanent facilities, none of those projects were ever funded. Thus, Building 198 survived to be transferred to the National Park Service in January 1976. The NPS would use the first floor for maintenance activities.

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In October 1977 the National Park Service and the Boston Redevelopment Authority reached an agreement for the construction of a new street linking Gate 4 with First Ave. As a part of this project, the NPS agreed to demolish Building 198. That work occurred in mid-1979. However, the portion of the foundation and floor west of the new road’s right-of-way was retained.

In the early 1980s the concrete floor of this remnant was filled with earth and converted into a grass plot. At the same time, the uneven tops of the foundation walls were capped with concrete. The east end of this plot drops off sharply to the steel picket fence which lines the sidewalk of 5th St. between First and Second Aves.

The site which had been occupied by Building 198 east of the new street was landscaped by the Boston Redevelopment Authority. A wide concrete sidewalk ran across the area parallel to Building 32 and several planting beds were placed in the grass area between it and 5th St.

At both Building 32 and the corner of First Ave. and 4th St. portions of the original granite block retaining wall of the WPA-era Tennis Courts remain.

In the spring of 1979 Building 198 was demolished except for the western portion of the foundation and first floor concrete slab.

Victor A. Jorrin, BNHP

The remaining foundation of Building 198 is seen in this Sept. 18, 2006, view. Note the granite block wall in the foreground, which dates to the 1937 rehabilitation of the Tennis Courts by the WPA.

Stephen P. Carlson, BNHP

The portion of the Building 198 site on the east side of 5th St. was given a contemporary landscape treatment by the BRA. This view dates to Oct. 13, 2006.

Stephen P. Carlson, BNHP
Building 199 is significant as part of the major expansion of Navy Yard facilities immediately prior to and during World War II and as an example of the standard Navy general storehouse design.

In the late 1930s the Navy began to build up its shore facilities to support an enlarged fleet. One of the major needs was for storage. The yard decided to construct a new nine-story General Storehouse (Building 199) on the opposite side of 13th St. from the existing General Storehouse (Building 149). Using the standard general storehouse details developed by the Bureau of Yards & Docks in World War I, the new building measured approximately 174 x 196 ft. The design featured a steel framework with reinforced-concrete and flat-slab construction. The exterior walls consisted of concrete wall columns and spandrel beams, hollow brick spandrel walls, and industrial steel sash windows with heavy wire glazing.

The chosen site was occupied by Buildings 76 and 77, as well as a segment of Fourth Ave. Building 76, constructed in 1849 as Timber Shed No. 37, was on the south side of the roadway, abutting to Building 187. Building 77, completed in 1852, was being used, in part, for hemp storage, and had a conveyor bridge across 13th St. connecting it to the Hemp House (Building 62).

On April 1, 1941, the yard awarded a contract to Thomas O’Connor & Co. for the new structure. The first phase of the project involved the demolition of the west half of both existing structures and the erection of new corrugated iron end walls for the remaining section of each. Construction proceeded rapidly. During the course of the work, a major change in design occurred in August 1941. It eliminated every other window on the north and south facades, filling the openings with solid brickwork. A more random infill pattern was adopted on the west side.

Even as the structure neared completion, the yard decided to double its size. The north and south sides of the East Extension, also constructed by O’Connor, utilized the revised brick infill pattern. Completed in July 1943, the finished building occupied a 173.64 x 393.41 ft. footprint. Four 81-ft.-long bridges connected Building 199 with Building 149 at the...
Of the major granite structures built in the Navy Yard between the 1830s and 1860s, only one does not survive in the 21st century. Building 77 was constructed on Site 36 of the 1828 master plan between 1850 and 1852 as a Mould Loft & Boat Shop. The two-story slate-roofed granite structure had overall dimensions of 450 x 60 ft.

In 1914 the Navy relocated the Mold Loft to Building 40. It then gutted the interior and installed an overhead crane to facilitate handling of small boats. In 1918 it constructed a new railroad access into the building at the east end of the south wall.

In 1938 the west end of Building 77 was converted for hemp storage, and a conveyor was constructed across 13th St. from the west end of Building 77 to the east end of the Hemp House (Building 62).

In late 1936 and early 1937 the Works Progress Administration (WPA) constructed a five-unit brick Garage on the north side of Building 77 for use by residents of Quarters L-P. Two additional garage bays were later added, giving it the overall dimensions of 137 x 24.25 ft., not including a 17 x 14.3 ft. office area on the east end. When Building 77 was demolished in 1941 and 1942 for the construction of the General Storehouse (Building 199), the Garages remained, continuing to be identified as Building 77.

Building 77 was transferred to the Boston Redevelopment Authority as part of the Historic Monument Area. The BRA demolished the structure in 1979. In so doing, it failed to meet the requirement of the transfer documents that structures being demolished be recorded for the Historic American Engineering Record.

In 1914 and 1915 the Navy gutted the interior of Building 77 and installed an overhead crane to facilitate handling of small boats stored in the structure. This Jan. 4, 1915, view shows the crane frame being erected.

In 1936 and 1937 the WPA built a Garage against the north wall of Building 77 for residents of the Lower Quarters. Its design was similar to that of the Garage & Chauffeur’s Quarters (Building 1) at the west end of the yard. The progress photograph above shows the building nearing completion on Mar. 11, 1937. As the undated view at right shows, the Garage (expanded by two bays) survived the demolition of the original Building 77. It retained the Building 77 designation rather than being considered part of the adjoining Building 199.
These May 1941 views show work underway on the demolition of the western portions of Buildings 77 (left) and 76 (right). Building 187, which abutted Building 76, would abut the new Storehouse (Building 199), resulting in the omission of windows on the first three floors of the south elevation of the new facility.

BOSTS-9592 (left); BOSTS-9589 (right)

2nd, 4th, 6th, and 8th floor levels. The conveyor to the Hemp House was reinstalled. There were three elevator penthouses on the original structure and one on the extension. A large wooden water tank was located on the roof. This was later replaced by a 30,000 gal. steel water tank.

In June 1942 the yard drew up plans to place anti-aircraft gun emplacements on the roof of Building 199, along with a penthouse barracks for Army personnel who would man the guns. Unlike a similar scheme for Building 16 at the South Boston Annex, this project was never implemented, and the drawings are marked “void.”

In the spring of 1956 the yard began plans to place a Radar Checkout Tower on the southeast corner of the roof of Building 199. It was completed that summer, in time for use in conjunction with the conversion of the guided missile destroyer USS Gyatt (DDG-1). The tower was relocated to the roof of Building 104 in 1960, being subsequently identified as Structure 241.

Building 199 was transferred to the Boston Redevelopment Authority as part of the Historic Monument Area. From the earliest days of planning for the yard’s redevelopment, Building 199 was looked at as a potential parking garage to serve the yard. It was this use which led the BRA to designate the Congress Group as the developer of the structure.
This 1955 aerial view clearly shows the delineation between the original building and the East Extension. Note the four bridges connecting Building 199 with Building 149 as well as the conveyor linking the second floor with the Hemp House (Building 62). Building 77 is located along the north side of the East Extension. Quarters L-M-N-O and Quarters P are seen in the foreground.

The formal lease for the facility was signed between the BRA and Navy Yard Parking Associates on May 23, 1985.

Designed by Huygens & DiMella, the conversion saw the erection of a new elevator/stair tower on the west end of the south elevation. The vehicular entrance to the 1,388-space parking facility was placed on Fifth Ave. in the area where Building 77 had once stood. The rehabilitation was completed in June 1986.

This June 1986 view shows the new elevator/stair tower added to the south side of Building 199 during its conversion into the Navy Yard Parking Facility. Jack Glassman/BRA

The Fifth Ave. side of Building 199 is seen looking southwest on Oct. 19, 2006. The entrance to the parking garage is in the location originally occupied by the Building 77 Garage. Stephen P. Carlson, BNHP

In 1986 the Congress Group was acquired by the Raymond Cattle Co., which had been one of the unsuccessful proposers in the original BRA selection process. Raymond interested Massachusetts General Hospital (MGH) in the use of Building 149 as a research facility. In 1989 the leases of both Buildings 149 and 199 were transferred to the Massachusetts Industrial Finance Agency (MIFA), a state agency which had undertaken part of the funding of the rehabilitation work. A little less than six years later, in January 1995, MIFA transferred the leases to the Massachusetts Biomedical Research Corp., the research arm of MGH.
Chapter 5, Resource Inventory

RESOURCE

Building 204 (Garage)

LOCATION
Charlestown – NHP

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STATEMENT OF SIGNIFICANCE:
The Garage was significant as a privately-constructed facility acquired as part of the expansion of the Navy Yard during World War II. When the structure was demolished in 1980, a portion of the east wall was retained as an integral part of the Navy Yard Boundary Wall.

HISTORY:

Between 1923 and 1926 Patrick McCardle acquired two irregularly shaped parcels of land in Charlestown extending from Chelsea St. to Henley St. along the west boundary of the Navy Yard. In September 1926 he obtained a $125,000 mortgage to finance the construction of a two-story concrete garage on the property. Completed in 1927, the Chelsea Street Garage had an entrance on the first floor from Henley St. and one on the second floor on Chelsea St. The 242.75-ft.-long east wall was cast directly against the outside of the Navy Yard Boundary Wall. The structure had a frontage of 99.4 ft. on Henley St. and 93.67 ft. on Chelsea St.

The property passed through a number of hands, starting even before its completion, until it was acquired in May 1941 by A. George Goldberg. That fall, the Navy Yard began negotiations with Goldberg for the lease of the first floor, where many yard workers were parking their cars. When the parties could not agree on terms, the Navy instituted eminent domain proceedings on November 6, 1941. Four days later, the U.S. District Court awarded the government a six-month title to the first floor. Following the entry of the United States into World War II, the Navy decided to acquire the entire property. The court approved this eminent domain action on May 15, 1942, with Goldberg receiving $68,000 for the property.

The Navy designated the newly-acquired structure as Building 204. It also began modifications to it, including provision of an internal ramp between the first and second floors and the addition of a third floor at the Henley St. end of the structure. This addition had concrete block walls on its east and southwest sides, with asbestos-shingled wood walls on the other elevations. This raised the height of the Henley St. side from 27.8 to 39.3 ft. This floor housed the yard’s Transportation Office. This function moved to the first floor in the late 1950s, and in 1963 the third floor was rehabilitated for use by the Industrial Management Office. Part of the First Naval District rather than the shipyard proper, this operation was also known as the Supervisor of Shipbuilding & Conversion (SUPSHIPS) Boston. A 1969 proposal to construct a 50 x 44.3 ft. addition to the third floor never received funding.

In the late 1940s the Mystic River Bridge Authority began construction of the Mystic River Bridge between Charlestown and Chelsea. As the bridge itself approached completion in December 1949, the state informed the yard that Building 204 would need to be demolished in order to complete the Charlestown approach to the bridge and its connection to downtown Boston. The Navy responded that before it relinquished the structure the state would have to provide it with a replacement facility. To avoid the high costs involved in

The original Aug. 1926 elevations of the Chelsea Street Garage shows how it related to the change in grade between Henley and Chelsea Sts. This is most evident on the east side (bottom), where it can be seen in relation to the slope of the Navy Yard Boundary Wall.  

BOSTS-13347
such a project, the state directed its engineers to examine alternatives avoiding Building 204.

The new scheme forwarded to the yard by Massachusetts Commissioner of Public Works William F. Callahan in May 1950, however, still had some impact on Building 204 since Chelsea St. would now be bisected by the highway, closing off access to the Chelsea St. entrance to the structure. To mitigate this effect, the state proposed construction of a ramp from Henley St. along the west side of the building to a new second floor entrance at the north end of that elevation. The Navy accepted this proposal in concept in June. The final plan for the ramp was agreed upon by both parties on April 27, 1951.

In July 1951 Representative John F. Kennedy, whose district included the Navy Yard, introduced legislation in Congress to ratify the proposal. This bill became law on April 17, 1952. In return for the Navy abandoning “all rights of access in and to Chelsea Street,” the Mystic River Bridge Authority was to transfer to the Navy a parcel of land “contiguous to” the west side of Building 204 “on which substitute facilities shall be provided.” The state was to reimburse the Navy for the cost of the substitute facilities.

The formal deeds implementing this legislation were signed on August 26, 1952, resulting in the enlargement of the Navy Yard by 0.163 acres. In September the Navy awarded a contract for the modification of Building 204 to Eugene R. Eisenberg, Inc., of Boston. In addition to closing off the Chelsea St. entrance, the work included construction of a 140-ft.-long ramp which connected to a new 45-ft.-long roadway termed Henley Place built by the state. A 18.4 x 9.5 ft. stair tower was added just south of the new second floor entryway. The project was completed in early 1953. At the same time, the Navy removed the internal ramp between the two floors.

The Navy utilized the first floor of Building 204 for vehicle storage and the second floor for automotive maintenance.
Building 204 is seen here in Feb. 1974. Gate 2 and Building 265 (Quarters B-F) can be seen in the background at right. By this time, the buildings on the opposite side of Henley St. had been demolished. 

This June 15, 1968, view looks into the Henley St. entrance to Building 204. Note that the building’s original folding doors had been replaced by a roll-up steel door.

and repair. Following the departure of SUPSHIPS personnel to 666 Summer St. (Building 114 at the South Boston Annex) and the move of the transportation functions of the Boston Caretaker Group to Building 40, the building was deactivated in August 1974. Transferred to the National Park Service in January 1976, it was reactivated for use as a maintenance facility for the park.

Starting in the mid-1960s the state had begun planning for improvements to the Mystic River Bridge ramps as well as providing a connection between City Square and the eastern end of Chelsea St. by way of Water St. This project would require demolition of Building 204, as well as removal of part of the Navy Yard Boundary Wall and the Commandant’s House Grounds. As it had informed the state in 1949, the Navy made it clear that it would agree to the project only on the condition that the state supply a replacement facility for Building 204, as well as for the surface parking around the building.

This May 1977 view shows the ramp leading from Henley Place to the second floor entrance into Building 204. Note the fence installed across the ramp in 1954 to deter parking by yard employees. The stop sign on the gate dates to the period before a red sign with white lettering became the national standard.

This 1980 view taken from the roof of Building 265 shows the south and east sides of Building 204. Note the stainless steel letters reading “BOSTON NAVAL SHIPYARD” which had been placed along the front edge of the building in 1971. This lettering had originally been located on the Navy Yard Boundary Wall at Gate 1.

Victor A. Jorrin, BNHP

Victor A. Jorrin, BNHP
These Sept. 1980 photographs show the demolition of Building 204, which was the first part of the multi-year Chelsea-Water Streets Connector project. The east wall of the structure was demolished only to the height of the Navy Yard Boundary Wall to avoid potential damage to the granite from efforts to remove the concrete from it.

Victor A. Jorrin, BNHP

The Chelsea-Water Streets Connector was still in the planning stage when the National Park Service acquired Building 204. The NPS adopted the Navy’s conditions for approving the project. After a series of negotiations with the state and the Federal Highway Administration, a formal agreement setting forth the conditions for the project was signed in May 1978. This agreement was ratified by Congress in November 1978 with the passage of the National Parks and Recreation Act of 1978. That legislation specified the transfer of Building 107 to the NPS as the replacement for the Building 204, as well as for the facilities lost as a result of the companion Gate 4/5th St. roadway project.

The NPS moved out of Building 204 in the spring and early summer of 1980, and demolition began that August. Because it had been poured directly against the west Boundary Wall, the east wall of Building 204 was retained. In 1981 and 1982 the portions of that wall against sections of the west wall which were to become part of the new north wall were carefully saw cut and then removed.

The remainder of the Building 204 wall, extending from Gate 2 to the new northwest corner of the Boundary Wall, remains in place in 2008. Following the realignment of what had become Constitution Rd. as a part of the Central Artery North Area (CANA) project in the mid-1990s, a small landscaped parcel was created in front of the wall. This landscaping, including the growth of ivy and other vegetation on the wall itself, has resulted in what is termed the “Building 204 Ruin” somewhat invisible.

In conjunction with the moving of the northern end of the west Boundary Wall, the concrete wall of Building 204 was carefully sawcut (top) and then removed from the section which was to become part of the new north wall.

Victor A. Jorrin, BNHP

This Nov. 3, 2006, image of the Building 204 wall, termed a “ruin” in the NPS List of Classified Structures, shows how vines have been allowed to grow on its surface, making it somewhat invisible.

Stephen P. Carlson, BNHP
The Underground Oil Storage Tank exemplifies the industrial nature of the Navy Yard.

**HISTORY:**

In 1942 the Navy Yard awarded a contract to Monroe & Tomkins Co. for the construction of three concrete underground Water Storage Tanks to provide a supply of water for firefighting purposes. The tanks were located under the lawn of the Commandant’s House (Quarters G), the Marine Barracks Parade Ground, and the Tennis Court (Structure 237) adjacent to Quarters P.

The tank under the Commandant’s House lawn (Structure 220) was the largest of the three. It measured 111 x 75 ft., with an internal height of 18 ft. Divided into two sections, it could hold approximately 970,000 gal. It was covered by 1.5 ft. of soil.

In 1950 the yard commissioned a study of the Central Power Plant. One of the recommendations made in that document, submitted in January 1951, was that the yard install a fuel oil system for the plant, intended for use “during times of coal shortage.” The implementation of this recommendation was deferred until the second increment of the Power Plant improvement program, funded in FY 1956.

The plans prepared in March 1956 by the engineering firm Charles T. Main, Inc. of Boston called for the conversion of the Water Tank into a Fuel Oil Tank. Pumps would be installed at the tank, which would be filled by a new pipe running from Pier 1 West in the vicinity of Building 109. Oil
would be fed to Building 108 through pipes run under the Shipyard Mall into the Utility Tunnel and then through the tunnel system to the Power Plant. The contract for this work was awarded to Frederick Raff Co. of Hartford, Ct., and was completed in early 1957.

When the Power Plant shut down in 1976 approximately 500,000 gal. of fuel oil remained in the tanks. In the early 1990s the U.S. Army Corps of Engineers began a series of hazardous materials remediation projects in the Navy Yard. As a part of this effort, its contractor, Environmental Waste Technology Inc. of Newton Upper Falls, Mass., in March 1994 emptied and cleaned the tanks and then filled them with sand. The surviving piping system was cleaned and filled. The aboveground tank vent and pump structures were not impacted by this project.

The view above shows the interior of the Fuel Oil Tank on Mar. 23, 1994. Note the steam heating coils which had been installed to warm the No. 6 fuel oil during the winter. Below, two days later, the top of the tank has been exposed and broken through in preparation for its being filled with sand.

U.S. Army Corps of Engineers

Stephen P. Carlson, BNHP
Underground Water Tank (Structure 221)

**RESOURCE**

- **LOCATION**: Charlestown – NHP

**RESOURCE INVENTORY**

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**STATEMENT OF SIGNIFICANCE:**

The Underground Water Storage Tank exemplifies the industrial nature of the Navy Yard.

**HISTORY:**

In 1942 the Navy Yard awarded a contract to Monroe & Tomkins Co. for the construction of three concrete underground Water Storage Tanks to provide a supply of water for firefighting purposes. The tanks were located under the lawn of the Commandant’s House (Quarters G), the Marine Barracks Parade Ground, and the Tennis Court (Structure 237) adjacent to Quarters P.

The tank under the east side of the Marine Barracks Parade Ground (Structure 221) measured 75.7 x 75.1 ft. and held 675,000 gal. of water. Two pipes extended from the tank through the concrete retaining wall of the Parade Ground to allow connection of the tank to fire hoses. Unlike similar sprinkler standpipe connectors on yard buildings, these connectors were not accompanied by any signage as to their purpose or restricting parking next to them.

When the Marine Barracks property was transferred from the Navy to the Marine Corps in 1964, the Navy retained an easement for the tank. Transferred to the National Park Service in 1976, the structure still holds an unknown quantity of water.

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These two pipes seen extending through the retaining wall of the Marine Barracks Parade Ground on Oct. 25, 2006, are the only visual evidence of the Water Tank. Because the water was intended for firefighting, the caps on the pipes are the same as those found on sprinkler standpipe connectors and are painted in the standard red color prescribed in Navy manuals for firefighting piping.

Stephen P. Carlson, BNHP
**RESOURCE**

**Underground Water Tank (Structure 223)**

**LOCATION**

Charlestown – HMA

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**STATEMENT OF SIGNIFICANCE:**

The Underground Water Storage Tank exemplifies the industrial nature of the Navy Yard.

**HISTORY:**

In 1942 the Navy Yard awarded a contract to Monroe & Tomkins Co. for the construction of three concrete underground Water Storage Tanks to provide a supply of water for firefighting purposes. The tanks were located under the lawn of the Commandant’s House (Quarters G), the Marine Barracks Parade Ground, and the Tennis Court (Structure 237) adjacent to Quarters P.

The tank at Quarters P was the smallest of the three. Measuring 75.3 x 39.3 ft., it could hold 318,000 gal. Its top was approximately 2 ft. below the finished grade of the Tennis Court.

Not mentioned in the Historic Monument Area transfer documents, the tank remains in place below the Tennis Court.

This Apr. 1, 1942, plan shows the Underground Reservoir constructed under the Tennis Court at Quarters P.

*BOSTS-13429*

This Apr. 1, 1942, location plan for the Underground Reservoirs has been annotated in red to highlight how they were placed under what little open space existed in the Navy Yard at the beginning of World War II.

*BOSTS-13429*
Building 224 is significant as one of a number of smaller structures which supported the infrastructure of the Navy Yard as an industrial facility.

In the mid-1930s the Navy Yard utilized the Works Progress Administration (WPA) to accomplish many projects throughout the yard. These ranged from minor rehabilitation work to major reconstruction of facilities to erection of new structures. Many of the WPA projects were related to upgrading the yard’s infrastructure.

One such project involved the erection of a new Electrical Substation at Building 104. Located on the east side near the south end, the new structure was approximately 51 x 21 ft., with a hipped metal roof rising approximately 3 ft. from the outside wall to where it intersected the low bay of Building 104. The brick walls and windows replicated the details of Building 104. Sliding doors were located at each end. Work began in the spring of 1936 and the work was completed that summer.

In 1940 the yard began planning for the construction of a second Shipways. This project would require the removal of a large portion of Building 104. The Electrical Substation, however, would be retained as a freestanding building next to Shipways 2. A portion of the east wall of Building 104 adjacent to the substation was retained to form the west wall of the new building.

Yard plans simply labeled the remnant building as an Electrical Substation. Not until July 27, 1950, did the Navy assign a formal structure number to the facility. At that time, it became Building 224.
Following the closure of the Navy Yard, Building 224 was transferred to the Boston Redevelopment Authority as part of the New Development Area. It was not specifically addressed in the design guidelines for the area. However, unlike nearly every other minor structure in the buy parcel not specifically called out for preservation, Building 224 would not be demolished. Rather, it was moved to a location parallel to the seawall at the foot of the extension of 13th Street.

Exactly when the structure was moved is unknown, but a September 1984 survey plan shows it in its new location. The building was sold to Immobiliare in April 1985 as a part of the second phase of Shipyard Quarters Marina. It was adapted for use in conjunction with the marina. An addition measuring approximately 38 x 10 ft. was added on the former rear wall, mirroring the style of the structure, while a large cupola was placed on the roof of the original building. The middle two windows on the front were converted into doors.

On June 3, 1936, less than two months after work started, the exterior of the Electrical Substation addition to Building 104 is nearly complete. BOSTS-9619

Like many of the smaller structures in the yard, Building 224 was seldom photographed on its own. Here it is seen in an enlargement of an Apr. 1964 view of Shipways 2, by then converted into a parking area for yard employees. BOSTS-16228

The sole 1977 HAER image of Building 224 clearly shows its relationship to Shipways 2. William A. Owens, HAER

These April 14, 2004, images show Building 224 as moved and adapted for use by the Shipyard Quarters Marina. The view at top shows the original structure, with the new rooftop cupola and the doors cut into the front wall. The bottom view shows the addition, which was a smaller-scale version of the original structure. Stephen P. Carlson, BNHP
Building 228 (Industrial Service Building)

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<td>The Pier 6 Industrial Service Building is significant as an integral element of operations on the yard’s industrial piers.</td>
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**HISTORY:**

Throughout its history the Navy Yard provided a variety of small buildings on or near its piers as offices for ship superintendents and workspace and restrooms for men working on board ships at those piers. Most such structures up through World War II were of wood, and many had originated as contractor offices for construction projects along the waterfront.

The pier replacement projects of the 1950s provided the yard with the opportunity to provide more permanent Industrial Service Buildings for Piers 4, 6, 7, and 11. All four were of concrete and steel construction and were similar, although not identical, in configuration. One design constraint on these facilities was the fact that on Piers 4 and 6 they needed to allow portal cranes to pass over them.

Building 228, the Industrial Service Building on Pier 6, was approximately 96 feet long and 11.35 ft. wide. The main portion of the structure was 12.35 ft. high. There was a 22-ft.-long two-story section located near the outer end of the structure, giving the building an overall height of 16.5 ft. An exterior electrical substation was constructed at the inboard end of the building. Photographs reveal that there was also a fenced-in storage area next to the structure.

Pier 6 was included within the New Development Area. The guidelines included in the transfer to the Boston Redevelopment Authority provided that Building 228 was to be retained. Reconveyed by the BRA to the Shipyard Marina Trust in 1982, Pier 6 was developed as part of the Shipyard Marina. Building 228 was modified to house a restaurant, which opened in 1982 as the Quarterdeck. Later the Above Deck, it is known in 2008 as the Tavern on the Water.

Although the core of Building 228 remains, it is barely recognizable due to additions made to convert it into a restaurant. This view dates to Oct. 8, 2006.

*Stephen P. Carlson, BNHP*
The Pier 4 Industrial Service Building is significant as an integral element of operations on the yard’s industrial piers.

Throughout its history the Navy Yard provided a variety of small buildings on or near its piers as offices for ship superintendents and workspace and restrooms for men working on board ships at those piers. Most such structures up through World War II were of wood, and many had originated as contractor offices for construction projects along the waterfront.

The pier replacement projects of the 1950s provided the yard with the opportunity to provide more permanent Industrial Service Buildings for Piers 4, 6, 7, and 11. All four were of concrete and steel construction and were similar, although not identical, in configuration. One design constraint on these facilities was the fact that on Piers 4 and 6 they needed to allow portal cranes to pass over them.

Building 230, the Industrial Service Building on Pier 4, was approximately 96 feet long and 11.45 ft. wide. The main portion of the structure was 12.3 ft. high. There was a 22-ft.-long two-story section located near the outer end of the structure, giving the building an overall height of 16.5 ft. An exterior electrical substation was constructed at the inboard end of the building. Photographs reveal that there was also a fenced-in storage area next to the structure.

Along with Pier 4, Building 230 was transferred to the Boston Redevelopment Authority as part of the Recreation (Shipyard Park) Parcel. In 1989 the Courageous Sailing Center took over the structure to support its youth and other sailing programs. With the exception of the removal of the electrical substation and its enclosure in a style matching the rest of the building, the structure in 2008 retains considerable integrity to its original appearance.
The Track Scale is significant as a part of the Scale House complex and exemplifies the industrial character of the Navy Yard.

The weighing of both incoming and outgoing shipments was a normal function of an industrial facility. The current Track Scale is the fourth such scale known to have been in the Navy Yard. It replaced the railroad scale installed when the current Scale House (Building 19) was constructed in 1918. It was located on the south side of the structure, the weighbridge being set in a concrete pit and connected by levers to the scale weighbeam in Building 19.

In January 1933 the Navy Yard requested proposals from contractors for the rebuilding of the Track Scale. This project involved modifying and installing a scale which the yard already possessed. That equipment, manufactured by the Strait Scale Co. of Kansas City, Mo., had a 30-ft. long live weigh rail and a 200 ton capacity. The contractor was to lengthen the weigh rail to 50 ft. and install the scale and its associated components in an enlarged scale pit to be built by the yard. The project was completed by late summer of 1933.

In 1933 the yard replaced the Track Scale installed at the time the Scale House (Building 19) was constructed in 1918. The removal of the old scale and the construction of the new scale pit was undertaken by the Navy Yard, working to layouts prepared by the scale contractor. This May 19, 1933, progress photograph shows that the old Track Scale has been removed and work on enlarging the scale pit is well underway. Note the pile driver mounted on one of the yard’s locomotive cranes. BOSTS-9281

By Aug. 1, 1933, the new Track Scale weighbridge was in place and the tracks reconnected. Dual sets of rails crossed the scale. One allowed the passage of railroad rolling stock across the scale without activating the scale, while the “live” rails were connected through a series of levers to the scale weighbeam located in the center room of the Scale House. BOSTS-9281
The new scale pit measured 56.5 ft. long and 13.5 ft. wide, and had a depth of 10.75 ft. The north wall of the pit had an opening which accessed the tunnel passing under the center of Building 19. A separate sump pit measuring 28 x 5 ft. was constructed on the north side of the west end of the scale pit, offset by 2 ft. to avoid the tracks.

The concrete deck of the Track Scale and the steel plates adjacent to the inner "live" rail can be seen in this June 4, 1984, view. This area has since been filled with ballast while the asphalt pavement at left has been replaced by a brick walk.

This May 6, 2003, view looking east shows the frog marking the start of the "live" rail across the scale. The orange cone stands behind the open sump pump pit located just to the west of the Track Scale pit.

Although the yard in 1961 considered relocating the scale to the Scrap Yard at the east end of First Ave., the Track Scale continued to be used until the closure of the yard. Since its acquisition by the National Park Service, the scale, unlike the Truck Scale (Structure 235) on the opposite side of the Scale House, has received no maintenance work. Currently, most of the platform between the rails is covered with stone ballast.
**RESOURCE**  
**Truck Scale (Structure 235)**

**LOCATION**  
Charlestown – NHP

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**STATEMENT OF SIGNIFICANCE:**

The Truck Scale is significant as a part of the Scale House complex and exemplifies the industrial character of the Navy Yard.

**HISTORY:**

The weighing of both incoming and outgoing shipments was a normal function of an industrial facility. The current Truck Scale, sometimes referred to as a platform scale, is the fourth such scale known to have been in the Navy Yard. It replaced the 22 x 8 ft. platform scale installed when the current Scale House (Building 19) was constructed in 1918 and was located in the eastbound lane of First Ave.

In 1951 the Navy Yard removed the original scale and installed a new one manufactured by Fairbanks-Morse. The weighbridge measured 62 x 12 ft. in size. Like the Track Scale (Structure 234) on the opposite side of the Scale House, it was set in a concrete pit and connected by levers to the scale weighbeam in Building 19.

Unlike the Track Scale, which was designed to allow heavy weights to pass over without damaging the mechanism, the Truck Scale bore the full weight of all vehicular traffic. Thus,
on more than one occasion, heavy trucks or other equipment caused failures of the arms supporting the extreme ends of the weighbridge. It was for this reason that the yard as early as 1961 considered moving the scale to a less traveled area of the yard. No such project was funded, however.

Following the transfer of the Truck Scale to the National Park Service, the weighbridge suffered another partial collapse. As a result, the park decided to undertake a complete reconstruction of the platform and mechanism. Under a contract issued in May 1984 to Dave Gardner, Contractor, Inc. of Monument Beach, Mass., the existing scale platform and mechanism were removed and a new platform fabricated by the Thurman Scale Co. installed. This work, substantially complete in late November, resulted in a fully-calibrated operable scale. However, the final stage of the project, completed in April 1985, involved installation of wood shoring in the pit to fix the platform in position.

By mid-1999 the southwest corner of the platform had again begun to collapse. As a part of the Navy Yard repaving project then underway, heavy steel plates were installed over the Truck Scale. In 2003 the park awarded a contract for the replacement of the wood shoring with steel and the repair of the damaged corners of the concrete platform. This work was finished in June 2004.

These construction progress photographs document the 1984 replacement of the Truck Scale platform. At left, on May 24, 1984, demolition of the existing platform has begun with the sawcutting of the concrete surface. At right, five months later, on Oct. 24, 1984, the framing of the new platform is being placed on the newly installed mechanism. Below, on Nov. 19, 1984, the finished concrete platform can be seen.

Joshua Singer of Childs Engineering Corp. inspects the Truck Scale on May 8, 2003. This view of the pit looks east. Note the wood shoring under the edge of the platform and the rust on the scale arms. The lever on the pedestal at right connects the weighbridge to the weighbeam in the Scale House.

The 2004 stabilization work saw the replacement of the wood shoring with steel columns. One of these can be seen in the May 13, 2004, view at left. At right on the following day work on repair of the platform surface and surrounding pavement can be seen.
Chapter 5, Resource Inventory

**Tennis Court (Structure 236)**

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**HISTORY:**

One of the character-defining features of a military installation is the presence of athletic facilities for use by military personnel and their dependents. Since the early 20th century, the Navy Yard provided them in the form of Tennis Courts. The initial courts were located on the grounds of the former Shot Park between 4th St. and Building 32. These courts were eliminated in 1941 when the site was taken over for the construction of a Temporary Storehouse (Building 198).

Although plans exist in yard files for the construction of Tennis Courts on the roof of Building 198, they were apparently not carried out. Thus, only the Tennis Court (Structure 237) located near the Officers Quarters (Quarters L-M-N-O) remained available for use.

With the end of World War II the yard began the process of reclaiming the open space between 3rd St. and 4th St. which had been utilized for steel plate storage during the war. In March 1946 it prepared plans for placing four Tennis Courts in a 190 x 102 ft. area immediately to the west of 4th St. Two months later, it altered these plans to provide three courts in a T-shaped layout. The 55-ft. deep north half of the facility ran 220 ft. along Second Ave. and housed two regular sized courts. The south half, measuring 130 x 48 ft., was nearly centered on the northern portion, and contained a single championship size court. Because of the slope between Second and First Aves., the south half was surrounded on three sides by a concrete retaining wall rising 3 ft. from the sidewalk along First Ave. The entire facility was surrounded by a 10-ft. high chain-link fence. The courts had a bituminous concrete surface painted green with white striping.

The new courts, labeled as Structure 236 in June 1958, were first used on October 2, 1946, for an exhibition doubles match featuring personnel from the yard, the Marine Barracks, and the cruiser USS Dayton (CL-105). The $10,000 cost of the project was borne by the Recreation Fund comprised of profits from sales at the Navy Exchange in the enlisted men’s club (Ingram Club).

In early 1956 the yard prepared a plan for converting the northern portion of the courts into an ice-skating rink. This project never moved forward, and the only change made when both of the yard’s Tennis Court complexes were resurfaced later that year was the conversion of the championship tennis court into a basketball and volleyball court.

A major change came in 1959 when a concrete retaining wall was introduced along the Second Ave. side of the courts. It had a height of 1.25 ft. above the roadway and 3 ft. above the road, which made it a significant feature of the court's design.

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1 This area had been part of the 19th century Gun Park before being landscaped as what became known as the Shipyards Mall, discussed elsewhere in this report.
the courts. At the same time, the entire north court area was shifted 5 ft. southward. Thus, the facility assumed its current dimensions of 220 x 50 ft. for the northern portion and 130 x 43 ft. for the southern portion.

On October 16, 1963, the Navy Yard awarded a contract to Dennis Driscoll & Co. of Brookline, Mass., for the resurfacing of the courts. Seven years later, the yard replaced the basketball net at the east end of the south area with a double backboard to create a practice court in addition to the game court.

Under National Park Service ownership the courts were available for use not only by Navy and park personnel but also by members of the Charlestown community, especially the residents of the new housing units completed in the New Development Area of the Navy Yard.

By the early 1980s the asphalt surface of the courts exhibited considerable cracking. Thus in October and November 1985 the National Park Service undertook to resurface the courts. At the same time, it rebuilt the wooden backboard which had occupied the eastern end of the northern courts since the 1950s.
The Tennis Court is significant as an example of the recreational facilities provided for military personnel assigned to the Navy Yard.

One of the character-defining features of a military installation is the presence of athletic facilities for use by military personnel and their dependents. Since the early 20th century, the Navy Yard provided them in the form of Tennis Courts. In 1932 it constructed a single court in the open space between Quarters P and Quarters L-M-N-O at the northeastern corner of the yard.

The Tennis Court, which was numbered Structure 237 in June 1958, was chosen as the site for one of three Underground Water Storage Tanks installed in 1942 to provide an emergency water supply for firefighting. Once the tank (Structure 223) was completed, the Tennis Court was reconstructed over it. It measured 107 x 48 ft., and had a bituminous concrete surface painted green with white striping. It was surrounded by a 10-ft. high chain-link fence.

The Tennis Court was conveyed to the Boston Redevelopment Authority in 1978 as a part of the Historic Monument Area. Although not specifically addressed in the preservation guidelines, the court has been preserved and is used by the tenants of Building 266 (Quarters L-M-N-O).
RESOURCE

Light Tower, Dry Dock 2 (Structure 238)

LOCATION
Charlestown – NHP

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STATEMENT OF SIGNIFICANCE:

The Light Tower exemplifies the industrial character of the Navy Yard.

HISTORY:

In February 1951 the Navy Yard produced plans for the provision of floodlights around Dry Dock 2 to provide light for night work on ships in that facility. The initial plan called for three towers labeled A, B, and C on the west side of the dock and banks of floodlights on the roofs of Buildings 198 and 195. By the time the contract was awarded in June 1951 only the light towers were included.

All three Light Towers consisted of a 3.33-ft. square steel structure having a height of 60 ft. topped by a T-shaped platform. The floodlights themselves were attached to the rail at the top of the platform. Ladders within the tower framework provided access to the top of the tower. The tower was bolted to a concrete footing.

The northernmost Light Tower (A), designated Structure 238 in June 1958, was originally located on the north side of Building 124. In August 1959 the yard prepared plans to move this tower to the side of Building 24 south of Building 124. This work was accomplished in mid-1961 as a part of a series of projects to upgrade Dry Dock 2.

Light Tower 238 is seen on Mar. 17, 1955. Four years later, the yard began to plan the move of this tower from this location just north of Building 124 to a new one to the south.

BOSTS-9690

This Oct. 15, 1958, view of the lower section of Light Tower 238 shows how the tower was bolted to a concrete footing and the access ladder mounted within the structure.

BOSTS-9153

No Property Record Card Available
This Feb. 27, 1951, plan shows the location and details of the Light Towers proposed for the west side of Dry Dock 2. Note in the location plan that roof-mounted lights on Buildings 198 and 195 were removed from the contract. A light bank would be installed on the roof of Building 198 in mid-1961.

At left, the top of Light Tower 238 is seen in this Oct. 1978 view taken from the roof of the Building 24 East Extension. Building 198 can be seen in the background. At right, this July 1978 view shows the light bank mounted on the roof of that structure in the summer of 1961. Because it was mounted on a building, this tower did not receive its own structure number.

Light Tower 238 is seen on Aug. 25, 2004. Note the bollards at the tower’s base protecting the fire hydrant next to the tower from vehicles and Capstan 6, one of the three surviving capstans for Dry Dock 2.

Victor A. Jorrin, BNHP

Stephen P. Carlson, BNHP
RESOURCE

Light Tower, Dry Dock 2 (Structure 239)

LOCATION: Charlestown – NHP

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MACRIS NO. 09067

HAER None

CONDITION Fair

STATEMENT OF SIGNIFICANCE:

The Light Tower exemplifies the industrial character of the Navy Yard.

HISTORY:

In February 1951 the Navy Yard produced plans for the provision of floodlights around Dry Dock 2 to provide light for night work on ships in that facility. The initial plan called for three towers labeled A, B, and C on the west side of the dock and banks of floodlights on the roofs of Buildings 198 and 195. By the time the contract was awarded in June 1951 only the light towers were included.

All three Light Towers consisted of a 3.33-ft. square steel structure having a height of 60 ft. topped by a T-shaped platform. The floodlights themselves were attached to the rail at the top of the platform. Ladders within the tower framework provided access to the top of the tower. The tower was bolted to a concrete footing.

The middle Light Tower (B), designated Structure 239 in June 1958, is located on the south side of Building 24.

This Apr. 3, 1973, view shows the Paint Shop (Building 125) framed by Light Tower 240 (left) and Light Tower 239 (right).

Light Tower 239 is seen on Aug. 25, 2004. Like its companion towers, it currently carries six floodlights. Building 110 can be seen in front of the tower, with Building 125 at left and Building 24 at right.

Stephen P. Carlson, BNHP

BOSTS-8834

No Property Record Card Available
Chapter 5, Resource Inventory

**RESOURCE**

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**STATEMENT OF SIGNIFICANCE:**

The Light Tower exemplifies the industrial character of the Navy Yard.

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**HISTORY:**

In February 1951 the Navy Yard produced plans for the provision of floodlights around Dry Dock 2 to provide light for night work on ships in that facility. The initial plan called for three towers labeled A, B, and C on the west side of the dock and banks of floodlights on the roofs of Buildings 198 and 195. By the time the contract was awarded in June 1951 only the light towers were included.

All three Light Towers consisted of a 3.33-ft. square steel structure having a height of 60 ft. topped by a T-shaped platform. The floodlights themselves were attached to the rail at the top of the platform. Ladders within the tower framework provided access to the top of the tower. The tower was bolted to a concrete footing.

The southernmost Light Tower (C), designated Structure 240 in June 1958, is located on the south side of Building 125.

Light Tower 240 stood just south of Building 125. It can be seen along with its companion towers in this Aug. 1961 image. Light Tower 240 is seen on Oct. 8, 2006. Although in need of repainting, the tower is in good structural condition.

_BOSTS-15926_

_Stephen P. Carlson, BNHP_
RESOURCE

Flag Pole (Structure 242)

LOCATION: Charlestown – NHP

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HISTORY:

One of the key features of any military installation is a central Flag Pole of sufficient height so that the ensign (national flag) and other flags flown on it are visible throughout the base. The current Navy Yard Flag Pole (sometimes termed a Flagmast or Flagstaff in Navy documents) is incorporated into the Band Stand (Structure 260) on the Shipyard Mall. While this pole dates only to 1949, it is in the location used for the yard’s Flag Pole since its earliest days.

Records regarding flag poles are sketchy, although they do relate that new ones were installed in 1817 and 1889. Photographs and a July 1930 drawing show that from the earliest period yard flag poles were, like ship’s masts, made of two sections joined at a cross tree.

Although periodically replaced, the Navy Yard’s Flag Pole has stood in approximately the same location for most of the yard’s existence as a military installation. The ca. 1866 view above shows the base of the pole in the middle of the Gun Park, while the Oct. 1927 view at right shows Marines raising the flag in the landscaped area which replaced the Gun Park. Note the Band Stand (Building 163) to the right.

In December 1949 the yard rehabilitated the Flag Pole. The existing lower mast, made from Oregon fir and tapering from 15 to 13 in. in diameter over its 68-ft. length, was retained. A 20-ft. long, 8-in. diameter steel upper mast was
strapped to the top 8 ft. of the lower mast and was topped by a 22-ft. long, 6-in. diameter top mast. The overall height from the ground to the top was approximately 101 ft. A series of steel guy wires helped to anchor and stabilize the Flag Pole. A 16-ft. long, 4-in. diameter crossarm oriented east-west was mounted at the top of the lower mast. Just below the connection between the two mast sections a 26-ft. long, 3-in. diameter steel gaff rose from the south side of the pole at an angle of 35 degrees from the horizontal. Halyards allowed flags to be flown at the top of the main mast, at the ends of the crossarms, and from the gaff. A decorative halberd was placed at the truck, or top, of the pole.

By 1952 the wooden lower portion of the pole was seen as needing replacement. While details are lacking, it appears that instead of installing a new steel lower mast, the yard placed the wooden mast into a steel sleeve which rose approximately 10 ft. above the Band Stand platform. This sleeve is painted gray in contrast to the white of the rest of the Flag Pole. In the assignment of numbers to miscellaneous yard structures in June 1958 the Flag Pole became Structure 242. Ten years later, the halberd at the top of the pole was replaced by a simple gold ball.

Although standard flag protocol states that when a gaff is present the national ensign should be flown from it, the Navy Yard in the 1960s and 1970s usually flew it from the truck. Following complaints from members of the public, the National Park Service in the late 1980s began to fly the ensign from the gaff except on special occasions such as when it flew other national flags from the crossarms in honor of visiting foreign ships.

The daily ceremonial raising and lowering of the ensign on the Flag Pole (known as Colors) was performed by members of the yard’s Marine detachment. In keeping with naval tradition, Morning Colors took place at 8 a.m., while Evening Colors occurred at sunset. As part of the yard’s closure, the Marines turned over this function to the shipyard’s civilian police force on May 1, 1974. In January 1976 uniformed National Park Service rangers took over the duty, which they continue to perform daily.
Building 245 is significant as an outbuilding associated with the Commandant’s House (Quarters G).

In 1929 the Navy Yard constructed a one-car Garage on the grounds of the Commandant’s House. The chosen site was at the southeast corner of the area, adjacent to the drive leading to the Marine Barracks, which had until the early 1920s been the location of a large wooden Barn. That structure, measuring 22.5 x 60.5 ft., had dated to 1821. It was last used for Tool Storage and was demolished during FY 1922.

The new Garage measured 11 x 23 ft. with a double-leaf door on the south end and was typical of single-car residential garages of the period. It had a height of 9.25 ft. with a slightly pitched roof. A single light fixture was mounted over the center of the door.

Like many minor structures throughout the Navy Yard, the Garage, although shown on the annual site plans, did not receive a formal number until 1958. At that time it was identified as Building 245 and still listed as a Garage. However, the facility was too small for modern automobiles, and in 1960 the yard began to consider its future.

What it decided to do was to move the structure to the northwest corner of the yard and to convert it into a Ground Equipment Shop for use by the gardeners who maintained the Commandant’s House grounds. This move took place during FY 1961. Also referred to as a Gardeners Shed, it remained in that location until 1980.

The pending Chelsea-Water Streets highway project meant that the structure needed to be removed in order for the Boundary Wall to be moved. Rather than demolish Building 245, however, the National Park Service opted to return it to

By the time this photograph was taken on Mar. 18, 1921, the Commandant’s Barn was being used for Tool Storage. The structure would disappear from yard site plans during the following year.

This winter view of the Garage dates to the early 1930s. Note how the tree to the left of the street light has grown in the years since the 1921 photograph of the old Barn.
Moving Building 245: A Gallery

This sequence shows the Sept. 1980 move of Building 245 from the northwest corner of the Navy Yard to its original location at the end of the driveway at the southeast corner of the Commandant’s House grounds. Working clockwise from above, the building is seen with new sills in place to support it during the move. Next, the structure has been lifted onto a trailer and braced internally for the move. At right, following transport, the Garage is maneuvered from Second Ave. into the driveway. Below right, the structure has been lowered in place. Below, a new concrete floor and apron is poured.

Victor A. Jorrin, BNHP (bottom row);
Stephen P. Carlson, BNHP (others)

its original location, which had been maintained as an open driveway. This project was accomplished in September 1980.

In its new location, Building 245 continued to serve as a workspace for the park’s ground maintenance staff. This use continued until 2003, when that group moved to Building 1. Since that time, it has been used to house a World War II era “jeep” painted in Navy colors used by the park’s Chief of Interpretation.

The Ground Equipment Shop (Building 245) is seen on May 6, 2003, around the time that the park grounds crew moved out of the structure and it resumed its original function as a Garage.

OCLP
**Light Tower, Pier 4 (Structure 246)**

**LOCATION** Charlestown – RP

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**MACRIS NO.** 09067

**HAER** None

**CONDITION** Fair

**STATEMENT OF SIGNIFICANCE:**

The Light Tower exemplifies the industrial character of the Navy Yard.

**HISTORY:**

In the mid-1950s the Navy Yard rebuilt Pier 4. As part of that project, new light towers were erected at the outer end of the pier and on the land near the inner end of the pier. Similar to the earlier towers erected along the west side of Dry Dock 2, they were approximately 3.5 ft. square and 63 ft. to the bottom of the platform holding the floodlights. Ladders within the tower framework provided access to the top of the tower. The tower was bolted to the concrete pier deck. A large sign showing the pier number was mounted to the outer side of the tower.

The Light Tower at the outer end of the pier was designated Structure 246 in June 1958.

The two light towers erected as part of the reconstruction of Pier 4 in 1957 are seen in this July 1961 view of USS Willis A. Lee (DL-4) tied up on the pier’s east side. In the foreground is Light Tower 246, while Light Tower 248 can be seen in the distance.

*Richard Leonhardt*

Although the land side light tower was demolished by the Boston Redevelopment Authority, Light Tower 246 remains. This view dates to Oct. 9, 2004.

*Stephen P. Carlson, BNHP*
The Light Tower exemplifies the industrial character of the Navy Yard.

HISTORY:

In the mid-1950s the Navy Yard rebuilt Pier 6. As part of that project, new light towers were erected at the outer end of the pier and on the land near the inner end of the pier. Similar to the earlier towers erected along the west side of Dry Dock 2, they were approximately 3.5 ft. square and 63 ft. to the bottom of the platform holding the floodlights. Ladders within the tower framework provided access to the top of the tower. The tower was bolted to the concrete pier deck. A large sign showing the pier number was mounted to the outer side of the tower.

The Light Tower at the outer end of the pier was designated Structure 247 in June 1958.
The Grit Hopper is significant as a feature which conveys the maritime industrial nature of the Navy Yard. Although not in its historic location, the Safety Shoe sign attached to this structure is significant as the only remaining example of the billboard-style safety and other motivational signage which existed throughout the Navy Yard.

One of the major tasks undertaken while a steel-hulled ship is in a dry dock is the sandblasting of marine growth and paint from the hull in preparation for both repairs to the hull plating and repainting. Throughout the 20th century, the Navy Yard possessed numerous portable sandblasting machines and containers which held the various types of abrasives used in them.

In 1952 the Navy placed a permanent storage bin for abrasive grit in the area west of Dry Dock 1 and north of Building 10. This structure consisted of a 21-ft. sq. storage bin mounted on steel legs bolted to concrete footings. The 200-ton capacity bin was divided into two sections, each of which had a gravity-fed non-symmetrical pyramidal discharge chute at the bottom. Hoses ran from the hopper to the ground, where they were connected to the sandblasting equipment being used in the dry dock. In June 1958 the structure was assigned the number 259. It was joined in late 1961 by a smaller Grit Hopper (Structure 273).

In 1977 the National Park Service obtained a large wooden Safety Shoe sign which had originally been located on the west end of Building 36. It placed this sign on the south side of the Grit Hopper. The Grit Hopper was sandblasted and repainted in late 1999 and early 2000.

Most pictures of the Grit Hopper are found as details of images taken for other purposes. Such was the case with this view, captured in the background of a Nov. 11, 1966, photograph of an inclining experiment being conducted on USS Dealey (DE-1006) at Pier 1 East.

Stephen P. Carlson, BNHP
ONE OF THE CHARACTERISTICS of an industrial facility is the use of large billboard-style signs to promote safe working practices by its employees. Such was the case at the Charlestown Navy Yard. As of 2008, however, only one such sign remains. This is the Safety Shoe sign currently mounted on the Grit Hopper (Structure 259) on Pier 1.

The Safety Shoe sign had originally been placed on the west wall of Building 36 in the spring of 1966. The location reflected the fact that the yard’s Safety Shoe Store, which sold steel-toed and other safety work shoes and boots, was located in that structure.

The Safety Shoe sign was created by Letterer and Grainer John F. Murphy of the yard’s Sign Shop. Murphy painted the sign on a wood signboard from a sketch he had made. His design, which portrayed the suffering of a careless worker with a graphic representation of his bloody injury, was not intended to depict any particular location. Rather, it was to provide a visually-interesting and balanced waterfront background.

What made this sign unusual was that it was animated. The worker’s foot was a separate piece connected to a motor. This feature, however, did not work well and required considerable maintenance. Finally, the leg dropped off the sign and the yard’s Safety Officer ordered it removed as a hazard. It was stored in Building 195, where it was located by National Park Service curators in 1977.

The NPS took possession of the sign and mounted it on the larger of the two Grit Hoppers located on Pier 1. It has been repainted several times, the last time being in 1991. Serious consideration should be given to returning it to its original location in order to enhance the historic character of the overall Navy Yard.

Navy Yard Safety Officer H. Lee Donley (right) and Painter Isaias Thompkins look at the Safety Shoe sign in this view which appeared in the *Boston Naval Shipyard News* of Mar. 18, 1966. The sign is mounted on the west wall of Building 36.

BOSTS-13352

In the spring of 1977 the National Park Service obtained the sign. Prior to its being mounted on the Grit Hopper (Structure 259) former Sign Shop employee Charles Liotta repainted it. This view shows that work in progress.

acc. BOSTS-139

The Safety Shoe sign is seen on the south side of the Grit Hopper (Structure 259) in Dec. 1977.

Stephen P. Carlson, Carlson Collection

The Safety Shoe sign was last repainted in 1991. This July 3, 2006, view shows that it is in need of conservation work.

Dan Gagnon, BNHP
The Band Stand, as the focal point for yard ceremonies, exemplifies the military nature of the Navy Yard.

**HISTORY:**

The present Band Stand\(^1\) is the fourth structure having that designation in the Navy Yard. Located on the south side of the Shipyard Mall, the structure surrounds the yard’s Flag Pole (Structure 242). It replaced an earlier wooden Band Stand erected in the same location during FY 1950.

The yard’s first two Band Stands were located on the north side of the former Gun Park (later known as the Shipyard Mall) facing Second Ave. and the Commandant’s House. They were sited along a pathway which ran diagonally across the area in continuation of the walkway leading from the Commandant’s House to Second Ave.

The first Band Stand, an octagonal wooden structure typical of American community bandstands of the late 19th century, appears as a symbol on the yard’s site plans in 1903. It is first labeled as such on the FY 1914 plan. This structure was replaced in late 1917 by a similar but more elaborate Band Stand. This structure was identified as Building 163, and survived until 1941, when the yard demolished it as part of its conversion of the Shipyard Mall into a steel plate storage yard.

While the sidewalk which had surrounded the Band Stand remained, reconstruction of the structure during the post-World War II restoration of the Mall area was rendered impossible by the construction of the new Tennis Court (Structure 236) which extended across the eastern side of this walkway.

During 1949 the yard constructed a rectangular wooden Band Stand, also termed a Reviewing Stand, around the base of the yard’s Flag Pole on the south side of the Mall. In June 1958 it assigned the number 260 to this structure, which was used for shipyard assemblies and ceremonies.

In 1959 the yard decided to replace this wooden facility with a more permanent one constructed of concrete. The new Band Stand retained the number of its predecessor. The original plans, prepared in early April 1959, carried as an option the use of gray granite facing for the platform and polished black granite facing for the podium. A month later, a revised drawing omitted mention of granite and substituted precast black terrazzo as the finish for the podium. Even that option appears to have been beyond the budget.

The Reviewing Stand, as it is labeled on the construction drawings, measured 27.25 x 31 ft., and was at an elevation approximately 3 ft. above the grade of First Ave. The 5.6 x 5 ft. podium in front of the Flag Pole was raised 6 in. above the rest of the platform and was surrounded on three sides by

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\(^1\) Although current usage prefers the single word “bandstand,” the Navy Yard consistently used the two-word form in formal listings for it.
Chapter 5, Resource Inventory

The original Navy Yard Band Stands were of the typical octagonal design for such structures found in thousands of communities throughout the United States in the late 19th and early 20th century. The first structure (left) was erected as part of the landscaping of the former Gun Park in the middle of the first decade of the 1900s. In 1917 the more elaborate structure at right (Building 163) replaced it. Both Band Stands faced Second Ave. Building 163 disappeared from the yard during World War II as the Shipyard Mall area was taken over for the storage of steel plate.

3.75-ft. high walls. Two 4-ft. wide sets of stairs flanked the podium. The perimeter of the structure was surrounded by a chain supported on aluminium posts set 2.66 ft. on center.

The project also included a number of landscape improvements to the Mall. The War Memorial was moved from an island in First Ave. and placed in front of the podium area and the island itself was removed. A new concrete walk ran from the center of the Band Stand northward to the point where it intersected the remaining portion of the walk which had surrounded Building 163.

The sides of the podium contain two bronze plaques. On the west side is one dedicated in 1976 in memory of Cdr. Barry Carle (1933-1974), a Navy civil engineer killed in Vietnam who was credited with “the concept and the initial development of the plans for the Charlestown Navy Yard National Historic Site, Boston National Historic[al] Park.” On the east side is the National Historic Landmark plaque for Boston Naval Shipyard, installed in 2000 following demolition of the base (Structure 276) on which it had formerly been mounted.

The Band Stand served as the focal point for ceremonial occasions. This image dates to the Aug. 25, 1972, Change of Command ceremony marking the arrival of Capt. Russel L. Arthur as Shipyard Commander.

A mailbox, portable interpretive waysides, and a signature shipyard trash can share the front of the Band Stand (Structure 260) with the Monument (Structure 279) in this Oct. 23, 2006, view.

This Oct. 25, 2006, view looking south shows the Band Stand platform and podium as well as the aluminum post-and-chain railing surrounding it.

Stephen P. Carlson, BNHP
The Saluting Battery Gun Mount exemplifies the military nature of the Navy Yard.

HISTORY:

The U.S. Navy did not fortify its navy yards with gun batteries. Instead, its strategy for protecting them was to stop potential danger at sea, before an enemy could reach the yards. In addition, at most of its yards, it relied on the protection provided by the extensive series of coastal fortifications built and manned by the U.S. Army around major ports. However, it did provide its yards with a Saluting Battery housing guns used for firing blank charges to salute distinguished visitors, visiting warships, and national holidays.

For most of the 19th century the battery was located on what was known as the Battery Wharf or Ordnance Wharf, which enclosed the Timber Dock at the extreme southern edge of the yard near the site of today’s Pier 5. The guns were protected by a large wooden shed (Building 49) completed in 1866. The shells for them were stored in the octagonal Magazine (Building 48), completed in 1863. The majority of the Saluting Battery Shed was torn down as “worthless” in FY 1899; the remaining shelter and the Magazine would survive until 1927.

For the next twenty years yard site plans do not show a location for a Saluting Battery.

The current Saluting Battery was constructed on the end of Pier 1 in late 1947.1 The location was undoubtedly chosen because Pier 1 East had become the primary ceremonial site in the yard and it would not interfere with other shipyard operations. The facility would be numbered as Structure 261 in 1958, when the yard assigned numbers to many previously undesignated permanent features.

The platform for the Saluting Battery consisted of a 25 x 15 ft. reinforced concrete pad standing approximately 10 in. above the concrete pier deck. Plans for it were approved in September 1947, and it is shown as existing when plans for the associated Ammunition Bunker (Structure 272) were drawn the next year. Mounting bolts for two 3-in. 50-caliber naval guns were placed in the concrete. These guns were removed prior to the closure of the yard. Replacement guns were obtained and installed by the National Park Service in April 1978.

The cruisers Olympia (C-6) and Chicago (CA-14) can be seen off the Navy Yard in this Sept. 20, 1902, view of the Saluting Battery on the yard’s Ordnance Wharf. By this time the elaborate shelter protecting the battery (Building 49) had been reduced to this simple covering. Note the octagonal brick Magazine (Building 48) at left. Both the Battery Shed and the Magazine would be demolished during FY 1927. BOSTS-8701

1 The Navy’s 1974 excess property report for the shipyard erroneously dates the mount to 1935.
Chapter 5, Resource Inventory

The Saluting Battery Gun Mount (Structure 261) is seen on Apr. 14, 1969. Note the earth-covered Ammunition Bunker (Structure 272) adjacent to the battery in the view looking northeast at left and the portable holders for shells in the view looking southwest at right.  

BOSTS-8701

The Saluting Battery is fired during the commissioning ceremonies for USS Richard L. Page (DEG-5) on Aug. 5, 1967.  

BOSTS-16252

As a part of the yard’s closure, the Navy removed the Saluting Battery guns. In Apr. 1978 the National Park Service acquired a pair of 3-in. 50-caliber guns similar to those originally used and installed them on the Saluting Battery platform. One of these guns is seen sitting on Pier 1 near Building 109 shortly after its arrival.  

Victor A. Jorrin, BNHP

The Saluting Battery is seen on Apr. 14, 1969. Note the earth-covered Ammunition Bunker (Structure 272) adjacent to the battery in the view looking northeast at left and the portable holders for shells in the view looking southwest at right.  

BOSTS-8701

The Saluting Battery guns look out over the mouth of the Charles River and the skyline of downtown Boston in this Oct. 23, 2006, view.  

Stephen P. Carlson, BNHP

World War II saw a massive conversion of the United States’ industrial base to war production. This identification plate on one of the two Saluting Battery gun carriages (mounts) provides evidence of this fact, revealing that it had been produced in 1942 by the Miehle Printing Press & Manufacturing Co. of Chicago.  

Stephen P. Carlson, BNHP

This view of the Saluting Battery was taken on Feb. 6, 2002, from the landing barge tied up to the end of Pier 1. Building 109 can be seen in the background.  

OCLP
Building 267 exemplifies the military nature of the Navy Yard.

**HISTORY:**

The Gate House at Gate 1 (Building 267) is the third such structure at that location. The first was a wooden building attached to Quarters A and completed in 1817. It served until 1901, when it was demolished in conjunction with the erection of the monumental Main Gate (Building 97). Completed in early 1903, that structure became an iconic image of the Navy Yard. It fell victim, however, to the growing number of vehicles entering the yard, and was demolished in mid-1958.

The replacement Gate House was a single-story structure slightly trapezoidal in form. It measured 20.85 ft. on the south (First Ave.) side and 21.93 on the north side. It had a width of 17.74 ft. It adjoined the residual wall of Quarters A. The rear of the 11-ft.-high structure was brick, while the front was of glass and metal construction. A large canopy extended across the First Ave. sidewalk. There were doors at the east and west ends of the south side, with the one on the east recessed to accommodate an access hatch to the Utility Tunnel. The lower panels were finished in a turquoise color. Illuminated 20-in. stainless steel letters identifying “GATE 1” were placed on the western edge of the roof.

Following the transfer of the Navy Yard to the National Park Service, the Gate House was utilized by NPS law enforcement rangers. With the abandonment of First Ave. as a vehicular entrance into the yard in 1985 the Protection Division moved to the Scale House (Building 19). In the mid-1990s the NPS installed a small interpretive and directional exhibit within the building, opening it as a shelter for park visitors. This use continues as of 2008.

No longer a manned guard station, the Gate 1 Gate House is open as a place where visitors can wait for tour buses and get some orientation to the yard and the local area. This view was taken on May 12, 2009.

Stephen P. Carlson, BNHP

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RESOURCE

**Building 267 (Gate House, Gate 1)**

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This Feb. 15, 1967, view shows the Gate 1 Gate House (Building 267). Note the guard booth in the middle of the roadway at right and the stainless steel letters on both the top of the Boundary Wall and the structure’s roof.

No longer a manned guard station, the Gate 1 Gate House is open as a place where visitors can wait for tour buses and get some orientation to the yard and the local area. This view was taken on May 12, 2009.

Stephen P. Carlson, BNHP
Building 97: The Main Gate

For more than a half century the Main Gate (Building 97) symbolized the Charlestown Navy Yard. Erected as much for its symbolic as its practical value, Building 97 projected an image of strength appropriate to a nation on its way to becoming a major player on the world stage.

The FY 1900 Naval Appropriations Act, approved on March 3, 1899, provided $25,000 for “new gate and entrance house to yard.” The original design for the new structure was prepared in late 1899 and early 1900 by the Navy Yard. It featured a central arched passageway through a three-story stone building which would adjoin the north wall of Building 4.

Although these plans were approved by the Bureau of Yards & Docks, they were not issued. Rather, the Bureau contracted with Washington, D.C., architect Waddy B. Wood for new plans which were included in a bid package released in October 1901. This is one of the few instances where an outside architect is known to have designed one of the yard’s structures.

The contract was awarded to George W. Harvey of Boston on November 1, 1901. Construction took approximately 18 months, being completed in April 1903. The new structure consisted of a pair of two-story buildings approximately 52 ft. long erected on either side of the roadway. The two buildings were connected at the front by a brick facade and an overall cornice. A parapet ran between the two towers. Behind the facade were a series of steel girders and an overall roof. Most of the structure’s south wall abutted Building 4, although a portion was against Building 5 as well. Part of the north wall abutted Quarters A.

The towers on the front were 14.5 ft. wide at the base, tapering to 11 ft. at the cornice, rising to an overall height of approximately 37.6 ft. The rear towers were 12.16 ft. at the base and 10 ft. at the top, with a height of 28.6 ft. Stone quoins were located on the corners and around the arch over the roadway. Each tower had a pyramidal copper roof. The words “NAVY YARD” were located in an entablature over the center of the roadway. An iron fence with gates for both sidewalks and the street was located across the 21-ft.-wide passageway at the front of the building. The ground floor held guard, waiting, and detention rooms, while the second had bedrooms and recreation rooms for the Marines and civilian watchmen.

By the mid-1950s, the 11-ft. width of the roadway was becoming problematic by precluding two-way traffic on First Ave. Thus, in 1958 the landmark structure was demolished. Its replacement was a small Gate House (Building 267) located on the north side of the sidewalk along First Ave.
The Married Officers Quarters Garages are significant as part of the residential component of the Navy Yard as a military installation.

**HISTORY:**

By 1915 Building 1, which had been used for storage of mason's supplies since the 1870s, had been converted into garage space for automobiles belonging to the residents of Quarters B-F. This use continued into 1940, when the yard decided to replace the original Building 1 with a Sentry House for the new Gate 2. To compensate for this loss of space, it proposed to construct a five-bay garage on the north end of the Chauffeur’s Quarters section of Building 1. As a part of this work, a 5-ft. high concrete retaining wall would be erected from the north end of the garage around to the other side of the new driveway cut out of the hill at the northwest corner of the yard.

In reality, the garages were constructed as a freestanding structure approximately 8 ft. north of Building 1. Measuring 61.3 x 23 ft., the brick building utilized the Navy Yard Boundary Wall as its west wall. It rose to a height of 10.3 ft. at the top of the parapet around the flat roof.

The five garages, labeled to correspond to the quarters to which they were assigned, underwent only one major alteration over time when the original swinging double doors were replaced by overhead doors. In January 1961, in accordance with Navy policy stating that multi-unit structures should have a single building number, Garages B-F were designated as Building 269.

Under National Park Service ownership the garages continued to be assigned to the residents of Quarters B-F. In 2007, however, Garage F was converted to house the park’s black powder magazine.
The Historical Plaque, which lists residents of the Commandant's House (Quarters G), exemplifies monuments and memorials found on military installations.

**HISTORY:**

The military frequently erected monuments and memorials to commemorate events and individuals. In June 1957 the Navy Yard developed plans for the installation of a monument listing all of the occupants of the Commandant’s House (Quarters G). This would be located in a niche on the north side of Second Ave. slightly west of the house. The project was completed in 1958, although the bronze tablet listing the residents would be continually updated until the last occupant, Rear Adm. Roy D. Snyder, moved into the house in 1974.

The angled plaque is mounted on a stainless steel plate between two bronze legs set in a marble slab. Assigned the number 270 on May 26, 1961, the Historical Plaque has an overall height of approximately 5 ft. and an overall width of 4.75 ft. A flat fieldstone retaining wall was constructed behind it. Subsequently, the hedges removed for its construction were replaced.

This June 6, 1957, plan shows the “Metal Tablet & Stand for Roster of Occupants” of the Commandant’s House. Although marked as superseded, the differences between this version and the final contract drawing involved removal of the notes at the right rather than changes in design. 

The photograph above shows the Historical Plaque as originally completed in 1958. Subsequent changes have involved the addition of later residents up through Rear Adm. Roy D. Snyder, and the planting of hedges behind the marker, as seen in the Oct. 25, 2006, image below.

**BOSTS-9117 (above); Stephen P. Carlson, BNHP (below)**
The Saluting Battery Gun Mount exemplifies the military nature of the Navy Yard.

HISTORY:

In 1947 the Navy Yard located a Saluting Battery at the outer end of Pier 1. To store the cartridges for the pair of 3-in. 50-caliber guns, it constructed a small Ammunition Storage facility—commonly referred to as the Ammunition Bunker—adjacent to the Battery.

The actual storage space measured only 5 x 4 ft. with a height of 6.5 ft. This concrete structure, which had 6-in. thick side walls and a 9 in. front wall, was set within a large concrete wall having an irregular pentagonal shape. This wall was 14.5 ft. wide, with an overall height of 8.25 ft. Two 3.5-ft. high wing walls ran back 4 ft. from the front. An 8-in. high concrete curb with curved corners formed the remainder of the 14.25 ft. overall depth of the structure’s footprint. The area within the curb was filled with earth that sloped up to provide a cover for the actual bunker area. To stabilize the earth, it was planted with grass. The back of the fill had a 1:1 slope from a point just beyond the south wall of the bunker. A single metal door on the north wall provided access to the Bunker.

Assigned the structure number 272 on April 20, 1962, the Bunker’s concrete front remained unpainted until the early 1970s. Sometime between the end of 1971 and early 1974 that surface was painted with diagonal black and yellow stripes to ensure its visibility.

Although the active use of the Saluting Battery ended prior to 1974, the Bunker again began to be used for storage of blank cartridges in 1976, when USS Constitution instituted
In Sept. 1978 the National Park Service restored the Ammunition Storage Bunker. The view above shows the earth covering prior to the start of work. At top right, the earth has been removed to expose the actual bunker structure. At right, the Sept. 28 view shows the completed work, with new sod placed over the restored fill.

Victor A. Jorrin, BNHP (above, top right); BNHP (right)

In Sept. 1978 the National Park Service restored the Ammunition Storage Bunker. The view above shows the earth covering prior to the start of work. At top right, the earth has been removed to expose the actual bunker structure. At right, the Sept. 28 view shows the completed work, with new sod placed over the restored fill.

Victor A. Jorrin, BNHP (above, top right); BNHP (right)

the practice of firing a gun salute at both Morning and Evening Colors. This use continues as of mid-2008, and the Bunker is among the structures in the yard assigned to the Navy by the National Park Service.

In September 1978 the NPS completely rebuilt the earthen protective cover. In the fall of 1996 the door was replaced with a new steel door slightly wider than the original. At the same time, the structure’s number was painted onto the front wall to bring it into compliance with Navy regulations for ammunition storage facilities. In 2000, as a part of the project to repave Pier 1, the NPS added a post-and-chain fence around the front of the Bunker to keep park visitors, who do not appreciate that the explosives warning signs are not just historic artifacts, away from the doorway.

The Ammunition Storage Bunker is seen on Oct. 23, 2006. The post-and-chain fence was installed in the spring of 2000 to keep visitors away from the door. Note the structure number added to the its face in 1996 to bring it into conformance with Navy ammunition handling and storage regulations.

Stephen P. Carlson, BNHP
**RESOURCE**

**Grit Hopper (Structure 273)**

**LOCATION**

Charlestown – NHP

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**STATEMENT OF SIGNIFICANCE:**

The Grit Hopper is significant as a feature which conveys the maritime industrial nature of the Navy Yard.

**HISTORY:**

One of the major tasks undertaken while a steel-hulled ship is in a dry dock is the sandblasting of marine growth and paint from the hull in preparation for both repairs to the hull plating and repainting. Throughout the 20th century, the Navy Yard possessed numerous portable sandblasting machines and containers which held the various types of abrasives used in them.

In late 1961 the Navy Yard placed one such portable grit hopper, which had been received in 1944 and had a 30-ton capacity, on Pier 1 to the north of the existing permanent Grit Hopper (Structure 259). It had a single pyramidal discharge chute at its bottom. It was assigned the permanent structure number 273 in 1964. Along with its larger companion, it was repainted by the NPS in late 1999 and early 2000.

This Nov. 15, 1961, photograph was probably taken just after the placement of the Grit Hopper (Structure 273) on Pier 1 East. The legs of the large Grit Hopper (Structure 259) are at right, while a cylindrical portable hopper can be seen beyond it.  

*BOSTS-8958*

Both of the permanently-mounted Grit Hoppers are seen on Feb. 1, 2000, following completion of repainting. Structure 273 in the foreground had a 30-ton capacity, while the larger Structure 259 in the background held 200 tons.

*Stephen P. Carlson, BNHP*
Chapter 5, Resource Inventory

RESOURCE

Monument (Structure 279)

LOCATION: Charlestown – NHP

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STATEMENT OF SIGNIFICANCE:

The War Memorial, which commemorates shipyard workers who died while in military service, exemplifies monuments and memorials found on military installations.

HISTORY:

The presence of monuments and memorials is a characteristic feature of a military installation. The Sesquicentennial War Memorial commemorated the sacrifice of shipyard workers in military service, and was dedicated on August 25, 1950, as a part of the celebration of the Navy Yard’s 150th anniversary. Thereafter, it became the focal point of the yard’s observance of the Memorial and Veterans Day holidays.

The Monument was originally installed on an island in the middle of First Ave. opposite the Flag Pole, facing west. This island was surrounded by a low chain fence. Following the loss of the tree to the east of the Monument, a large anchor was placed at the east end of the island. In 1959, as part of the reconstruction of the Band Stand (Structure 260), the Monument was moved to the north side of First Ave., being placed 16.5 in. in front of the Band Stand.

The Monument consists of a 5.33-ft. high granite block tooled with a hewn “ripple” texture. The width of the stone tapers from 47 in. at the bottom to 42 in. at the base of the hipped top; the depth similarly varies from 11.5 in. at the base to 10 in. at the top giving a slight slope to the front face.

A 24 x 36 in. bronze plaque having a curved top is mounted on the face of the stone. Below a wreath-surrounded Great Seal of the United States is this inscription:

DEDICATED TO
THE MEN
OF THE
BOSTON NAVAL SHIPYARD
WHO MADE THE SUPREME
SACRIFICE IN DEFENSE OF
THEIR COUNTRY IN ALL WARS
1800 – 1950

“For what avail the plough or sail
Or land or life, if freedom fail?”

PRESENTED BY EMPLOYEES
AUGUST 25, 1950

As First Naval District Commandant Rear Adm. Hewlett Thebaud looks on, Boston Mayor John B. Hynes places a wreath during the Aug. 25, 1950, unveiling ceremonies for the Monument. BOSTS-7544
IN APRIL 2004 the National Park Service assigned structure numbers to both unnumbered historic features and post-1974 additions to the NPS area of the Navy Yard. These numbers were chosen as a continuation of the Navy Yard’s numbering assignments.

Both the final yard site plan and the report of surplus property submitted as part of the yard’s disposition process indicated that 278, the Substation on Pier 5, had been the last number used. Thus, the War Memorial at the Band Stand (Structure 260) was given the number 279.

It was subsequently discovered that what yard plans merely labeled as a “Paint House” near Pier 5 on the yard’s waterfront actually bore a plaque containing that number. Other than a computer printout reporting closeout of individual buildings, the yard’s Public Works files contain no documentation of this designation. Therefore, since Building 279 had been demolished, the NPS decided not to renumber the War Memorial.

The laying of a wreath in front of the War Memorial by representatives of veterans’ groups was a feature of the yard’s observances of both the Memorial and Veterans Day holidays. This image showing Marines firing a gun salute following the wreathlaying dates from Memorial Day 1956. William A. Owens, HAER

This 1977 HAER image shows the Paint House at Pier 5 bearing the number 279. This number does not appear in the lists of property reported as surplus, although a 1974 building closure report does include it. Used by the Paint Shop since FY 1948, the concrete block and wood structure first appeared on yard maps in FY 1943 as “A.F.P. #5,” a designation explained in the map key as “Auxiliary Fire Pumper.” William A. Owens, HAER
The Underground Pipe Conduit, also known as the Utility Tunnel or Subway, exemplifies the industrial character of the Navy Yard.

(The term “conduit” was used for both tunnels which were large enough for men to move through and those which only contained pipes or ducts. This discussion relates primarily to the former, particularly the main “walk-in subway” which ran along First Ave.)

**RESOURCE LOCATION**

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The Navy Yard possessed an extensive network of utilities. The Underground Pipe Conduit originated as part of a program to consolidate these lines and to remove overhead electrical and telephone lines within the yard. The tunnel was built in stages starting in the first decade of the 20th century. While the Boston Redevelopment Authority abandoned and/or demolished the tunnels within the portions of the Navy Yard transferred to it, that within Boston National Historical Park remains in use.

The FY 1903 Naval Appropriations Act, approved on July 1, 1902, provided $42,500 for an “underground conduit system.” The initial phase of this project involved the construction of a concrete tunnel from Gate 1 along the north side of First Ave. as far as 9th St., along with a branch running on 7th St. to Third Ave. It was undertaken by Coleman Bros. and was completed in November 1903. From 3rd St. to 9th St. the tunnel was moved northward to a line meeting the edge of Buildings 32 and 39, allowing First Ave. to be realigned between these two points.

The tunnel was constructed of precast reinforced concrete slabs, with the main section having an interior width of 6 ft. and a maximum height of 7.2 ft. The side walls and floor were 5 in. thick, while the roof was a 4-in. slab which served as a sidewalk for the street. There was some variation in these dimensions, particularly on the branches feeding buildings and on 7th St.

Further appropriations for the conduit system came in the FY 1905, 1907, and 1909 Naval Appropriations Acts. By the time the last project had been completed in June 1911, the “subway” extended along First Ave. from Gate 1 to 13th St.
This Mar. 23, 1906, plan shows the Conduit System following the first two phases of its construction. Subsequent additions would include segments along Third Ave. from 7th St. to Building 108 and along 9th St. from First Ave., as well as a tunnel, not directly tied into the rest of the system, under 5th St. parallel to the east side of Building 24.

and then along 13th St. to Fifth Ave. Sections on 7th St. and 9th St. led from First Ave. to Third Ave., where branches connected to the Power Plant (Building 108). A section on 8th St. ran from First Ave. to Building 42. The $25,000 provided in FY 1907 was used in part for “transferring overhead wires to the conduits.” Among the final extensions, built under the FY 1909 program, was a 4.5-ft. square conduit on 5th St. from the Building 22 Substation to Building 125.

By the time of the Navy Yard’s closure in 1974 there were 12,822 linear ft. (2.42 mi.) of Underground Pipe Conduit, of which 3,275 linear ft. (0.62 mi.) were located within the area transferred to the National Park Service. Much of the conduit constructed subsequent to the original program was, like that on 5th St., too small to allow passage by yard workers. For example, in 1966 a new 3.5 x 3 ft. conduit was constructed under the Marine Barracks Parade Ground over Underground Storage Tank 221.

The Conduit, later termed the Utility Tunnel, carried a large variety of utility lines. Most were mounted on brackets attached to the subway walls. These included water mains, Between 3rd St. and 9th St. the Conduit was placed to the north of the existing edge of First Ave., which allowed realignment of that roadway with the portion east of Building 32. This view shows the completed Conduit in the vicinity of the Flag Pole.
These Sept. 7, 1962, plans shows the layout of the Utility Tunnel under First Ave. from Gate 1 to 9th St. They provide a good indication of the variety of utilities which ran within the tunnel. Only the portion from Gate 1 to what is labeled Section 10-10 remains in existence in 2008.
The precise location of these Apr. 1956 views of the First Ave. tunnel looking west (left) and east (right) is not known, but they provide typical views of the interior of the Underground Pipe Conduit. Note the asbestos cladding on the steam pipes.

The precise location of these Apr. 1956 views of the First Ave. tunnel looking west (left) and east (right) is not known, but they provide typical views of the interior of the Underground Pipe Conduit. Note the asbestos cladding on the steam pipes.

The precise location of these Apr. 1956 views of the First Ave. tunnel looking west (left) and east (right) is not known, but they provide typical views of the interior of the Underground Pipe Conduit. Note the asbestos cladding on the steam pipes.

steam and hot water lines, compressed air lines, electrical cables, and telephone lines. In the mid-1950s, when the Power Plant was converted from coal to oil-fired, the fuel oil lines serving it were placed into the Utility Tunnel as well. Although concerned with the possibility of a fire in the tunnel from fuel oil, the yard decided not to install firewalls within it.\(^1\)

The Boston Redevelopment Authority decided to provide completely new utility systems within the portion of the yard transferred to it. Thus, the First Ave. tunnel was sealed at the new 5th St. The tunnels in the BRA section were either demolished or abandoned in place.

The NPS continued to utilize the tunnel for water and some electrical lines. Over time, the asbestos insulation which covered the steam and hot water lines within the tunnel began to fail. In addition, there have been failures in the concrete sidewalk slabs which form the tunnel roof, presenting hazards to pedestrians using it. While a portion of the 5th St. conduit not buried beneath the East Extension of Building 24 was cleaned of asbestos so that its roof could be demolished to allow the construction of the south courtyard for the USS Constitution Museum, the main tunnel remains contaminated with asbestos. This problem has been aggravated by failures in the water mains which have periodically flooded the tunnel and spread the asbestos material.

The park in the late 1990s submitted funding requests for money to remove the asbestos, rebuild the roof slabs (sidewalk), and rationalize the utilities within the tunnel. Although the project was approved for inclusion in the NPS line item program, it has been repeatedly deferred. As of 2008, the project was projected for FY 2013. The park, however, is working to advance it due to the need to both remediate hazardous materials and eliminate visitor and employee tripping hazards.

\(^1\) This concern grew out of a Mar. 19, 1941, fire in the tunnel at the corner of First Ave. and 9th St. caused by a spark igniting fuel oil fumes.
Chapter 5, Resource Inventory

**RESOURCE**

**Aboveground Steam Line (Structure 281)**

**LOCATION**

Charlestown – NHP

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**HISTORY:**

The Navy Yard possessed an extensive network of utilities. Among them was a distribution system which supplied steam for heating and other purposes to yard buildings and piers. While a portion of the steam lines were either underground or within the Underground Pipe Conduit network, many of them were aboveground, especially along the edges of the yard’s piers. With the exception of the piping around the perimeter of Pier 1, the Aboveground Steam Line running parallel to 3rd St. down the center of Pier 1 is the only surviving aboveground steam line in the Navy Yard.

In the 1920s the yard installed a 4-in. underground steam line which ran south 725 ft. from the Utility Tunnel on First Ave. parallel to the west side of Dry Dock 1 onto Pier 1. By the early 1950s, branches from this main served Buildings 194, 10, and 109 as well as lines around the perimeter of the pier. In March 1957 the yard initiated a project to replace this line because of “gradual deterioration of piping insulation, piping, and fittings from repeated inundation…from tide conditions.”

The replacement line, designed by the engineering firm of Alonzo B. Reed, Inc. of Boston, consisted of a 90-ft. length of 8-in. pipe extending underground from where the existing 4-in. line left the tunnel to a point on the east side of 3rd St. near the northeast corner of Building 5. It then ran south parallel to 3rd St. approximately 130 ft. At that point, the line rose aboveground and was reduced to 6 in. piping. This pipe ran 255 ft. to a point south of Building 10, where a 30 ft. underground lateral connected it to an additional aboveground run of 137 ft. (with a 33 ft. underground gap for vehicular access near its midpoint) to where it connected to the existing underground line feeding Building 109 and the 2-in. line around the edge of the pier. The aboveground pipe was mounted on a series of 14-in. square, 2.5-ft. high concrete columns and surrounded by asbestos insulation. The spacing of the support columns was irregular in order to avoid existing underground lines and obstacles. The portion of the

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This plan approved on Dec. 23, 1957, shows the location of the new steam line serving Pier 1.

This Apr. 22, 1958, progress photograph of the Steam Line construction shows the point south of Building 10 where the line went underground to turn east under the roadway and railroad tracks.

This detail from the contract drawings shows the support columns for the Steam Line. The columns extended 4 to 6 ft. below grade, where they rested on 3-ft. square footings.
This Dec. 9, 1968, plan shows the complexity of the steam distribution system which ran through the Navy Yard. More than any other utility, steam lines in the yard ran aboveground rather than solely underground or in the Utility Tunnel.

The line south of Building 10 was surrounded by highway guardrail to protect it from vehicles.

The Navy Yard awarded a contract for the construction of this line to P.J. Riley & Co. of Roxbury, Mass., on March 11, 1958. The work was completed by the end of the year.

In 1989 the National Park Service removed two sections of the Steam Line to allow pedestrian access into the new Shipyard Galley food service concession in Building 10 and the associated Outside Seating Structure (Structure 284). A decade later, the surface-mounted branch line which served the Grit Hopper (Structure 259) was removed as a part of the repaving of the Navy Yard.

The southern end of the Steam Line is seen in this Sept. 27, 1972, view taken from the roof of Building 109.

These two Oct. 23, 2006, views show the north (top) and south (above) ends of the Steam Line which parallels 3rd St. and the railroad track running down the center of Pier 1.
The Torii Gate located on the Marine Barracks Parade Ground is significant as a symbol commemorating Marine service in the Far East and as an example of monuments and memorials found on military installations.

**HISTORY:**

The Torii was the traditional gate to Japanese Shinto shrines. Members of the Marine Corps who had served in Okinawa and Japan adopted it as a symbol commemorating that service and such gates were placed on Marine Corps bases. The Torii Gate on the Marine Barracks Parade Ground was erected in the spring of 1963, and contained a Navy ship’s bell which was rung every half hour during the workday.

The grass area where the Torii stood was later replaced by a flagstone plaza with evergreen hedges on either side. In the early 1980s the deteriorating wooden structure was removed and completely reconstructed.

This drawing was prepared by Boston National Historical Park in Aug. 1981 to record the existing conditions of the Marine Barracks Torii Gate in order to guide its reconstruction. However, because it failed to show the portion of the legs below the ground, the reconstructed Torii has ended up 8 in. lower in height.

Cpl. Anthony R. Johnson rings the bell on the Torii Gate shortly after its construction in this view which appeared in the *Boston Naval Shipyard News* for May 17, 1963. The Barracks bulldog mascot “Jiggs” O’Toole is in the foreground.
The MBTA Bus Shelter is significant as a part of the improvements to public transportation access to the Navy Yard provided by the Central Artery North Area highway project. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

**HISTORY:**

The construction of the connection between the Mystic River (now Tobin Memorial) Bridge and the Central Artery in the 1950s had closed Chelsea St. as a through route between City Square and the Navy Yard. The Chelsea-Water Streets Connector project, completed in 1984, provided a connection between the two sections of Chelsea St. via the new Constitution Rd. In December 1984 the Massachusetts Bay Transportation Authority (MBTA) began to operate some of its outbound route 93 (Downtown Boston–Sullivan Square via Bunker Hill St.) buses via this new connection rather than Lowney Way.

Starting in 1987 the Central Artery North Area (CANA) highway project replaced the elevated connections between the Mystic-Tobin Bridge and Interstate 93 with tunnels under Charlestown’s City Square. One of the results of this work was the direct reconnection of the severed portions of Chelsea St. The intersection between Constitution Rd. and Chelsea St. was rebuilt, providing a triangle of land adjacent to the surviving wall of Building 204. By June 1992 all MBTA buses used the Constitution Rd. loop. With the completion of the CANA project in 1994, all outbound buses operated along the reconnected Chelsea St.

A bus stop was established at Constitution Rd. to serve visitors to the Navy Yard. The MBTA erected a bus stop shelter in this location. This structure was a standardized aluminum-and-plexiglass shelter manufactured by the Columbia Equipment Co. of Jamaica, N.Y. Identified as Model 1009b, it had overall dimensions of 11.25 x 5.25 ft. with a height of 7.5 ft. A single bench ran along the rear of the shelter. The structure was finished in a dark bronze color.

**STATEMENT OF SIGNIFICANCE:**

The MBTA Bus Shelter is seen on Nov. 3, 2006. The shelter is set into a concrete pad adjacent to the sidewalk. Other than a manufacturer’s identification plate, it is entirely devoid of graphics.

Stephen P. Carlson, BNHP
**Outside Seating Structure (Structure 284)**

**LOCATION**  
Charlestown – NHP

<table>
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<td>The Outside Seating Structure is significant as a part of the development of visitor amenities within the Charlestown Navy Yard unit of Boston National Historical Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)</td>
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**HISTORY:**

In 1988 the National Park Service began to develop plans for the establishment of a food service concession facility in Building 10. As a part of this project, it decided to provide an outside seating area at the north end of the building. The structure, completed in 1989, consisted of a 30 x 38 ft. wood platform with aluminum railings and a tent-like covering. A wheelchair ramp ran up the south side of the platform, while two steps provided access at the center of the west side. Although the facility is assigned to the Shipyard Galley concessioner, the contract provided that it should be available for use by visitors whether or not they were customers of the food service.

The tent-like structure was subject to the vagaries of weather. This Nov. 1989 view shows the platform after a wind storm collapsed the roof.  
*Stephen P. Carlson, Carlson Collection*

This view shows the west side of the Outside Seating Structure on Apr. 15, 2008. The stairs leading to the second floor of Building 10 can be seen in the foreground, while the Safety Shoe Sign on the Grit Hopper is visible in the background.  
*Stephen P. Carlson, BNHP*
The Security Barricades represent the response of the National Park Service to security needs brought about by increased terrorism threats as a result of the September 11, 2001, terrorist attacks on the Pentagon and the World Trade Center in New York City. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

Following the September 11, 2001, terrorist attacks on the Pentagon and the World Trade Center the National Park Service and the Navy began to upgrade the physical security of USS Constitution. Concern over the possibility that a vehicle containing explosives could enter the park at high speed along First Ave. led initially to the use of jersey barriers to create a zigzag path by the Scale House entrance station.

This measure was only temporary, and the park began to look into installing permanent retractable barricades at this location. It decided to install a Delta Scientific Corp. DSC501 shallow-depth hydraulic retractable barricade in each lane of First Ave. This barricade had been designed for the U.S. Navy and was also used at American embassies abroad. It is set in a reinforced concrete foundation only 18 in. deep. Manufacturer’s tests showed that it is able to survive and operate after a 1.2 million foot pound impact.

Installation of the barricades (Delta s/n 4451A-1, 4451A-2) began in the spring of 2003. They were located just west of the Truck Scale (Structure 235) and just east of 4th St. The hydraulic system was housed in a cabinet placed next to the north wall of Building 22. The work, performed by the manufacturer, was completed on May 3, 2003. The $107,470 contract also included two wooden gatearm barriers which were installed to the east of the Scale House as well as traffic lights linked to the barricades’ operation.

The controls for the barricades were originally mounted in the window of the Scale House. Following several accidental deployments while vehicles were passing over the barricades, they were moved to a new NPS Guard House (Building 288) adjacent to the barricades.
Building 286 represents the response of the Navy to security needs brought about by increased terrorism threats as a result of the September 11, 2001, terrorist attacks on the Pentagon and the World Trade Center in New York City. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

**HISTORY:**

In response to the need to provide enhanced security against potential terrorist attacks on USS Constitution, the Navy created a security zone adjacent to the ship and Building 5. Two structures were provided to control access into this security zone. The Navy Guard Post was located near the vehicular access point in the vicinity of Lincoln Ave.

The original structure designated Building 286 by the National Park Service was a 6-ft.-square Durasteel PC-66SW modular building. It was located close to the southeast corner of Building 5. In 2007 it was replaced with a 10-ft.-square Durasteel PC-1010SW structure, placed further south to accommodate the planned construction of a new Security Screening Facility (Building 292) adjacent to Building 5. The NPS decided to retain the same building number for the new Guard Post.

As of 2008, the original Building 286 remained in storage in the laydown area adjacent to the Grit Hoppers.
Building 287 (Visitor Screening Facility)

**LOCATION**
Charlestown – NHP

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**RESOURCE LOCATION**

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**STATEMENT OF SIGNIFICANCE:**

Building 287 represents the response of the Navy to security needs brought about by increased terrorism threats as a result of the September 11, 2001, terrorist attacks on the Pentagon and the World Trade Center in New York City. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

**HISTORY:**

In response to the need to provide enhanced security against potential terrorist attacks on USS Constitution, the Navy created a security zone adjacent to the ship and Building 5 and began screening of visitors. Initially, the screening took place in a temporary tent structure. This facility was replaced by a pre-fabricated building (Building 287) which resembled a Quonset hut in shape, although with a modified roof peak. Assembled by Navy “Seabees,” the new facility, measuring approximately 24 x 32 ft., was installed in late September 2003. In violation of the National Park Service’s approval for the building, it was anchored into the pavement of Pier 1.

No sooner had the facility been completed than the Navy began looking at its replacement with an improved structure. Because of the Navy’s insistence that since Building 5 housed Navy personnel all persons entering the new Navy Yard Visitor Center there be screened, the NPS decided that the replacement Screening Facility should be adjacent to Building 5. It also took on the responsibility for design and construction of that structure (Building 292) to ensure that it was more in character with the historic scene.

Following the transfer of the screening function to the new facility, scheduled for the summer of 2009, Building 287 will be moved to the vicinity of Building 24 for use by the USS Constitution Maintenance & Repair group.

The temporary tent used for screening visitors to USS Constitution provides a backdrop as Superintendent Terry W. Savage points out something to Secretary of the Interior Gail L. Norton on May 28, 2003. Park Chief of Interpretation William Foley stands next to Norton.

These Oct. 23, 2006, views of the Screening Facility (Building 287) clearly show its resemblance to World War II Quonset huts.

*Stephen P. Carlson, BNHP*
Building 288, along with the Security Barricades (Structure 285) it controls, represents the response of the National Park Service to security needs brought about by increased terrorism threats as a result of the September 11, 2001, terrorist attacks on the Pentagon and the World Trade Center in New York City. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

In response to the need to provide enhanced security against potential terrorist use of vehicles to attack USS Constitution and other resources, the National Park Service undertook a number of security enhancements in its portion of the Navy Yard. One of those projects involved the installation of hydraulic Security Barricades (Structure 285) in First Ave. west of the Truck Scale platform (Structure 235). Completed in May 2003, the barricades, along with entrance gate arms placed to the east of the Scale House, were controlled from a position in the streetside window of the Scale House (Building 19). Because this position meant that the barricade operator was not facing the barricades while operating the controls, there were several accidental deployments of the barricades while vehicles were passing over them. Thus, the park decided to install a separate guard booth in line with the barricades.

The Guard Booth, measuring 5 x 6 ft., is constructed of galvanized steel. It was fabricated by Par-Kut International of Harrison Township, Mich. (s/n 03501). Delivered in the spring of 2004, it was set on a concrete pad adjacent to the barricades in April 2004. It was placed in service on July 1, 2004.
RESOURCES

Protection Dolphins (Structure 289)

LOCATION: Charlestown – NHP

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MACRIS NO. HAER CONDITION

None Good

The Protection Dolphins exemplify the maritime character of the Navy Yard.

HISTORY:

In the late 1940s the Navy Yard decided to berth its two historic naval vessels—USS Constellation (IX-20) and USS Constitution (IX-21)—at the innermost end of Pier 1 West. It also constructed a Finger Pier between the two ships. At the same time, the Port of Boston Authority (a predecessor of today’s Massport) reconstructed the Hoosac Pier on the west side of the Fitchburg Slip.

These developments raised the possibility that ships being maneuvered into and out of berths at Hoosac Pier might collide with Constitution. Thus, in the fall of 1950 the Port Authority wrote to the Navy Yard suggesting the construction of a series of dolphins (freestanding groups of pilings used either for berthing vessels or defining channels) along the boundary line to protect the historic frigate. The Navy Yard agreed and began the process of designing and funding four seven-piling Protection Dolphins.

In early April 1951 the Port Authority, noting that “the maritime interests of the Port have noticed that the proposed dolphins…have not been started,” asked the yard about the status of the project. The yard replied that it expected approval from the Bureau of Yards & Docks shortly, and forwarded a formal request for a license to construct the Dolphins. The Port Authority approved the proposal on April 27, 1951. The structures were completed later that year.

Each of the Dolphins is topped by a warning light, while the outer Dolphin has had a variety of signs on it identifying the site as federal property and notifying boats that it is off limits to them.

Three of the four Dolphins are seen in this Dec. 1961 view of USS Constitution.

This Jan. 1951 plan shows the four Protection Dolphins proposed to be placed along the Navy Yard boundary in the Fitchburg Slip to protect USS Constitution (IX-21) from vessels being docked and undocked at the adjoining Hoosac Pier.

This Nov. 3, 2006, view shows the four Protection Dolphins. USS Constitution is at left, while HMS Chatham (F-87) is berthed at the outboard end of Pier 1 West. Note the floating Port Security Barrier (Structure 290) beyond the Dolphins.

Stephen P. Carlson, BNHP
The USS Constitution Port Security Barrier represents the response of the Navy to security needs brought about by increased terrorism threats as a result of the September 11, 2001, terrorist attacks on the Pentagon and the World Trade Center in New York City. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

Even before the September 11, 2001, terrorist attacks on the Pentagon and the World Trade Center in New York City the U.S. Navy had been concerned with the security of USS Constitution from waterborne threats. To that end, the U.S. Coast Guard in July 1992 had promulgated a special regulation creating a security zone around the frigate. This exclusion zone applied to the ship both at a pier and while underway. The effect of this regulation was to exclude all unauthorized vessels from the entire Fitchburg Slip between Pier 1 and Hoosac Pier.

Following the terrorist attacks, the Navy began to use a series of floating barriers across the slip to stop boats from entering it and approaching Constitution. In late 2005 and early 2006 it began the process of replacing these temporary barriers with a more permanent Port Security Barrier. This consisted of a series of interconnected floats on which a fence-like barrier was mounted. Following approval by the National Park Service, the Massachusetts State Historic Preservation Officer, and the U.S. Army Corps of Engineers, the barrier, which is painted gray to minimize its visual impact, was installed in October 2006.

Normally, the eastern end of the barrier is secured to the edge of Pier 1 West in the vicinity of Building 109. It is designed, however, so that it can be adjusted to attach more directly astern of Constitution to allow visiting ships to berth at Pier 1 West.

The Port Security Barrier is seen on Oct. 23, 2006, in its normal position across the outer end of the Fitchburg Slip. The barrier is attached to chains secured to the edge of the pier which allow it to rise and fall with the tide.

Stephen P. Carlson, BNHP

With HMS Chatham (F-87) occupying the outer berth at Pier 1 West in early Nov. 2006, the Port Security Barrier has been rearranged to its visiting ship configuration.
The Ferry Landing Shelter is significant as a part of the improvements to water transportation access to the Navy Yard for visitors to the national park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

From its earliest days at the Navy Yard, the National Park Service encouraged visitors to utilize water transportation to reach the site. In 1978 a landing barge was placed at the south end of Pier 1 for that purpose. By the early 2000s, the park began to look at replacing that barge with a new accessible Ferry Landing.

As a part of this project, the park decided to provide a shelter for visitors waiting for their boats. The design for the Ferry Landing Shelter (Building 291) was inspired by the smaller-scale industrial buildings in the Navy Yard. The new facility, manufactured by Duo-Gard Industries of Canton, Mich., for Thomas Construction Co., occupied a footprint of 22.67 x 15.33 ft. The shelter itself measured 18.67 x 11.33 ft., with two openings on each of the long sides. The overhanging hip roof was topped by a clerestory. Solar panels were mounted on the south roof to provide power for the lights within the structure.

This Feb. 9, 2010, view shows the Ferry Landing Shelter erected on the south end of Pier 1 to provide protection from the weather for visitors to the national park while waiting to board Boston Harbor tour boats utilizing the Ferry Landing at the end of Pier 1. The solar panels which power the lighting for the structure have yet to be installed on the south side of the roof.

Stephen P. Carlson, BNHP

Installation of the structure on the concrete deck near the new entrance pier for the Ferry Landing occurred in February 2010.
Building 292 represents the response of the National Park Service to Navy security needs brought about by increased terrorism threats as a result of the September 11, 2001, terrorist attacks on the Pentagon and the World Trade Center in New York City. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

HISTORY:

As Boston National Historical Park moved forward with a project to create a new Visitor Center in Building 5 of the Charlestown Navy Yard, it needed to address the requirements of the U.S. Navy that all persons entering the structure go through security screening because of the presence of naval personnel in the building. The park quickly determined that the existing Visitor Screening Facility (Building 287) was poorly situated with regard to Building 5. After considering several alternative locations, it determined that a site 10 ft. south of Building 5, within the right-of-way of Lincoln Ave., would best serve both the Visitor Center and visitors to USS Constitution. It was aligned with the east wall of Building 5.

The new Visitor Screening Facility (Building 292) was designed by the Boston architectural firm Einhorn Yaffee Prescott. The gabled roof pre-manufactured steel structure measured 24 x 48 ft., with a 10-ft.-wide porch along the south side to protect visitors as they waited to enter the facility. Visitors exited at the east end, from which they were directed to the east entry door of Building 5. The structure has a height of 10 ft. to the eaves and 19 ft. to the peak of the standing seam metal roof.

Construction began in the fall of 2008, with the building opening in late August 2009. The $576,000 project was funded by the Navy.
Building M-1, located on the east side of Building 109, is unusual among temporary buildings in the Navy Yard in that it was shown on yard site plans. It first appeared on the June 1946 plan, where it was identified as “Generator House (Emergency).” It replaced a smaller structure shown on the north end of Building 109 in earlier drawings. Its building number was never shown on the site plans, which deleted the label after FY 1961.

Unlike Building 109, which was built parallel to the angled west side of Pier 1, Building M-1 was aligned with the edge of 3rd St. and thus conformed to the standard grid pattern of the yard. Sitting on a concrete pad, the single-story wood structure has a flat roof slightly sloped from west to east. Because of the nature of the structure, there are no records of alterations beyond what can be ascertained from photographs. These reveal that many of what had originally been windows on the east side had been either filled in or replaced by louvers. The skylights or vents on the roof were removed during the most recent roof replacement project.

The structure is one of several in the Navy Yard assigned to the USS Constitution Maintenance & Repair group, continuing to house an emergency generator for use by the ship.

No Property Record Card Available
Building M-37 (Portable Shed)

**Location:** Charlestown – NHP

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**Statement of Significance:**

Building M-37 is significant as a surviving example of the “Small Temporary and Portable Buildings used for Stock, Tools, etc., Field Offices, and For Heating Ships” throughout the Navy Yard in the 20th century. It is also significant as the only such structure that can be documented as having been used at both Charlestown and South Boston.

**History:**

Throughout its history, and especially in the 20th century, the Navy Yard employed small temporary sheds and buildings throughout the yard for any number of purposes. These structures are difficult to document since they were not shown on the annual yard site plans and, for the most part, appear not to have had formal structure numbers. These buildings varied in size, and were of both wood and steel construction. Most had lift ears incorporated into their roofs to enable them to be picked up by the yard’s cranes for movement throughout the yard.

Building M-37 is one of the rare structures in this class which had a formal number. It is constructed of standing-seam heavy-gauge steel panels. It has an overhanging gabled roof with a raking cornice and a roof ventilator along the ridge. There are small lifting ears on the four corners of the roof. There is a large double loading door on one end and a smaller single door on the other. The end with the smaller door has an attached plaque painted with the building number “M-37”; the number is stenciled directly onto the wall on the opposite end. The building is painted navy gray.

The date of construction of Building M-37 is unknown.\(^1\) It is first documented in April 1958, when it was located at the corner of the East and South Jetties at the South Boston Annex. It was later moved to Charlestown, being placed south of Building 125. It appears in this location as early as January 1965, and it remained in that location until moved by the National Park Service into Dry Dock 1 after 1995. That move had been necessary because of the development of a “sink hole” or washout in the filled area behind the bulkhead adjacent to the marginal wharf and Pier 3.

On June 8, 2006, the structure was irreparably damaged while being removed from the dry dock. The remains were disposed of as scrap metal.

\(^1\) The compilers of the LCS in 1994 stated that this “may be the small structure shown south of Building 125 on the 1923 yard map.” This assumption is not supported by photographic evidence, which shows differing wooden structures in this location at various dates up to 1960 or 1961, and this study cannot date the structure definitively.

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A somewhat indistinct aerial photograph from Jan. 1965 is the first to show Building M-37 in the location south of Building 125 it occupied until the mid-1990s. This clear view dates to July 5, 1966.

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1 The compilers of the LCS in 1994 stated that this “may be the small structure shown south of Building 125 on the 1923 yard map.” This assumption is not supported by photographic evidence, which shows differing wooden structures in this location at various dates up to 1960 or 1961, and this study cannot date the structure definitively.
Because Building M-37 was located in the national park portion of the Navy Yard, no HAER photographs were made. These two views were taken in May and Aug. 1993 for the NPS List of Classified Structures.

Building M-37 is seen at left on the floor of Dry Dock 1 on Oct. 13, 2004. Note the extensive rusting of the roof and along the bottom edge of the sides, the result of the structure not having any maintenance work done on it since before the closure of the Navy Yard three decades earlier. The structure was removed from the dock on June 8, 2006 (above), using its lift ears, but was damaged beyond repair and subsequently scrapped.

Stephen P. Carlson, BNHP (left); Testa Corp. (above)

Artists-In-Residence Program: Conspire

IN THE SUMMER OF 2001, Building M-37 served as the inspiration for a temporary art exhibit in the Navy Yard. Entitled Conspire, the exhibit was created by artists Laura Baring-Gould and Michael Dowling as part of an on-going Artists-In-Residence program partnership between Boston National Historical Park and the Institute of Contemporary Art in Boston.

The exhibit celebrated five of Boston’s richest historic sites that are places of shelter and assembly. Four of the five installations, located at the African Meeting House, Old South Meeting House, Paul Revere House, and Copps Hill Burying Ground, featured miniature houses. These memorialized generations of Bostonians who came together, lived, worked, worshipped, mourned, and conspired for freedom.

In the Navy Yard, the artists created a full-size copper replica of Building M-37 on Navy open lighter YC-1644, tied up at the stern of USS Cassin Young adjacent to the landing barge at the end of Pier 1. Meant as a quiet space to meet, to remember, and to conspire for the betterment of our world, the copper house was also a tribute to the generations who worked in the Navy Yard.

The copper replica of Building M-37 is seen on June 21, 2001. Materials for the structure were donated by Revere Copper Products, Inc.

Stephen P. Carlson, BNHP

The art installation ran from June 1 to October 14, 2001. On the last Sunday in June, July, and August, the four miniature houses were brought to the Navy Yard and reunited with the copper house to emphasize the common themes of the exhibit.
Building M-39 is significant as a surviving example of the “Small Temporary and Portable Buildings used for Stock, Tools, etc., Field Offices, and For Heating Ships” throughout the Navy Yard in the 20th century.

HISTORY:
Throughout its history, and especially in the 20th century, the Navy Yard employed small temporary sheds and buildings throughout the yard for any number of purposes. These structures are difficult to document since they were not shown on the annual yard site plans and, for the most part, appear not to have had formal structure numbers. These buildings varied in size, and were of both wood and steel construction. Most had lift ears incorporated into their roofs to enable them to be picked up by the yard’s cranes for movement throughout the yard.

What was identified by the National Park Service as Building M-39 first appears in photographs taken in the early 1970s. At that time, it was employed as a steam box and was located near the Grit Hoppers on Pier 1 north of Building 10. A steam box is a facility used to soften wood so that it can be bent. Utilizing steam from the Above Ground Steam Line running down Pier 1, it was in use by workers engaged in the 1973-1974 drydocking and overhaul of USS Constitution.

Following the completion of this project, the structure was moved to its current location south of Building 24. Assigned to the Navy, it continues to be used as a steam box. The structure itself, however, has suffered from a lack of maintenance.
RESOURCE

Building M-40 (USS Cassin Young Workshop)

LOCATION
Charlestown – NHP

LCR NO. EVALUATION N T S A DATE BUILT

MACRIS NO. HAER CONDITION

STATEMENT OF SIGNIFICANCE:

The USS Cassin Young Workshop typifies the wooden portable buildings erected on piers as needed to support work on board ships. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

No Property Record Card Available

HISTORY:

In 1991 the Naval Historical Center Detachment Boston constructed a small portable wooden building in anticipation of the drydocking of USS Constitution. It was placed on the east side of Pier 1, and was used while Constitution was tied up at that location for the removal of her masts and cannon. It was later used while the masts were resteped following the ship’s departure from the dock.

Measuring approximately 10 x 12 ft. with a height from floor to the eaves of 8 ft., the structure was constructed of plywood siding on a wood frame with an asphalt-shingled gabled roof. It sat on 6-in. square joists to allow it to be lifted by a forklift. There were two windows on one of the long sides and a door and window on one gable end; the other walls were blank.

During the period Constitution was in Dry Dock 1, USS Cassin Young, normally berthed at Pier 1 East, occupied Constitution’s regular Pier 1 West location. Following the destroyer’s return to Pier 1 East, the shed was taken over by the volunteers working on her as a workshop, a function it continues to perform.

The Roma Band of Boston performs during the ceremonies prior to the Oct. 12, 1991, Commemorative Sea Trials of USS Cassin Young. They are standing in front of the new wooden temporary building constructed in anticipation of the planned 1992 drydocking of USS Constitution.

Stephen P. Carlson, Carlson Collection

The USS Cassin Young Workshop has become the domain of volunteer machinist Henry “Hank” Overlock, seen above (right) speaking to a visitor outside of the shop on Oct. 23, 2006, and at right showing off some of the work he has done for the restoration of the ship.

Stephen P. Carlson, BNHP (above); Richard Tourangeau, BNHP (right)
Building M-41 (Shed)

**Location:** Charlestown – NHP

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<td>The Shed typifies the wooden portable buildings erected on piers as needed to support work on board ships. (This period is currently considered outside the period of significance for the yard for National Register purposes.)</td>
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**History:**

This wooden shed is one of two constructed by the Naval Historical Center Detachment Boston to support the 1992 drydocking of USS Constitution. Following the completion of that project in 1995, the shed was turned over to the National Park Service. It was placed next to Building M-1 and is used to store hoses utilized for sewage connections from visiting ships at Pier 1 West.

Measuring approximately 10 x 12 ft. with a height from floor to the eaves of 8 ft., the structure was constructed of plywood siding on a wood frame with an asphalt-shingled gabled roof. It sat on 6-in. square joists to allow it to be lifted by a forklift. There were two windows on one of the long sides and a door and window on one gable end; the other walls were blank.

In keeping with the Navy Yard practice of numbering temporary structures with a letter prefix, the National Park Service has designated this wooden shed as Building M-41. Originally one of two such structures built in support of the 1992 drydocking of USS Constitution, it has been relocated next to Building M-1 and used by the park to store hoses for sewer connections for visiting ships at Pier 1 West. These views date to Oct. 23, 2006.

*Stephen P. Carlson, BNHP*
Building 1 is significant as an integral feature of the Dry Dock 3 complex and as the first building to be constructed at the South Boston Annex.

The Pump House for Dry Dock 3 was erected in conjunction with the dock, and until the mid-1920s was the only permanent building on the property. It was designed and built by the state, although the contract drawings reveal that the plans were reviewed and approved by the Navy Yard’s Civil Engineer.

Located on the south side of the dock just east of its intermediate caisson seat, Building 1 was a brick structure measuring 109 x 40.3 ft., with a height of 26 ft. to the eaves. The hipped slate roof rose an additional 10.5 ft. The basement, which housed the pump well, was 50.7 ft. deep. It was completed in 1919.

In 1922 the Navy added an electrical substation to the west end of Building 1. This 49.5-ft.-long extension matched the original structure in detail. The only other modification to the building prior to World War II consisted of the addition of four large ventilators on the ridge of the roof. Records are unclear as to when the windows (and the door on the south elevation) were infilled with brick.

As part of the expansion of the South Boston Annex into a full-scale shipyard the Navy upgraded the area’s utility systems. In 1943 and 1944 it constructed Substation No. 1A just to the east of Building 1. This flat-roofed brick structure measured 23.8 x 14.7 ft. Subsequently, an outside enclosure for electrical transformers was added to the south side of the substation.

The Pump House was transferred to the Economic Development & Industrial Corp. of Boston with the entire South Boston Annex property in 1975 and has remained in service
Chapter 5, Resource Inventory

This view, taken on Sept. 1, 1954, to record damage to the building from Hurricane Carol, shows the open enclosure next to Substation No. 1A. BOSTS-9006

The Jan. 1944 drawing at left shows various construction details for the substation addition to Building 1 and is typical of the drawings prepared for even minor yard buildings. The finished substation can be seen on the east side of Building 1 in the May 13, 1964, view above. Capstan 7 can be seen to the left of the building. Note the large ventilators added to the roof of Building 1 by the early 1940s. BNHP (left); BOSTS-7801 (above)

This view, taken on Sept. 1, 1954, to record damage to the building from Hurricane Carol, shows the open enclosure next to Substation No. 1A. BOSTS-9006

The west and south sides of Building 1 are seen in this Mar. 7, 2004, view. The trailer is being used as offices by Boston Ship Repair, the firm which has leased Dry Dock 3 and the Pumphouse from the City since the mid-1990s. The green box is the 1275-kw generator installed by the EDIC in 1998. Stephen P. Carlson, BNHP

This Sept. 21, 1972, view looking southeast shows the electric pumps in Building 1. Note the mezzanine level at the east end of the building that housed the control panels for the machinery. BOSTS-7873

The west and south sides of Building 1 are seen in this Mar. 7, 2004, view. The trailer is being used as offices by Boston Ship Repair, the firm which has leased Dry Dock 3 and the Pumphouse from the City since the mid-1990s. The green box is the 1275-kw generator installed by the EDIC in 1998. Stephen P. Carlson, BNHP

This view looks down on the south and east sides of Building 1 in Nov. 2004. Note both the brick and open substation additions on the east end. The adjoining structure with the rusting roof is a Navy portable shed. Capstan 7 can be seen next to the light pole at the bottom center. The cruise ship MV Norwegian Majesty is in Dry Dock 3. Boston Ship Repair

for the ship repair firms leasing Dry Dock 3. The EDIC rehabilitated the exterior of the structure in 1978. In 1996 it repaired the main dewatering pumps in the building, and two years later installed a new generator to provide an additional source of prime power for the pumps.
Building 14, McDonald Steel, is significant as part of the development of the former South Boston Annex as the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

HISTORY:

Following its acquisition of the South Boston Annex, the Economic Development & Industrial Corp. undertook a number of efforts to prepare the new Boston Marine Industrial Park for tenants. One of its projects involved the demolition of the residual portion and foundation of Building 14.

In March 1982 the EDIC leased the former site of Building 14 to the Park Realty Trust. The trustees, Matthew J. and Alice C. McDonald, immediately subleased the site to the Matt J. McDonald Co., a steel warehousing and distribution firm. The lease was for 20 years and three months, with an option to extend it for an additional 10 years.

As part of these transactions, the EDIC issued $300,000 in industrial development bonds for Park Realty Trust. These funds were used to finance the construction of a new 12,324 sq. ft. L-shaped, steel-frame structure with a shallow pent roof. The building, which the EDIC gave the designation Building 14 because of the structure which had previously occupied the site, was clad with corrugated metal siding, painted red, and featured large garage doors on the east and south sides. It had a maximum height of 40 ft.

The first totally new building added to the Boston Marine Industrial Park, it sits on what the EDIC has designated Parcel P and is surrounded by Anchor Way, a remnant of B St., and Au Bon Pain Way. It has an address of 3 Anchor Way. A parking area is located on the northwest corner of the parcel, with a small area of grass on the northeast corner.
South Boston Annex Utility Building

OTHER THAN THE PUMP HOUSE (BUILDING 1) the earliest structures at the South Boston Annex were temporary metal buildings moved from the Charlestown Navy Yard. Not until 1927 did the yard erect its next permanent structure. That building, however, was not new. Rather, it was assembled from steel framing and glass panels which had been salvaged six years earlier from a Boiler Shop which had been erected at Providence, R.I., during World War I.

The new Utility Building, known informally as the “Glass House” because of its construction, was located on the north side of Dry Dock 3 and had overall dimensions of 102.5 x 145.65 ft., with the southern 42 ft. being only a single story in height. Initially, it was designated Building 13. The 1939 site plan, however, identified it as Building 14, the number it would retain for the rest of its existence.

During World War II a second floor was introduced into the southern portion of the structure. Wooden additions also appeared on the roof of that portion and on the north end of the building.

By the early 1960s, except for a portion housing one of the Annex’s electrical substations, it had become surplus. Thus, everything except for the 43.25 x 32.85 brick substation at the northeast corner was demolished in 1962. This remnant, as well as the surviving concrete foundation walls, was finally demolished by the Economic Development & Industrial Corp. in the late 1970s.

These two Aug. 1, 1921, images form a panorama showing the dismantling of the Providence, R.I., Boiler Shop. The materials would be shipped to South Boston, where they would be reassembled in a somewhat different configuration six years later. BOSTS-8596

This photograph from the late 1920s or early 1930s looking west shows Building 14 as originally erected by the Navy Yard. BOSTS-7452

This Sept. 1, 1954, view of the south and east sides of Building 14 was taken to document damage as a result of Hurricane Carol. It shows the penthouse on the south roof and the various exterior stairways added during World War II. BOSTS-9006

The Sept. 18, 1961, view at left shows the north and west sides of Building 14. Note the three-story addition and the large dust collector. This image was taken to document the structure prior to the demolition of all but a small section housing an electrical substation, seen at right on Jan. 28, 1974. BOSTS-14997 (left); BOSTS-8566 (right)
Building 16 (Multiple Use Industrial)

LOCATION

South Boston

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STATEMENT OF SIGNIFICANCE:

Building 16, the Machine Shop, is significant as the first industrial building to be constructed as part of the development of the South Boston Annex as a fully-functional shipyard and as an example of the standard Navy design for large machine and structural assembly shops.

HISTORY:

In June 1939 Congress authorized the development of the South Boston Annex as a full-scale shipyard. Even as plans for this project were being formulated, the yard decided to erect a Machine Shop (Building 16) on the land north and just east of Dry Dock 3. This structure, was of a design first introduced at the Philadelphia Navy Yard and later used at other yards.

The Fehlaber Pile Co. began driving the first of 1,537 wood pilings to support the concrete slab floor in March 1940. Following the completion of that work in July, the Hughes-Foulkrod Co. began erection of the steel framework, and the building was completed in January 1941. Four single-story yellow brick wings approximately 19.7 ft. wide flanked the approximately 503 x 130 ft. main structure. The wings had a height of approximately 13 ft. The main structure had a height of 69.42 ft. to the main roof and 81.62 to the top of the end walls and transverse clerestories. Stair towers having an overall height of 92.71 ft. were located at the northwest and southeast corners. The first floor had a height of 53.5 ft. and was equipped with traveling cranes. Two overhead doors were located in each end, with overhead doors located slightly east of center on each side as well as at the west end of the south side. Each stair tower had an elevator with a door accessing a raised loading platform. The main walls were clad with alternating wide horizontal bands of corrugated metal and translucent material, with a band of industrial sash windows at the second floor level.

During World War II the William M. Bailey Co. constructed wooden lean-to additions on top of the brick wings. That on the north side was one story in height, while that on the southwest wing was two stories. These additions, as well as pent-houses built on top of the roof, housed barracks for Army
personnel assigned to anti-aircraft guns placed on the roof. The penthouses were demolished in the 1950s, while the north and southwest lean-tos would survive until the mid-1960s.

Building 16 was intended to provide space for all trades pending the development of additional facilities. In addition, it housed electrical Substations 3 and 4. This multi-task function returned in 1960 when the Navy decided to reduce industrial operations at the South Boston Annex. All remaining shipbuilding and repair activities were to be centered in the building.

In the late 1960s the Navy Yard developed plans for the consolidation of the shipyard at South Boston. Under this plan, Building 16 was to remain, becoming Public Works Storage Shops.

Like other buildings at South Boston, Building 16 suffered from deferred maintenance. Finally, funds were approved in the early 1970s for roof repairs. However, this project was cancelled shortly after the Navy announced in 1973 that the shipyard was to close.

Outside of the dry docks, Building 16 is the only structure in the Boston Marine Industrial Park which has been utilized for heavy industrial activities. In March 1979 the Economic Development & Industrial Corp. entered into a three-year lease (later extended) of the structure to PX Engineering. In keeping with the EDIC’s other goals, PX Engineering frequently employed participants in the EDIC’s job training programs.

For over a dozen years, PX Engineering operated Building 16 as a heavy steel fabrication plant. By early 1992,
From 1979 to 1992 Building 16 was occupied by PX Engineering. The firm was the only tenant of the Boston Marine Industrial Park, other than the ship repair firms using the dry docks, to engage in heavy industrial activities. Among other work, between 1983 and 1985 it undertook the modernization of rapid transit cars for the Massachusetts Bay Transportation Authority. In this detail from a June 8, 1984, aerial, a four-car train of 01400-series Red Line vehicles can be seen in the open area between Building 16 and Building 29.

These images were prepared for Highland Marine LP to compare the existing condition of Building 16 (top), showing evidence of its employment as a cement batch plant, and the proposed redevelopment of the structure as a multi-purpose industrial facility (above). Stephen J. Wessling Architects

However, it became embroiled in a dispute with the EDIC over the renewal of its lease. In February the firm announced that it was leaving Building 16 for a facility in the former Hingham Shipyard.

Building 16 remained empty for the next three years, until the EDIC leased the structure and the adjacent area of the former B St. to Boston Sand & Gravel. That firm established an indoor concrete batch plant to serve the needs of the Central Artery/Tunnel “Big Dig” highway project.

With the completion of the highway project, Building 16 again became vacant. In November 2001 the EDIC issued a request for proposals for Parcel N, also known as 25 Fid Kennedy Ave. Almost a year later, it accepted the proposal from Highland Marine LP to develop the structure as industrial space. Possible uses included freight forwarding, freezer/refrigeration, manufacturing/assembly, dry storage/warehouse, or research and development space.

That proposal fell through, and the EDIC in June 2003 chose Preferred Freezer Services of New Jersey as the redeveloper of the structure. Its proposal called for the building to become a seafood services facility and commercial freezer. Like the Highland Marine proposal, however, no lease occurred, and Preferred Freezer established its Boston facility in Everett, Mass., instead.

New proposals were then sought for both Building 16 (Parcel N) and adjoining Building 31 (Parcel M). Although three firms submitted proposals in October 2007, as of late 2008 no decisions had been made. In the meantime, Building 16, one of the most prominent structures in the Boston Marine Industrial Park, continues to stand vacant.

These images were prepared for Highland Marine LP to compare the existing condition of Building 16 (top), showing evidence of its employment as a cement batch plant, and the proposed redevelopment of the structure as a multi-purpose industrial facility (above). Stephen J. Wessling Architects

This Aug. 28, 2008, image shows the north side of Building 16. Note the distinctive red edging on the roof of the stair tower and clerestories.

Chris Devers, flickr.com
Chapter 5, Resource Inventory

RESOURCE

Building 17 (Storage)

LOCATION

South Boston

LCS NO. EVALUATION N T S A DATE BUILT

12946 HAER 2 1 1 2 1941

MACRIS NO. CONDITION

12946 None Good

STATEMENT OF SIGNIFICANCE:

Building 17, the Net Depot, is significant as part of the development of coastal defenses during World War II and as a part of the development of the South Boston Annex as a full-scale naval facility.

HISTORY:

Building 17 is unique among structures constructed at the South Boston Annex during World War II in that it was not intended to support shipyard activities. Rather, it was designed to provide a shore base for the Navy’s program for protecting the nation’s harbors from enemy submarines by the placement and maintenance of harbor defense nets.

In mid-1940 Commandant Rear Adm. William T. Tarrant decided that one of the net depots for the First Naval District should be located at the South Boston Annex. Because it was not part of the industrial shipyard, the Net Depot (Building 17) was placed on the western edge of the expanded Annex property. Its construction was part of the contract awarded on October 1, 1940, to the Sawyer Construction Co. It was completed a year later at a cost of $190,000.

Building 17 was a basilica-shaped steel-framed, metal-clad structure. The central block measured 44.5 x 163.75 ft., with a height 44 ft. to the eaves and 53.2 ft. to the peak of the gabled roof. The 40-ft.-wide wings were 14.11 ft. high to the eaves, with a roof slanting upward to 30 ft. at its intersection with the main block. There were continuous rows of industrial sash windows at the eaves of the low wings and in the middle of the upper wall on each side. Large overhead doors were located at each end.

In April 1943 the yard prepared plans for the construction of a two-story wood barracks for 40 men on the southeast corner of the building. This structure, which resembled other wooden extensions built in the Annex, measured 30.75 x 50.5 ft. and was 24.75 ft. high.

Following World War II the Net Depot operation was reduced to the storage of nets and associated floats. Building 17 thus became available for other uses. In July 1952 the yard drew up plans for its conversion into a Battery Charging Building. As part of that project, a two-story concrete block structure housing two acid tanks was constructed on the southwest corner of the building. It measured 23 x 50 ft., with a height of 30 ft.

The battery charging operation moved to Building 10 at Charlestown in the late 1950s. Thereafter, the structure was

The Naval Net Depot (Building 17) is seen at left under construction on Mar. 19, 1941, and at right shortly after its completion. Note the portable stationary steam boiler which provided heat prior to the completion of a steam distribution system throughout the Annex.

BOSTS-7865

– 699 –
This Aug. 1952 photograph shows the construction of the foundation for the tank building addition as part of the conversion of Building 17 into a Battery Charging Building. The World War II barracks addition is in the background, while at right is the stairway for the second floor of the adjoining Building 28.

BOSTS-15000

This Apr. 9, 1974, photograph shows the north end of Building 17. Note the keel blocks and other items stored in the foreground.

NPS TIC 457/D6391

The former tank building became the location for the refrigeration plant for Stavis Seafood, while the former barracks provided office space. This view dates to Oct. 8, 2006.

Stephen P. Carlson, BNHP

The original 1984 redevelopment of Building 17 saw creation of loading bays on the north end and a modest western addition.

Stavis Seafood

vacant until turned over to the Naval Base in the mid-1960s as an Auto Hobby Shop, a place where sailors could work on their personal vehicles. It continued to house that activity until final inactivation occurred on April 25, 1974.

One of the proposed uses of the Boston Marine Industrial Park was as a seafood processing facility. The first major seafood firm to move into the park was Stavis Seafood, a family-owned processing firm established in 1929. In mid-1983 it leased Building 17 (Parcel U) for a 20-year term. As part of the agreement, the Economic Development & Industrial Corp. issued $1.2 million in industrial development bonds to allow Stavis to renovate the structure, including the construction of loading docks on the north end and the installation of a 10,000 sq. ft. freezer.

In the early 2000s, in conjunction with the exercise of the option period in its lease, Stavis began a major expansion project. The work, completed in late 2005 by TLT Construction, involved the erection of an addition on the west side of Building 17. The two-story-high structure, as well as three additional loading bays on the north end, added 30 percent more floor space and 300 percent more refrigerated cooler space to the facility.

The early 2000s' expansion of Stavis Seafood's facility is seen in these views. At left, the Aug. 29, 2004, view shows the removal of part of the west wing for the construction. At right, the finished facility is seen on Sept. 29, 2009.

Stephen P. Carlson, BNHP
Chapter 5, Resource Inventory

RESOURCE

Building 18 (Multiple Use Industrial)

LOCATION

South Boston

LCS NO. 12971

EVALUATION C

N 2102

DATE BUILT 1941

MACRIS NO. 12971

HAER None

CONDITION Good

STATEMENT OF SIGNIFICANCE:

Building 18, the Structural Shop, is significant as a part of the development of the South Boston Annex as a fully-functional shipyard and as an example of the predominant industrial building architecture of the Annex.

HISTORY:

On October 1, 1940, the Sawyer Construction Co. received a contract for the erection of a number of buildings at the South Boston Annex. Among them was the Structural Shop (Building 18), located on newly filled land between A and C Sts. at 5th St. The building was completed in late 1941 at a cost of $541,000.

The second industrial building to be completed as part of the Annex’s development as a full-scale shipyard, Building 18 employed a modification of the basilica style industrial structures of the early 20th century, with a triple central section. The main portion of the steel-framed building with brick piers and corrugated-metal siding and roofing measured approximately 363.4 x 158.3 ft., with a height to the peak of each gabled roof of 54.5 ft. Two 39-ft. wide wings on each side had a roof sloping upward from the 19-ft.-high outer wall to a point 31 ft. high on the main building wall. These wings contained a mezzanine level; the main portion of the structure was open and was served by overhead traveling cranes. Large roll-up access doors were located in the center of each bay on the end walls of the main structure, with three smaller doors in each of the wing walls.

Except for a small two-story wood addition on the east side, demolished in the early 1960s, Building 18 underwent little change through the years.

Following World War II, Building 18 was utilized by the Boston Group of the Atlantic Reserve Fleet. With the 1961 disestablishment of that organization, it was used to house shipyard operations which survived the 1960 mothballing order. It was finally inactivated by the yard on May 27, 1974.

In July 1982 the Economic Development & Industrial Corp. leased Building 18 (Parcel R) for 20-years to the J.J. Daly Co. Daly, an inventory management, warehousing, and distribution company, remained as a tenant in the Boston Marine Industrial Park until the late summer of 2009.

This Aug. 7, 1941, photograph shows the construction of Building 18 looking north.

BOSTS-15569

This May 29, 1968, view shows the south and east sides of Building 18. The cars parked around the building attest to the fact that unlike most other buildings at South Boston, it was in active use. BOSTS-7835

Stephen P. Carlson, BNHP

This Oct. 4, 2009, view shows the east and north sides of Building 18. The only significant change from its original appearance is the elimination of the ventilators on the peak of each gabled roof.
Building 19, the Temporary Storehouse, is significant as part of the development of the South Boston Annex as a full-scale naval facility.

One of the primary needs of the Navy as it undertook an unprecedented expansion in response to the outbreak of World War II in Europe was for warehouse space to store the many materials required to build and support its ships and sailors. At the South Boston Annex, the Navy decided to erect a Temporary Storehouse (Building 19) on the west side of Harbor (7th) St. adjacent to the existing Boston Molasses Co. facility.

The new storehouse was a two-story steel-frame wood structure on a raised concrete foundation. It measured 182 x 407 ft., with a height to the flat roof of 33 ft. Six 10.65-ft.-high sawtooth ventilators were located along this roof. There were raised covered loading docks along the east and west sides. Construction was undertaken by the Sawyer Construction Co. Work started in the spring of 1941, even before the state had officially conveyed the property to the Navy, and the building was completed by July. A single-story lean-to measuring 62 x 20 ft. would subsequently be added on the west end of the north side.

Because of its function, the Storehouse would not be adversely affected by the decision in the late 1950s to reduce operations at the Annex. But its role shifted from storing and distributing items to the fleet to collecting and disposing of surplus material.
Building 19 was one of the first to be leased by the Economic Development & Industrial Corp. On May 23, 1979, it entered into a three-year lease with the Leonard Silver Manufacturing Co. for Building 19 and the surrounding area.

In the early 1990s the Third Harbor (Ted Williams) Tunnel project had a major impact on Building 19. The tunnel’s route came so close to it that a portion of the northwest corner was removed. The remainder of the building was taken over by the Massachusetts Highway Dept. for use as offices and storage for the project.

As the highway project approached completion, the building attracted the attention of Neil Fitzpatrick, president of Boston Freight Terminals, a cargo handling firm. In May 1995 he entered into a lease for Building 19 (under his corporate name of Geo-Trans International). The lease included not only Parcel T but the parking area on the opposite side of Channel St., Parcel T-1. The lease was for ten years, with two ten-year extension options. What Fitzpatrick termed the International Cargo Center of New England opened for business in the spring of 1996.

Five years later, Fitzpatrick, who had acquired control of the former Purolator Courier property (Parcel D, Building 12), entered into a partnership with Cargo Ventures of New York. The lease of Parcels T and T-1 were transferred to their new joint venture, ICCNE LLC. This firm immediately began plans for an expanded presence in the Boston Marine Industrial Park. In August 2005 it concluded a new 35-year lease with the EDIC for Parcels D, E, T, and T-1 with the intention of constructing an over 300,000 sq. ft. facility. The first phase of the project involved the construction of a new building on Parcels D and E, work on which started in November 2005.

Under the terms of the lease, Phase II of the project would involve replacement of Building 19 with a new building having a footprint of approximately 92,700 sq. ft. Work could begin on this project when Phase I reached a point of 80 percent completion. If work had not started within seven years of that time, the lease would be void. Although there were statements at the time Phase I opened in May 2007 that work on Phase II would begin in 2008, this has not happened as of the time this report was completed.
Building 20, the Power Plant, is significant as part of the development of the South Boston Annex as a fully-functional shipyard.

In the summer of 1940 the Navy entered into a contract with the Stone & Webster Engineering Corp. of Boston for work on the utility systems at both the Charlestown Navy Yard and other facilities in the First Naval District. Of the nearly $4 million worth of work performed under that contract, over $2.1 million was expended at the South Boston Naval Dry Dock. A history of facilities construction during World War II summarizes the scope of this work:

The work at the Naval Dry Dock … included the oil-burning power plant, Building 20, with steam generating equipment consisting of six unit type boilers, each having a capacity of 17000 pounds of steam per hour at 150 pound working pressure and necessary accessories, a 5200 cfm air compressor, motor generator equipment, power transformers, electrical switchgear for connection to the Boston Edison Company feeders, electric, compressed air, water and gas distribution systems for the entire … Reservation.

The heart of the new utility system was Building 20, located near the center of the Annex. Also associated with this contract were electrical substations placed throughout the Annex. Some were incorporated into existing buildings, but there were also two freestanding Substations, Buildings 38 and 39, located in the northwest corner of the property. The utility system reached a state of usable completion in November 1942.

This July 1, 1941, drawing shows how the Power House stepped up from one end to the other. Note the basement which was located under one portion of the structure.

These progress photographs dated June 21 (top) and Aug. 7, 1941 (above), document how quickly construction at the Annex took place. Both views are taken from the southwest corner.
The Stone & Webster contract for the Annex's utility system saw the construction of a full range of utilities, all centering on the Power Plant (Building 20). These Dec. 9, 1968, utility plans show the major systems, most of which were underground. Above, the steam distribution system reflects the modifications made as the result of the addition of the Boiler House (Building 46) and the 1954-1955 construction of an overhead steam distribution line. Below, the compressed air distribution system mainly served the dry docks, jetties, and piers.
The gas and fuel oil distribution systems are shown in the plan above. Note that the Annex received its fuel oil at Pier 10, storing it in underground tanks adjacent to Building 20. The 1918 natural gas line on Dry Dock Ave., which also served the Army Base, remained active in 1968; the World War II-era gas mains elsewhere had been abandoned in 1967. The drawing below shows the 13.8-kv and 2.4-kv electrical distribution systems. Lines from Building 20 fed numbered substations in Building 1 (1, 1A), 14 (2), 16 (3), 38 (5), and 39 (6) as well as unnumbered substations in Buildings 18, 21, 30, 31, 32, 46, and 53.
The Power House measured 74 x 169 ft. and featured steel and concrete framework with brick infill and industrial sash windows. The structure stepped up in height from south to north. The first 19.3 ft. was 15 ft. high, the next 28 ft. was 22.7 ft., with the remainder 26 ft. high. A 70-ft. freestanding steel chimney was located at the north end. There was a basement under part of the building, as well as a 15-ft.-wide mezzanine at the north end. A 10.3 x 15.25 ft. cooling tower rose 22 ft. from the roof.

In September 1941, even as the Power Plant was nearing completion, the Navy awarded a contract to the Morton C. Tuttle Co. for the erection of a coal-fired Boiler House (Building 46) to increase the steam capacity of the system. This structure was located near Summer St., close to the railroad tracks which entered the yard to simplify delivery of coal to it. This project also included new distribution lines to connect it to Building 20.

In the late 1950s the Navy decided to cease industrial operations at the Annex except for those associated directly with the dry docks. As part of that process, the Navy chose to mothball the Boiler House and keep Building 20 in operation. It continued to operate until the yard’s closure.

In January 1978 the Economic Development & Industrial Corp. leased Building 20 and operation of the entire utility system to Marilyn Utilities. By May 1980 it had terminated the lease and decided not to maintain a separate utility system. Thus, Building 20 became available for other purposes. Initially, it was used by the EDIC for its maintenance activities. Subsequently, the parcel lines were redrawn to retain the outdoor area (Parcel G-1) as a maintenance yard and allow the building (Parcel G, 339 Northern Ave.) to become available for leasing.

In April 1995 Paul’s Lobster, displaced from its previous location on Northern Ave. outside of the BMIP due to roadway changes, moved into Building 20. The building has since provided a home for other similar companies, including James Hook & Co., which moved there following a May 2008 fire which destroyed the famous lobster firm’s landmark Fort Point Channel facility.
Building 21, the Administration Building, is significant as an element of the development of the South Boston Annex as a fully-functional shipyard.

On October 1, 1940, the Navy Yard awarded a contract to the Sawyer Construction Co. for the erection of various buildings at the South Boston Annex. One of these structures was a three-story Administration Building (Building 21) for the expanding facility. Its purpose was to house locker rooms, offices, and work space for crews working on ships in Dry Dock 3.

The plans for Building 21 were issued in June 1941, and it was substantially complete by mid-November. The design for the 35-ft.-high, flat roofed brick structure was similar to that of the Public Works Administration Building (Building 200) at Charlestown. Situated on Dry Dock Ave. near the head of Dry Dock 3, it measured 182 x 60 ft. The front featured a central entrance tower with a narrow vertical window above the double doors. A continuous concrete band ran at the lintel level of the industrial sash windows.

The growth of the workforce at the Annex led the Navy to prepare plans in December 1942 for the construction of an East Extension to Building 21. This work was added to a May 1941 contract issued to the William M. Bailey Co. The extension was of wood construction except for a central brick stair tower on the front side. The 182.5 x 60 ft. structure had cementitious siding separating rows of windows which closely resembled the detailing of the original building. Unlike the original, it was built on a concrete slab without a basement. The extension was completed by mid-1943.

The Jul7 1, 1941, plan at left shows the original brick Building 21, while the Dec. 10, 1942, one at right shows the East Extension. Note how that structure was as near a duplicate of the original as could be obtained with a wood-frame version.
In April 1948 the building received a new tenant when the New England Division of the Army Corps of Engineers moved in. The Corps remained at the Annex for three years. Thereafter, the building at various times housed elements of the Atlantic Reserve Fleet and the Navy Exchange. Another tenant was the Navy (later Armed Forces) Courier Service.

Like most Annex buildings, there is little information available on physical changes. Fire escapes were added on both ends and the north side in the 1950s, although these had disappeared by 1968. A door was added in the westernmost bay on the south side. In 1967 a messing facility for enlisted personnel was constructed in Building 21. This activity remained in use until shortly before the yard’s 1974 closure.

Following the transfer of the Annex to the Economic Development & Industrial Corp., Building 21 was used by General Ship and other firms which leased Dry Dock 3. The EDIC reinstated the fire escapes and replaced the extension’s windows with aluminum ones. It also painted it red to match the brick of the original building.

Building 21 was not included in the parcel licensed to Boston Ship Repair in 1996. Identified as Parcel L1 and given the addresses 24 and 26 Drydock Ave., it remained vacant. In 2006 the EDIC awarded a contract for the demolition of the deteriorated East Extension. This work, which had to be treated as a hazardous material abatement effort because of its asbestos-containing siding, was completed during 2007 and the area it had occupied converted to a parking area.

The asbestos siding of the East Extension has already been removed in the Oct. 8, 2006, view above. That from Oct. 4, 2009, at right shows the front of the building following the completion of the demolition of the wooden addition.

Stephen P. Carlson, BNHP
Building 22, the Crews Head, is significant as an element of the development of the South Boston Annex as a fully-functional shipyard and as an example of the numerous latrines/washrooms built to serve the needs of yard employees.

On October 1, 1940, the Navy Yard awarded a contract to the Sawyer Construction Co. for the erection of buildings at both Charlestown and the South Boston Annex. One of the structures for the latter location was a single-story brick building to house latrine and washroom facilities for ships’ crews. The entire Sawyer contract was completed in February 1942.

Building 22, identified as the Crews Head, measured 120.25 x 40.25 ft., and was located immediately to the west of Building 23, the Officers Head. It had a large concrete cornice at the base of the parapet which surrounded the flat roof. It stood 14.75 ft. from the ground to the top of the parapet. It had double doors at the east and west end, with metal sash windows. Yard records indicate that it cost $71,900.

By the early 1950s a wooden cupola was erected at the northeast corner of the roof. This structure, together with a similar one on the roof of Building 29 on the opposite side of the dock, was used by dockmasters operating Dry Dock 3.

Described in 1973 as a Public Toilet, the structure was officially deactivated on January 16, 1974. It would be reactivated by the Economic Development & Industrial Corp. in conjunction with the opening of Dry Dock 3 as a public facility. The structure is currently included within the parcel surrounding Dry Dock 3 (Parcel L) licensed to the Boston Ship Repair (now Atlantic Marine Boston).

A July 22, 1952, accident involving the boom of one of the Annex’s American portal cranes was the occasion for taking this photograph of the Crews’ Head. Note the rooftop cupola for use by dockmasters working Dry Dock 3. The corner of the Officers’ Head (Building 23) is seen at the left.

Building 22, seen here on Oct. 4, 2009, is one of several buildings assigned to Boston Ship Repair. Because it continues to be used for industrial operations, its exterior is little altered from when it was first built.

Stephen P. Carlson, BNHP
Building 23 (Public Toilet)  

**Location:** South Boston

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**MACRIS NO.** 12958

**HAER** None

**CONDITION** Good

**STATEMENT OF SIGNIFICANCE:**

Building 23, the Officers Head, is significant as an element of the development of the South Boston Annex as a fully-functional shipyard and as an example of the numerous latrines/washrooms built to serve the needs of yard employees.

**HISTORY:**

In 1939 the Navy Yard began the development of the South Boston Dry Dock into a fully-functional shipyard. One of the first new structures to be built was a building to house the Public Works inspection force supervising work at the Annex. The single-story brick structure was located on the south side of Dry Dock 3 west of the Pump House (Building 1). It measured 57.47 x 27.4 ft., with a height to the eaves of 13.83 ft. and to the ridge of the gabled slate roof of 21.33 ft. Designated Building 23, this structure was constructed by yard labor and was completed in early 1940 at a cost of $25,000.

In October 1940 the yard awarded a contract to the Sawyer Construction Co. for the erection of several structures at both Charlestown and South Boston. While yard histories of wartime construction state that one of the new buildings built under this contract was Building 23, it appears that Sawyer’s work actually involved its conversion into an Officers Head rather than its erection. This facility complemented the Crews Head (Building 22) built by Sawyer immediately to its west.

Labeled as a Public Toilet at the time of yard closure, Building 23 was officially inactivated on January 14, 1974.

Transferred to the City of Boston with the rest of the Annex, Building 23 was reactivated in conjunction with the operation of Dry Dock 3 as a ship repair facility. It is currently included within the parcel (Parcel L) licensed to Boston Ship Repair (now Atlantic Marine Boston).

This Feb. 2, 1940, construction progress photograph shows Building 23 nearing completion.

Still bearing its Navy building number, Building 23 is seen on May 18, 2008. Building 104 is at left.

Stephen P. Carlson, BNHP
Building 28, the Garage & Locomotive House, is significant as an element of the development of the South Boston Annex as a fully-functional shipyard.

The decision to develop the South Boston Annex as a full-scale shipyard meant that in addition to new piers and industrial shop buildings the Navy needed to provide a number of support facilities. One such structure was a facility for the maintenance of both automotive and railroad equipment.

The plans for the Garage & Locomotive House (Building 28) were completed in July 1941. It was to be located on the western boundary of the property adjacent to the railroad right-of-way which crossed the Annex to reach the Boston Army Base. The construction of the structure was included in the May 1941 contract issued to the William M. Bailey Co.

The flat roof rectangular structure measured 180 x 74 ft. and featured steel and concrete framework with brick infill and industrial sash windows. The doors for both the two railroad bays and nine garage bays were located on the east (southeast) elevation. A tenth bay at the north end contained a pair of pedestrian doors. The two railroad bays occupied the southern 52 ft. and had a height of 28.3 ft.; the rest of the building was 20.5 ft. high. The locomotive bays featured inspection pits and a partial mezzanine level.

Two wooden additions were subsequently added to the structure. Plans were issued in August 1942 for an L-shaped second floor at the north end, with a 10.5 x 19.5 ft. two-story stairwell along the north wall. The main 75 x 60 ft. block had...
a height of 13.5 ft., while the 22.3 x 7.25 ft. extension was 12 ft. high.

The second addition was a single-story trapezoidal lean-to extending 40.27 ft. from the west wall at the junction between the railroad and garage sections. The west side was 37 ft. This addition would be demolished in the mid-1960s.

With the discontinuance of industrial operations at the Annex in 1960, the need for vehicle maintenance decreased. Thus, the facility was turned over to the Naval Base Boston Motor Pool. This use continued until the closure of the yard.

With the closure of the yard, Building 28 was singled out for retention by the federal government for use as an Army Reserve Training Center. On January 28, 1976, the structure and its surrounding area was officially transferred from the Navy to the Army. This transfer would eventually be challenged by the Economic Development & Industrial Corp. and the state Government Land Bank, and in 1989 a settlement the federal government paid the state agency $1.2 million for the property.

In 1984 the wooden second floor addition was demolished. Over time, six of the nine garage openings have been infilled, either as solid walls or walls containing pedestrian doors. Designated Building P-28 under the Army’s system of using “P” to denote a permanent structure, the building continues to perform its original function of providing space for vehicle maintenance for the military.

In conjunction with Building 28, the 94th Army Regional Readiness Command (RRC) utilizes a portion of the former Naval Support Activity parking area adjacent to the Building 28 parcel.
Building 29, the Dispensary & Fire Station, is significant as an element of the development of the South Boston Annex as a fully-functional shipyard.

The development of the South Boston Annex as a shipyard required a number of facilities to support industrial operations and personnel. One of the most important of these support activities involved fire protection. Unlike other secondary structures, which were placed away from the industrial core, the yard chose to place the Fire Station in the center of the initial industrial area, directly north of Dry Dock 3 and west of the first industrial shop, Building 16. It also chose to combine the Fire Station with a second support activity, a Dispensary which would deal with the medical needs of yard workers.

Plans for the 113 x 63 ft. flat-roofed brick structure were completed in July 1941. Its construction was included under the contract awarded to William M. Bailey Co. the previous May. In general, the style matched that of the Administration Building (Building 21). The north end of the building contained two bays for fire apparatus and was a single story, with a height of 16 ft. The remaining portion of the structure was approximately 26 ft. high. Wide concrete bands ran around the building at the lintel level.

In November 1942 plans for an East Extension were completed. This structure was of wood-frame construction and measured 110 x 42.8 ft. The southern 20.3 ft. was a single story in height, with the remainder two stories high with a height of approximately 23 ft. The extension was approximately 15 ft. east of the original structure, with two connecting passageways between them. Architecturally, it resembled both the East Extension of Building 21 and the Annex’s two major wood industrial structures (Buildings 54 and 56).

The initial structure was completed in late 1941, with the entire facility considered complete by mid-1943. Total cost was $133,038.

Because of its public safety role, the Fire Station was not affected by the 1960 decision to suspend industrial opera-
tions at South Boston. For that reason, Building 29 was among the last to be inactivated by the Navy in 1974.

In 1962 the Naval Base Band moved from quarters on the third story of Building 198 at Charlestown to Building 29. They would remain there until the closure of the yard.

In the late 1970s the Economic Development & Industrial Corp. demolished the East Extension. In December 1982 it leased Building 29 and the surrounding parcel (Parcel O, 19 Fid Kennedy Ave.) to the Au Bon Pain bakery for use as the firm’s corporate headquarters. This lease was considered of such importance that the EDIC renamed Bollard Way (formerly 3rd St.) as Au Bon Pain Way.

Au Bon Pain incorporated the original Building 29 into its new facility. Initially, the changes included an approximately 20-ft. deep addition at the north end and small additions on the west and south sides. Subsequently, it raised the single-story north portion to the height of the rest of the structure and added an irregular shaped corrugated metal-clad extension approximately 95 ft. in length and depth on the east side. A 70 x 95 ft. two-story building approximately 12 ft. from the south side of the original building was linked to the rest of the complex by single-story sections. The facility occupies a footprint of 22,933 sq. ft. The main entrance is located in a recess on the east side, while the west side of the south building houses two truck loading bays.

A 1995 aerial photograph indicates that the roof at the north end of the original building and its extension contained lettering reading “AU BON PAIN WELCOMES YOU TO BOSTON,” obviously intended for viewing by airplane passengers passing over the area during their approach to Logan Airport. This wording is no longer present.
Building 31, the Ordnance Work Shop, is significant as a part of the development of the South Boston Annex as a fully-functional shipyard and as an example of the predominant industrial building architecture of the Annex.

During the 19th century the Navy stored its ordnance, largely smooth-bore and rifled cannon, in large outdoor gun parks. Development of more sophisticated breech-loading weapons required that they be stored indoors.

By the late 1930s the Navy Yard had developed Building 153 at Charlestown, originally constructed as a charging facility for submarine batteries, into an Ordnance Storehouse. As the yard began planning the development of the South Boston Annex, it saw an opportunity to expand its ordnance capacity by transferring the function to the new facility, clearing the way for the demolition of Building 153 to allow construction of Dry Dock 5.

The site selected for the new Ordnance Work Shop was at the east end of the new jetties. Set parallel to the East Jetty, Building 31 employed a modification of the basilica style industrial structures of the early 20th century, with a double central section. The main portion of the steel-framed building with brick piers and corrugated-metal siding and roofing measured approximately 327.5 x 108.5 ft., with a height to the peak of each gabled roof of 54.75 ft. Two 277 x 36.8 ft. wings were centered on each side of the structure, with a roof sloping upward from the 21.1-ft.-high outer wall to a point 33.5 ft. high on the main building wall. These wings contained a mezzanine level; the main portion of the structure was open and was served by overhead traveling cranes. Large roll-up access doors were located in each corner of the main building walls and in the center of each bay on the end walls.

This Nov. 10, 1950, aerial photograph shows Building 31 sitting at the eastern end of the area defined by the North, East, and South Jetties.

This view looks north in the eastern bay of Building 31 showing the storage of anti-aircraft guns. Note the traveling crane at the top of the bay.
Plans for the Ordnance Work Shop had been completed by September 1941. Its construction was undertaken as a part of a contract awarded to the Morton C. Tuttle Co. for the erection of several structures at the Annex. The entire contract was completed in March 1943, although yard property records indicate that Building 31 was finished during 1942. The cost of the building was $511,321.

The building underwent virtually no change over the next thirty years. In addition to providing storage for ordnance of all kinds up to 5-in. gun mounts, it contained shop space for work on the weapons. That usage came to an end in the early 1960s, both as a result of the decision to phase out industrial operations at the Annex and the replacement of guns with missiles. Described as a General Warehouse in the 1974 surplus property report, only half of the structure’s floor space had been in use for storage at that time. It was officially inactivated on May 27, 1974.

Identified as Parcel M and given the street address 3 Dolphin Way by the Economic Development & Industrial Corp., the building was restored under a 1981 federal economic development grant. It was leased for a 20-year term to Boston Port Service in August 1984 as a part of the autoport for Subaru being promoted by car dealer Ernie Boch. During the early 1990s the Central Artery/Tunnel project resulted in the closure of the autoport. Building 31, however, remained in use. As of 2008 it serves as a garage/repair shop for Cavalier Coach Trailways and Above All Transportation.

With the bright blue coating on its steel roof, Building 31 stands out in views of the Boston Marine Industrial Park. The image at left shows the south and east sides in Oct. 1988 with now-scrapped Portal Crane 67 on the East Jetty, while that from Oct. 9, 2004, at right shows the north and west sides with USS Trenton (LPD-14) at the North Jetty.
Building 32 is significant as the primary permanent storehouse at the South Boston Annex and as an example of the standard Navy general storehouse design.

The decision to develop the South Boston Annex into a complete shipyard facility meant that it required storage facilities as well as industrial shops and other support structures. Plans for the General Warehouse (Building 32) were completed in December 1941. They called for a 104-ft. high nine-story structure measuring 200 x 178 ft. and providing approximately 520,000 sq. ft. of space. It was located on the northwest side of 7th St., away from the waterfront.

The structure was built to the standard Navy storehouse design originated during World War I and was similar to the two General Storehouses (Buildings 149, 199) at the Charlestown Navy Yard. The design featured a steel framework with reinforced-concrete and flat-slab construction. The exterior walls consisted of concrete wall columns and spandrel beams, hollow brick spandrel walls, and industrial steel sash windows with heavy wire glazing. The first floor was elevated and surrounded by a concrete loading dock on three sides to accommodate level loading from trucks and railroad cars. Railroad tracks ran along the northwest and southeast sides. There were two large freight elevators at either side of the building’s center and a single passenger elevator at the building’s rear, each marked by a penthouse on the roof. For many years, there was also a water tower on the roof.

The contract for the construction of Building 32 was awarded to the Matthew Cummings Co. It reached usable
A wooden penthouse on the roof of Building 32 housed barracks. These Nov. 4, 1963, photographs were taken to accompany the yard's paperwork proposing its demolition.

The General Warehouse (Building 32) is seen in June 1960. Note the barracks penthouse and the water tower on the roof. Building 19 is at left and Building 17 is at right.

One of the characteristics of a military installation is the display of historic materials. This July 4, 1962, photograph shows an anchor from the former battleship USS Kearsarge (BB-5) on display in the South Boston Annex near the General Warehouse (Building 32).

Completion in September 1942 and full completion in March 1943.

A wooden penthouse measuring 75 x 28 ft. was subsequently added on the roof for use as barracks. This penthouse was demolished by the Navy Yard in November 1964. Otherwise, the building underwent little or no alteration during its three decades as a naval storehouse.

Transferred to the Economic Development & Industrial Corp. of Boston, it was among the first structures at the Boston Marine Industrial Park to be redeveloped. Considered a multi-tenant facility, it reached full occupancy with eight industrial tenants in September 1980. It is identified by EDIC as 12 Channel St.

With the exception of the removal of the "Supply Department" signage from the southwest front, Building 32 has retained its historic appearance. The view above of the southwest and southeast sides dates to Aug. 29, 2004, while that at right was taken on Oct. 8, 2006.

Stephen P. Carlson, BNHP
Building 40 (Weighing Facility)

LOCATION

South Boston

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STATEMENT OF SIGNIFICANCE:

Building 40 exemplifies the industrial character of the Navy Yard.

HISTORY:

The weighing of both incoming and outgoing shipments was a normal function of an industrial facility. With the decision to develop the South Boston Annex came the need for both railroad and truck scales. In 1942 a single-story brick Scale House (Building 40) was constructed along Dry Dock Ave. to the east of 6th St. It measured 28 x 12 ft., with a height to the eave of the gabled roof of 8 ft. It had a small (5 x 6 ft.) entry vestibule on the south side. Total cost of the Weighing Facility, as it is identified in yard property records, was $6,639.

The Scale House serviced both a Track Scale (Structure 91) and a Truck Scale (Structure 98). The Track Scale measured 70.5 x 13 ft. and was located along Dry Dock Ave. on the south side of Building 40. The Truck Scale was 42 x 12 ft. and was located at a 45-degree angle across the northeast corner of the Scale House. Because of its greater size and complexity the Track Scale cost $32,598, nearly double the $16,793 cost of the Truck Scale.

Although both scales were demolished by the EDIC, Building 40, identified as Parcel G-2 (18 Drydock Ave.), remains minus its entrance vestibule. It has been leased to Verizon and its predecessor companies for use as a telephone switching station.

Building 40 is seen on Aug. 29, 2004. Note that the window overlooking where the Track Scale had been has been infilled and the entrance vestibule removed but that the historic building number remains on the structure's wall.

Stephen P. Carlson, BNHP

This detail from a Nov. 10, 1950, aerial photograph shows the Scale House (Building 40) and the Track Scale (Structure 91). The Truck Scale (Structure 98) was located along the roadway passing the upper corner of the structure.

BOSTS-8527
Building 49, the Public Works Shop, is significant as an element of the development of the South Boston Annex as a fully-functional shipyard.

The development of the South Boston Annex required the construction of a number of buildings to house support functions for the shipyard. One such structure was a Public Works Shop, containing offices and workshops for the personnel responsible for the operation and maintenance of the site.

The building was sited at the intersection of Dry Dock Ave., 5th St., and A St. (the extension of Northern Ave. into the Annex), adjacent to the Power House (Building 20). As a result of its location, the structure had an irregular septagonal plan. The Dry Dock Ave. and 5th St. sides were 109.4 ft. long, with the A St. facade being 91.5 ft. A 20 x 92 ft. wing was located at the south end of the 168.7-ft. west side. It was three stories in height, with a flat roof. The brick walls have continuous wide concrete string courses at the lintel line and a narrow course at the sill line of the windows on each floor. Concrete panels with an Art Deco style legend “PUBLIC WORKS BLDG.” cast in shallow relief are located on the Dry Dock Ave. and A St. facades.

Plans for the building were dated July 1942. Its construction was part of a 1941 contract with the William M. Bailey Co. covering numerous structures at the Annex which was completed in July 1943. Cost of the facility was $236,414.

Because of its function, Building 49 remained active until the closure of the Navy Yard in 1974. Transferred to the Economic Development & Industrial Corp., the building (Parcel H, 22 Dry Dock Ave.) was developed as a multi-tenant facility. Its most significant tenant was the Boston Technical Center. Opened in 1977 as a part of the EDIC, this vocational training center became a fully-independent school in 1985. It has since ceased operations due to the end of city subsidies. Educational activities continue, however, as the Hull Lifesaving Museum moved its youth rowing program there from the Charlestown Navy Yard in mid-2004.

In 2005 the EDIC moved its own offices into Building 49 from Building 15.
Building 53, the Machinist, Outside Boiler & Shipfitters Shop, is significant as a part of the development of the South Boston Annex as a fully-functional shipyard.

The last of the major shop buildings to be constructed at the South Boston Annex was Building 53, the Machinist, Outside Boiler & Shipfitters Shop. The plans for the structure, to be located west of the Structural Sub-Assembly Shop (Building 30), were prepared in January 1943. The construction was done by the J.F. Fitzgerald Co. as a part of its 1941 contract which included Dry Dock 5 at Charlestown. Costing $757,668.68, it was completed in July 1943.

The building featured steel and concrete framework with brick infill and industrial sash windows. The main portion of the structure measured 122 x 467 ft. with a height of 42.8 ft. to the parapet of the flat roof. Two-story wings 28.7 ft. high and 417.3 ft. long were located on the east and west sides. The east wing had a width of 19.8 ft., while that on the west was 39.8 ft. wide. Two 34 x 28 ft. towers, called penthouses on building plans, were located at either end of the west wing, rising to a total height of 56.83 ft. The main structure contained two high bays traversed by overhead cranes.

By the early 1950s the building was being used by Public Works as a garage repair shop and for the storage of firefighting equipment. A few years later, as sonar systems outgrew space in Building 10 at Charlestown, the yard decided to move that work to South Boston. In May 1957 it drew up plans for the addition of a Transducer Repair Facility to Building 53. This function remained there only a short time because of the decision to reduce industrial activities at South Boston. The 1961 site plan describes it as being used simply as a garage.

In the 1960s the Navy increasingly leased vacant space at South Boston to other organizations. In December 1964 it concluded an agreement with Harvard University for the use of 23,600 sq. ft. of Building 53 for storage for its Cambridge Electron Accelerator. Since that facility was operated by the university under a contract from the Atomic Energy Commis-
On June 8, 1966, the carrier USS Wasp (CVS-18) arrived at South Boston with the Gemini 9 spacecraft on board. Here, the craft, which had completed a three-day mission on June 6, is placed in Building 53 for processing prior to being shipped to NASA’s Manned Spacecraft Center in Houston.

By the time the yard photographer took this view of the west and south sides of Building 53 on May 15, 1974, most of the windows had been boarded over as a part of the closure process. Note how 7th St. ran along the west side of the structure and the two-story penthouses on the roof of the west wing.

In February 2008 Nagle voluntarily agreed to a termination of its lease. At that time, it entered into a new 40-year lease (with four five-year extension options) for its portion of the building and its parcel (Parcels S, S-1). The EDIC then leased the remainder of the property directly to Mass. Bay Brewing for 50 years (with four five-year extension options).

The various storage silos and tanks added by Mass. Bay Brewing enhance the industrial character of Building 53, also known as 306 Northern Ave. This view dates to Aug. 27, 2006.

Among the events that Harpoon Brewery has sponsored is Octoberfest. This view shows the crowds present for the 19th annual celebration in Oct. 2008.

The various storage silos and tanks added by Mass. Bay Brewing enhance the industrial character of Building 53, also known as 306 Northern Ave. This view dates to Aug. 27, 2006.

Stephen P. Carlson, BNHP

This Feb. 14, 2008, plan shows the division of Building 53 and Parcel S between John Nagle (A) and Mass. Bay Brewing (B, C). The area shown as 1-A and 1-B is also identified by the EDIC as Parcel S-1. The parcel includes the former right-of-way of 7th St. along the west side of Building 53. Suffolk Deeds, Book 43260

Erik Jacobs, Boston Globe
Building 54, the Riggers Shop & Sail Loft, is significant as a part of the development of the South Boston Annex as a fully-functional shipyard.

In addition to the major shop buildings, the Navy erected several secondary structures as part of its development of the South Boston Annex. Among these was Building 54, the Riggers Shop & Sail Loft, placed to the west of the Utility Building (Building 14). The two-story structure was of wood frame construction with brick stair towers at each end. It measured approximately 225 x 81 ft., with an 11x16 ft. notch in the northwest corner, with a height of 33.8 ft. to the flat roof. Its general style matched that of the wooden extension of Building 21 and the addition to Building 29, as well as that of Building 206 in Charlestown. There were large garage doors in each end and the center of the south side.

Construction of Building 54 was one of numerous projects accomplished under a 1941 contract with the William M. Bailey Co. Plans for the structure are dated December 1942, and it was completed in mid-1943. It cost $161,198.

Other than having an overhead steam line run along its roof in 1954, Building 54 underwent virtually no changes from the time of its construction until its final closure by the Navy Yard on February 6, 1974. At that time it was being used for storage by the Production Dept. and was described in yard property records as a General Warehouse. It had ceased to be actively used by the Riggers Shop in 1959, just prior to the cessation of most industrial activities at the Annex.

Under the ownership of the Economic Development & Industrial Corp., Building 54 remained vacant until 1986, when the John J. Daly Co., which occupied Building 18 on the opposite side of Tide St., began to lease it on a tenancy at will.
basis. Exactly when Daly ceased using the structure is not
known, but by the late 1990s it was again vacant.

In 1999 the City of Boston, seeking to provide safe outlets
for teens as a way of reducing juvenile delinquency, decided
to convert the structure into a youth boxing facility. The City
Council appropriated $600,000 for the project, and work be-
gan on repairs to the roof and asbestos removal. However,
after expenditure of approximately a third of the available
funds, work came to a halt due to extensive lead paint con-
tamination.

In December 1999, in what critics upset by the cessation
of the youth boxing project said was a political deal with con-
tributors to campaigns of local politicians, the EDIC entered
into a 66-year lease of the structure (Parcel L-2, 7 Tide St.)
with Demetri Enterprises of North Reading, Mass. Demetri
owned Boston Thermo King, a truck refrigeration equipment
firm. In converting Building 54 for its use, it installed a series
of eight loading bays along the structure’s north side and
three on the south side.

In 2007 Boston Thermo King moved out of Building 54. In
April 2008, Demetri Enterprises sold the lease of the prop-
erty to Exchange Authority LLP, a specialized real estate bro-
ker, for $3.5 million. Real estate trade publications identified
the ultimate tenant as the Reflex Lighting Group. Five months
later, Exchange Authority resold the lease to Leachmore Point
LLC. Although Reflex obtained a city business license for
operations at 7 Tide St. in October, as of late 2008, the build-
ing remains vacant.
Building 56, the Service Building, is significant as a part of the development of the South Boston Annex as a fully-functional shipyard.

The Service Building (Building 56) was constructed by the William M. Bailey Co. at a cost of $138,439. It provided locker room, office, and shop space for workers at Dry Dock 4 and the piers at the west end of the Annex. The two-story wood frame structure, with cementitious siding, measured 212.8 x 80.3 ft., with a height of 24.9 ft. Its style matched that of Building 54, as well as the extensions to Buildings 21 and 29 and Building 206 at Charlestown. There were four garage doors located on each side. The pedestrian doors on each end provided access to both floors, while those in the center of the sides only accessed stairs to the second floor.

Building 56 provided space for workmen assigned to various shops. An undated equipment layout drawing shows the first floor being utilized by both the Shipwrights and the Riggers Shops. The 1951 yard site plan shows the structure as “Service Building (Riggers).” Three years later, it also housed an inactive Laundry (for sailors assigned to the First Naval
Chapter 5, Resource Inventory

District) as well as a “Waste Water Reclamation Project.” In the late 1950s plans show that, in addition to the inactive Laundry, it was partially used for storage and partially “inactive areas” (i.e., vacant space). The Laundry disappeared in the early 1960s.

By 1961 most of the structure was vacant, but a portion was being used by the Production Dept. for both storage and as a “head and lockers” for workers assigned to Dry Dock 4. In early 1969 part of the building was turned over to the newly established Boston Detachment of the Naval Inactive Ship Maintenance Facility, Philadelphia. This unit, which was involved with the deactivation of aircraft carriers and other ships undertaken at Boston, would remain as a tenant until the closure of the yard.

Building 56 was included within the parcel surrounding Dry Dock 4 (Parcel V) leased first to Braswell Shipyards and then to General Ship Corp. It continued to provide office and shop space for these firms. During the 1980s, the exterior of the structure was covered with corrugated metal siding.

The decision to allow the construction of the FleetBoston (now Bank of America) Pavilion on Parcel W would have a major effect on Building 56, which occupied part of the footprint of the new performance arena. The structure would be reduced by about half its width, as well as shortened. The remainder would be extensively reconstructed for the use of the Commercial Lobster Co. under the requirements of the state license for the pavilion project. The rebuilt structure

Building 56 served as the primary shop and office space for the lessees of Dry Dock 4. This Aug. 1992 view of the east side shows how the structure had been reclad with corrugated metal siding.

Building 56 was extensively rebuilt as a result of the construction of the Bank of Boston Pavilion for the use of the Commercial Lobster Co. The Sept. 29, 2009, view above shows the front of the building, while the Oct. 4, 2009, image at right shows the east side.  

Building 56 was 176.8 ft. long and 42.8 ft. wide across the front, narrowing slightly on the east side.

To carry out its remodeling project, Commercial Lobster, which had occupied space on Parcel W for many years as a tenant at will, created Wharf 8 Associates. That entity formally leased what was identified as 300 Northern Ave. from the EDIC for 40 years in October 2001.

The new facility opened in March 2002. Commercial Lobster chose to operate its wholesale operation under that name, selecting Yankee Lobster, the name of a firm it had purchased in October 2000, for its retail sales and restaurant operation.

The 300 Northern Ave. parcel leased to Wharf 8 Associates included what had been 8th St. This Oct. 4, 2009, view looks south towards Northern Ave.
Building 88, the Subaru Car Wash Building, is significant as part of the development of the former South Boston Annex as the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

In the early 1980s the Economic Development & Industrial Corp. and the Massachusetts Port Authority began a project to create the Massport Marine Terminal in the area north of C St. (now Fid Kennedy Ave.). This project involved the filling of the area between the West Jetty and Pier 4. This work was completed in 1984. Massport then leased a portion of this parcel (Parcel M-1) to automobile dealer Ernie Boch of Norwood, Mass., under the name Boston Port Service, for the creation of a facility for unloading imported cars. The area soon became known as Subaru Pier.

To support its operations, Boston Port Service erected a single-story building opposite the west end of Building 16 to house a car wash. Initially, EDIC identified the structure as Building 88, assigning it the number originally borne by the Submarine & Ship Salvage Gear Storage facility located closer to the North Jetty. When the current street numbering system was adopted, the building was identified as 24 Fid Kennedy Ave.

In the early 1990s the Massport Marine Terminal property was taken over by the Massachusetts Highway Dept. (MHD) to support the Central Artery/Tunnel (CA/T) project. The Subaru Car Wash building was utilized for, among other activities, a laboratory for MHD and its contractor, Bechtel/Parsons Brinckerhoff.

As of 2008, Building 88 is scheduled to be removed as a part of the Boston Cargo Terminal proposed for construction on Parcel M-1.

The rear, or north side, of Building 88 is seen in this Oct. 9, 2004, view taken from USS Cassin Young (DD-793). Stephen P. Carlson, BNHP

These three Oct. 31, 2009, photographs show the west (top), south (middle), and east (bottom) sides of Building 88. The structure still bears signage associating it with the CA/T contractor, Bechtel/Parsons Brinckerhoff, as well as the Ironworkers Union. Stephen P. Carlson, BNHP
Chapter 5, Resource Inventory

 RESOURCE

<table>
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<tr>
<th>LOCATION</th>
<th>Building 94' (Gate House, Northern Ave.)</th>
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STATEMENT OF SIGNIFICANCE:

The Gate House is significant as part of the development of the former South Boston Annex as the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

HISTORY:

As a secure military installation, the South Boston Annex had a Gate House at both of its access points, at Dry Dock Ave. (Building 102) and A St. (Northern Ave.) (Building 94). Both of these were small, wooden structures, and were demolished by the Economic Development & Industrial Corp. following the transfer of the site to the City of Boston.

As part of its improvements to the Boston Marine Industrial Park in the late 1980s, the EDIC constructed a new Gate House at each entry point. Placed on islands in the middle of the roadway, they were identical masonry and glass structures with a steeply angled hipped metal roof.

Since the Boston Marine Industrial Park is normally open to the public without security checks, the Gate House is usually unmanned, although it has been utilized for traffic control during special events.

1 This number duplicates that of the historic Gate House at this gate and has been assigned for the purpose of this report; it does not appear in EDIC records.

Stephen P. Carlson, BNHP
The Gate House is significant as part of the development of the former South Boston Annex as the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

As a secure military installation, the South Boston Annex had a Gate House at both of its access points, at Dry Dock Ave. (Building 102) and A St. (Northern Ave.) (Building 94). Both of these were small, wooden structures, and were demolished by the Economic Development & Industrial Corp. following the transfer of the site to the City of Boston.

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Since the Boston Marine Industrial Park is normally open to the public without security checks, the Gate House is usually unmanned, although it has been utilized for traffic control during special events.

This 2002 panoramic view from the roof of Building 114 shows the Drydock Ave. Gate House at left and the Big Dig Diner at right at the corner of Harbor St.

1 This number duplicates that of the historic Gate House at this gate and has been assigned for the purpose of this report; it does not appear in EDIC records.

This Sept. 26, 2009, image shows a side view of the Drydock Ave. Gate House.  

Stephen P. Carlson, BNHP
Building 103 is significant as an example of the numerous latrines/washroom facilities built to serve the needs of yard employees.

In 1945 the Navy Yard completed a Utility Building (Building 78) on Pier 6 adjacent to Dry Dock 4. Like other such structures throughout the yard, it provided space for employees working on ships, including tool storage areas and restrooms.

Building 78 was demolished in 1962. To meet the restroom needs of employees, the yard constructed a replacement Public Toilet (Building 103). The new facility measured 30 x 20 ft. and had a height of 9 ft. Yard records disclose that it cost $15,184.

Like its predecessor, Building 103 stood between the two crane tracks on the pier. Now abandoned, it remains in deteriorating condition as of mid-2008.

The Utility Building (Building 78) serving Dry Dock 4 was located on Pier 6 between the two portal crane tracks which traversed the pier. The wooden structure is seen here on Oct. 13, 1959, with Portal Cranes 88 (left) and 89 flanking it. Note how the end of the structure is angled to accommodate the standard-gauge railroad spur connecting lines on either side of the pier.

Following the demolition of Building 78 the yard constructed a smaller structure to serve the restroom needs of workers at Dry Dock 4. The abandoned Public Toilet (Building 103) is seen on Aug. 27, 2006.

Stephen P. Carlson, BNHP
RESOURCE

Building 104 (Auxiliary Fire Station)

LOCATION

South Boston

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STATEMENT OF SIGNIFICANCE:

The Auxiliary Fire Station is significant as an example of the small-scale structures constructed to support activities at the South Boston Annex.

HISTORY:

In May 1963 the Navy Yard requested the assignment of the designation Building 104 to a small brick structure located between Building 23 and Dry Dock Ave. The request stated that the source of acquisition was “by inventory,” indicating that someone making a survey of the South Boston Annex had noted that the structure, while indicated on yard site plans, had never been included in the yard’s property records.

The structure was identified as an Auxiliary Fire Station. The one-story brick building, measuring 32 x 24 ft., with a height of 12.5 ft. to the eaves and 18.5 ft. to the ridge of the gabled roof, had been constructed in 1940. There were three garage door openings on the Dry Dock Ave. side. The central opening had a pedestrian door in its center.

Identified by the Economic Development & Industrial Corp. as 30 Drydock Ave., the structure is not specifically included within any of its development parcels. As of 2008, the building is leased by Frank Bean, Inc., a mechanical (plumbing) contractor. Bean initially placed an office trailer on the west side of the structure, replacing it with a modular office structure in mid-2004.

This Apr. 9, 1974, photograph shows the south and east sides of Building 104. The central garage door opening has been infilled as a pedestrian door. Building 23 can be seen behind the structure. Note the keel blocks being stored next to both buildings.

The modular portable office structure which replaced the trailer is seen in this Oct. 4, 2009, view.

This Mar. 7, 2004, view shows the office trailer placed on the east side of Building 104 by its tenant, Frank Bean, Inc.

Stephen P. Carlson, BNHP
Chapter 5, Resource Inventory

### RESOURCE

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<th>RESOURCE</th>
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<td>The North Wharf, originally the North Jetty, is significant as a key element of the development of the South Boston Annex as a fully-functional shipyard.</td>
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### HISTORY:

One of the first actions undertaken by the Navy following the decision to develop the South Boston Annex as a full-scale shipyard was the filling of the area north of the existing land area to the harbor line. This filled area was bordered by 60-ft.-wide marginal wharves consisting of a concrete deck on steel piles. Termed jetties, they had both standard gauge railroad and portal crane tracks on them and were identified by their geographical orientation. Construction of the jetties, undertaken by the firm Merritt-Chapman & Scott, was completed by December 1941.

The North Jetty was the longest of the four, having a length of 1,014 ft. Outside of routine maintenance and the repair of occasional storm damage, the North Jetty, renamed Wharf 106 on May 28, 1963, has undergone little change over the years. Under Economic Development & Industrial Corp. ownership, it has resumed its original North Jetty name.

The North Jetty was included in the parcel (Parcel M-1) leased by the EDIC to Massport in November 1979. The jetty continued to be utilized for the berthing of ships, prima-
The North Jetty was one of the primary berthing locations for aircraft carriers. Above, USS Antietam (CVS-36) is seen looking from C St. in May 1958. At right, the jetty is seen from on board the carrier looking to the intersection with the West Jetty. The “mothballed” escort carrier USS Salerno Bay (CVE-110) is at Pier 1 in the background.

Richard Leonhardt

Navy vessels which were too large to be accommodated at other locations in Boston Harbor. The most notable of these ships has been the aircraft carrier USS John F. Kennedy (CV-67, ex-CVA-67), which made several port visits to the city prior to her decommissioning in 2007.

The North Jetty was one of the primary berthing locations for aircraft carriers. Above, USS Antietam (CVS-36) is seen looking from C St. in May 1958. At right, the jetty is seen from on board the carrier looking to the intersection with the West Jetty. The “mothballed” escort carrier USS Salerno Bay (CVE-110) is at Pier 1 in the background.

Richard Leonhardt

The North Wharf was used for a number of purposes other than berthing or ship repair. Here, Portal Crane 90 has just finished loading the motor gunboat PGM-107 (PGM-107) on the freighter SS American Robin for shipment to Thailand on Oct. 11, 1967.

BOSTS-13872

The amphibious transport dock USS Trenton (LPD-14) takes on fuel on Oct. 9, 2004, while at the North Jetty during a port visit to Boston.

Stephen P. Carlson, BNHP

Although plans for the development of the Boston Cargo Terminal on the Massport Marine Terminal site, announced in 2005, made mention of the extension of the jetty along the face of the filled area to the northwest, the entire project has yet to start construction as of late 2008.

Through the years, the Navy undertook repairs to the jetties. This Sept. 1953 view documents one such project on the North Jetty. Portal Crane 66 is at left, while Portal Crane 50 can be seen in the distance.

BOSTS-14974

While most naval vessels which tied up at the North Jetty were in Boston for port visits, the site was occasionally used for work on them by Boston Ship Repair. This May 18, 2008, view shows USNS Pollux (T-AKR-290).

Stephen P. Carlson, BNHP
Chapter 5, Resource Inventory

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STATEMENT OF SIGNIFICANCE:

The East Wharf, originally the East Jetty, is significant as a key element of the development of the South Boston Annex as a fully-functional shipyard.

HISTORY:

One of the first actions undertaken by the Navy following the decision to develop the South Boston Annex as a full-scale shipyard was the filling of the area north of the existing land area to the harbor line. This filled area was bordered by 60-ft.-wide marginal wharves consisting of a concrete deck on steel piles. Termed jetties, they had both standard gauge railroad and portal crane tracks on them and were identified by their geographical orientation. Construction of the jetties, undertaken by the firm Merritt-Chapman & Scott, was completed by December 1941.

The East Jetty was the shortest of the four, having a length of 442 ft. Outside of routine maintenance and the repair of occasional storm damage, the East Jetty, renamed Wharf 107 on May 28, 1963, has undergone little change over the years. Under Economic Development & Industrial Corp. ownership, it has resumed its original East Jetty name.

No Property Record Card Available

This Apr. 9, 1974, view looks north on Wharf 107 from the corner of Wharf 108. The deactivated Building 31 is at left. NPS TIC 457/D6391

This Apr. 16, 1941, progress photograph shows the north corner of the East Jetty. The area in the foreground has yet to be filled. BOSTS-7810

This Oct. 9, 2004, view looks south along the East Jetty. In the background, the stack of the Hapag Lloyd cruise ship MV Europa can be seen over the top of the International Cargo Port. Stephen P. Carlson, BNHP

This Aug. 1960 view shows the south end of the East Jetty. The repair ship USS Cadmus (AR-14) is tied up at the South Jetty. Portable Building M-37 can be seen on the corner of the two wharves, while Building 31 is at right. Richard Leonhardt
The South Wharf, originally the South Jetty, is significant as a key element of the development of the South Boston Annex as a fully-functional shipyard.

One of the first actions undertaken by the Navy following the decision to develop the South Boston Annex as a full-scale shipyard was the filling of the area north of the existing land area to the harbor line. This filled area was bordered by 60-ft.-wide marginal wharves consisting of a concrete deck on steel piles. Termed jetties, they had both standard gauge railroad and portal crane tracks on them and were identified by their geographical orientation. Construction of the jetties, undertaken by the firm Merritt-Chapman & Scott, was completed by December 1941.

The 900-ft.-long South Jetty replaced the original wood North Approach Pier for Dry Dock 3, completed in 1919. Outside of routine maintenance and the repair of occasional storm damage, the South Jetty, renamed Wharf 108 on May 28, 1963, has undergone little change over the years. Under Economic Development & Industrial Corp. ownership, it has resumed its original South Jetty name. In recent years, a portion of the jetty closest to Dry Dock 3 fell into disrepair and was removed in the early 2000s, severing crane and rail connections between the jetties and Dry Dock 3.
The Boundary Fence, which replaced the Boundary Wall between Gate 4 to Building 79, is significant in defining the limits of and providing security from intrusion for the Navy Yard.

Starting in the mid-1820s the Navy constructed massive granite walls along the west, north, and east boundaries of the Navy Yard. They were intended primarily to protect the yard from both intrusion and the threat of fire from the adjoining parts of Charlestown. Because of differences in grade between the yard and Chelsea Street, the wall had the effect of blocking light and fresh air from reaching the windows of the north side of the single-story portions of the Ropewalk (Building 58).

As early as 1868 the yard had looked at modification to the wall in this location. As part of a proposal to deal with a poorly built section, the yard prepared plans to rebuild approximately 700 ft. starting at Gate 4 with an 8-ft. wall having a 7-ft. iron picket fence on top of it. This project, however, would not receive approval in Washington, and would be dropped from the yard’s recommendations after 1871.

By the late 1920s the condition of the wall had deteriorated to the point where 120 ft. had actually collapsed. Because of the need for improved light, the yard in May 1929 prepared plans and specifications for the replacement of 1,398 ft. of wall, running from Gate 4 to the corner of Building 79, with a 10-ft.-high iron picket fence. Each of the 88 fence panels would be secured to 2-ft-square reinforced concrete columns and rest on a new concrete base. The project, awarded to Simpson Bros. Corp., also included the reconstruction of Gate 4. Work began in July and was completed in December.

This May 21, 1929, drawing shows the new iron picket fence along the Chelsea St. boundary of the yard along the length of the Ropewalk. It also includes details for the new structure for Gate 4. BOSTS-13473
This undated photograph shows the shoring erected next to the 120 ft. of the Navy Yard Boundary Wall which had collapsed by early 1929. The Marine Barracks can be seen in the upper left corner. Note the buildings which lined the north side of Chelsea St.

The sequence below documents the removal of the wall and the construction of the Boundary Fence: (1) Removing the old wall, July 26, 1929; (2) Excavating the trench for the new footings near 1918 addition to Rope-walk, Aug. 8, 1929; (3) Pouring concrete for the new footings, Aug. 12, 1929; (4) New footings ready for construction of posts and low curb wall, Aug. 24, 1929; (5) New posts in place next to still-to-be demolished Gate 4, Oct. 1, 1939; (6) Nearly complete fence and Gate 4 structure, with newly painted wood doors, Dec. 3, 1929.
World War II saw modifications to the Boundary Fence in the vicinity of Gate 4. A portion of the fence was removed to allow widening of the gate. To protect employees waiting for streetcars and buses, a canopy was attached to the west end of the fence adjacent to the gate. Barbed wire was installed on the top of the canopy and fence. Finally, in 1943 an opening was created to allow a direct entrance from Chelsea St. to the new Industrial Relations Office addition on the Ropewalk. This allowed applicants for employment to reach that office without having to pass through secure areas.

Following the transfer of the yard to the Boston Redevelopment Authority the barbed wire was removed. The bus shelter canopy was allowed to deteriorate to the point where it was finally removed in the early 2000s. In late 2006 or early 2007 the gate in the opening to the former entrance to Building 58 was replaced with a section of fence matching the remainder of the Boundary Fence. Not until 2008, however, did the BRA begin a project to repaint the fence, a task not completed as this report was finalized.
The Boundary Wall is significant in defining the limits of and providing security from intrusion for the Navy Yard and as the first project for the yard designed by Alexander Parris.

Between the mid-1820s and the mid-1840s the Navy constructed a series of granite walls to separate the Navy Yard from the surrounding community. In addition to deterring trespassers (and deserters trying to leave the yard), the wall was intended to prevent the possible spread of fire into the yard. At its maximum extent, the wall extended from the end of Wharf 1 along the west side of the yard, continuing along the north boundary to the Mystic River, and then along the seawall at the east end of the yard to enclose the eastern Timber Dock (Structure 87). Over time, portions of the wall were demolished so that when the yard closed in 1974 only the segment between Quarters A and Gate 4, the portion incorporated into the wall of Building 79, and the wall adjacent to Building 114 remained.

The first call for the erection of a wall to define the Navy Yard came in December 1816, when Commandant Capt. Isaac Hull recommended construction of a brick wall along the west and north sides of the yard. He would repeat his proposal in both November 1819 and November 1820, arguing in his latter letter that the public property in the yard was "exposed for the want of a wall."

Hull received permission to start construction of a wall from the northwest corner of the yard to a point east of the Marine Barracks, and work on a foundation trench began in July 1821. Work would soon be suspended, not to be resumed for several years. As an interim measure, wooden fences were erected along the boundary line.

Capt. William Bainbridge, who succeeded Hull as Commandant in August 1823, endorsed the idea of a wall and requested that Naval Agent Amos Binney obtain prices for constructing a wall along the west edge of the yard. Bainbridge transmitted the quotes received by Binney in November 1823, but the Board of Navy Commissioners took no immediate action. Not until May 1824 did the Board direct Binney to obtain bids for "a substantial stone wall faced on both sides" having a height of 8.5 ft. resting on a 4-ft.-deep footing. The wall was to taper in width from 2 ft. at ground level to 1.5 ft. at the top.

This undated, unsigned drawing of the Navy Yard Boundary Wall from just east of the Marine Barracks to a point west of the curved walls at the Commandant’s House (Quarters G) may possibly be that prepared by Alexander Parris in 1824. The actual design of the Carriage House (Building 21) would differ from that of the proposed stable shown here.

BOSTS-13474
Bainbridge reacted to this instruction with suggestions that the wall be 14 to 16 ft. in height and built of brick rather than stone. While the Board agreed to the higher wall, it remained insistent on stone. Six bids were received, with Pratt & Bowditch being awarded the contract. Work commenced on August 1, 1824, and the west wall was completed by the end of the year. Although described as extending from the Navy Store (Building 5) to the Salem Turnpike (Chelsea St.), it actually began at the north end of Quarters A.

Complicating the issue of constructing a wall along the north boundary of the yard was the fact that the line near the eastern end of the yard was not straight (reflecting the original purchase parcels) and that the grade outside of the boundary was higher than that on which both the Commandant’s House (Quarters G) and the Marine Barracks (Quarters I) stood. To resolve these problems, Congress in April 1824 authorized the acquisition of land “to straighten the back line of the navy yard.” Negotiations with the Salem Turnpike Co., which owned the roadway along the boundary, resulted in an August 2, 1825, transaction which saw the government and the turnpike exchange small pieces of property. At the same time, Agent Binney negotiated an agreement with the turnpike for lowering of the hill in front of the Commandant’s House by 4 ft.

In June 1824 Bainbridge sent the Board plans for the proposed north boundary wall. Prepared by Boston architect Alexander Parris, the design featured curved walls at either side of the Commandant’s House, with an iron fence enclosing the front yard. A Stable (or Carriage House) having a direct entrance through the wall was shown to the east of the Commandant’s House. Gates were to be provided at both the east and west wings of the Marine Barracks, as well as for the Marine Barracks stable. This plan is the earliest known association between Parris and the Navy Yard.

The contract for the 2,400-ft.-long, 9-ft. high wall was awarded to Levi Bates and William Wood in April 1825, with A. Woodworth and John Cutler being selected in May to fabricate the iron fence across the front of the Commandant’s House and the gates. Work was to begin from the junction of the west wall, and was to reflect the agreed-upon roadway elevation even though the lowering of the hill had yet to happen. Construction began in mid-1825, with the wall being completed on October 12, 1826. Unlike the west wall, which...
consisted of two-wide solid granite blocks, the north wall contained a rubble-filled core, with some of the blocks laid crosswise to bind the wall together. Lowering of the hill was finally completed by a Navy contractor in early 1827.

As constructed, the Carriage House (Building 21) differed from the original design. In particular, rather than having a direct entrance through the wall, its doorways were on the west side. A 10.8-ft.-wide vehicle gate, along with a 2-ft. pedestrian gate, was incorporated into the wall between the wing wall and Building 21. These gates would last until FY 1914, when they were infilled.

The first significant alteration to the wall occurred in the mid-1830s. In conjunction with the project to change the orientation of the Lower Quarters (Quarters L-M-N-O/Building 266) to face the highway rather than into the yard, a 115-ft. portion of the wall in front of the quarters was removed and replaced by a fence. This work was completed in September 1837.

Major changes to the wall occurred in 1843, when the height of the north wall was raised by three courses of granite. These utilized larger blocks which spanned the full width of the wall. The original capstones, which overhung the edges of the wall by 2 in. on each side, were reused.

At the same time, work began on extensions of the wall at both ends. The first of these, running from the Navy Store (Building 5) to the end of Wharf 1, was completed in 1845. It would survive until the reconstruction of Pier 1 and the Fitchburg Slip at the turn of the 20th century. The second extension of the wall ran from the northeast corner of the yard along the seawall and Timber Dock (Structure 87) at the eastern end of the yard. A portion of this wall would be demolished in conjunction with the construction of Building 114 in 1902. The remainder survived the filling of the Timber Dock, finally succumbing to the major reconstruction of the southeast corner of the yard in the early 1940s.

As completed, the only gates in the wall were those at the Carriage House and Marine Barracks. In November 1853 a pedestrian gate, initially labeled as the "Mechanics Gate" and later as the "Middle Gate," was opened at the west end of the Ropewalk (Building 58) to allow workers easier access to the newly completed Muster House (Building 31). This gate eventually became Gate 4, and is discussed in greater detail elsewhere.

In 1855 the yard rebuilt a 100-ft. section of the wall east of the Ropewalk which had collapsed. In this same time frame, it erected a Coal House for the Ropewalk (Building 79) against the wall. Expanded to include a Boiler House in 1858, the building was later adapted as a Wire Rope Mill. To provide light for the building, windows were cut into both the north wall and the west wall of the quarters yard.

In the early 1860s the Marine Barracks underwent a major reconstruction. As part of this work, wings holding both a stable and a galley were added between the central section of the Barracks and the wall. A portion of the wall itself was demolished and replaced by the brick wall of these wings and the covered courtyard between them. A gate provided access from the stable to Chelsea St., while large doors were installed for the courtyard itself. The stable entry was infilled before 1930, while the doorway remained until the 1939 modifications of the courtyard area.

In 1879 a new 4.25-ft.-wide pedestrian gate was opened in the north wall immediately east of the Tank Shed (Building 1) for the benefit of occupants and guests of the Upper Quarters (Quarters B-C-D-E-F/Building 265). This gate, which by the 1890s had a small guardhouse located adjacent to it, lasted until 1941, when construction of Gate 2 rendered it unnecessary.

In 1894 the reconstruction of the Chelsea St. bridge over the Little Mystic Channel resulted in further changes to the wall east of Building 79, including the creation of what became Gate 5. These changes are discussed separately.
This July 26, 1955, photograph shows how the north wall of the central wing of the Marine Barracks replaced a portion of the Boundary Wall. The high chainlink fence topped by barbed wire was erected above the wall as part of World War II security measures. Note the fence across the end of Chelsea St. where it has been severed by the Mystic River Bridge.

Stephen P. Carlson, BNHP

Although the idea of replacing the wall along the Chelsea St. side of the Ropewalk had been raised as early as the late 1860s, not until 1929 did the yard undertake the work. The Boundary Fence which replaced the wall between Gate 4 and Building 79 is detailed elsewhere in this report.

By the late 1930s the yard looked to address two issues. The first of these was to provide better access to the yard for thousands of new workers, many of whom were beginning to arrive in automobiles rather than on foot. The second involved improving the security of the yard itself.

To address the access issue, the yard decided to create a new gate from Henley St. onto Second Ave. Thus, in the spring of 1941 a portion of the west wall was demolished and Gate 2 constructed. A year later, Gate 4 was enlarged in a project which saw a 34-ft. section at the west end of the Ropewalk removed. Gate 4 remained as a pedestrian-only gate.

Several measures were undertaken in the name of security. The fence across the semi-circular front yard of the Commandant’s House was removed and a new wall constructed across the opening. Unlike the rest of the north wall, this segment had a concrete footing. Stones from the project may have come from either the wall removed for Gate 2 or from the lowering of the curved wing walls to a height of 3.5 ft. above the grade of the front yard. In addition, chainlink fences topped with barbed wire were erected on top of the wall, replacing the iron fences which had previously topped the lower wall sections at the east and west wing yards of the Marine Barracks. At a later point in time, a wood stockade fence was erected behind the chainlink fence to provide increased privacy for the Marine Commanding Officer’s yard.

In 1955 the Navy Yard demolished Quarters A, which stood on the western boundary line of the yard between Gate 1 and the start of the west wall. Although the original plan had called for the installation of a fence to fill the gap, the yard decided to retain a portion of the west wall of the quarters.
Thus, the south end of the current west wall is of brick rather than granite.

The construction in the late 1940s and early 1950s of the Mystic River Bridge (later the Tobin Memorial or Mystic-Tobin Bridge) and its link to downtown Boston resulted in the closure of Chelsea St. at the northwest corner of the yard. Starting in the 1960s, state transportation officials began looking for ways to reconnect the east end of Chelsea St. with the City Square area. The resulting Chelsea-Water Streets Connector project called for the new roadway to cross the northwest corner of the Navy Yard.

The National Park Service inherited this project when it took over the western portion of the Navy Yard in 1976. Recognizing that the Boundary Wall was an historically important element of the yard, it proposed that rather than being demolished, the affected sections of both the west and north walls be moved inward to a line from a point west of Building 21 to the retaining wall adjacent to the north end of the Quarters Garages (Building 269). This concept was accepted by the project proponents, and in 1980 the NPS issued a request for proposals to accomplish the move. That document allowed two approaches—(1) disassembly of the walls block-
Chapter 5, Resource Inventory

Granite representing the original location of the wall was set in the new Chelsea St. sidewalk, as seen in these Nov. 3, 2006, images. A commemorative marker was placed at the western end to explain the significance of the pavers.  

Stephen P. Carlson, BNHP

The excavation to reach the foot of the wall in front of the Commandant’s House uncovered the original stairs which had extended from the front door of the house to the level of the basement. These had been buried when the front yard had been regraded to meet the street level following construction of the curved wing walls.  

Victor A. Jorrin, BNHP

The movement of the wall involved the pouring of concrete grade beams around the rubble footing of each segment of the wall and the erection of steel framing to brace the wall during the move. Rollers were placed under the grade beam and the wall section was moved by men using come-alongs. Note the signs identifying both the project and the contractor.  

Victor A. Jorrin, BNHP

A portion of the east wall was moved so as to form part of the new north wall. Note the concrete from the walls of the former Building 204 in the foreground.  

Victor A. Jorrin, BNHP

This image provides a good cross-section view of the north wall’s construction. The concrete grade beam surrounds the rubble foundation. The main wall consists of two layers of granite blocks with rubble fill between them. The 1843 addition at top consisted of single blocks.  

Victor A. Jorrin, BNHP

Granite representing the original location of the wall was set in the new Chelsea St. sidewalk, as seen in these Nov. 3, 2006, images. A commemorative marker was placed at the western end to explain the significance of the pavers.  

Stephen P. Carlson, BNHP
These Dec. 14, 2006, views show the interior (left) and exterior (above) of the west wall between the Quarters A wall and Gate 2. The grass area in the foreground of the view at left had been 2nd St. until the mid-1950s.

Stephen P. Carlson, BNHP

Between Gate 2 and the new northwest corner, the concrete wall of Building 204 was retained. It was removed from the portion which was turned to become part of the new north wall, as this Nov. 3, 2006, view shows.

Stephen P. Carlson, BNHP

Because the grade of the yard next to the relocated wall was lower than at its original location, the concrete grade beam poured to stabilize the rubble footings remains exposed. The buttress-shaped segment is believed to be a remnant of the gatehouse which had stood next to the 1879 pedestrian gate, the location of which is indicated by the lighter blocks to its right. This view dates to Sept. 4, 2003.

Stephen P. Carlson, BNHP

When the fence across the front of the Commandant’s House was infilled with a new granite wall, the curved wing walls defining the front yard were cut down to a height 3.5 ft. above the grade of the yard.

OCLP

The west wall underwent the most change during the project. The northern end was demolished, and the remainder north of the retaining wall for Building 269 was moved to become part of the new north wall. The concrete wall of Building 204, which had been poured against the exterior of the wall in 1927, was removed from the relocated segment, but was retained between Gate 2 and the new northwest corner. To commemorate the original wall, granite pavers were inserted in the new Chelsea St. sidewalk in line with the old wall, along with a marker explaining the relocation project.

OCLP

This Apr. 28, 2008, view shows the gate leading into the east wing yard of the Marine Barracks. The structure which can be seen on the east porch beyond the gate covers the stairs accessing the former enlisted men’s club in the basement of the wing.

Stephen P. Carlson, BNHP
### Resource Inventory

**Boundary Wall & Fence (Lower Yard)**

**Location**
Charlestown – HMA

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**Statement of Significance:**

The Boundary Wall & Fence at the Lower Yard is significant in defining the limits of and providing security from intrusion for the Navy Yard.

**History:**

In 1835 the Navy Yard began a project to reorient the Lower Quarters (Quarters L-M-N-O/Building 266) to face the Salem Turnpike (Chelsea St.) rather than into the yard. As part of this undertaking, it removed a 115-ft.-long segment of the Navy Yard Boundary Wall in front of the building. In its place, it installed an iron picket fence on a low stone base. Gates were aligned with the two entrances to the quarters. An additional 24-ft. section of wall to the east of the quarters was also removed for a gate for both vehicles and pedestrians.

In 1894 work began on a project to replace the Chelsea St. bridge over the Little Mystic Channel. The new bridge fed an elevated roadway across the Boston & Maine Railroad’s Mystic Pier to the bridge over the Mystic River to Chelsea, requiring that the grade of the roadway on the Charlestown side be raised from a point close to the east end of the Lower Quarters.

The existing wall and fence from Building 79 to the east wall of the Lower Quarters Yard was taken down. The vehicle gate at the east side of the quarters yard was relocated.

This Apr. 1894 plan shows the proposed construction on the north side of the Boundary Wall at the northeast corner of the yard to support the raised bridge over the Little Mystic Channel. A new iron picket fence on a brick base would be provided along the yard’s boundary.

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*No Property Record Card Available*

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This undated plan shows the original fence which replaced the Boundary Wall in front of the Lower Quarters. Note the gate at the east end of the fence.

*BOSTS-13473*
The initial plan for the new fence which was to run from Gate 5 to the northeast corner of the yard called for it to be placed on top of the new upward sloping retaining wall next to the original Boundary Wall. However, the final design involved the raising of the Boundary Wall to match the new roadway grade, with the fence on top of it. The fence itself consisted of a 2.5-ft.-high brick base topped by a 4.5-ft. iron picket fence, with the brick sections divided into panels by the vertical fence posts. The cost of this project was borne by the Boston & Maine Railroad.

The only changes to this fence prior to the yard’s closure involved removal of the portion adjacent to Gate 5 to allow its widening in both 1936 and 1959. During World War II, as a security measure, a chainlink fence topped with barbed wire was erected in front of the fence.

With the opening of the Mystic River Bridge in 1950, the parallel low level bridges across both the Little Mystic Channel and the Mystic River were demolished. Chelsea St. was simply fenced off at the former bridge location. The only change to the Boundary Wall & Fence in this area involved the removal of the easternmost fence segment in conjunction with the reconstruction of the access to the Bunker Hill Yacht Club, which stood on pilings in the channel adjacent to the Navy Yard.

Following the transfer of the area to the Boston Redevelopment Authority, the chainlink fence was removed. To allow widening of Gate 5, the westernmost section of fence was turned 90 degrees.

In the early 1980s the Chelsea-Water Streets Connector project saw the construction of a new bridge over the Little Mystic Channel. The alignment of this roadway turned slightly north of the original Chelsea St. and was slightly lower. Thus,
On Feb. 15, 1974, Navy Yard photographer Robert Snow documented the fence between the Little Mystic Channel and Gate 5. These images show the east end of the fence (above), the section in front of Building 266 (above right), and the end of the fence at Gate 5 (right). Note the World War II chainlink security fence erected in front of the fence.

There was a landscaped slope between the Navy Yard Boundary Wall & Fence and the new roadway.

In its 1990 master plan for the Navy Yard, the BRA proposed the creation of a new Gate 6 as an extension of 16th St. at the east end of the yard. This work, accomplished between 1994 and 1997, saw the removal of a portion of the Boundary Wall & Fence from the intersection with the Lower Quarters Yard wall to the new west wall of Building 114.

This July 29, 2009, view shows how the westernmost section of the fence was turned 90 degrees to allow widening of Gate 5.

This July 29, 2009, view shows the granite posts installed at the east side of the new Gate 6. The Boundary Wall & Fence can be seen beyond the posts, although somewhat hidden by part of the mechanical equipment supporting activities in Building 114, seen at right.

The Boundary Wall & Fence in front of Building 114 can be seen at the top of the slope created when the new Little Mystic Channel bridge was built as part of the Chelsea-Water Streets Connector project. This view dates to July 29, 2009.
**Boundary Wall – Lower Quarters Yard**

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**MACRIS NO.** HAER None

**CONDITION** Good

**STATEMENT OF SIGNIFICANCE:**

The Lower Quarters Yard wall is significant as defining the residential compound located at the eastern end of the Navy Yard.

**HISTORY:**

As a part of the reorientation of the Lower Quarters (Quarters L-M-N-O/Building 266) to face the Salem Turnpike (Chelsea St.) in the mid-1830s the Navy constructed a granite wall to separate the quarters from the remainder of the yard. This wall matched the height of the Boundary Wall, but was only one block wide. A gate was placed at the eastern end of the south wall. The east and west walls began perpendicular to the Boundary Wall, but then turned to be perpendicular to the main grid of the yard, ending at what was termed Avenue A in 1877 and Fifth Ave. in 1902.

In 1858 a portion of the west wall of this compound became the east wall of the expanded Building 79. Windows were cut through this wall to provide light into the building, probably when it became a Wire Rope Mill in the 1870s.

Removal of the south wall of the compound began in 1894 with the opening of Gate 5 and 14th St. Exactly when the demolition of the remainder of this wall took place is not clearly documented. Still partly in existence in 1911, it was completely gone by the end of the decade. The base of this wall formed the edging between the landscaped yard and the sidewalk along Fifth Ave.

---

This Nov. 1, 1902, view shows the east wall of the Lower Quarters Yard. The bottle-shaped structure in the corner of the wall is Building 80, built in 1866 as a Kiln Furnace. Later called a Hoop Furnace, it would be removed in 1915. BOSTS-9814

This Dec. 3, 1877, plan shows the granite wall which surrounded the Lower Quarters (Quarters L-M-N-O). Note the gates in the fence which had replaced the Navy Yard Boundary Wall in front of the quarters during their reorientation to face the Salem Turnpike (Chelsea St.), as well as the gate from the compound into the yard at the southeast corner. What the proposed changes mentioned in the drawing title involved is not clear. The drawing is color-coded to indicate whether a building is of brick (red), stone (gray), or wood (brown) construction. BOSTS-13474

No Property Record Card Available
Changes at the intersection of 14th St. and Fifth Ave. resulted in the removal of portions of the west wall beyond the south end of Building 78. The final portion of this wall, other than that incorporated into Building 79, was removed in 1943 when Gate 5 was modified to create a pedestrian passageway through Building 79.

The east wall of the quarters yard has undergone few if any changes since its construction. From 1902 to 1913 yard plans termed the area on the west side of this wall as 15th St. From 1914 to 1919 that designation appeared on the east side of the wall. Although the north end of the east side of this wall has been partially buried due to the construction of Gate 6, the wall remains in place in 2008.
Brian R. Skerry Memorial Park

Location:
South Boston

LCS NO. — EVALUATION
MACRIS NO. HAER

— None

STATEMENT OF SIGNIFICANCE:

Brian R. Skerry Memorial Park, originally Dry Dock 3 Park, is significant as part of the development of visitor amenities in the post-1974 Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

HISTORY:

In the late 1980s the Economic Development & Industrial Corp. undertook a series of projects to improve public access to the Boston Marine Industrial Park. As part of these efforts, an 11,000 sq. ft. parcel at the head of Dry Dock 3 was set aside as a park intended “to maximize the best on-site view of the impressive dry dock structure.”

The park, designed by the landscape architecture firm Carol R. Johnson Associates, was completed in the fall of 1989 at a cost of approximately $200,000. Its centerpiece is an elevated Viewing Platform and associated handicap access ramps. Like other public facilities in the BMIP, it is painted bright red.

In 2002 the park was dedicated as Brian R. Skerry Memorial Park. It honors lifelong South Boston resident and a Marine Corps Vietnam era veteran Brian R. Skerry, a shipyard worker for Boston Ship Repair and an officer in Shipbuilders Union Local 25 who had died on the job in the summer of 2000 at the age of 48. During the September 13, 2002, dedication ceremony, Skerry’s widow Joyce and mother Mary unveiled two plaques, one from Mayor Thomas M. Menino and the other from his former coworkers.
Cannon Shed (Pier 2)

LOCATION
Charlestown – NHP

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STATEMENT OF SIGNIFICANCE:
The Cannon Shed typifies the wooden portable buildings erected on piers as needed to support work on board ships. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

No Property Record Card Available

HISTORY:

To prepare USS Constitution to enter Dry Dock 1 in September 1992 for a major rehabilitation project, the Navy needed to remove all of the replica cannon from the gun and spar decks. It decided to place them in a shed erected on the inner portion of Pier 2. The gabled roof wood structure was open on its west side. The modified disguised howitzers utilized for Morning and Evening Colors were located at the far end of the shed.

Following the completion of the overhaul, the cannon were returned to the ship. The shed, however, was retained and used for storage of materials removed from USS Constitution during earlier overhauls, particularly items which had been taken off during her 1973-1974 drydocking. Much of this material had been stored in Building 131 in the Boston Redevelopment Authority portion of the yard and needed to be moved to allow the BRA to proceed with plans to demolish that structure.

The National Park Service had given approval for the erection of the shed as a temporary structure, with the intention that it would be removed upon the completion of the drydocking in 1995. Because of its use for continued storage, this did not happen, although as of 2008 the park is still working toward that goal. Since it was intended for demolition, the park did not assign it a building number when it gave numbers to various unnumbered structures in 2004.

This May 5, 1993, photograph shows how the Cannon Shed occupied most of the rehabilitated portion of Pier 2. Note the cannon sitting on the pier at the outer end of the structure. This was used for Morning and Evening Colors. At this time, the Navy employed tarps to enclose the west side of the structure.  

BNHP LCS-40087

The Cannon Shed is seen on Aug. 23, 2004. By this time, the Navy no longer used tarps to enclose the building.  

Stephen P. Carlson, BNHP
The City Toilet is significant as part of the development of visitor amenities in the post-1974 Navy Yard and as a part of an integrated system of street furniture for the City of Boston. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

In 2001 the City of Boston awarded a contract to the German firm Wall AG for a system of integrated street furniture for the city. This system was specially designed for this contract as the Boston Streetline series by Josef Paul Kleihues of the firm Kleihues + Kleihues of Berlin. It included city information panels and pillars, bus stop shelters, vending kiosks, and an automated public toilet.

The modular design for all of these items was based on the streamlined geometrical form of the “spherical triangle,” a section of an orb similar to the shape of a ship deck.

Under the terms of the contract, the street furniture was installed by Wall’s American subsidiary, Wall Decaux, at no cost to the city. Instead, Wall pays the city a fixed annual fee plus 10 percent of the revenue from the large illuminated advertising panels which are a prominent feature of each type of street furniture. That total revenue for 2006 amounted to $7.2 million.

One of the more sophisticated elements of the system was the City Toilet. Five units were installed in downtown Boston and Charlestown, including one in Shipyard Park south of the remnant of Building 195. The enamelled sheet steel and glass structure has a length of approximately 15.3 ft., a maximum width of 9.4 ft., and a height of 9.2 ft. Four illuminated advertising panels occupy most of the exterior surface space. A public telephone is located at the end of the structure.

Designed to be fully accessible, the interior, accessed through coin-activated sliding doors, features a movable toilet seat which turns to allow a wheelchair user to access the toilet seat comfortably. The system is self-cleaning. After each use, high-pressure jet spray systems clean the floor and toilet bowl. Wall Decaux also provides regular service and maintenance. Sensors limit occupancy to no more than two people at one time.

The City Toilet in Shipyard Park is seen on Oct. 8, 2006. During that year, it was used 4,050 times, the least amount of the five initial units installed in the city. Note the antenna on the roof which serves both the public telephone and the computerized monitoring system built into the unit.

Stephen P. Carlson, BNHP
Chapter 5, Resource Inventory

**RESOURCE**

**City Toilet (Drydock Ave.)**

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**STATEMENT OF SIGNIFICANCE:**

The City Toilet is significant as part of the development of visitor amenities in the post-1974 Boston Marine Industrial Park and as a part of an integrated system of street furniture for the City of Boston. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

**HISTORY:**

In 2001 the City of Boston awarded a contract to the German firm Wall AG for a system of integrated street furniture for the city. This system was specially designed for this contract as the Boston Streetline series by Josef Paul Kleihues of the firm Kleihues + Kleihues of Berlin. It included city information panels and pillars, bus stop shelters, vending kiosks, and an automated public toilet. The modular design for all of these items was based on the streamlined geometrical form of the "spherical triangle," a section of an orb similar to the shape of a ship deck.

Under the terms of the contract, the street furniture was installed by Wall’s American subsidiary, Wall Decaux, at no cost to the city. Instead, Wall pays the city a fixed annual fee plus 10 percent of the revenue from the large illuminated advertising panels which are a prominent feature of each type of street furniture. That total revenue for 2006 amounted to $7.2 million.

One of the more sophisticated elements of the system was the City Toilet. Five units were installed in downtown Boston and Charlestown in 2001; five years later, on November 1, 2006, a sixth facility opened on Drydock Ave. in the Boston Marine Industrial Park. Located near the Central Parking Garage, the enamelled sheet steel and glass structure has a length of approximately 15.3 ft., a maximum width of 9.4 ft., and a height of 9.2 ft. Four illuminated advertising panels occupy most of the exterior surface space. A public telephone is located at the end of the structure.

Designed to be fully accessible, the interior, accessed through coin-activated sliding doors, features a movable toilet seat which turns to allow a wheelchair user to access the toilet seat comfortably. The system is self-cleaning. After each use, high-pressure jet spray systems clean the floor and toilet bowl. Wall Decaux also provides regular service and maintenance. Sensors limit occupancy to no more than two people at one time.

Seen here on Sept. 26, 2009, the City Toilet in the Boston Marine Industrial Park was located on Drydock Ave. adjacent to the Central Parking Garage near the main pedestrian route from the garage to the Black Falcon Terminal.

*Stephen P. Carlson, BNHP*
**HISTORY:**

In July 1804, even before the construction of what became the Commandant’s House (Quarters G) had begun, Capt. Samuel Nicholson had received approval for the use of a “small piece of ground contiguous to the House … for a garden.” Although the precise limits of this yard would vary over time, it generally included the entire area north of Second Ave. from the edge of the property set aside for the Marine Barracks to a point east of the Tank Shed (Building 1) parallel to the western boundary of the yard.

The first recorded improvements to the Commandant’s House Grounds came in 1816 and involved the laying out of a walkway from the south end of the house to what became Second Ave. This walkway, as well as a continuation across the Gun Park, was lined with an alleé of poplar trees. At the same time, a row of trees was planted along the north side of Second Ave. along the south edge of the grounds.

For most of its existence, the Commandant’s House Grounds were separated from the remainder of the yard by fences. These fences generally reflected the style of the day. Thus, in the early 1800s it was a simple post-and-rail fence, while by the mid-1870s it had become a solid board fence. In the 1890s that fence had given way to an elaborate picket fence. Thirty years later, the fence along Second Ave. had been replaced by hedges.

As early as 1852, a vine-covered pergola spanned the walkway from Second Ave. to the foot of the porch on the south side of the house; this disappeared from site plans in FY
1922. In the late 19th and early 20th century a hexagonal sentry box stood at the gate to this walk.

The east side of the grounds held two buildings. The first of these was a Barn (Building 20), built in 1821 replacing an 1805 structure on the same site. Last used as a Tool Shed, it was demolished in FY 1922. Seven years later, a one-car Garage (Building 245) was constructed on the site of the Barn.

This 1939 view shows the Commandant's House following the WPA reconstruction of the porch and the addition of the kitchen wing. The cannon-style light posts are still present on either side of the walk.

BOSTS-9183

This photograph of the Commandant's House dates to the late 1920s or early 1930s. It shows the hedges which had replaced the fence along the Second Ave. side of the grounds. Note the lights extending above the hedge on either side of the walk.

BOSTS-9184

BOSTS-9185

The second building was a granite Carriage House (Building 21), constructed in 1825. This structure, which had its own direct exit to Chelsea St. through the Navy Yard Boundary Wall, later had a Greenhouse added to its south end. While the Greenhouse would be demolished in 1963, the Carriage House remains in 2008.

Over the years, the grounds held gardens supplying fresh produce for the Commandant and his family, as well as more

Extensive landscaping of the Commandant's House Grounds took place in the 1920s. The formal gardens are seen here in 1946. The view at upper left depicts the area between the Commandant's House Driveway and the house, while that at left shows the plot at the southeast corner of the property. Note in this image that the Shipyard Mall on the opposite side of Second Ave. is still in use as a steel storage area. The grounds were maintained from a wooden shed in the northwest corner of the site, seen in the image above. BOSTS-9187 (above; above left); BOSTS-9189 (left)
elaborate landscaping. Like the fences, the landscaping reflected the styles of the day and the interests of the individual commandants and their families.

The first major change to the grounds came in 1911, when a driveway was constructed from a point opposite 3rd St. to the west side of the house. Three years later, the walk from the south side of the house was reconstructed in brick, with concrete stairs leading from the walk to the base of the porch. Curved brick walks were added to the east and west sides of the central walkway along the base of the terrace, with a second concrete stairway leading to the area between the house and Building 21.

In the 1920s gardener William Otis and his assistant, William Donnell, carried out an extensive program of grounds beautification, including the planting of flowers, shrubs, and trees. In 1926 this effort extended to other open areas of the Navy Yard.

During World War II a large Underground Water Tank (Structure 220) was constructed beneath the lawn to the east of the driveway as part of an effort to improve the yard’s firefighting capabilities. In the mid-1950s, this tank was converted to hold fuel oil, and structures associated with the pumps for this function were added. In the mid-1990s the U.S. Army Corps of Engineers would empty and clean the tank and then fill it with sand. The aboveground structures associated with it were retained.

Starting in the 1950s, the elaborate gardens of the 1920s were gradually converted into simple lawns, with flower beds being confined to the area adjacent to the brick walkway from Second Ave. At the same time, the northwest quadrant of the site was planted with a number of ornamental trees. In 1958 a Historical Plaque (Structure 270) listing residents of the Commandant’s House was placed on the Second Ave. edge of the grounds.

The major change to the Commandant’s House Grounds came in 1981, when the Navy Yard Boundary Wall was moved inward to allow construction of the Chelsea-Water Streets Connector roadway project. Numerous trees were removed or relocated as part of that effort. In 1986, four large spruce trees along the walkway between the house and Second Ave. (which obscured the front of the house when viewed from the

The northwest quadrant of the Commandant’s House Grounds contained a large number or ornamental trees. These views date to June 1966 and look northeast (left) from the southwest corner and west (right) from the path leading to the front of the Commandant’s House. Note the lattice-work fence lining the west side of the Commandant’s House Driveway.
This Feb. 27, 1974, view of the Commandant’s House and Grounds looks northeast from the southwest corner of the site. 

In preparation for the relocation of the Navy Yard Boundary Wall, the trees in the northwest corner of the Commandant’s House Grounds were removed. The Gardeners Shed (Building 245), which had been placed in that corner in 1961, is seen here in Sept. 1980 being prepared for its move to its original location.

Stephen P. Carlson, BNHP

The area of the Commandant’s House Grounds west of the Commandant’s House Driveway was used for vegetable gardens. This use was continued by National Park Service employees until concerns were raised about lead contamination from sandblasting of the neighboring Mystic-Tobin Bridge. This view dates to ca. 1977.

Victor A. Jorrin, BNHP

Under National Park Service control, the Commandant’s House Grounds have been utilized for a variety of special events. These often involved the erection of tents on the lawn. As of 2008, the grounds are part of the area leased to an events management firm, Historic Venues, Inc. (originally Amelia Occasions), through an arrangement with Eastern National.

The brick central walkway from Second Ave. (left), as well as the brick walks extending to the east (above) and west (above left) at the base of the concrete stairs leading to the basement level of the Commandant’s House date to 1914. As originally constructed, the lower walls of the stairs were topped with cannonballs like those at the street end of the walk rather than the square concrete planters now in place. These views date to the early 2000s.

OCLP

These 2002 views look west (top) across the Commandant’s House Grounds from Building 245 and northeast (above) from the southwest corner.

OCLP
Dry Dock 1 is significant as one of the first two naval dry docks in the United States and as an important landmark in the history of American civil engineering. It is also significant as one of the major civil engineering projects undertaken by Loammi Baldwin II, considered as the "Father of American Civil Engineering," with the assistance of Alexander Parris.

Dry Dock 1 has been designated as a National Historic Civil Engineering Landmark by the American Society of Civil Engineers.

RESOURCE

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LOCATION Charlestown – NHP

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STATEMENT OF SIGNIFICANCE:

Dry Dock 1 is significant as one of the first two naval dry docks in the United States and as an important landmark in the history of American civil engineering. It is also significant as one of the major civil engineering projects undertaken by Loammi Baldwin II, considered as the "Father of American Civil Engineering," with the assistance of Alexander Parris.

Dry Dock 1 has been designated as a National Historic Civil Engineering Landmark by the American Society of Civil Engineers.

HISTORY:

The concept of a dry dock—an enclosable basin which can be pumped dry so that work can be performed on the hulls of ships—was incorporated into the earliest plans prepared for the development of the Charlestown Navy Yard. Not until the mid-1820s, however, did the Navy take any steps to actually construct a dry dock there.

Prior to the completion of a dry dock, work on the underside of a ship’s hull was done by a process known as heaving down. The disadvantages of this procedure were pointed out by Secretary of the Navy Samuel L. Southard in a report to the Senate on January 3, 1825:

The value of the time and labor consumed in dismantling, heaving down, and refitting, is very great; and the inconvenience of the position in which the workmen are obliged to do the repairs renders the operations slow, and, of course, expensive. It is insufficient thoroughly to accomplish the object. The repairs cannot be strongly and well executed, especially in the bottom, and, of course, will not be permanent. It injures the vessel. The power necessarily applied on the principle of the lever to turn it upon its side, strains it and renders it less firm and able to bear pressure, either in actions or storms, and decay ensues more rapidly. This injury is often unknown until it is too late to apply the remedy. The risk is also very great, as an injury to the purchases by which it is hove down might, when repairing the bottom, occasion the sinking and entire loss of the ship.

On March 3, 1827, Congress passed an act that authorized the President “to cause to be constructed two dry docks, on the most approved plan, for the use of the navy of the United States, the one of said docks to be erected at some point to the south, and the other to the north of the Potomac river.” In keeping with Southard’s recommendations, the sites chosen were the yards at Boston and Norfolk.

President John Quincy Adams selected Loammi Baldwin, the country’s preeminent civil engineer, to carry out the work. Baldwin, who had previously prepared detailed surveys and plans for dry dock construction at both Boston and Norfolk, negotiated an arrangement he described as “a carte blanche which gives me full and unlimited power of appointing my own assistants and workmen, and to make all contracts.” By June, work on the Charlestown dock was underway. Work at Norfolk started several months later.

Initially, in keeping with his normal practice, Baldwin used his brothers as his assistants and resident engineers at the two yards. James F. Baldwin, chosen to supervise the Charlestown project, however, was offered a commission by the Commonwealth of Massachusetts to survey the route for a railroad from Boston to the Hudson River (what eventually became the Boston & Albany Railroad). He resigned in October 1827. As his replacement, Baldwin chose Boston architect Alexander Parris.

The process of heaving down, or careening, a ship to repair her bottom is illustrated by this photograph of the Swedish brig Vera being worked on sometime between 1906, when her port of registry was changed to Brantevik, and 1916. Note that the workers are on floating platforms and the extreme angle at which the ship sits. Vera, built in 1884 at Helsingborg, Sweden, was lost to a German U-boat on Aug. 2, 1916. BOSTS-14543
Parris had already had some experience with the Navy Yard, having designed the granite boundary wall for the facility. While there have been some claims that Parris was also directly involved with the construction of the Norfolk dock, available correspondence does not support them. Indeed, while Baldwin intended to spend summers in Massachusetts and winters in Virginia, it appears that he spent far more time in Virginia. During this period, he also was charged with preparing master plans for all of the nation’s navy yards, which required frequent trips to Washington and locations as far as Pensacola, Fla. In the plan for the Charlestown Navy Yard, approved in August 1828, the Dry Dock was labeled as Site 54, while the engine house for the pumps (Building 22) was Site 55.

Construction of the dry dock took six years. Baldwin’s annual reports to the Board of Navy Commissioners, submitted each November, chronicled its evolution. In his first report in 1827, he reported that work on the pier, wharves, and cofferdam was underway and that he expected that “the coffer-dam will be completed in time to shut off the tide by spring.” At that time, the actual excavation of the dock could begin. The cofferdam was completed on May 21, 1828. Five days later, excavation work for the dock began.

In his November 1828 report to the Navy Commissioners, Baldwin reported that “the work is well ahead of schedule,” with excavation and pile driving in progress. The last of over 4,000 piles for the dock foundation would be driven almost a year later, on October 27, 1829.

Although Baldwin had feared that the change in administration from John Quincy Adams to Andrew Jackson in March 1829 would lead to his replacement as engineer, he was kept on. In November 1829, Baldwin estimated that the dock would be completed during the spring of 1832.

Masonry work began in the spring of 1830. The granite for Charlestown was purchased from Gridley Bryant and came from quarries at Quincy, Mass., that were also supplying stone for the nearby Bunker Hill Monument. The masonry work was three-quarters completed by the time Baldwin submitted his annual report in November 1830. Work had not begun on the pump house for the dock because its site was being used for stone storage.

The Dry Dock pumps were powered by a steam engine built by the Bridgewater Iron Manufacturing Co. to the design of Eben A. Lester. Baldwin retained Lester to supervise the engine and pump installation. The pumps themselves were supplied by W. Lyman. These components were located in the Engine House (Building 22), the first major Navy Yard building designed by Alexander Parris.

By November 1831 the masonry work on the dock was completed, along with the jetty walls beyond the dock. The turning gates were under construction, and the Engine House was nearing completion. Installation of the steam engine and pumps would occur as soon as the building was weathertight. This work proceeded through the following winter, and on June 13, 1832, the dry dock pumps were tested for the first time.

That November Baldwin reported that remaining work on the dock consisted of completing the pavement around the dock, finishing the floating gate (caisson), and removal of the cofferdam and dredging of the approach channel.

The state of the work was such that the Navy Commissioners decided in December 1832 to transfer Alexander Parris to a new project, the naval hospital to be built across the Mystic River in Chelsea, Mass. Edward Battles, who had been “a principal overseer of the works or head carpenter,” replaced Parris as on-site supervisor, although Parris would...
continue to be available to work on the project as needed. Battles would commit suicide in March 1833; the record is unclear as to whether any issues associated with the dry dock project were part of the motivation for his actions.

The spring of 1833 saw the completion of the floating gate, modifications to the turning gates, and removal of the cofferdam. The long-awaited opening of the dock occurred on June 24, 1833, when USS Constitution entered the facility. Baldwin formally handed the dock over to the Navy Yard on September 9, 1833. The total cost of the project had been $677,089.78½.

The dock had an overall dimension of 341 x 100 ft. At the dock floor, this dimension was 228 x 30 ft., rising in tiers to 253 x 86 ft. at the top. The chamber between the turning gates and the floating gate was 53 ft. in length, and could be utilized should a vessel’s length require it. The floor of the dock was 32 ft. below mean high water, with the top coping 4 ft. above that mark.

Both the two turning gates and the floating gate were of wood construction. The former were each 36 ft. wide, while the floating gate was 60 ft. in length with a maximum beam of 16 ft. It fitted into grooves built into the end of the dock. The turning gates were operated by chains using a pair of manual capstans on each side of the dock, the outer one for opening and the inner one for closing.

The area surrounding the dry dock was among the first in the Navy Yard to receive granite pavement. Until 1851, however, there was no fence or other barrier around the top of the dock. Following an accident on June 23 of that year, in which a naval officer was severely injured when he fell into the dock, Commandant John Downes reported that “some persons have been killed by falling into the dock” and recommended that removable post-and-chain barriers be erected around the dock. Thereafter, such barriers would be a feature of all yard dry docks.

The dry dock was utilized for both brief dockings to allow inspections/minor repairs and major projects lasting a year or more. Among the more significant of those latter efforts were the reconstruction of the ship-of-the-line Independence into a large frigate in the mid-1830s and the similar project which converted the frigate Cumberland into a sloop-of-war or corvette in the mid-1850s. Table 5-2 provides a listing by year of the number of dockings in Dry Dock 1. As can be
seen, the number of dockings reflected the general level of naval activity through the years.

Almost as soon as the dry dock had been completed, private shipbuilders in Boston sought permission to use the dock. While the Navy Department initially rejected the requests, by 1849 the Secretary of the Navy had instituted a policy that allowed the dock to be used by private parties when it was not occupied by naval vessels. Under such arrangements, the costs of the docking were reimbursed to the government by the user. At times of little naval activity, such as the late 1880s and early 1890s, private dockings outnumbered those for naval vessels.

Over its first two decades, the dock underwent routine maintenance and repair. In 1853, however, the yard’s annual report stated that “the gates to the Dry Dock are out of repair and must soon be put in order” and that the engine for the pumps needed “to be replaced with a new one or extensive repairs.” This latter project was funded in the FY 1854 Naval Appropriations Act.

The yard’s FY 1855 annual report recommended the lengthening of the dry dock by 50 ft. Funded in both the FY 1858 and 1859 appropriations bills, construction of this extension began on July 8, 1858. The work required no cofferdam since the enlargement, increased to 65 ft. during construction, was to the landward end of the dock. It involved the removal of the existing stonework at the head of the dock and its reuse in the new location. Thus, the commemorative inscriptions that Baldwin had placed at the head of the dock were retained. The project was completed during FY 1860, just in time for the dock to be ready for service to the expanding Union Navy during the Civil War. The dock, which now had an overall length of 357 ft. and a floor length of 293 ft., had remained in service during the course of this work, docking, among other ships, the new sloop-of-war USS Constellation in 1858 and the steam sloops Hartford and Narragansett and steam frigates Colorado and Minnesota the following year.

By 1874 the dock was in need of extensive repointing. While a start was made to reset granite on the east side of the dock in June, the project was halted a month later in favor of more modest repointing. This project was completed that November.

Throughout the next decade and a half, the yard’s Civil Engineer continually recommended further repairs to the dock. Major funding was finally received in the FY 1888 Naval Appropriations Act, which provided $31,000 for rebuilding the floating gate. Three years later, Congress provided $50,000

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Table 5-2
NUMBER OF DOCKINGS, DRY DOCK 1
1833-2008

War years shown in red
n/a Not available
(1) Dock encumbered for entire year by vessel docked in prior year
The Navy allowed private shipbuilding and repair firms to utilize its dry docks when they were not being used for naval vessels. For example, the five-masted schooner *John Prescott* was in the dock from Sept. 19 to 26, 1899.

in the FY 1891 budget for “new boiler and pumping machinery, taking down and resetting the end of granite dry dock and putting in the necessary backing and drainage.”

The contract for the new boilers and pumps was awarded to the Southwark Foundry & Engine Co. of Philadelphia in December 1890. The new pumps and associated improvements were completed in October 1891.

The FY 1898 appropriations, approved in March 1897, provided $10,000 “for swinging gates for dry dock” and $4,500 for “additional culverts in caisson for filling dry dock.” The latter project, intended to reduce the time required to fill the dock, was contracted with the Atlantic Works of East Boston in January 1898. Rather than haul the caisson to its own facility, Atlantic Works performed this work at the Navy Yard. Although plans for new steel swinging gates were completed in March 1899, that project was never carried out.

Throughout the 1880s and 1890s, the yard requested funding for a new dry dock caisson. Congress finally responded in the FY 1901 Naval Appropriations Act. That legislation allocated nearly $1 million for yard modernization. One of the items included was $40,000 for a “new caisson for stone dry dock.” The act also transferred the funds appropriated in 1897 for swinging gates to the new caisson project.

The new steel caisson was built by the Navy Yard. Launched on October 31, 1901, it was placed in service in early 1902. Although overhauled and modified several times through the years, this caisson continues to serve the dock in 2008.

Even before the completion of the new caisson, the yard had stopped the use of the turning gates. Indeed, during the 1890s their use was limited to occasions when the caisson required docking. Available records do not document the exact date they were removed, but a July 1901 photograph of the dock shows that they were gone. The old wood caisson remained in the yard, and was used when the new caisson was docked from June 25 to July 2, 1903, and again from December 24 to 31 of that year.

The next major changes to the Dry Dock came as direct results of the start of construction on a second dry dock, Dry Dock 2, in 1899. The FY 1903 appropriations bill provided $41,200 for a “culvert between dry docks” which would enable the new Pump House (Building 123) to service both dry docks. The contract for this work was awarded to Smith & Robinson of New York on October 10, 1904. On May 12, 1905, with the work on this 8-ft. diameter brick tunnel 98.4 percent complete, project inspector A.J. McLaughlin arrived on site to find “no work going on and none of Smith & Robinson’s men about,” learning later that they had been laid off because the firm “had been declared bankrupt.” The project was resumed by yard forces on May 23 and completed that August. With the new pumping system in place, the machinery in Building 22 was abandoned.

The FY 1905 budget provided $7,500 for electric capstans for Dry Dock 1. This contract was awarded to Hyde Windlass on September 22, 1904, and the capstans were completed in July 1905. They were erected at the head and each side of the dock’s outer end.

The following year’s budget included funds for improvements to the approach to the dock and for the extension of the portal crane tracks being built around new Dry Dock 2 to serve Dry Dock 1 as well. This latter work was awarded to C.M. Leach. Work began on October 9, 1905, and was completed in exactly three months. Thus, the yard’s new portal crane could serve both dry docks.

Following the completion of the early 20th-century modernization, Dry Dock 1 received only routine maintenance.
until after World War II. During the late 1920s, it was the site of an extensive restoration of USS Constitution (IX-21), which occupied the facility from June 1927 to March 1930. In the 1930s, the dock was used as a construction basin. Two tugs and one destroyer were laid down and launched from the dock. In addition, destroyers launched from Dry Dock 2 were brought into Dry Dock 1 for completion.

By the late 1930s, the dock was seen as too small for modern destroyers. As an interim measure to allow larger destroyers to be docked, the timber slide at the center of the dock’s head was cut back in 1941 to create a notch for a ship’s bow. Further work on the dock would have to wait until the end of hostilities because of its heavy usage for repair of battle-damaged vessels.

Combined with the need to extend the dock was its need for major repairs. As early as 1944, inspections revealed

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During the 1930s, Dry Dock 1 was used for ship construction. The unnamed harbor tug YT-119, later named Geronimo, is seen on the day of her launching, Jan. 15, 1933.

This 1939 image provides a clear view of the head of the dry dock and the commemorative inscription providing information on the construction history of the dock. When the dock had been lengthened in the 1850s, the granite at the dock’s head had been carefully disassembled and then rebuilt at its new location 65 feet further inland.

Dry Dock 1 saw extensive use during World War II for repairing battle damage to destroyers and escort vessels. Here, USS Buck (DD-420) enters the dock on Aug. 29, 1942, a week after a collision with the British transport Atwatea resulted in the loss of her fantail. The yard fabricated a new stern section. Buck returned to service in Nov. 1942, only to be sunk by the German submarine U-616 off Salerno on Oct. 9, 1943.

By the end of World War II, Dry Dock 1 was in need of major structural repairs. These two photographs were taken on Aug. 28, 1946, to document its conditions in support of a request for funding to not only repair but also extend the dock. At right, displaced blocks can be seen on the west side of the dock. Above, the head of the dock is shown. Note how the lumber slide at the center of the dock head had been removed to allow longer ships to be accommodated in the dock.
that some of the granite blocks on the side walls had bulged outward by as much as 4 in. This need for rebuilding, combined with the necessity of modifications to accommodate larger ships, led to one of the yard’s first postwar modernization projects. This time, the extension was seaward by 40 ft., giving the dock its current length of 415 ft. The upper four altars of about half the length of the dock’s side walls were taken down and replaced with concrete replicating the original form. This work, performed by Coleman Bros., started in the summer of 1947 and took approximately a year to complete.

By the late 1950s, the pumps for the dock were in need of replacement. Dewatering time had grown from the original 45 min. to 75 min. Thus, the Navy undertook a project to improve the dewatering system for both Dry Docks 1 and 2. The major work at Dry Dock 1 involved “remodeling of the inlet structure for the intake tunnel” by replacing the outlets in the floor and side of the dock with a full-diameter direct opening through the side of the dock into the culvert. This work, done in the summer and fall of 1960, also saw the granite stairs on the east side of the dock replaced with concrete. New pump motors were installed in the Pump House in November 1961.

Starting in 1958, the yard considered a further enlargement of the dock to handle postwar destroyer classes. By February 1961 it had settled for a 50-ft. landward extension, with a 7-ft. lower floor to accommodate sonar domes. Because this scheme would have created problems with both the head capstan location and the crane tracks, the yard decided to look at a seaward extension instead. Designed in conjunction with a plan to replace the Marine Railway and Piers 2 and 3 with a new solid Pier 3, the final concept involved an extension of 112 ft. More importantly, the so-called propellor pit (the narrower section of the dock between the location of the original swinging gates and the caisson) would have been demolished and rebuilt to give the dock a constant width. This proposal was dropped from the proposed FY 1964 con-

USS Fred T. Berry (DDE-858) is seen in Dry Dock 1 in May 1961 during her FRAM II overhaul. Portal Crane 63 is at right.  

BOSTS-15937
ALTHOUGH THE NAVY YARD took numerous photographs of Dry Dock 1—both the dock itself and ships in the dock—sequences of docking operations themselves were rarely made. One such exception occurred on April 10, 1952, when the destroyer USS William R. Rush (DD-714) was docked as a part of the yard’s work in converting the vessel into a radar picket destroyer (DDR-714).

_Rush—a Gearing-class destroyer named in honor of the World War I Navy Yard Commandant—had decommissioned for conversion in December 1951. This drydocking took place at not quite the mid-point of the work, which was completed in September 1952. Note that the vessel has been shorn of her masts at this point in time._

*Note the caisson floating at left as the ship passes the sill of the dock.*

*The ship passes through the narrowest area of the dock entrance.*

*Men use ropes to both move the ship forward and center her over the preset keel blocks.*

*Workers continue to maneuver the vessel into the dock.*

*The ship is about three-quarters of the way into the dock.*

*From the head capstan, the ship is seen in almost her final position.*

(All) BOSTS-14719
In Dec. 1959 the Navy Yard issued specifications for improvements to the dewatering system for Dry Docks 1 and 2. One of the major elements of the project involved the enlargement of the inlet to the culvert connecting the dock to the Pump House (Building 123). The June 21, 1960, view at left shows the granite stairs into the dock and the 1905 inlet to the culvert. The work involved demolishing the granite stairs and blasting a large opening into the east concrete wall. The Nov. 1, 1960, view above shows the start of the formwork around the new entrance to the dewatering tunnel. New concrete stairs would be built immediately north of the original stair location.

In 1972, realizing that the 1968 yard modernization plan that would have shifted operations from Charlestown to South Boston would never be funded, the yard proposed a ten-year modernization plan for Charlestown instead. That plan called for the replacement of Dry Dock 1 with a new Dry Dock 6, which would have been both longer and wider than the original dock. Instead of approving this plan, the Defense Dept. in April 1973 decided to close the shipyard.

Following the closure of the yard, the Navy reviewed its needs for Dry Dock 1. It concluded in the fall of 1975 that it would not be economic for the Navy to maintain the dock and pumps for use by USS Constitution. It then contacted the National Park Service on this topic, since the dock was within the approximately 30 acres of the Navy Yard that Congress had designated as a unit of Boston National Historical Park in October 1974. In a letter that can in retrospect be seen as shortsighted, Superintendent Hugh D. Gurney informed the Navy on December 3, 1975, that “we plan to use Dry Dock #1 as an interpretive exhibit only” and “will not need the watering and dewatering capabilities provided by the pumps in Building 123.” Based on the NPS letter and the City of Boston’s decision to leave Dry Dock 2 permanently flooded, the culvert between Dry Dock 1 and the pumps was sealed. This has meant that temporary pumps have been needed to empty the dock.

On January 1, 1976, the National Park Service assumed the management of the park area. One of the first actions it took was to erect a removable wooden safety fence outside of the original post-and-chain railing. This fence was replaced in the late 1990s by a new fence utilizing plastic wood donated to the park by the National Park Foundation.
In the spring of 1978, the NPS entered into a loan agreement with the Navy to acquire USS Cassin Young (DD-793) as a museum ship “for static display to the public” in Dry Dock 1. A key provision of the loan agreement was a commitment by the NPS to make Dry Dock 1 available for use by USS Constitution “from time to time (estimated to be at intervals of ten years) or on an emergency basis.”

Since the NPS took over the dock, the dock has been used for four vessels. The first of these was an ex-Navy covered barge acquired from the Environmental Protection Agency for use as a boat landing stage at the foot of Pier 1. Next to occupy the dock was USS Cassin Young (DD-793), docked between October 1979 and May 1981 for restoration.

In the early 1990s, the caisson was overhauled at a dry dock in East Boston in anticipation of USS Constitution being docked. That docking, from September 1992 to September 1995, actually exceeded the frigate’s time in dock during her 1920s’ reconstruction.

In April 1996 the former coastal passenger and automobile ferry SS Nobska entered Dry Dock 1 for what was to have been a five-year restoration. The financial difficulties of the non-profit organization heading the effort, however, meant that by the time the agreement for the dock’s use expired, the vessel was not watertight. Unfortunately, efforts to preserve the ship failed to bear fruit, and in November 2005 the National Park Service took ownership of Nobska for the purpose of dismantling the vessel to clear the dock for future use by USS Constitution and USS Cassin Young (DD-793). The dismantling was completed in July 2006. Ironically, SS Nobska had spent more time in Dry Dock 1 than any other vessel in the dock’s nearly 175-year history.

In September 2004 the NPS began a project to replace the concrete stairs on the east side of the dock and to repair both the concrete and granite stairs on the west side. That work allowed safe access into the dock. In the longer term, a $8.1-million project for a major rehabilitation of the dock has been submitted for inclusion in the NPS line-item construction program. That project will comprehensively address the dock structure and its utilities. It will not, however, provide permanent dewatering pumps, so that the park will continue to need to use portable Navy salvage pumps for that purpose.
IN JUNE 1996 the National Park Service entered into an agreement with the New England Steamship Foundation to allow the Foundation to “make use of Dry Dock #1 at the Charlestown Navy Yard and designated facilities for the purpose of restoring the historic steamship S.S. Nobska.” The agreement was for an initial one-year period and allowed for one-year extensions to a maximum total of five years. These extensions were granted, with a final expiration date of June 17, 2001. In anticipation of the formal agreement, Nobska had entered Dry Dock 1 on April 25, 1996.

From September 1996 to August 1997, and again from February to December 2000, the Foundation conducted work on the ship. At the conclusion of the last work period, most of the bottom plating had been replaced. However, it had only been tack welded, making the vessel unfloatable. The condition of the remaining structure, as assessed by a marine surveyor in October 2003, was poor.

The Foundation’s plans for the vessel envisioned using her in seasonal service on her original route from the mainland to Nantucket and Martha’s Vineyard. Thus, it was successful in obtaining funding from the Massachusetts Highway Department as an enhancement project under the Intermodal Surface Transportation Efficiency Act (ISTEA). It sought the remainder of the funding it needed from the U.S. Maritime Administration, without success. Throughout, while soliciting donations from the public, it made no serious efforts to seek grants under any historic maritime preservation programs. Thus, it was financially unable to complete the work necessary to make the ship seaworthy.

On May 22, 2001, the Foundation was notified that the park required removal of Nobska from the dock by August 16, 2001, two months after the expiration of the agreement. This did not occur, and on May 5, 2003, a Notice of Impoundment was sent to the Foundation stating that unless removed within sixty days Nobska would be considered abandoned property and would be subject to disposal by the NPS. This was the first step in the legal process for the federal government to take formal possession of the vessel. That process culminated in the Foundation turning the derelict ship over to the NPS in November 2005, thus avoiding a court judgment against it. In the spring of 2006 the NPS issued a solicitation seeking proposals to remove the vessel from the dock, either for preservation or scrap. No preservation proposals were received, and it awarded a contract to Testa Corp. for the removal of the ferry from the dock. Scrapping was completed in July 2006.

The coastal passenger vessel SS Nobska was built by Bath Iron Works in 1925. She was one of four sister ships working for the New England Steamship Co. on the route between Woods Hole and the islands of Nantucket and Martha’s Vineyard. Retired in 1973, she was first taken to Baltimore for conversion into a restaurant. Brought back to Fall River, Mass., in 1988, she was later berthed at Providence, R.I., and then New Bedford, Mass. In Apr. 1996 she is seen traversing the Cape Cod Canal at Buzzards Bay on her way to Dry Dock 1 at the Charlestown Navy Yard. The landmark Buzzards Bay railroad lift bridge is in the background.

New England Steamship Foundation

During 2000 SS Nobska received all new lower hull plates. However, they were only tack welded and thus she was not watertight.

AK Services

Dismantling of Nobska began in early June 2006. By the time this view was taken on June 14, the vessel had been reduced to her lower deck.

Testa Corp.

In the late 1980s efforts were made to preserve Nobska’s sister ship SS Martha’s Vineyard (launched in 1923 as Islander). She was berthed at Pier 11 at the Navy Yard, where this picture was taken ca. 1989. In Sept. 1990 she capsized in a storm and was subsequently scrapped.

Stephen P. Carlson, BNHP
The Dry Dock 1 Caisson is significant as an integral component of the Dry Dock. It is also significant as the first steel-hulled vessel constructed by the Navy Yard and the oldest extant vessel built at the yard.

The original wood caisson for Dry Dock 1 is tied up at Pier 1 astern of USS Constitution on July 1, 1903.

Also known as a floating gate, a caisson is a vessel which contains ballast tanks allowing it to be sunk in place at the end of a dry dock to seal it from the sea so that it can be pumped dry. Caissons generally contain tubes and valves which allow water to pass through them to flood a dry dock.

The original caisson for Dry Dock 1 was constructed of wood. By the 1880s it was in poor condition, and in its annual reports from 1881 to 1886 the yard recommended its replacement with a new caisson of iron or steel. This recommendation was not approved, but the FY 1888 Naval Appropriations Act, approved on March 3, 1887, provided $31,000 for repairs to the existing caisson. These repairs were carried out during two separate drydockings of the vessel during that calendar year.

This work merely extended the life of the caisson. A decade later, its condition was even worse. Minor repairs continued to be performed. The FY 1898 Naval Appropriations Act funded the installation of additional culverts in the caisson to expedite the filling of the dry dock. The project was contracted to Atlantic Works of East Boston. Rather than tow the caisson across the harbor to its own dry dock, the firm performed the work in Dry Dock 1.

The same act had provided funds for the replacement of the dry dock’s turning gates. Yard officials, however, preferred a new caisson, and, beyond preparing plans for the new steel gates, took no action to implement the project. Finally, the FY 1901 Naval Appropriations Act, approved on June 7, 1900, provided $40,000 for a new caisson and transferred the unexpended balance of the turning gate appropriation to the project.
The new Caisson was constructed on the yard’s Building Slip, formerly Shiphouse No. 39 (Building 73). It was the first steel vessel built by the Navy Yard, and its launch on October 31, 1901, drew considerable interest. The vessel had a length of 44.75 ft. along the keel and 63 ft. at its deck, with an 18-ft. beam. The Caisson was 31.5 ft. high from the keel to the deck. The wooden deck had a width of 10 ft. The new caisson was placed in service during 1902, although the old caisson remained available for several years to permit the new Caisson to be placed in Dry Dock 1 for work. Once Dry Dock 2 became available in 1905, the old caisson was scrapped.

Beyond routine maintenance and repair, there have been no changes to the Caisson since its completion. Such overhauls would normally be performed in nearby Dry Dock 2, although the final overhaul of the vessel while the yard was active took place in September 1972 in Dry Dock 3 at the South Boston Annex. That overhaul was done in anticipation of USS Constitution (IX-21) entering Dry Dock 1 in the spring of 1973 for a restoration project which was scheduled to last approximately one year.

The Caisson was transferred to the National Park Service along with Dry Dock 1 on January 1, 1976. Over the next several years, it worked with the Navy to identify any work

Workers help to guide the Caisson as it slides down the ways of the Building Slip on the afternoon of Oct. 31, 1901.

The Oct. 8, 1965, view above shows the machinery deck of the Caisson, while that below shows the upper level of the ballast tank. The large pipe in the center of both images is the line for the discharge pump used to empty the tank.

When the Caisson needed repair, the Navy Yard placed it in one of its other docks. Here it is seen in Dry Dock 3 at South Boston on Sept. 13, 1972, during its last overhaul before the yard’s closure.
In May 1981 the destroyer USS Cassin Young (DD-793) left Dry Dock 1 after restoration work. The images in this gallery depict the process of removing the caisson to allow the ship to be pulled from the dock.

In this view the level of water in Dry Dock 1 has reached that of the harbor on the other side of the caisson.

(All) Stephen P. Carlson, Carlson Collection

NPS maintenance employees Austin Price (left) and Varnie Carter ride the caisson as it lifts out of the seat at the end of the dock.

These two views show the caisson’s pumps emptying its ballast tank as it rises free of the dock. Note the taut line on the east side of the caisson in the view at left and the looser one on the opposite side. This allows the force of the water being expelled from the caisson to move it away from the dock and towards Pier 2.

At left, the caisson pivots on the edge of the dock as it reaches its maximum light draft. Above, the caisson has been safely tied up to Pier 2 West to keep it clear of the dock during the passage of Cassin Young out of it.
This Sept. 13, 1972, view shows the seal which lined the keel and the ends of the Caisson and which ensured that when it was in place no water leaked into the dry dock.

Tubes running through the Caisson were used for flooding the dry dock. In this Oct. 1979 view, only four of the six tubes are in use. The water level in the dock has already risen above the single inlet valve used to fill the Caisson’s ballast tanks.

Victor A. Jorrin, BNHP

required to ensure the integrity of the Caisson. In 1978 the vessel was drydocked in East Boston to have some of its hull plating replaced and its pumps rehabilitated.

By the early 1980s the Caisson was suffering damage from water leaking into the vessel through the wooden deck. Thus, on December 22, 1983, the park awarded a contract to Dave Gardner, Contractor, Inc. of Monument Beach, Mass., for replacement of the deck. Actual work began in March 1984 and was completed by the end of July. Problems with the sealants used, however, required the contractor to return the following year to perform corrective work.

In 1984 the NPS dealt with problems of water infiltration by replacing the wood deck. This July 26, 1984, view shows the newly completed deck. Jeffrey A. Twerago, BNHP

In the late 1980s the Navy began to plan for drydocking USS Constitution in 1992 for a major restoration in anticipation of the frigate’s bicentennial in 1997. As a part of these preparations, the Navy prepared a list of major work needed on the Caisson. Following approval of the scope of work by the NPS in November 1990, the Navy contracted for the Caisson to be rehabilitated at a private shipyard in East Boston. In addition to general cleaning and repainting of both interior and exterior surfaces, the work included repair of the pumps and valves, rehabilitation of electrical systems, and replacement of the seals. The Caisson returned to the Navy Yard in December 1991.

For over a century, the Navy Yard’s oldest extant vessel has safely performed its task of sealing the end of Dry Dock 1. Both the Navy and the NPS are committed to undertaking future rehabilitation work to ensure that it will continue to function well into the 21st century.

In 1991 the wood and rubber seals which run along the keel and ends of the Caisson were among the items addressed during its 1991 overhaul. This view of the Caisson in Boston’s second-oldest dry dock was taken in Apr. 1991.

Stephen P. Carlson, Carlson Collection

On Feb. 6, 2002, over a century after its launch, the Caisson continues to perform its function of sealing Dry Dock 1 from the harbor.

OCLP
Capstan 1, one of three electric capstans which replaced the original 1905 electric capstans, is significant as an integral operating feature of Dry Dock 1.

**HISTORY:**

In July 1905 three electrically-powered capstans—one at the head (Capstan 2) and one at each side of the outer end (Capstans 1, 3)—were placed in service to help move vessels into and out of Dry Dock 1. They replaced hand-powered capstans and were supplied by Hyde Windlass of Bath, Me.

These capstans were replaced with new ones furnished by the Modern Engineering Co. of Chicago in 1942. They had 20-hp motors running on the Navy Yard’s 440-volt electrical system. They were variable-speed and fully reversible. The capstans were installed in concrete vaults measuring 9 x 14 ft. with a height of 2.25 ft. above the surrounding grade. The two outer capstans were relocated in 1948 as a part of the project to extend Dry Dock 1 seaward.

To protect the capstans and their mechanism from the elements, the Navy provided wooden covers for them. The original covers resembled a gambrel roof and were completely removed for operation. In the early 1950s the outer capstan covers were replaced by permanent wooden sheds which had hinged front doors and side panels which slid back when

This Aug. 30, 1946, view shows the original manual capstan next to the 1942 capstan installation. The covers over the new capstans were gambrel-roof structures which needed to be completely removed to allow operation.

In 1948 the new capstans were moved outward when Dry Dock 1 was extended. The vault and cover matched those from their original installation. This view shows both naval officers and yard workers standing next to Capstan 1 while watching the ceremony transferring USS Stern (DE-187) and USS Eisner (DE-192) to the Netherlands on May 3, 1951.
the capstans were to be used. The sheds had a height at the front of 8.5 ft., sloping back to 7.5 ft. at the closed end.
In the early 2000s the shed around Capstan 1 collapsed in a storm and was removed. While the park prepared plans to reconstruct this shed, that project has not been accomplished as of mid-2008.

In the early 1950s the removable covers on Capstans 1 and 3 were replaced with permanent sheds with opening front doors and side panels patterned after those used for capstans at Dry Dock 3 in South Boston. In this Aug. 31, 1956, view, the caisson for Dry Dock 2 can be seen in Dry Dock 1.

The hinged front doors and sliding sides of the shed covering Capstan 1 are clearly visible in this view taken during the May 1981 undocking of USS Cassin Young (DD-793). Stephen P. Carlson, Carlson Collection

This Dec. 23, 1941, plan prepared in conjunction with the ordering of new capstans from Modern Engineering shows the vaults in which they were to be installed. The two capstans shown at the outer end of the dock were moved in 1948 when the dock was lengthened. BOSTS-13347

In the late 1970s an NPS maintenance employee repaints Capstan 1. Note the various electrical control boxes on the rear wall of the shelter and the faded black-and-yellow safety striping on the edges of the concrete vault. Victor A. Jorrin, BNHP

Capstan 1 is seen on Oct. 23, 2006. The protective shed had earlier collapsed and been removed. The steel plates provide access to the capstan's machinery. Stephen P. Carlson, BNHP
Capstan 2, one of three electric capstans which replaced the original 1905 electric capstans, is significant as an integral operating feature of Dry Dock 1.

**RESOURCE**

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<th>Resource</th>
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**STATEMENT OF SIGNIFICANCE:**

Capstan 2, one of three electric capstans which replaced the original 1905 electric capstans, is significant as an integral operating feature of Dry Dock 1.

**HISTORY:**

In July 1905 three electrically-powered capstans—one at the head (Capstan 2) and one at each side of the outer end (Capstans 1, 3)—were placed in service to help move vessels into and out of Dry Dock 1. They replaced hand-powered capstans and were supplied by Hyde Windlass of Bath, Me.

These capstans were replaced with new ones furnished by the Modern Engineering Co. of Chicago in 1942. They had 20-hp motors running on the Navy Yard’s 440-volt electrical system. They were variable-speed and fully reversible. The capstans were installed in concrete vaults measuring 9 x 14 ft. with a height of 2.25 ft. above the surrounding grade.

To protect the capstans and their mechanism from the elements, the Navy provided wooden covers for them. The original covers resembled a gambrel roof and were completely removed for operation. This covering remained in use for Capstan 2 into the late 1970s. Since that time, the capstan has either been covered with a tarpaulin or left exposed to the elements.

Shortly before the Dry Dock Caisson returned from overhaul in Nov. 1991 extremely high tides flooded the area at the head of Dry Dock 1. Here, Capstan 2 sits amid the overflow waters.

Stephen P. Carlson, Carlson Collection

Because of its prominent location at the head of Dry Dock 1, Capstan 2 has been better maintained than either Capstans 1 or 3. This view dates to Aug. 25, 2004.

Stephen P. Carlson, BNHP

The covering over Capstan 2 is seen in this Feb. 27, 1974, view. It disappeared in the late 1970s.

BOSTS-8672
Capstan 3, one of three electric capstans which replaced the original 1905 electric capstans, is significant as an integral operating feature of Dry Dock 1.

HISTORY:

In July 1905 three electrically-powered capstans—one at the head (Capstan 2) and one at each side of the outer end (Capstans 1, 3)—were placed in service to help move vessels into and out of Dry Dock 1. They replaced hand-powered capstans and were supplied by Hyde Windlass of Bath, Me.

These capstans were replaced with new ones furnished by the Modern Engineering Co. of Chicago in 1942. They had 20-hp motors running on the Navy Yard’s 440-volt electrical system. They were variable-speed and fully reversible. The capstans were installed in concrete vaults measuring 9 x 14 ft. with a height of 2.25 ft. above the surrounding grade. The two outer capstans were relocated in 1948 as a part of the project to extend Dry Dock 1 seaward.

To protect the capstans and their mechanism from the elements, the Navy provided wooden covers for them. The original covers resembled a gambrel roof and were completely removed for operation. In the early 1950s the outer capstan covers were replaced by permanent wooden sheds which had hinged front doors and side panels which slid back when the capstans were to be used. The sheds had a height at the front of 8.5 ft., sloping back to 7.5 ft. at the closed end.

The shed covering Capstan 3 is the only shed to survive in 2008.
Dry Dock 2 is significant as the largest of the three dry docks at the Charlestown Navy Yard and as the most significant element of the early 20th-century revival of the Navy Yard.

The authorization for the construction of Dry Dock 2 in the FY 1899 Naval Appropriations Act of May 4, 1898, marked the rebirth of the Charlestown Navy Yard as a shipyard. The original legislation called for the dock, as well as three others to be built elsewhere, to be of timber construction, but allowed the Secretary of the Navy to build one of masonry. Charlestown was selected for this option, a decision ratified in the FY 1900 budget, which increased the total amount available from $825,000 to $1,100,000. (Ultimately, all four docks were converted to masonry construction.)

The location chosen for the new dock was the west side of the Timber Dock. Intended to provide the yard with the ability to dock the largest vessels then under construction, it was to have an overall length of 719 ft. on the floor and 748 ft. at the coping and a width of 72 ft. at the floor widening to 114 ft. at the coping. The dock rose 39 ft. from the floor to the coping. The entrance width was 101.67 ft., with a depth over the sill at mean high water of 30 ft.

On March 14, 1899, the Navy awarded a $883,400 contract to O’Brien & Sheehan of New York City for the project. A week later, a separate contract for $130,000 was made with Farrell, Hopper & Co., also of New York City, for the pumping and other machinery. Construction began on April 13, 1899. The original performance period was 30 months, but actual work would extend more than six years. Part of this delay was caused by several failures of the cofferdam around the site. In addition, there were delays due to the contractor’s financial problems, and in August 1902 the project was taken over by the surety, the City Trust Safe Deposit & Surety Co. of Philadelphia. Other delays came as a result of the government’s desire to upgrade the dock’s machinery to reflect the latest available equipment. First used to dock USS Maryland (CA-8) on August 12, 1905, Dry Dock 2 was officially accepted on May 8, 1906.

The project was the most extensive civil engineering project ever undertaken at the Navy Yard. In addition to the dock itself, the work included installation of portal crane tracks around the dock, construction of Approach Piers 3 and 4, and the filling of the remaining portion of the Timber Dock.

Because there were few docks capable of docking the Navy’s new armored cruisers and battleships, Dry Dock 2 attracted a large number of vessels from the start. Other than in the 1930s, when it was used as a shipbuilding dock, it averaged at least 10 dockings annually in peacetime, rising to a wartime high of 131 in 1943. Table 5-3 provides a listing by year of the number of dockings in Dry Dock 2.
### Table 5-3
**NUMBER OF DOCKINGS, DRY DOCK 2**
**1905-1974**

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<th>Year</th>
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War years shown in red
n/a Not available

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Laying of the granite blocks for the dock’s floor is well underway in this progress photo from July 12, 1902.  *BOSTS-14957*

One of the saddest projects undertaken in Dry Dock 2 came in the spring of 1928 when the salvaged submarine USS S-4 (SS-109) was brought into the dock. While Navy divers had previously recovered most of the bodies of the men lost when the boat had sunk in December 1927, there were still eight bodies on board. Many of the lessons learned about the rescue of crewmen from submarines during this tragedy and in subsequent tests using the restored vessel paid dividends when USS *Squalus* (SS-192) sank in May 1939.

When the Navy Yard resumed ship construction in the 1930s, its Shipways required considerable repair. Thus, as was the case at other navy yards in this era, the Navy chose to build destroyers in the dock. Between 1934 and 1940 thirteen ships were erected there, usually in pairs, although in one case four vessels were under construction at the same time.

At 8:54 a.m. on Aug. 12, 1905, the armored cruiser USS *Maryland* (CA-8) entered the dock. This hand-colored postcard is one of many such items featuring this event.  *BNHP*
Although termed as an enlargement, the work performed by yard workers in the summer of 1911 simply involved the removal of several altars near the head of the dock. This progress photograph dates to June 8, 1911. BOSTS-8811

Like other yard dry docks, Dry Dock 2 was made available for use by commercial vessels when not needed by the Navy. This Apr. 6, 1912, view shows SS Cretic, a 602-ft. passenger-cargo ship belonging to Ismay Imrie & Co., in the dock. Note Locomotive Crane 6 adjacent to the ship and one of the yard’s steam locomotives near the tarpaulin covering Capstan 6. The cannon bollard in the center foreground was removed in 2000 as part of the repaving of Baxter Rd. by the National Park Service. BOSTS-10830

To maximize its use of the dock, the yard often drydocked multiple ships in it. Note how this Apr. 17, 1918, image showing the minelayer USS Shawmut (CM-4) and the submarines USS N-1 (SS-53), N-2 (SS-54), and N-3 (SS-55) has been labeled “Hen and Chicks.” BOSTS-13838

Other than routine repairs to the dock and caisson, the only major change to the facility occurred in 1911, when the dock was “enlarged.” This work actually involved removal of

**Shipbuilding In Dry Dock 2**

The hull of USS Conyngham (DD-371) is seen in Dry Dock 2 on Sept. 11, 1935, three days before her launching. The brow extending from her stern to the right connects the destroyer to her sister USS Case (DD-370). BOSTS-10801

The hulls of USS Walke (DD-416) (left) and USS O’Brien (DD-415) are seen on Oct. 3, 1938, a little over four months after their keels had been laid. BOSTS-13817

**Dewatering Tunnel: Dry Dock 2**

These two images, dated Nov. 16, 1955, shows the dewatering tunnel which connected Dry Dock 2 to the Pump House (Building 123). This tunnel was separate from the dewatering culvert that connected Dry Dock 1 to the same Pump House. BOSTS-15643
ON DECEMBER 17, 1927, while conducting submerged trials off Provincetown, Mass., USS S-4 (SS-109) was rammed by USCG Paulding (CG-17, ex-DD-22) and sunk with the loss of 40 lives.

In March 1928 the Navy successfully raised S-4 and on March 19, 1928, brought her into Dry Dock 2 for evaluation and repair. This gallery illustrates the docking process.

Using salvage pontoons, Navy divers raised S-4 in Mar. 1928. Here the submarine, only the conning tower of which is visible flying a flag at half mast in honor of the men who died in the tragedy, is towed into Boston Harbor towards Dry Dock 2 at the Navy Yard. NHC NH-41823

The stricken submarine was maneuvered into Dry Dock 2 and aligned over the keel blocks. NHC NH-41821

With the salvage pontoons removed, the dock was slowly pumped down (above and right), allowing the hull to emerge from the water. Note the various rafts and boats supporting divers and riggers guiding the vessel into her proper position. NHC NH-41819 (above); NHC NH-41826 (right)

After the boat was successfully settled onto the keel blocks (left), officials boarded her to both start the investigation and recover the bodies still on board. The gash caused by the collision can be seen just aft of the official party standing on the forward deck and in greater detail in the closeup at right. In that image, Secretary of the Navy Curtis D. Wilbur (left) converses with Capt. James D. Willson, commanding officer of the yard’s Receiving Ship, USS Southery (IX-26).

NHC NH-41815 (left); NHC NH-41825 (right)
Salvaging USS S-4 (SS-109): A Gallery

Following completion of salvage operations, the yard proceeded to repair S-4. This view showing the patched and repainted hull was taken on Apr. 11, 1928.

The Charlestown Navy Yard also repaired USCG Paulding (CG-17). This photograph, taken on the Marine Railway on Dec. 27, 1927, shows the damage to the destroyer’s bow.

Several lower altars to widen the forward end of the dock rather than an actual increase in its overall size as the terminology might imply.

Following World War II, the dock was in need of major work. There were leaks around the caisson seats due to settlement of the dock’s outer end, and the stairways required rehabilitation. In May 1947 the Navy awarded a contract for the reconstruction of the outer end of the dock. In December 1948 a separate contract was issued for the reconstruction of the stairways. Both projects were completed in mid-1949.

Two years later the yard undertook a related project for the improvement of the dock when it erected three light towers (Structures 238, 239, 240) along the west side of the dock. Similar lighting fixtures proposed for the roofs of Buildings 198 and 195 were deleted from that contract, although a light tower would be added on Building 198 in 1961.

Problems continued to exist with regard to the caisson for the dock. In March 1958 the shipyard reported that the frame of the caisson was bent, resulting in continual leakage around the seal. This required continuous pumping of the dock to keep it dry. In April 1960 it awarded a $418,000 contract to the United Shipbuilding Division of Bromfield Corp. for the construction of a new caisson. Built at Bromfield’s yard in East Boston, the caisson was delivered on October 5, 1961.

Three additional improvement projects were awarded in 1960 and 1961. The first saw an upgrade to the dewatering system through the replacement of the pumps located in Building 123. This work was completed in February 1962. In March 1961 Ed-Mac Inc. of Marlboro, Mass., received a contract to repair the floor slabs of the dock. This project was

The major work on Dry Dock 2 in the late 1940s involved the complete reconstruction of the outer end of the dock to correct settlement problems. In the Dec. 28, 1948, image at left, the cofferdam in place and demolition work is nearly complete. Three months later, on Mar. 31, 1949, work on the new seat and outer walls is well advanced. The project would be finished in June 1949.
The second improvement project undertaken in the postwar years involved reconstruction of many of the dock’s access stairways. This view of work on the stairwell at the outer end of the west side was taken on Apr. 18, 1949.

This image of the original Dry Dock 2 caisson was taken in the early 1960s. Note the water streaming out as the caisson is floated away from the outer seat of the dock.

In the view above, the tug Sadie Ross delivers the new caisson to Pier 3 on Oct. 5, 1961. At right, the caisson is seen in place in Mar. 1966.

By the mid-1950s the frame of the caisson had become twisted so that it did not seat properly. This Aug. 1, 1956, photograph was taken to illustrate the leakage problem and help make the yard’s case for funding of a new caisson.

The ORIGINAL caisson for Dry Dock 2 was built in 1901 by the famed Philadelphia shipbuilding firm of William Cramp & Sons. It was replaced in the early 1960s by a new caisson constructed at the East Boston shipyard of Bromfield Corp. Delivered in October 1961, the caisson was loaned to Portsmouth Naval Shipyard from April to September 1962. It would be permanently transferred to Portsmouth following the 1976 decision that Dry Dock 2 would be permanently flooded.

When it initially began to look at reuse options for the Navy Yard following the announcement of its impending closure, the City of Boston considered the continuation of ship repair and construction activity. These plans, however, did not materialize, and by early 1976 it was looking for the transfer of Dry Dock 2, Piers 3 and 4, and Buildings 123 and 195 for recreational purposes. The actual transfer of the parcel would

**Dry Dock 2 Caissons**

Complicated by the need to continue using the dock while work was being done. Finally, the portal crane tracks surrounding the dock were replaced.

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Dry Dock 2 is seen looking northeast on Oct. 5, 2006. Note the boardwalk which surrounds the dock. The post-and-chain railing around the dock has been retained, but with double the number of chains, painted in a non-historic black rather than the traditional safety yellow color.

Stephen P. Carlson, BNHP

Dry Dock 2 underwent a second round of improvements in 1961, with repairs to the dock floor and crane track replacement. The facility was of such importance to the yard that it continued to be used even as those projects took place. This view shows USS *Albany* (CG-10) in the dock in the late summer of 1961 during replacement of the portal crane rails alongside the dock.

BOSTS-15926

not take place until 1977, but upon learning of the city’s plans, the Navy decided to remove both the caisson and the five newest capstans for reuse at the Portsmouth Naval Shipyard. Thus, on June 18, 1976, it flooded Dry Dock 2 for the final time. Shortly thereafter, the caisson headed north for further service.

Other than the replacement of the removable post-and-chain safety railings with permanent ones and the removal of most of the docks utilities and other appendages, there has been little change beyond the creation of a boardwalk around the dock as a part of the development of Shipyard Park. The one potential change in the dock involved a 1988 proposal for it to become the site of a relocated New England Aquarium, but opposition led proponents in 1989 to shift their attention to Dry Dock 5 before abandoning the idea of a move from downtown Boston to Charlestown in 1991.

Today, Dry Dock 2 remains one of the centerpieces of Shipyard Park. Unfortunately, the Boston Redevelopment Authority has not provided any interpretive information for the thousands of people passing it daily to access the water shuttle. Also yet to be accomplished is a promised pedestrian bridge across the dock at the site of the caisson.

In 1984 the New England Historic Seaport acquired USCG *Nantucket II* (WLV-613), the last lightship built for the Coast Guard. Originally berthed at Pier 3, she occupied Dry Dock 2 for many years, being used for a variety of educational programs, until the Seaport’s successor sold her in 1997. This image dates to Apr. 1, 1994. As of 2008, the vessel is located in Wareham, Mass.

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Dry Dock 2 is seen looking northeast on Oct. 5, 2006. Note the boardwalk which surrounds the dock. The post-and-chain railing around the dock has been retained, but with double the number of chains, painted in a non-historic black rather than the traditional safety yellow color.

Stephen P. Carlson, BNHP
**Resource Inventory**

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**Statement of Significance:**

Capstans 6, 9, and 10 are significant as integral operating features of Dry Dock 2.

**History:**

As completed, Dry Dock 2 featured nine electric, non-reversible capstans furnished by the Hyde Windlass Co. of Bath, Me. Three, located at the head and each end of the dock, were double-barrel units. The larger barrel had a capacity of 20,000 lbs. at 25 fpm, while the smaller had a 5,000 lb. capacity at 100 fpm. The motors were 35 hp.

The other capstans, three on each side of the dock, were single barrel, two-speed units powered by 10-hp motors, later upgraded to 15 hp. Their capacity was 3,000 lbs. at 75 fpm and 9,000 lbs. at 25 fpm.

Starting in the late 1940s, the yard sought to upgrade the capstans with reversible units. Not until 1964, however, was it able to acquire eight replacement capstans. Three, to replace the end and head capstans (Capstans 4, 7, 11) came from Skagit Steel & Iron Works of Sedro Woolley, Wash., and had 30-hp motors with a 24,000 lb. capacity at 30 fpm and 8,000 fpm at 90 fpm. The others came from the Brad Foote Gear Works of Cicero, Ill. Powered by 20-hp motors, they had a capacity of 12,000 lbs. at 30 fpm and 4,000 lbs. at 90 fpm. The capstans were not actually installed until 1969. Because of bids which exceeded available funds, only the three Skagit and two of the Brad Foote capstans (Capstans 5, 8) were actually installed.

Following the closure of the Navy Yard and confirmation from the City of Boston that it intended to maintain Dry Dock 2 in a flooded condition, the Navy removed the five modern capstans (Capstans 4-5, 7-8, 11) for reuse at the Portsmouth Naval Shipyard. The three remaining Hyde Windlass units (Capstans 6, 9, 10) were transferred to the city and remain in place as static units in 2008.
Dry Dock 3, or Commonwealth Dry Dock, is significant as one of the largest dry docks in the United States. It is also significant as a part of the early 20th-century development of the South Boston waterfront for marine-related uses to enhance the capacity and capabilities of the port of Boston.

HISTORY:

Dry Dock 3 was a key element of the development of the South Boston waterfront in the first two decades of the 20th century. The Directors of the Port of Boston felt that a dry dock would help to attract shipping to Boston. Thus, its plans envisioned a dock which would be the largest in the world at the time. Although it is known that the Navy kept an eye on the state’s plans, it is not clear whether it had any input into the dock’s original design.

The contract for the construction of the dry dock was awarded on June 22, 1914, to Holbrook, Cabot & Rollins Corp. It was to be constructed of concrete with granite facing. Actual construction, however, could not begin until the filling of the adjoining land areas was completed. That work was finished in August 1915, and two months later, on October 13, 1915, work on the dock began. The initial stages involved dredging and then the construction of a cofferdam to allow the site to be dewatered. On July 25, 1916, the cofferdam broke. This resulted in a delay of the project, with dewatering not completed until January 1, 1917.

Excavation then proceeded rapidly, and on May 31, 1917, placement of concrete began. Less than four months later, on September 12, 1917, the contractor began to install the granite facing of the dock walls.

World War I emphasized the need of the Navy for large dry docks. It acquired a number of German passenger liners for use as troop transports which could barely be accommodated in its existing docks on the East Coast, the longest of which, Dry Dock 2 at the Philadelphia Navy Yard, was only 744 ft. It authorized the construction of dry docks over 1,000 ft. in length at yards in Philadelphia and Norfolk, as well as at Pearl Harbor, and a slightly smaller dock (926 ft.) at Puget Sound. Docks of such lengths could not be built at Charlestown, so it obtained authorization first to lease and later to purchase the new Commonwealth Dry Dock.

As a result of the 1917 legislation authorizing it to lease the dock, the Navy became more closely involved with the dock’s construction. It proposed one change in the design of the 1,176-ft. facility—the provision of an additional seat for the caisson at the mid-point of the dock. This would allow smaller vessels to be docked without having to fill and empty the entire dock. Had a second caisson been provided, it would also have been possible to use the dock as if it were two separate docks. There is no available evidence to indi-

1 The Navy’s longest dock (867 ft.) prior to World War I was Dry Dock 2 at the Puget Sound Navy Yard, completed in 1913.
The apparently-complete Boiler House (Building 6 [116]) and Storehouse (Building 4 [114]) of the Boston Army Supply Base dates this panoramic view of Dry Dock 3 under construction to late 1918 or early 1919. 

The dock was substantially complete by June 1919, but the first vessel, USS *Virginia* (BB-13), was not docked until December 22 of that year. The Navy formally purchased the dock in April 1920, designating it as Dry Dock 3. Shortly after acquiring the dock, the Navy constructed both railroad and portal crane tracks to serve it. In 1925 it added four powered capstans to augment the original five.

Since it was the largest dry dock on the East Coast, it was in demand for large commercial ships. For example, the 950-ft. liner SS *Leviathan* was a regular visitor to the dry dock between 1923 and 1932. Indeed, because there were no industrial facilities at South Boston and most commercial ships were docked for inspection and minor repairs rather than major overhauls, the Navy initially followed a practice of docking naval vessels at Charlestown and ships belonging to the United States Shipping Board at South Boston.

Commercial use of the dock declined in the 1930s as the Great Depression saw many passenger liners going out of service. Since the Navy Yard was focused on destroyer construction, and most battleships were assigned to the Pacific, the Navy was required to scrap a number of battleships. USS *Delaware* (BB-28) is seen in Dry Dock 3 on Jan. 30, 1924, during the demilitarization process prior to her being sold to a private shipbreaker.

The Washington Treaty also allowed for the modernization of other battleships. Work on the two *Florida*-class vessels was assigned to Boston. Here, USS *Florida* (BB-30) enters Dry Dock 3 in June 1926. Note that to overcome the lack of shop facilities at South Boston, the yard's floating workshop, YR-15 (YR-15), was also docked with the ship. Portal Crane 50 is at right.

A frequent visitor to Dry Dock 3 in the 1920s and early 1930s was the passenger liner SS *Leviathan*. This view shows her in the dock on July 7, 1923.
Table 5-4
NUMBER OF DOCKINGS, DRY DOCK 3
1919-2008

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<th>Year</th>
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1 Between Mar. 1999 and Sept. 2002 there were 17 vessels docked in Dry Dock 3
War years shown in red
n/a Not available

Fleet, there was also little call for the use of the large dock for naval vessels.
This changed with the coming of World War II and the decision to develop South Boston as a complete shipyard for repair work. From just five dockings in 1940, the facility undertook an all-time annual high of 72 in 1944. Table 5-4 provides a listing by year of the number of dockings in Dry Dock 3.

Until the early 1950s Dry Dock 3 could accommodate any naval vessel. However, the Forrestal class of aircraft carriers had a beam which exceeded the 121-ft. width of the dock. Thus, these carriers and their successors were limited to being docked at other navy yards which had received 1,092-ft. docks having a 143-ft. width during World War II. Although the Navy considered widening the dock in the 1950s, it decided not to undertake that project.

Still, Dry Dock 3 remained an important asset for the shipyard, particularly for both active Essex-class carriers and for the reserve escort carriers assigned to South Boston. Use of the dock, however, was not limited to large vessels. For example, the destroyer USS Cassin Young (DD-793) was in the dock from September 8 to 24, 1958, during her last major modernization period.

The 1950s also saw a resumption of use of the dock for merchant vessels, particularly newly-constructed tankers built by Bethlehem Steel’s Fore River Shipyard in Quincy, Mass. During 1959 the Navy rehabilitated the floor of the dock. Other minor rehabilitation projects involved the dock’s sewer and water discharge lines. In the late 1960s or early 1970s it installed an elevator near the head of the dock to facilitate personnel access.

Even after industrial activities at South Boston ceased in 1960, the dock continued in service. Thus, although in need

Dry Dock 3 was in constant use throughout World War II. At left, HMS Aquitania is seen in Dry Dock 3 on Sept. 4, 1942. Above, USS Iowa (BB-61) occupies the dock on Aug. 17, 1943. BOSTS-14961 (left); BOSTS-7791 (above)
Although Dry Dock 3 has not received any major alterations since its completion, it has undergone periodic repair and rehabilitation. These two images were taken on Apr. 8, 1959, to document work in progress on the rehabilitation of the dock’s granolithic floor surface. The view at left shows the head of the dock, while that at right looks from the head towards the caisson.

One of the most famous vessels docked in Dry Dock 3 during World War II was HMS Queen Mary. On Oct. 2, 1942, off the coast of Ireland while carrying a complement of American troops, she struck the cruiser HMS Curacao, cutting her in half. The damaged transport was sent to Boston, where for the second time that year she entered Dry Dock 3. The Oct. 16, 1942, image at left shows her damaged bow prior to the start of repairs, while the one at right shows the rebuilt vessel just before undocking.

In October 1976 the Economic Development & Industrial Corp. (EDIC) opened Dry Dock 3 as a public facility available for lease by ship repair firms. After a fairly busy period in the late 1970s and early 1980s, the dock sat idle from 1985 to May 1992, when General Ship Corp., displaced from Dry Dock 4, reactivated it. The dock achieved its greatest

of some repairs due to deferred maintenance, the dock would be turned over to the City of Boston in 1975 in an operable condition.

In May 20, 1944, image shows how the lower portion of her bow was bent during the collision.

On May 6, 1944, the escort vessel USS Buckley (DE-51) suffered damage when she rammed and sank the German submarine U-66 in the mid-Atlantic. The vessel proceeded to Boston, where she was taken into Dry Dock 3 for repairs. This May 20, 1944, image shows how the lower portion of her bow was bent during the collision.

In general, the Navy docked smaller vessels such as destroyers towards the outer end of the dock rather than utilize the intermediate caisson seat to create a smaller dock. Note how it has docked the destroyer USS Allen M. Sumner (DD-692) to one side of the dock to make brow access easier. If necessary, two destroyers could be docked side by side. Sumner was in Dry Dock 3 from May 28 to June 9, 1952. During the same availability, she would also spend time in Dry Dock 5 at Charlestown and Dry Dock 4 at South Boston.

Fred Willshaw

BOSTS-8540

BOSTS-14031

BOSTS-10582

BOSTS-51
IN OCTOBER 1955 the aircraft carrier USS Antietam (CVS-36) was taken into Dry Dock 3 as part of a major overhaul. This sequence by yard photographer Stanley Mixon documents that docking. Many of these images were published in the October 28, 1955, issue of the Boston Naval Shipyard News.

Above, the ship is being guided by yard workers in a small boat (right). At right, the tug Chegodega (YTB-942) pushes the vessel across the dock’s sill. BOSTS-10278

Most of the work guiding the ship into the dock was performed by sailors and yard workers handling lines using both the powered capstans and the bollards surrounding the dock. BOSTS-10278

Even before the dock had been emptied, yard workers began their work. Here, electricians work on connections for shore power, while in the background others use a float to inspect the hull. BOSTS-10278

With the ship in its final position over the keel blocks, the caisson (lower right) is being placed back in its seat so that pumping out of the dock can begin. BOSTS-10278
The 1950s saw a resumption of the use of Dry Dock 3 for docking private vessels. Many of these were newly-built ships from the Bethlehem Steel Fore River Shipyard in Quincy, Mass. Here, the tanker *Olympic Eagle* enters the dock on Aug. 6, 1958, three weeks before her delivery to her owner, one of the many companies controlled by Greek shipping magnate Aristotle Onassis.

Beginning in the early 1950s, the Navy began building aircraft carriers with beams which exceeded the width of Dry Dock 3. It also modernized many of its wartime carriers with angled flight decks which increased their width. In May 1966 the Navy Yard docked the *Midway*-class carrier USS *Franklin D. Roosevelt* (CVA-42). As can be seen in this image, it fit into the dock with but nine inches to spare on either side. Portal Crane 90 can be seen in the foreground.

The nuclear-powered guided missile cruiser USS *Long Beach* (CGN-9) is maneuvered into Dry Dock 3 by the tug *Coatopa* (YTB-382) on July 7, 1961, shortly after the vessel’s arrival from her builder’s yard in Quincy, Mass. The drydocking was one of a number of pre-commissioning activities performed on the ship by the Navy Yard.

**notoriety later that summer when General Ship utilized it for emergency repairs to the Cunard liner RMS *Queen Elizabeth 2* following her running aground off New England.**

In April 1996 the EDIC entered into a license agreement for the use of the dock by Boston Ship Repair. Despite a
The City of Boston maintained Dry Dock 3 as an operable facility. USNS Marshfield (T-AK-282) is seen in the dock on July 28, 1978. Although the cargo ship fit within the inner portion of the dock, as can be seen by the intermediate caisson seat, the full dock was utilized.

BRA/EDIC

1999 kickback scandal, that firm built up a good business, repairing both naval auxiliaries, continuing the long presence of “gray hulls” at South Boston, and cruise ships. In addition, between 1998 and 2000, it docked three historic vessels berthed in Massachusetts—USS Massachusetts (BB-59), USS Lionfish (SS-297), and USS Salem (CA-139). In late 2008 the firm was acquired by Atlantic Marine Holdings of Jacksonville, Fla., and renamed Atlantic Marine Boston.

Boston Ship Repair has undertaken repairs to three naval vessels preserved as museum ships in Massachusetts. Here, the submarine USS Lionfish (SS-298), berthed at Battleship Cove in Fall River, Mass., undergoes rehabilitation in Dry Dock 3 in the spring of 1999.

Joseph Lombardi

This Jan. 28, 1974, view shows the elevator (left) installed in Dry Dock 3 to provide easier access to the dock floor by yard workers. BOSTS-8546

Boston Ship Repair’s business has been cruise ships. Here, MV Jewel of the Seas enters the dock on Oct. 18, 2008, for the replacement of an auxiliary diesel engine.

Simon Zielonka, picasaweb
The Dry Dock 3 Caisson is significant as an integral component of the Dry Dock.

HISTORY:
The caisson for Dry Dock 3 was constructed within the confines of the dock itself by the Bethlehem Steel Co. It has a length of 138.5 ft., a width of 27 ft., and a height of 51 ft. With the exception of periods when it was taken to Charlestown or other locations for repairs, it has served the dock since its opening in December 1919.
Capstans 1, 4-5, 8-9 are significant as integral operating features of Dry Dock 3.

HISTORY:

As completed, Dry Dock 3 featured five electrically-powered capstans. These had been furnished by Wellman, Seaver & Morgan Engineering of Cleveland, Ohio. They featured 42-hp motors operating on 230 volts. They had three speeds and were reversible.

The capstans were placed around the dock, with two at the outer end, two inward of the intermediate caisson seat, and one at the head of the dock. Originally, the capstans were protected from the weather simply by tapaulins. By the late 1920s, the yard erected wooden sheds over them. These had hinged front doors and side panels which slid back when the capstans were to be used. The shelters had gabled roofs. These structures served as the model for the sheds erected over Capstans 1 and 3 at Dry Dock 1 in the 1950s.

The original capstans were augmented in 1925 with four new capstans. All nine of the capstans were transferred to the City of Boston with the South Boston Annex property, and they remain in operation. The sheds were rehabilitated by the EDIC in 1978 without their doors and sliding side panels.

Workers for Boston Ship Repair use the head capstan (Capstan 1) at Dry Dock 3 to help guide USS Massachusetts (BB-59) into the dock on Nov. 8, 1999. Jack Clifford, NavSource

This photograph shows the damage suffered by the house over Capstan 5 on the south side of Dry Dock 3 at the intermediate caisson seat during Hurricane Carol on Aug. 31, 1954.

BOSTS-8537

The capstan at the outer end of Dry Dock 3 on the north side is seen in this Sept. 1, 1922, view.

BOSTS-8537
### Resource Inventory

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<th>RESOURCE</th>
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**STATEMENT OF SIGNIFICANCE:**

Capstans 2-3, 6-7 are significant as integral operating features of Dry Dock 3.

**HISTORY:**

In 1924 the Navy Yard decided to add four additional capstans to the five which surrounded the dock. These were furnished in early 1925 by the Maine Electric Co. of Portland, Me. They had 50-hp motors. Like the earlier capstans, they had three speeds and were reversible.

The new capstans were placed on the sides of the dock, two close to the outer end capstans (Capstans 6-7) and two between the intermediate caisson seat and the head of the dock (Capstans 2-3). They were protected from the weather by wooden sheds identical to those used for the original capstans.

All of the capstans were transferred to the City of Boston with the South Boston Annex property, and they remain in operation. The sheds were rehabilitated by the EDIC in 1978 without their doors and sliding side panels.

Although the Navy’s property record cards for the additional capstans give a 1929 date, the contract records and drawings show that they were delivered in 1925.
Dry Dock 4 is significant as a part of the World War II development of the South Boston Annex as a major ship repair facility and as an example of work done by two of the most significant engineering firms of the 20th century.

HISTORY:

On September 9, 1941, the Navy Yard submitted a proposal to build a second dry dock at South Boston. The new dock, which would be capable of handling vessels up to the new Baltimore-class heavy cruisers, was seen as being necessary to balance other industrial facilities being constructed at South Boston to obtain maximum overall efficiency. The proposal was approved by Secretary of the Navy Frank Knox ten days later.

Design of the new dry dock was undertaken by Dry Dock Engineers of Boston. This joint venture included Parsons, Klapp, Brinckerhoff & Douglas and Fay, Spofford & Thorndike, then as today among the most important civil engineering firms in the country.

On December 5, 1941, the Navy awarded a contract to the United Construction Co. for construction of the dock and the adjoining Piers 5 and 6. Following the completion of a cofferdam, work on the dock itself began in the spring of 1942. Like Dry Dock 5 at Charlestown, the concrete dock included an integral pumping station, containing two 54-in., 220,000-gpm pumps. These pumps, which required a minimum of 105 minutes to dewater the dock, were first tested on March 4, 1943. A little over six weeks later, on April 24, 1943, the transport USS Wakefield (AP-21) became the first ship to enter the dock. The project, which was officially completed in June 1943, had cost slightly over $5.3 million.

Dry Dock 4 had an overall length of 693.5 ft. with the caisson in the outer seat and a width at its entrance of 93.5 ft. The inner seat was situated 20 ft. inboard from the end of the dock.

Formwork for one of the culverts which both flooded and dewatered the dock can be seen in the foreground of this July 1942 progress photograph.  

The walls of the dock are nearing completion in this construction progress photograph looking towards the head of the dock from the cofferdam on Nov. 16, 1942.  

BOSTS-7807
ON APRIL 24, 1943, the transport USS *Wakefield* (AP-21) became the first vessel to enter Dry Dock 4 at the South Boston Annex. This gallery presents the photographic record of this event, the most extensive visual documentation of the inauguration of any of the Navy Yard’s five dry docks.

Guided by several tugs, *Wakefield* is maneuvered across the outer sill of the new dock. With the exception of a pair of kingposts, the former passenger liner SS *Manhattan* had been stripped to the main deck in preparation for her reconstruction. 

A small boat helps to keep *Wakefield* aligned with the center line of the dry dock so that she will settle properly onto the keel blocks. The vessel is being moved forward using lines being wound by the powered capstans which line each side of the dock.

With a waterline length of 685 ft., *Wakefield* represented the maximum size vessel which could be accommodated in the dry dock. This view shows how the bow at the main deck level actually overhung the end of the dock.
Table 5-5

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War years shown in red
n/a Not available

The dock was 42 ft. from the floor to the top coping, with a depth over the sill at mean high water of 35.5 ft.

The dock saw heavy use during the remainder of World War II and in the immediate postwar period. It was then largely dormant until the Korean War. Thereafter, the dock was used sparingly until the closure of the Navy Yard, largely at times when Dry Dock 2 at Charlestown was either busy or unavailable. Table 5-5 provides a listing by year of the number of dockings in Dry Dock 4.

Other than routine repairs such as the 1963 replacement of the gratings over the inlets to the culverts in the dock floor, Dry Dock 4 remained unaltered at the time of its final inactivation by the Navy in January 1974.

Dry Dock 4 had been the centerpiece of the proposed move of the U.S. Coast Guard Support Center from the North End to South Boston. That idea, however, was abandoned in the face of opposition from the City of Boston, which received the facility from the Navy in 1975. It leased the dock to Braswell Shipyards. That firm closed in 1980. On April 1, 1981, General Ship Corp., an East Boston ship repair firm, entered into a ten-year lease of the dock. Throughout the 1980s and early 1990s, General Ship used it for work on a variety of naval vessels. In 1986 and 1987 it also rehabilitated the preserved destroyer USS Joseph P. Kennedy, Jr. (DD-850).

Although the Third Harbor (Ted Williams) Tunnel did not directly impact Dry Dock 4, its construction starting in the early 1990s meant that the dock became inaccessible. Thus, it stood vacant during most of the decade. In the early 2000s it was reactivated as a construction basin for tunnel sections for the Silver Line South Boston Waterfront Transitway project.
Chapter 5, Resource Inventory

From the late 1970s until the early 1990s, when “Big Dig” construction made access to the site difficult, the City of Boston leased Dry Dock 4 to private ship repair firms. Nearly all of the work done by first Braswell Shipyards and then General Ship Corp. was on naval vessels. This Oct. 1992 view taken from USS Cassin Young (DD-793) shows a Knox-class frigate in Dry Dock 4. Note how General Ship has painted its name on the dock’s caisson.

Stephen P. Carlson, Carlson Collection

Dry Dock 4 presents a very abandoned look in these Aug. 14, 2008, views. At left, the dock is seen from the top looking towards the caisson, while at right the side wall is shown looking toward the head from an intermediate level.

Brian Stowell, flickr.com

From July to Dec. 1958 USS Witek (EDD-848) was in Dry Dock 4 for the installation of a “pump jet” propulsion system. This view of the experimental destroyer in the dock dates to Apr. 1961.

BOSTS-15955

Following the completion of that project, the dock has not been utilized. It retains watertight integrity and is technically capable of being activated. However, considerable rehabilitation work to both the dock and its infrastructure would be required.

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Brian Stowell, flickr.com

Starting in 1961, USS Willis A. Lee (DL-4) served as a test-bed for sonar systems. In 1965 and 1966 she spent considerable time in Dry Dock 4 receiving new equipment. The ca. Jan. 1966 view above shows how the vessel has been docked off-center, while the Nov. 17, 1965, image at right shows yard workers installing a new bow sonar dome on the ship.

BOSTS-7806 (above); BOSTS-14733 (right)

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BOSTS-7806 (above); BOSTS-14733 (right)
RESOURCE

Dry Dock 4 Caisson

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South Boston

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MACRIS NO.  HAER CONDITION
—  None  Fair

STATEMENT OF SIGNIFICANCE:

The Dry Dock 4 Caisson is significant as an integral component of the Dry Dock.

HISTORY:

The steel Caisson for Dry Dock 4 had a keel of 92 ft., a height of 42 ft., and a length over its deck of 102 ft. The deck had a width of 13 ft. Unlike the caissons for Dry Docks 1 and 2, but similar to that for Dry Dock 3, it did not contain culverts for filling the dock. The Caisson remains in place in 2008 performing its task of keeping the dock dry.

No Property Record Card Available

The Caisson for Dry Dock 4 is seen on the afternoon of Mar. 4, 1943, just after the nearly-completed dock had been pumped dry for the first time. BOSTS-7807

The Caisson for Dry Dock 4 is being put in place following the docking of USS Wakefield (AP-21) on Apr. 24, 1943. Note that even in the outer seat, the Caisson is under the stern of the 705-ft. long former passenger liner. BOSTS-14604

This Aug. 14, 2008, view shows the Caisson for Dry Dock 4 still performing its function of sealing the end of the dock. Brian Stowell, flickr.com
Chapter 5, Resource Inventory

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HISTORY:

Seven electric capstans were installed at Dry Dock 4—one at the head and three on each side of the dock. All were provided by the Silent Hoist & Crane Co. of Brooklyn, N.Y. Capstans 1, 6, and 7 were model LVAS40, while Capstans 2-5 were model LVS20. All were three-speed, reversible, and capable of remote control operation.

The differences between the two models related to their capacity. The LVAS40 units possessed 40-hp motors and had a capacity of 12,000 pounds at 60 fpm and 24,000 pounds at 30 fpm. The LVS20 models had 20-hp motors and were rated at 12,000 pounds at 30 fpm and 4,000 pounds at 90 fpm. The LVAS40 capstans were the ones installed at the head and outer ends of the dock.

All of the capstans were transferred to the City of Boston along with Dry Dock 4 and remain in place in 2008.

Capstans 1-7 are significant as integral operating features of Dry Dock 4.

These Aug. 27, 2006, views show Capstan 1 (above) at the head of the dock, and Capstan 3 (right) on the east side of the dock. Note the fixed bollards on either side of Capstan 3.

Stephen P. Carlson, BNHP
Dry Dock 5, originally Shipways 3, is significant as a part of the World War II development of the Navy Yard as a major shipbuilding facility.

In 1934 the Navy identified the primary mission of the Boston Navy Yard as being shipbuilding. From the mid-1930s on, the yard sought to upgrade and expand its facilities for that purpose. It updated and enlarged the existing Shipways (Shipways 1) and began construction of a second Shipways adjacent to the first. Even as Shipways 2 neared completion, it looked to further expansion. The yard decided, however, not to construct another inclined way. Rather, it chose to build a shipbuilding dock.

The location chosen for this new facility was at the east end of the yard, adjacent to Pier 10. It involved the expansion of the yard beyond the existing seawall, and created space for Pier 11 as well. Because the project crossed the existing pier and bulkhead line, the Navy in October 1941 obtained state legislative approval for the work.

On October 24, 1941, a week after it had received formal state permission for the project, the Navy awarded a contract to the J.F. Fitzgerald Construction Co. of Boston for the

The plan at left indicates how Dry Dock 5 extended beyond the old sea wall at the east end of the Navy Yard, while the isometric drawing above shows the dock and its associated tunnels.

BOSTS-13347
The land end of the dry dock site was occupied by Building 153. Built in 1917 as a Battery Charging Station for submarine batteries, the 100 x 150 ft. structure had become an Ordnance Storehouse in FY 1936. Above, the building is seen in 1939, while at right only a portion of the 86-ft.-long loading dock is recognizable in this Nov. 1941 view of its demolition. Note the contractor’s site office building in the background. The foamite tanks and other structures to the east of Building 153 will also be swept away as part of the dry dock project. BOSTS-9923 (above); BOSTS-9924 (right)

construction of what was then identified as Shipways 3. The project also included the demolition of existing structures in the area, including Building 153, the Fuel Oil Tank, and the Gasoline Tank. That work began on November 10, 1941; the first sheet piling for the dock was driven two weeks later.

The original design for the shipbuilding dock, intended to accommodate four escort vessels (DE), three destroyers (DD), or one light cruiser (CL) at one time, was for a facility having a clear inside length of 605 ft. and a width of 100 ft. This was later modified to 518 ft. The dock was 26 ft. high from the floor to the top of the walls and provided a clearance over the sill at mean high water of 21 ft. The innermost third of the floor slab was built directly on soil; the remainder was supported by pilings. The 3-ft. thick floor slab was not bonded to the dock walls, which were of concrete enclosed by steel sheet piling. The 20-ft.-wide west wall incorporated a 12-ft. utility tunnel, while the 28-ft.-wide east wall had two 8.8-ft. tunnels. The 19-ft. north (head) wall incorporated a bomb shelter. The outboard end of the east wall also included an integral pump room.

Although designed for the eventual use of a standard dry dock floating caisson, the dock was completed with a five-section steel gate supported at the top by a steel box truss. This gate, also called a pontoon, swung down to the outside of the dock.

This Aug. 6, 1942, progress photo shows work on the dock gate. Construction of an LST is underway in the dock. BOSTS-8855

This Aug. 17, 1943, aerial view shows escort vessels under construction in the dock. Note the prefabricated hull section on the barge at the east side of the dock. USS Constitution (IX-21) is at Pier 10, its location for much of World War II. In the foreground is Pier 11, with the Deperming Station (Building 205) located between the inner and outer sections of the pier. BOSTS-8685

The last vessel constructed in Dry Dock 5 was USS LST-1153 (LST-1153). She is seen here on Aug. 20, 1945, approximately one month after her keel had been laid. Due to both her experimental nature and the ending of the war, progress was slow and she would not be launched (floated) until Apr. 24, 1947. She would become USS Talbot County in 1955. BOSTS-14361
Dry Dock 5 did not utilize a traditional dry dock caisson. Rather, it was closed by what was called a pontoon which swung down to the floor of the harbor. This gate, together with the box girder which held it in place, is seen from the inside of the dock in Mar. 1951.

The pressure of wartime needs was such that once the dock reached the 360 ft. point from the head, a temporary bulkhead was built across it and, following the pouring of the floor slab, the keels of the first two escort vessels, HMS Bayntun (BDE-1) and HMS Bazely (BDE-2), were laid down on April 5, 1942. Work continued on the outer section of the dock, being completed to the point that the temporary bulkhead could be removed and the vessels launched on June 27. The entire dock was completed in November 1942. The total cost of the project was $2,484,436.

During World War II the dock, renamed Dry Dock 5 during the latter half of 1943, was used for the construction of 54 vessels: 42 escort vessels (DE) and five tank landing ships (LST), launched in 1942 and 1943; four submarines (SS), laid down in February 1944 and launched in December 1944; and two dock landing ships (LSD), launched in 1945. The final ship built there was the experimental steam-powered LST USS LST-1153 (named Talbot County in 1955), which was laid down in August 1945 but not launched until April 1947.

The dock was serviced with standard-gauge railroad tracks on both sides, as well as 20-ft.-gauge portal crane tracks along the east side. The yard’s first portal crane, Portal Crane 12, built in 1905, was transferred to Dry Dock 5; it remained there until disposed of in the 1950s. Also serving the dock during the war was the new American Portal Crane 64. The American crane again served the dock following the disposal of Portal Crane 12; it was replaced by Portal Crane 204, one of two cranes acquired from the closed New York (Brooklyn) Naval Shipyard in 1967.

The speedy nature of the dock’s construction led to serious problems in the postwar period. In particular, its shallow depth and inefficient closure gate, as well as the inadequacy of its drainage pumps, led to the dock being the least used of the yard’s dry docks. Table 5-6 provides a listing by year of the number of dockings in Dry Dock 5.

By arranging keel blocks at an angle, the dock was able to accommodate two ships of different sizes at one time. This view from late 1955 shows USS Hissem (DE-400) and USS Gyatt (DD-712) in the dock during their conversion into a radar picket escort (DER-400) and the Navy’s first guided missile destroyer (DDG-1).
Table 5-6  
NUMBER OF DOCKINGS, DRY DOCK 5  
1942-1974

<table>
<thead>
<tr>
<th>Year</th>
<th>Dockings</th>
<th>Year</th>
<th>Dockings</th>
<th>Year</th>
<th>Dockings</th>
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<td>1948</td>
<td>2</td>
<td>1954</td>
<td>3</td>
<td>1960</td>
<td>4</td>
<td>1966</td>
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<td>1972</td>
<td>n/a</td>
</tr>
<tr>
<td>1943</td>
<td>n/a¹</td>
<td>1949</td>
<td>0</td>
<td>1955</td>
<td>3</td>
<td>1961</td>
<td>n/a</td>
<td>1967</td>
<td>n/a</td>
<td>1973</td>
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<td>1956</td>
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<td>1951</td>
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<td>1957</td>
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<td>1969</td>
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<td></td>
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<td>1946</td>
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<td>1952</td>
<td>3</td>
<td>1958</td>
<td>n/a</td>
<td>1964</td>
<td>n/a</td>
<td>1970</td>
<td>n/a</td>
<td></td>
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</tr>
<tr>
<td>1947</td>
<td>n/a</td>
<td>1953</td>
<td>7</td>
<td>1959</td>
<td>n/a</td>
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<td>n/a</td>
<td>1971</td>
<td>n/a</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

¹ Between 1942 and 1945 a total of 54 vessels (42 DE; 2 LSD; 6 LST; 4 SS) were laid down in the dock.

War years shown in red

n/a Not available

(1) Dock encumbered for entire year by vessel laid down in prior year.

Despite its inadequacies, Dry Dock 5 saw use during the Fleet Rehabilitation and Modernization (FRAM) program of the late 1950s and early 1960s. That effort was designed to extend the life of World War II destroyers. This view shows USS Hugh Purvis (DD-709) in the dock in May 1960.

Richard Leonhardt

One of the more unusual uses for the dock was as a basin for testing the stability of a 26-ft. motor whale boat (C-4315) assigned to USS Hazelwood (DD-531) in Oct. 1963.

BOSTS-14915

This plan shows the proposed reconstruction of Dry Dock 5 included in the FY 1967 military facilities construction program. Pushed back to FY 1968, the project was cancelled in Nov. 1968 following the adoption of the plan for the consolidation of shipyard operations at South Boston.

BOSTS-13347
Drydocking USS Decatur (DD-936): A Gallery

IN DECEMBER 1964 the Navy assigned the recently-funded conversion of the destroyer USS Decatur (DD-936) into a guided missile destroyer to the Navy Yard. This would turn out to be the last major conversion project undertaken by the yard. Work on Decatur began in June 1965, and would continue into the spring of 1967, the vessel, reclassified DDG-31 in September 1966, being recommissioned on April 29, 1967.

Many yard facilities were utilized during the course of this project. In October 1965 the ship, already stripped of most of her superstructure, entered Dry Dock 5, remaining there for about a month. These views show Decatur in the dock in this period. During that time, the hull was sandblasted and one of the new after deckhouses installed.

This Oct. 9, 1965, progress photograph shows that the sandblasting of the hull has begun. The wood deck in the foreground is part of Pier 10, which adjoined the side wall of Dry Dock 5.

In addition to sandblasting, the major task accomplished while Decatur was in the dock was the installation of the after deck house, seen in this progress photograph taken on Nov. 3, 1965.

Note how Decatur had been positioned on the east side of the dock in order to facilitate access by Portal Crane 64.

Also taken on Nov. 3, 1965, these two photographs of the work on the deckhouse provide views of the shipyard beyond. At top, Buildings 104 and 106 and the Plate Field Crane are visible, while that above shows Building 131, and to the right of Portal Crane 64, Building 206.
"would make drydock [sic] no. 5 a fully usable dock for dock-
ing destroyers, destroyer escorts and submarines."

Other projects, however, had higher priority than Dry Dock 5, and not until July 1965 did the yard contract with the engineering firm Fay, Spofford & Thorndike for the preparation of plans for a thorough reconstruction of the dock. In the meantime, the dock continued in use for the reconstruction of escorts and destroyers under the Fleet Rehabilitation and Modernization (FRAM) program.

The recommended modernization of Dry Dock 5 was included in the FY 1967 construction program, later deferred to FY 1968. Among the elements of this project was the lengthening of the dock by 83 ft. and the lowering of the floor by 20.5 ft. A new caisson would replace the existing gate. Seven reversible capstans would be installed around the dock, and the portal crane tracks would be connected to those on the face of Pier 11. The $7.4-million project, however, was cancelled on November 29, 1968, the victim of the decision to relocate shipyard operations from Charlestown to South Boston.

Dry Dock 5 was officially inactivated on February 14, 1974. It was turned over to the Boston Redevelopment Authority as a part of the New Development Area. For some unexplained reason, the BRA placed half of the dock in Parcel 4B and the other half in Parcel 5. The guidelines for both parcels called for the dock to “be retained, repaired and remain flooded.”

Like most of the parcels at the east end of the yard, Dry Dock 5 remains undeveloped in 2008. There have been few proposals for its use, the most serious of which were the plans in the early 1990s for it to become the focal point of first the New England Aquarium and then the Whydah Pirate Ship Museum. Most recently, the 2007 BRA Waterfront Activation Network Plan, reviving an idea considered in the mid-1980s prior to the emergence of the Aquarium concept, suggested that the dock be used for berthing of a historic vessel to provide a visitor attraction at the east end of the yard.

The head of Dry Dock 5 is seen in this May 3, 2008, view. Other than the aborted schemes for either the New England Aquarium or the Whydah Pirate Ship Museum in the early 1990s, no firm plans have ever been developed for the dock in the three decades since its transfer to the Boston Redevelopment Authority.

Stephen P. Carlson, BNHP
Gate 1, also known as the Main Gate, is significant as the primary entrance into the Navy Yard and exemplifies the military character of the yard.

This Aug. 10, 1899, view shows Gate 1 as it existed for most of the 19th century. The fences in the foreground were part of the widening of the gate area accomplished in FY 1868.

Although the present configuration of Gate 1 dates to its reconstruction in 1959, the gate has been the primary entryway into the Navy Yard since its establishment. The gate linked Water St. in Charlestown (now known as Constitution Rd.) with what became First Ave. when the current street names were adopted in 1902.

When the federal government acquired the Navy Yard in 1800 there were two roadways entering the property. The first was Water St., which ran along the Charlestown waterfront. This road became the primary entrance point for the yard. The second street was Henley St. This roadway would be blocked off in 1825 when the Navy constructed a stone Boundary Wall between Water St. and Chelsea St. along the western boundary of the yard.

In 1817 the yard erected a Guardhouse on the north side of the Water St. entryway. The gate itself was defined by four granite columns, each pair defining the pedestrian walkway on either side of the roadway. A drawing from the 1850s shows that there was a metal arch surmounted by a light over the 15-ft.-wide central roadway. This feature had been removed by the 1870s. Although there were wooden gates for the pedestrian walkways, photographs indicate that there was no actual gate across the roadway.

The 1828 master plan for the Navy Yard proposed that the main entrance be relocated to Henley St. since that document designated what is now Second Ave. as the Main Ave. for the yard. In August 1833 Commandant Jesse D. Elliott unsuccessfully requested permission to close the Water St. gate in favor of a new Henley St. gate.

In 1865 the yard sought funding for the widening of the Main Gate. This project contained two elements. The first involved the purchase of a small parcel of land on the north side of Water St. owned by Ann Hull, the widow of former Commandant Isaac Hull. The second envisioned the construction of a new Gate House. Congress included the project in the FY 1867 Naval Appropriations Act, approved on April 17, 1866. In accordance with this law, the government purchased a 0.014-acre parcel from Hull in October 1866.

A year later, on November 18, 1867, the Charlestown City Council granted the Navy permission to erect a new fence and gateway on Water St. outside of the current gate. This work was completed in FY 1868. The state formally ceded jurisdiction over the property between the new line and the existing gate on May 25, 1868.

Between 1868 and 1876 the Civil Engineer included a new Gate House in his recommendations for yard improvements,
without success. The idea resurfaced in 1898. This time the idea bore fruit, as money for a new Gate House (Building 97) was included in the FY 1900 Naval Appropriations Act, approved in March 1899. Construction of the new Main Gate began in late 1901, being completed in April 1903. In reporting this fact, the Bureau of Yard & Docks stated that “this work adds much to the appearance as well as to the efficiency of the yard.”

For the next half century there were no significant changes to Gate 1. With the increase in motorized traffic into the yard in the post-World War II period the gate, with its 11-ft.-wide roadway, was becoming a bottleneck. For many years, Gate 2 was used as an entrance to the yard while Gate 1 served as an exit. This was an unsatisfactory situation, and in March 1958 the shipyard submitted a formal request for funds to construct a new Gate 1. A key element of the work involved the demolition of Building 97, which it termed “unsafe and beyond economical repair.” Its removal would allow widening of First Ave., eliminating “the existing snail’s pace egress at [the] end of [the] work day.”

This request was approved, and in June the Navy issued an invitation for bids for a project to demolish Building 97; erect a new Gate House (Building 267); widen and rebuild First Ave.; repair the wall of Building 4; and install stainless steel lettering identifying the shipyard, the gate, and the Chief Petty Officers (CPO) Club in Building 4. It also included providing a portable guard booth in the center of the roadway. This work was awarded to the Morrill Construction Co. of West Newton, Mass. It was completed in the spring of 1959.

The one item which was originally proposed as part of the gate reconstruction but not included in the final package was a chainlink gate across the roadway. By the early 1970s the lack of an actual gate was seen as a security issue. In May 1971 Public Works Officer Capt. William E. Kaloupek requested funds to “install a barrier across the Shipyard’s Main Entrance.” His justification for the project pointed out that “the only means of preventing illegal entry” during demonstrations “by some protesting group such as has been occurring at other military installations” was the Marine sentry. “Attempts to prevent entry by mere physical restraint could

Traffic congestion in the vicinity of Gates 1 and 2 led the yard in the 1950s to propose acquisition of property on the west side of the yard as well as the widening of both Gates 1 (right) and 2 (left). This Mar. 1955 aerial view has been annotated to show both traffic flow and the proposed new boundary. While the Navy never received approval for the expansion, the proposedboundary line shown here was adopted for the Charlestown Navy Yard unit of Boston National Historical Park. By 1974 most of the buildings shown had been demolished by the Boston Redevelopment Authority as part of urban renewal.
result in serious consequences of personal injury or property damage," he concluded.

This request was approved. Although the yard prepared a scheme using a fence fabric replicating the detail of the nearby curtain gates, it opted for standard chainlink fencing.

Gate 1 served as the primary vehicular entrance to the Navy Yard. With the closure of the yard and the transfer of the western portion to the National Park Service, the provision of an alternative vehicular access point to the remainder of the yard became a priority for both the NPS and the City of Boston. Both parties were interested in eliminating the conflict between national park visitors and through traffic. The solution involved two separate but related efforts, the Chelsea-Water Streets Connector and the Gate 4/Fifth St. projects. With their completion in 1985, Gate 1 ceased to be used as a vehicle entrance. Thereafter, it was utilized only by pedestrians. The exterior of the gate area was finished with granite pavers, and a drop-off lane for tour buses was constructed between Gates 1 and 2.

As part of its planning in the late 1990s for repaving of Navy Yard roadways, the NPS designed a new steel picket gate for Gate 1 which resembled that at Gate 2. This was dropped from the paving project for cost reasons, and efforts to fund it from other sources, including security money made available after the September 11, 2001, terrorist attacks, have proven unsuccessful as of late 2008.

The Sept. 11, 2001, terrorist attacks led to an increase in security at the Navy Yard. Initially, jersey barriers were used on either side of the gate, as seen in the July 17, 2006, view looking out of the gate at left. Subsequently, the barriers were replaced by the more esthetically pleasing steel bollards in the May 12, 2009, view looking into the yard above.

Dan Gagnon, BNHP (left); Stephen P. Carlson, BNHP (above)
Chapter 5, Resource Inventory

**Gate 2**

**LOCATION**
Charlestown – NHP

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<td>1 0 2 1</td>
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<td>09126</td>
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**STATEMENT OF SIGNIFICANCE:**

Gate 2 exemplifies the military nature of the Navy Yard and the changes to the yard in response to the increased use of automobiles by a growing workforce immediately prior to World War II.

**HISTORY:**

The 1828 master plan for the Navy Yard identified what is now known as Second Ave. as the primary roadway for the yard. It proposed a new gate opening onto Henley St. in Charlestown. However, despite a request by Commandant Jesse D. Elliott in August 1833 to implement this plan and close the current Water St. entrance, not until 1940, as an expanding workforce overloaded the existing gates, did the yard begin to seriously consider opening a Second Ave./Henley St. gate.

The original scheme developed in October 1940 envisioned the new gate as being only for pedestrians. A few days later, realizing that the number of automobile drivers was increasing, an alternative showing it as a vehicular as well as a pedestrian gate was prepared. This plan was approved, and in the spring of 1941 the yard removed the Boundary Wall across Henley St. The remaining portion of the original Building 1 was demolished, being replaced by a new Sentry House. To replace the parking for quarters residents lost by the removal of the old Building 1, a new five-bay Garage (Building 269) was constructed as a part of the gate project. The gate itself was of a steel picket design, fabricated by Builders Iron Works of East Boston. The gate opened

This Jan. 7, 1941, plan, revised to Mar. 15, 1941, shows the layout of the Henley St. Gate, including the Gatehouse addition to Building 1 and changes to 2nd St. A subsequent revision made the five garage bays a standalone structure (Building 269) and revised the details of the driveway. 

* BOSTS-13473

This Jan. 7, 1941, plan shows the details of the steel picket gate, which included a double-leaf vehicle gate and single-leaf pedestrian gates on either side of the roadway. 

* BOSTS-13473
in June 1941. Initially termed the Henley St. Gate, it was first shown as Gate 2 on the FY 1951 yard site plan.

In February 1950, in conjunction with the opening of the Mystic River (now Tobin Memorial or Mystic-Tobin) Bridge, Gate 2 became one-way as an entrance to the yard, with Gate 1 as an exit. In the spring of 1958 the yard received approval for the reconstruction of Gate 1, the narrow width of which created serious traffic bottlenecks. This project was closely associated with one to return Gate 2 to two-way traffic by widening Second Ave. As part of this effort, the gate was rebuilt in 1959, eliminating the pedestrian gate on the south side. The work also saw illuminated stainless steel letters reading “GATE 2” added over the remaining pedestrian gate on the north side.

The National Park Service used Gate 2 only on rare occasions. Following the September 11, 2001, terrorist attacks, keel blocks were placed in front of the park side of the gate to prevent vehicles from crashing through it into the yard.
Gate 3 exemplifies the military nature of the Navy Yard and its efforts to simplify access to quarters for officers assigned to the yard and their families.

HISTORY:

The numbering scheme for gates to the Navy Yard appears to have been inconsistent through the years. From 1951 to 1961 Navy Yard site plans identified the gate to the Marine Barracks Commanding Officer’s Quarters (Building I/Quarters M-1) as Gate 3. What entrance to the yard had previously borne this designation cannot be determined. ¹

When the Navy Yard Boundary Wall was constructed along the northern boundary of the yard in 1825 and 1826, gates were provided for both the east and west wings of the Marine Barracks. These gates allowed officers to come and go without having to pass through the yard. Although no records exist, the style of the current gate indicates that it replaced a simpler gate, probably at the same time that the gate in the fence to the front yard of the Commandant’s House was replaced.

During World War II a chainlink fence replaced the iron fencing on top of the Boundary Wall in front of the Marine Commanding Officer’s yard. This fence spanned the gate. When a wooden stockade fence was added behind the chainlink fence, it included a gate behind the iron gate.

¹ The first site plan to show gate numbers was that for FY 1944, which identified Gates 4 and 5. Both of those gates had been referred to by those designations as early as 1929 and 1936, respectively. The designations Gates 1, 2, and 3 first appeared in FY 1951. Prior to 1951, Gate 1 had been consistently labeled as “Main Gate.”
Gate 4

LOCATION
Charlestown – NHP

LCS NO. 40346
MACRIS NO. 09128

EVALUATION N T S A DATE BUILT
C 1 0 2 1 1929

HAER STATEMENT OF SIGNIFICANCE:
MA-90-12 Condition Good

Gate 4 exemplifies the military nature of the Navy Yard and is significant as the primary pedestrian gate into the yard.

The gate would also be significant as one of the two principal vehicular access points for the post-1974 Charlestown Navy Yard. (This period is currently outside the period of significance for National Register purposes.)

HISTORY:

Until the mid-1850s access to the Navy Yard for workers was through Gate 1 on the yard’s west side. Gates along the Chelsea St. boundary were for access to the Commandant’s House (Quarters G), Marine Barracks (Quarters H-I-K), and Lower Officers Quarters (Quarters L-M-N-O/Building 266). This changed in 1853 when the yard constructed a Muster House (Building 31) along the Main (Second) Ave. near the west end of the Ropewalk (Building 58).

Since the Muster House was the initial destination in the yard for its laborers, they petitioned Commandant Francis H. Gregory to have a gate cut through the Navy Yard’s Boundary Wall between the Ropewalk and the Barracks. On September 6, 1853, Gregory, stating that such a gate “would be a great convenience,” sought approval from the Bureau of Yards & Docks for the project. The bureau, however, replied that such a project “would be attended with no good results” and rejected the proposal.

On October 10, 1853, Secretary of the Navy James C. Dobbin visited the Navy Yard. Among the topics of discussion was the request for a new gate. Dobbin concurred in the need for it, and on October 21, 1853, the Bureau of Yards & Docks reversed its position. The new “mechanics gate” was completed on November 28, 1853.

Termed the “Middle Gate” in the late 19th century, Gate 4 was strictly a pedestrian entrance. It consisted of two wooden doors placed in a frame of granite blocks. On the inside, a set of steps led down from the grade of Chelsea St. to that of the Navy Yard. Unlike the Main Gate (Gate 1), Gate 4 was utilized only at the beginning and ending of the work day.

In 1929 the Navy Yard began a project to demolish that portion of the granite Boundary Wall which paralleled the Ropewalk and the Barracks. On September 6, 1853, Gregory, stating that such a gate “would be a great convenience,” sought approval from the Bureau of Yards & Docks for the project. The bureau, however, replied that such a project “would be attended with no good results” and rejected the proposal.

In 1929 the Navy Yard began a project to demolish that portion of the granite Boundary Wall which paralleled the Ropewalk and replace it with a fence consisting of steel pickets mounted between concrete posts. As a part of this project, the original granite gate structure was replaced by one of concrete. The number “4” was cast into the center of the lintel over the doors, while “U” and “S” were placed at the top of the side posts.

By the early 1940s, as the yard’s workforce increased dramatically, Gate 4 had become a choke point. Large numbers of workers arrived daily at that gate, either by foot from their homes in Charlestown or by the Bunker Hill St. streetcar which ran directly past the gate on its route between the elevated railway station at Sullivan Sq. and the Boston subway at North Station, Haymarket, and Brattle St. (Scollay Sq.).

The yard in early 1942 thus decided to enlarge Gate 4. To accomplish this work, the western 34 ft. of the Ropewalk would be demolished and replaced by a long concrete ramp leading from a sliding gate which replaced the picket fence to

A Marine sentry stands in front of the open door of Gate 4 in July 1929, shortly before it was replaced as a part of the project to replace a significant portion of the granite Boundary Wall with a steel picket fence.

BOSTS-8951
security checkpoints at the northeast corner of Building 136. The new end of the Ropewalk would reuse the granite from the original end wall. A small brick Guardhouse would be built at the east side of the gate between the Ropewalk and

This Mar. 26, 1942, drawing shows the proposed enlargement of Gate 4 to accommodate the influx of wartime workers. Section A-A at right provides an indication of the downward slope of the ramp into the yard, as well as showing the new brick guardhouse and the rebuilt end of the Ropewalk.

This May 11, 1921, photograph shows the steps which led down from Gate 4. This end of the Ropewalk would be demolished in 1942 to allow enlargement of the gate.

Navy Yard workers leave the yard through Gate 4 on a summer day in 1951. Note the turnstiles at upper left and the safety signs on Building 136 at upper right.
In the summer of 1961 the Navy Yard reconstructed the ramp leading from Gate 4, among other things, reduce its slope to improve safety. This drawing by Edward G. Rimkewich of the yard’s Design Division was published in the Boston Naval Shipyard News to show employees what the completed project would look like.

The only significant change to Gate 4 came in 1961, when the concrete ramp was rebuilt. A primary purpose of this work was to reduce the slope in order to increase safety, especially in wet or icy conditions. At this time, the steps from the 1929 gate and the railings down the middle of the ramp as well as the checkpoint at Building 136 were removed. In 1965 an 8 x 7-ft. wooden Gate House (Building 244) located on the west side of the gate was declared surplus and demolished. It was replaced by a small guard shack located on the Chelsea St. sidewalk outside of the gate.

Gate 4 was included in the portion of the Navy Yard transferred to the National Park Service. It soon became the focal point of discussions between the NPS and the Boston Redevelopment Authority as the two agencies grappled with issues relating to vehicular access to the Navy Yard. The problem was that two of the three gates accommodating such access were in the national park. The NPS was anxious to remove through traffic into the BRA area of the yard from the park.

Closing through traffic, however, meant that only Gate 5 would give access to what the city hoped would be an active mix of commercial activity and residences. Thus, the concept of converting Gate 4 into a vehicular gate came into being. The project was subject to considerable negotiation between the agencies since Buildings 136 and 198 stood on the direct line between the gate and First Ave.

In October 1977 the agencies reached an agreement on the subject which was ratified by Congress in the National
These May 1978 views show the Gate 4 structure looking outward to Chelsea St. (above) and east towards the Guardhouse (right).

Victor A. Jorrin, BNHP

These images depict the 1929 gate structure as it existed in May 1978 (left) in its original position on the west side of Gate 4 and on Apr. 29, 2008, in its current location, without doors, on the east side.

Victor A. Jorrin, BNHP (left); Stephen P. Carlson, BNHP (right)

Parks and Recreation Act of 1978. That legislation, approved on November 10, 1978, authorized the NPS to grant a right-of-way easement to the BRA to allow construction of a new 5th St. In exchange, the office and maintenance shop space lost in the demolition of Buildings 136 and 198 (as well as in the demolition of Building 204 for the closely-related Chelsea-Water Streets Connector project) was to be replaced by the return to the federal government of the Public Works Shop (Building 107).

The Gate 4/5th St. project began with the demolition of Buildings 136 and 198 during 1979. Work on the new roadway was completed in the early 1980s, opening to traffic in October 1983. Not until the completion of the Chelsea-Water Streets Connector two years later, however, did Gate 1 cease to be a vehicular access into the yard.

As a part of the project, the 1929 pedestrian gate structure was moved from the west side of the gate to the east side, adjacent to the Ropewalk. The historic doors, however, were not retained. This remnant of the original Gate 4 is thus more in the form of a sculptural monument than a preserved piece of the original gate. The area formerly occupied by the 1942 gate structure on the east side was infilled with granite and brick walls which matched the existing walls between the Marine Barracks yard and the Gate 4 walkway.

Except for the relocated 1929 gate structure, today’s Gate 4 provides no evidence of its historic appearance. At left, the concrete structure is seen spanning the sidewalk on the east side of the new 5th St. At right, a new granite post on the west side marks the original location of the structure. Note how the area where the 1942 gate stood has been infilled with granite and brick walls matching the granite and brick walls which had separated the Marine Barracks from the Gate 4 passageway.

Jane Carolan, BNHP
Gate 5 exemplifies the military nature of the Navy Yard and is significant as the sole vehicular access into the eastern end of the yard.

Until the 1890s the gates at the eastern end of the Navy Yard served only the Lower Officers Quarters (Quarters L-M-N-O/Building 266). What is now Gate 5 probably dates to the 1894 replacement of the wall and fence in front of the quarters yard with the current fence. The granite posts similar to those at Gate 1 (which could mean an earlier date) were probably reused from gates within the previous fence in front of the quarters themselves.

The first site plan to definitively show the gate as being an entryway into the yard is that dated Aug. 1899. It clearly indicates that there was a roadway there between the quarters yard and the walls of Buildings 79 and 78. This roadway was named 14th St. in 1902. It would carry that designation until the 1940s, when demolition of Building 78 and revisions to the street layout at the intersection of Fifth Ave. created a curve to connect the roadway directly to 13th St., its current name.

In 1904 a small Gate House (Building 116) was erected on the east side of the gate just inside the yard. The designa-

This 1918 image is the earliest available which shows Gate 5. The granite posts framing the roadway and sidewalk gates probably date to the replacement of the Boundary Wall with the low wall and fence in 1836, being relocated when Gate 5 was opened and the wall and fence rebuilt in 1894. Note the Gate House, originally identified as Building 116 and later designated Building 243, inside the gate. Quarters P is seen behind the Gate House, while Building 79 is at right.
Chapter 5, Resource Inventory

In October 1942 it developed plans to open an 8-ft.-wide passageway through Building 79 adjacent to Gate 5. This project, completed in 1943, also saw the erection of a wood Gate House (Building 257) and turnstiles at the yard end of this passageway. While the initial plans also called for the roadway gate to be moved inward, that work was not carried out.

In 1959 and 1960 the yard undertook improvements to all of its gates. Work at Gate 5 included new doors for the Building 79 passageway along with stainless steel letters identifying “GATE 5” over that location. Both of the Gate Houses were removed, and the gate was widened to 28 ft. A plan to install a curtain gate similar to that used for the USS Constitution Gate was deleted, however. A small sentry booth was placed on the Chelsea St. sidewalk between the passageway and 13th St. In 1969, this booth was moved to inside the east side of the gate.

Gate 5 was the only vehicular gate in the portion of the Navy Yard transferred to the Boston Redevelopment Authority. The BRA ultimately removed the fence across 13th St. as well as a portion of the fencing east of the gate to provide a sidewalk on that side of the roadway. As part of the rehabilitation of Building 79, the doors to the passageway were replaced with non-historic steel picket gates. While the guidelines called for retention of the Gate 5 sign, the numeral has since fallen off and is in the custody of Boston National Historical Park.

This June 3, 1936, progress photograph shows how the WPA widened Gate 5 by removing the existing sidewalk and moving it to pass under the overhang of the Gate House.

This June 1955 image shows Gate 5 as reconstructed in 1943. It has been annotated for use as part of a package supporting revisions to the yard’s gates.

This June 1986 image shows the BRA changes to the roadway and sidewalk at Gate 5. The doors to the Building 79 passageway and the 1960 light fixtures on it have yet to be removed.

This 2003 image shows the 1943 passageway through Building 79 and the deteriorating Gate 5 sign above it. The steel picket gates incorrectly replaced what had historically been doors, and are always kept closed.

This Mar. 1955 image shows Gate 5 as reconstructed in 1943. It has been annotated for use as part of a package supporting revisions to the yard’s gates.

These two images showing the 1904 Gate House (Building 243) (left) and 1943 Gate House (Building 257) were taken in 1960 to accompany the survey reports justifying their demolition.

This June 3, 1974, view shows Gate 5 as modernized in 1960, with the replacement of the doors to the passageway and the erection of a stainless steel identification sign over it.

This June 1986 image shows the BRA changes to the roadway and sidewalk at Gate 5. The doors to the Building 79 passageway and the 1960 light fixtures on it have yet to be removed.

This 2003 image shows the 1943 passageway through Building 79 and the deteriorating Gate 5 sign above it. The steel picket gates incorrectly replaced what had historically been doors, and are always kept closed.

Jane Carolan, BNHP
Gate 6 is significant as one of the two principal vehicular access points for the post-1974 Charlestown Navy Yard. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

HISTORY:

With the completion of the Gate 4/5th Street project, there were two vehicular access points for the non-National Park Service portion of the Navy Yard. Gate 5, however, presented difficulties because of the curve of 13th Street. Thus, as the Boston Redevelopment Authority began to consider more extensive development of the east end of the yard, it realized that a better access route was required.

Since modification of Gate 5 was impractical for a number of reasons, BRA planners in the late 1980s began looking at the idea of introducing a new gate at the eastern end of the yard. This new gate would require the demolition of a portion of the Navy Yard Boundary Wall & Fence and the westerly wing of Building 114, as yet to be redeveloped. An extension of 16th Street would be built between the new gate and Fifth Avenue parallel to the west side of the main portion of Building 114.

Construction of Gate 6 was proposed in the 1990 BRA master plan for the yard. Unlike some of the authority’s proposals affecting the Historic Monument Area which engendered controversy, both the Mid-Atlantic Regional Office of the National Park Service and the Massachusetts State Historic Preservation Officer endorsed the concept that summer.

Although formal approval of Gate 6 would not come until 2002, the BRA went ahead with its construction. In April 1993 it received a $1 million federal grant covering nearly half the projected $2.3 million cost of the project. Construction began on April 10, 1994, with the start of demolition of the wing of Building 114. Brick salvaged during this phase of the work was stockpiled for use in the construction of the new west wall of Building 114.

The finished gate and roadway opened to traffic in 1997.
The Railroad Gate exemplifies the military nature of the Navy Yard and is significant as the sole railroad access into the yard.

In 1865 the Navy Yard opened its first railroad line, which began at the western boundary of the yard south of Building 3 where it connected with the Hoosac Docks Branch of the Fitchburg Railroad. Although the alignment of the tracks would make minor shifts through the years, this site remained the sole rail access into the Navy Yard until its closure.

There is no record of any fence or gates across this track prior to the construction of the Fitchburg Slip at the turn of the 20th century although it is likely that a wooden fence existed. Plans drawn in the early 1870s for a granite wall with a wood gate in this area never received funding.

In July 1901 the yard prepared plans for a wooden fence which would extend from the corner of the Boston & Maine Railroad’s Hoosac Stores No. 1 & 2 to the edge of the Fitchburg Slip. The fence featured diagonal sheathing on both sides of a wood frame and had a two-leaf, 12-ft. wide gate for the passage of the tracks and a 5-ft. pedestrian gate over the coping of the seawall.

Like many minor features of the yard, there are few records regarding the Railroad Gate. A 1929 plan shows the widening of the gate by 18 in. Since this drawing has only the
northern leaf, it is unclear whether or not both leaves were widened.

By the early 1950s the wooden fence had been replaced by a chainlink fence and gates. These gates were apparently replaced when the area between the western boundary of the yard and Building 4 was converted into a parking area for visitors to USS Constitution. The plans for that work show the fence as 12-ft.-high topped with barbed wire with a double-leaf gate for the tracks. This fence is the one which was in place at the time of the yard’s closure.

Until the late 1990s, when a security exclusion zone was set up around USS Constitution, the National Park Service generally kept this gate open as a pedestrian access to the yard from the parking area to the west of Hoosac Stores and the Bunker Hill Pavilion. Since that time, the gate has remained closed.

In the spring of 2008, as part of the upgrade of the fencing for the security zone, the chainlink fence was replaced by a 10-ft. picket fence and gate modeled on that at Gate 2. The gate leaves were 8 ft. wide, giving an opening of 16 ft.
The USS Constitution Gate, also known as the Curtain Gate, is significant as part of the Navy Yard’s efforts to provide facilities for visitors to USS Constitution.

**RESOURCE: USS Constitution Gate**

**LOCATION:** Charlestown – NHP

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**STATEMENT OF SIGNIFICANCE:**

The USS Constitution Gate, more commonly called the Curtain Gate, consists of two vehicle gates connected by a concrete wall and stainless steel fence spanning the area between Building 4 and Hoosac Stores No. 1 & 2. The gates served a visitor parking area for USS Constitution.

In 1955 the Navy Yard undertook a project to improve public access to USS Constitution. A key element of this effort was the provision of a parking area for visitors. It decided to convert the area between Building 4 and the yard’s western boundary for that purpose. Access to this area would be provided by a pair of gates located at the east and west sides of the area providing a one-way traffic pattern. The existing 1st St. gate adjacent to Building 4, used as an exit for yard workers to reduce pressure on the narrow Main Gate (Building 97), and the brick wall which was the sole surviving element of Building 3 would be demolished for these new gates and a connecting wall.

The replacement gate consisted of vehicle gates at either edge of the area. The eastern gate was located 5 ft. from the side of Building 4 and had a width of 17 ft. The westerly gate was 24 ft. wide and 9 ft. from Hoosac Stores. They had manual roll-up stainless steel gates with a vertical clearance of 12.33 ft. The space between them was filled with a 6-ft.-high concrete wall topped by a decorative stainless steel fence reaching to the top of the gate surrounds. Stainless steel letters reading “U.S.S. CONSTITUTION” were placed over the western gate. A one-way traffic pattern was established. Porcelain enamel letters forming the word “IN” appeared over the easterly gate, while “OUT” was placed at the western gate.

**JOB APPLICANTS LINE WATER ST. IN APR. 1939. THE WALL BEHIND THEM IS THE REMAINING WALL OF BUILDING 3. THIS WALL WOULD BE DEMOLISHED IN 1955 FOR THE CONSTRUCTION OF THE NEW PARKING AREA FOR USS CONSTITUTION VISITORS.**

**BOSTS-13352**

[Boston Globe]

This drawing by Allen Hamilton of the yard’s Design Division was published in the *Boston Naval Shipyard News* on Aug. 5, 1955, to show employees what the new USS Constitution Gate would look like.
This Mar. 1964 view shows the USS Constitution Gate looking southeast along Water St. Note the retaining wall for the raised planting area inside the gate.

BOSTS-16195

A 3-ft.-wide raised planting area ran along the inside of the 60-ft.-long wall between the two gates.

Work on what the yard’s internal newspaper called the “New Look” began in July 1955 and was completed that fall.

The only significant change to the gate came in 1971, when the lettering over the exit gate was transferred to the top of the Boundary Wall behind the Gate 1 Gate House (Building 267), replacing the lettering “BOSTON NAVAL SHIPYARD” which was moved to the top of Building 204.

Following the closure of the Navy Yard, the use of the area for visitor parking ceased. The gates were kept open for pedestrian access into the yard. The National Park Service decided in the early 1980s, however, to leave the gates closed to encourage visitors to enter the yard through First Ave. and thus be exposed to the visitor information facility in Building 5 as well as the USS Constitution Museum in Building 22.

What had originally been simply a means to funnel visitors into the yard became a permanent element of security for USS Constitution in the late 1990s. Anchors and other objects were placed on the outside of the gates to prevent them from being rammed. It is doubtful that the gates will again be opened for visitor access.

The exit gate was wider than the entrance gate to facilitate buses turning onto Water St. The 18-in. stainless steel letters on top of the wall in this Mar. 1964 view would be moved to the wall behind the Gate 1 Gate House (Building 267) in 1971.

BOSTS-16195

This view of the inside of the former entry gate shows the mechanism for the roll-up gate. The parking area is being repaved in this Nov. 8, 1999, image.

Stephen P. Carlson, BNHP

This May 19, 2009, photograph shows the USS Constitution Gate looking southwest from Gate 1. Note the anchors used as barriers in front of the closed gates. Note also how the shrubbery in the planting area behind the connecting wall has been allowed to grow to the height of the fence, blocking the view into the yard, which had been the reason why the open fabric fence had been specified.

Stephen P. Carlson, BNHP
Chapter 5, Resource Inventory

**Marine Barracks Parade Ground**

**LOCATION**
Charlestown – NHP

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**STATEMENT OF SIGNIFICANCE:**

The Marine Barracks Parade Ground is significant as the primary ceremonial and drill area for the U.S. Marine Corps detachment assigned to the Navy Yard.

**HISTORY:**

In late May 1811 Marine Corps Commandant Lt. Col. Franklin Wharton directed 1st Lt. John Brooks, Jr., in charge of the Marines at the Navy Yard, to lay out a parade ground in front of the newly-completed Barracks. Although its dimensions would change in response to developments around it, this Parade Ground would continue to be used by the yard’s Marines until the closure of the Barracks in May 1974. In 1964 the ownership of the Parade Ground, as well as the Barracks and Marine Corps Administration Building (Building 136), would be formally transferred from the Navy to the Corps.

Due to the topography of the yard, the Parade Ground was never entirely level. Until mid-1861 the Commandant’s Office (Building 29) sat at the southeast corner of the area. Following its relocation across the Main (Second) Ave., a retaining wall was installed where the slope had been cut away for the walkway leading to Gate 4. Steps led up to the Parade Ground at its southeast corner. Roadway access was on the west side and along the front of the Barracks itself.

Sometime before 1875, when the sloping portion was improved with cannon bollards at its upper and lower levels, a walkway was constructed across the center of the Parade Ground from the flag pole which stood opposite the Barracks sally port until the early 1900s. Throughout its history, trees lined the south and west sides of the area. For a period in the 1860s and 1870s a fence lined the front of the area at the top of the slope.

This engraving of the Marine Barracks and Parade Ground dates to the mid-1850s. Note the edge of the Commandant’s Office (Building 29) at left. This structure would be moved to the opposite side of the Main (Second) Ave. in 1861.

This winter view of the Marine Barracks and Parade Ground probably dates to the late 1870s, following the 1875 improvement of the street end of the central walkway between the Barracks and what was then called Avenue D (Second Ave.). Note the Shot Park in the foreground.
Photographs of the central walkway from the early 20th century show that large pavers had replaced brick. During late 1915 or early 1916 the lower portion of the walkway was widened and electric lights installed on the cannon bollards. The widened portion was shown as being granite pavers; by 1930, the entire walkway is shown on plans as being of concrete. At no time were there stairs on this walkway.

The next major change came during FY 1930, when a concrete roadway was constructed to form what is today known as the Marine Barracks Loop. Site plans reveal no further changes until 1942, when the grounds were excavated for the installation of a 675,000-gallon Underground Water Tank (Structure 221). As part of this work, the central walkway was removed.

In June 1952 the yard issued a contract for construction of a concrete retaining wall along the Second Ave. side of the Parade Ground. The height of the wall, which incorporated four raised concrete utility access vaults, increased from west to east to allow leveling of the area. At this time, concrete pads for the display of cannons were added at the southeast and southwest corners. While the cannons would be removed when the Marines left the yard, the concrete pads remain.

In mid-1963 the Marines erected a Torii Gate (Structure 282) on the north edge of the Parade Ground in line with the sally port of the Barracks. During the 1960s the Marines also installed exercise equipment such as a rope climb at the north-west corner of the area. At some point in this period Norway spruce trees were planted at the northeast and northwest corners of the area.

Although the type would change over the years, cannon were displayed on the Parade Ground from the late 19th century until the yard closed. This photograph shows a Yeoman(F), a woman enlisted into the Navy Reserve to work in the Navy Yard during World War I, standing next to one of the cannon.

In the late 1930s the Marines ceremonially plant a tree along the west side of the Parade Ground. Note the radio tower constructed in 1935 rising above the Marine Corps Administration Building (Building 136).
This view of the Parade Ground and Marine Barracks dates to the early 1960s. Note the concrete retaining wall constructed along the Second Ave. sidewalk in 1952, as well as the shortened concrete street light pole and cannon at the southwest corner of the area.

In addition to providing an area for formal drills, inspections, and training, the Parade Ground served as recreational space for the Marines. The Boston Naval Shipyard News of Apr. 2, 1971, ran this photograph of a Marine snowman built on the Parade Ground.

Since the closure of the Marine Barracks there have been few changes to the Parade Ground. The most notable of these involved the increase in the radius of the turn of the Marine Barracks Loop done as part of the repaving of that roadway in 2000. In the spring of 2008, the NPS planted several trees along the south edge of the area. This work carried out part of the recommendations of a 2005 Cultural Landscape Report which also recommended re-establishment of the central walkway with stairs which it erroneously stated had been present at the street end of the walk.

The assembled Marine Corps detachment undergoes inspection on the Parade Ground on June 27, 1973. Note the Navy Base Band in the distance.

This May 12, 2008, view across the Parade Ground shows two of the trees planted along its south side in keeping with the recommendations of the 2005 Cultural Landscape Report for the Navy Yard.

This Oct. 13, 2006, view looks northeast across the Parade Ground. Note the empty pad behind the light post which had held a cannon until 1974. The NPS should pursue the possibility of returning cannon to this pad. The small section of darker concrete in the retaining wall is one of four raised utility access vaults which were incorporated into the wall.

Stephen P. Carlson, BNHP
The Marine Railway was significant as a facility to allow work on smaller vessels without encumbering the Navy Yard’s large dry docks and as the product of the Crandall Engineering Co., a leading firm in the design and construction of marine railways, and particularly its principal engineer, James L. Crandall.

The ability to make repairs to the hulls of vessels was an important aspect of shipyard operations. It was for this purpose that the Navy began to construct dry docks at its navy yards. Dry docks, however, were designed to handle vessels up to the largest in service at the time of their construction. During World War I the Navy began to build or acquire hundreds of smaller vessels. It needed to be able to work on the undersides of these ships, but did not want to encumber its large dry docks for such purposes. Thus, the Bureau of Yards & Docks began to look at the construction of marine railways.

The marine railway—which involves a cradle which can be lowered into the water to allow a vessel to enter it and then raised out of the water for repairs—was not a new concept. The Navy’s first such facility had been constructed at the Washington Navy Yard in the 1820s. While the Navy had always used its building ways to haul out ships for repair, marine railways provided an advantage in having a fixed platform to support the vessel and permanent machinery to raise and lower that platform.

The FY 1918 Deficiency Appropriations Act provided the Navy with $350,000 for the construction of “Marine railways at navy yards and stations.” The Bureau of Yards & Docks determined to use these funds to build facilities at Boston and Charleston, S.C. In designing the railways the Bureau was assisted by James L. Crandall, principal engineer of the Crandall Engineering Co. and the third generation of the Crandall family to be involved in the development and construction of marine railways.

The initial location considered for the yard’s Marine Railway was the old Building Ways on the site of Shiphouse No. 39 (Building 73). The yard soon chose to construct it south of Building 24 instead. While there is no available explanation for this change, the availability of Building 24 to house the hauling machinery was probably the deciding factor.

Specifications for the construction of the two railways were issued on February 14, 1918. The principal difference between them was that the cradle of the Boston railway was to be of wood while that of the Charleston facility was to be of steel. The Crandall Construction Co. won the contract. Work began in April 1918, and the project was officially completed in August 1919. The total cost was $192,649.71.

The site of the railway had originally been part of Wharf 3, and many of the pilings which remained after the area had been filled in 1905 and 1906 needed to be removed even as new pilings to support the rails began to be driven. The project...
Chapter 5, Resource Inventory

By Dec. 3, 1918, the cross-ties were in place and laying of the rails had begun. In the background are, from left to right, Buildings 24, 23, and 125.

The Marine Railway—briefly referred to as Dry Dock 3—was built on an approximately 7 percent incline. The two side rails were 15 ft. from the center rail. All three rested on cross-ties on timber pile foundations and extended 652 ft. The top of each timber rail had steel plates bolted to it for the rollers of the cradle to run on. The cradle itself measured 352 ft. long and 52 ft. wide (with a clear width of 42 ft.) and rested on a triangular wood carriage so that the cradle remained level as it moved along the rails. It was built in two sections so that one ship could be hauled to the inshore end of the railway at which time the outboard section could be lowered to dock a second vessel. Wooden sides measuring approximately 20 ft. high were topped with a catwalk. The railway was hauled by four 2.25-in. chains which were operated by a 200-hp electric motor housed in an equipment room built in the southeast corner of Building 24. Maximum travel of the cradle along the track was 342 ft. It had a capacity of 2,000 tons.

On June 2, 1919, the Coast Guard cutter USCG Ossipee was the first vessel to test the railway. Eight days later, the railway was used to haul out two vessels simultaneously, the cutter USCG Acushnet and the minesweeper USS Grebe (AM-43). Formally turned over to the yard in August, the facility was soon in active use.

Throughout the 1920s and 1930s the Marine Railway was among the busiest facilities in the Navy Yard, docking both Navy and Coast Guard vessels. Early in World War II, the facility was designated as Marine Railway 11 to distinguish it from the two marine railways acquired by the yard as part of the Chelsea Annex. Dockings reached an all-time high of 113 in 1943. Table 5-7 provides a listing by year of the number of dockings on the Marine Railway.

The Marine Railway mechanism was housed in Building 24. The Wagner electric motor in the foreground drove a series of gears which engaged the four chains.

In 1931 the yard installed railroad tracks on the east side of Pier 2 to allow locomotive cranes such as the one seen here in Feb. 1963 to access the Marine Railway. USS Hammerberg (DE-1015) is on the railway.
Docking USS Torsk (SS-423): A Gallery

ON FEBRUARY 12, 1968, the submarine USS Torsk (SS-423) was docked on Marine Railway 11 for work in preparation for her being decommissioned. Among the tasks performed were the removal of the propellers and storage batteries, blanking of hull openings, and sandblasting and painting of the hull. The boat was undocked on March 1, being decommissioned three days later. Subsequently employed as a pierside Naval Reserve trainer, Torsk is now preserved as a memorial at Baltimore, Md.

This sequence shows Torsk being docked on Feb. 12, 1968. Above, with the cradle fully lowered, Torsk is located over the keel blocks. At right, the cradle has been hauled halfway out of the water, while below the submarine sits high and dry.

BOSTS-8967 (above); BOSTS-13352 (right); BOSTS-7739 (below)

The two views at right show work being done on Torsk in Marine Railway 11, with scaffolding erected around the lower hull. The lower view shows how the Marine Railway platform was level. Note the snow on the hull and on the deck of Pier 2.

Greg Cotton, usstorsk.org
### Table 5-7

**NUMBER OF DOCKINGS, MARINE RAILWAY 11**

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War years shown in **red**

n/a Not available

In 1931 the Navy Yard installed railroad track along the east side of Pier 2 and purchased a locomotive crane from Industrial Brownhoist to service the Marine Railway. The railway underwent periodic inspection and repair through the years. In most cases, the Crandall Engineering Co. (and its successor Crandall Dry Dock Engineers) was involved in this work, either as engineering consultants or as contractors for the actual repair work. Crandall’s involvement with what it identified as Railway Dry Dock C106 would continue even after the closure of the Navy Yard, being hired by the National Park Service in 1977 to produce a condition assessment on the structure.

The first major repairs came in 1931, when timber piles and carriage frame members damaged by marine borers were replaced. As a result of an accident on March 10, 1934, when a link in the hauling-out chain broke, the original wrought iron chains were replaced with cast steel chains. Starting in June 1941 Crandall began an extensive reconstruction project which saw the entire timber track structure rebuilt and the cradle structure reinforced. This work was completed by May 1942.

In 1954 the roller system was replaced. At the same time, a 109-ft. section of the center rail which had settled was levered up to fully support its weight. This June 13, 1931, photograph at left provides a good view of the Marine Railway cradle, while the icy image from Feb. 7, 1935, shows the rails, cross-ties, and chains on which the cradle ran.

Each of the four chains ran in a continuous loop from the machine room in Building 24 to underwater sheaves at the outer end of the railway. Here, Laborers Joseph Ostavich (left) and Edward W. Chaponis (right) lubricate the chains on Feb. 12, 1968, as Foreman Laborer (Heavy) Harold Epstin (center) looks on. Note the stairs which allowed yard workers to cross over the chains.

BOSTS-7739

BOSTS-8963
Outside of Loammi Baldwin, the most nationally-significant engineers to be involved with the Navy Yard were the Crandall family. Three of the five generations listed in this page from a 1950 company publication dealt with the yard in the 60-year period from 1918 to 1977.

Additional repairs were made to the cradle in 1956. Under a separate contract that same year, the wood slides on the the cross-ties on which the chains moved were replaced with metal ones. The final Navy repair project took place in the summer of 1966 when the chain wheels were replaced.

In the late 1930s, and again in 1951, the yard considered the lengthening of the Marine Railway to allow it to handle larger vessels. Nothing came of these plans, as the future of the railway began to come into question. Most of the yard development plans produced in the post-World War II period called for the creation of a new filled wharf encompassing Piers 2 and 3. These plans would require removal of the railway, and the yard was loathe to undertake any expenditures on it beyond those absolutely necessary to keep the railway operable.

Usage of the Marine Railway declined during the 1950s and early 1960s. This reduction was due to both the growth in size of naval vessels and developing problems with the railway itself. In particular, extensive slack in the hauling chains created dangerous conditions. Temporary repairs allowed the railway to be utilized in 1968 for docking several submarines being prepared for inactivation.

The problems came to a head in September 1970 with the docking of the oil storage barge YOS-15 (YOS-15). On October 6, 1970, Docking Officer Lt. C.N. Calvano reported to the yard’s Repair Superintendent that he felt that the Marine Railway “should be considered to be unusable.” This opinion was concurred in by management, and the last operation of the railway with a vessel, another barge, occurred on March 2, 1971. The final operation of the railway took place on April 10, 1971, when the cradle was lowered and raised as a test. A week later the Department of Defense announced its decision to shut down the shipyard. The Marine Railway was one of the first yard facilities to be formally inactivated.

The National Park Service took over management of the Marine Railway in 1976. One of its first acts was to hire Crandall to produce a condition assessment. Its June 30, 1978, report found that it “appears to be in fundamentally sound condition, not requiring major work,” but that making it operable “is relatively expensive.” This report influenced the yard’s 1980 General Management Plan, which called for it to be maintained as an exhibit in place, although not ruling out an occasional demonstration use.

The wood cradle gradually deteriorated until it reached a point where park staff feared that it was in danger of collapse. In the spring of 1986 the park hired Childs Engineering Corp. to review its condition. It recommended that the park undertake a partial removal of the cradle. Based on this report, the park began a consultation process with the Massachusetts State Historic Preservation Officer which led to the signing of a Memorandum of Agreement in October 1986 allowing the partial demolition. The document also set forth various documentation requirements as mitigation for the adverse effects of the project.

The partial demolition, which involved the inshore portion of the cradle, was accomplished during 1987. A few years later, the U.S. Army Corps of Engineers began to look at the Navy Yard under the Defense Environmental Restoration Program-Formerly Used Defense Sites (DERP-FUDS). It agreed in the summer of 1992 to undertake the removal of the remainder of the cradle and deck. As a prelude to the project the Corps produced Historic American Engineering Record (HAER) documentation on the railway. Actual demolition work occurred during 1995. In accordance with the historic preservation compliance agreements covering the project the rails and chains to the low water mark, as well as some of the 15-ft. roller units, were retained.

This Aug. 1986 view shows the bulge denoting the failure of the side of the Marine Railway cradle.

Bill Suderman, BNHP
The Marine Railway machinery room in Building 24 remains intact, and should become the focal point of a future interpretive exhibit incorporating the stabilized remains of the railway itself. The park has submitted requests for funding to stabilize and conserve the Marine Railway tracks and chains; as of mid-2008, however, this has not been approved. In the meantime, the resource continues to deteriorate, and is especially vulnerable to damage as the area is used by the Navy and others as a place to store various materials without regard to how it effects the remaining fragile historic fabric of the Marine Railway.

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The Apr. 14, 2005, view at left shows the upper end of the chains, as well as the walkway over them, while the Feb. 6, 2002, image at right shows the chain and the rails just below the high tide mark.

This view of the surviving cradle shows the keel blocks and bilge blocks used to support ships on the railway. The bilge blocks were connected to chains to allow them to be moved to conform to the hull of the vessel being docked.

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The outer end of the cradle is seen in this July 1992 view. Note the Marginal Wharf to the right of the railway. This had originally extended across the site of the Marine Railway.

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The remaining elements of the Marine Railway are seen in this Oct. 8, 2004, view. Note how the area has been used for storage, which causes damage to this significant element of the Navy Yard’s history.
RESOURCE

Massachusetts Korean War Veterans Memorial

LOCATION: Charlestown – RP

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STATEMENT OF SIGNIFICANCE:

The Massachusetts Korean War Veterans Memorial is significant as an example of the memorialization of American participation in war. (The memorial is too recent to be considered for listing on the National Register.)

No Property Record Card Available

HISTORY:

Dedicated on July 27, 1993, the 40th anniversary of the signing of the Korean War Armistice, the Massachusetts Korean War Veterans Memorial occupies a prominent site within Shipyard Park. The memorial was sponsored by the Massachusetts Korean War Veterans Memorial Committee, with a significant state financial contribution. It was designed and fabricated by sculptors Robert Shure (1948–) and Moisey S. Atshuler (1922–) of Skylight Studio in Woburn, Mass. The accompanying audio program was produced by Monadnock Media of Sunderland, Mass.

The following description of the hexagonal memorial is from the Smithsonian American Art Museum’s Inventory of American Sculpture (IAS) entry for the memorial:

A bronze figure of a soldier stands in the center of a large granite post and lintel structure. The soldier is dressed in rain gear and holds his rifle vertically out in front of him. He stands on a low hexagonal granite base. The granite structure around the soldier consists of six vertical granite beams topped by five horizontal granite beams. Six bronze plaques listing the names of Korean War veterans [the 1,508 Massachusetts residents who died in the conflict] are attached to the vertical beams. The names of Korean battlefields are incised on the horizontal beams. Surrounding the granite structure is a walkway made of bricks incised with the names of veterans. Eight granite benches incised with additional names of veterans are installed around the perimeter of the brick walkway. Speakers positioned around the memorial play an audio tape that gives information on the Korean conflict.

The center lintel bears the inscription “Massachusetts Korean War Veterans Memorial,” while a quotation from Dr. San Seek Park, ambassador of the Republic of Korea, appears on the granite base of the 9-ft.-high figure. Four flag poles display flags of the United States, the Republic of Korea, the United Nations, and the Commonwealth of Massachusetts.


The Massachusetts Korean War Veterans Memorial attracts visits to the Navy Yard from veterans and families of veterans from Massachusetts who served in the Korean War of 1950 to 1953.  Jane Carolan, BNHP
The MBTA Bus Stop Shelters located throughout the Boston Marine Industrial Park are significant as part of the development of public transportation within the Boston Marine Industrial Park and as a part of an integrated system of street furniture for the City of Boston. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

The South Boston Annex and the Boston Army Base were connected to both downtown Boston and South Boston first by streetcar lines and then bus routes operating along Summer St. Following the closure of the South Boston Annex and its transfer to the City of Boston, bus route 6 (Army Base to Haymarket Sq.) was rerouted through the Boston Marine Industrial Park along Harbor St. and Northern Ave. on its inbound trip rather than exiting back to Summer St. In March 1987 the route was reversed to enter via Northern Ave. and exit to Summer St.

With variations due to roadway construction outside the BMIP, this route continued until January 2005. At that time, it was cut back to South Station. Its replacement was the new Silver Line bus rapid transit, which had opened on December 31, 2004, and operated in a new tunnel from South Station to a portal just outside the BMIP. Route SL-2 (742) entered the park at Northern Ave. and ran along Northern Ave., Tide St., and Drydock Ave., to a terminal at the International Cargo Port (88 Black Falcon Ave.). The inbound route operated along Black Falcon Ave. and Terminal St. to Dry Dock Ave., then returning via Tide St. and Northern Ave. A second route, SL-3 (743), exited via Dry Dock Ave. to Summer St. and proceeded to a terminal on East First St. in South Boston. That route was discontinued in March 2009.

In 2005 or 2006 bus stop shelters were erected at Silver Line stops in the BMIP. Four were placed on Northern Ave., one on each side at Harbor St. and Tide St.; three were installed on Drydock Ave., at Design Center Pl. and 25 Drydock Ave. on the south side and at Harbor St. on the north side. These shelters were supplied by Wall Decaux, the American subsidiary of the German firm Wall AG, and were part of the Boston Streetline series of street furniture. This line of products had been developed by Josef Paul Kleihues of the firm Kleihues + Kleihues of Berlin in response to a 2001 City of Boston solicitation for an integrated system of street furniture.

Each 8.9-ft.-high shelter measured 17.5 x 5 ft., with the left end incorporating an illuminated advertising panel in the standard Streetline “spherical triangle” design. The front was open, while the right side and rear sections were glass. Benches were placed in two of the three rear bays. The street name appears on the top front, while the right end displayed the particular location.
 RESOURCE

MBTA Ferry Passenger Shelters

LOCATION
Charlestown – RP

LCS NO. EVALUATION N T S A DATE BUILT 2008
MACRIS NO. HAER None CONDITION Good

STATEMENT OF SIGNIFICANCE:

The MBTA Ferry Passenger Shelters are significant as part of the development of public transportation within the post-1974 Charlestown Navy Yard. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

HISTORY:

In 1987, as a mitigation measure for the impact of the Central Artery North Area (CANA) highway project in Charlestown, ferry service began between Pier 4 and Long Wharf in downtown Boston. This service quickly became popular with both area residents and visitors to the national park, and has become a permanent part of the network of harbor ferry services operated by the Massachusetts Bay Transportation Authority.

To provide weather protection for passengers while waiting for the boats, a bus stop style shelter was placed close to the entrance to the ferry landing. This structure, which measured approximately 5 x 10 ft., was furnished by the developer of the Flagship Wharf (Building 197) condominium project as part of the public benefits it was required to provide.

In 2008 the Boston Redevelopment Authority moved the ferry landing from Pier 4 to Pier 3. As part of this work, the existing shelter structure was removed. Two new aluminum-and-glass shelters manufactured by Handi-Hut Inc. of Clifton, N.J., were erected close to the entrance to Pier 3. Identified as Model 6-3WSR, they measured 7.5 x 15 ft., with a standing seam hipped roof. They differed only in that one was equipped with doors and heaters for use in the winter.

The BRA provided a pair of Ferry Passenger Shelters as part of the Pier 3 project. Although identical in size, they differed in that the shelter on the left was fully enclosed and provided with heaters for winter use. This view dates to Apr. 9, 2009.

Fort Point Associates

Stephen P. Carlson, BNHP

The original MBTA Ferry Passenger Shelter was located adjacent to Pier 4. It was removed in late 2008 following the relocation of the ferry landing to Pier 3.
Chapter 5, Resource Inventory

**RESOURCE**  
Parcel 1B-1, 2B-1 (Shipyard Quarters Marina)  

**LOCATION**  
Charlestown – NDA

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**STATEMENT OF SIGNIFICANCE:**

The Shipyard Quarters Marina is significant as a major element of the conversion of the Navy Yard from military to civilian use. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

**HISTORY:**

A key element of the plans developed by the Boston Redevelopment Authority and Immobiliare New England for the New Development Area of the Navy Yard was the creation of a marina to attract people to the yard. Some of those people would, in turn, decide to rent or purchase residences within the yard.

The marina was envisioned as surrounding Piers 6 and 8, as well as occupying the area of the former Piers 9 and 10, planned for demolition. As with all projects undertaken by Immobiliare, construction of the Shipyard Quarters Marina was to be phased. Phase I involved the rehabilitation of Pier 6 and the construction of 150 marina slips on either side of the Pier (identified as Parcels 1B-1 and 2B-1). The Massachusetts Department of Environmental Quality Engineering issued a Chapter 91 license for the marina on September 3, 1981.

Work on the project, designed by Anderson Associates, began in the fall of 1981. On March 24, 1982, the BRA sold Pier 6 and the two water parcels surrounding it to the Shipyard Marina Trust (whose trustees were representatives of Immobiliare) for $1,002. The marina was completed and opened in the summer of 1982.
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A key element of the plans developed by the Boston Redevelopment Authority and Immobiliare New England for the New Development Area of the Navy Yard was the creation of a marina to attract people to the yard. Some of those people would, in turn, decide to rent or purchase residences within the yard.

The marina was envisioned as surrounding Piers 6 and 8, as well as occupying the area of the former Piers 9 and 10, planned for demolition. As with all projects undertaken by Immobiliare, construction of the Shipyard Quarters Marina was to be phased. Phase II involved the rehabilitation of Pier 8 and the construction of 200 marina slips on either side of the Pier (identified as Parcels 3B-1 and 3C-1). The pier and the two water parcels surrounding it were sold to Immobiliare on April 12, 1985, for $1,003.

Work on the project, designed by Childs Bertman Tseckares & Casendino (CBT), began in the summer of 1984 and was completed a year later. A feature of the project was a floating wave attenuator which protected the slips built beyond the end of Pier 8 and those parallel to Pier 7 in the same manner as a more traditional breakwater. As discussed elsewhere, the work included an office building at the outer end of a shortened Pier 8.

In November 1988 the marina proposed to add additional slips near the inner end of Pier 8 West. The Chapter 91 license, which covered not only the addition but also the existing facility, was finally granted by the Massachusetts Department of Environmental Protection on June 16, 1997.

An unusual feature of the marina is the presence of a floating bed-and-breakfast facility known as the Green Turtle Floating Bed & Breakfast.

This aerial view of Phase II of the Shipyard Quarters Marina was taken prior to the addition of Dock H. The floating wave attenuator performs the function of a traditional stone breakwater to protect the marina from damage from waves as well as providing additional berthing for larger vessels.

The Green Turtle Floating Bed & Breakfast features two guest rooms on a houseboat tied up to the floating wave attenuator of the Shipyard Quarters Marina.
The Shipways Garage is significant as an element of the Shipways Condominium, a component of the residential development of the Navy Yard in the post-Navy period. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

The Shipways project included residential condominiums in several buildings on top of the Navy Yard’s two Shipways as well as commercial condominiums under Shipways 2. To provide parking for residents, a two-story parking garage was constructed on Parcel 3K at the intersection of First Ave. and an extension of 13th St. which did not exist during the yard’s historic period.

Parcel 3K had historically been occupied by the 1940 extension of Building 104 and the yard’s Plate Field. The parcel was conveyed to Immobiliare along with Shipways 2 in April 1985. Designed by the firm of Childs Bertman Tseckares & Casendino, the Garage was completed in early 1986, being officially added to the Shipways Condominium master deed on March 11, 1986.

The two-story brick-and-concrete structure measured approximately 218.8 x 88.84 ft. The ground floor had a height of 7 ft. The upper level was uncovered. Stairways were located in the northwest and southwest corners, and an elevated walkway connected the upper level with Shipways II. The vehicle entrance was located at the south end of the 13th St. side of the structure.

The facility contained 92 parking spaces, which were sold to occupants of Shipways I and II during the spring of 1986 at a cost of between $12,500 and $30,000 each depending on unit size and location.
Parcel 4A contains the former sites of three of the Navy Yard's six 19th-century shipbuilding ways and the 20th-century Structural Shop (Building 104 Extension), Plate Field Craneways (Structure 262), and Pickling Tanks (Structure 263). No remains of these former uses exist.

HarborView is significant as a component of the residential development of the Navy Yard in the post-Navy period. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

**HISTORY:**

The first structure to be built on what would become Parcel 4 following the closure of the Navy Yard was Shiphouse I (Building 71), erected in 1822 to cover the building ways for the second 74-gun ship-of-the-line assigned to the Navy Yard, USS *Vermont* (later USS *Virginia*). Shiphouse No. 39 (Building 73) was built to the east of Shiphouse I between 1839 and 1842. During the Civil War, an uncovered building way was added to the east of Shiphouse No. 39.

Building 73 was demolished by mid-1899. Its building ways were retained and became the principal Building Slip during the first decade of the 20th century. In 1901, the Saw Mill (Building 67) was moved from its location on First Ave. and 9th St. to the east side of these ways. At the same time, the yard constructed a 20 x 30 ft. wooden repair shed for railroad cars (Building 111) on the west side of the ways.

The first modern buildings along the seawall in this area were a Latrine (Building 127) and a Scale House (Building 128), both constructed in 1904. The Latrine, built by yard workers, was similar in design to two other Latrines (Buildings 124, 126) built at the same time. The Scale House was soon converted into a Watchman's House. Following the removal of the shiphouses, a roadway, Dock St., was developed along the southern edge of the parcel.

The largest portion of Building 67 was demolished during FY 1906; the remaining section, measuring approximately 30 x 40 ft. and located at the northeast corner of the structure, was retained as a storehouse and renumbered Building 130. Five years later, the Marine Rifle Range (Building 122) was moved from its original location further east in the yard to a location west of Building 130 parallel to the ways.

During FY 1912 the Navy began work to build a 90,000 gal. Gasoline Storage Tank south of the Rifle Range, together with a small Pump House (Building 139). Two years later, it began construction of another Pump House (Building 141) between Building 122 and the ways to serve the Fuel Oil Tank being erected in the former Timber Dock at the east end of the yard.
This May 1, 1902, view shows new railroad track being laid along the east side of the East Shiphouse (Building 71) onto Pier 9. The Building Slip, formerly Shiphouse No. 39 (Building 73) is to the right, with the Saw Mill (Building 67) at the extreme right side. The light-colored structure at center rear is Building 111, the Railroad Repair Shed.

By the end of World War I all of the building ways on the Parcel 4 site had been abandoned and filled. The area between Building 104 and the group of structures at the east side of the area was developed as a steel storage yard. A small Platefield Office (Building 189) was constructed in 1919 on First Ave. east of Building 104; this structure was relocated to Second Ave. east of Building 39 as a Transportation Office during FY 1921.

Two additional steel temporary structures were moved to the area south of Building 130. In FY 1925 Building 186 was placed east of the embankment protecting the Gasoline Tank; it had originally been located along 8th St. south of Building 42. Eleven years later, Building 148 was moved from 16th St. to the south of Building 130 in order to make room for the construction of Building 193.

While the 1919 plans to build a new Structural Shop (Building 104A) east of Building 104 were abandoned at that time, the concept would be revived in the late 1930s. Instead of being parallel to the original building, however, the yard decided to build the new shop at a right angle to Building 104 along First Ave. and to develop a Plate Field or Plate Yard south of the new structure.

The Plate Field project was the first to be started, being done by the WPA. Initially, two craneways were constructed, supported by three rails labeled X, Y, and Z. Rails X and Y were 382.67 ft. long, while Rail Z was only 246 ft. in length, reflecting the angular nature of the south end of the site. These rails were 71.3 ft. between centers.

During 1939 a series of three Pickling Tanks, used for the treatment of steel plates with acid, were built south of the existing crane rails. All were 42.25 ft. long and 11 ft. high; two were 4 ft. wide, with the third being 5 ft. wide. A further

1 The Building Slip was briefly considered in Jan. 1918 as a site for the yard’s newly-authorized Marine Railway.
The various structures east of the steel storage area are seen on Apr. 21, 1938. Building 106 is on the opposite side of First Ave. From left to right are the Storehouse (Building 142), Fuel Tank Pump House (Building 141), Storehouse (Building 130), Gasoline Tank, and Gasoline Tank Pump House (Building 139). Two temporary Storehouses, Buildings 148 and 186, can be seen behind the tank. BOSTS-8970

In 1907, the Navy Yard constructed a lean-to at the southeast end of Building 103. Construction of Shipways 1 required its removal, so, as this June 1, 1915, view shows, the structure was disassembled and rebuilt at the corner of First Ave. and 16th St. The structure had corrugated iron siding, and would be moved again during World War II, when it was taken across the harbor to the South Boston Annex. BOSTS-9888

These views taken on Feb. 13, 1940, show the 90,000 gal. Gasoline Tank (left) and its associated Pump House (Building 139) (right). Note the concrete and earthen embankment around the tank to contain any potential spills. Within a few months, both structures would be removed. BOSTS-8970

In the late 1990s, the tentative developer, LDA Acquisition (which had acquired Immobiliare’s interests in the Navy Yard following the firm’s bankruptcy), submitted new plans for housing on the site. These plans, originally calling the project The Admiralty but later HarborView Point, engendered considerable controversy with both regulatory agencies and the new Navy Yard residential community. In particular, residents of The Basilica (Building 106) on the opposite side of First Ave. spared no effort in an ultimately unsuccessful effort to derail the project, which would block their views of the harbor.

Final approvals for the project came in November 2004 when the BRA entered into a land disposition agreement with the developer, doing business as Navy Yard Four Associates. Formal sale of the parcel followed in May 2005. The developer awarded a contract to the Turner Construction Co. for the project in early 2005. The 11-story, 135 ft. irregular

During FY 1940 all of the structures at the east end of the site, including 130, 139, 141, 142, and 148, as well as the Gasoline Tank, were removed; salvaged components from Building 141 would be used for a new Building 141 located near the Fuel Oil Tank, while Building 142 would be ultimately reerected in South Boston. The area where these facilities were located would be used for additional steel storage. The space closest to First Ave., at one point envisioned as a further extension of Building 104, was used for chain storage.

The last changes in the Parcel 4 area came in late 1968 and early 1969, when a large wheelabrator, a machine for cleaning steel, was installed between Crane Rails X and Y at about their mid-point. The machine, and the covering shed, were never assigned structure numbers by the Navy.

The Parcel 4A area was part of the New Development Area of the Navy Yard, sold to the Boston Redevelopment Authority in May 1979. As initially defined, the parcel extended between a new extension of 13th St. and 16th St. The first action taken by the new owner was the demolition of the 1940 Structural Shop (Building 104 Extension), Plate Field Craneways, and Pickling Tanks. Subsequently, the western portion of the site was set off as a separate Parcel 4A-1.

The remaining area was conceptualized in the 1990 BRA master plan as a hotel, although a variety of uses including housing was permitted. A July 1991 amendment to the design guidelines increased the acceptable maximum height of structures on the site from 110 to 135 ft. No work beyond the placement of fill raising the area to a height of about 5 ft. above the level of First Ave. had occurred as of 2004.

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The Plate Field: A Gallery

The area between Building 104 and the east side of the Building Slip was filled and developed as a steel storage area in 1918 and 1919. This view looks south on Sept. 14, 1921. Building 127 can be seen in the distance. The steel plate is for use in constructing the destroyer tender USS Whitney (AD-4).

In conjunction with the proposed east extension of Building 104, the Navy Yard rebuilt the Plate Field and erected traveling cranes to handle steel. The work was performed by WPA forces. This view shows the work on Aug. 5, 1938, looking southeast, with Crane Rails X, Y, and Z partially erected.

During 1939 three Pickling Tanks were built south of Crane Rail Z. To serve these tanks, an additional craneway was added. This Jan. 5, 1940, view shows the tanks and new Crane Rail W. The framework of Building 104 is seen in the background.

On June 15, 1968, one of the Plate Field bridge cranes is being used to move a large sheet of steel.

In late 1968 the Navy installed a wheelabrator in the Plate Field, as seen in the Oct. 29, 1968, location plan at left. Developed by the Wheelabrator Corp., the wheelabrator was an airless centrifugal wheel that used controlled centrifugal force instead of compressed air for abrasive blasting. The rapidly spinning wheel hurled a variety of carefully sized abrasives at steel, concrete, and other industrial surfaces that needed cleaning.

The wheelabrator was enclosed in a shelter. Note the rollers for movement of steel plates into the machinery. In addition to this unit in the Plate Field, a wheelabrator was installed in the Chain Forge (Building 105) for clearing scale off chain.

The Plate Field is seen in this Apr. 1976 view. The wheelabrator shelter is seen between Craneway Rails X and Y.

Jack E. Boucher, HAER
The Pickling Tanks (Structure 263) were completed in Oct. 1939. Half buried, they were used for treating steel plates to remove rust and scale and prepare them for both welding and painting. According to one plan, Tank 1 was usually filled with acid, Tank 2 with water, and Tank 3 with sulphuric acid.

By 1940, Building 127 had begun to be used for paint storage. This view was taken on Dec. 21, 1961, to accompany the paperwork declaring the concrete block addition surplus as a prelude to its demolition. However, instead of being removed, the Paint Shop wing was rebuilt as an incinerator for classified materials.

The sole HAER photograph of Building 127 shows the high chimney associated with the incinerator located in the former paint storage addition.
Chapter 5, Resource Inventory

The photograph taken on June 19, 1961, shows the area which would become Parcels 4A and 4A-1 following the yard’s closure. At upper left is the Building 104 Extension with the Radar Tower (Structure 241) on its roof. The Plate Field is in the center, while Dock St. runs along the edge of the waterfront. In the foreground is the shortened section of the original Building 104 and Shipways 2, by then being used for employee parking. Note the unusual spelling “Crain” in the caption printed on this image by the yard’s Photographic Laboratory.

BOSTS-8970

shaped structure, designed by Elkus Manfredi Architects of Boston, would encompass 325,000 sq. ft. of space and contain 224 residential condominiums. A two-level, below ground parking garage was to accommodate 347 spaces. The developer agreed to construct and maintain the section of the Boston HarborWalk along the former Dock St. alignment, as well as pedestrian rights of way from the HarborWalk to First Ave. at both sides of the property.

Site work began in the spring of 2005, with actual construction beginning in early summer. Probably in recognition of the fact that the HarborView Point designation did not provide potential tenants with any indication of where the project was located, the developer’s real estate agent, Trammell

This drawing shows the original 1990 proposal for a Yard’s End Hotel on Parcel 4A. Note the scale of the structure in comparison with that of the Navy Yard Rowhouses to its right. NPS Northeast Regional Office

This view of Parcel 4A looking east on Apr. 14, 2004, shows the fill that had been placed over the site of the Building 104 Extension and the Plate Field to cap the site prior to approval of redevelopment plans.

Stephen P. Carlson, BNHP
This June 2006 image looking southwest shows steel erection for the structure nearly complete and placement of floors and walls underway. Note how it overwhelms The Basilica (Building 106) on the opposite side of First Ave.

Crow, used the title HarborView at the Navy Yard in its marketing efforts.

Due to the weakening residential real estate market, Trammell Crow announced in August 2007 that the recently completed project, plagued by financial problems, would be converted into rental units. Following the settlement of all financial claims against the developer, the BRA in August 2008 approved the change and rental activity began shortly thereafter.

This Feb. 21, 2010, image shows a historic Navy Yard cannon bollard mounted as part of the landscaping surrounding HarborView.
The Charlestown Navy Yard Rowhouses (110 First Ave., 77-103 13th St.) front on First Ave. and on an extension of 13th St. which did not exist during the yard’s historic period. The building sits on what is identified as Parcel 4A-1 of the New Development Area.

The original design guidelines for the New Development Area identified Parcel 4A, which consisted of the area between First Ave. and Dock St. roughly encompassing the East Extension of Building 104 and the Plate Yard, for use as housing. Under the guidelines, all existing structures could be and were demolished.

Immobiliare New England was designated as the developer of Parcel 4A in 1977, but the property was not immediately conveyed to it. In 1986, in return for the right to increase the size of the Flagship Wharf (Building 197) project, Immobiliare agreed to give up its rights to an area along the east side of the new 13th St. extension, which was designated as Parcel 4A-1. The city identified this parcel for use for affordable housing, and conveyed it to the Bricklayers & Laborers Non-Profit Housing Corp. on December 21, 1987.

The Bricklayers constructed 50 units of townhouse condominiums on the site. Unlike other affordable housing in the Navy Yard, which was designated for senior citizens, the Navy
The Navy Yard Rowhouses were intended to be complementary to the surrounding historic brick structures. The north (left) and south (right) ends of the Navy Yard Rowhouses are distinctive. The left side arch in the north end is a passageway to the parking area adjacent to the building’s east side. These views date to Apr. 14, 2004.

Stephen P. Carlson, BNHP

Yard Rowhouses were sold to moderate income owners through a lottery in which 70 percent of the units were reserved for Charlestown residents. Designed by William Rawn Associates and constructed by Mirabassi Associates, the Navy Yard Rowhouses were completed in October 1988. The total development cost was $6,233,641.

Architect Rawn has written that “we felt that it was important to integrate our building into the fabric of the Navy Yard.” The brick building complex consists of a six-story headhouse at the First Ave. end that follows the gabled style of Buildings 104 and 103 to its west. The 13th St. facade consists of three-story rowhouses. The south end contains a six-unit circular tower that is slightly canted to make it perpendicular to the former Dock St. (HarborWalk) alignment. The east side includes a deck at the second-story level. A surface parking lot is located along that side of the structure.

The building has received numerous architectural awards, including the 1994 Honor Award in Architecture from the American Institute of Architects.
Parcel 4B contains the former site of Pier 9, which replaced Wharf 6, one of the earliest finger piers at the Navy Yard, and Pier 10, which was part of the early 20th century redevelopment of the yard’s waterfront. No remains of these former uses exist.

By the early 1840s three Shiphouses (Buildings 68, 71, 73) stood along the waterfront at the eastern end of the Navy Yard. To provide berthing space for vessels at this end of the yard, it sought to construct finger piers near the shiphouses. The westernmost and oldest of these piers, identified as Wharf 64 under the 1828 master plan numbering scheme, was located near Shiphouse H (Building 68). It later became Wharf 4 and, in the 1900 renumbering of the yard’s piers, Pier 7. Rebuilt at that time, it would be demolished in 1940 and 1941 to permit the construction of Shipways 2.

The second pier (65) stood between Shiphouses H and I (Building 71). Completed in 1845, it would become Wharf 5 and then Pier 8.

The FY 1846 Naval Appropriations Act provided $10,000 for the construction of a third pier (66) to be located between Shiphouses I and 39 (Building 73). Work began in the summer of 1845, but progress was slow due to diversion of some of the funds to cover repairs to Wharf 64. An additional $9,000 was made available under the FY 1847 program, and the structure was completed in the summer of 1847. Built of wood piles, it was trapezoidal in shape, measuring approximately 56 ft. wide at the shore end and 25 ft. at its outer end. The east side was 179.3 ft. long, while the west side measured 177.9 ft. Like most 19th century wooden piers, the deck was covered with earth.

A Coal House was erected on Wharf 66 in 1847. While damaged by a fire on November 5, 1849, this structure would remain in place until 1867 or 1868. Although the removal is not specifically mentioned in the Civil Engineer’s annual report for FY 1868, its demolition was probably part of the repair work undertaken on the wharf in that year.

In 1869 the yard proposed the construction of a new wharf east of Shiphouse 39 (Building 73) as well as the extension of Wharf 6. Although repeated in annual reports through 1874, the recommendation never received approval.

In 1900, as the yard began to reconfigure its waterfront in response to the reconstruction of Pier 1 and the building of Dry Dock 2, it renumbered Wharf 6 as Pier 9. It also extended the pier out to the 1898 Harbor Commissioners’ line, giving it a length of approximately 520 ft. on its east side. A single railroad track was extended onto the pier in 1902.

In 1908 the yard recommended the replacement of Pier 9 with a new 80-ft.-wide pier immediately east of the current structure. It would have measured approximately 440 ft. on
its east side and 470 ft. on the west, the differing lengths being accounted for by the angle of the seawall and the Harbor Commissioners’ line. The same report also called for a new 80-ft.-wide Pier 11 to be built to the east of the Building Slip. It was to measure 310 ft. on the east and 360 ft. on the west side.

The FY 1910 Naval Appropriations Act, approved in March 1909, provided $50,000 for “improvements to water front [sic].” Additional sums of $65,000 and $50,000 were appropriated in the two following fiscal years. These funds were utilized to construct, among other facilities, a replacement for Pier 9 and a new Pier 10. Plans for both piers were issued in May 1911, with construction being completed in 1912.

The new Pier 9 was 60 ft. wide and measured 460 ft. on its east and 470 ft. on its west side. Pier 10, located to the east of the Building Slip, was only 12 ft. in width, with a uniform length of 340 ft. The berth between the two piers was 200 ft. wide, as was Pier 9’s separation from Pier 8. As it had on its predecessor, a single railroad track ran down the center of Pier 9. A 1921 survey of the yard’s industrial facilities stated that Pier 9 provided 390 ft. of berthing on its east side and 410 ft. on its west, with Pier 10 having 280 ft. available on each side.

The transport USS America (Id. No. 3006) is seen at Pier 9 East on Oct. 17, 1917. Building 127 and the bridge over the ways of the former East Shiphouse (Building 71) are in the foreground.

This Mar. 1, 1912, photograph shows progress on the replacement of Pier 9 by the Riverside Contracting Co. At this point, it appears that the demolition of the old pier is complete, but the new pier has not yet begun to be built.

Floating Derrick No. 2 (YD-2), built by the Navy Yard in 1892, is seen at Pier 9 West on Sept. 28, 1912. On the opposite side of the pier, Floating Derrick No. 21 (YD-21) is being assembled by contractor Wellman-Seaver-Morgan of Cleveland.

In the late 1910s and early 1920s Pier 10 was used for berthing submarines since it was adjacent to the Battery Charging Station (Building 153). Here, USS O-4 (SS-65) and O-10 (SS-71) are tied up next to a covered lighter at Pier 10 West on Sept. 28, 1922.
Chapter 5, Resource Inventory

This progress photograph dated Oct. 1, 1931, shows work on the reconstruction of Pier 9. Open lighter YC-625 (YC-625) is tied up next to the pier.

With the establishment of a new Harbor Commissioners’ line in 1918, the yard began looking at lengthening its piers to the new boundary. Although a proposed 200 ft. extension of Pier 9 was shown on yard site plans into the early 1920s, no pier extensions were funded.

By the late 1920s the yard’s wooden piers were in need of rehabilitation and a program of repairs which lasted several years began. Work on Pier 9 occurred in late 1931 and early 1932. As part of this reconstruction, the single railroad track in the center of the pier was replaced by tracks on either side of the pier. Work on Pier 10, performed in 1932, included its being widened from 12 to 20 ft.

In May 1941 the W.H. Ellis & Son Co. began work on a series of waterfront projects at the Navy Yard. One task involved the rebuilding and extension of Pier 9 to an overall length of 640 ft. on its east side and 610 on the west. This work was completed in the spring of 1943.

A major focus of the Ellis contract was on the area east of Pier 10. Pier 10A involved construction of a triangular addition approximately 460 ft. long on the east side of Pier 10. As discussed elsewhere, the work included what was labeled Pier 10B parallel to the eastern boundary line of the yard. With modifications driven by the decision to construct a shipbuilding dock, later Dry Dock 5, against the east side of Pier 10A, Pier 10B would become Pier 11.

In 1942 two wooden Industrial Service Buildings were erected on Pier 10. Building 215B stood on the new portion of the pier, while 215C was at the outer end of the older section. Building 215C was demolished in 1947, but the number was resurrected a year later when a new 200 x 20 ft. structure was erected south of a shortened Building 215B. Building 215B would be removed in 1962, while Building 215C was declared excess on January 13, 1970, and removed by yard forces a year later.

Wooden piers required continual maintenance to arrest deterioration from marine borers and rot, especially in areas between the low and high tide levels. During the 1950s the yard began a program to replace its wooden piers with ones of concrete. In the interim, it undertook several projects to repair them.

Although yard modernization plans in the 1950s called for replacement of Pier 9 with a new concrete pier, later plans

This Oct. 3, 1941, plan shows Pier 10A to the east of the existing Pier 10, as well as the proposed Pier 10B. This area would change considerably following the decision to build a shipbuilding dock, later Dry Dock 5, immediately east of Pier 10A. Pier 10B ultimately became Pier 11.

USS Constitution (IX-21) sits at Pier 10 West in this Sept. 1941 view of the construction of Pier 10A. The venerable frigate would spend most of World War II at this location.
The association of Pier 10 with submarines continued after World War II when it provided the location for the Feb. 10, 1951 commissioning of USS Grenadier (SS-525), the last of the four submarines built by the Charlestown Navy Yard to be completed. This view was taken shortly before the ceremonies. Buildings 215B and 215C occupy most of the space on the pier.

Wooden piers required continual maintenance. This Apr. 1, 1957, photograph shows new stringers being installed between bents 32 and 63 of Pier 10 during maintenance repairs to the structure.

This Apr. 12, 1960, view shows Piers 9 and 10. Dry Dock 5 is at right. Industrial Service Buildings 215B and 215C can be seen on Pier 10.

Minor structures in the Navy Yard usually became the subject for the yard’s photographer in connection with the preparation of documentation declaring them surplus to yard requirements and thus paving the way for their demolition. The view of Building 215B (left) was taken in Apr. 1962, while that of Building 215C (above) dates to Jan. 8, 1970. Note how the building number signs used lowercase rather than capital letters.
USS Compton (DD-705) is tied up to Pier 9 East on June 24, 1961. Barely visible at Pier 9 West is USS Jonas Ingram (DD-938). USS Beatty (DD-756) is at Pier 8 East.

Richard Leonhardt

This Sept. 26, 1973, photograph shows the deterioration present at the outer end of Pier 9.

BOSTS-8776

Two decades later, much of the decking at the outer end of Pier 9 has disappeared under BRA neglect. This HAER image was taken as a prelude to the demolition of the pier by the U.S. Army Corps of Engineers.

Martin Stupich, HAER

called for its removal and, in some versions, replacement by an enlarged solid-fill Pier 8 or, in the 1967 version proposed as an alternative to the move to South Boston, a solid-fill Pier 10. The final plan, proposed in 1972, would have simply removed Pier 9.

Despite repairs done in 1957, Pier 10 suffered continuing deterioration to the point that on April 29, 1963, Public Works Officer Capt. Harry C. Rowe wrote to the Administrative Officer: “The structural condition of Pier 10 has deteriorated to the point where it is considered hazardous for equipment and in some areas for personnel.” He concluded that “it is intended to condemn this pier entirely.”

Following the 1967 decision to pursue the relocation of the shipyard to the South Boston Annex, little money was

This 1967 drawing shows the proposed replacement of Piers 7 through 10 as part of the modernization of the shipyard. This plan was rejected in favor of relocation of the yard to South Boston.

BOSTS-13344

This Jan. 28, 1974, image shows Pier 10 with a considerable amount of decking missing and broken fenders along its edge.

BOSTS-8970

This 1993 HAER image of Pier 10 also shows the extent of failure of Pier 9.

Martin Stupich, HAER
After acquiring Pier 9 from the Navy, the BRA made no effort to either remove or repair it. This Feb. 1987 view shows the deteriorating outer end of Pier 9. The Shipyard Quarters Marina surrounding Pier 8 is at left.

Jack Glassman/BRA

available for pier repairs. By the early 1970s keel blocks had been placed across the end of Pier 9 to prevent vehicular access.

Piers 9 and 10 were included within the New Development Area in what was designated as Parcel 4B. The guidelines established for the parcel allowed for both piers to be demolished and identified its future use as a marina. The Boston Redevelopment Authority and its master developer, Immobiliare New England, however, had taken no steps to either remove the piers or construct a marina by the early 1990s. At that time, the Army Corps of Engineers began to look at the Navy Yard under the Defense Environmental Restoration Program—Formerly Used Defense Sites (DERP-FUDS) project. Because the piers had been in hazardous condition at the time of their transfer from federal ownership, Piers 9 and 10 qualified for inclusion in the program. Following the completion of Historic American Engineering Record (HAER) documentation, the Corps in 1995 removed both structures.

In 2004 developer Martin Oliner, who had acquired Immobiliare’s development rights to the Navy Yard, began planning for the construction of a 47-slip addition to Shipyard Quarters Marina. Under the name LDA Pier 9, Oliner received a Chapter 91 license for the project in March 2006. As of the end of 2008, no work has begun.

The only development to date within Parcel 4B occurred under the Chapter 91 license for the HarborView project on Parcel 4A. One of the public amenities required to mitigate its construction was a Water Transportation Dock for both scheduled water shuttles and water taxis. For that purpose, the deed conveying Parcel 4A to the developer gave it a permanent easement over a portion of Parcel 4B to construct and maintain the dock, which consisted of a 20 x 60 ft. float accessed by an 80-ft. ramp. Although completed in 2007, this facility, which is on the approximate site of Pier 10, has seen little or no use as of late 2008.

This Jan. 2006 plan from the Chapter 91 license shows the proposed expansion of the Shipyard Quarters Marina into Parcel 4B. Note that it shows Parcel 4B as excluding the area of the proposed Water Transportation Dock.

Suffolk Deeds, Book 39285

Parcel 4A. One of the public amenities required to mitigate its construction was a Water Transportation Dock for both scheduled water shuttles and water taxis. For that purpose, the deed conveying Parcel 4A to the developer gave it a permanent easement over a portion of Parcel 4B to construct and maintain the dock, which consisted of a 20 x 60 ft. float accessed by an 80-ft. ramp. Although completed in 2007, this facility, which is on the approximate site of Pier 10, has seen little or no use as of late 2008.

This Feb. 21, 2010, image of the open water constituting Parcel 4B shows the Water Transportation Dock built on the approximate site of Pier 10 as part of the HarborView project.

Stephen P. Carlson, BNHP

1 Somewhat illogically, the boundary for Parcel 4B was drawn down the middle of Dry Dock 5 rather than at the west edge of the dock’s concrete and sheet pile walls.
Parcel 6 contains part of the former site of the Timber Dock (Structure 87) which was filled in the early 20th century. It also contains a part of the site of the Fuel Oil Tank, which exemplified the change of the Navy from coal-fired to oil-fired vessels. Buildings 131, 135, 165, 165A, and 206 are among the significant structures which stood on this parcel. No remains of these former uses exist.

In its planning for the redevelopment of the Charlestown Navy Yard the Boston Redevelopment Authority divided the eastern end of the yard south of Building 114 and east of 16th St. into three parcels. Parcel 5 included the area south of a continuation of First Ave. and half of Dry Dock 5 as well as most of Pier 11; it is discussed in this report under Pier 11. Parcel 6 encompassed the area between First and Second Aves. and the northern end of Pier 11, while Parcel 7 included the area north of Second Ave.

By the mid-1840s the construction of seawalls at the eastern end of the Navy Yard had created a large Timber Dock (Structure 87), also known as a Wet Basin. The seawall was topped with an extension of the yard’s granite Boundary Wall. Because of its location, it was used to store both raw materials for use by and the finished products of the Mast & Spar Shop (Building 85).

With the change from wood to steel as the primary material for naval vessels, the need for a large Timber Dock disappeared. Thus, by the end of the first decade of the 20th century, the Navy Yard had drained and begun to fill most of the site. The final filling took place during World War I in the area later to become Parcel 7. The Boundary Wall along the east side was retained until the major changes to the configuration of the east end of the yard in World War II.

The first structure to be built within the area of the former Timber Dock was the Oil Storehouse (Building 131). That structure had been authorized in the FY 1906 Naval Appropriations Act, approved in March 1905. The initial plans for this facility called for a 40 x 104 ft. concrete structure to be located on the opposite side of First Ave. from Building 106.
By the time construction began in early 1910 the structure had been resited to the east side of 16th St. opposite Building 106 and had dimensions of 75 x 50 ft. The two-story building was 22 ft. high to the eaves and 24 ft. to the peak of the roof. The first floor was 4 ft. above grade, with loading platforms along the east and west sides. There was a basement under the north two bays. It was completed in May 1911.

Three years later, the yard constructed a 46.4-ft. addition at the south end of Building 131. This addition, completed in December 1914, was followed in 1918 by a 25-ft. extension at the north end. Constructed by the Evatt Construction Co., the north extension gave the building an overall length of 146.4 ft. Both additions included a loading dock only on the 16th St. side of the structure.

The 1910 site plan described the filled area at the south end of the former Timber Dock as a “Dump.” It was therefore appropriate that the Refuse Kiln (Building 135), or Incinerator, authorized in the FY 1907 Naval Appropriations Act was placed within this area. Constructed by the Jarvis Engineering Co., the brick structure was completed in early 1911.

In the 1910s the Navy began to convert its ships from coal-fired to oil-fired boilers. The FY 1914 Naval Appropriations Act, approved in March 1913, provided funds for fuel oil storage. The yard decided to erect a Fuel Oil Tank in the former Timber Dock area. The initial plan, prepared on June 13, 1913, called for two 180-ft.-diameter tanks, enclosed by embankments to contain potential oil spills. Four days later, the tanks had been reduced to 106-ft. in size. The final plan, approved in August, was for a single tank located south of what the plan called the Crematory (Building 135). The area was enclosed by a 6-ft. embankment measuring 170 x 280 ft. Since the tank was located 6 ft. below the surrounding
grade, the containment area was 12 ft. high, more than sufficient to hold the 2.1 million gal. capacity of the tank.

The yard performed site preparation work, including placement of the foundation of the tank, with its own labor force. The erection of the 32-ft.-high steel tank was contracted to the Riter-Conley Co. It was completed in March 1914. As part of this project, a 10-in.-diameter pipeline ran from the tank to a new Pump House (Building 141) located adjacent to the Pump House (Building 139) for the 90,000-gal. Gasoline Tank constructed next to the Building Slip. From there, piping led to Piers 7, 8, and 9 to allow fueling of ships.

Following the completion of the tank, the yard installed a Foam Fire Protection System consisting of two 5,000-gal. "foamite" solution tanks mounted on a tower near the Fuel Oil Tank. That system also protected the Gasoline Tank.

In December 1915 the yard looked at the possibility of constructing a second tank on what is now Parcel 7. This project was never funded.
The next permanent structure added in the Parcel 6 area was the Oxy-Acetylene Generation Plant (Building 165), more commonly called the Acetylene Plant. The July 1918 specifications called for the 53.6 x 42 ft. single-story reinforced concrete building to be located “at the extreme north-east end [of the yard], near the Mystic River, and practically on the extension of 2nd Ave.” Work began in September, and the building was completed on November 9, 1918. Tanks holding the materials used in the manufacture of acetylene, a gas utilized for welding activities, were located adjacent to the building.

The location for Building 165 was driven by a desire to keep hazardous activities away from other yard facilities. This choice proved wise when on November 13, 1934, the structure was destroyed by an explosion. This explosion caused significant damage to Building 114, and led to claims for damage from owners of property in both Chelsea and East Boston as well as Charlestown.

In the spring of 1936 the Works Progress Administration (WPA) cleared away the remains of Building 165 and began construction of a replacement. The new facility, completed in the spring of 1937, actually consisted of two buildings, usually identified as Buildings 165 and 165A, separated by approximately 11.6 ft. The northern building (165A) measured 28.7 x 53.7 ft., with a 10.5-ft.-sq. extension at its southeast corner. The southern building (165) was 25.8 x 63.4 ft., with the eastern 12 ft. being two-stories in height. There were loading platforms at the front (west) of the buildings, as well as along the south and east sides.

During 1919 a Storehouse (Building 188) was erected between Buildings 135 and 165. This structure was removed during FY 1921. Three Portable Steel Storehouses (Buildings 177, 147, 146) were relocated to the area between Buildings 131 and 135 along the south line of an extended Second Ave. during FY 1922 and 1923.

As early as 1928 the Navy began documenting settlement problems with Building 131. A decade later, it decided to replace the structure with a new building of brick. Thus, in the fall of 1938 WPA forces returned to the eastern end of the yard to demolish the existing building (along with Build-
In 1938 and 1939 the WPA demolished the existing concrete Oil Storehouse (Building 131) and constructed a new three-story brick replacement. The Aug. 5, 1938, image above shows demolition of the old structure underway, while that from June 15, 1939, at right shows the new one nearing completion.

In April 1941 Thomas O’Connor & Co. began work on a number of projects in the Navy Yard. One of the tasks under this contract involved the construction of a 57.2 x 111.9 ft. extension of Building 131. Matching the existing structure in detail, the addition was located at the north end of the east side, resulting in an L-shaped building.

A second project undertaken by O’Connor involved the erection of a Locker Room immediately east of the expanded Building 131. This two-story structure, designated Building 206, was of wood frame construction and measured 123.5 x 71 ft., with a height of 23.5 ft. to the flat roof. Like other wood-frame buildings, it featured asbestos shingle siding broken by plain wood bands at the window levels.

Wartime facilities construction saw the removal of the last of the structures (147, 146, 135) between Buildings 131 and 165. The 1941 decision to construct what became Dry Dock 5 resulted in the demolition of the Fuel Oil Tank, as well as the Gasoline Tank, which had been relocated northwest of the Fuel Oil Tank in 1940. The area previously occupied by the tank became a steel storage yard.

A trapezoidal two-story wood Storehouse (Building 201) was constructed to the south of Building 165. This 120-ft.-long building varied in width from approximately 65 to 50 ft. and survived until the reconstruction of Pier 11 in 1954. By the time the Navy Yard closed in 1974 the only structures on Parcel 6 were Buildings 131, 165, and 206. The guidelines for the New Development Area allowed for all of these to be demolished. While Building 206 was destroyed
Buildings 131 and 206 can be seen in this Nov. 20, 1971, view of Capt. Robert P. Chrisler (left) and Rear Adm. Joseph C. Wylie escorting U.S. Representative John T. Myers of Indiana to Pier 11 for the commissioning ceremony for USS Wabash (AOR-5). BOSTS-14579

by a fire in July 1991 (the remains being cleaned up by the Army Corps of Engineers in 1995), the other two structures stood until the BRA finally demolished them in the late 1990s.

The New Development Area guidelines identified the uses of Parcel 6 as hotel, residential, and parking. As late as 1988 the BRA was envisioning 125 units of market-rate housing and a 250-room hotel on the parcel. Two years later, in response to the proposal to relocate the New England Aquarium to Dry Dock 5, its master plan for Yard’s End called for moving Building 75 onto the parcel as a “festival market place.” Faced with opposition by both the National Park Service and the Massachusetts Historical Commission, it dropped the idea. Thus, the BRA’s final plan called for the use of Parcel 6 as part of a three-building Biomedical Research Center. Although the agency pursued an environmental impact report for what was called Building C in 1991 and 1992, nothing came of this scheme.

In April 2003 LDA Acquisition, which had acquired Immobiliare’s development rights to Parcel 6, submitted an environmental notification form to the state for a Yard’s End Research Center on Parcels 6 and 7. It failed, however, to take any further action on this scheme.

In the summer of 2004 the BRA approved the transfer of development rights from LDA to Partners HealthCare. A year later, in August 2005, the Spaulding Rehabilitation Hospital, a Partners’ subsidiary, announced its intention to move from its current location on Nashua St. in Boston’s West End to Parcel 6. While there had been reports in early 2008 that Spaulding was having second thoughts about the move, it submitted its final environmental impact report on the project in March 2009. It envisioned a 132-bed facility in a building stepping down from eight stories (110 ft.) at its west end to three stories (55 ft.) at its east end, with a two-story underground parking garage. While all permitting was not complete, and the actual sale of the parcel to Spaulding has not occurred, initial site work began in late 2009.

This Mar. 2009 architect’s rendering looking east along First Ave. shows the west and south sides of the proposed eight-story Spaulding Rehabilitation Hospital. NPS TIC 457/D6381

The BRA released this artist’s concept showing a relocated Building 75 on Parcel 6 as part of its Jan. 1990 master plan package. The idea would be vetoed by both federal and state historic preservation agencies. NPS TIC 457/D6290C

This Feb. 21, 2010, view shows preliminary site work for the Spaulding Rehabilitation Hospital project underway on Parcel 6. Stephen P. Carlson, BNHP
**Parcel 7**

**Location:** Charlestown - NDA

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**Statement of Significance:**

Parcel 7, which contains part of the former site of the Timber Dock (Structure 87) which was filled in the early 20th century, is significant for its use for lumber storage and as a scrapyard. Buildings 178, 193, 203, and 277 are among the significant structures which stood on this parcel. No remains of these former uses exist.

**History:**

In its planning for the redevelopment of the Charlestown Navy Yard the Boston Redevelopment Authority divided the eastern end of the yard south of Building 114 and east of 16th St. into three parcels. Parcel 5 included the area south of a continuation of First Ave. and half of Dry Dock 5 as well as most of Pier 11; it is discussed in this report under Pier 11. Parcel 6 encompassed the area between First and Second Aves. and the northern end of Pier 11, while Parcel 7 included the area north of Second Ave.

By the mid-1840s the construction of seawalls at the eastern end of the Navy Yard had created a large Timber Dock (Structure 87), also known as a Wet Basin. The seawall was topped with an extension of the yard’s granite Boundary Wall. Because of its location, this Timber Dock was used to store both raw materials for use by and the finished products of the Mast & Spar Shop (Building 85).

With the change from wood to steel as the primary material for naval vessels, the need for a large Timber Dock disappeared. Thus, by the end of the first decade of the 20th century, the Navy Yard had drained and begun to fill most of the site. This work began at the southern end of the dock, and as late as 1912 most of the area north of a continuation of Second Ave. remained water. The final filling occurred during the later stages of World War I.

Although the Navy Yard had in both 1913 and 1915 considered placing a Fuel Oil Tank within this area, it utilized it for lumber storage and as a dump. The first structure to be placed on the site was Building 129, the former Wireless Station, moved there from the area of the Scale House (Building 19) in 1916 to serve as a Dump Office.

In 1917 the yard constructed a Locomotive & Crane Shed (Building 144) within the area. This structure lasted a little over three years.
In 1919 Building 177, one of the yard’s Portable Steel Storehouses, was relocated from the west end of Building 107 to the parcel. It would be moved to the south side of Second Ave. two years later. At that time, four other temporary storehouses were moved into the area. Building 178, originally on the Recreation Field south of Building 36, and Building 148, located between Buildings 76 and 77, were placed parallel to 16th St. Buildings 154 and 157, which had stood on the waterfront between Piers 4A and 5, were located perpendicular to Second Ave. These were joined the following year by Buildings 155 and 156.

In 1921 wooden Scrap Bins were erected west of these four structures as well as to their south along the north side of Second Ave. In the late 1930s, following the demolition of Buildings 154 to 157, the northern row of the Scrap Bins was rebuilt to the east of the new Building 193. The bins consisted of wood walls on three sides, being open to the roadway running between the two rows. By 1963 the north row was 182.8 ft. long and 25.5 ft. wide, while the south row measured 322.5 x 29 ft. The height of the two sets of bins were 6.5 and 6 ft., respectively.

In 1925 a Refuse Burner, which consisted primarily of a screen enclosure, was placed near the Boundary Wall at the east side of the parcel. It reflected an era when open burning of trash was an accepted practice.

In the mid-1930s the Navy Yard began to upgrade its physical plant using workers from the Works Progress Administration (WPA). One of its projects was a Salvage Stores Building (Building 193), intended to replace Building 148 on 16th St. Built of brick with cast stone details, it measured 60.8 x 96 ft. The 22.6-ft.-wide central bay was 23.6 ft. high, with the side bays being 11.5 ft. in height. The first major building built in the yard by the WPA, it was completed in the summer of 1936. During World War II a 15.6 x 95.25 ft. wooden addition was built along the south side of the structure.

The construction of Building 193 led not only to the removal of Building 148 but also Buildings 154 to 157. At the same time, the northern row of Scrap Bins was rebuilt to the east of its original location.

In November 1941 John Forward Inc. began the installation of approximately 490 ft. of sheet piling along the yard’s
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This Feb. 1953 view looking east between the two rows of Scrap Bins shows the wooden shed addition to Building 193 at left. The Incinerator (Building 203) can be seen in the distance.  

BOSTS-8975

This Oct. 10, 1961, photograph of Building 218 was taken in conjunction with the yard’s request to declare the Lumber Storehouse surplus. Building 178 is at left. 

BOSTS-10036

The northern half of the future Parcel 7 was devoted to lumber storage. The two July 12, 1950, views look south (above) along 18th St. and east (above right) along the unnamed roadway between Buildings 178 and 193, the corner of which can be seen at lower right. The June 15, 1968, image at right looks north, with Buildings 114, 210, and 218A in the distance. 

BOSTS-9841 (above, above right); BOSTS-9913 (right)

boundary line from the 6th bay from the south of Building 114 to where it intersected with the existing seawall. As part of this $100,000 project, the remainder of the Boundary Wall along the old seawall was demolished. In 1944 the yard designated the roadway across the south end of Building 114 as Fourth Ave. and that along the new filled area and in front of Buildings 165 and 165A as 18th St.

Most of the new filled area was used for an expansion of the lumber storage area near Building 114. In addition to improving outside storage east of Building 178, the yard in 1944 constructed a 53 x 24 ft. wooden Storehouse (Building 218) perpendicular to it at a cost of $2,472. This structure would be declared surplus in 1961 and demolished the following year.

The major new structure on what became Parcel 7 was the Incinerator (Building 203), placed immediately north of Building 165 near the former corner of the Timber Dock. The plans for the facility, designed to dispose of 60 tons of combustible rubbish and 3 tons of garbage “without objectionable odors” during a 16 hour day, were prepared in April 1942. It was constructed by Thomas O’Connor & Co. The two incinerators themselves, as well as those at the similar facility at the “K” Street Annex in South Boston (Building 43), were
This July 1960 view shows the Incinerator (Building 203) in the center, with the Oxygen Plant (Building 277) to its right. The seawall in front of the Incinerator is the last visible remnant of the original seawall which had surrounded the Timber Dock (Structure 87). USS *Boston* (CAG-1) is tied up at Pier 11. Also visible in this view are Buildings 206 and 131, as well as a portion of the Scrap Bins. *Richard Leonhardt*

furnished by Jarvis Engineering Co., which had built the yard’s original Refuse Kiln (Building 135) in 1910 and 1911.

The April 1942 plans called for a building measuring 60 x 48 ft., containing of a single floor (the charging floor) over a raised basement (the stoker level). In July 1942 plans were completed for a 17.5 ft. addition on the east end of the building. This section did not have a basement. Built with a concrete foundation, the steel-framed structure had corrugated siding with steel industrial sash windows and a similarly sheathed gabled roof. The chimney was placed at the northwest corner, with a freestanding flue running along the west side to connect to the two incinerators in the basement. A ramp led to a first floor entrance at the east end of the north side.

In October 1942 the yard decided to add a third incinerator to the building. This involved the construction of a 40 x 15.8 ft. extension on the south side. The third incinerator was furnished by the Morse-Boulger Co. A second chimney was constructed at the west end of this addition. In the early 1950s the yard added a ramp to the first floor level at the southeast corner of the building and rebuilt the ramp which had previously served the basement level at that corner of the structure.

By the mid-1950s the yard had discontinued use of Building 203, deciding instead to dispose of trash at facilities outside of the Navy Yard. In 1962 it began to use the interior of the structure as a Sandblasting Facility. While it continued to perform maintenance on the chimneys as late as 1964, it decided in mid-1968 that this expense could not be justified. Thus, on January 3, 1969, Public Works Officer Capt. Harold F. Liberty recommended that since they “have not been utilized since the discontinuance of the incinerator” they “be

These Historic American Engineering Record (HAER) images show the Incinerator. The 1977 view at left shows the north and west sides, as well as the raised flue for the northwest chimney, while the 1993 view above shows the south and east sides. Note the ramps which provided access to the charging floor.

*William A. Owens, HAER (left); Martin Stupich, HAER (above)*
This Dec. 9, 1968, shows the oxygen distribution system in the Navy Yard. From the Oxygen Storage & Filling Plant (Building 277, labeled here as 206A) at the northeast corner of the yard, a 210,000 cu. ft. tank fed a combination of overhead and underground lines which served the major industrial buildings as well as Dry Docks 2 and 5 and Piers 4, 5, 6, 7, and 11.

NPS TIC 457/41919

declared excess ... and removed by demolition contract." While this recommendation was approved, a proposed contract for their demolition was cancelled on June 10, 1970, because of the lack of funds.

In 1944 the yard decided to install an Oxygen Distribution Piping System throughout the Navy Yard to eliminate the need to deliver bottled oxygen to numerous locations. On May 24, 1944, it awarded a $41,482 contract for this system, which consisted of both aboveground and buried piping, to the Cleghorn Co. Seven months later, Fred Williams Inc. received a $19,527 contract for an extension of this system to serve Piers 4, 6, and 7 as well as Dry Dock 2.

This new utility system was supplied from a facility constructed north of the Incinerator by a contractor, Linde (consistently misspelled as “Lynde” on site plans) Air Products Co. That firm erected a 35 x 24 ft. single-story building along the edge of the yard north of Building 203. With its three loading doors, the building served as a transfer station for liquid oxygen delivered by truck. Over the years, varying configurations of liquid oxygen tanks stood on the north side between the building and a 5-ft.-high blast wall. Linde continued to operate the facility until 1968. At that time, the

Although the main liquid oxygen tank was removed following the closure of the yard, this tank mounted on concrete cradles remained until the Army Corps of Engineers demolished the facility in 1995. This HAER photograph dates to 1993.

Martin Stupich, HAER

This June 12, 1972, photograph shows Building 277 along with the liquid oxygen tanks which fed the yard’s oxygen distribution system. Note the blast wall next to the tanks. Not quite two years later, on May 17, 1974, the building would be inactivated.

BOSTS-8666

This HAER photograph dates to 1993.
building became the property of the Navy. On October 2, 1968, the yard assigned it the designation Building 277 as part of the process of adding it to its property records.

Parcel 7 was sold to the Boston Redevelopment Authority in May 1979. The New Development Area guidelines identified the uses of Parcel 7 as “light industrial.” Probably for that reason, it was excluded from the BRA’s land disposition agreement with Immobiliare New England. The parcel remained untouched for more than a decade. In January 1990 the BRA issued a draft master plan for Yard’s End. It proposed utilizing the parcel for biomedical research, a concept being advanced by the Raymond Co., which had acquired Immobiliare in the late 1980s.

The final BRA plan, approved in October, called for the use of the parcel and the adjoining Parcel 6 as part of a three-building Biomedical Research Center. Although the agency pursued an environmental impact report for the project in 1991 and 1992, nothing came of this scheme.

Except for the removal of Building 178, Parcel 7 remained untouched for over fifteen years after its sale to the BRA. In 1995 the U.S. Army Corps of Engineers, as part of the Defense Environmental Restoration Program-Formerly Used Defense Sites (DERP-FUDS), demolished Buildings 203 and 277. The BRA itself subsequently removed Building 193.

In April 2003 LDA Acquisition, which had acquired Immobiliare’s development rights in the yard, submitted an environmental notification form to the state for a Yard’s End Research Center on Parcels 6 and 7. It failed, however, to take any further action on this scheme.

In the summer of 2004 the BRA approved the transfer of development rights from LDA to Partners HealthCare. A year later, in August 2005, the Spaulding Rehabilitation Hospital, a Partners’ subsidiary, announced its intention to move from its current location on Nashua St. in Boston’s West End to Parcel 6. Although the state, in approving the environmental impact report for Parcel 4 in 2002, had specified that “the future development of Parcels 6 and 7 would need to be coordinated in a single … review,” Spaulding’s proposal addressed only Parcel 6, except for commitments to construct a portion of the Boston HarborWalk on Parcel 7. Thus, as of late 2008, Parcel 7 remains vacant without any definitive plans for its future.

At the time of the yard’s closure, four structures stood on Parcel 7. Two of these were along the 16th St. side of the site. Building 178 (left) was the last extant World War I temporary structure in the yard, and was removed early on by the BRA. Building 193 (right) remained in existence until the late 1990s, when it and Building 131 on adjoining Parcel 6 were demolished to finish site clearance.

William A. Owens, HAER

Following its purchase of Parcel 7 the BRA did little with the site. This 1993 HAER image shows the Scrap Bins, as well as the Oxygen Storage & Filling Plant (Building 277), Incinerator (Building 203), and Acetylene Plant (Buildings 165A, 165), still in place. In the right foreground are the remains of Building 206, destroyed in a July 1991 fire.

Martin Stupich, HAER

This May 31, 1991, plan for a Navy Yard Research Center accompanied the BRA’s final environmental impact report for its revised master plan for Yard’s End. Buildings A and B are on Parcel 7, while Building C was to be located on Parcel 6.

NPS TIC 457/D6291A
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**HISTORY:**

The area currently occupied by the International Cargo Center of New England is identified by the Economic Development & Industrial Corp. as Parcels D and E. Parcel D runs along the east side of Harbor St. between Dry Dock Ave. and Northern Ave. and roughly approximates the area originally leased to the Boston Molasses Co. Parcel E, which adjoins it along Dry Dock Ave., was the site of the only residential building in the Annex, the Marine Barracks (Building 15), built by the Works Progress Administration (WPA) in 1936 and 1937, and later used as Public Quarters for officers assigned to first the Boston Group, Atlantic Reserve Fleet, and then the First Naval District.

When the Navy purchased the South Boston Annex property in 1920, the area at the west edge of the site, along the right-of-way of Harbor St., was occupied by the Boston Molasses Co. under lease. The Navy inherited this lease, which it renewed in 1925 for a maximum term of 12 years. The facility consisted of a large wooden building and several tanks, as well as a wood pier. While the Navy would demolish the tanks and pier as it began to expand the Annex in 1941, it chose to keep the Boston Molasses structure as a Temporary Storehouse (Building 19A).

A single-story wood structure (Building 63) would be erected on the north end of the tract in 1944. Originally identified as a Diesel School, it would be used as a Storehouse until demolished in 1963. Two metal temporary buildings were also placed in this area. These were designated Buildings 19B and 19C and would last until 1965.
South Boston Marine Barracks/Public Quarters

The only building constructed at the South Boston Annex by the Works Progress Administration was a brick Marine Barracks (Building 15), located on Dry Dock Ave, between Harbor St. and Dry Dock 3. Work began in the spring of 1936 and was completed in March 1937.

The structure was designed to the traditional Marine Corps pattern of a central barracks block with wings housing apartments for officers or married enlisted personnel. However, only the central block, which measured 51.6 x 41.7 ft., was constructed at that time. The two-story structure had a height of approximately 20.7 ft. to the eaves and 31.4 ft. to the top of the flat-centered hipped roof. The slate roof featured three dormers on the front and two on the back side. To facilitate the later addition of the wings, the front 23.85 ft. of each side was constructed of wood rather than brick.

In October 1940 the Navy Yard awarded a contract to the Sawyer Construction Co. for a number of construction projects at both Charlestown and South Boston. Among them was the extension of the Marine Barracks at South Boston. This involved the construction of 51.4-ft.-long wings on either side of the building. These were of wood rather than brick. The top of the asphalt-shingled hipped roof was approximately 2.25 ft. lower than that of the main building roof. There was a single dormer at the end of each wing.

Following World War II, the Marines left and the yard converted the building into four sets of quarters for officers assigned to the Boston Group of the Atlantic Reserve Fleet. As part of that conversion, a four-car concrete block Detached Garage (Building 15A) was built behind the building. An unusual addition to the yard was a Play House for children of residents.

With the disestablishment of the Reserve Fleet, the Public Quarters were utilized for officers assigned to the First Naval District. The last residents moved out in early 1974, and both Building 15 and Building 15A were inactivated on June 7, 1974.

The EDIC demolished the Garage and Play House. It established its administrative offices for the Boston Marine Industrial Park in the building, which was given the street address of 10 Drydock Ave. In 1985 it leased the west wing to the First Trade Union Bank and the east wing to the International Brotherhood of Carpenters & Joiners Local 33. An addition extending the bank wing to the width of the central block incorporated a drive-up window on an angled northwest corner.

Parcel E was included in the area leased to the International Cargo Center of New England in August 2005. The EDIC moved its offices to Building 49, while the bank moved to a temporary structure on Parcel T. Building 15 was demolished and replaced by a wing of the new structure.

This July 9, 1936, progress photograph shows the walls for the first floor of the new Marine Barracks being built. BOSTS-14998

Note the wood infill in the area intended for the future addition of wings in this Mar. 11, 1937, view of the finished Barracks. BOSTS-14998

During World War II the Navy completed the two wings. The building was later converted into four apartments for officers. This view dates to Mar. 1964. BOSTS-16160

Building 15 is seen here in the summer of 1997. Note the small addition at the far left housing an automated teller machine for the First Trade Union Bank, as well as the extended portico at the main entrance to the building. Public Archeology Laboratory, Boston Landmarks Commission.
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Following World War II Building 19A would be razed and the area used as a paved area for lumber storage. Adjoining this area, the yard constructed Tennis Courts (Structure 90) measuring 103 x 132 ft. as recreation space for personnel of the Reserve Fleet. Thus, what would become Parcel D remained as open space until the closure of the Navy Yard in 1974.

When it took over the South Boston Annex as the Boston Marine Industrial Park, the Economic Development & Industrial Corp. moved its administrative offices into Building 15. It subsequently leased portions of that structure to the First Trade Union Bank and Local 33 of the International Brotherhood of Carpenters & Joiners. It also constructed an addition to the south wing which brought that portion of the building to the same width as the original structure. It identified the property as Parcel E, with a street address of 10 Drydock Ave.

The parcel extending between Drydock Ave. and Northern Ave. along Harbor St. was identified as Parcel D. In October 1982 the EDIC leased the area to Purolator Courier. That firm constructed a new freight handling facility on the site. Completed in late 1983, the steel frame, L-shaped structure occupied a footprint of 36,820 sq. ft. It consisted of two parts. At southwest end was an office block which measured approximately 142.5 x 112.5 ft. with a bright blue roof sloping upwards from the front to the two-story rear portion of the building. Behind this was a single-story warehouse area 298
ft. long with an 82.5-ft.-wide roof. The first 238 ft. of this wing was 62 ft. wide, with raised loading docks extending to the full width of the roof.

Prior to its decision to assign street addresses to buildings in the BMIP, the EDIC designated the structure as Building 12. It was more commonly referred to by the name of one of its most prominent sub-tenants, British Airways World Cargo. With the assignment of street addresses, the structure was designated as both 331 Northern Ave. and 6 Harbor St.

By the early 2000s Neil Fitzpatrick, whose Boston Freight Terminals leased Building 19 (Parcel T), acquired control of the Purolator Courier property. He entered into a partnership with Cargo Ventures of New York for what was termed the International Cargo Center of New England. The new joint venture, ICCNE LLC, began plans for an expanded presence in the park. In August 2005 it concluded a 35-year lease with the EDIC for Parcels D, E, T, and T-1 with the intention of constructing an over 300,000 sq. ft. two-building facility. The first phase of the project involved the construction of a new 209,000 sq. ft. structure on Parcels D and E.

Work started in November 2005 with the demolition of Buildings 12 and 15. As part of its obligations under the lease, ICCNE provided the First Trade Union Bank, one of the tenants in Building 15, with a temporary facility adjacent to Building 19. The new structure was completed and dedicated on May 29, 2007. The main entrance of what has been labeled Harbor Place is at the corner of Dry Dock Ave. and Harbor St. The Dry Dock Ave. side incorporated offices and retail space, including new facilities for the First Trade Union Bank. Other tenants include Grainger, an industrial supply firm, at the Northern Ave. end.
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**RESOURCE**

**Parcel M-1 (Massport Marine Terminal)**

**LOCATION**

South Boston

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**STATEMENT OF SIGNIFICANCE:**

The Massport Marine Terminal is significant as a part of the development of the Boston Marine Industrial Park for water-dependent uses. It is also significant as the last major creation of land within the City of Boston through the filling of Boston Harbor. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

**HISTORY:**

The Massport Marine Terminal parcel, sometimes termed the Subaru Pier, represents two significant periods of landfill activity within the boundaries of the South Boston Annex. The first, in 1940-1941, saw the creation of the North and West Jetties, while the second, in 1981-1984, saw the replacement of the former finger piers with solid land. The full development of this parcel was delayed by the Central Artery/Tunnel (CA/T) project, and remains incomplete as of 2008.

In developing its plan for the expansion of the South Boston Annex, the Navy Yard decided to create a triangular area of solid land north of the existing land area. This area would have 60-ft.-wide concrete marginal wharves along its edge, known as the North and West Jetties. (The east end and south side of the existing land area would be similarly treated, creating the East and South Jetties.) In addition, it proposed to extend a bulkhead parallel to the existing bulkhead to create additional landfill. Between the West Jetty and the area surrounding the new Dry Dock 4, it proposed to construct four 1,000-ft.-long, 70-ft.-wide wood finger piers, identified as Piers 1 through 4.

Work on the jetty project started on April 1, 1940. Merritt-Chapman & Scott undertook the construction of the jetties. The wharves provided 2,350 ft. of berthing space, served by both portal crane and standard-gauge railroad tracks. In September, the New England Foundation Co. began work on the bulkhead paralleling the original shoreline west to the edge of the existing Annex parcel together with the 700-ft.-long wooden Piers 1 and 2.

A year later, following the July 1941 transfer of the area west of Harbor St. from the state to the Navy, the Roy B. Rendle & Co. began extending the bulkhead west of Pier 2. That firm also constructed the 1,000-ft.-long Piers 3 and 4 and lengthened Piers 1 and 2 by 300 ft. to match those piers. All were equipped with railroad tracks on each side, and Industrial Service buildings were erected on Piers 1, 3, and 4. These various projects were all complete by mid-1943.

In the immediate post-World War II period, most of the pier space at the South Boston Annex, as well as the West Jetty, would be assigned for berthing of ships belonging to the Boston Group, Atlantic Reserve Fleet (16th Fleet). For the most part, this group consisted of escort aircraft carriers...
Starting in the late 1950s the Navy began to dispose of most of the ships stored at South Boston. By the early 1960s, Piers 1 to 4 lay empty.

In July 1962 the Massachusetts General Court enacted legislation authorizing the Navy to erect a Collimation Tower (Structure 110) on the end of Pier 2. The state approval had been required because the tower, used to calibrate radars on ships, was within the flight pattern of Logan Airport. It was completed in 1965. The work included a wooden walkway along the pier to provide safe access to the tower over a deteriorating deck. When the yard closed the Navy initially planned to remove the tower for use elsewhere, but it ultimately decided that it was surplus and included it in the property transferred to the Economic Development & Industrial Corp.

The area between C St. and the North and West Jetties was used primarily for storage and parking. In particular, the Navy stored salvage pontoons (YSPs) there, and it constructed a wooden building for Submarine & Ship Salvage.
Gear Storage (Building 88) near Building 31. A Salt Water Pump House (Building 79) stood along the bulkhead just west of the intersection of the West Jetty and C St. A Waterfront Office (Building 74) sat at the intersection of the North and West Jetties. Built in 1942, the two-story wooden structure would be demolished in 1963.

The West and North Jetties, renamed Wharfs 105 and 106 on May 28, 1963, continued to be used for berthing of ships even after the 1960 decision to eliminate most industrial operations at the South Boston Annex.

In the 1960s the Navy Yard began to look at modernization of the Annex. In 1968 it officially adopted a plan for the relocation of the shipyard from Charlestown to South Boston. Under these plans, the area between Piers 1 and 4 would have been filled around three new dry docks (Dry Docks 6, 7, and 8). Funding for the new shipyard project was not forthcoming, however, and the piers continued to deteriorate. Recognizing that the repair of the piers would serve no purpose, the yard requested funds for their demolition. That project was finally approved for FY 1974, but was cancelled following the 1973 decision to close the Navy Yard, despite demands from the state that the Navy remove them.

During the 1960s the yard considered removing the wood piers at the Annex and filling in the area. This drawing prepared by Allan R. Crite of the Design Division shows one such proposal for a quay wall. BOSTS-9047

This Jan. 19, 1968, plan shows one of the concepts developed for the consolidation of all Navy Yard operations at South Boston. All of the schemes called for the replacement of Piers 1 to 4 with three new dry docks, Dry Docks 6, 7, and 8. BOSTS-13344

This Nov. 18, 1965, photograph looks west across Piers 1 to 4, showing the Collimation Tower (Structure 110) recently erected at the outer end of Pier 2. Note the broken elements of the fender system on Pier 1. BOSTS-10095

Crowds of visitors to USS John F. Kennedy (CVA-67), berthed at the North Wharf, line the West Wharf on Aug. 4, 1970. BOSTS-11526

Building 74, located at the corner of the North and West Jetties, was the last survivor of a series of wood Waterfront Offices erected throughout the Annex during World War II. This Aug. 30, 1961, view was one of a series taken to document the structure as a part of the report recommending its removal. The structure would be demolished two years later. BOSTS-15577
During 1979 the Economic Development & Industrial Corp. reached an agreement with the Massachusetts Port Authority settling conflicts between the two agencies over the reuse of the Annex. In November, the EDIC leased the entire area north of C St. to Massport from 1st St. to just west of Pier 4. The parcel (M-1) included the North and West Jetties together with Piers 1 to 4. Totalling approximately 47 acres, it would eventually be termed the Massport Marine Terminal (MMT).

Following the execution of the lease, the two agencies began the process of obtaining permission to fill the area between the West Jetty and Pier 4. This work began in 1981 and was completed three years later. The West Jetty and a small portion of the North Jetty at its intersection with the West Jetty as well as the piers were removed. The new fill area, amounting to approximately 37 acres, had stone seawall bulkheads.

In July 1984 Massport subleased 24 acres, a little over half of the MMT parcel, to automobile dealer Ernie Boch of Norwood, Mass. (under the name Boston Port Service), for 20 years for use as a facility for unloading imported cars. Because of this activity, the area soon became known as the Subaru Pier. To further accommodate its operations, Boston Port Service also leased Building 31 (Parcel M) on the East Jetty from the EDIC.

As part of the autoport, a Car Wash building was erected along Fid Kennedy Ave. (the former C St.) opposite the west end of Building 16. The EDIC designated this structure as Building 88, later giving it the street address of 24 Fid Kennedy Ave.
The western end of the MMT lay within the final route chosen for a tunnel under Boston Harbor to connect the Massachusetts Turnpike with Logan Airport in East Boston. In May 1991 the Massachusetts Highway Dept. (MHD) issued the first order taking permanent and temporary easements for the Third Harbor (Ted Williams) Tunnel construction. Although the permanent highway easement would be sub-surface, the southwest corner of the parcel was taken by MHD for the erection of a vent building for the tunnel. That area would be termed Parcel M-2 by the EDIC.

The tunnel was but one part of the Central Artery/Tunnel project, better known as the “Big Dig.” A major element of the project involved the disposal by barge of earth excavated for the new underground Central Artery through downtown Boston onto Spectacle Island in Boston Harbor. MHD decided that the MMT parcel would be the best location for loading the barges, and thus took temporary easements covering the entire MMT property. It added a three-bay metal Maintenance Garage (30 Fid Kennedy Ave.) east of the Car Wash building, which it used as a laboratory.1 A barge loading dock was constructed along the bulkhead. As a result of the MHD takings, Boston Port Service departed.

Throughout the period, the North Jetty remained available for use in berthing ships other than the automobile carriers serving the autoport. Most of those ships were naval vessels too large to be accommodated elsewhere in Boston Harbor, including the aircraft carrier USS John F. Kennedy (CV-67) on several occasions. In addition, Boston Ship Repair has used it to berth ships which were either about to enter or had recently been undocked from Dry Dock 3.

In the mid-1990s, in anticipation of the return of the MMT following the completion of the CA/T project, Massport began to look at future uses for the site. One option was as a location for seafood processing firms which were being displaced from other locations in South Boston. It decided to reserve the western portion of the MMT for such purposes, laying out Seafood Way along the east edge of the Vent Building parcel to provide access to the area. Between 2000 and

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1 Massport drawings identify Building 88 (24 Fid Kennedy Ave.) as CA/T Maintenance and 30 Fid Kennedy Ave. as the CA/T Laboratory, although signage on Building 88 clearly shows it to house the Laboratory, among other activities.

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This Oct. 9, 2004, panorama shows the Massport Marine Terminal being used by the CA/T project. The barge loading facility is at right, while the tan-color former Subaru Car Wash Building (Building 88) can be seen at left in front of Building 16.
2003 the Harbor Seafood Center (originally the Pilot Seafood Center) and Legal Sea Foods constructed facilities on two of the four development parcels within this area (Massport Parcels SBM.006-01-1, SBM.006-01-2, also known as EDIC Parcels M-3 and M-4). As of 2008, there is one remaining parcel designated for further expansion of the seafood processing area.

In 2003 Massport issued requests for proposals for the development of the remainder of the area. In September 2005, after its initial choice of a metal recycling company met considerable public opposition, Massport chose the Boston Cargo Terminal proposal. This project envisioned construction of three buildings to expand freight handling activities within the BMIP, as well as providing further facilities for unloading bulk cement. The project also proposed repair of the North Jetty and the provision of public access through extension of the Boston HarborWalk. The Boston Redevelopment Authority approved the project in September 2007, but as of late 2008 no construction has begun.
Vent Building 6 is significant as the visible reminder of the impact of the Third Harbor (Ted Williams) Tunnel on the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

**HISTORY:**

Starting in the early 1990s, the construction of the Third Harbor (Ted Williams) Tunnel had a major impact on the Boston Marine Industrial Park, particularly at the western end of the newly-filled Massport Marine Terminal parcel (Parcel M-1). The route of the tunnel ran directly under that area, and highway designers chose it as the location for one of the ventilation buildings which would remove noxious air from the facility as well as furnish it with fresh air.

The permanent highway easements taken by the Massachusetts Highway Department (MHD) for the project in the BMIP in 1991 and 1992 were entirely underground. They ran across portions of EDIC Parcels T-1, T, S, and V, as well as the western portion of the Massport Marine Terminal (Parcel M-1). So that the easement under the latter property would be clearly taken from the Economic Development & Industrial Corp. rather than from Massport, the EDIC purchased it

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**RESOURCE**

**Parcel M-2 (Vent Building 6)**

**LOCATION:** South Boston

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**HAER:** None

**CONDITION:** Good

**STATEMENT OF SIGNIFICANCE:**

This Nov. 28, 1995, layout plan shows the permanent easements for the Ted Williams Tunnel through the Boston Marine Industrial Park. The highway easements (E-8, E-9) were sub-surface. The plan also shows the parcel (F-8) acquired by Mass. Highway for Vent Building 6. This parcel was subsequently transferred to the Massachusetts Turnpike Authority.

Suffolk Deeds, Book 20226

This June 29, 2009, plan of Parcel M-2 (Massachusetts Turnpike Authority Parcel F-8) shows the footprint of Vent Building 6 as well as of the sub-surface cofferdam and Ted Williams Tunnel.

Suffolk Deeds, Plan Book 2009
from its tenant in May 1992 for $4.625 million. In addition to the highway easements, MHD acquired what it identified as Parcel F-8 for the construction of Vent Building 6. Designated Parcel M-2 by the EDIC, it contained 75,310 sq. ft. In July 1997 MHD transferred ownership of the parcel and the highway easements to the Massachusetts Turnpike Authority.

Vent Building 6 was constructed within the 250-ft. diameter, 85-ft. deep circular cofferdam built to provide the connection between the land-based portion of the roadway and the underwater tunnel segments. The three-story portion of the concrete and metal structure was L-shaped, set at an angle to the five-story portion which followed the alignment of the roadway below. It occupied a footprint of 24,466 sq. ft.

The building featured two ventilation zones (one for the eastbound and one for the westbound roadway), six exhaust stacks (with a total exhaust capacity of 900,000 cfm), and a supply capacity of 1.16 million cfm using four supply fans. The top of the exhaust stacks reach 91 ft. high. As with all vent buildings, the intake fans are lower than the exhaust fans so that they do not recycle the polluted air being drawn out of the tunnel. The system is configured to increase ventilation in steps depending on the traffic volume and generation of harmful gases.

The construction of the tunnel resulted in the final creation of filled land at the Massport Marine Terminal, as a small triangular zone was filled to follow the tunnel alignment at the southwest corner of the site. The 214-ft.-long section along the water side of this triangle has been landscaped as a part of the Boston HarborWalk. This section, however, is isolated from the remainder of the MMT and from the HarborWalk at the Bank of America Pavilion by various fences and other impediments.

In January 2007 the Turnpike Authority advertised for sale a 35-ft.-wide strip on the east side of the parcel (Parcel F-8-B). This was finally sold to NSTAR Electric on June 30, 2009, for $650,000.
The Harbor Seafood Center, originally Pilot Seafood Center, is significant as a part of the development of seafood processing within the Massport Marine Terminal area of the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

In the mid-1990s the Economic Development & Industrial Corp. and the Massachusetts Port Authority agreed to encourage development of the fish processing industry within the Boston Marine Industrial Park. As part of this effort, Massport set aside the western portion of the Massport Marine Terminal for that purpose. Following the completion of the Ted Williams Tunnel which passed directly under it, Massport began development of this area.

The first parcel to be developed, designated M-3 by the EDIC and SBM.006.01-1 by Massport, consisted of 3.02 acres on the east side of the newly-laid-out Seafood Way. In February 2000 it was subleased to Pilot Seafood Properties for the construction of a 66,069-sq.-ft. multi-tenant structure. Designed by CID Associates and built by Peabody Construction, the new Pilot Seafood Center, also referred to as the Harbor Seafood Center, opened in September 2001.

In October 2006 the sublease was acquired by APCA Harbor Seafood, a subsidiary of Ashforth Paradigm Capital Ad-
Legal Sea Foods is significant as a part of the development of seafood processing within the Massport Marine Terminal area of the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

In the mid-1990s the Economic Development & Industrial Corp. and the Massachusetts Port Authority agreed to encourage development of the fish processing industry within the Boston Marine Industrial Park. As part of this effort, Massport set aside the western portion of the Massport Marine Terminal for that purpose. Following the completion of the Ted Williams Tunnel which passed directly under it, Massport began development of this area.

The second parcel to be developed, designated M-4 by the EDIC and SBM.006.01-2 by Massport, consisted of 1.93 acres at the northwest corner of the site. In December 2002 it was subleased to Legal Sea Foods for the construction of a 75,000-sq.-ft. structure, whose width increases from south to north in four steps, as its Quality Control Center and corporate headquarters. The facility shared a family resemblance with the Harbor Seafood Center since its design and construction was managed by the same architect, Mark W. Stettler, although under the aegis of Edwards & Kelcey, the firm which had acquired CID Associates in the interim. It was built by Shawmut Design & Construction, being dedicated in November 2003.

The facility does not contain a public restaurant. A unique feature is a 45-ft. kinetic sculpture of a cod by David Tonnesen located above roof level in front of the angled northwest corner. The scale-like rotors and color-changing eye communicate wind and sea conditions based on the Beaufort scale.

This Dec. 17, 2002, plan shows the parcel (SBM.006.01-2) subleased by Massport to Legal Sea Foods as well as other parcels at the west end of the Massport Marine Terminal. Suffolk Deeds, Book 30482

A unique feature of Legal Sea Foods is this kinetic art sculpture of a cod. Under varying wind conditions, the eye changes color. The violet color (above right) appears in Force 1 (1.8-4 mph) winds, while yellow (right) appears at Force 5 (19-24.7 mph).

Boston Harbor Associates (above); Asia Kepka, Color Kinetics (right)
The Big Dig Diner is significant as an effort to establish a vocational training center within the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

The Big Dig Diner (4 Drydock Ave.) represented an effort by the Federated Dorchester Neighborhood Houses to establish a culinary training program for 16-24-year-old individuals who are at high risk of failing in traditional job training and school settings. In 1995 the organization obtained a one-year license from the EDIC to bring the program to the Boston Marine Industrial Park in the form of the Big Dig Diner. The chosen site was Parcel Q-1, located at the intersection of Drydock Ave. and Channel St. near the Summer St. entrance to the property. The diner arrived in August 1995. Once it had been placed on a foundation, a kitchen wing was built at its rear, along with a wheelchair ramp to provide access to the diner’s side door. The diner finally opened in October 1999.

The diner had been manufactured in 1946 at Paterson, N.J., by Silk City Diners (s/n 46101). At one time known as Fern’s Diner, it last operated in 1985 as the Windmill Diner in Ono, Pa. It was purchased for $500 in June 1994 and moved to Cleveland by Steve Harwin, who specialized in purchasing and restoring old diners. He sold the refurbished diner to the Dorchester organization for $35,000.

Due to cutbacks in funding the diner closed on August 22, 2003. Over 300 students had gone through the Big Dig Diner Culinary Training Certificate Program during its existence. The diner stood empty until late 2006, when an auction sold off most of its furnishings. The diner itself was finally sold back to Steve Harwin in 2007, who in turn sold it to a couple in Grafton, Ohio, where it became Nancy’s Mainstreet Diner. Parcel Q-1 is now paved as a parking lot.
Parcel V-1 (McCourt/Obayashi)

**RESOURCE**

**LOCATION:** South Boston

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<td>The McCourt/Obayashi building is significant as an example of structures erected in support of the Central Artery/Tunnel project within the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)</td>
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**HISTORY:**

As established by the Economic Development & Industrial Corp. around 2000, Parcel V-1 consists of most of the land which had been open space between A and C and 7th and 8th Sts. The only structure on this parcel was Substation No. 6 (Building 39), a 28.6 x 37.7-ft. building located at the northeast corner of the area. It was similar in style to other structures erected in 1942 by Stone & Webster as part of the Annex’s utility system. To provide access to the storage area, a pair of railroad tracks entered the site from C St. There was a small paved area between the tracks at the north end of the property.

The EDIC originally included the parcel in Parcel V, which encompassed Dry Dock 4 and Buildings 38 and 56. Building 39 remained active as a Steam Plant. The rest of the area was used as parking and storage for first Braswell Shipyards and then General Ship Corp., lessees of the parcel.

In May 1991 the Massachusetts Highway Dept. took the parcel by eminent domain for the construction of the Third Harbor (Ted Williams) Tunnel. As one of the initial actions, it constructed a replacement Steam Plant on Parcel W in line with the west edge of Pier 6. Building 39 was then demolished and the portion of the tunnel across the site was built by the cut-and-cover method.

Following the completion of the tunnel, the surface area of the parcel was restored. It was then occupied by Modern Continental, one of the firms building the Central/Artery Tunnel project as well as the Silver Line tunnel. In November 1999 one of the project’s subcontractors, the McCourt/Obayashi joint venture, erected a Quonset hut as a mechanical repair shed at the northwest corner of the site. It remains in place in 2008.

By the time of this Jan. 28, 1974, photograph the storage area between 7th and 8th Sts. had been largely cleared out. Substation No. 6 (Building 39) can be seen at the northeast corner of the property. In creating parcels, the EDIC would include 7th St. and a triangular portion defined by a line drawn across the area from the intersection of A St. with 8th St. in Parcel S along with Building 53, the edge of which is at right.

The McCourt/Obayashi repair shed is seen in this Aug. 29, 2004, view looking southwest from the western edge of the Massport Marine Terminal. The Barnes Building, the former Navy (Fargo) Building, is visible in the background.
The Bank of America Pavilion is significant as an outstanding example of a tensile structure. It is also significant as the first major non-water-dependent, non-industrial use introduced into the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

The current Parcel W, sometimes identified as Wharf 8, dates to the decision to locate the former Harborlights Pavilion within the Boston Marine Industrial Park. Prior to that time, the parcel had excluded Buildings 38 and 56. In addition to the Bank of America Pavilion and its supporting structures, the parcel houses the offices of Boston Seaport Boat Charters (formerly A.C. Cruise Lines) and the Steam Plant which replaced that in Building 39, located on Parcel V-1 and demolished for the construction of the Third Harbor (Ted Williams) Tunnel.

Historically, Parcel W originated with the filling of the area north of Northern Ave. It extended between the original bulkhead and the new one. C St. ran along the north side of the parcel, which was defined on its east and west sides by 8th St. and the western seawall. A 321-ft.-long, 123-ft.-wide wood marginal wharf (Wharf 8, also called Pier 8) was placed along the western edge of the parcel. Pier 7 extended outward 905 ft. from Wharf 8. When the pier reached the north bulkhead, it widened from 38 to 64 ft. for its final 829 ft. It was the only wood finger pier at the Annex to have portal crane as well as railroad tracks. Parallel to the western bulkhead was 9th St., which ended at the fence separating the Annex from Northern Ave.

The construction of the bulkhead defining the area, as well as Pier 7, was included in a contract awarded to Roy B. Rendle & Co. The overall contract work began in September 1941, and Piers 7 and 8 were complete by mid-1942.

No Property Record Card Available
This photograph from the 1950s shows the small boat landing at the north end of Wharf 8. Note how Pier 7 widened when it passed the seawall defining the north edge of the Annex.

Three structures were constructed on the parcel. In addition to Building 56, discussed elsewhere, these included Substation No. 5 (Building 38), built by Stone & Webster under its contract for the Annex’s utility system, and Building 57, used for Paint Storage. Building 38 stood near the intersection of 9th and C Sts. It measured approximately 70 x 74 ft., with a height of 18.25 ft. Although the building, built in the same style as the Power House (Building 20), appeared to be a single story, it actually contained two levels, with the eastern 50 ft. being raised 5 ft. above the western 20 ft. A basement was located under the western portion of the second floor level.

Located south of Building 38 was the wooden Building 57. It was approximately 50.5 ft. square, with a height of 14 ft. to the eaves of the slightly pitched roof. The structure, used in the 1950s for storage of harbor defense materials, would be demolished by the Navy in 1973.

In the late 1940s the Navy erected a Quonset hut within the parcel. Identified as Building 82, it was originally a Storehouse. In 1954 yard site plans describe it as being used for a “special project” in conjunction with the Massachusetts Institute of Technology. Subsequently, it was listed as “Sandblast Facility/Paint Storage.” The structure was demolished around 1962.

In addition to the tracks which served Pier 7, railroad tracks ran across the center of the parcel. Much of the open area was utilized for the storage of anti-submarine nets and their floats.

These photographs from the spring of 1974 show the deteriorated condition of both Wharf 8 and Pier 7. The view above shows the portal crane tracks still in place along the marginal wharf, while that at right shows the outer end of Pier 7.
The initial concept that the EDIC had for the reuse of the Wharf 8 area was as a location for the repair of fishing vessels. That concept is illustrated in the sketch at left from the application it submitted along with O'Connell Seafood for a federal grant to finance the project. As actually built in 1980-1981, the proposed Commercial Lobster building became an Ice Plant (Building 58). Similarly, the wood marginal wharf was never constructed. At right, the area is seen in 1994. The vessels belonging to A.C. Cruise Lines can be seen at left. The white structure at the northwest corner of the area is the Ice Plant (Building 58). To its right is Substation No. 5 (Building 38), while the former O’Connell building (Building 57) is to its south. The light-colored structure at the edge of Pier 6 is the Steam Plant which replaced Substation No. 6 (Building 39). Building 56 is at the edge of the parcel. Note the floats extending from the north bulkhead along the line of the former Pier 7 as well as the construction crane for the Third Harbor (Ted Williams) Tunnel in the foreground.

Among the first areas of the Boston Marine Industrial Park to be leased by the Economic Development & Industrial Corp. was Dry Dock 4. In addition to the dock itself and Piers 5 and 6, the parcel (later known as Parcel V) included Buildings 38 and 56 as well as what would later be shown as Parcel V-1. The remainder of what became Parcel W was included within the area leased to O’Connell Seafood in 1980. O’Connell and the EDIC joined together to obtain a federal Urban Development and Action Grant (UDAG) to develop the site as a location for repair of fishing vessels.

The project included the demolition of both Pier 7 and Wharf 8. Although the initial plans showed the construction of a 20-ft.-wide wood marginal wharf along the west edge of the parcel, this was not built. Rather, a series of floats would be placed in varying locations along both the side of Wharf 8 and in the area formerly occupied by Pier 7. A small floating dry dock was located at Pier 6.

Three new structures were constructed on the parcel as a part of the project. The primary building was described in the UDAG grant as a 98 x 172 ft. steel-framed metal-clad structure. Located south of Building 38, it housed a Vessel Repair Shop and offices. An Ice Plant was erected near the northwest corner of the property. The EDIC identified these structures as Buildings 57 and 58, respectively. The final building, identified as Building 55, was a 1,911-sq. ft. structure next to Building 56 housing the Commercial Lobster Co. Originally, this firm was to have occupied a building on the site of the Ice Plant. It was later planned to occupy the eastern portion of Building 57.

Following O’Connell’s default on its mortgage in 1981, the EDIC leased the parcel to VII Corporation. In the mid-1980s that firm developed an expanded marina facility for use by fishing boats. The exact configuration of the marina docks varied through the years. In 1985 it obtained options to lease both Building 38 and the Dry Dock 4/Building 56 parcels.

In the early 1990s an additional structure was added to the parcel. When the Massachusetts Highway Dept. acquired Parcel V-1 for the construction of the Third Harbor (Ted Williams) Tunnel, it built a new Steam Plant measuring approximately 40 x 44 ft. just south of the west side of Pier 6 to replace Building 39 (Substation No. 6) which had to be demolished for tunnel construction.

In June 1993 A.C. Cruise Lines, a charter and tour boat operator, evicted from its location on the Fan Pier for the construction of a new federal courthouse, moved to Wharf 8. Among the three vessels owned by this firm, which became Boston Seaport Boat Charters in 2008, was the MV *Joseph J. Luna*, a former Boston fireboat which had originally been the Navy minesweeper USS *Bulwark* (AMc-68). The vessel...
As this report was being finalized, Luna sank at her berth on Oct. 18, 2009. This Feb. 28, 1985, drawing accompanied the VII Corporation’s permit application for an expansion of its marina at Wharf 8. Suffolk Deeds, Book 14088

In 1998 the Harborlights Pavilion performance venue on the Fan Pier needed to be relocated. The city agreed to locate its replacement on Wharf 8. Although opposed by groups who saw its introduction into the Boston Marine Industrial Park as the thin edge of the wedge which would drive maritime industries from another section of the Boston waterfront, political forces led to the issuance of a five-year license for the new facility in February 1999.

Originally the BankBoston Pavilion and then the Fleet-Boston Pavilion, the facility is now known as the Bank of America Pavilion, the name changes reflecting the mergers of the banks that owned the naming rights. Somewhat resembling a scallop shell in plan, the 5,200-seat main arena was designed by architect Andrew Formichella of A-Form Architecture of New York. The design was intended as a permanent tent-like structure with a tensile fabric roof. To eliminate internal columns, the roof was supported by a single large arch truss, which has become the signature structural feature of the Pavilion. It spanned 260 ft. at the base and was 100 ft. high, with 12-in. diameter main members and 8-in. web members.

At the rear of the facility was a four-story stage house, clad in metal siding, covering an area of 5,400 sq. ft., with a

As this report was being finalized, Luna sank at her berth on Oct. 18, 2009.
performance area of 3,600 sq. ft. It housed an aluminum rigging truss which cantilevered 26 ft. over the audience.

There was also a two-story support building to the east and a ticket office on the Northern Ave. side of the facility, along with a series of tent structures within the walls enclosing the space. Beacon Skansa Construction Co. was retained by promoter Don Law in October 1998 as the general contractor, with Span Systems of Epping, N.H., receiving the $1.5-million design/build contract for the actual pavilion that December.

To accommodate the facility, the EDIC redrew the parcel lines to include Building 38. That structure, along with Buildings 55, 57, and 58, were demolished. The western half of Building 56 was removed; the remaining structure (300 Northern Ave.) was redeveloped for the displaced Commercial Lobster Co. The project proceeded on an accelerated schedule, opening to the public on July 12, 1999, with a performance by Aretha Franklin. Because it is open to the elements, the facility has operated on a seasonal basis.

Although the marina was eliminated, floats on the west side were retained for use by A.C. Cruise Lines. It operated out of a small building near the south end of the marginal wharf. The area immediately adjacent to the bulkhead was incorporated into the Boston HarborWalk, although the Steam Plant and the Pavilion prevented it from continuing along the entire northern edge of the site.

Although the Pavilion is still officially considered as a temporary, non-water-dependent use, its permanence was recognized in the 2005 Chapter 91 license for the EDIC’s master plan for the BMIP. The condition specified in that document for the Pavilion’s removal, the identification by the Boston Redevelopment Authority of a water-dependent use for the parcel, is politically unlikely to occur.
The New Boston Seafood Center is significant as a part of the development of seafood processing facilities within the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

The two-building New Boston Seafood Center occupies Parcel X of the Boston Marine Industrial Park. This parcel encompasses the site of the Sub-Assembly Shop (Building 30) and Cafeteria (Building 48) of the South Boston Annex. The facility is a key element in the efforts of the Economic Development & Industrial Corp. and Massport to create a seafood processing industry within the Boston Marine Industrial Park.

In September 1941 the Morton C. Tuttle Co. began work on the construction of several buildings at the South Boston Annex. This contract included two major industrial shop buildings, the Structural Sub-Assembly Shop (Building 30) and the Ordnance Workshop (Building 31). The former was located between A and C Sts. to the west of Building 18. Total cost of the building, officially completed in March 1943, was $1,306,000.

The Tuttle contract also included the erection of a Cafeteria (Building 48) located between Building 30 and Building 18. This three-story structure measured approximately 253 x 53.4 ft. This structure would be occupied by a number of different tenants in the post-World War II era, including the Boston Group of the Atlantic Reserve Fleet and several of the Naval Reserve training ships based at the Annex.

The Structural Sub-Assembly Shop was utilized during World War II for the fabrication of sections for both new construction and repairs. Following the war, it was converted into a Storehouse, a role it continued to fulfill for the rest of the Annex’s existence.

During the mid-1960s the yard began planning for the consolidation of shipyard functions at South Boston. Under this concept, Building 30 would have been one of the existing buildings to be demolished. In various versions of the plan, a new Machine Shop, Electrical Shop, or Mechanical Shop would have occupied its site.

Like many of the Annex’s structures, Building 30 was not in the best of condition at the time of the yard’s closure. The 1974 appraisal of the yard done for the General Services Administration recorded that the reinforced concrete floor slab at the northeast corner “has dropped and is sagging considerably” and that “the roof needs repair, with one large panel ... completely missing thereby causing interior water damage.” The same report characterized Building 48 as being in such poor condition that it should be demolished.

In the mid-1980s the EDIC demolished both buildings. The area was paved and utilized as a parking area for the Boston Marine Industrial Park.

With the completion of the Central Parking Garage, the need for surface parking lessened and what the EDIC identi-
Chapter 5, Resource Inventory

THE STRUCTURAL SUB-ASSEMBLY SHOP (Building 30) was the largest of the three modified basilica style industrial structures constructed at the South Boston Annex as part of the World War II construction program. Originally two bays with low wings, it was expanded during construction to add two additional bays. It had an overall length of 530.9 ft. and a width of 291.4 ft. The eastern two bays had a height to the eaves of 40 ft., while the western bays were 54 ft. to the eaves. It contained 145,990 sq. ft. of space. There were doors in the center of each end of the main bays, along with three doors at the ends and center of the sides. Each of the four lean-to sections contained a mezzanine floor. The overall volume of the structure was 7,151,300 cubic ft.

This May 29, 1968, view shows the south and east elevations of Building 30, then identified on yard plans as a Storehouse. BOSTS-7866

fied initially as Lot F and later as Parcel X became available for development. The first proposal involved the construction of a $100-million steam-electric thermal cogeneration plant. In the summer of 1990 the EDIC entered into a 20-year lease with the Boston Thermal Cogeneration Corp. for approximately two-thirds of the site. Opposition to the proposed project, however, led to the lease being cancelled that December.

In the mid-1990s the EDIC, as well as Massport, began to look at the development of seafood processing within the Boston Marine Industrial Park. In particular, there was a need to provide alternative locations for businesses forced from their existing locations by both the Central Artery/Tunnel and Convention Center projects. Begun in 1996, the New Boston Seafood Center on Parcel X involved the construction of two separate buildings containing six individual units, which would be sold as industrial condominiums. Thus, the new facility would be affordable for smaller firms. Construction was funded by a combination of municipal bonds and federal grants.

The EDIC leased the property to the New Boston Seafood Center in January 1997. The formal opening of the facility came on December 1, 1997, although the master deed for the condominiums was not promulgated until the following March. Building 2, at the northern end of the site, measured approximately 160 x 170.67 ft. and was given the street address 5-7 Fid Kennedy Ave. Building 1, designated 310-312 Northern Ave., was slightly smaller, being 147 x 170.67 ft. Both structures, completed in 1998 and 1999, respectively, were constructed largely of insulated metal panels.

As of late 2008 work was underway on construction of a 75 x 91.5 ft. addition at the northeast corner of Building 2.

This May 18, 2008, view from the corner of Fid Kennedy Ave. and Seafood Way shows Building 2 of the New Boston Seafood Center. Stephen P. Carlson, BNHP

This May 20, 2009, image shows the loading bays on the east side of Building 1. Perishable Management Services
The Central Parking Structure is significant as a part of the redevelopment of the South Boston Annex into the Boston Marine Industrial Park. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

The area of the Boston Marine Industrial Park initially identified by the Economic Development & Industrial Corp. as Lot E and later Parcel Y had been utilized by the Navy as a storage area for steel. The parcel also included the right-of-way of 6th St. between Dry Dock Ave. and A St. (Northern Ave.).

In the early 1980s the EDIC paved the parcel as a parking lot. By the late 1980s, however, even after the creation of a second surface parking lot on the site of Building 30 on the opposite side of Northern Ave., it had become clear that there was a need for additional parking. Thus, the EDIC decided to construct a four-story, five-level parking garage on the parcel.

The execution of this project involved a complex series of transactions. In June 1990 the EDIC leased the parcel for a term of 45 years to an entity known as the MIP Parking Facility Trust. The beneficiary of this trust was the EDIC, and its primary trustee was the director of the corporation. The trust in turn subleased the parcel back to the EDIC, which constructed and operated the facility. This arrangement was designed so that the mortgages taken from two banks to finance the project would encumber only the improvements on the property and not the land itself.

The structure was designed by the Engineers Design Group (EDG) of Medford, Mass., a firm which specialized in precast concrete parking garages. The garage measured approximately 183.6 x 364 ft., with a height of 44 ft. to the top of the parapet of the roof parking deck. The entrance was located on the south end of the west side, served by an access road from both Drydock Ave. and Northern Ave. In addition to 1,045 spaces within the building, there were 65 spaces in a surface lot on the east side. The facility was finished in a rose color with red stair towers in keeping with the color scheme utilized by the Coastal Cement facility on Parcel K. It opened in 1991.
The garage was intended to serve tenants of the park. One of the conditions imposed on the EDIC by the state under the Chapter 91 license granted in 1990 was a prohibition on "entering into any agreement which reserves spaces at the garage for a landbased shuttle or other service (including but not limited to a ‘park and fly’ operation).”

A decade later the EDIC recognized the need for an expansion of the garage. One of the reasons for this was the growth of the cruise ship business, and the 2002 Chapter 91 license for the addition restated the allowable uses: “All parking within the structure shall be directly related and supportive to tenants, patrons and visitors, including cruise ship patrons, of the Boston Marine Industrial Park.”

The 2002 addition contained 334 spaces on the east side of the structure replacing the surface lot. Also designed by EDG, the addition matched the existing garage in appearance. A small number of surface spaces were added along the west side. As part of this work, the west side entrance was abandoned, with new entrances directly from Drydock Ave. and Northern Ave. The garage was further expanded in 2007 and 2008 with the construction of an addition on the west side.

This May 18, 2008, view shows the west side addition to the garage at right. It was intended to compensate for surface parking spaces lost due to the construction of the adjoining International Cargo Center.

**Chapter 5, Resource Inventory**

This photograph from the fall of 1983 shows the surface parking lot constructed by the EDIC on Parcel Y.

Anthony Taro, BRA/EDIC

This Nov. 1994 aerial shows the Central Parking Structure as originally completed with a surface lot on its east side and the entrance on the west side. In the foreground is Building 15, showing the addition to the west wing which included a drive-up window for the First Trade Union Bank.

BRA/EDIC

In 2002 the EDIC undertook construction of an addition on the east side of the garage. The view at top from the roof of Building 114 shows construction underway, while the Aug. 29, 2004, view above shows how the finished addition matched the appearance of the original structure.

Bronstein Center (top); Stephen P. Carlson, BNHP (above)
Pier 10 Park is significant as part of the post-1974 development of public accommodations in the former South Boston Annex. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

No Property Record Card Available

Pier 10 Park occupies most of Parcel Z in the Boston Marine Industrial Park between Pier 10 and the boundary of what had been the South Boston Annex and the Boston Army Base. The site was vacant at the time the property was sold to the Economic Development & Industrial Corp., but had originally been the location of the Annex’s Boat Repair Shed (Building 41).

That wooden structure was completed in 1942. Following World War II it was leased to the Department of Commerce for use by the Weather Bureau’s Polar Operations branch. In June 1960 the Navy terminated this lease. In 1961 it removed a lean-to on the west side of the building; a year later it demolished the entire structure.

The creation of a public park in the area was the result of the development of the adjoining parcel within the former Boston Army Base. Parcel K consisted of the area occupied by the Electrical Substation (5 [115]) and Boiler House (6 [116]) as well as a variety of fuel oil tanks and minor structures. In October 1985 the EDIC leased this parcel to Coastal Cement for the construction of a cement terminal. As part of its agreement with the EDIC, Coastal Cement funded creation of a public park on the adjoining Parcel Z in conjunction with the city’s repair of Pier 10.

The park was designed by John Tingley of the landscape architecture firm The Halvorson Co. of Boston as a subcontractor to HMFH Architects. The design reflected the linear nature of the complex’s four cement silos with a tree arbor and pedestrian path parallel to them. A boardwalk extended from the edge of this area to the fence which separated the working portion of Pier 10 from the park.
BMIP Parcel K: Coastal Cement

AS OF 2008 the only truly industrial facility constructed within the Boston Marine Industrial Park is the Coastal Cement Corp. storage and loading facility. Completed in 1987, its four 7,000 metric ton cement storage silos replaced the smokestacks of the Boston Army Base Power House (Building 6 [116]) which had originally occupied the site as landmarks on the area’s skyline.

Opened in 1987, the park—initially called Coastal Cement Park and briefly known unofficially as Flynn Park—won the 1988 Top Honor Award in the National Waterfront Center’s “Excellence on the Waterfront” competition. Part of the Boston HarborWalk, the park is one of the few public recreational spaces within the Boston Marine Industrial Park.

The bright reds and pinks of the Coastal Cement complex make it a key visual element of the Boston Marine Industrial Park from all angles. The facility was designed by HMFH Architects. At left, the office building/bagging facility sits next to the silos, while above a tank truck exits from one of the silos after being loaded with cement.

HMFH Architects (left); Dragon Cement (above)

In addition to the silos, the project consists of an office building/bagging facility. Cement tankers using Army Base Berths 1 and 2 are unloaded via a pneumatic enclosed conveying system into the silos. An enclosed withdrawal and distribution system allows cement to be bulk loaded into tank trucks or packaged into bags for shipment on flat bed trucks.

These May 18, 2008, views show Pier 10 Park looking into it from Drydock Ave. (above), looking back to Drydock Ave. from the water edge (above right), along the boardwalk adjoining Pier 10 (below right), and looking along the water edge (below).

Stephen P. Carlson, BNHP
RESOURCE

Pier 1

LOCATION
Charlestown – NHP

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STATEMENT OF SIGNIFICANCE:

Pier 1, which replaced the 19th century Wharf 1 and Wharf 2 and the yard’s original shipbuilding ways, is significant as part of the early 20th century modernization of the Navy Yard, as the location of the yard’s early 20th century Coaling Facility, and as the primary location for ship ceremonies in the post-World War II period.

HISTORY:

Because of its configuration and construction, it has always been difficult to provide a clear definition of what constitutes Pier 1. For the purposes of this report, it has been considered to consist of the area from the northeast corner of the Fitchburg Slip east along the southern edge of Lincoln Ave. to intersect with a line extended north from the northwest corner of the slip between Pier 1 East and Pier 2. The area is bisected by 3rd St., which runs south from First Ave. to the southern end of the pier.

Development of what would eventually become Pier 1 began during the War of 1812. On April 9, 1813, Secretary of the Navy William Jones authorized the expenditure of not more than $30,000 for the construction of a wharf faced with stone and a building slip for the ship-of-the-line recently authorized for construction at the Navy Yard. The chosen location for these facilities was near the southwest corner of the yard. In the summer of 1813, after learning that the Portsmouth Navy Yard had received approval to construct such a structure, Commandant William Bainbridge requested authorization to erect a Shiphouse over the Building Ways. This building would be destroyed in a windstorm in July 1814, six weeks after the launch of USS Independence.

A new Shiphouse (Shiphouse G) was constructed over the ways in 1819 following the start of construction of the ship-of-the-line USS Vermont (ex-Virginia). That structure was demolished in 1848. A third Shiphouse (Building 92) was erected in 1872 in conjunction with the building of USS Intrepid, the last vessel to be constructed on the yard’s original Building Ways. Building 92 was replaced in 1894 by a smaller Boat House (Building 94).

This Mar. 6, 1860, plan shows White’s Wharf (subsequently Oakman & Eldridge’s Wharf) adjoining the western side of the Navy Yard. It was prepared in support of proposals for the yard to acquire the property because of its potential to impact access to the Building Slip and ships tied up at the Shear Wharf.

No Property Record Card Available
The records are unclear as to the details of the construction of what became known as the Pile Wharf on the east side of the Building Ways. By 1823 it was shown on plans as an L-shaped facility extending approximately 180 ft. outward from the stone seawall east of the Building Ways. The wharf was identified as site 61, labeled “Old Pile Wharf,” in the 1828 master plan. In conjunction with the construction of Dry Dock 1, the wharf was expanded by filling in the area on its east side between the head of the wharf and the shore.

The wharf served as the location of the yard’s Masting Shears, first erected in 1820. This hoisting mechanism, which resembled an A-frame, would be periodically replaced through the years, the last such installation occurring in the 1890s. As a result of the presence of the shears, the wharf soon became known as the Shear (also spelled as Sheer) Wharf. Like many wooden piers of the period, the deck was covered with earth or gravel.

In 1845 the Navy Yard extended the granite Boundary Wall from along the boundary line which ran from Water St. to the land end of the adjoining Binney’s Wharf (later known as White’s Wharf and then Oakman & Eldridge’s Wharf, reflecting successive owners of the property). Eight years later, it erected a Pitch House & Oakum Loft (Building 10) near the point of land to the west of the Building Slip.

By the late 1850s the Navy Yard was becoming increasingly concerned with the development of Oakman & Eldridge’s Wharf immediately to the west of the yard. In proposing its purchase by the government, it explained that “the direction of the line separating this property from the yard is such as to cross one of the launching slips, and passes so near the shear wharf, that if the property should be improved by the proprietors in the manner they propose it will seriously incommode and interrupt the operations of the principal wharf for fitting out ships.” Congress provided $123,000 for this purchase in the FY 1863 Naval Appropriations Act, approved on July 14, 1862. The Navy took possession of the property on June 1, 1863.

The Navy erected several Coal Sheds (Buildings 7 and 72) on the property. It also constructed a stable addition to Building 6. Although plans were submitted for several years in the 1870s for the construction of a boundary wall along the west side of the new property, these never received approval from Washington.

Following the purchase of Oakman & Eldridge’s Wharf the yard proposed to fill in the slip between it and the Shear Wharf. The November 1862 annual report of the Chief of the Bureau of Yards & Docks explained the rationale for this project: “Nothing is more needed at this station than an extension both of the fronts and area of this wharf which is the only point in the yard at which a large vessel can be conveniently fitted for sea.” The proposal would “give a front of three hundred feet for large vessels and a slip sufficient to admit two small ones.”

The FY 1864, 1865, and 1866 Naval Appropriations Acts provided a total of $95,000 for the extension of the Shear Wharf. Because of other priorities, including the need to use...
the Building Slip for wartime ship construction, this work was never undertaken. Instead, during FY 1869 the money was utilized to rebuild the existing wharf. Further repairs would be completed twenty years later.

By the mid-1890s the Fitchburg Railroad, which operated the Hoosac Docks to the west of the Navy Yard, began to expand its facilities on the Charlestown waterfront. In addition to erecting both a Grain Elevator and Hoosac Stores No. 1 & 2, it sought to enlarge the slip next to its pier. At the same time, the Navy was looking at improving its facilities for handling coal for ships. Thus, the two parties entered into an agreement for the creation of a 160-ft.-wide slip between

Hoosac Pier and the Navy Yard, 140 ft. of which would be on Navy property. This agreement was ratified in the FY 1900 Naval Appropriations Act, approved in March 1899. Under the agreement, the entire cost of the project was to be borne by the railroad. In return, the railroad would have use of up to 60 ft. of the Fitchburg Slip within the yard’s boundary, but the government had the right to the “exclusive use” of the entire dock “in case of war or other emergency.”

The formal contract between the Navy and the railroad was signed on August 29, 1899. The work involved the demolition of a number of structures, including Building 6, the oldest in the yard, and the Coal Shed (Building 7), as well as the Boundary Wall. Most of the property acquired from Oakman & Eldridge was excavated to form the 30-ft.-deep slip. The 160-ft. north side and the 570-ft. east side of the slip were defined by a concrete wall on a timber cribbing foundation. The 3-ft.-thick walls were topped with granite coping.

By Dec. 1, 1902, the filling of the full length of the area had been completed, and the concrete footings for the Coal Handling Plant (Building 109) were in place.
With the Fitchburg Slip well underway, the Navy on January 2, 1901, awarded a contract to Norcross Bros. of Worcester, Mass., for the construction of Pier 1 adjacent to the seawall of the slip. It involved the creation of a solid fill wharf and provided the base for the erection of the Coal Handling Plant (Building 109), which had been authorized in the same act which provided for the construction of the Fitchburg Slip. It also included an extension of the pier to the 1898 Harbor Commissioners’ line. This new extension had a concrete retaining wall and an outer concrete deck on a series of concrete arches. As part of these projects, Building 10 was moved to a new location on the east side of the old Building Slip, while Building 12 was demolished and replaced by a new Pitch House (Building 110) south of Building 24.

In December 1902 the final contract for the construction of Pier 1 was awarded to William H. Ellis of Boston. This involved the removal of the remaining section of the Shear Wharf and the Building Ways and the completion of the concrete arches and deck on the east side of the pier. The finished Pier 1 had a length of 669 ft. on the west side, 148 ft. on the south side, and 407 ft. on the east side. The arches were designed to accommodate tracks for a portal crane, although these tracks were not installed for another three decades. The entire project, including construction of Building 109, was completed in 1904.

The pier was initially paved with granite pavers, although several areas were left unpaved. Over time, most of these pavers were either removed or covered with asphalt, and all of the open areas west of 3rd St. were paved. Railroad tracks were laid along the pier, the exact configuration varying over time. Originally open trackage, these were gradually paved over. By the time the yard closed, the only unpaved area of the pier was the section north of Building 10 and east of 3rd St. and a small area of tracks north of Building 109.

When completed, three buildings stood on the pier. These were Buildings 10, 16, and 109. Building 16 would be removed during FY 1910, its area being left as open space. In 1911 a wireless mast was erected in this area, serving the wireless station in Building 10. It disappeared from yard maps in FY 1920. Used for lumber storage during World War I, this open space was maintained as a grass area in the post-war period.
In November 1901 the yard purchased a 15-ton pillar crane from Norcross. It was placed on the end of Pier 1 and would remain there until FY 1932.

Several smaller structures (Buildings 147, 151, 159, and 162) would be erected in the area east and south of Building 109 during World War I. Following the war, they would be demolished. The last of these structures, Building 159, used for Hawser Storage, would disappear from yard maps in 1930.

By 1930 the Navy no longer needed the Coal Handling Plant. Thus, it issued contracts for its demolition except for a small Electrical Substation. That structure, which retained the Building 109 designation, would be completely rebuilt by the Works Progress Administration (WPA) in 1937. This building would form the basis for the construction of the present Building 109 around it during World War II. An Emergency Generator House (Building M-1) was constructed to the east of Building 109 in FY 1946.

Through the years, the Navy undertook a series of repairs to Pier 1. Most involved routine replacement of fender pilings and patching of the concrete seawalls and need not be detailed here. In particular, the concrete deck portion of the pier required attention. In 1908 a close row of wood piles was driven against the retaining wall at the rear of the concrete arches on the east and south sides of the pier. Further repairs, including the insertion of reinforced concrete girders and I-beams, took place three years later. Finally, in 1919, a granite facing was added to the deteriorated abutment between arches 8 and 9 at the southeast corner of the pier.

By the early 1930s the situation had become critical. In 1936 and 1937 the WPA completely removed and replaced the concrete deck. All of the abutments between the arches were faced with granite as part of this work. At that time, portal crane tracks were finally installed, although only on the east side and not around the end of the pier as envisioned in the original 1900 plans.

A second WPA project on Pier 1 saw the construction in late 1936 and early 1937 of a Gasoline Filling Station (Building 194) in the grass area where Building 16 had stood. It featured a 20 x 15.75 ft. building with a hipped roof extending out to form a canopy over the gas pumps. In 1945 a 22 x 28 ft. garage, identified on the plans as a “lubitorium,” was added on the south side of the building. In 1963 plans were drawn up for a second garage bay addition, but these were not implemented.
Chapter 5, Resource Inventory

The WPA reconstruction of the outer end of Pier 1 involved the removal of everything except the inner retaining wall and the abutments between the arches. This July 1, 1936, view shows the southeast corner of the pier following completion of demolition work.

BOSTS-8696

This Sept. 1, 1936, progress photograph shows some of the steel beams for the new concrete deck in place at the northeast corner of the pier.

BOSTS-8696

The WPA project included the repaving of the pier. This Dec. 3, 1937, view looks north from the southeast corner of the pier as workers lay granite block pavers. Note the scaffolding on Building 10 for use by WPA workers undertaking various repairs to that structure.

BOSTS-8696

This Aug. 18, 1937, paving plan for Pier 1 shows its layout following the completion of the various WPA projects, including the reconstruction of the concrete arches and the Electrical Substation (Building 109) and the erection of the Gasoline Station (Building 194). Note that granite blocks were the major paving material and that many areas of the pier remained unpaved.

BOSTS-13458

The rebuilt Building 109 can be seen in this Apr. 16, 1937, view of the new concrete deck portion of Pier 1 West. This structure would be incorporated into a new Waterfront Office for use by the yard’s tugmasters during World War II.

BOSTS-8696

This Dec. 2, 1936, view shows the extension of both railroad and crane tracks along the east side of Pier 1. As with other locations in the yard, the two systems share one rail between them.

BOSTS-8696

This Dec. 2, 1936, view shows the extension of both railroad and crane tracks along the east side of Pier 1. As with other locations in the yard, the two systems share one rail between them.
Navy Exchange Service Station (Building 194)

The Navy Exchange Service Station (Building 194) was constructed by the WPA in late 1936 and early 1937. It stood adjacent to 3rd St. in the area of Pier 1 which had been originally occupied by Building 16 and then used for lumber storage before becoming a landscaped space. The site is seen above on Apr. 30, 1936. Construction of the building was rapid. In the Jan. 4, 1937, view (above right) WPA workman install the roof of the structure, which provided a protective canopy for the gasoline pumps. The view at right shows the station on Dec. 4, 1972. Note the service bay which had been added to the facility in 1945. The structure would be demolished in the summer of 1974.

BOSTS-15755 (above, above right); BOSTS-15754 (right)

not carried out. Operated as a part of the Navy Exchange, the Service Station would be demolished in July 1974, shortly after the closure of the yard.

In 1944 the Navy installed steel sheet piling along the outside of the original concrete seawall on the west side of Pier 1 and across the top of the Fitchburg Slip. This was backed by an 8-in. concrete filler.

In the post-World War II period, Pier 1 East became the primary ceremonial location for the Navy Yard. In conjunction with that use, a Saluting Battery (Structure 261), together with an Ammunition Bunker (Structure 272), were constructed at the south edge of the pier in the late 1940s. In 1966 permanent tie-downs for the tent used for ceremonies were installed in the area between Building 109 and Pier 1 East.

The northern end of Pier 1 West became the permanent berthing location of the historic vessels USS Constellation (IX-20) and USS Constitution (IX-21). Throughout the period a series of chainlink fences were erected on the pier to separate the public areas of the pier from the industrial zone. Much of the open area of the pier was utilized for parking for Navy Yard employees, while the railroad tracks north of Building 109 were used for storage of locomotive cranes.

In 1957 an underground fuel oil pipeline was constructed from a point on the west side of Pier 1 just north of Building 109 to a point in the area of Building 7.

In 1944 the Navy installed steel sheet piling in front of the original Fitchburg Slip seawall, as detailed in the June 6, 1944, plan at left. The resultant wall is seen in the Sept. 1952 view above. The expanded Building 109 is in the background.

BOSTS-13458 (left); BOSTS-13347 (above)
In the post-World War II period, Pier 1 became the location for most ship ceremonies. To support this use, a Saluting Battery (Structure 261) and an Ammunition Bunker (Structure 272) were constructed on the south edge of the pier in 1947 and 1948, respectively. These facilities are seen in this July 22, 1954, view of the ceremony transferring the minesweeper AM-483 (AM-483) to the Netherlands as HRNLMS Onverschrokken (M-886). Later renamed HRNLMS Mercur (A-856), the vessel is currently preserved as a museum ship at Schveningen, The Netherlands. Note the chainlink fence which ran down the pier to segregate public areas of the yard from industrial areas.

To simplify the erection of a tent to protect guests at ceremonies taking place at Pier 1 East, the Navy in 1966 installed permanent tent-tie downs. This July 28, 1973, view of the commissioning ceremony for USS Thomas C. Hart (DE-1092) also shows how the yard used a crane to support the center of the tent roof. Note the highway guardrails erected to protect the Aboveground Steam Line (Structure 281) constructed along the length of the pier in 1958.

In the 1950s and 1960s much of Pier 1 was devoted to parking for yard employees. It also provided a location for the storage of many of its railroad cranes. This view was taken in Aug. 1960 and shows the bow of USS Hawkins (DD-873) at Pier 1 East.

109 to the Utility Tunnel on First Ave. A year later, an Aboveground Steam Line (Structure 281) was constructed along the east side of 3rd St. to the south end of Building 10 and then along a line centered on the south side of Building 10 to a point just north of Building 109.

The area north of Building 10 was the only portion of the pier not to be paved over. In 1952 a large Grit Hopper (Structure 259) was installed in this area to support operations in Dry Dock 1. A smaller Grit Hopper (Structure 273), initially acquired by the yard as a portable unit in 1944, was permanently added north of the first structure in late 1961. The area also contained the wooden Building M-2 and a Diver’s Training Tank. Later, the area housed two portable metal sheds (Buildings M-38, M-39) used as steamboxes during the 1973-1974 drydocking of USS Constitution.

Pier 1 became the centerpiece of the Charlestown Navy Yard unit of Boston National Historical Park. In addition to USS Constitution, the pier provided berthing for both the museum ship USS Cassin Young (DD-792) and a series of visiting ships. The pier also housed numerous special events which drew thousands of visitors to the yard.
To allow Boston harbor tour boats to dock at the yard, a barge was obtained in 1978 to serve as a landing stage at the end of the pier. This Landing Barge is scheduled to be replaced by an accessible Ferry Landing Barge during 2009. As part of that project, a small Visitor Shelter (Building 291) will be erected near the entrance to the barge.

In 1980 and 1981 the National Park Service undertook repairs to the pier structure. Further major repairs occurred in 1999 and 2000, when the top portion of deteriorated concrete deck on the east side and outer end of the pier, which had been covered with asphalt, was removed and replaced. At the same time, in conjunction with the repaving of the entire pier, the original granite pavers along Pier 1 West and between Building 109 and the concrete deck were exposed and restored.

The repaving project also saw the reorganization of parking on the pier to remove it from the vicinity of USS Constitution. Permanent tie-downs for a tent for use by special events on the pier were installed in the main parking area north of Building 109.

Starting in the late 1990s, the Navy became increasingly concerned with security for USS Constitution. The area around the ship was isolated from the rest of the pier first with barriers created using keel blocks and jersey barriers and later using portable bollards and a permanent steel picket fence. Following the September 11, 2001, terrorist attacks, the Navy also began screening visitors to the ship. This initially took place in a temporary tent, which was replaced in 2003 by a prefabricated Quonset-hut style Screening Facility (Building 286). This structure, located mid-way down the pier, was ill-sited to screen visitors to the new Navy Yard Visitor Center in Building 5 opened in 2008 and is scheduled to be replaced in the summer of 2009 by a new Screening Facility (Building 292) on the right-of-way of Lincoln Ave. adjacent to the east end of Building 5.
FROM ITS EARLIEST DAYS in the Charlestown Navy Yard, the National Park Service looked to encourage Boston harbor tour providers to stop at the yard. Because of a nearly 10 ft. difference between high and low tides in Boston Harbor, small vessels could not be tied up directly to the yard’s fixed piers. Rather, floats which moved with the tide were required. They remained level with the freeboard of the small boats, being accessed by brows from the fixed piers to which they were secured.

Historically, the yard’s small boat landing had been at the Pier 3 Marginal Wharf. However, that location was not considered appropriate for bringing visitors to the park. Rather, the NPS decided to place a landing barge at the end of Pier 1. Since it was classified as a vessel, it could extend beyond the harbor (water boundary) line without any special permits.

To serve as that Landing Barge a former Navy covered lighter (YF) was acquired from the Environmental Protection Agency in mid-1978. It was taken into Dry Dock 1 in August 1978, emerging three months later as an open deck barge. The 30 x 110-ft. barge was then placed at the end of Pier 1 and made available to harbor tour operators. Passengers would be let off at the Navy Yard and then, after visiting the yard’s attractions, reboard a later vessel to complete their tour.

By the late 1990s, however, the NPS recognized problems with the Landing Barge. While it could address, at least on a temporary basis, issues with leakage in the barge’s hull, there was no way that the barge could be configured to accommodate visitors in wheelchairs. Therefore, it began to develop a project to replace the barge with a new accessible ferry landing facility.

The preliminary design was completed in 2005. Two years later, the NPS awarded a design-build contract to Thomas Construction of Roxbury, Mass., for the project. Because the new landing would be affixed by pilings (also known as “spuds”), it was considered as a permanent structure. As such, the NPS needed to request a modification of the harbor line from the state. This process culminated in the enactment in July 2009 of an act which, like previous legislation regarding the harbor line at the Navy Yard, not only established the line but also ceded the property between the old and new lines to the federal government.

In the meantime, Thomas Construction had awarded a contract for the construction of the barge itself to Fore River Dock & Dredge of South Portland, Maine. The barge, which measured 30 x 70 ft., was launched on July 20, 2009. As this report was being finalized, the barge was scheduled to be installed in the early fall of 2009.

The new Ferry Landing Barge is seen at the Fore River Dock & Dredge yard in South Portland, Me., on Aug. 13, 2009. Note how the front of the barge is configured to allow docking of tour boats having different freeboards.

Stephen P. Carlson, BNHP

This Nov. 21, 2007, view shows the condition of the original Landing Barge after almost three decades of service. Note the steepness of the brow.

BNHP

The Landing Barge is seen on the west side of Pier 1 with Portsmouth Naval Shipyard (and former Boston Naval Shipyard) floating crane YD-196 (YD-196) in the background shortly after the completion of its conversion.

Victor A. Jorrin, BNHP

Work on the removal of the superstructure of the former EPA RB 1 is underway in Dry Dock 1 on Aug. 23, 1978.

BNHP
**RESOURCE**

**Pier 1 USS Constitution Pier**

**LOCATION**  
Charlestown – NHP

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**HISTORY:**

The USS Constitution Pier, commonly known as the Finger Pier, originated in the immediate post-World War II period as a result of a decision to berth both of the yard’s historic naval vessels—USS Constellation (IX-20) and USS Constitution (IX-21)—abreast of each other at Pier 1 West. This location had been selected because it enabled public access to be provided without having visitors enter the secured industrial areas of the Navy Yard. Since Constitution was to be outboard of Constellation, but not moored directly to it, a pier was required to both tie up and provide access to the frigate.

In April 1946 the Navy Yard issued a solicitation for the construction of “a trestle six feet wide by 143 feet long and three mooring platforms built of wood piles and timber framing” to provide berthing and access for USS Constitution. The eastern edge of the structure was 64 ft. from the side of Pier 1 West. The inner and outer mooring platforms measured 20 x 16.66 ft., while the center one was 20 x 24.33 ft. with a 16.66 x 7 ft. brow platform on top of it. Construction was completed later that year.

In the early 1950s USS Constellation moved to Pier 11 and USS Constitution took over the berth adjacent to Pier 1 West which, except for periods in dry dock, she has occupied ever since. The mooring platforms and catwalk were retained as a visitors’ access to the historic frigate. In April 1957 the yard issued plans for a 26 ft. outboard extension of the central platform so that Constitution could be berthed starboard side to the pier as the Navy began to turn the ship

This image from the late 1940s shows USS Constitution (IX-21) outboard of USS Constellation (IX-20) at Pier 1 West. The outermost of the three mooring platforms is just visible to the right of Constitution’s stern.  

BOSTS-10744

This original wooden Visitors’ Approach Pier is seen in this 1958 postcard view of USS Constitution.  

NavSource
around annually to ensure that her wood hull weathered evenly.

By early 1961 the yard became concerned about the condition of this access pier. On May 1, 1961, it requested FY 1962 funding for a rehabilitation project. As originally proposed, the structurally deteriorated finger pier would be replaced by one consisting of aluminum decking supported by aluminum I-beams. Washington approved the request, and in January 1962 the yard solicited bids for the demolition of the existing pile and timber walkway and decking of the pier platform and construction of a new pier walkway. This walkway, which was to be supported on concrete-filled steel pilings, and the pier platform were to be built of structural steel framing with precast concrete decking. The existing wood pilings for the platform were to be reused, with additional pilings added to support a 37.8 x 20 ft. platform. The walkway itself was moved approximately 20 ft. to the west of its original position, increasing the length from the seawall face to the north side of the central platform from 139 to 143 ft.

On February 1, 1962, the yard awarded a $24,878 contract to W.H. Ellis & Sons of East Boston for the project. The work was completed by mid-June.

In 1969 the pier platform was extended to its present length of 40 ft. At the same time, the outermost mooring platform was removed. Termed the USS Constitution Pier in official records but more commonly termed the Finger Pier, the facility was transferred to the National Park Service in January 1975. Miscellaneous repairs were performed in 1980 as part of an NPS contract for rehabilitation of Pier 1.

Although the walkway was supported on steel pilings, the platform at the end which supported the brow onto USS Constitution used wood pilings, some of which dated to the original 1946 pier. This view dates to Apr. 1971.

In 1985 the Navy prepared plans for the addition of a Small Boat Docking Facility on the west side the Finger Pier. This project sat in abeyance for several years, ultimately being incorporated into a Navy-funded pier repair project in 1990. Permits for the project were received from the Army Corps of Engineers, Massachusetts Department of Environmental Protection, and Boston Conservation Commission that fall, and the project was completed in early 1991. The new floats were U-shaped and supported by six steel pilings. An aluminum brow extended from the floats to a new extension to the Finger Pier walkway.

With the institution of increased security measures for visitors to USS Constitution following the September 11, 2001, terrorist attacks, the Finger Pier ceased to be the primary access to the ship. In 2006 the pier was closed because of the deteriorated condition of the pier platform. This deck was replaced as part of a Navy repair contract for the pier completed in the summer of 2007.
Pier 2 is significant as the only remaining wooden finger pier constructed during the modernization of the Navy Yard’s waterfront during the first decade of the 20th century.

**HISTORY:**

By the late 19th century the Navy Yard waterfront was in need of extensive work. Most of the existing piers were deteriorated, and unable to accommodate the Navy’s newer vessels. Thus, the yard sought funding for a series of finger piers that would reach out to the Harbor Commissioners’ line, the yard’s waterside boundary, which had been established in 1898.

The area where Pier 2 would eventually be constructed was originally occupied by Wharf No. 3. That facility, which was described in 1905 as a “wooden wharf covered with earth,” had been built in two stages. The first portion, identified as No. 60 on the 1828 master plan, was 90 ft. wide and extended approximately 180 ft. parallel to the east side of Dry Dock 1. Construction began in March 1831 and was complete, except for the earth covering, by the end of October 1831. The triangular area between the east side of this wharf and the seawall defining the Timber Dock, identi-
Chapter 5, Resource Inventory

The widened inner portion of Pier 2 is evident in this view of the motor boat USS Lynx (SP-2) tied up to a landing float on Mar. 13, 1917, approximately one month before her formal acquisition by the Navy. Note the railroad flatcar on the pier, the bowsprit of USS Constitution at Pier 2 East, and Building 125 in the background.

Pier 2 is seen on Apr. 2, 1931, shortly before work began to install railroad tracks along the pier’s east side to allow crane access to the Marine Railway, seen at left. The recently restored USS Constitution sits at Pier 2 West. She was being readied for her departure from Boston that July on a cruise around the country.

This Apr. 10, 1914, photograph shows USS Constitution berthed at the inner end of Pier 2 East while the battleship USS Virginia (BB-13) is on the pier’s west side.

Pier 2 is seen on Apr. 2, 1931, shortly before work began to install railroad tracks along the pier’s east side to allow crane access to the Marine Railway, seen at left. The recently restored USS Constitution sits at Pier 2 West. She was being readied for her departure from Boston that July on a cruise around the country.

As constructed, the west side of the pier had provision for the installation of standard-gauge railroad track. This was installed as a day labor project during 1913.

From 1907 to 1918, Pier 2 East was the primary berth for USS Constitution. In the latter year, the inner end of Pier 2 East was impacted by the construction of the Marine Railway. In 1931 railroad tracks were laid on the east side of the pier to allow railroad cranes to access the Marine Railway.

Five years earlier, the Navy had undertaken major repairs to the pier.

In the early 1950s the yard began planning for replacement of its wooden piers. In 1954 a plan was prepared for construction of a concrete deck pier having a length of 616 ft. on the east side and 669 ft. on the west, which would have brought it to the extended harbor line. The standard gauge

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railroad tracks would have been replaced with a single portal crane track. This project, however, was never funded, and later yard modernization plans called for more drastic reconstruction of the Pier 2, Marine Railway, and Pier 3 area as a filled wharf reminiscent of the original Angle Wharf in configuration.

Throughout the 1950s and 1960s, the Navy did minor work to address deterioration, particularly that caused by marine borers. However, by the time the National Park Service took over its portion of the Navy Yard, Pier 2 had been closed to cranes and heavy vehicles due to concerns as to its structural integrity.

The NPS decided to take a phased approach to the rehabilitation of Pier 2. Thus, in 1983, it awarded a contract to Goudreau Corp. of Boxford, Mass., for the restoration of the first portion of the pier. The second phase was awarded in 1984 to Inner Space Services of Methuen, Mass. During the course of this work, the approach of trying to salvage some of the physical fabric was abandoned due to its high costs and difficulties in dealing with extensively-deteriorated materials. Thus, the third phase called for total replacement of the existing pier with new materials exactly matching the original configuration. That project was awarded to the same contractor in mid-1986, and had been proceeding when in February 1987 creosote was noticed on the water surface.

Work was suspended in May in response to orders from the U.S. Coast Guard and then the Massachusetts Dept. of Environmental Quality Engineering (DEQE). There was concern that creosote from the timber pilings being installed had gotten into the sediment below the pier, and the NPS began an extensive series of scientific studies to analyze this material and to recommend appropriate treatment. Because of this situation, the NPS terminated the construction contract in August 1987 prior to the installation of decking.

Based on the recommendations of its scientific experts, the NPS opposed DEQE demands that the pilings and sediment be removed, arguing that since the sediments were not migrating and there was natural decay of the contaminants, more environmental damage would occur by removing them than by leaving them in place. The issue remained officially unresolved in 2008, although there had been informal agreement for the NPS to undertake a mitigation project elsewhere in the state in return for permission to leave the pilings in place. Meanwhile, the remainder of the pier has continued
to deteriorate, with extensive portions collapsing into the harbor.

The inner end of Pier 2 was made available to the Hull Lifesaving Museum in 1983 for its use in connection with a rowing program for inner city youth. In addition to floats next to the pier, the NPS in 1990 allowed erection of a small work shed on the pier. This shed was destroyed in a fire in August 2002 and its remains were subsequently removed and the damaged wood decking repaired.

In preparation for USS Constitution entering Dry Dock 1 in 1992 for an overhaul, the Navy obtained permission to erect a temporary shed on the reconstructed portion of Pier 2 to store the frigate’s cannons. During the period that the vessel was in dry dock, the daily gun salute at Morning and Evening Colors was fired from the outer end of this shed. The shed remained after the completion of the ship’s overhaul, being used for storage of Constitution material. As of 2008, the NPS and the Navy are working together to remove the shed.

Until it began a phased restoration in 1983, the NPS utilized Pier 2 for berthing visiting ships. Here the Canadian training craft HMCS Porte St. Louis (YMG-183) approaches the pier in June 1983.

Stephen P. Carlson, Carlson Collection

This Oct. 1985 aerial photograph shows Pier 2 following the completion of Phases I and II of the restoration work.

Richard Leonhardt

In 1996 the Naval Historical Center Detachment Boston took custody of open lighter YC-1644 (YC-1644) to use as a landing stage for USS Constitution during her 1997 visit to Marblehead, Mass. In the background is the temporary Cannon Shed erected in 1992, with the Hull Lifesaving Museum’s Boathouse, with its bank of solar power panels, in the background. The Lifesaving Museum’s shed was destroyed by fire in 2002 and removed. YC-1644 was transferred to another naval activity and left the yard in the summer of 2009.

Richard Tourangeau, BNHP

With the stoppage of work due to environmental concerns, the unrehabilitated portion continued to collapse, as is clearly evident in this Oct. 2004 view.

Stephen P. Carlson, BNHP
Pier 3 is significant as part of the early 1900s’ redevelop-
ment of the Navy Yard waterfront associated with the
construction of Dry Dock 2.

The construction of Dry Dock 2 between 1899 and 1905
resulted in considerable change to the Navy Yard water-
front. As part of the project, a pair of wooden approach
piers were built on either side of the dock’s entrance.
The western pier began at the outer end of the wing wall
of Dry Dock 2 and extended out approximately 255 ft. on
the east side and 220 ft. on the west side, the end of the
60-ft.-wide pier being angled to conform to the 1898 Har-
bor Commissioners’ line.

In 1909 a 35-ft.-wide Marginal Wharf was constructed
along the bulkhead between Pier 2 and Dry Dock 2 and the
bulkhead along the edge of the west wall of Dry Dock 2 to
connect with the existing Pier 3. This resulted in a pier hav-
ing approximately 450 ft. on berthing space on its west side.
For many years, site plans tended to show the inner end of
Pier 3 as part of the Marginal Wharf rather than the pier it-
self. Railroad tracks were extended onto Pier 3 during 1911.

Pier space was always an issue at the Navy Yard. During
World War I the Navy began to prepare plans to extend most
of the yard’s finger piers outward to a revised Harbor Com-
misssioners’ line. Pier 3, however, was not included in this
proposal.

In the late 1920s the Navy Yard began to receive funds for
the repair of its wooden piers. Work on Pier 3 was under-

Although undated, this plan of Pier 3 was prepared in conjunction with its
1929 rehabilitation. It shows how the inner section of the pier was nar-
rower than the outer portion. Strangely, it shows the Pier 3 Marginal Wharf
as extending all the way across slip rather than ending at the east side of
the Marine Railway as it had since 1918.  BOSTS-13347
taken in 1929 and 1930. The major improvement to the pier
at this time was the addition of a second railroad track, run-
ning along its east side.

In the late 1940s the Navy reconstructed the approaches
to and outer end of Dry Dock 2. As a part of this work, the
existing wing walls were replaced. Included in this project

This Jan. 4, 1911, photograph shows work underway on the installation of
railroad track on Pier 3.

This July 5, 1923, view shows the intersection of Pier 3 with the side walls
of Dry Dock 2 and the Marginal Wharf.
This Sept. 21, 1936, view shows USS YP-5 (YP-5) tied up to the innermost portion of Pier 3 adjacent to the Marginal Wharf. It also shows the second railroad track added during the pier’s 1929 rehabilitation. Built in 1924 as the Coast Guard patrol craft CG-102, YP-5 was acquired by the Navy in Dec. 1933 and used as a diving boat.

was the construction of a solid fill area replacing part of both the original pier and the 1909 addition. Identified as Cell 5 in project records, it measured approximately 50 x 200 ft. and was enclosed by steel sheet piling. The eastern side of the pier beyond the end of the new wing wall remained as a timber pile pier. The work was completed in June 1949.

In the 1950s the yard began a series of projects to replace wooden finger piers with new ones of concrete. Because it was not as heavily used for ship repair work, Pier 3 was not one of those initially included in the program. By 1956, however, its condition was becoming critical. In a December 13, 1956, memorandum to the files, Public Works Officer Capt. J.A. Bentley noted that the pier “is now condemned, portions of railroad tracks are in doubtful condition, some 100 piles need replacing and considerable timber work is needed.”

The yard, however, did not receive funding to replace Pier 3. Rather, it began to look at a larger solution, and by 1963 had incorporated a new solid fill Pier 3 into its Shore Station Development Plan (master plan). This would have been constructed in the area between the current Piers 2 and 3, which would be demolished along with the Marine Railway.

The idea was put on hold when the yard adopted the concept of relocating the shipyard to the South Boston Annex, but was revived in 1972 when it decided to again pursue
modernization of Charlestown. Under the plan put forward at that time, the filled area would be along the line of the end of Dry Dock 2, and Pier 3 would be retained as a small stub pier, primarily to provide a place for securing the dock caisson during docking operations.

Pier 3 was included within the portion of the Navy Yard which was transferred to the Boston Redevelopment Authority for use as a public park. In the mid-1980s the BRA removed the deteriorated outer portion of Pier 3. It provided space to the New England Historic Seaport on the remaining portion of the pier for berthing of the sail training ship *Spirit of Massachusetts* and the former Coast Guard lightship *Nantucket II*. It also permitted the Seaport to construct a support shed on the pier.

The BRA's long-term plan was an ambitious one, calling for the reconstruction of the pier and its extension to the Harbor Commissioners' line, giving it an overall length of 580 ft. To that end, in 1988 it solicited bids for engineering services for what it termed Phase IV of Shipyard Park. Funding limitations, however, meant that it did not pursue the project.

Problems with the failure of the fill within both the side wall of Dry Dock 2 and the filled portion of Pier 3 led to the BRA's closure of the pier and the removal of the shed.

In 2007 the BRA obtained state transportation funding for work on Pier 3. This project, completed in September 2008, saw the removal of the remaining wooden elements of Pier 3 and repairs to the various sheet pile bulkheads around the solid fill portion of the pier. A new 15 x 78 ft. wood deck pier on steel pilings was constructed from the end of the Dry Dock 2 wing wall. This provided access to the harbor ferry dock, which was moved from Pier 4.
The Pier 3 Marginal Wharf is significant as part of the early 1900s' redevelopment of the Navy Yard waterfront.

HISTORY:

The Pier 3 Marginal Wharf is the remnant of a longer wood marginal wharf built in 1909 as part of the reconfiguration of the Navy Yard's waterfront in connection with the construction of Dry Dock 2 and Pier 2. As completed, the 32-ft. wide wharf, constructed on wood pilings just beyond the wooden bulkhead defining the edge of filled land south of Building 125, extended from Pier 2 to Pier 3.

In 1918 the Navy removed the western half of this wharf to allow construction of Marine Railway 11. This action resulted in the shortening of the wharf to approximately 62 ft. in length.

During FY 1944 the Navy placed a wooden structure on the wharf, assigning it the designation Building 219 the following year. Building 219 is shown as "Vacant" on yard plans through 1949. As of FY 1951, it was used as Paint Shop Storage. Two years later, it had been moved to a location between Piers 5 and 6. It served as a Ship Superintendent's Office Annex in conjunction with Building 208 until both structures were demolished in 1962.

In FY 1949 a float was placed in the water perpendicular to the wharf's west end. This was used for berthing of small boats, particularly the yard's Diver's Boat. This float remained in place through the closure of the yard.

Following the transfer of the wharf to the National Park Service, the float was replaced by a longer and narrower float on the east side of the wharf, adjacent to Pier 3 itself. It

This July 1916 view shows the wood Marginal Wharf between Piers 2 and 3. USS Constitution is at Pier 2 while Water Barge No. 5 (YW-5) is at Pier 3.

The Navy Yard's 54-ft. Diver's Boat No. 1 is tied up to the float at the Marginal Wharf adjacent to Pier 3 on May 21, 1951. Note that Building 219 still sits on the surface of the wharf.

BOSTS-14928
has been used by the Massachusetts Environmental Police boat under agreement with the park.

In 1980 and 1981 the wharf, identified in the contract drawings as the Auxiliary Pier, was rehabilitated as part of the contract for the rehabilitation of Pier 1. In the summer of 2004 the NPS drove steel sheet piling behind the deteriorated timber bulkhead adjacent to the wharf to stabilize and restore the fill behind it. Four years later, the Boston Redevelopment Authority removed the portion of the wharf between the NPS boundary line and Pier 3. It also installed a new float for the Environmental Police at the west side of the remaining wharf structure.

This May 1955 image shows that the wharf was being used for the storage of painting equipment for the Paint Shop. The tall structure at the right provided access to the catwalk at the top of the adjoining Marine Railway.

Building 219

COMPLETED DURING FY 1944, Building 219 was one of a number of temporary wood buildings constructed during World War II. It stood on the marginal wharf south of Building 125 until the early 1950s, when it was moved to a site adjacent to Building 208 between Piers 5 and 6. Used as office space for Ship’s Superintendents, it was demolished in 1962.
Pier 4 is significant as a major element of waterfront improvements in the 1950s and as one of the yard’s primary industrial piers.

The original wooden Pier 4 was built as one of the two approach piers for Dry Dock 2. It was completed along with the dry dock in 1905 and measured approximately 330 ft. on its west side and 250 ft. on its east side, with a width of 60 ft. The end of the pier was angled to follow the yard’s water boundary line. Although that meant that the east side extended further into the harbor, it was shorter than its western counterpart because of the configuration of the former Ordnance Wharf along which it had been constructed. During FY 1911 a single standard-gauge railroad track was added to the pier.

During World War I the yard initiated plans to extend most of its finger piers and in 1918 obtained a revision to the 1898 pier and bulkhead line for that purpose. Under this scheme, Pier 4 would have been lengthened approximately 200 ft. Portal crane tracks would also have been added, connected to those which ran along the side of Dry Dock 2. Because of the end of the war, this work never took place, although it continued to be shown as projected on site plans as late as FY 1921.

Repair work was carried out during FY 1929 as part of a multi-year program of repairs to the yard’s wooden piers.

With the coming of World War II the yard finally carried out the plans to extend Pier 4. In May 1941 W.H. Ellis & Son began work on a series of waterfront projects. One of those involved extension of Pier 4 to the pier and bulkhead line, a distance of approximately 150 ft. In actuality, the pier was more than doubled in length. The new Pier 4 extended well beyond the harbor line to a length of 785 ft. on the west side and 667 ft. on the east. The width remained unchanged. The 1948 pier and bulkhead line revision extended the line to incorporate the final pier dimensions. Railroad tracks now ran down each side of the pier.

This Aug. 25, 1947, view shows Pier 4 following its World War II extension. Note how the east side is shorter than the west. The destroyer tied up to the pier is USS Damato (DD-871). Pending the funding of the pier’s replacement, the Navy Yard in Apr. 1953 performed repairs to the pilings on the west side of the pier. USS Daly (DD-519) is behind the floating pile driver.
As is evident in this Sept. 1957 image of floating crane YD-196 (YD-196) placing Portal Crane 63 on the tracks on Pier 4, the Industrial Service Building (Building 230) was designed to allow the crane to pass over it.  

In the early 1950s the Navy Yard instituted a modernization program calling for the replacement of its wooden finger piers with ones of concrete.  The FY 1956 budget, approved in July 1955, included both Piers 4 and 6.  Work began the following year and was completed in August 1957.  The new 60-ft.-wide Pier 4 consisted of a concrete deck on concrete-filled steel pilings, being 667 ft. long on its east and 816 ft. on its west side.  The project included the erection of a Light...
Tower (Structure 246) at the outer end of the pier, along with a similar tower (Structure 248) next to the Fire Pump House (Building 229) constructed adjacent to the land end of the pier. An Industrial Service Building (Building 230) was located near the center of the pier. It was built so that it sat between the 20-ft-gauge portal crane tracks which ran down the center of the pier.

Pier 4 was transferred to the Boston Redevelopment Authority as part of the Recreation (Shipyard Park) Parcel, under guidelines calling for its preservation. Except for the removal of the crane tracks and the installation of safety railings along its perimeter, it has been undergone little change, and thus possesses the greatest integrity to its historic period of any of the piers included in the portion of the yard transferred to the city. The Light Tower and Industrial Service Building have also been retained.

The proposed use of the pier by the BRA was as a public dock and marina. A $479,380 contract for this work was awarded to D. Cicconi, Inc., of Brighton, Mass., in October 1981. The Town Dock opened in 1983. Subsequently, the marina slips on the east side of the pier became part of the Courageous Sailing Center, established in 1989. The landing on the west side became the site of a water shuttle between the Navy Yard and Long Wharf in downtown Boston, started in the spring of 1987. The original floats were subsequently replaced by accessible floats, which were moved to Pier 3 along with the shuttle operation in September 2008.

In the past decade the use of Pier 4 as a location for berthing visiting naval and other ships has increased. To encourage such use, the BRA as of 2008 has begun planning for the dredging of the berth adjacent to the pier.
Pier 5 is significant as the first concrete finger pier replacing the early 20th-century wooden piers and as a major element of yard improvements in the late 1930s and early 1940s to allow it to fulfill its increased role as a shipbuilder during World War II.

The current Pier 5 dates to 1941. It replaced the earlier Pier 4A, constructed during FYs 1911 and 1912, at the outermost point of the yard’s waterfront. This location had been the site of the yard’s Saluting Battery (Building 49) since the mid-19th century.

The first proposal for what would become Pier 5 appeared in 1900, when plans for new Piers 4 and 5 were prepared. The proposed Pier 4 would have had a width of 80 ft. and an approximate length of 340 ft. from the edge of the seawall at the Battery to the 1898 Harbor Commissioners’ line. Its eastern edge would have been in line with the western wall of Building 42. This project was not funded, and the Pier 4 designation was given to the eastern approach pier for Dry Dock 2.

This plan dated Sept. 20, 1900, shows the proposed new Piers 4 and 5. While this proposal was approved by both the Bureau of Yards & Docks in Washington and the Boston Harbor Commissioners, only Pier 5 (now Pier 6) would be constructed at that time. The small pier to the right of Pier 4 was for the Receiving Ship USS Wabash and would be removed when the floating barracks vessel was relocated to the east end of the yard.

The idea of a pier at the Battery location was revived a few years later in conjunction with the proposed Dry Dock 3. While Dry Dock 3, which would have been sited east of Dry Dock 2, was never approved in Washington, the new pier was finally authorized because of the need for increased ship berthing space. Construction began in March 1911 and was completed on October 11, 1911. It was located slightly west of the original location proposed in 1900 so that its approach came between Buildings 47 and 48.

To avoid renumbering the yard’s piers, the new facility was labeled Pier 4A. Constructed of wood, it had a length of 372 ft. on the west side and 396 ft. on the east, with a width of 75 ft. A single standard-gauge railroad track ran the length of the pier, connecting to the tracks on 8th Street.

In June 1918 the Harbor Commissioners’ line was extended outward. The Navy then sought and obtained funding for extending Piers 4, 4A, 5, and 6 out to this new boundary. This would have added approximately 330 ft. to the length of Pier 4A, but with the end of World War I the project was abandoned.

Major reconstruction of the pier occurred in the spring of 1931. It was not, however, lengthened at that time.

By the late 1930s, the yard had begun a major expansion of facilities to meet its increased workload as the Navy grew to meet the challenges of militant foreign powers. One of the key elements of this work involved increasing available pier space in the yard. The 1918 proposal to lengthen several piers was revived.
The most important element of this waterfront improvement program dealt with Pier 4A, since it was chosen to be rebuilt in concrete to provide a facility to be “utilized for the completion of construction and outfitting of ships to reduce the time required on the ways.” Not only was it to be extended to the commissioners’ line, giving a length of 684 ft. on the west and 654 ft. on the east side, it was to be widened to 125 ft. and equipped with 20-ft. gauge portal crane tracks on both sides. The $1.5 million project was awarded to the J.F. Fitzgerald Construction Co. Work began in February 1941 and was completed the following October. By that time, with the demolition of the existing Pier 7 to allow construction of Shipways 2, the yard decided to renumber Piers 4A, 5, and 6 as Piers 5, 6, and 7.

As a part of the pier project, the marginal wharf, or seawall, between Pier 4 and 5 was rebuilt. It was about this time that Building 47, the last of the buildings originally associated with the Battery, was demolished.
Following completion of the new Pier 5, the yard in 1942 constructed three wooden Industrial Service Buildings on it. These structures were 50 ft. wide at the first floor, with the second floor recessed on both sides. They were numbered Buildings 211A, 211B, and 211C from inboard to outboard. Buildings 211A and 211C were demolished during FY 1949. In late 1962 the outer 69 ft. of Building 211B was demolished; the remainder of the structure would survive until demolished by the BRA in 1979.

Portal cranes 62 and 65, both of which remain in the yard in 2008, were initially erected on Pier 5 upon delivery in 1942. The portal cranes on the pier remained isolated from other yard portal cranes until the mid-1950s. At that time, as part of projects that saw Piers 4, 6, and 7 rebuilt, the crane tracks on Pier 5 were connected to the tracks that were installed along Dock St. from Dry Dock 2 to just beyond Pier 7. Pier 5 was used as the site for the erection of the new Star Iron Works portal cranes purchased by the yard in the late 1950s.

During 1960 or 1961 all of the standard-gauge railroad track on the pier except for one line along its west edge was removed. In late 1963 and early 1964 the Navy undertook repairs to deteriorated pilings. In 1965, a temporary structure was built at the outer end of the pier to hold missile launcher assemblies as the yard converted the destroyer USS Decatur (DD-936) into a guided-missile ship (DDG-31).

During 1968, a new electrical substation (Structure 278) was installed next to Building 211B; yard site plans indicate that this was an exterior facility until 1970, when a single-story wood structure (Building 278) was built. Two years later, five years after the Navy had cancelled a similar project, the wooden floodlight pole on the pier was replaced with a steel tower similar to those on the other concrete piers. This tower was not assigned a structure number.

Pier 5 was included within the New Development Area, sold to the Boston Redevelopment Authority in 1979. The design guidelines for the pier stated that it must be preserved, but allowed for the construction of a 35-foot high structure on the pier. The revised BRA master plan for the yard in 1990 called for 110 units of housing on Pier 5. Responding to the master plan process, the design guidelines were amended in 1991 to increase the maximum height to 55 feet. No actual development had occurred as of 2008 beyond the removal of Buildings 211B and 278 and the light tower.
Industrial Service Building 211B

INDUSTRIAL SERVICE BUILDINGS on Navy Yard piers provided support for yard employees working on the pier. They contained ship superintendents’ offices, storage for tools, and space for lockers and lunchrooms. Three separate structures, identified as Buildings 211A, 211B, and 211C, were completed on Pier 5 in 1942, the largest of the ones built on yard piers during World War II. While 211A and 211C were demolished in 1949, Building 211B remained on the pier. It was finally demolished by the BRA in 1979.

This view of the south and east sides of Building 211B at right was taken in July 1962, shortly before the structure was shortened from its original 108 ft. length to 39 ft., as recorded in the Sept. 1967 view at right.

The shore end of Building 211B was used as a billboard for various safety messages. This view dates to late 1963. The pole in the center supported floodlights and was replaced in 1971 by a light tower matching those on other piers in the yard. Note the Coca Cola vending machine and one of the lunchstands operated throughout the yard by the Civilian Cafeteria.

The sole HAER image of Building 211B also includes the 1971 light tower (which never received a structure number) and the one-story wooden electrical substation (Building 278) constructed adjacent to Building 211B.
Pier 5 was the location for much of the work done in converting ships to carry guided missiles. Here, USS Albany (CG-10) is seen at Pier 5 East in Apr. 1961.

BOSTS-15926

Pier 5 is seen in the early 1950s. USS Kenneth D. Bailey (DDR-713) is on the east side, while USS Goodrich (DDR-831) is on the west side.

BOSTS-8734

This photograph looking from Pier 5 towards Building 197 was one of a series taken on Apr. 1, 1963, to document deficiencies in the pier. A rehabilitation project took place in late 1963 and early 1964.

BOSTS-8735

The Navy erected a temporary dodecahedral shelter at the end of Pier 5 to provide storage for missile launcher assemblies scheduled to be installed on USS Decatur (DDG-31). In this Apr. 25, 1966, view, a floating crane lowers a Mark-13 launcher into the shelter. Note the pier number on the shelter and the covered lighter YFN-302 (YFN-302) at the end of the pier.

BOSTS-10897

USS Richard L. Page (DEG-5) is seen at Pier 5 West in this waterlevel view dated June 25, 1971. Note Portal Cranes 24 and 62, as well as Industrial Service Building 211B and the soon-to-be-replaced light tower.

BOSTS-14082
In 2004, LDA Acquisition LLC, which had taken over development rights earlier granted to Immobilaire New England, sought to revive the project. It began an environmental review process under state law, as well as the more specialized Chapter 91 review for waterfront development. The revised proposal, which considered widening the pier, received considerable negative reaction from the existing Navy Yard community.

A final land disposition agreement between the BRA and the developer was signed in December 2004. The Residences at Pier 5 as the project is known received environmental approval in 2005. A year later, the developer issued a revised project description which called for the demolition of Pier 5 and construction of an entirely-new pier. Such a proposal violates the existing design guidelines, and as this document is written, the subject is still unresolved.

Other than the removal of all structures, Pier 5 remained unredeveloped as of mid-2008. This view of the Pier was taken on Oct. 9, 2004. Residents of Flagship Wharf (Building 197) at left have been among the most vocal opponents of the efforts to place condominiums on Pier 5. Parris Landing (Building 42) can be seen to the right of Flagship Wharf.

Stephen P. Carlson, BNHP

These two illustrations from a May 2006 project update booklet The Residences at Pier 5 show the latest proposal by developer LDA Acquisition LLC. The proposal, put together by a team including the architectural firm of Childs Bertman Tseckares (CBT), envisions a five-story (55-ft. high) structure containing 170,000 sq. ft. of space, with 85 housing units on the upper four floors and a 30-room inn and other public accommodations such as a restaurant on the first floor. While the roof is sited at the 55-ft. maximum height allowed by the revised guidelines, the various mechanical spaces will extend above the limit. Public access would be provided along the edges of the pier in keeping with the City’s HarborWalk concept and Chapter 91 requirements. A marina proposed for the west side of the pier was deleted from the original 2004 proposal to meet the concerns of the Courageous Sailing Center, which uses the east side of Pier 4 for its activities.

NPS TIC 457/D6351A
Pier 6, which replaced an early 20th-century wooden pier (originally known as Pier 5), is significant as a major element of waterfront improvements in the 1950s and as one of the yard’s primary industrial piers.

In the late 1890s the Navy Yard began to look at the rehabilitation and extension of its existing finger piers and the construction of additional ones. In September 1900 it prepared plans for two new piers, Piers 4 and 5, to be erected on the waterfront near Building 42. This project, however, did not move forward immediately. Not until November 21, 1904, did the yard award a contract to Bernard Rolf for the construction of Pier 5.

The new 75-ft.-wide wood pile structure was located against the seawall slightly east of the center line of Building 42. Because of the angle of both the seawall and the Harbor Commissioners’ line, it had a length of 396 ft. on its west side and 372 ft. on its east side. Work began in early 1905, and the pier was completed on May 19, 1905. Eight years later, a single railroad track was extended down the center line of the pier.

In 1918 a new Harbor Commissioners’ line was established for the yard. The Navy immediately began plans for the extension of Piers 4, 4A, 5, and 6 to the new boundary. This project would have added 222 ft. to Pier 5, but was cancelled shortly after the November 1918 Armistice which ended World War I.

In the late 1920s and early 1930s the yard undertook a series of projects to repair its wood piers. Work on Pier 5 took place in the winter and spring of 1931. As part of this work, additional railroad tracks were added along the sides of the pier.
William F. Draper: The Making Of A Combat Artist

During World War II the Navy employed artists and photographers to document its activities. One of these individuals was William F. Draper (1912-2003), a native of Hopedale, Mass., who was beginning to establish his career as an artist when the Japanese attack on Pearl Harbor brought the United States into the war. Draper volunteered his services to the Navy preparing drawings of submarine wakes for the Anti-Submarine Warfare Unit in Boston. As a result of this activity, he was granted access to the Boston Navy Yard, where he painted a series of pictures which were sent to Washington to demonstrate his qualifications for employment as a combat artist.

Commissioned a lieutenant (j.g.) in the Naval Reserve in June 1942, he initially served with the Anti-Submarine Warfare Unit, but soon became one of the first five combat artists selected by the Navy. He spent most of the war in the Pacific Theater. His artwork was featured in at least two wartime articles in National Geographic. He rose to the rank of lieutenant commander.

Following the war, Draper became a well-known portrait painter. Among his most famous works are portraits of Presidents John F. Kennedy and Richard Nixon now in the National Portrait Gallery. He died in 2003 just short of his 91st birthday.

In the late 1930s the yard began improvements to its shipbuilding facilities. As part of this effort, it decided to erect a hammerhead crane on Pier 5. Two separate contracts were issued. The first of these provided for the construction of the base for the crane, which was to be 150 ft. from the pier’s outer end. The second contract called for the removal of one of the 1918 McMyler-Interstate hammerhead cranes from Shipways 1 and its erection on the pier. Part of that work involved the addition of a 10 ft. section to the tower. What was subsequently identified as Hammerhead Crane 7 (HH-7) was completed in mid-1940.

The yard also returned to the concept of lengthening its industrial piers. In February 1941 the Massachusetts General Court passed legislation allowing “the temporary extension of three piers [Piers 4, 4A, and 5] from the Boston Navy Yard beyond the established line of jurisdiction.” The act allowed the piers to exceed the Harbor Commissioners’ line...
On May 8, 1941, the yard issued a solicitation for the extension of Pier 5 to a total length of 750 ft. The work was to include extending the two railroad tracks along the sides of the pier, but the crane prevented the extension of the central track. B. Perini & Sons began work in June and the project was completed that October. Cost of the work was $115,770.

By the time the work was finished, Pier 5 had been redesignated as Pier 6. In 1943 W.H. Ellis & Son rehabilitated the older portion of the pier.

Three Industrial Service Buildings would be erected on the pier. These were designated, from inboard to outboard, Buildings 212A, 212B, and 212C. Buildings 212A and 212C were removed in 1947, but portions of Building 212B remained until the demolition of the pier in 1957.

While a new Harbor Commissioners’ line was established in 1948, Pier 6 still extended beyond the boundary line.

In the early 1950s the Navy Yard instituted a modernization program calling for the replacement of its wooden finger piers with ones of concrete. The FY 1956 budget, approved in July 1955, included both Piers 4 and 6. Work, performed by the Raymond Concrete Pile Co., began in the spring of the following year and was completed in August 1957. The total cost of the two piers and associated work was $4,413,694.

The new Pier 6 consisted of a concrete deck on concrete-filled steel pilings. Located immediately west of the structure it replaced, the new pier extended to the Harbor Commissioners’ line, having a length of 636 ft. on its east side and 612 ft. on the west with a width of 60 ft. A Light Tower (Structure 247) was placed at the outer end of the pier, along with a similar tower (Structure 249) next to the Fire Pump House (Building 227) constructed adjacent to Building 196 at the land end of the pier. An Industrial Service Building (Building 228) was located near the center of the pier. It was built...
This Nov. 1957 view shows the Fire Pump House (Building 227) and the Light Tower (Structure 249) built at the land end of Pier 6. They stood next to Building 196.

\[ BOSTS-10041 \]

In the Jan. 1962 view at right, USS Calcaterra (DER-390) is berthed at Pier 6 West. USS Albany (CG-10) can be seen at left at Pier 7 West.

\[ BOSTS-16211 \]

Portal crane tracks ran down the center of Pier 6. On June 1, 1965, the boom of Crane 21 collapsed onto a passing truck, killing the truck driver. This photograph shows the aftermath of this accident. Crane 21 would be repaired and go on to have another forty plus years of service, first at Boston and then at the Portsmouth Naval Shipyard.

\[ BOSTS-13347 \]

The central portion of the Navy Yard waterfront was a busy place when this aerial view of Piers 5, 6, and 7 was made in Feb. 1962. Many of the ships exhibit considerable amounts of red lead primer. The large ship at Pier 7 West is USS Albany (CG-10).

\[ BOSTS-8619 \]

so that it sat between the 20-ft.-gauge portal crane tracks which ran down the center of the pier. The project included the installation of crane tracks connecting those on the new piers with the existing ones at Dry Dock 2 and on Pier 5.

In the disposition of the Navy Yard, Pier 6 was included in the New Development Area. The guidelines for the pier (Parcel 2B) called for its retention, along with its Industrial Service Building (Building 228), and specified its use as a marina. The BRA sold the pier and the two water parcels on either side of it (Parcels 1B-1, 2B-1) to the Shipyard Marina Trust on March 24, 1982. The trust, controlled by Immobiliare New England, the master developer for the New Development Area, rehabilitated the pier, removing the crane tracks and installing a boardwalk around its perimeter. Building 228 was converted into a restaurant. Light Tower 247 was also retained. The rehabilitation of the pier and the construction of the marina was completed in the summer of 1982. Under the terms of the Chapter 91 license for the marina project, the pier is open to the public.

This Aug. 1986 view shows the access ramp to the Shipyard Quarters Marina on the west side of Pier 6. The Light Tower (Structure 247) can be seen at the end of the pier. The edge of the former Industrial Service Building (Building 228) is at left.

\[ Jack Glassman/BRA \]

Tavern on the Water, the former Industrial Service Building (Building 228), dominates this Oct. 26, 2009, view looking outward on Pier 6.

\[ Stephen P. Carlson, BNHP \]
RESOURCE

Pier 7

LOCATION: Charlestown – NDA

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STATEMENT OF SIGNIFICANCE:

Pier 7, which replaced an early 20th-century wooden pier (originally known at Pier 6), is significant as a major element of waterfront improvements in the 1950s and as one of the yard’s primary industrial piers.

HISTORY:

In the late 1890s the Navy Yard began to look at the rehabilitation and extension of its existing finger piers and the construction of additional ones. The FY 1900 Naval Appropriations Act, approved in March 1899, provided $150,000 for this work. The yard contracted with William J. Lawler for the construction of a new pier, identified as Pier 6, to the west of the ways for the West Shiphouse (Building 68). Completed in 1900 at a cost of $24,800, the 75.6-ft.-wide pier had a length of 450.75 ft. on its east side and 426 ft. on the west.

On October 10, 1910, the Navy awarded a contract to C.M. Leach for the extension of railroad tracks onto Piers 3, 4, and 6. This work was completed in early 1911.

During FY 1915 the yard moved a small wooden building onto the pier. Built in 1899 as a Testing Laboratory for Electric Cable, the 23 x 9.25 ft. Building 115 had been located just west of the Tarring House (Building 60). Identified first on site plans as a Planning Office, it was later termed a Tool House. It was demolished during FY 1923.

Following the establishment of a new Harbor Commissioners’ line in 1918, the yard prepared plans for the extension of Pier 6 by approximately 170 ft. The addition differed from those planned for other piers in that the outer end was to be only 50 ft. wide. The east side of this extension would therefore be angled to meet the original pier’s southeast corner. Due to the end of World War I, the project was cancelled, although the proposed extension would appear on site plans for several years.

The FY 1926 Naval Appropriations Act, approved in February 1925, provided the first in a series of annual appropriations continuing into the early 1930s for the repair of the yard’s piers. Pier extensions, however, were not undertaken. Work

The fully dressed ship at the newly completed Pier 6 suggests that this 1900 view was taken on a national holiday. The Machine Shop & Foundry (Building 42) is in the background.

The Navy Yard was a popular subject for postcard publishers in the first decade of the 20th century. This hand-colored image of Pier 6 dates to ca. 1905. It shows new Buildings 103 and 104 in place alongside old Shiphouses 68 and 71. Note the steam-powered naval launch in the foreground.
Chapter 5, Resource Inventory

A Virginia-class battleship approaches Pier 6 West on Mar. 6, 1916, in this view taken to document redecking of the pier. Locomotive Crane 11 is supporting this work by yard laborers. Two destroyers are at Pier 6 East. BOSTS-8756

on Pier 6, which saw the single railroad track in the center of the pier replaced by tracks along each side, was included in the initial phase of the program, being completed in 1926.

The extension of the pier, which was renumbered as Pier 7 following the demolition of the original Pier 7 for the construction of Shipways 2, was included in the 1941 contract with W.H. Ellis & Son for various waterfront improvements. Two years later, Ellis also received a contract for the rehabilitation of the older part of the pier. The extended pier had a length of 605 ft. on its east side and 617 ft. on the west.

Three Industrial Service Buildings (Buildings 213A, 213B, and 213C) were erected on the pier in 1942. These were removed in 1947. Thereafter, a series of portable buildings would be used on the pier. By 1955 these included Buildings P-5, M-10, L-4, and M-8. Like other temporary structures, they did not appear on annual site plans, although they were recorded on plans of the pier made in conjunction with its replacement.

This Aug. 17, 1943, aerial view shows Industrial Service Buildings 213A, 213B, and 213C on Pier 7. Note the hulls of six incomplete ships tied up next to the pier. BOSTS-8631

The major public works effort by the yard in the 1950s involved the replacement of its wooden piers with new ones of concrete and steel. Design work for the new Pier 7, included in the FY 1957 Military Construction Program, began in 1956 and was contracted to the Boston engineering firm of Hayden, Harding & Buchanan. The new structure was not only to be longer, extending to the 1948 pier and bulkhead line, but also almost double in width. The final dimensions featured a width of 130 ft. and a length of 767 ft. on the east and 685 ft. on the west.

In March 1956 Production Officer Capt. Joseph E. Flynn sent a memorandum to the Shipyard Commander dealing with the inadequacies of the existing sonar testing facilities in Building 10. While one possible solution would be to move the operation to Building 53 at the South Boston Annex, Flynn favored “the inclusion in the new Pier 7” of a replacement facility. “The pier is of such size,” he wrote, that a 20 x 62 ft. building over a 35 x 50 ft. tank under the pier “can be erected near the outer end without undue interference with other activities.”

The yard’s Shore Station Development Board, however, disagreed. On July 25, 1956, it decided to place a new sonar facility in its long-range plans rather than include it in Pier 7.

All three bids for the project came in well under the $4 million estimate. The work was awarded to the low bidder,
the J.F. White Co., at approximately $3.5 million. Work began in the summer of 1957, and was substantially complete by early September 1958. Formal dedication of the new facility took place in mid-November 1958.

In addition to the pier itself, the project included linking the portal crane tracks on both sides of the pier to the tracks on Dock St. at Pier 6. An Industrial Service Building (Building 233) was erected on the pier, while the Fire Pump House (Building 232) associated with the pier’s fire suppression system was located on 9th St. next to Building 42. The new pier was lit by three Light Towers (Structures 253, 254, and 255) placed next to Building 232, at the center of the pier north of Building 233, and at its outer end.

Pier 7 was sold to the Boston Redevelopment Authority as part of the New Development Area. The guidelines for the pier (Parcel 3B) identified its use as residential and stated that “the ends of the pier shall remain open and developed for use by the public.” Immobiliare New England retained Notter Finegold + Alexander to design a 64-unit condominium development known as Constellation Wharf for the pier. The six-building complex essentially filled the pier, overhanging its edges. Construction began in late 1985 or early 1986. The pier was formally sold to Immobiliare on July 8, 1986, for $106,000. A little less than three weeks later, Immobiliare conveyed most of its holdings in the yard to the Navy Yard Realty Trust, an organization controlled by developer Neil St. John “Ted” Raymond.

The lack of public access led the Massachusetts Department of Environmental Quality Engineering (DEQE) to sue
May 1962 image shows the inner end of Pier 7. Industrial Service Building 233 is in the foreground, with Light Tower 254 in front of it. Note the safety billboard which had been painted on the rear of Portal Crane 87 in 1954. BOSTS-16322

This Mar. 31, 1987, master deed plan shows how the Constellation Wharf Condominium dominated Pier 7. Suffolk Deeds, Book 13602

USS Hawkins (DD-873) is seen at Pier 7 East, probably near the end of her FRAM I overhaul in Jan. 1965. BOSTS-8633

Immobiliare for failure to conform to the requirements of Chapter 91, the state waterfront access laws. To save the project, the BRA (whose director Stephen Coyle had told the Boston Globe that access to the pier “will not be missed at all by the public”) negotiated an arrangement which allowed the project to be built essentially as designed but with the provision of public access along a walkway on the east side of the pier and at the end of the pier, where a 5-ft.-wide cantilevered extension would be constructed. This settlement was incorporated into the formal Chapter 91 license granted by DEQE in February 1987.

The master deed for the Constellation Wharf Condominium was issued on April 14, 1987. The forbidding appearance of the project, as well as some signage, has tended to mean that few people access the public area at the end of the pier.

This Oct. 8, 2006, view shows the roadway down the center of Pier 7. Note the parking beneath the buildings on the east side of the pier. Stephen P. Carlson, BNHP

Public access to the end of the pier is provided by the walkway along the east edge of the pier, seen here on Oct. 8, 2006. In reality, few people attempt to exercise their rights of access. Shipyard Quarters Marina is in the foreground. Stephen P. Carlson, BNHP

The compromise settling the public access suit against the Constellation Wharf project involved the construction of a cantilevered addition to the end of the pier to provide a public observation area, as shown in the Oct. 26, 1986, plan at left from the Chapter 91 license. The Feb. 1987 view above shows this addition under construction. Suffolk Deeds, Book 13428 (left); Jack Glassman/BRA (above)
Pier 8, originally known as Wharf 5, is significant as the sole surviving 19th century wooden finger pier.

In the 1840s the Navy Yard began to look at increasing its pier space. Among the projects funded under the FY 1845 Naval Appropriations Act, approved in June 1844, was a finger pier to be located between Shiphouses H (Building 68) and I (Building 71). Given the designation Wharf 65 under the 1828 master plan numbering scheme, it would eventually be labeled as Wharf 5 and, with the renumbering of waterfront facilities in the late 1890s, Pier 8. The initial $7,000 allotment proved insufficient for the facility, and an identical sum was provided from the FY 1846 program. The finished pier measured approximately 290 ft. on its east side and 274 ft. on the west. Its width increased slightly from approximately 74 to 76 ft.

As the yard began to develop to service a modern, steel Navy, its piers were considered inadequate. In July 1899 it approved a plan for an extension of Pier 8 by 191 ft. on the east and 203 ft. on the west side. The new addition continued the slight widening of the pier as it extended outward. The end of the pier was angled to match the 1898 pier and bulkhead line.

In May 1909 the yard prepared plans for the extension of the yard’s railroad system onto Pier 8. In addition to 460 ft. of track along the centerline of the pier, the work included a 200 ft. extension to connect to existing trackage on the east side of Building 104.

Following the establishment of a new Harbor Commissioners’ line in 1918, the yard prepared plans for the extension of Pier 8 by approximately 100 ft. Due to the end of World War I, the project was cancelled, although the proposed extensions would appear on site plans for several years.

Starting in the mid-1920s the yard began to undertake a series of projects to rehabilitate the yard’s piers. Plans for

This May 12, 1909, drawing of Pier 8 clearly distinguishes between the original pier and the 1900 extension. Note how the pier’s width increases slightly at its outer end.

This hand-colored postcard shows three ships tied up at Pier 8 in the early 1900s, prior to the construction of Building 104 and the demolition of the two Shiphouses (Buildings 68 and 71). USS Constitution, still housed over, can be seen at the inboard end of Pier 8 West.

Hugh C. Leighton Co. 3996, acc. BOSTS-351
Pier 8 were completed in October 1929, with the work being accomplished during 1930. As with other yard piers addressed under this program, a key feature of the work involved replacement of the single railroad track in the center of the pier with tracks along each side.

In June and July of 1936 the Works Progress Administration (WPA) constructed a Car Storage Shed over the railroad tracks on the west side of the pier. Never shown on yard site plans, this shed had been removed by the time the yard turned its attention to major pier reconstruction five years later.

The extension of Pier 8 was included in the May 1941 contract with W.H. Ellis & Son for various waterfront improvements. Completed in late 1941 or early 1942, the extended pier had a length of 612 ft. on its east side. Because the inner portion of the west side had been impacted by the construction of Shipways 2, that side had a usable length of only 420 ft.

In late 1942 the J.F. Fitzgerald Construction Co. erected two Industrial Service Buildings (Buildings 214A, 214B) on the pier. These were removed in 1947.

During World War II, Pier 8, because it lacked the capacity to support heavy construction work, was utilized for berthing and final outfitting of ships built at the yard. In this role, it was the site of many christening and commissioning ceremonies.
This Nov. 28, 1942, drawing shows cross-sections of the two Industrial Service Buildings erected on Pier 8. Building 214B (left) was inboard of the single-story Building 214A (right).

Pier 8 was utilized for the final outfitting of many vessels during World War II. This Mar. 30, 1943, shows three crew members of USS Mason (DE-529) looking at their ship berthed at Pier 8 East. Note the signs identifying the ships then tied up to the pier.

On Mar. 15, 1945, the newly-commissioned submarine USS Lancetfish (SS-296) accidentally sank at her berth at Pier 8 West. Eight days later, the yard raised the vessel, documenting the effort on film, from which this frame has been taken.

This Apr. 1960 aerial view shows how the west side of Pier 8 had been impacted by the construction of Shipways 2. Note that work is underway on repair to the pier's deck. The cable layer USS Thor (ARC-4) is at Pier 8 East, while one of the yard's floating cranes is on the west side.

This May 1960 view shows floating crane YD-196 (YD-196) and floating pile driver YPD-24 (YPD-24) at Pier 8 West, with the destroyer USS Myles C. Fox (DD-829) at Pier 8 East. USS William R. Rush (DD-714) and USS Fiske (DD-842) can be seen at Pier 9, while USS Wasp (CVS-18) is at Pier 11.

Richard Leonhardt
In the 1950s the yard began a program to replace its wooden finger piers with ones constructed of steel and concrete. Through the years, versions of the Shore Station Development Plan (master plan) showed differing configurations for the replacement of Pier 8. Many of these schemes involved creation of a solid pier, usually incorporating the area of Pier 9 as well. The final such plan, submitted in late 1972, envisioned retaining Pier 8 in its existing configuration. None of these plans ever reached the final engineering design phase, let alone being authorized for construction.

Although not as deteriorated as Piers 3 and 9, Pier 8 was not in the best condition when the Navy Yard closed in 1974. It was included in the New Development Area, sold to the Boston Redevelopment Authority in May 1979. The guidelines for the pier, identified as Parcel 3C, stated that it “will be retained if feasible.” It became the central element of Phase II of the Shipyard Quarters Marina project.

Along with the adjoining water areas, Parcel 3C was sold to Immobiler on April 12, 1985. Designed by Childs Bertman Tseckares & Casendino (CBT), the marina project was completed that summer. As part of this work, the pier was shortened to an approximate length of 450 ft. on its east side and 225 ft. on the west. The central portion of the pier was paved with concrete for access and parking, with the remainder becoming part of a boardwalk linking to the walkway across the outer end of Shipways 2. An approximately 30-ft.-square Dockmaster’s Office building was set at a 45-degree angle near the southwest corner of the pier. It had an off-center second floor observation area. An open pergola was erected at the junction of Pier 8 and the bridge across the end of Shipways 2.

These Mar. 25, 2009, views show the redeveloped Pier 8. Note the concrete roadway running down the center of the pier in the view at left. Above, a houseboat and a catamaran are at the marina slips on the west side of the pier.

Stephen P. Carlson, BNHP

These views show the two structures on the pier. Above, the Dockmaster’s Office features an off-center observation level. At right, an open pergola covers the junction of the Boston HarborWalk along the pier with the segment crossing the end of Shipways 2. Note the gas lamp style lighting fixtures.

Stephen P. Carlson, BNHP
**RESOURCE**

**Pier 11**

**LOCATION**: Charlestown – NDA

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**STATEMENT OF SIGNIFICANCE:**

Pier 11, also known as Wharf 11, is significant as a major element of waterfront improvements in the 1950s and as the only pier capable of berthing aircraft carriers.

**HISTORY:**

Pier 11 had its origin in the redevelopment of the eastern end of the Navy Yard just prior to the United States entry into World War II. In May 1941 the yard awarded a contract to W.H. Ellis & Son for a series of waterfront projects, the most important of which involved construction of two new piers east of Pier 10. The first of these, identified as Pier 10A, was adjacent to the existing pier. The second, labeled Pier 10B, involved what was termed a “wing” pier extending from the existing seawall parallel to but 32 ft. inside the 1918 Harbor Commissioners’ line.

By August, the yard had decided to construct a Shipbuilding Dock (later Dry Dock 5) immediately adjacent to Pier 10A. Pier 10B would connected to a wooden pier along the east side of this new facility. (This wooden pier would be replaced by a widened concrete dock wall to allow installation of portal crane tracks along the east side of the dock.) The triangular area between the wing pier and the side of the dry dock would be filled.

This Oct. 6, 1941, photograph shows the construction of the new Pier 10B extending from the seawall which had defined the southeastern limits of the yard. Pier 10A can be seen in the distance at the right. *BOSTS-8778*

This Aug. 1941 plan was submitted by the Navy with its request for a permit to construct what became Dry Dock 5. The “wood wharf under construction” was initially known as Pier 10B. *BOSTS-13347*
Chapter 5, Resource Inventory

The evolution of this area would continue through the fall of 1941 as the Navy considered how it would deal with the problem of counteracting magnetic mines. The solution involved the reduction of the magnetic signature of steel hulls by a process known as deperming. This consisted of wrapping the ship with copper cables and passing pulses of high electrical current through them. To undertake this work, the Navy decided to construct two deperming facilities in Boston. Both projects were added to the Ellis contract.

The first of these was located in Pleasure Bay off Castle Island in South Boston. The second was constructed adjacent to the new Pier 10B. Since the facility at Charlestown, which would become Pier 11, extended beyond the existing harbor line, the Navy had in October 1941 received state legislative approval for the work and in December 1941 obtained a state license for the project.

The new wood pier was placed approximately 50 ft. off the face of the wing pier. It was 456 ft. in length, with a width of 12 ft. There were five 14 x 16 ft. finger extensions along the east face of the pier. It was connected to the wing pier by a 106 x 50 ft. pier on which was constructed Building 205, the Deperming Station. The structure, subsequently identified as Salvage Stores, would be removed during 1947.

The late 1940s saw the shipyard undertake long-range planning for the future development of the facility. It also saw the establishment of a new Harbor Commissioners’ line, extend-
This Nov. 1951 plan accompanied the yard’s application for a state license to construct a marginal wharf at the Pier 11 site. Note how the project had erroneously been labeled Wharf No. 10.

BOSTS-13347

The construction of the new Pier 11 would result in the elimination of the last remnant of Pier 12, located at the extreme eastern end of the yard. This facility, constructed during World War II, was used for barges which were employed for the disposal of non-burnable rubbish, as this May 1955 view shows. The ramp in the foreground led to the upper level of the Incinerator (Building 203).

BOSTS-10025

This May 7, 1951, view looks south at the area between Pier 11 (left) and Dry Dock 5. Note how much of the area was used for employee parking. The yard’s original portal crane, Crane 12, can be seen on the tracks along the east side of the dry dock.

BOSTS-8779

On October 8, 1951, the Shipyard Commander submitted a proposal to the Chief of the Bureau of Ships for the construction of a new marginal wharf to replace Pier 11. It was to be approximately 25 ft. inside of the 1948 boundary line. Later that month, the yard applied to the Port of Boston Authority for a license to construct the proposed pier. Finally, on November 8, the yard requested formal approval from the Secretary of the Navy to construct the new marginal wharf.

While the funding for the work would not come for several years, the yard continued planning for the facility. The Boston engineering firm Hayden, Harding & Buchanan was retained to design the project, along with several other pier replacement projects. Funding finally came in the FY 1956 Military Construction Program, approved on July 15, 1955. The contract was awarded to Merritt-Chapman & Scott, with
This June 27, 1955, view shows the start of construction of the new Pier 11 with the demolition of the existing wooden pier. BOSTS-8784

work beginning in the early fall. Work would take almost a year and a half and cost $3,129,689.

The new Pier 11 was 860 ft. in length, with a width of 72 ft. It consisted of a concrete deck on concrete-filled steel pilings. Portal crane tracks were placed along the outer edge of the pier. A spur at the south end was designed to eventually connect to trackage around Dry Dock 5 and the new crane system serving Piers 4 to 7. An Industrial Service Building (Building 226) was placed just off the pier near its center, while the Fire Pump House (Building 225) was located at the northern end. Three Light Towers (Structures 250, 251, and 252) were erected along the pier to provide illumination for the facility. In the spring of 1957 the yard undertook a separate project to pave the triangular area between Pier 11, Dry Dock 5, and First Ave.

Even before it was complete, Pier 11 was employed in the fall of 1956 for radar testing of the newly converted guided missile destroyer USS Gyatt (DDG-712). In December 1956 the Boston Naval Shipyard News reported that the new Pier 11 would be ready for almost full-scape operations the following month and quoted an unidentified Production Department spokesman as saying that it “will give us a fairly luxuri-
This July 19, 1956, view shows workers placing concrete for the deck of Pier 11.

Like other new piers constructed during the 1950s, the Pier 11 project included an Industrial Service Building (Building 226). Because of the nature of the pier as a marginal wharf, the structure could be placed on the adjoining land area rather than the pier deck. This Sept. 4, 1956, progress photograph shows the framing for the structure.

BOSTS-8784

ous working space that we did not have before.” The only negative was that there were no portal cranes for the pier.

This defect would be addressed by the mid-1958 erection on Pier 11 of new Portal Crane 22, one of three which had been purchased under the FY 1957 Military Construction Program in conjunction with the reconstruction of Pier 7. The yard also periodically placed one of its older 20-ton American cranes on the pier, shifting them from either South Bos-

The FY 1957 Military Construction Program authorized the purchase of three portal cranes in conjunction with the replacement of Pier 7. The yard decided to erect the one 56-ton crane purchased from Star Iron Works under this appropriation on Pier 11. In the Mar. 26, 1958, view above work has just begun on the crane. Note how a spur had been constructed on the pier deck to allow a future connection to crane tracks at Dry Dock 5 and eventually those serving Piers 1 to 7. At right, the completed Crane 22 is seen on July 22, 1958. In both views, the cruiser USS Albany (CA-123) is berthed at Pier 11.

BOSTS-8907

This Nov. 5, 1956, view shows the fill area between the sheet pile bulkhead defining Pier 11 and Dry Dock 5. This area would be paved with asphalt under a separate contract in the spring of 1957.

BOSTS-8784

This July 19, 1956, view shows workers placing concrete for the deck of Pier 11.
Pier 11 was the longest pier at the Navy Yard and the only one capable of berthing aircraft carriers. This Feb. 1960 view shows USS Wasp (CVS-18) at the pier. Portal Crane 22 can be seen just to the left of the carrier's island, while one of the yard’s American portal cranes is at the stern. Building 131 is in the foreground. BOSTS-14627

With the decision to cease most industrial operations at the South Boston Annex, the yard decided to relocate its sonar testing facility to the north end of Pier 11. At right, the Sept. 1, 1959, plan showing the proposed location and details of the necessary dredging was part of the state permit approved on Sept. 14. Above, Sonar Test Barge YFNX-15 (YFNX-15) is seen in place. Converted from a World War II gate tender (YNg-22), the barge would be transferred along with the sonar testing function to the Portsmouth Naval Shipyard following the closure of the Navy Yard. BOSTS-13347 (right); BOSTS-14794 (above)

Pier 7, the yard in June 1959 decided to place a sonar test barge at the north end of Pier 11. Thus, in September 1959 it sought permits from both the state and the Army Corps of Engineers to dredge an additional 15 ft. from the floor of the harbor in the area of the barge. Following the issuance of both permits, the yard on September 29, 1959, awarded a $7,920 contract to Fournier Towing & Dredging of Somerville.

ton or other piers in Charlestown. Finally, in 1967, it replaced the American crane with a 25-ton crane (Crane 210) acquired from the recently closed New York Naval Shipyard.

The new Pier 11 gave Charlestown the ability to berth larger vessels which previously could only be accommodated at the South Boston Annex. Thus, Essex-class aircraft carriers began to be seen in Charlestown, although most carrier work continued to be performed at South Boston because they could be drydocked only in Dry Dock 3.

In 1958 the Navy Department ordered that most industrial operations at the South Boston Annex be terminated as an economy measure. One activity affected by that order was sonar testing, which had been shifted to South Boston after it had outgrown the facility in Building 10. Having rejected the concept of incorporating the sonar test facility into the new Pier 7, the yard in June 1959 decided to place a sonar test barge at the north end of Pier 11. Thus, in September 1959 it sought permits from both the state and the Army Corps of Engineers to dredge an additional 15 ft. from the floor of the harbor in the area of the barge. Following the issuance of both permits, the yard on September 29, 1959, awarded a $7,920 contract to Fournier Towing & Dredging of Somerville,
This 1965 aerial view shows USS Boston (CAG-1) at Pier 11. Sonar Test Barge YFNX-15 (YFNX-15) can be seen at the northern end of the pier while Portal Crane 22 looms over Boston’s bow. BOSTS-8633

Mass., to undertake the work. Once dredging was complete, Sonar Test Barge YFNX-15 (YFNX-15) was moored outboard of an open lighter at the end of the pier.

In the early 1960s the yard proposed relocating the harbor line along Pier 11 to encompass the area occupied by an aircraft carrier berthed at the pier so as to eliminate the possibility of the United States being liable if a passing ship hit it. Because this extension would impinge on the federal channel line, it was opposed by both state and federal regulators. The issue became moot following a November 14, 1962, opinion of the First Naval District Legal Officer that as long as a moored vessel which encroached on the channel line did not “prevent or obstruct the passage of other vessels or craft” the government would not be liable in case of a collision.

Pier 11, which had been shown as Wharf 11 on yard site plans beginning in 1967, was sold to the Boston Redevelopment Authority in May 1979 as part of the New Development Area. The pier was divided between Parcels 5 and 6, although specifically addressed only under Parcel 5. The guidelines for the parcel provided that the pier “shall be retained.” They also stated that “continuous public pedestrian access shall be provided along the entire length of the ... water’s edge.” This easement requirement was one of the earliest proposals for the development of what would become the Boston HarborWalk.

In the mid-1990s the Army Corps of Engineers demolished the Industrial Service Building (Building 226) as well as the three Light Towers. The BRA demolished Building 225. The agency at various times has allowed the pier to be used for
The Fire Pump House for Pier 11 (Building 225) was located at the north end of the Pier. This June 4, 1974, view shows the structure with Light Tower 250 in the foreground. Building 165 can be seen in the background.

The BRA periodically allowed the use of Pier 11 for temporary berthing of vessels. This Feb. 1987 view shows the SS *Martha’s Vineyard* at the pier. The ferry was there as part of a proposal to preserve the vessel as a museum ship, but in Sept. 1990 she capsized at the pier during a storm and was subsequently scrapped.

This 1993 Historic American Engineering Record photograph shows what the BRA identified as Parcel 5 of the New Development Area. Visible in this image are Light Towers 251 (left) and 252 as well as the Industrial Service Building (Building 226). All three structures would be demolished in 1995 by the Army Corps of Engineers under the DERP-FUDS program.

The first actual proposal for reuse of Parcel 5 and Pier 11 came in February 1989 from Yacht Club International. Its concept involved a floating hotel ship to be placed either in Dry Dock 5 or alongside Pier 11. The proposal soon fell by the wayside as the BRA embraced first the New England Aquarium and then the Whydah Pirate Museum plans for use of the area.

In 2007 the BRA completed a Waterfront Activation Plan for the Navy Yard. That document stated that Pier 11 “might” be used for visiting ships “if it does not interfere with navigation from Little Mystic Channel and Mystic Pier.” Since the pier had been used by the Navy for aircraft carriers during a period when the harbor was busier than it is in 2008 without problems, the BRA should pursue the concept of rehabilitating the pier and dredging the adjacent area so that visiting ships which now berth at either the World Trade Center or the North Jetty can come to Charlestown instead.
Pier 5 is significant as one of the two ship repair piers built in association with Dry Dock 4 as part of the World War II development of the South Boston Annex as a major ship repair facility.

On September 19, 1941, Secretary of the Navy Frank Knox approved the construction of a new dry dock at the South Boston Annex. This facility, Dry Dock 4, was to be sited near the western edge of the expanded Annex property and extend out from the new shoreline bulkhead. The dock would be flanked on either side by new piers.

Both Piers 5 and 6 were 905 ft. long, providing 900 ft. of berthing space along their outer faces. The interior of the piers was solid fill, while the outer edges consisted of a pile-supported concrete deck. Having a width of 85 ft. at their outer ends and 105 ft. adjacent to Dry Dock 4, the piers extended approximately 100 ft. beyond the Dry Dock Caisson in its outer seat. The inner 100 ft. of the piers were connected across the head of the dry dock.

Completed in the spring of 1943, each pier contained both standard-gauge railroad and portal crane tracks on each side, with a crossover connection between the two sets of tracks near the mid-point. The portal crane rails on the dry dock side were connected by tracks curving around the head of the dock; otherwise, the crane tracks were isolated from other crane trackage in the Annex. Floodlights were mounted on poles set at the outer and inner ends of the piers; these towers were never assigned structure numbers by the Navy.

Following World War II Pier 5, like other piers at the South Boston Annex, provided berthing space for vessels of the Boston Group, Atlantic Reserve Fleet. Even after the disposal of the last mothballed ships in the early 1960s, the pier’s outer face was used solely for temporary berthing rather than repair work, although it was the only one of the Annex’s

The concrete deck around the outer edge of Pier 5 can be seen clearly in this Aug. 17, 1943, aerial view. USS Wakefield (AP-21) is at Pier 6, while Dry Dock 4 holds two vessels. BOSTS-7782

Sailors file aboard USS Salerno Bay (CVE-110) from Pier 5 during the June 20, 1951, recommissioning ceremony for the escort carrier. Note one of the capstans for Dry Dock 4 in the foreground and the floodlight tower at the outer end of the pier. BOSTS-14161
In 1966 the Navy undertook repairs to Pier 5. This progress photograph taken on May 18, 1966, following removal of the surface pavement shows how the railroad and crane tracks on the pier shared a common rail. The floodlight tower and the Grit Hopper (Structure 141) can be seen at the outer end of the pier.

Pier 5 is covered with snow in this Jan. 1968 view taken from the bridge of USS Sunbird (ASR-15).

In this Aug. 27, 2006, view of Pier 5 all three of the portal cranes serving Dry Dock 4 can be seen, along with several temporary structures.

In the 1960s a Grit Hopper (Structure 141) was placed on Pier 5 to service sandblasting work performed on ships in Dry Dock 4. Later moved to the inner end of Pier 6, this structure was demolished in the late 1980s or early 1990s.

Following the transfer of the South Boston Annex to the City of Boston in 1975, Pier 5 was used for berthing ships undergoing repair by the private ship repair firms which leased Dry Dock 4 until the early 1990s.

The frigate USS Glover (FF-1098) is seen at Pier 5 East in Oct. 1989. Beyond Glover are two berthing barges to accommodate her crew and that of USS Oliver Hazard Perry (FFG-7), which can be seen at right in Dry Dock 4. Note the temporary building behind the light tower, and how Portal Crane 68 has been repainted to advertise the name of the lessee of the facility.

MV Cape Juby (T-AK-5077), one of the cargo ships assigned to the Navy/ Maritime Administration Ready Reserve Force, is seen at Pier 5 in Oct. 1992. The construction crane in the left background indicates that the use of Dry Dock 4 as an active ship repair facility is nearing an end as Third Harbor Tunnel construction will soon render it inaccessible.
### Pier 6

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**STATEMENT OF SIGNIFICANCE:**

Pier 6 is significant as one of the two ship repair piers built in association with Dry Dock 4 as part of the World War II development of the South Boston Annex as a major ship repair facility.

**HISTORY:**

On September 19, 1941, Secretary of the Navy Frank Knox approved the construction of a new dry dock at the South Boston Annex. This facility, Dry Dock 4, was to be sited near the western edge of the expanded Annex property and extend out from the new shoreline bulkhead. The dock would be flanked on either side by new piers.

Both Piers 5 and 6 were 905 ft. long, providing 900 ft. of berthing space along their outer faces. The interior of the piers was solid fill, while the outer edges consisted of a pile-supported concrete deck. Having a width of 85 ft. at their outer ends and 105 ft. adjacent to Dry Dock 4, the piers extended approximately 100 ft. beyond the Dry Dock Caisson in its outer seat. The inner 100 ft. of the piers were connected across the head of the dry dock.

Completed in the spring of 1943, each pier contained both standard-gauge railroad and portal crane tracks on each side, with a crossover connection between the two sets of tracks near the mid-point. The portal crane rails on the dry dock side were connected by tracks curving around the head of the dock; otherwise, the crane tracks were isolated from other crane trackage in the Annex. Floodlights were mounted on poles set at the outer and inner ends of the piers; these towers were never assigned structure numbers by the Navy.

A Utility Building (Building 78) was built on Pier 6 between the two sets of tracks. This structure was demolished in 1962 and replaced by the still-extant Public Toilet (Building 103).

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This panoramic image of USS *Wakefield* (AP-21) in Dry Dock 4 on May 18, 1943, shows how the outer face of Pier 6 consisted of a pile-supported concrete deck.

*BOSTS-14603*
During World War II the Navy Yard performed work on vessels belonging to Allied navies. The large French destroyer *Le Fantasque* is seen at Pier 6 on Apr. 17, 1944.  

Following World War II Pier 6, like other piers at the South Boston Annex, provided berthing space for vessels of the Boston Group, Atlantic Reserve Fleet. Even after the disposal of the last mothballed ships in the early 1960s, the pier’s outer face was used solely for temporary berthing rather than repair work.

Following the transfer of the South Boston Annex to the City of Boston in 1975, Pier 6 was used by the private ship repair firms which leased Dry Dock 4. The Grit Hopper (Structure 141) which had been on Pier 5 was placed at the southwest corner of Pier 6 for the last years before its final disposal. By 2004 the light tower at the outer end of the pier had been removed.

The escort carrier USS *Gilbert Islands* (AKV-39) is berthed at Pier 6 in July 1961, a month after the ship had been stricken from the Naval Vessel Register. The Navy was not finished with her, however, and in 1963 she would be reinstated for conversion into the major communications relay ship USS *Annapolis* (AGMR-1).  

The recently-decommissioned aircraft carrier USS *Randolph* (CVS-15) is seen at Pier 6 on June 30, 1969. In the foreground is covered lighter YFN-288 (YFN-288).

Pier 6 is seen on Oct. 9, 2004. Note that the floodlight tower at the outer end has been removed. Building 32 can be seen in the background at left while the Bank of America Pavilion is at right.  

*Richard Leonhardt*  

*Stephen P. Carlson, BNHP*
RESOURCE

**Pier 10**

**LOCATION**

South Boston

<table>
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<th>RESOURCE</th>
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| STATEMENT OF SIGNIFICANCE: |

Pier 10 is significant as an integral element of Dry Dock 3 and of the 1941 development of the South Boston Annex waterfront.

The pier would also be significant as part of the post-1974 development of public accommodations in the former South Boston Annex. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

**HISTORY:**

The project to construct Dry Dock 3 included approach piers on either side of the dock. These facilities provided space to tie up vessels prior to their entry into the dock and to secure the dry dock caisson while removed for dock operations. The South Approach Pier measured approximately 620 ft. on its north side and 580 ft. on its south side. It had a width of 50 ft. and was set back approximately 75 ft. from the edge of the dock itself.

This pier was replaced in 1941 with a new South Pier as a part of the project which saw the construction of the jetties. It featured a 40-ft.-wide concrete deck supported on wood piles. It was considerably shorter than the original pier, being only 305 ft. long on the north side, providing approximately 200 ft. of berthing space. An 1974 inventory records the cost of this pier as $250,282.

Not originally numbered, the South Pier became Pier 10 in the 1950s. A large wood float was placed on the south side of the pier to support fueling of small boats.

Like most of the piers at the South Boston Annex, Pier 10 was in a somewhat deteriorated condition when transferred to the City of Boston in 1975. In the mid-1980s the Economic Development & Industrial Corp. prepared plans for the rehabilitation of the pier. These involved the demolition of the outer 145 ft., jacketing of most of the remaining wood pilings with concrete, and rehabilitation of the concrete deck. In place of the outer portion of the pier, the EDIC installed a 8 x 150 ft. floating dock anchored by wood pilings and accessed by way of an aluminum ramp. Five 4 x 30-ft. floats were set at right angles to the main float to create multiple...
This Mar. 29, 1941, photograph shows the new South Pier. The structures in the background belong to the Boston Army Base and include, from left to right, two 115,000-gal. Oil Storage Tanks (15, 16) surrounded by a concrete Dike Wall (17); the Boiler House (6); the Oil & Paint Shed (14); and the Electrical Substation (5).

BOSTS-7810

In the post-World War II era, the U.S. Navy constructed a large number of motor gunboats for friendly navies. Too small to be sailed across the ocean, they were shipped to their recipients as cargo on freighters. Many such vessels built on the Great Lakes were brought to the South Boston Annex for loading. Here, PGM-71 (PGM-71), built for Thailand, sits on Pier 10 awaiting shipment.

BOSTS-15915

The south side of Pier 10 provided access to a large float used for fueling small boats. This photograph was taken to document damage to what was still known as the South Pier from a Nov. 1953 storm. Note the locomotive crane on the tracks which ran along the pier.

BOSTS-7826

The working portion of Pier 10 can be seen to the right of the fence in this May 18, 2008, view. The trailer housing the Boston Harbor Police station can be seen in the distance.

Stephen P. Carlson, BNHP

The south side of Pier 10 provided access to a large float used for fueling small boats. This photograph was taken to document damage to what was still known as the South Pier from a Nov. 1953 storm. Note the locomotive crane on the tracks which ran along the pier.

BRA/EDIC

identified as Parcel Z, the primary tenant of the pier in 2008 is the Boston Police Department. Supporting the harbor patrol boat kept at the pier is a trailer located along Drydock Avenue next to the park.

Stephen P. Carlson, BNHP

The Boston Harbor Police boat can be seen tied up to the float which replaced the outer portion of Pier 10. By the time this photo was taken on May 18, 2008, the projecting finger floats had been removed. Building 31 can be seen in the distance.
**Portal Cranes**

**LOCATION:** Charlestown / South Boston

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<td>DD5</td>
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<td>210</td>
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<td>25T</td>
<td>Meyerstein</td>
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<td>Pier 11</td>
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<td>1 Crane</td>
<td>22-ft. gauge</td>
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*Denotes crane in service at time of shipyard closure. At closure, Cranes 39, 66-68, 88-91 were at South Boston; all other cranes were located at Charlestown.

1 Returned from Portsmouth Naval Shipyard in 1978
2 Returned from Portsmouth Naval Shipyard in 1988 as Crane 30.
3 Transferred from New York Naval Shipyard in 1967.

**HISTORY:**

Also known as gantry cranes, portal cranes, which ran on 20-ft. gauge tracks, were introduced at the Charlestown Navy Yard in 1905 in conjunction with the construction of Dry Dock 2. The original trackage extended around Dry Docks 1 and 2, with a connector between the two docks located between Buildings 22 and 24. By the time the yard closed, this system had been extended to encompass Piers 4 to 7. There were also disconnected sections of crane rail along both the east side of Dry Dock 5 and the edge of Pier 11.

One of the first Navy improvements at South Boston was the construction of crane tracks around Dry Dock 3. These tracks were extended along the jetties upon their construction in the early 1940s. A separate system of crane tracks surrounded Dry Dock 4 (Piers 5 and 6), while an isolated track served Pier 7.

The initial portal crane was joined in 1935 by a second unit (3), with a third (19) added in 1940. The first portal crane for the South Boston Annex had been purchased in 1922. During World War II, fourteen cranes (39, 62-69, 87-91) were ordered from four different manufacturers, being split between Charlestown and South Boston.

The last new portal cranes at Charlestown (20-24) were purchased in the mid-1950s in conjunction with the reconstruction of Piers 4, 6, 7, and 11. These cranes were joined in 1967 by two cranes of World War II vintage (204, 210) transferred from the New York (Brooklyn) Naval Shipyard following that facility's closure. A proposal to acquire a third ex-Brooklyn crane for South Boston was not approved.

Table 5-8 lists all of the yard's portal cranes. The earliest cranes at both Charlestown and South Boston were of the low portal type and steam powered; later cranes were of the high portal design, which allowed vehicles to pass under them or the cranes to pass over service buildings on piers.

On December 11, 1973, even before the official closure of the Charlestown Navy Yard, the Navy approved the transfer of all five Star Iron Works cranes to the Portsmouth Naval Shipyard for continued service. Also transferred to Portsmouth were American Cranes 62 and 63. The latter two cranes returned to Charlestown in 1978 and 1988, respectively. Crane 64, originally scheduled to go to Portsmouth, was retained along with Crane 65 for use during the 1973-1976 overhaul of USS Constitution. Portsmouth acquired Crane 39 from South Boston as a substitute for Crane 64. The two ex-Brooklyn cranes (204, 210) were transferred to the Charleston (S.C.) Naval Shipyard in 1975.

This construction progress photograph shows the erection of the Navy Yard's first portal crane on Dec. 1, 1904. Portal Crane 12 was built by the American Hoist & Derrick Co., which also had the contract to build the crane tracks around Dry Dock 2.

---

1 Crane trackage at South Boston Annex was 22-ft. gauge.
Portal Cranes: A Gallery

Portal Crane 12, Oct. 1951
Construction of Dry Dock 5 in 1941 and 1942 included a section of crane rail along its east side. The yard’s original portal crane was relocated from Dry Docks 1 and 2 to serve the new facility. BOSTS-8857

Portal Crane 3, Feb. 11, 1935
The yard’s second portal crane is seen at the head of Dry Dock 1 shortly after delivery. Building 5 and Quarters B-F can be seen in the background. The crane remained in service into the 1960s. BOSTS-8904

Portal Crane 39, Nov. 6, 1965
Delivered in 1942 by A.M. Meyerstein, Portal Crane 39 served the South Boston Annex. Here it is seen looming above USS *Fred T. Berry* (DD-858) in Dry Dock 3. Richard Leonhardt

Portal Crane 50, Aug. 21, 1922
The first crane at South Boston, McMyler-Interstate low portal Crane 50 undergoes testing shortly after completion. BOSTS-8538

Portal Crane 19, Oct. 1963
Low Portal Crane 19, delivered in 1940, works on the after deckhouse of USS *Bronson* (DD-868) in Dry Dock 2 during the destroyer’s FRAM overhaul. BOSTS-10562

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Portal Cranes 21 & 62, Jan. 1964
Portal Cranes 21 and 62 flank the icebreaker USS Edisto (AGB-2) on either side of Dry Dock 2. Crane 21 had a 56-ton lift capacity, while Crane 62 had a 20-ton limit.  

Portal Crane 63, Sept. 1957
The eight American cranes were among the most versatile at the Navy Yard since they could be easily moved by the yard's floating cranes. Here, Crane 63 is seen the deck of floating crane YD-196 in Sept. 1957 during its transfer from Dry Dock 5 to Pier 4. The yard tug Wawasee (YTB-367) provides the power for the move.  

Portal Crane 64, May 20, 1953
Portal Crane 64 is seen near the end of the trackage on the east side of Dry Dock 1.  

Portal Crane 66, Sept. 1961
Portal Crane 66 is seen at the corner of the East and North Jetties at the South Boston Annex. USS Boston (CAG-1) is tied up at the North Jetty.  

Portal Cranes: A Gallery

Portal Crane 22, Apr. 1964
Portal Crane 22 was one of three 56-ton cranes purchased from Star Iron Works in conjunction with the modernization of Piers 4, 6, 7, and 11 in the mid-1950s. It spent its career on Pier 11. Here it is seen loading materials on board USS Wasp (CVS-18). Crane 68 is seen in the background.  

Portal Crane 23, May 5, 1961
In addition to the 56-ton Star Iron Works portal cranes, the yard acquired two cranes having a 28-ton capacity. Portal Crane 23 is here seen on Pier 5 East next to USS Albany (CG-10) (in red primer). Portal Crane 21 is visible in the background.
Portal Cranes: A Gallery

Portal Crane 87, Nov. 1963
The cabin of Portal Crane 87 is being used as a mobile safety billboard. Crane 87 was built by the Marion Steam Shovel Co. in 1943, and had a maximum lift capacity of 45 tons. Two sisters (88-89) were assigned to Dry Dock 4 at South Boston. *BOSTS-8916*

Portal Crane 91, 88, and 89, Oct. 13, 1959
Portal Crane 91, at left, was delivered by Kaltenbach in 1943 and had a capacity of 50 tons. Cranes 88 and 89, at right, were delivered by the Marion Steam Shovel Co. in that same year. All three cranes served Dry Dock 4 at South Boston; here, they are in use stripping USS Albany (CG-10) in preparation for her reconstruction. *BOSTS-10187*

Portal Crane 90, Nov. 18, 1966
Portal Crane 90 waits on the North Wharf as USS Wasp (CVS-18) approaches the West Wharf carrying the Gemini 12 spacecraft. A large crowd is awaiting the arrival, including the Blue Belle Highlanders bagpipe band of Saugus, Mass. *BOSTS-15951*

Portal Cranes 204, Nov. 20, 1971
Following the closure of the New York Naval Shipyard, the Navy Yard acquired two 25-ton Meyerstein cranes dating to 1943. Crane 204 replaced American Crane 64 on the isolated trackage along the east side of Dry Dock 5. Following the closure of the yard, the crane went on to a third home at the Charleston (S.C.) Naval Shipyard. *BOSTS-15672*

Portal Cranes 210 & 22, June 12, 1972
Crane 210, the second ex-New York crane, like her sister, replaced one of the American cranes, this time on the trackage at Pier 11. Here the Crane, as well as Crane 22 and a floating crane, work on the dock landing ship USS Mount Vernon (LSD-39) approximately one month after the ship’s commissioning. *BOSTS-8666*
On September 23, 1975, the National Park Service requested the transfer of Crane 65 in order to enhance the historic industrial scene of the yard. This occurred with the transfer of property from the Navy to the NPS in January 1976. Crane 62 was transferred to the NPS in August 1978. All of the remaining cranes (19, 69, 87) were scrapped in 1976. As of 2008, none of the cranes at Charlestown, including Crane 30 (ex-63), returned in 1988 and still owned by the Navy, are operable.

Following completion of work on Constitution, Crane 64 was moved to South Boston, where it was transferred to the City of Boston along with the other cranes there. Five remain in 2008 at Dry Dock 3 (66, 90) and Dry Dock 4 (68, 88 or 89, 91).

The surviving cranes at Charlestown and South Boston are discussed individually on the following pages.

**HAER Documentation Of Portal Cranes**

IN APRIL 1976 noted HABS/HAER photographer Jack E. Boucher visited the Navy Yard to conduct a documentation project that the Advisory Council on Historic Preservation required the Navy to undertake prior to disposal of the remaining yard cranes (19, 20, 23, 69, 87) as well as machinery in various buildings. This documentation was far more comprehensive than the later BRA mitigation project undertaken to cover the demolition of numerous yard structures.

The three cranes scheduled for scrapping were lined up on Pier 7. From left to right are Cranes 19, 87, and 69.  
*Jack E. Boucher, HAER*

This view shows Crane 69, the only one of the eight American portal cranes to be scrapped by the Navy. Two of four transferred to the City of Boston with the South Boston Annex, however, would eventually be scrapped by the EDIC.  
*Jack E. Boucher, HAER*

The documentation included close-up details such as this view of one of the trucks on Crane 23.  
*Jack E. Boucher, HAER*

Also documented were two cranes awaiting transfer to Portsmouth Naval Shipyard. Crane 20 (left) was found on Dock St., while Crane 23 (right) was on Pier 5.  
*Jack E. Boucher, HAER*

The HAER images provided considerable detail of the cranes. They included both a head-on view (left) and a side view (right) of Kaltenbach Crane 19, the only low portal crane remaining in the yard inventory.  
*Jack E. Boucher, HAER*
Portal Crane 30 (ex-63) exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

**RESOURCE**

**LOCATION**

Charlestown – NHP

**RESOURCE LOCATION**

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**MACRIS NO.** 09136

**HAER** None

**CONDITION** Fair

**STATEMENT OF SIGNIFICANCE:**

Portal Crane 30 (ex-63) exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

**HISTORY:**

In 1942 the Navy placed an order for eight 20-ton cranes with the American Hoist & Derrick Co. of St. Paul, Minn. They were American Hoist & Derrick Model R-15, serial nos. 347-354, and cost $65,409 each. Three cranes (62, 64-65) were erected at Charlestown, while the remaining cranes (63, 66-69) went to South Boston. Yard property records show them as being in service as of March 30, 1943. In 1952, the Navy replaced the original gasoline engines with diesel engines.

In November 1948, Crane 63 was moved from South Boston to Charlestown by Crane Ship No. 1 (AB-1). An article in the *Boston Naval Shipyard News* at the time stated that the move of the 120-ton crane “was the heaviest lifting job ever to be performed at the Boston Naval Shipyard.” Although relocated several times within the Navy Yard, Crane 63 remained at Charlestown until the yard’s closure.

On August 10, 1973, the Naval Sea Systems Command authorized the transfer of Crane 63 to the Portsmouth Naval Shipyard. The crane left Boston nineteen days later on the deck of YD-196 under tow by Portsmouth tug *Keokuk* (YTB-771). It returned to Boston on loan to Boston National Historical Park in 1978, but on February 21, 1979, Portsmouth terminated the loan because the crane was needed back at the Maine shipyard. Sometime after this return, Portsmouth renumbered the crane as Crane 30.

As the Navy began planning for the scheduled 1992 drydocking of USS *Constitution*, it realized that it had need for a portal crane. In the summer of 1988, it arranged for the transfer of Crane 30 (ex-63) to the USS *Constitution* Maintenance & Repair Facility. The crane arrived in Boston on Au-

On Nov. 9, 1948, *Crane Ship No. 1* (AB-1), the former battleship *Kearsarge* (BB-5), prepares to load Portal Crane 63 at the South Boston Annex for transfer to Charlestown.
Charlestown Navy Yard Historic Resource Study

In the spring of 1978 Crane 63 was returned to the Navy Yard from Portsmouth on loan to the National Park Service. The loan lasted until Mar. 12, 1979. Here, the crane is seen on the east side of Dry Dock 1 on Aug. 28, 1978. A former Navy covered lighter, obtained by the NPS from the Environmental Protection Agency, is in the dock being converted into a landing barge for tour boats. BNHP

August 23, 1988. As of 2008, it remains Navy property. Inactive for several years, the Navy has expressed its intent to dispose of the crane. At present, it has not fully recognized that the crane is a contributing resource to the Boston Naval Shipyard NHL and that disposition will require Section 106 compliance as an adverse action. Given the significance of the cranes to the industrial character of the yard, the NPS should make every attempt to retain the crane.

Of the three cranes at Charlestown, Crane 63 is the only one which is painted with a yellow boom end in accordance with Navy standards for portal cranes. The view from the rear at left dates to June 10, 2003, while that showing the cab front above shows it on Aug. 23, 2004. The boom of Crane 62 can be seen above the roof of Building 24.

Jane Carolan, BNHP (left); Stephen P. Carlson, BNHP (above)

This Feb. 4, 2002 closeup shows the trucks on Crane 63. In accordance with Navy standards, the trucks are painted safety yellow with black stripes. Note the “cow catcher” intended to deflect small objects which might be found on the rails.

OCLP


Stephen P. Carlson, Carlson Collection
Chapter 5, Resource Inventory

Portal Crane 62 exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

**RESOURCE**

**Portal Crane 62**

**LOCATION** Charlestown – NHP

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**CONDITION** Poor

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**CONDITION** Poor

**STATEMENT OF SIGNIFICANCE:**

Portal Crane 62 exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

**HISTORY:**

In 1942 the Navy placed an order for eight 20-ton cranes with the American Hoist & Derrick Co. of St. Paul, Minn. They were American Hoist & Derrick Model R-15, serial nos. 347-354, and cost $65,409 each. Three cranes (62, 64-65) were erected at Charlestown, while the remaining cranes (63, 66-69) went to South Boston. Yard property records show them as being in service as of March 30, 1943. In 1952, the Navy replaced the original gasoline engines with diesel engines.

Crane 62 was one of two Americans erected on Pier 5. It remained isolated on that pier until the mid-1950s, when the crane rails surrounding Dry Dock 2 were extended along Dock St. to connect to crane rails on new Piers 4, 6, and 7 as well as those on Pier 5.

On October 31, 1973, the Naval Sea Systems Command approved the transfer of Crane 62 to the Portsmouth Naval Shipyards. Four years later, on September 19, 1977, the crane was officially transferred to the NPS, but it would not be delivered to the Charlestown Navy Yard until August 29, 1978. It remained as an operable crane until the late 1980s.

In 1981, the crane was repainted, but without application of either the safety yellow paint to the boom, hook, and trucks or the crane number. In recent years, it has been located on the connecting track between Buildings 28 and 124.

In the fall of 2003, the NPS awarded a contract to stabilize the crane’s boom. The work consisted of installing two new wire ropes to take the load and prevent a boom collapse should the existing boom hoist ropes fail.
Crane 62 has just removed the brow from USS Cassin Young (DD-793) in preparation for the undocking of the historic destroyer in May 1981.

*Stephen P. Carlson, Carlson Collection*

In November 2006 the park moved the crane to a position on the east side of Dry Dock 1. The 2005 historic furnishings report for USS Cassin Young (DD-793) has suggested that the crane “be positioned by the ship holding one of the 40-millimeter mounts, as if it had just been removed from Cassin Young.” This recommendation should be implemented.

For many years, Crane 62 was located next to Building 28 on the connecting trackage between Dry Docks 1 and 2. The view above dates to Aug. 23, 2004, and was taken following the installation of additional wire ropes to stabilize the crane’s boom.

*Stephen P. Carlson, BNHP*

Each portal crane carried a plate which identified the maximum lift capacity at various distances. This view of the plate on Crane 62 was taken on Apr. 1, 2004.

*Stephen P. Carlson, BNHP*

In Nov. 2006 Portal Crane 62 was moved to a location on the west side of Dry Dock 1, as seen in this Dec. 14, 2006, view.

*Stephen P. Carlson, BNHP*
Portal Crane 64 exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

**RESOURCE**

**LOCATION**

Portal Crane 64

| LOCATION | South Boston |

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**STATEMENT OF SIGNIFICANCE:**

Portal Crane 64 exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

**HISTORY:**

In 1942 the Navy placed an order for eight 20-ton cranes with the American Hoist & Derrick Co. of St. Paul, Minn. They were American Hoist & Derrick Model R-15, serial nos. 347-354, and cost $65,409 each. Three cranes (62, 64-65) were erected at Charlestown, while the remaining cranes (63, 66-69) went to South Boston. Yard property records show them as being in service as of March 30, 1943. In 1952, the Navy replaced the original gasoline engines with diesel engines.

Crane 64 was erected on the isolated crane track running on the east side of Dry Dock 5. Although moved to the Dry Dock 1 and 2 trackage in the early 1950s, the crane soon returned to Dry Dock 5. It remained there until the arrival of ex-New York Naval Shipyard Crane 204 in 1967, being returned to the main crane system at that time. Although originally requested by the Portsmouth Naval Shipyard in 1973, it was retained at Charlestown for use during the overhaul of USS Constitution. In September 1975 the crane was formally transferred from the Boston Caretaker Group to the USS Constitution Maintenance & Repair facility.

However, upon the conclusion of the rehabilitation project in 1976, Crane 64 was considered surplus. At some point soon thereafter, it was transferred to the South Boston Annex and turned over to the EDIC as a replacement for Crane 39, which the Navy had retained and moved to Portsmouth. For many years it was located on the spur track at the head of Dry Dock 3, not being operated by the ship repair firms which have utilized that facility over the years. It was finally scrapped in 2007.

Crane 64 is seen at Dry Dock 3 on Mar. 7, 2004. Shortly after this photo was taken, the crane was repainted red by Boston Ship Repair, the firm which has leased the dock from EDIC.

*Stephen P. Carlson, BNHP*

Crane 64 is seen at Dry Dock 5 on Feb. 3, 1966. Sister Crane 68 can be seen on the Pier 11 crane trackage.

*BOSTS-8865*
Portal Crane 65 exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

### HISTORY:

In 1942 the Navy placed an order for eight 20-ton cranes with the American Hoist & Derrick Co. of St. Paul, Minn. They were American Hoist & Derrick Model R-15, serial nos. 347-354, and cost $65,409 each. Three cranes (62, 64-65) were erected at Charlestown, while the remaining cranes (63, 66-69) went to South Boston. Yard property records show them as being in service as of March 30, 1943. In 1952, the Navy replaced the original gasoline engines with diesel engines.

Crane 65 was originally erected on Pier 5, remaining there until the tracks on the pier were connected to those around Dry Docks 1 and 2 in the mid-1950s. The crane was one of two used by the Navy during the 1973 to 1976 drydocking and rehabilitation of USS Constitution. On January 1, 1976, it was turned over to the National Park Service.

By the early 1980s, the crane was out of service. It was relocated to the end of the crane rails on the west side of Dry Dock 2. In 1987, the BRA, as part of the Phase III development of Shipyard Park, repainted the crane, although it did not apply safety yellow to the boom end.

Because of its isolated location, Crane 65 became an attraction to local youth, who used it as a diving platform. To counter this, the crane’s ladders were removed and it was surrounded by a chain link fence.

In November 2006 the park moved the crane to the location between Buildings 28 and 124 that had formerly been occupied by Crane 62.
Portal Crane 66 exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

### HISTORY:

In 1942 the Navy placed an order for eight 20-ton cranes with the American Hoist & Derrick Co. of St. Paul, Minn. They were American Hoist & Derrick Model R-15, serial nos. 347-354, and cost $65,409 each. Three cranes (62, 64-65) were erected at Charlestown, while the remaining cranes (63, 66-69) went to South Boston. Yard property records show them as being in service as of March 30, 1943. In 1952, the Navy replaced the original gasoline engines with diesel engines.

Completed in early November 1942, Crane 66 was one of three Americans to be erected on the crane trackage which served the jetties at South Boston. Since that trackage connected to the tracks around Dry Dock 3, the crane could also be used at the dock. Transferred to the City of Boston following the yard’s closure, the crane has continued in service with the various ship repair firms which have leased Dry Dock 3 from the EDIC.

Newly-delivered Crane 66 works on the transport USS *Wakefield* (AP-21) at the North Jetty on Nov. 14, 1942.

Crane 66 is one of two portal cranes utilized by Boston Ship Repair (now Atlantic Marine Boston), the current lessee of Dry Dock 3. It is seen at the outer end of Dry Dock 3 on Aug. 29, 2004. The Pump House (Building 1) is to the crane’s right.

Stephen P. Carlson, BNHP
Portal Crane 68 exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

**RESOURCE**

**Portal Crane 68**

**LOCATION:** South Boston

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**HISTORY:**

In 1942 the Navy placed an order for eight 20-ton cranes with the American Hoist & Derrick Co. of St. Paul, Minn. They were American Hoist & Derrick Model R-15, serial nos. 347-354, and cost $65,409 each. Three cranes (62, 64-65) were erected at Charlestown, while the remaining cranes (63, 66-69) went to South Boston. Yard property records show them as being in service as of March 30, 1943. In 1952, the Navy replaced the original gasoline engines with diesel engines.

Erected in November 1942 on the North Jetty at South Boston, Crane 68 was relocated to Dry Dock 4 in 1959. Three years later, it was moved to Pier 7 at Charlestown, soon being transferred to Pier 11. It remained at Pier 11 until the arrival of ex-New York Naval Shipyard Crane 210 in 1967. By July 1970 it had been returned to Dry Dock 4 at South Boston. Transferred to the City of Boston, the crane remains in service at Dry Dock 4.

Crane 68 waits on Pier 11 as USS Lake Champlain (CVS-39) approaches in Apr. 1963. The crane had been transferred from South Boston seven months earlier.  

*BOSTS-11738*

Crane 68 is seen at the outer end of Pier 5 at South Boston on Aug. 14, 2008. Note the General Ship lettering which had been applied to it.  

*Brian Stowell, flickr.com*
Portal Crane 88 (or 89) exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

Among the portal cranes acquired by the Navy Yard during World War II were three 45-ton capacity high portal cranes built by the Marion Steam Shovel Co. One of these cranes (87) was delivered to Charlestown; the other two (88, 89) were erected on the crane trackage built on Piers 5 and 6 surrounding Dry Dock 4. The two cranes spent their entire career at this location. Both were transferred to the City of Boston, and remained in use until the early 1990s. At that time, one of the pair was scrapped, although at present it has not been possible to identify which of the two it was because General Ship, the lessee of the dock, had not painted numbers on them when it repainted them in the 1980s.

Cranes 88 and 89 are seen working on USS Wakefield (AP-21) at Dry Dock 4 on May 10, 1943.  
BOSTS-14603

Both of the Marion cranes can be seen at the left and right sides of this view of Dry Dock 4 taken in Oct. 1987. Crane 68 is in the center at the head of the dock, while Crane 91 is closest to the outer end of Pier 6.  
Stephen P. Carlson, Carlson Collection

Following World War II, all three Marion cranes were modified by the addition of a second house under the intermediate frame. This view of Crane 88 dates to Oct. 1951.  
BOSTS-8917

The surviving Marion crane is seen on Pier 5 on Aug. 29, 2004.  
Stephen P. Carlson, BNHP
Portal Crane 90 exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

In 1942 the Navy ordered two portal cranes from Kaltenbach. Crane 90 had a capacity of 25 tons and was erected on the jetties at the South Boston Annex. Over the next thirty years, it was utilized both on the jetties and at Dry Dock 3. In 1966 its boom was extended to give it a maximum of 130 ft. reach, although the Navy would only certify it for a 1.5 ton lift at that distance.

Crane 90 was transferred to the city of Boston with the South Boston Annex in 1974. Since that time, it has been the principal crane used by the various ship repair firms which have leased Dry Dock 3.

In 2008 the name “Charlie Ryan” was painted across the rear of the crane.
Portal Crane 91 exemplifies the maritime industrial character of the Navy Yard. It is also significant as an element of the expansion of the yard’s industrial plant during World War II.

RESOURCE

**Portal Crane 91**

**LOCATION:** South Boston

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No Property Record Card Available

**HISTORY:**

With a capacity of 50 tons, Crane 91 was the largest of all the portal cranes acquired by the Navy Yard during World War II. Purchased from Kaltenbach for $147,950, it was placed in service on the trackage on Piers 5 and 6 at Dry Dock 4 of the South Boston Annex on February 10, 1944.

The crane spent its entire career at Dry Dock 4. Transferred to the city with the Annex property in 1974, it was utilized by first the Braswell Shipyard and then General Ship Corp., which had a number of Navy and private repair contracts in the late 1980s and early 1990s. The start of construction of the Ted Williams Tunnel isolated Dry Dock 4, ending active ship repair work there. Crane 91, however, remains at the dock in 2008.

Crane 91 (center) works on USS *Albany* (CG-10) on Dec. 1, 1959. The cruiser was in Dry Dock 4 as part of the process of stripping the vessel in preparation for her conversion into a guided missile cruiser. The other cranes in the photograph are Crane 68 (left) and either Crane 88 or 89 (right). Behind Crane 91 is the Pier 6 Utility Building (Building 78).  

Crane 91 is seen on Pier 5 at Dry Dock 4 on Aug. 29, 2004. Building 103 can be seen on Pier 6 behind the crane legs. *Stephen P. Carlson, BNHP*
RESOURCE

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STATEMENT OF SIGNIFICANCE:

The Portal Crane Tracks exemplify the maritime industrial character of the Navy Yard.

HISTORY:

Portal cranes were introduced at the Charlestown Navy Yard in 1905 in conjunction with the construction of Dry Dock 2. The original 20-ft.-gauge trackage extended around Dry Docks 1 and 2, with a connector between the two docks located between Buildings 22 and 24.

The next addition to the portal crane tracks occurred with the reconstruction of Pier 5 in 1942. A year later, crane trackage was constructed along the east side of new Dry Dock 5.

In the 1950s, the Navy Yard undertook the reconstruction of its piers. As part of these projects, portal crane tracks were installed. The new trackage on Piers 4, 6, and 7, completed in 1957 and 1958, was linked to existing trackage at both Dry Dock 2 and Pier 5 by trackage on Dock St. The trackage along the edge of Pier 11, completed in 1957, remained isolated, although the Navy in the 1960s considered linking it to the nearby trackage at Dry Dock 5.

Following the closure of the Navy Yard, only the trackage within the National Park Service portion of the yard continued to be active. Trackage along Dock St., as well as on redeveloped piers, was removed. Tracks around Dry Dock 2 were retained as a part of Shipyards Park. As of 2008, tracks remain on undeveloped Piers 5 and 11 and at Dry Dock 5, but these will disappear once redevelopment occurs.

Unlike traditional railroad tracks, which used cross ties to support the rails, crane tracks sat on continuous beams which rested on spread footings. This 1904 construction progress photograph shows the installation of the supporting beams for the crane track at the head of Dry Dock 2.

In the mid-1950s the yard installed crane trackage along Dock St. to connect the tracks at Dry Dock 2 with those on Piers 4 through 7. This June 3, 1957, photograph shows the connecting track from Pier 5 to Dock St.
**RESOURCE**

**Portal Crane Tracks**

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**STATEMENT OF SIGNIFICANCE:**

The Portal Crane Tracks exemplify the maritime industrial character of the Navy Yard.

**HISTORY:**

One of the first Navy improvements at South Boston was the construction of 22-ft.-gauge crane tracks around Dry Dock 3. Completed in 1922, these tracks were extended along the jetties upon their construction in the early 1940s.

Two additional isolated installations of crane tracks occurred during World War II. The construction of Dry Dock 4 in 1943 saw a double track system, providing maximum flexibility for crane movement, installed on surrounding Piers 5 and 6. An isolated crane track served Pier 7, which was completed in 1942.

Because the South Boston Annex was redeveloped as the Boston Marine Industrial Park, the majority of its crane trackage was retained. As of 2008, only the tracks around Dry Dock 3 remain active.

This June 8, 1922, construction progress photo shows the installation of both crane and standard-gauge railroad tracks at the head of Dry Dock 3. Note the pyramid-shaped cover over the capstan at the head of the dock.

In many places, portal crane trackage shared a rail with standard-gauge railroad tracks, as can be seen in this Nov. 1955 view of the West Jetty. Portal Crane 66 is at top.
RESOURCE

**Railroad Tracks**

**LOCATION**
Charlestown - NHP/HMA

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**STATEMENT OF SIGNIFICANCE:**
The Railroad Tracks exemplify the industrial character of the Navy Yard.

**HISTORY:**
The earliest reference to the idea of introducing railroad tracks into the Navy Yard came in November 1845 when the Bureau of Yards & Docks requested that Yard Commandant Capt. John B. Nicolson determine the cost of a line from the west side of the yard to Wharf No. 65 (Wharf 5, later Pier 8), located between Shiphouses H (Building 68) and I (Building 71). Although Nicolson obtained an estimate of $3,840 from the Fitchburg Railroad, no further action was taken on the proposal.

On August 25, 1856, Civil Engineer Joseph Billings submitted his annual report for FY 1856 and recommendations for projects for inclusion in the FY 1858 budget. One of these recommendations was for “car-tracks & cars for the main avenues ... connecting the most important points of the Yard.” He explained that “the extent of the Yard and consequently great amount of transportation which has to be done throughout the year, renders it extremely desirable to have the most expeditious and economical mode adopted. The car tracks as now used in our Cities for the Horse Railroad appear in every respect adapted to the needs of the Yard in this respect.”

Billings would continue to argue for this project. In his FY 1863 report, he listed it as a top priority, pointing out that the Fitchburg Railroad was in the process of extending its Hoosac Docks Branch along the Charlestown waterfront to the yard’s boundary. This time his arguments found favor in Washington, and the FY 1865 Naval Appropriations Act, approved on May 21, 1864, included $50,000 for “railroad tracks.”

This project involved the laying of tracks from the end of the Fitchburg Railroad’s tracks along the south side of Buildings 3, 4, and 5, and then curving northeast to First Ave. This first line was placed in service on November 4, 1865. This initial route was then augmented by lines running parallel to the west side of Dry Dock 1 onto the Shear Wharf and to the Coal Wharf. During FY 1867 and 1868 the system was extended along the west and south sides of the Machine Shop (Building 42). By 1869 the yard possessed 1,417 yards of railroad trackage, which was built to the standard railroad gauge (4 ft. 8.5 in.).

This photograph of the railroad track on Avenue E (First Ave.) probably dates to the early 1870s. Building 36 is in the background. **BOSTS-8647**
This railroad system was operated by oxen. In 1870 the yard proposed acquisition of a steam locomotive for the system. Although the recommendation was repeated each year through 1875, it would be thirty years before that idea would be approved.

In the early 1890s the yard rehabilitated the railroad system. In 1891 the track “was taken up and rebuilt from near the head of the dry dock to the yard entrance.” Two years later, the track from the Shear Wharf to Building 67 was similarly reconstructed. Despite such work, the system was antiquated. As the FY 1898 annual report stated, the “present railroad is one with rails of an old fashioned flat section, which do not admit … the entrance of a locomotive to the yard.”

The FY 1900 Naval Appropriations Act, approved on March 3, 1899, provided $40,000 for a new railroad system and $10,000 for a locomotive and cars to operate on it. Just as outdated cannon were recycled as bollards along the yard’s waterfront, wood ties to support the track were made “from the old live oak timber in the yard.” The yard’s first steam locomotive, ordered in March 1900, was a 0-4-0T saddletank unit purchased from H.K. Porter of Pittsburgh, one of the major builders of locomotives for industrial use.

The FY 1901 appropriations provided for installation of a new railroad scale at the existing Scale House (Building 19). Funds for railroad extensions totalling $84,500 were provided in the FY 1902 through FY 1913 public works programs, along with money for additional rolling stock. Unlike most projects in this period, a considerable portion of the work was performed by yard forces rather than by contractors. Tracks extended throughout the yard, with spurs into several shop buildings. At both dry docks, tracks shared one rail with the 20-ft.-gauge tracks laid for portal cranes.

The FY 1907 annual report stated that the yard had 19,000 ft. (3.6 miles) of track and explained that “the general system of railroad tracks … is such that every storehouse can be conveniently reached by railroad cars.” It recommended ex-
tensions "along the center lines of each of the existing piers … for economy in handling material from storehouses directly alongside of ships, thus doing away with hauling by teams." Most of this latter work, which eventually involved all piers, was done by contract. For example, on October 10, 1910, C.M. Leach received a contract for laying tracks on Piers 3, 4, and 6 as well as on 9th St. and Third Ave.

By 1914 the yard possessed two locomotives and four locomotive (self-propelled) cranes, along with a variety of dump cars and flat cars. A third locomotive was added in 1916. While that equipment was used within the yard, the yard also received shipments from outside over the Hoosac Docks Branch of the Boston & Maine Railroad, which had taken over the Fitchburg Railroad in 1900.
Further changes to the railroad layout occurred during World War I. In particular, tracks were laid across the Recreation Field as that area became one of the yard's primary storage areas. In 1919, a new Scale House (Building 19) was constructed along First Ave. east of 4th St. The new railroad scale in this position eliminated the need to back cars onto the scale.

In addition to receiving materiel from outside suppliers, the yard shipped its two manufactured products—rope and chain—by rail.

The Navy Yard acquired both locomotives to move freight cars around the yard and locomotive cranes to expand its materiel handling capabilities. On Apr. 6, 1912, the photographer caught Locomotive Crane 6 and an unidentified locomotive on the tracks along the west side of Dry Dock 2. The passenger-cargo ship SS Cretic is in the background.

In addition to providing internal movement of materials, the railroad system allowed receipt of raw materials and the shipment of finished products. At left, Locomotive 1 waits as hemp for rope production is unloaded from a ship onto a flat car in 1927, while above a shipment of timber for the restoration of USS Constitution (IX-21) sits at the head of Dry Dock 1 in May 1929.

The view at lower left shows coils of rope awaiting shipment around 1936, while that below shows chain being loaded onto one of the yard's flat cars in Sept. 1943.
As part of the initial work on the railroad system, the yard erected a wooden “Temporary Building for Locomotives” (Building 111) on the west side of the Building Ways. This structure, which probably was used more for the assembly of rolling stock than for locomotive maintenance, was demolished in 1915. Two years later, a Locomotive & Crane House (Building 144) was built at the east end of the yard. This structure lasted until 1921. Thereafter, the yard used temporary storage locations in buildings which had tracks entering them until 1931, when it began conversion of the Headhouse of the Forge Shop (Building 105) into a Roundhouse. The north half of this facility would be returned to industrial use during FY 1941, but the south half, which had been equipped with pits to allow servicing from below, would remain as the yard’s locomotive facility until closure.

In 1931 the yard installed track on the east side of Pier 2 and purchased a locomotive crane specifically to serve the Marine Railway.

Numerous railroad rehabilitation and modernization projects were among those undertaken by the Works Progress Administration (WPA) starting in the mid-1930s. Some, such as the construction of a spur into the west end of Building 36, were relatively minor, while others, such as the extension of tracks on Pier 1 East and rearrangement of the Plate Field trackage, were components of much larger projects.

The WPA undertook considerable work on the yard’s railroad system. These three Aug. 25, 1936, progress photographs from WPA Project No. 09-40 show (above) a stockpile of rails salvaged for reuse adjacent to Building 104, (above right) a new track crossover on First Ave. west of the Scale House, and (right) the installation of a switch at Fourth Ave. and 9th St. The yard also began to purchase new locomotives and locomotive cranes to replace older rolling stock. These utilized gasoline or diesel rather than steam engines. This change reflected the general trend towards internal combustion engines in the railroad industry, especially in switching and industrial operations.

In January 1944 there were 26 locomotive cranes, the majority of which were still steam powered. By September 1951 the number of cranes had dropped to 17, but all were diesel-powered units.
World War II saw extensions to the railroad system as lines were added to serve new facilities such as the extended piers and Dry Dock 5. In 1941 tracks were laid on Second Ave. from 6th St. to serve both the Temporary Storehouse (Building 198) and the plate storage area on the Shipyard Mall.

The postwar period saw both rehabilitation of some sections of track and removal of others. Much of what had been open track was paved over. Overall, the use of the system declined as trucks replaced rail cars for material movement.

In May 1950 the Boston & Maine Railroad realigned the track at the yard’s entrance as part of changes to the Hoosac Docks Branch brought about by the reconstruction of Hoosac Pier. Later that year, the yard looked at providing a new exterior connection by extending the track between Buildings 58 and 79 onto Chelsea St. and a new line via Chelsea and Medford Sts. to the Boston & Maine’s Mystic Docks yards. This work, however, never went beyond the planning stage.

The most significant change to the railroad layout occurred in 1961, when the track on Lincoln Ave. parallel to Building 5 was removed. Thereafter, railroad cars entering the yard were routed along a new curve to the tracks down the west side of Pier 1 towards Building 109. From there, they would be taken along the existing line curving from Building 109 to the connection with the line on First Ave.

The Navy also turned to diesel power for upgrading its railroad locomotive fleet. Newly delivered 50-ton diesel locomotive 3 is seen on Jan. 29, 1940. Built by the Atlas Car & Manufacturing Co. of Cleveland (c/n 2131), it would be renumbered 64-00214 following World War II. The locomotive was later sold by the Navy for reuse, ultimately going to the Warwick Railway in Rhode Island where it served as No. 104.

The 1961 revision to the track entering the Navy Yard is seen in this June 14, 1972, photograph showing USS Constitution (IX-21) returning to her berth following her annual turnaround cruise. The curve replaced a line which ran along Lincoln Ave. past Building 5. By the time the yard closed, most of the open trackwork extending down the pier would be paved over.

The 1930s and 1940s saw the acquisition of a large number of diesel-powered locomotive cranes. This Feb. 6, 1940, photograph shows 30-ton Ohio Crane 9 alongside Dry Dock 2 shortly after delivery.
This 1971 plan identifying various repairs to be undertaken on the railroad system shows the yard’s trackage as it existed shortly before closure. It should be noted that this drawing omits out-of-service track such as that continuing south along 3rd St. from Building 10 and miscellaneous fragments which remained in place either exposed or buried under pavement.

Throughout the 1950s and 1960s railroad rehabilitation was often part of road repaving projects, and it is difficult to determine which effort had been the determinate in funding approval decisions. For example, in November 1965 the yard awarded a contract to the Wilton Corp. of Boston for “rehabilitation of railroad trackage, paving and drainage” along Dock St. between Piers 8 and 10.

At the time of closure, the yard possessed 5.75 miles of tracks, which were described as being in fair to poor condition. This railroad system did not figure into any reuse plans for the Navy Yard. The last use of yard tracks occurred in 1980, when the contractor rehabilitating Pier 1 received a delivery of pilings by rail.

Within the national park, tracks were retained. Those elsewhere in the yard were removed by the Boston Redevelopment Authority. Track removal within the Historic Monument Area was done in violation of the Groundplane Guidelines, which specified that “railroad tracks shall be retained as shown on the Groundplane Guidelines Plan.”

Although trucks took over much of the freight traffic in the 1950s and 1960s, the yard still received material via rail. This view of a train on First Ave. was taken on Sept. 11, 1972.

A train coming off of the private right-of-way onto First Ave. waits as the yard’s Evacuation (St. Patrick’s) Day Parade float turns from 6th St. in Mar. 1962.

Following the closure of the yard, several of the surviving locomotive cranes were gathered on the tracks along the west side of Dry Dock 5 to await sale. This view was taken in Apr. 1976 as part of the Historic American Engineering Record’s documentation of the yard’s cranes.

Jack E. Boucher, HAER
Chapter 5, Resource Inventory

The Groundplane Guidelines drawing for the Historic Monument Area shows the railroad tracks which were specified for retention. None of these tracks were actually preserved.

During the 1999-2000 repaving of the roads in the national park, the open trackage near Building 109 was paved over. The flangeways next to paved rails were filled to the top of the rails in order to eliminate tripping hazards. The only open trackage remaining in the yard as of 2008 consists of the that at the head of Dry Dock 1 and along the north side of Building 22 as well as in the area north of Building 10. A few isolated sections of track remain in the rest of the yard, primarily in the area north of Building 107. The rails also remain in the floor of that structure.

During the NPS repaving of the Navy Yard, the flangeways for the railroad tracks were filled to eliminate tripping hazards for park visitors. This Feb. 4, 2002, view shows the tracks leading towards the unpaved laydown area and down 3rd St. in the middle of Pier 1.

This gondola load of pilings for the 1980-1981 rehabilitation of Pier 1 was the last rail delivery to the Navy Yard. Victor A. Jorrin, BNHP

This 1979 view shows the removal by the BRA of the railroad tracks outside of the national park. NPS TIC 457/D2127

In the mid-1990s the NPS placed a brick walkway parallel to the surviving track along First Ave. The double rails seen in this May 2005 view looking west are associated with the Track Scale (Structure 234) adjacent to the Scale House (Building 19).

OCLP

During the NPS repaving of the Navy Yard, the flangeways for the railroad tracks were filled to eliminate tripping hazards for park visitors. This Feb. 4, 2002, view shows the tracks leading towards the unpaved laydown area and down 3rd St. in the middle of Pier 1.

OCLP
The Railroad Tracks exemplify the industrial character of the Navy Yard.

**HISTORY:**

The first standard gauge railroad tracks at the South Boston Annex consisted of rails which surrounded Dry Dock 3 for use by railroad cranes. By the mid-1930s these tracks had been linked to the outside world via a connection to the New Haven Railroad at the northwest corner of the yard. A 1939 site plan shows, in addition to tracks on either side of the dock, a line extending onto the North Approach Pier and a spur serving Building 14.

The expansion of the Annex led to the construction of numerous new railroad lines. These new lines connected with those crossing Harbor St. to enter the Boston Army Base from the Commonwealth Railroad Yard. The connection at Northern Ave. was eliminated at this time. Tracks ran along most of the yard’s streets, as well as along the jetties and onto the finger piers. In many cases where railroad trackage ran alongside portal crane trackage, one rail was shared between the two systems.

Two high bays were included in Building 28 to serve as a maintenance facility the Annex’s locomotive cranes. In 1943 there were a total of 16 locomotive cranes assigned to the Annex. Some of these were steam powered. Nine years later, only 11 cranes, all diesel powered and dating to World War II, remained at the Annex. There is no evidence that any of the yard’s railroad locomotives were ever assigned to the Annex.

At the time of the Annex’s closure, there were approximately 34,700 ft. (6.57 miles) of track. Most of this trackage would be removed by the Economic Development & Indus-
Chapter 5, Resource Inventory

The 1939 Annex site plan shows the railroad trackage which existed within the property at that time. It connected to the outside world at Northern Ave. With the expansion of the Annex, the link would be shifted to Dry Dock Ave., where it connected with the trackage which served the Boston Army Base.

railroad Corp., although some segments remain at Dry Dock 3 and on the jetties. The only retained trackage, connecting to the single remaining track along the north side of Building 114 in the former Boston Army Base, is out of service since being severed during the Central Artery/Tunnel construction project.

The proposed development of the Massport Marine Terminal area has included mention of rail access. As of 2008, no firm steps have been taken to achieve this, let alone the reconnection of the Army Base trackage.

Railroad tracks were installed on all of the Annex’s piers. This Feb. 26, 1957, view shows Locomotive Crane 84-00204 which has been caught when a portion of the track structure on Pier 1 collapsed under its weight due to deterioration of the wooden pier. The mothballed escort carrier USS Kadasan Bay (CVU-76) and a sister ship are berthed on the west side of the pier.

Three railroad freight cars are seen on the tracks leading into the Annex and Boston Army Base in this Mar. 1964 view. The cars are destined for the Army Base. Behind the cars on the left is Building 28, which served as the Annex’s automotive and locomotive repair facility, while at right is Building 32, the General Storehouse.

The only intact railroad track as of 2008 is the single line crossing Dry Dock Ave. to reach the west side of Building 114. At the time this view was taken on May 18, 2008, this line’s connection to the outside world had yet to be restored following its severance for the Central Artery/Tunnel project.

Stephen P. Carlson, BNHP
Shipways 1 is significant as one of the principal shipbuilding ways of the Navy Yard during both the 19th and 20th centuries.

In February 1825 the Navy assigned the construction of a new 44-gun frigate to the Navy Yard. Since the yard’s two existing shiphouses were occupied by the two ships-of-the-line which had been under construction since 1818 and 1822, respectively, the yard decided to construct a third shiphouse to accommodate the new vessel. The new building site was approximately 260 ft. west of Shiphouse No. 2 (Shiphouse I/Building 71). In April 1825 the initial contracts for the stonework and foundation of the building ways and shiphouse were awarded to Levi Bates and William Wood. The new facility was sufficiently advanced by November to allow the laying of the keel of USS Cumberland. Shiphouse No. 3, designated as Shiphouse H in the 1828 master plan, was completed in July 1826 at a cost of $23,846.52.

Work on Cumberland, like that on the two ships-of-the-line, was soon suspended, and she would not be launched until 1842. Shiphouse H would be utilized in the 1850s for the construction of two of the most famous naval vessels of the Civil War era. In 1854, the building was lengthened to accommodate a new steam frigate, USS Merrimack, which would revolutionize naval warfare as the Confederate ironclad CSS Virginia. Launched in June 1856, she was followed on the ways by the steam sloop USS Hartford, which would gain fame as the flagship of Adm. David G. Farragut at the 1864 Battle of Mobile Bay. The launches of both vessels were public events, as this account from the Boston Journal of the November 22, 1858, launch of Hartford shows:

The splendid new steam sloop-of-war, “Hartford” was successfully launched from the Charlestown Navy Yard at precisely seven minutes past eleven o’clock this forenoon, in the presence of a vast multitude of the citizens of Boston, Charlestown, Chelsea and the surrounding towns.

Through the courtesy of Commodore [Silas H.] Stringham, a large number of ladies and gentlemen, many of the officers of the Navy and others went on board of the “Hartford” and were launched in her. A large platform was erected, temporarily, on the west side of the shiphouse, which was filled with people, as were the tops of all the small buildings overlooking the scene. A line of scows was placed from the wharf to the Ship-of-the-Line “Vermont,” which was converted into a reception room for the guests…. The band attached to the U.S. Receiving Ship “Ohio” was ordered on board the “Vermont,” and contributed materially to the interest of the occasion. The “Ohio” was decked in holiday attire.

... [T]he gallant ship ... glided down into the waters at her feet, amid the shouts of the spectators, who at first said cautiously, “She moves,” then as doubt gave way to certainty, a confident “There she goes!” announced the success of the launch. A salute was fired from the battery on the sea wall, and, amid loud cheers and the waving of hankercloths, the good ship gracefully settled down upon her destined element.

As soon as the ship cleaved the waves, two young ladies who stood in the bow, broke each a bottle containing water and named
her “Hartford.” This ceremony was performed by Miss Lizzie Stringham, and Miss [Carrie] Downes, and Lieutenant G.H. Preble, who broke a bottle of salt water across her figurehead. Miss Stringham used a bottle of Connecticut River water, Miss Downes a bottle of water from a Hartford spring.

Shiphouse H would be used during the early years of the Civil War for two steam sloops and a gunboat. In April 1864 the yard laid down the keel of the double-turret monitor USS Quinsigamond on its ways. Work on the ironclad was suspended in November 1865. Renamed first Hercules and then Oregon, the incomplete vessel would remain in the shiphouse until finally broken up for scrap in 1884 as part of the yard’s efforts to dispose of incomplete and obsolete ships. Thereafter, the building remained empty until finally demolished in 1906.

Following the demolition of the shiphouse, the site remained vacant into the early 1910s. In February 1914 the yard successfully competed for the award of the construction of a new supply ship. That vessel, which would become USS Bridge (AF-1), was too long to be constructed on the yard’s remaining Building Ways. Thus, it decided to convert the former West Shiphouse site into a modern shipways. To pay for the project, the yard successfully had funds provided in the FY 1914 budget for a new Marine Barracks reprogrammed by Congress in the FY 1915 Naval Appropriations Act to cover the new Building Slip.

The Crandall Engineering Co. received the contact for the work, which was completed in June 1915, when the keel of the then unnamed Supply Ship No. 1 (later USS Bridge) was laid down. In addition to new inclined concrete building ways...
Hammerhead Cranes: A Gallery

Hammerhead cranes consist of a large counterbalancing horizontal jib boom mounted on a fixed tower which extends over locations such as shipways. They were a prominent element of the Navy Yard’s skyline from 1915 to 1976. Four cranes having a main hook capacity of 10 tons at a 60 ft. radius were purchased from the McMyler-Interstate Co. of Bedford, Ohio, in 1915 for use at the new Shipways. In 1940, one of those cranes was relocated to Pier 6, while a second was moved to serve the new Shipways 2. Three new hammerhead cranes, with a main hook capacity of 20 tons at a 90 ft. radius, were acquired from the Orton Crane & Shovel Co. of Chicago, all of which were used at Shipways 1. Following the arrival of the Orton cranes, the seven cranes were numbered “HH-1” through “HH-7” in yard records.

The crane on Pier 6 (HH-7) was demolished in 1957 as part of that pier’s reconstruction. That at Shipways 2 (HH-6) followed in 1960, with three at Shipways 1 (HH-1, HH-3, HH-5) being removed in 1965. The final two cranes, both Orton models, although declared surplus in 1967, were not demolished until late 1976.

Three of the four McMyler-Interstate cranes serving the Shipways are seen in this Mar. 9, 1920, view taken from Hammerhead Crane 1 during the construction of the oiler USS Neches (AO-5).

This mid-1940 view shows the erection of the new Orton hammerhead cranes at Shipways 1. Covered lighter YF-258 (YF-258) can be seen under construction at the outer end of the Shipways. Laid down on June 10, the non-self-propelled barge would be launched on Aug. 22, 1940.

This Mar. 15, 1965, photograph was taken in conjunction with the documentation to support demolition of Hammerhead Cranes 3 (foreground) and 5 (rear). Crane 4 at right would remain until after the closure of the Navy Yard.

The hammerhead cranes were a major visual element of the Navy Yard’s skyline, as can be seen in this June 24, 1961, view of USS Compton (DD-705) at Pier 9 East.

Richard Leonhardt
and associated wooden ways extending into the water, the work included the erection of four hammerhead cranes around the Shipways. These fixed cranes provided the yard with the capacity to handle large steel components and soon became a very prominent element of the shipyard’s skyline.

Between 1915 and 1923 the Shipways, also known as the Shipbuilding Ways, were utilized for the construction of one supply ship (AF-1), a torpedo testing barge (YTT-2), three oilers (AO-4 to AO-6), and a destroyer tender (AD-4). By the time the yard received its next order for new ship construction in 1931, the Shipways were in need of repair. Thus, despite some repairs made in 1934, for most of the 1930s the yard’s two dry docks were used as construction basins instead of the Shipways.

In 1938 and 1939 the Works Progress Administration undertook the reconstruction of the Shipways. The project involved both the lengthening of the ways at the inboard end and their widening, resulting in a platform measuring 100 x 445 ft. The widened structure would allow the yard to construct two ships such as destroyers side-by-side.

Associated with this work was a contract with the Orton Crane & Shovel Co. for three new hammerhead cranes having twice the lift capacity and the relocation of one existing crane. The other two cranes displaced by the new ones would be relocated by the Navy to Pier 5 (later redesignated Pier 6) and the new Shipways 2.

The project was completed in the spring of 1939, and on June 1 the keels of two destroyers—USS Gwin (DD-433) and USS Meredith (DD-434)—were laid down. Thereafter, the Shipways would remain in continuous use until the July 19, 1946, launch of USS LST-1154 (LST-1154). In this period, a
total of 45 ships, including destroyers (DD), small seaplane tenders (AVP), tank landing ships (LST), escort vessels (DE), dock landing ships (LSD), barracks craft (APL), and covered lighters (YF), were constructed on the ways.

Following World War II the Navy Yard ceased shipbuilding activities. Shipways 1 was retained in an inactive state, being used for such activities as an assembly location for yard employees to hear Secretary of the Navy Francis P. Matthews during a December 1949 visit to the yard.

In August 1954 the yard received an order to construct a new tank landing ship. In preparation for the start of work on USS *Suffolk County* (LST-1173), it undertook work on Shipways 1. Laid down in June 1955, the vessel was launched in September 1956, the last major naval vessel to be constructed by the Navy Yard.

By the early 1960s the Shipways were being utilized as a parking area for yard employees. In 1962 the yard looked at modernization plans calling for the site to be reconstructed as a marine railway, replacing the existing Marine Railway, but this idea never moved forward. In 1965 three of the hammerhead cranes surrounding the site were demolished.

Since the Department of Defense under Secretary Robert S. McNamara was committed to the phasing out of new ship construction at naval shipyards, it was clear that Shipways 1 had no future. Thus, on June 22, 1965, the Shipways were

Shipways 1 was in continuous use throughout World War II. In most cases, ships were built in pairs. Bunting has been placed on the bows of barracks craft USS *APL-32* (APL-32) and USS *APL-13* (APL-13) on Oct. 12, 1944, in preparation for their launching later that day. *BOSTS-10122*

In the post-World War II period, except for the time when USS *Suffolk County* (LST-1173) was being built, Shipways 1 was used for other purposes. Here, shipyard employees gather to hear Secretary of the Navy Francis P. Matthews on Dec. 8, 1949. *BOSTS-7514*

This Oct. 16, 1967, view shows the Shipways being used as a parking lot. Note how the low end has been paved to connect with both 10th and 11th Sts., which flanked the site. *BOSTS-8964*

Shipways 1 was last used for the construction of USS *Suffolk County* (LST-1173) in the mid-1950s. The Feb. 1956 view looking north shows progress on the stern of the ship as well as all five of the hammerhead cranes serving the facility. The June 1956 view at right shows the bow. Note the stand which would be used for the christening ceremony three months later. *BOSTS-14320* (above); *BOSTS-14329* (right)
declared excess to the yard’s needs, a decision approved by Washington on July 7, 1965. Although plans for the demolition of the facility were prepared in 1967, the Shipways remained in place, used as a parking area, until the closure of the yard in 1974.

Shipways 1 was included in the New Development Area of the Navy Yard, sold to the Boston Redevelopment Authority in May 1979. Under the development guidelines for the Buy Parcel, the Shipways ramp was to “be retained and reused as bearing for new construction.” Designated Parcels 3E and 3F, the site was chosen for the construction of a group of townhouse condominiums under the name Shipways Condominiums. Confusingly, the name Shipway Place was adopted for the property’s street addresses, being applied to the pedestrian walks which replaced the former 10th and 11th Sts.

Architect Anthony Casendino of Childs Bertman Tseckares & Casendino (CBT) took advantage of the incline of the concrete ramp by building four rows of units on different elevations so that the top floors could have a view of the waterfront. The project included 21 units in four irregularly shaped, flat roof buildings at the upper end of the Shipways (Parcel 3E). The northernmost building (1-5 Shipway Place) had three floors, the middle two structures (6-11, 12-17 Shipway Place) were two stories, and the southernmost (18-21 Shipway Place) had two two-story units flanking two single-story ones. The area south of the buildings (Parcel 3F) was leveled as a landscaped area. Construction began in late 1983.

In July 1984 the BRA sold Parcels 3E and 3F to Immobiliare New England. A month later, Immobiliare (and its partner, Canopus Inc.) issued the master deed creating the Shipways Condominium. This document provided for the addition of units built on adjoining Shipways 2, as well as a parking garage on Parcel 3K, to the condominium upon their completion. This would occur in 1985 and 1986, respectively.
Shipways 2 is significant as a part of the Navy Yard’s response to the demand for additional shipbuilding facilities to meet the needs of the Navy in the period immediately prior to and during World War II.

In the late 1930s the U.S. Navy began a massive expansion of its fleet. To support this increase in ship construction, it looked to expanding the capacity of its own yards as well as financing expansion of private yards.

At that time, the Charlestown Navy Yard possessed a single Shipways, recently enlarged. Continued use of Dry Dock 2 as a construction basin was not desirable as the approach of conflict meant that the dock would be needed for repair work. Thus, the yard looked at locations where a second building ways could be added.

The final decision actually saw the Navy decide to construct two shipways, one featuring the traditional inclined ways, the other a construction basin. The latter, initially called Shipways 3, evolved into Dry Dock 5 and was sited at the eastern edge of the yard. The former, labeled Shipways 2, was to be located immediately east of Shipways 1. This site had been used for shipbuilding from the 1820s through the Civil War, although since 1903 it had been occupied by Building 104, the Shipfitters Shop.

Since the construction of both the east extension of Building 104 and the erection of Building 195 provided alternative sites for assembly of components for ships, the yard decided that it could sacrifice the southern portion of the original structure. Thus, the first task undertaken by the New England Foundation Co. under a contract awarded in the summer of 1940 was the demolition of a 241-ft. section of Building 104, with the exception of a small electrical substation on its east side. That structure was retained, and would eventually be designated Building 224.

The project, begun in August 1940 and officially completed in September 1941, also saw the removal of Pier 7. That structure had originally been constructed in the 1830s as Wharf 4 (identified as Site 64 under the numbering scheme

Pier 7 is seen on June 2, 1920. Building 104 is at left. Both the south end of Building 104 and Pier 7 would be demolished in 1940 and 1941 to permit the construction of Shipways 2.

This Oct. 29, 1940, view shows the site of Shipways 2 following the demolition of the south end of Building 104. Note the brick substation lean-to which was retained and which would eventually be designated Building 224.
WHILE THE PREVAILING IMAGES of a ship launching are of the ceremonial christening and the entry of the vessel into the water, the launching process was a complex one requiring precise calculations. This gallery presents images of some of the technical aspects of the June 14, 1941, launching of USS *Forrest* (DD-461), the first ship to be constructed on Shipways 2.

The launching operation was controlled from this station set up next to the ship.  

The cradle was secured to the fixed portion of the ways by bolted steel burn plates. The launch process involved the cutting of these plates by workers with torches. This system replaced the earlier practice of holding the cradle in place by wedges which were knocked free.

Cutting of the burn plates had to be timed to be completed at the moment sponsor Eileen Fairfax Thomson (inset) broke the ceremonial bottle over the bow. The ship then slid down the ways into the water, stern first. The critical point was the pivot point (right), when the weight of the ship was borne by the water rather than the cradle.

Although traditional wood cradles fell away from a ship as soon as she was launched, the Navy Yard used steel cradles which were removed from the ship in dry dock. This view shows the cradles for USS *Fitch* (DD-462) (left) and USS *Forrest* (DD-461) in Dry Dock 2 following their removal and refloating of the destroyers to the fitting out pier.
This Jan. 2, 1941, progress photograph has been annotated to explain the work being done. The project was at such a state of completion that four days later the yard would lay down the keels of the destroyers USS Forrest (DD-461) and USS Fitch (DD-462). Based on the 1828 master plan. Used as a Shear Wharf in the mid-1800s, it was extended in the early 1900s. Removal of Pier 7 allowed the yard to renumber Piers 4A, 5, and 6 as Piers 5 to 7, respectively.

With a steeper angle than Shipways 1, Shipways 2 measured 110 x 425 ft., not including the two pairs of launching rails extending into the harbor. A utility building was constructed under the inboard end of the facility. To support ship construction, one of the McMyler-Interstate hammerhead cranes from Shipways 1 was relocated to the northeast corner of Shipways 2, while new Orton Hammerhead Crane 2 was positioned to serve both shipways.

By January 1941 work had progressed to the point that the yard could lay down the keels of the destroyers USS Forrest (DD-461) and USS Fitch (DD-462). From that time until July 30, 1945, Shipways 2 was continuously in use for the construction of a total of 52 vessels, all built in pairs. These included destroyers (DD), escort vessels (DE), tank landing ships (LST), barracks craft and ships (APL, APB), and covered lighters (YF).

This Apr. 13, 1956, view shows Shipways 2 being used as a location for sandblasting. Note temporary structure C-20 at right. This image is the only documentation of this structure. Hammerhead Crane 6 in the background would be demolished in late 1960.

Although Shipways 2, including the launching rails which extended into Boston Harbor, was retained by the yard following World War II, it was not used for shipbuilding. In 1956
it was being used as a location for sandblasting activities, but for most of the postwar era it was utilized as a parking lot for yard employees.

Shipways 2 was included in the portion of the Navy Yard sold to the Boston Redevelopment Authority as part of the New Development Area. Like Shipways 1, the structure was specified in the preservation guidelines accompanying the sale for retention and reuse as the foundation for new construction. Known as Parcel 3H, it was identified by the developer, Immobiliare New England, as the site for the construction of condominiums. These formed the second phase of the Shipways Condominiums project.

Construction began in 1984, with the BRA formally selling the site to Immobiliare in April 1985. The project was completed late that year, being formally added to the condominium’s master deed on November 22, 1985.

Like Phase I of Shipway Place on Shipways 1, Phase II involved multiple buildings arranged on the ramp to provide harbor views. Building A (22-27 Shipway Place) at the north end was three stories in height. Building B (28-34 Shipway Place) contained two floors. Building C consisted of a pair of two-story buildings set perpendicular to the remainder of the development and staggered down the ramp. Both buildings contained five units (35-39, 40-44 Shipway Place). The final structure, Building D (45-48 Shipway Place), also two stories in height, was again oriented towards the harbor.

Taking advantage of the former utility building space under the ramp, Shipway Place II included nine commercial condominium units (C-1 to C-9). These have been occupied largely by professionals such as realtors and attorneys.
RESOURCE

Shipyard Mall

LOCATION: Charlestown – NHP

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STATEMENT OF SIGNIFICANCE:

The Shipyard Mall is significant as the primary ceremonial area of the Navy Yard and as the location of the yard’s Flag Pole (Structure 242) and Band Stand (Structure 260). The site is also significant as the location of the yard’s Gun Park during the 19th century.

HISTORY:

Although the current Shipyard Mall dates only to early 1946, it is a continuation of an open space which dated back to the earliest years of the Navy Yard. For most of the 19th century the block bounded by First and Second Aves. and 3rd and 4th Sts. housed the yard’s Gun Park, used for the storage of cannon. First laid out in April 1816, the Gun Park was enlarged in 1834. It featured stone runners on which the cast iron cannon were laid out in neat rows. In 1848 the yard received funding for the laying of 4,362 ft. of iron rail on granite bases to improve the conditions in the Gun Park. An 1852 article reported that the park held between 700 and 800 cannon in various sizes up to 64-pounders. The Navy Yard’s Gun Park was also the location of its main Flag Pole. For most of this period, the park was surrounded by a rail fence and trees.

By the end of the century, smooth-bore and even rifled cannon had been replaced by more modern weaponry. The Navy Yard began to dispose of excess cannons, using some as bollards throughout the yard and scrapping the remainder. The physical size of the park decreased as the southern edge was taken for a widening of First Ave. and the construction of the Underground Conduit (Structure 280) [utility tunnel].

With the emptying of the Gun Park, the yard decided to turn the space into a landscaped park. The initial work was completed in December 1904. The park sloped slightly downhill from Second Ave. to the concrete sidewalk on First Ave. which served as the roof for the Underground Conduit.

Shortly after the completion of the initial landscaping, the yard constructed a Band Stand on the north side of the area opposite the Commandant’s House (Quarters G). The original Band Stand would be replaced by a more elaborate one (Building 163) during World War I. The area would serve as a focal point for yard ceremonies much as a Parade Ground served more traditional military installations.

With the coming of World War II, the yard sought to maximize usage of space within the yard. The Mall was taken over as a steel storage yard, complete with railroad access.

This photograph showing crowds on the Shipyard Mall on Navy Day, May 13, 1916, looks east from the front of the Upper Quarters (Quarters B-F/Building 265). The pole in the foreground is a wireless (radio) mast. Note that at this time the Flag Pole had no gaff. At right, on the island in the middle of First Ave., are the former Wireless Telegraph Station (Building 129) and the Scale House (Building 19). The two tents in the background which contained displays for visitors from Second Ave. One casualty of this usage was the Band Stand.

The restoration of the Mall as an open space began almost immediately after the end of hostilities, and by March 1946 it had been re-landscaped. Shortly thereafter, the yard...
Chapter 5, Resource Inventory

The Gun Park

Gun parks were a characteristic feature of navy yards in an era when a ship-of-the-line carried 74 or more cannons. This view shows the Gun Park looking northwest around 1874. The Shot Park is in the foreground. The Gun Park was the site of the yard’s main Flag Pole from its earliest days. The Upper Quarters (Quarters B-C-D-E-F/Building 265) can be seen in the left background, while at the right background is the Tank Shed (Building 1). Note the board fence on the north side of Avenue D (Second Ave.) which separated the Commandant’s House yard from the remainder of the Navy Yard. The domed building in the background is the Charlestown City Hall in City Sq., completed in 1868. BOSTS-14941

This close-up view provides a good detail of the stone and metal rails on which the cannons rested. Portsmouth Naval Shipyard Museum

The Shipyard Mall was used for a variety of ceremonies throughout its existence. This view shows a flag-raising ceremony held in conjunction with the first Liberty Bond drive during World War I. Note the concrete stairs leading from First Ave. to the base of the Flag Pole and the wooden Band Stand behind the officers to the left of the pole. The youngster in the foreground, Arthur F. Macey, Jr., had been given the honor of raising the flag. His father, who worked in the yard for over 40 years, is the second person from the left. The man to the left of Arthur Macey is Master Laborer Max Goldman. The officer to the right of Macey is unidentified, but the remaining individuals are, from left to right, Capt. W.S. Bailey, Engineering Officer; Capt. Watt Tyler Cleverius; Commandant Capt. William R. Rush; Chairman M.A. Allen of the New England Liberty Bond Drive; Capt. J.S. Carpenter, Yard Pay Director; and Cmdr. William W. Barry, Yard Supply Officer. BOSTS-13352

- 991 -
This photograph appeared in the Mar. 9, 1946, issue of the Boston Naval Shipyard News to illustrate the return of the Shipyard Mall to its status as a landscaped open space from its World War II use as a steel plate storage field. The area in the foreground would soon give way to Tennis Courts (Structure 236).

The Mall was used for many purposes, including as a site for signs to promote good work practices. This Feb. 10, 1956, image shows a “Don’t Delay Your Ship” message encouraging worker efficiency. BOSTS-9122

This view shows a gathering on the Shipyard Mall for Navy Day on Oct. 27, 1924. The featured speaker was Boston Mayor James M. Curley, who told the assembled crowd that “this Navy Yard will always be part of our American history and heritage.” BOSTS-13352

The ca. 1964 winter view of the Shipyard Mall looks north from the corner of First Ave. and 3rd St. Note the backstop in the northwest corner of the Mall, indicating that it was being used as an athletic field. The fire hydrant, fire alarm call box, and street light remain in place in 2008. BOSTS-9192

constructed Tennis Courts (Structure 236) on the eastern two-thirds of the area to replace those which had formerly been located in the area occupied by Building 198 on the east side of 4th St. At some point, the small area of the Mall at the southeast corner next to the Tennis Courts was landscaped with two large anchors.

Rather than replacing the Band Stand with a similar structure, the yard in 1949 erected a wooden Reviewing Stand around the base of the Flag Pole (Structure 242). In 1959,
Civilian employees and military personnel gather on the Mall in front of the Band Stand for the Aug. 25, 1972, Change of Command ceremony where Capt. Russel L. Arthur relieved Rear Adm. Raymond A. Burk as Shipyard Commander. Neither man could realize at the time that less than two years later, they would come back to the Mall to preside over the formal ceremony marking the closure of the Boston Naval Shipyard.

Chapter 5, Resource Inventory

this was replaced by a concrete Band Stand (Structure 260). As a part of that project, a cannon and a small pile of cannonballs were placed on the Mall to the west of the Band Stand and the War Memorial (Structure 279) was relocated from an island in the middle of First Ave. to the front of the new structure. At this same time, widening of the south side of Second Ave. between 3rd and 4th Sts. by 10 ft. resulted in another reduction in the overall size of the Mall.

A character-defining feature of a military installation is the display of items of military hardware. There are two such displays on the Shipyard Mall. The USS Constitution cannon and cannonballs, seen at left on Oct. 25, 2006, were installed on the western end of the Mall in 1959 as part of the reconstruction of the Band Stand (Structure 260). The small pocket of landscaped area at the southeast corner (right) contains two large anchors. Note the characteristic yard yellow trash receptacle in this May 6, 2003, view.

During the summer of 2005, as part of an Artist-in-Residence program in conjunction with the Institute of Contemporary Art, Boston National Historical Park hosted a display on the Mall by artist Jerry Beck entitled The Secret Ark of Icon Park.

Other than the installation in 1967 of a bituminous diagonal walkway from the southwest corner of the Mall to the remnant of the concrete walk surrounding the original Band Stand location, the site underwent little further change prior to the closure of the yard. The site, last used by the Navy for the formal disestablishment ceremony for the yard on July 1, 1974, was transferred to the National Park Service. Included in the transfer were the cannon and anchor monuments.

Stephen P. Carlson, BNHP (left); OCLP (right)
Shipyard Park is significant as a major public space intended as the centerpiece for the post-1974 redevelopment of the Navy Yard. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

The site is also significant as the site of the 19th century Timber Dock; the 20th century Recreation Field; and, as discussed elsewhere, Buildings 195 (Pipe & Assembly Shop) and 197 (Electrical & Outside Machinists Shop).

Shipyard Park occupies the footprint of Building 195.1 As discussed elsewhere, that structure, as well as Building 197, had replaced the yard’s early 20th century Recreational Field. That facility, in turn, had come into being through the filling of the 19th century Timber Dock to the east of Dry Dock 2.

During the age of wooden ships, wet basins were used for the storage of timber used in ship construction and repair. Thus, establishment of a Timber Dock was the first major improvement to the Navy Yard following the property’s acquisition by the federal government. On July 13, 1801, Secretary of the Navy Henry Dearborn authorized the construction of a 1,000 ft. Cobb Wharf to create a basin for the storage of timber. This irregular basin enclosed an area of approximately 9.75 acres.

The 1828 master plan identified the Timber Dock as site 52 and was the first plan to show it as an irregular pentagon. Work to create this facility, which would eventually encompass about 10.5 acres, began in 1834 with the demolition of the Cobb Wharf and the installation of a swinging gate. A pile bridge crossed the center of the dock from east to west.

In the early 1850s the yard constructed stone walls on the sides of the dock to both define it and allow filling of land adjacent to it for other purposes. One of the more significant projects, completed in FY 1857, involved the establishment of an Ordnance Wharf at the southeast corner of the dock. During the Civil War that wharf became the site of a Magazine (Building 48), Heavy Shell House (Building 47), and a Saluting Battery Shed (Building 48). From the 1850s to the late 1890s the yard’s Receiving Ship was moored off the angled wall of the western half of the dock.

In his annual report for FY 1865 Civil Engineer Joseph E. Billings requested $41,468 for filling in a portion of the Timber Dock. During the Civil War that wharf became the site of a Magazine (Building 48), Heavy Shell House (Building 47), and a Saluting Battery Shed (Building 48). From the 1850s to the late 1890s the yard’s Receiving Ship was moored off the angled wall of the western half of the dock.

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Although the BRA includes the entire Recreation Parcel in some definitions of Shipyard Park, this discussion is restricted to the footprint of Building 195 and, to a lesser extent, the area surrounding Dry Dock 2.
The Timber Dock & Ordnance Wharf

In the days of wooden ships a Timber Dock, also known as a Wet Basin, was an essential component of a shipyard. It provided an area where large timbers acquired for shipbuilding and repair could be preserved by being kept wet. From its earliest days, the Charlestown Navy Yard was dominated by a large Timber Dock located at the center of the yard’s waterfront.

The Timber Dock, identified as site 52 in the 1828 master plan and assigned numbers 90 and 91 upon the adoption of the current numbering scheme in 1868, was defined on the harbor side by what was often called the Ordnance Wharf. Its precise configuration varied over time. Wharf 3 at its west end was the location for the yard’s Receiving Ship. It was crossed by a pile bridge. The western portion of the Timber Dock became the site of Dry Dock 2, while the eastern portion was filled, the open space being used as a Recreation Field until the late 1930s, when Buildings 195 and 197 were constructed.

This view from the top of the Bunker Hill Monument shows the Timber Dock which dominated the center of the yard. The Receiving Ship USS Ohio at Wharf 3 dates this photograph to the early 1870s. Barely visible in the distance is the octagonal Magazine (Building 48) which stood at the center of the Ordnance Wharf.

This view of the Receiving Ship USS Wabash and the Timber Dock (Structure 91) probably dates to the 1890s. Note the deteriorated condition of the bridge across the dock.

The Ordnance Wharf provided storage for both guns and shot. This photograph looks northwest over the Timber Dock (Structures 90, 91). In the background, from left to right, are Buildings 24, 23, 22, 28, 29, 32, and 36.

The Magazine (Building 48) stands among both shot and mortars on the Ordnance Wharf. Behind it is the Saluting Battery Shed (Building 49), with a flag pole on its roof, while at right is the Heavy-Shell House (Building 47).

The construction of Dry Dock 2 spelled the end of the Timber Dock. This June 1, 1899, image looking northeast shows work underway on draining the basin. At left is the “spit” which divided the two halves of the facility. In the distance, from left to right, are Buildings 36, 39, 40, and 42.
The Recreation Field

The construction of Dry Dock 2 resulted in the elimination of the Timber Dock. The area between the dock and 8th Street was filled in and used primarily as a Recreation Field for sailors assigned to the yard or to ships berthed there until World War I. At that time, the area was used for both open storage and for numerous temporary structures. Following the end of the war, most of the temporary structures were removed, and the field resumed its recreational function.

In 1937 the yard began construction of a new Pipe Shop (Building 195) in the northeast corner of this area. A western and then southern extension of that structure soon followed. With the start of construction of the Electrical & Outside Machinists Shop (Building 197) at the southern end of the area, the last of the Recreation Field disappeared. Following the closure of the Navy Yard, the Boston Redevelopment Authority demolished Building 195 and returned the area to recreational use as Shipyard Park.
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The Navy Yard began to remove temporary structures. By the early 1920s, most of the former Recreation Field had been reclaimed. While tracks still crossed part of the area, aerial photographs reveal that baseball diamonds had been created there.

When the yard began to look at sites for a new Pipe Shop in the mid-1930s, the Recreation Field was a natural choice. Starting in late 1937 with the demolition of Building 164, the Works Progress Administration (WPA) began construction of Building 195 in the northeast corner of the field. No sooner had this building been completed than it started on an extension between the west side and 6th Street. This West Extension was soon followed by a South Extension. Thus, most of the Recreation Field disappeared. The final portion of the area would be utilized for the high-rise Electrical & Outside Machinists Shop (Building 197).

Initial planning by the City of Boston in 1973 and 1974 for the reuse of the Navy Yard involved shipbuilding. Thus, Dry Dock 2 and Building 195 were to be retained for use by the proposed Boston Shipbuilding Corp. However, when it became apparent in late 1974 and early 1975 that the company could not raise the financing needed, the city shifted its approach to the yard. In particular, it developed the idea of creating a large open space in the center of the yard. At various times the proposal envisioned demolition of both Buildings 195 and 197, but the latter was soon included in the New Development Area instead.

Design of what became Shipyard Park fell to the Boston Redevelopment Authority’s chief senior architect, Jasenka (Hrska) Diminic. While her design would evolve somewhat between its initial concept and the final construction documents, it would include a rolling landscape, fountains, a children’s play area, and a performance space. Under her design, the walls of the Locker Room extension of Building 195 would be retained as an “exhibit pavilion.” Also retained would be the Dry Dock Pump House (Building 123). Dry Dock 2 would be permanently flooded and surrounded by a pedestrian walkway.

In May 1977 the Recreational Parcel became the first portion of the yard to be transferred to the BRA. Shortly thereafter, having obtained a $1.7-million federal Economic Development Administration (EDA) grant covering a large percentage of the $2.3 million project, it began work on the construction of Shipyard Park. This work was essentially complete by 1980, although the park would not be formally opened to the public until June 1983 because of access issues.

The park has been described as “a large, gently rolling landscaped area which has tree-lined paths, shrubs, flower beds, a children’s playground, a large granite fountain designed to evoke the industrial quality of the Yard, and a performance pavilion comprised of a segment of Building 196 [195] which once stood on the site.”

This Sept. 1976 plan for the Boston Naval Shipyard Park shows all of the major elements which would be in the final design. Note, however, that the area shown as new development would be changed when the BRA decided to retain Building 197 as part of the New Development Area. BNHP
Shipyard Park replaced Building 195. Its demolition is nearly complete in this 1978 view.

Richard Frear, BNHP

The completed park quickly became an important outdoor recreation facility for both residents of the new housing being provided within the Navy Yard and those of Charlestown. It also became the focal point for the BRA’s annual Harborpark Day, initiated in 1985 and continuing until the late 1990s.

In the early 1980s the BRA began planning for what it identified as Phase III of Shipyard Park (Phase II being the redevelopment of Pier 4). The Boston landscape architecture firm Brown & Rowe created plans for a pedestrian promenade around the perimeter of Dry Dock 2. The area between the crane rails became a wood walkway; the remaining area was largely brick pavers. Bishop’s crook streetlights and benches were a part of this work. Work began in 1986 and was completed two years later. Funding issues, however, led to the elimination of much of the proposed landscaping in the Baxter Rd. area where Shipyard Park abutted the national park.

As part of Phase III, the BRA repainted National Park Service-owned Portal Crane 65, which had been located at the Pier 3 end of Dry Dock 2 since the early 1980s. The isolated location of the crane, however, made it an attractive nuisance as a diving platform for local youths, and in November 2006 the NPS moved it to the trackage between Buildings 22 and 28.

The first major change within the main area of Shipyard Park came in the early 1990s when city granted permission for construction of the Massachusetts Korean War Veterans Memorial within the park. The memorial was completed and dedicated on the 40th anniversary of the 1953 armistice which ended active hostilities on the Korean peninsula.

By late 2000 the children’s play area in Shipyard Park was in a deteriorated condition, with some of the equipment removed for safety reasons. At the urging of the local city councilor, the BRA in 2002 undertook a $220,000 upgrade of the Tot’s Lot.

One major element mentioned in BRA plans for Shipyard Park, a monumental sculpture at the head of Dry Dock 2 commemorating yard workers, never went beyond the concept phase. A proposed bridge across the end of Dry Dock 2 has also not been funded. Except for one brief temporary art exhibit, the city has yet to address the rehabilitation of Building 123 as part of the park.
This Oct. 5, 2004, view shows the concession stand space in the ground floor of the Building 195 fragment. Beyond it is the grage door entrance to the maintenance area built under the hill behind the fountain/performance area.

Stephen P. Carlson, BNHP

A more recent addition to Shipyard Park is this public pay toilet, located to the south of Building 195. This view dates to Oct. 5, 2004.

Stephen P. Carlson, BNHP

The Massachusetts Korean War Veterans Memorial dominates the landscape of Shipyard Park. This June 27, 2004, view looks into the park from First Ave. and Baxter Rd.

The Boston Harbor Associates

Shipyard Park has been the focal point for numerous activities, including the BRA’s annual Harborpark Day. This view showing the 8th St. side of the park was taken during that event in Sept. 1986.

Jack Glassman/BRA

Why the plaque on Building 195 identifying Shipyard Park bears the date 1991 is not clear.

Stephen P. Carlson, BNHP

Crowds gather on the granite steps/seats overlooking the performance area for a June 21, 2005, Celebrate the Summer Solstice event sponsored by the Friends of the Charlestown Navy Yard.

Friends of the Charlestown Navy Yard

On Aug. 13, 2002, Boston Mayor Thomas M. Menino cuts the ribbon to open the rehabilitated Tot’s Lot in Shipyard Park.

Holly D. Ben-Johnson
The grid pattern of the streets and roadways in the Charlestown Navy Yard is significant in defining the way the yard situated its facilities and as the product of the master plan prepared by Loammi Baldwin II, considered as the “Father of American Civil Engineering.”

The Charlestown Navy Yard is organized on a grid which was established by Loammi Baldwin in 1828, although the master plan for the Navy Yard only addressed one actual street. That was the Main Ave. (now known as Second Ave.), identified as Site 64. No other roadways are specifically shown on the plan, although the spaces between buildings can be interpreted as such.

By 1877 what is today First Ave. had evolved as the principal thoroughfare in the yard in preference to Baldwin’s Main Ave. This evolution occurred primarily because it both connected to the Main Gate (Gate 1) and served the new industrial buildings constructed in the 1850s and 1860s.

The first plan to show formal designations for yard roadways was the one accompanying the Civil Engineer’s report for FY 1877. At that time, the east-west roads were designated as avenues and assigned letters from north to south. The north-south roads were designated as streets and numbered from west to east, with 1st St. being the street which entered the yard between Buildings 3 and 4.

The current designation system was adopted in 1902. The east-west avenues were numbered from south to north starting with the avenue which entered the yard at Gate 1. Two east-west roads south of First Ave. were named for assassinated Presidents Abraham Lincoln and William McKinley. The roadway which traversed the southern edge of the yard from Dry Dock 2 to Pier 10 was designated as Dock St.

Not all roadways were ever formally named. Service drives, such as those leading from Second Ave. to the Commandant’s House and the Marine Barracks, never had formal names. While the roads parallel to the sides of Dry Dock 1 were labeled 4th and 5th Sts. in 1877, they received no names in 1902.

Over time, there were changes in the routings of the yard’s streets. Portions would be abandoned to allow construction of larger structures. Open areas used for storage or, in the post-World War II era, automobile parking, were paved, often blurring the lines of what were actually streets.

Paving materials also evolved, often reflecting those materials which were in vogue outside of the yard. Materials used over time included dirt, cinders, gravel, brick, cobbles-stones, smooth granite pavers, wood, concrete (granolithic), and bituminous concrete (tarvia or asphalt). As late as the early 1900s, most yard streets did not have hard pavement.

By the time the yard closed in 1974 nearly all paved areas were asphalt. However, because repaving often involved overlaying existing pavement, the Navy Yard in 2008, especially within the National Park Service portion, has examples of most of the paving types used through the years. Indeed, the park’s General Management Plan calls for preservation and exposure of older materials as examples of the yard’s evolution over time.

Since the closure of the Navy Yard, treatment of the roadways by the National Park Service and the Boston Redevelopment Authority has differed. The NPS has attempted to maintain the historic industrial character of the streets, and has thus retained railroad tracks set into them. In addition, it has preserved and exposed significant portions of earlier pavement materials. The BRA, in some cases in violation of the Groundplane Guidelines of the Historic Monument Area transfer, has rebuilt its roadways as city streets in accordance with current City of Boston standards. The sole exception has been the pedestrianized Second Ave.

The individual roadways in the Navy Yard are discussed in the following pages, arranged by avenues, numbered streets, and other roadways.
This Aug. 1877 plan is the first to show formal names for streets within the Navy Yard. This scheme was replaced by the current designations in 1902. In addition to substituting numbers for letters for avenues, the names of the numbered streets were adjusted.
These two plans show how during the 20th century the variety of paving materials in the Navy Yard decreased. At top, a July 31, 1928, inspection plan reveals nine different pavement types in use. Above, an Aug. 1954 plan shows that virtually the entire paved area had become asphalt. BOST-13469
First Avenue is significant as the major roadway traversing the Navy Yard and as a part of the overall grid pattern of the yard’s road system.

First Ave. had its origins in developments prior to the establishment of the Charlestown Navy Yard. Its western end was the eastern terminus of Water St. (then known as Battery St.), which ran along the Charlestown waterfront. On January 10, 1801, the Town of Charlestown voted to abandon and grant to the United States the portion of that road (measuring approximately 750 ft. in length) within the Navy Yard. This transaction was protested by John Harris, the owner of the land over which both that street and an extension of Henley St. had been laid out, on the grounds that the town only possessed a right-of-way and not title to the property. In the 1830s Harris’s heirs brought a successful suit against the government for its taking of the land. This dispute would finally be settled in July 1840, when the United States purchased the roadway tracts from the heirs.

Like most of the early streets within the yard, this roadway was ill-defined for many years. It first began to take form in 1813, when the Navy Store (Building 5) was erected along its southern line. Further definition would occur as what had started in the mid-1810s as somewhat irregular Gun and Shot Parks began to take rectangular form and be defined with fences.

In July 1821 the Navy Yard began construction of a second Shipways and Shiphouse I (Building 71) to the east of the Timber Dock. To provide access to this site, it built a road north of the Timber Dock to connect it with the original Shipways and Shiphouse G. Completed on January 15, 1822, this right-of-way would generally form the central section of the future First Ave.

In developing his master plan for the Navy Yard, Loammi Baldwin chose to establish a Main Ave. running from west to east the entire length of the yard. Identified as Site 64, that roadway, located to the north of the “new road” across the top of the Timber Dock, would eventually become Second Ave. The Baldwin plan did not specifically show any other streets within the yard, although they could be projected from...
This Jan. 31, 1902, plan shows the relocation and widening of First Ave. between 3rd St. and 9th St. The new sidewalk along the north side of the roadway would form the roof of the Underground Pipe Conduit (Utility Tunnel) which would allow removal of the electric light poles shown here.

The way buildings were laid out on the grid. This grid, however, did not envision a street running the length of the yard from the existing Main Gate. Instead, it projected two Store Houses on Sites 15 and 16 which would, had they been built as designed, extend across what is now the roadway.

In April 1851 Commandant John Downes reported that most of the heavy haulage within the yard took place on the unpaved roadway from the Main Gate to the Shiphouses. This road, he stated, was impassable after heavy rains. Thus, he requested funds to pave its surface. The Bureau of Yards & Docks concurred, and three-quarters of the road’s length had been paved by the end of May.

In 1865 the first railroad tracks were introduced into the yard. These entered the yard at its west end, passing south of Buildings 3, 4, and 5. They then curved northeast to meet First Ave., following that road east to the Machine Shop complex. A siding was added in 1870 on the south side between Buildings 28 and 36 to accommodate a railroad scale. In 1874 a Scale House (Building 19) was built on the north side of the roadway near the center of the Gun Park. This provided a facility for weighing carts.

By 1877 the roadway was designated as Avenue E. In that year, the Civil Engineer, in requesting funds for placing water and gas mains under yard streets, reported that it had become the principal thoroughfare for the yard in preference to Avenue D, Baldwin’s Main Ave.

By the time that the yard began to modernize in the late 1890s the majority of its roadways were still unpaved, and even the paved roadways such as First Ave. were not in the best condition. In 1899 the yard’s Civil Engineer submitted his proposed public works program for FY 1901. Among the projects outlined was the paving of First Ave. in brick from Gate 1 to Building 71, the East Shiphouse.

At the same time, several other projects surfaced which both delayed the paving work and resulted in a relocation of the roadway. In January 1902 plans were prepared for the movement of the roadway northwards between 3rd St. and 9th St. Its north edge would then be in alignment with the remainder of the street between 9th and 16th Sts.

This project was accomplished in 1902 and 1903 in conjunction with the construction of the Underground Pipe Conduit (Structure 280). The concrete roof of this structure formed the sidewalk along the north side of First Ave. The strip of land where the Scale House (Building 19) stood remained as a median which divided the new roadway from the old as far as Building 22. Thereafter, the older portion of the street was converted into an unpaved railroad right-of-way. The tracks resumed their position within the street in the vicinity of Building 36.

The 1902-1903 reconstruction of First Ave. also saw the installation of new railroad and platform scales at Building 19. The former were served by a siding off of a slightly realigned track connecting Lincoln Ave. and First Ave. This
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The May 1, 1902, image at left shows First Ave. at 4th St. prior to its relocation. The similar view from July 1, 1903, at right shows the relocated roadway. The concrete sidewalk forms the roof of the Underground Pipe Conduit (Utility Tunnel). Note that the trees which originally lined the north side now are on the south side of the road.

In addition to the construction of the Underground Pipe Conduit, the yard laid sewer lines and renewed the railroad trackage along the street. Note the pile of removed pavers and the sewer pipes in the background of this Dec. 1, 1902, view looking northwest at Buildings 34 and 32.

The overhead electric lines in this Aug. 3, 1903, view looking east will soon be placed in the Underground Conduit and First Ave. paved with the bricks stacked on the south side of the road in front of Building 36.

On Oct. 27, 1922, the Navy League of the United States organized the first Navy Day, the date being chosen because it was the birthday of President Theodore Roosevelt. Two years later, the Navy Band parades down First Ave. from 3rd St. during Navy Day festivities. Spectators line the median created when the roadway was moved northward onto part of the former Gun Park, now the Shipyard Mall, during its 1902-1903 reconstruction.
The Navy Yard was like a self-sufficient town, possessing machinery necessary to deal with severe winter weather. Here, a snowloader is used to remove the remnants of the Valentine’s Day blizzard of 1940 from First Ave. Note that the western portion of Building 40 has been removed to allow the expansion of the Machine Shop (Building 42).

required rail cars needing weighing to be backed onto the scales. In 1919 the original Scale House was abandoned in favor of a new one located on the south side of the street just east of 4th St. This location allowed it to serve both road and railway scales in a more efficient manner.

In March 1917 the yard drew up plans to remove approximately 35 ft. at the west end of the median opposite the Shipyard Mall. Site plans and photographs reveal that this work was never carried out, and the entire median remained until 1942, when portions at the west end and adjacent to where the railroad tracks curved onto the right-of-way of the street were removed to create an island. In 1953 a driveway was constructed across the railroad tracks to allow access from First Ave. to the front of Building 22 and the roadway along the east side of Dry Dock 1.

The island opposite the Shipyard Mall became the site for the placement of a Monument (Structure 279) commemorating yard employees who died in military service as part of the 1950 celebrations of the yard’s sesquicentennial. Nine

As the primary road through the Navy Yard, First Ave. was the location for numerous parades and ceremonies. In the post-World War II period the yard celebrated Fire Prevention Week to promote fire safety among yard employees. The Boston Fire Department’s motorized steam fire engine “Abe Lincoln” follows a hand pumper down First Ave. during the Oct. 6, 1952, Fire Prevention Parade. Note how the railroad tracks along the south side of the street enter the unpaved right-of-way just to the west of Building 36.

The island opposite the Flag Pole became the location for the Monument dedicated to yard employees who died in military service. This view shows the 1952 Veterans Day ceremonies. The Monument would be moved to the north side of the road and the island eliminated in 1959.

As part of the reconstruction of Gate 1 in 1958 and 1959 to better accommodate automobile traffic, the north side of First Ave. was widened between the gate and 3rd St. by the removal of the grass strip which had separated the roadway from the sidewalk adjacent to Quarters B. This photograph shows Quarters B-F (Building 265) and the widened roadway following a snowstorm, probably in the early 1960s.

This Oct. 16, 1973, view shows the section of First Ave. between 3rd St. and Gate 1. Note the guard booths at this end of the roadway as well as the one at the gate itself.
years later, the Monument was moved to a location in front of the Band Stand (Structure 260) and the island was removed. At the same time, the north side of the roadway was widened between Gate 1 and 3rd St. as part of the reconstruction of Gate 1.

First Ave. remained as a brick-paved street at least to the late 1920s. Subsequently, like other roads, it was overlaid with asphalt. This probably took place either immediately before or during World War II.

In 1966 the Navy repaved First Ave. from 9th St. to 16th St. This work involved some realignment of the railroad tracks in the street, as well as the removal of the brick pavers and

These Mar. 30, 1966, views looking west (top right) and east (right) from the intersection of 13th St. were probably taken in support of plans completed a month later for the reconstruction of the roadway between 9th and 16th Sts., including realignment of the railroad tracks. As part of the work, the original brick paving which formed the base for the asphalt would be removed. Note how the cars on the north side of the street are parked on the sidewalk adjacent to Buildings 105 and 106.

BOSTS-8664 (top right); BOSTS-10112 (right)

This July 10, 1974, image looks east from 6th St. Although the yard had officially closed ten days earlier, the roadway is lined by cars belonging to yard employees transferred to the Portsmouth Naval Shipyard, which was tasked with completing the closure of the yard and its turnover to the General Services Administration for disposal.

BOSTS-8675

These two views of First Ave. were taken at 4:15 p.m. on Aug. 28, 1968, to document the exodus of yard employees both on foot and by car at the end of the work day.

BOSTS-8947
their replacement with a bituminous base layer. A similar project five years later dealt with the area between the Band Stand (Structure 260) and 6th St.

With the closure of the Navy Yard, the portion of First Ave. west of 6th St. became part of the Charlestown Navy Yard unit of Boston National Historical Park. From the intersection with the mid-point of Baxter Rd., the boundary followed the south side of the median to 6th St. The remainder of the street went to the Boston Redevelopment Authority as a part of the Historic Monument Area parcel.

The BRA completely rebuilt the street between 1979 and 1981. In the process, it narrowed the section west of 9th St. so that the road maintained the same width for its entire length from the new 5th St. to its end at 16th St. Although the Groundplane Guidelines for the parcel had called for retention of the railroad tracks, these were removed. First Ave. between 5th and 9th Sts. was accepted by the city as a public street in December 1983, with the area between 9th and 16th Sts. being similarly accepted in July 2002.

The BRA site preparation contracts for the Navy Yard involved replacement of underground utilities and the reconstruction of the streets to City of Boston standards. The 1979 view above shows utility work underway, while the 1981 view at right shows manhole covers raised in preparation for final paving. Note how the north side of the road has been narrowed with a grass planting strip between the original and new sidewalks.

The abandoned nature of the Navy Yard outside of the area transferred to the National Park Service can be seen in this view of First Ave. looking east from 9th St. following the Blizzard of 1978.

With the completion of the Gate 4/5th St. and the Chelsea/Water St. highway projects in 1983 and 1985, respectively, First Ave. through the national park ceased to be the access into the remainder of the yard. Elsewhere, it remained as the primary vehicular roadway through the Navy Yard.

In 1999 and 2000 the NPS repaved its portion of First Ave. Although sections of the original 1903 brick pavers were found
in the section between Gate 1 and 3rd St., their condition was such that their retention was not possible. From 3rd St. east, the paving project involved milling and overlay rather than full-depth reconstruction.

In 2003 shallow-depth Security Barricades (Structure 285) were placed in First Ave. just east of 4th St. as part of security enhancements following the September 11, 2001, terrorist attacks. A year later, the Truck Scale Platform (Structure 235) was stabilized and repaired.

Outside of the national park, First Ave. has come to appear no different than any other urban street, having lost the industrial character given by the railroad tracks removed despite preservation restrictions mandating their retention. The Oct. 5, 2006, view above looks east along First Ave. from the corner of 6th St., while the 2008 image at right shows the HarborView complex at the 16th St. end of the roadway.

This Aug. 23, 2004, photograph looks west along First Ave. from the intersection of 5th St. This area is normally referred to by the park as Gate 4, although in reality Gate 4 is at the intersection of 5th and Chelsea Sts. The wooden gate arms, installed in conjunction with the Security Barricades (Structure 285), would be removed in 2008 following repeated damage from vehicles.

This May 1986 view from the roof of Hoosac Stores looks east along First Ave. Note the buses parked in the yard. This practice would be discontinued following the Sept. 11, 2001, terrorist attacks.

During the 1999-2000 repaving of roads within the park, considerable areas of earlier paving were uncovered. This Jan. 7, 2000, view shows brick pavers exposed on First Ave. adjacent to Building 5. The two-brick-wide line on the left is the Freedom Trail, installed in the center of the road during the late 1990s.

This Aug. 23, 2004, photograph looks west along First Ave. from the intersection of 5th St. This area is normally referred to by the park as Gate 4, although in reality Gate 4 is at the intersection of 5th and Chelsea Sts. The wooden gate arms, installed in conjunction with the Security Barricades (Structure 285), would be removed in 2008 following repeated damage from vehicles.

Stephen P. Carlson, BNHP
No Property Record Card Available

Second Avenue, originally known as the Main Avenue, is significant as the only roadway to be specified in Loammi Baldwin's 1828 master plan for the Navy Yard and as a part of the overall grid pattern of the yard's road system.

The road which ultimately became Second Avenue began to take shape in the earliest years of the Navy Yard as the southern edge of the grounds surrounding the Commandant's House and the Marine Barracks Parade Ground began to be defined by fences. In early 1816 the yard laid out a Gun Park south of the Commandant's House, establishing the initial width of the roadway. Shortly thereafter, it planted an alleé of elm trees along this roadway.

In 1828 Loammi Baldwin created a master plan for the Navy Yard. This plan established an east-west road which served as the basis for the grid layout of the yard along the line of the roadway in front of the Commandant's House. Termed the Main Avenue and designated Site 64, it was designed as a 30-ft.-wide paved roadway with a 15-ft. footway on each side. The drawing showed it to be lined by trees.

This stereo card image looking east near the junction of Avenue E (Second Ave.) and 6th (4th) St. probably dates to the late 1860s. The Commandant's Office (Building 29) is on the right.

This stereo card view probably dates to the late 1870s since the stairs built at the east end of the Marine Barracks Parade Ground in 1875 can be seen. The Muster House (Building 31) and Sail Loft (Building 33) can be seen on the north side of the roadway.

New York Public Library
This was the only actual street to be included on the plan, although the space between buildings on the grid can be interpolated as roadways.

The FY 1850 Naval Appropriations Act, approved in March 1849, included $3,000 for the grading and paving of the Main Ave. The work included a gravelled road with paved gutters.

The Main Ave. became Avenue D. By 1877 it had been surplanted as the primary roadway through the yard by Avenue E (First Ave.), which both served the yard’s Main Gate and ran directly to the major industrial buildings erected in the 1850s and 1860s. The current designation of the road as Second Ave. was finalized in 1902.

In the early 1900s the Navy Yard undertook an extensive program of paving of the roadways in the yard. This work was done incrementally under the appropriation “paving, to continue” in the annual public works program. The FY 1905 program provided funds for several projects, including the paving of Second Ave. between 3rd and 6th Sts. Specifications for the work were issued in September 1904 and were unusual in that the specified paving material was wood block.

Reportedly, this material had been chosen after the Commandant’s wife had complained about the noise of iron tires on vehicles on stone pavers. The contract was awarded to Coleman Bros. Work began in late 1904 and was completed in early 1905. Five years later, the yard installed a new concrete sidewalk on the north side of Second Ave. from a point just west of 3rd St. to the stairs at the east end of the Marine Barracks Parade Ground.

The 1910s saw at least two additional paving projects. In 1914 plans were completed for paving between 9th and 16th Sts. This was the only section of the street which had railroad tracks in it. Two years later, the section between 2nd Ave. at the Boundary Wall and 3rd St. was repaved. A 1928 plan indicates that the street had brick paving at its western end, wood blocks between 3rd and 6th Sts., and granite blocks east of that point, except that all of the cross streets between 6th and 13th St. were brick.

There is no specific record as to when these pavements were overlaid or replaced with bituminous concrete, better known as asphalt. It is likely that this repaving occurred in conjunction with other changes to the avenue during the early 1940s. During this period, most of the trees which remained east of 6th St. were removed.
In late 1940 the yard finally began work to implement one of the recommendations of the 1828 master plan, the creation of a gate at the western end of Second Ave. Originally intended as a pedestrian gate only, the new Gate 2 was changed during design to accommodate vehicles as well. Involving the removal of a section of the Navy Yard Boundary Wall, the project was completed in June 1941.

Meanwhile, railroad tracks were introduced onto the section from 6th St. to the new plate field located on the Shipyard Mall. The tracks were removed west of 4th St. immediately following the war, but remained in place, although inactive, alongside Building 198.

The need for additional space brought about by World War II had significant effects on Second Ave. Two additions were constructed on the north side of the Administration Building (Building 39). These were built on Second Ave., which was

Although still identified as Second Ave. on yard plans, the section between 13th and 16th Sts. was used primarily for storage in the post-World War II period, as can be seen in this July 18, 1953, view looking west. Building 75 is on the right. BOSTS-15733

In late August 1954 Hurricane Carol struck eastern Massachusetts, causing considerable damage. This photograph shows two of the elm trees along the north side of Second Ave. which were uprooted by the storm. BOSTS-9191

This Aug. 1970 view of Second Ave. looking west shows how the additions to Building 39 erected during World War II spanned the roadway. BOSTS-8668

This 1936 photograph shows the western end of Second Ave. Four years later, the Boundary Wall across the road would be removed to finally realize Loammi Baldwin’s recommendation for a gate in this location. Note 2nd St. which ran behind the yards of Quarters B-F between First and Second Aves. That street would be discontinued and converted to grass in the mid-1950s following the demolition of Quarters A, the edge of which can be seen between Quarters F and the wall. BOSTS-9155

A Navy color guard and band parades along Second Ave. from Gate 2 past 3rd St. and the Commandant’s House Driveway in 1949 or 1950. Note the lack of curbstones along the edge of the street. BOSTS-7635
narrowed to one lane to run under the north half of them. In addition, the north side of the Forge Shop (Building 105) was replaced by a new extension which resulted in the narrowing of Second Ave.

In August 1954 Hurricane Carol hit the Boston area. One of the casualties of this storm were a number of mature trees along the north side of Second Ave.

In early 1959 the yard drew up plans to widen Second Ave. from Gate 2 to 6th St. This work, completed in 1960, saw the elimination of the sidewalk on the south side of the road from Gate 2 to 3rd St. Between 3rd St. and 4th St., a 10-ft.-wide strip was removed from the north side of the Shipyard Mall and the Tennis Court (Structure 236). This work also saw the removal of the wood block pavement which still remained beneath the asphalt. A concrete retaining wall was constructed along the north side of the Tennis Court at this time, while granite curbing was added to better define the edge of the roadway.

Note the solid green crosswalks at the intersection of Second Ave. and 6th St. in this Sept. 11, 1972, view of Shipyard Commander Capt. Russel L. Arthur being driven around the yard by Olie Viche in his vintage Stanley Steamer.
This 1978 view shows the fence erected along Second Ave. to define the boundary of Boston National Historical Park.  

Victor A. Jorrin, BNHP

One of the earliest projects undertaken by the National Park Service was the reconstruction of the sidewalk along the north side of Second Ave.

Victor A. Jorrin, BNHP

The white color of the new sidewalk is quite evident in this May 1977 photograph of the intersection of Second Ave. and 3rd St.

Victor A. Jorrin, BNHP

Another early project involved the installation of new conduit for telephone lines, as indicated by the dark strip in this May 1978 view looking west from 6th St. This area would be changed almost beyond recognition with the demolition of both Buildings 198 (left) and 136 and the construction of 5th St.

Victor A. Jorrin, BNHP

Between the west side of the Marine Barracks Loop and 6th St. the grass strip which had separated the road from the adjoining sidewalk was removed. The railroad tracks were also eliminated at this time.

Following the closure of the Navy Yard, the portion of Second Ave. west of 6th St. was included in the parcel transferred to the National Park Service. In the late 1970s the NPS replaced the sidewalk along the north side of the street, and in 2000 repaved it. Although Second Ave. was used for vehicular access at times to provide an alternative to First Ave., since 2001 both Gate 2 and the gate installed at 5th St. have been blocked by keel blocks as a security measure.

The remainder of the street went to the Boston Redevelopment Authority. The BRA envisioned Second Ave. as the pedestrian spine of its redevelopment effort, and the Groundplane Guidelines called for the restoration of the portion west of 9th St. to its “turn of the 20th century appearance” with granite pavers and trees planted in restored grass strips between the roadway and sidewalks. This same treatment was applied to the portion of the road within the boundaries of the national park between 6th St. and the new 5th St.

Victor A. Jorrin, BNHP

This 1979 view from the roof of Building 198 shows Second Ave. following the demolition of the extensions of Building 39 extending across the roadway but prior to the start of the reconstruction of the street.

Victor A. Jorrin, BNHP
Within the national park, Second Ave. has been maintained as it was at the time the yard closed. These views showing the Gate 2 end (left) and looking west from the Marine Barracks Loop were taken in Aug. 2004.

The area between 9th and 13th Sts. was retained as asphalt paving, but was fenced to prevent through traffic. Between 13th and 16th St., the roadway was removed and, following the completion of the rehabilitation of Building 75 in 1994, replaced by a landscaped walkway. East of 16th St. the roadway was completely abandoned.

The granite paving of the pedestrianized portion of Second Ave. is seen in this Sept. 19, 2006, view looking east from 7th St. Building 39 is at right.

Two elements specified in the guidelines were not implemented—the use of Belgian block pavers for crosswalks at 6th and 7th Sts. and the installation of a fence consisting of granite posts with iron or wood crossbars between the north sidewalk and the planting strip. Because the retail development envisioned for the yard has never occurred, Second Ave. is not extensively utilized.

The section of Second Ave. between 9th and 13th Sts. has been paved with asphalt and used as a parking lot rather than a street. This view looking east dates to Sept. 18, 2006.

The section of Second Ave. between 13th and 16th St. was landscaped rather than paved. The June 1986 view at left looks east and shows the area prior to the redevelopment of Building 75 (left). The May 3, 2008, image at right looks west from 16th St. and shows the landscape treatment between Buildings 106 (left) and 75.
RESOURCE

Third Avenue

LOCATION
Charlestown – HMA

LCS NO. 581890
MACRIS NO. 09099

EVALUATION C
HAER None

NTS A DATE BUILT —
CONDITION Good

STATEMENT OF SIGNIFICANCE:
Third Avenue is significant as a part of the overall grid pattern of the yard’s road system.

HISTORY:
The 1828 master plan prepared by Loammi Baldwin envisioned a series of canals in the yard for the movement of materials. One of these, identified as Canal 32, was to run between the two pairs of Timber Sheds shown in the plan. This canal was never built, and the 90-ft.-wide area between the Timber Sheds had become Avenue C by 1877.

The turn of the 20th century yard modernization program saw the extension of what was now called Third Ave. west from 9th St. to 6th St. By the end of World War I this portion of Third Ave. would be the only section still in existence. The new road was incrementally paved with brick under the FY 1905 through FY 1908 public works programs, except for the area of the open railroad track which ran along the north side between 7th and 9th Sts. This track would be extended westward along Building 33 during FY 1911.

In early 1919 the timber storage site, now being used for chain storage, was chosen as the location for a new Steel Storage Shed (Building 187).

BOSTS-9762

In 1917 the west end of Third Ave. between 13th and 16th Sts. was converted into a timber storage area, as seen in this Oct. 3, 1917, view. Building 76 is in the background.

BOSTS-9589

BOSTS-9934

Suffolk Deeds, Book 10705

These Dec. 5, 1983, plans were drawn in conjunction with the acceptance of Third Ave. between 6th and 9th Sts. as a public street.
One of the final structures erected during the World War I building campaign, Building 187 was not envisioned as a temporary structure. The Steel Stock Storage Shed, also known as the Storehouse for Steel, was intended as a permanent addition to the yard.

The site chosen for the new facility was the portion of Third Ave. between Buildings 75 and 76 which had earlier been used for lumber storage. The 313 x 90 ft. structure was aligned with the 13th St. end of the site. Built of a structural steel framework with corrugated metal walls and industrial glass sash, it had a height of 37 ft. to the roof and 45.75 ft. to the top of the five transverse clerestories. Fabricated by the New England Structural Co. of Everett, Mass., it was completed in early 1919.

In 1940 the yard extended the structure to 16th St. The 134.5 ft. east extension matched the details of the original structure.

Transferred to the Boston Redevelopment Authority as part of the Historic Monument Area, Building 187 was demolished in 1978 and Third Ave. reinstated.

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**Building 187**

This detail from the Jan. 1919 construction plans for Building 187 shows how it was located between Buildings 75 and 76. Note the railroad track entering the east end of the building. *BOSTS-13414*

The concrete footings for the steel columns of Building 187 can be seen along the walls of Buildings 76 (left) and 75 in this Apr. 2, 1919, progress photograph. *BOSTS-9934*

By May 6, 1919, the framework of the structure, as well as some of the roof panels, had been completed. *BOSTS-9934*

The HAER documentation of Building 187 consisted of two photographs showing it in the background of Building 75. This view shows the 16th St. end of the building. *William A. Owens, HAER*
Railroad tracks had also been laid along the north side of Third Ave. from 9th to 16th Sts. A parallel track along the south side was added between 9th and 13th Sts. in 1915. Because Third Ave. between 9th and 16th Sts. was 90 ft. wide, the yard made use of the center of the roadway for other purposes. Site plans for FY 1903 to FY 1909 show anchor storage racks in the area between 13th and 16th Sts. In 1914 the yard erected a Stone Crusher (Building 140) on Third Ave. just west of 13th St. The area between 9th and 13th St., along with the Stone Crusher, disappeared as the new General Storehouse (Building 149) rose on the sites of Buildings 63 and 64 between 1917 and 1919.

In the fall of 1917 a timber storage platform was constructed at the western end of Third Ave. between Buildings 75 and 76. In early 1919, this facility was replaced by a new Storehouse for Steel (Building 187). That structure occupied approximately two-thirds of the distance between 13th and 16th Sts.; the remainder was used for open chain storage. Building 187 would be expanded eastward to 16th St. in 1940.

During FY 1919 the track connection onto 7th St. was removed. By the mid-1930s the brick paving on Third Ave. had been overlaid with asphalt. During FY 1937 the tracks from the middle of Building 108 to 7th St. disappeared; all rails on Third Ave. would be gone by 1942.

During 1941 the western end of Third Ave. became the site for the erection of Building 33A, an extension of the Frazier Barracks (Building 33). This structure closed Third Ave. as a through street. Building 33A was demolished in 1947 and the roadway restored.

Following the closure of the Navy Yard, Third Ave. from 6th to 9th Sts. was rebuilt along with other streets in the Historic Monument Area to City of Boston standards, being accepted as a public street in late 1983. Following the demolition of Building 187, Third Ave. was reinstated between 13th and 16th Sts. This segment was accepted by the city as a public street in 2002.
Chapter 5, Resource Inventory

Fourth Avenue

By 1877 the roadway which ran along the north side of the northern pair of Timber Sheds (Buildings 63 and 76) was designated as Avenue B. This would become Fourth Ave. in the process of naming the yard’s roads at the turn of the 20th century. It ran between 9th and 16th Sts.

Railroad tracks were introduced onto Fourth Ave. during FY 1908. Three years later, following the construction of the Wire Rope Mill addition to the Hemp House (Building 62), a spur was added running along the edge of the building. That work was done in conjunction with the paving of the road in brick between 9th and 13th Sts. by contractor Michael Serretto. East of 13th St., Fourth Ave. remained unpaved.

In 1917 the yard erected Building 148, one of the portable steel buildings it acquired as part of its World War I buildup, on Fourth Ave. south of Building 77. Although it was moved to a new location on 16th St. in 1922, the area it had occupied would continue to be used as an open storage area.

World War I also saw the construction of a Toilet (Building 143) in the triangle formed with Fifth Ave., which departed from the normal street grid as it passed between the angled Tarring House (Building 60) and the Hemp House Extension (Building 62).

Between 1917 and 1919 the General Storehouse (Building 149) arose on the south side of Fourth Ave. between 9th and 13th Sts. The facility featured loading docks which allowed level transfer between railroad cars and the first floor. This view shows a Wabash and a Maine Central Railroad boxcar at the Fourth Ave. loading dock on Dec. 28, 1948. The track in the foreground leads from the rear of Building 108 to Fourth Ave. At left is Building 143, the Toilet & Locker Room, which stood in the triangle created by the intersection of Fifth Ave. with Fourth Ave. Yard plans reveal that it was not then in use. It would be converted into a Chapel in 1950.

No Property Record Card Available

This Oct. 5, 1911, photograph shows Fourth Ave. looking east from the west end of Building 62. Building 63 at right would be demolished in conjunction with the construction of the General Storehouse (Building 149) in 1917-1919. Note the planks which were used between the rails.

Between 1917 and 1919 the General Storehouse (Building 149) arose on the south side of Fourth Ave. between 9th and 13th Sts. The facility featured loading docks which allowed level transfer between railroad cars and the first floor. This view shows a Wabash and a Maine Central Railroad boxcar at the Fourth Ave. loading dock on Dec. 28, 1948. The track in the foreground leads from the rear of Building 108 to Fourth Ave. At left is Building 143, the Toilet & Locker Room, which stood in the triangle created by the intersection of Fifth Ave. with Fourth Ave. Yard plans reveal that it was not then in use. It would be converted into a Chapel in 1950.

BOSTS-9899

Between 1917 and 1919 the General Storehouse (Building 149) arose on the south side of Fourth Ave. between 9th and 13th Sts. The facility featured loading docks which allowed level transfer between railroad cars and the first floor. This view shows a Wabash and a Maine Central Railroad boxcar at the Fourth Ave. loading dock on Dec. 28, 1948. The track in the foreground leads from the rear of Building 108 to Fourth Ave. At left is Building 143, the Toilet & Locker Room, which stood in the triangle created by the intersection of Fifth Ave. with Fourth Ave. Yard plans reveal that it was not then in use. It would be converted into a Chapel in 1950.

BOSTS-9571

Between 1917 and 1919 the General Storehouse (Building 149) arose on the south side of Fourth Ave. between 9th and 13th Sts. The facility featured loading docks which allowed level transfer between railroad cars and the first floor. This view shows a Wabash and a Maine Central Railroad boxcar at the Fourth Ave. loading dock on Dec. 28, 1948. The track in the foreground leads from the rear of Building 108 to Fourth Ave. At left is Building 143, the Toilet & Locker Room, which stood in the triangle created by the intersection of Fifth Ave. with Fourth Ave. Yard plans reveal that it was not then in use. It would be converted into a Chapel in 1950.

BOSTS-9899

Between 1917 and 1919 the General Storehouse (Building 149) arose on the south side of Fourth Ave. between 9th and 13th Sts. The facility featured loading docks which allowed level transfer between railroad cars and the first floor. This view shows a Wabash and a Maine Central Railroad boxcar at the Fourth Ave. loading dock on Dec. 28, 1948. The track in the foreground leads from the rear of Building 108 to Fourth Ave. At left is Building 143, the Toilet & Locker Room, which stood in the triangle created by the intersection of Fifth Ave. with Fourth Ave. Yard plans reveal that it was not then in use. It would be converted into a Chapel in 1950.
the Works Progress Administration (WPA) made significant revisions to them at the intersection of 9th St. Over time, like other roads, the brick pavement gave way to asphalt.

In 1940 the yard began construction of a second General Storehouse (Building 199). This structure occupied the site of Buildings 77 and 76, resulting in the elimination of Fourth Ave. east of 13th St. The railroad tracks, however, were retained to allow freight cars to enter the building.

Following the closure of the yard, the remaining track was removed and Fourth Ave. was repaved with granite blocks in the area adjacent to the original portion of Building 62 and with asphalt elsewhere. A turnaround was added in the area formerly occupied by Building 143. It was included in the package of streets within the yard which the BRA had accepted as public streets by the City of Boston in July 2002.

Starting in 1944, the yard also applied the Fourth Ave. designation to the paved area along the south end of Building 114 between 16th and 18th Sts. This area was not included in the BRA’s site plans as a formal street. Rather, it serves as an access drive to the park and loading bays on the east side of Building 114.
Chapter 5, Resource Inventory

Building 143: From Physical To Spiritual Comfort

BUILDING 143 had its origins in the expansion of the Navy Yard workforce to meet the needs produced by the entry of the United States into World War I. Identified as a Toilet, it was situated on the triangle of land formed by the intersection of Fourth and Fifth Avenues immediately west of Building 62. Built of stone by the yard’s own labor force in a style similar to the nearby Stable (Building 117), the structure was completed in the spring of 1917.

The 25 x 43-ft. single-story, gabled roof structure served its original purpose of meeting the physical needs of workmen through World War II. It was then chosen for conversion into a Chapel, the first such dedicated facility in the yard since the conversion of the 19th century Chapel, Building 23, into a toilet facility in 1905. Dedicated on November 27, 1950, the non-denominational facility provided a permanent location for religious services which had previously been held in various locations in the yard, most recently in Building 38.

Building 143 served the spiritual needs of the yard’s workers until its closure. Too small for successful reuse, the structure was demolished by the Boston Redevelopment Authority and its site converted into a traffic island.

In addition to regular religious services, the Chapel provided a venue for weddings and funerals. Here, Ens. John E. Whitely, Jr., and his bride, the former Doris L. Boyle, pass under the traditional naval arch of swords following their June 1960 marriage.

Because of its small size, Building 143 was not considered suitable for reuse and was thus demolished by the BRA. The one HAER image taken of the structure fails to meet the requirement to adequately document structures scheduled for removal.

William A. Owens, HAER
Fifth Avenue is significant as a part of the overall grid pattern of the yard’s road system.

Identified as Avenue A in 1877, the roadway which became Fifth Avenue ran from 16th St. to the west end of the Hemp House (Building 62). Initially, it was separated from the Lower Quarters (Quarters L-O/Building 266) by a granite wall. The section of wall parallel to the street was subsequently removed, and 14th St. opened in the late 1890s from Fifth Ave. to what became Gate 5.

Although an April 1905 plan for paving Fifth Ave. between 13th and 16th St. showed brick, a 1928 survey shows it as granite block except at the eastern end. This roadway occupied approximately half of the width between Building 77 and the edge of the quarters yards. The southern half remained as a tree-lined grass strip.

In 1910 the yard began the construction of an addition at the west end of the Hemp House (Building 62) to house a Wire Rope Mill. This structure was angled so that it paralleled the adjoining Tarring House (Building 60). Following the completion of this structure in 1911, the yard awarded a contract to Michael Serretto for paving around Building 62. This project included the construction of an extension of Fifth Ave. between Buildings 60 and 62 and then at an angle to join Fourth Ave. close to its intersection with 9th St. As part of this work, railroad tracks were laid on the south side of the roadway from the existing track on Fourth Ave. to a point where it turned to run to a dead end in the area between Buildings 58 and 79. The roadway was paved in brick, with wood planks between the rails.

In the mid-1930s the Works Progress Administration (WPA) undertook a number of projects which affected Fifth Ave.
The paving work included a widened Fifth Ave. adjacent to the original Hemp House. Note the existing plank sidewalk on the north side and the new concrete sidewalk being placed on the south, as well as the track which dead-ended between the Ropewalk and Building 79 in this Aug. 1, 1911, view looking east.

These included modifications to the railroad tracks at the intersection of Fourth Ave. and 9th St. In addition, the WPA reconfigured the intersections of 13th and 14th Sts. to eliminate the two 90-degree turns to improve the access to and from Gate 5. It also constructed a brick five-bay garage to serve residents of the Lower Quarters complex adjacent to the north wall of Building 77.

As with other yard streets, Fifth Ave. was overlaid or repaved with asphalt. Former unpaved areas at the junction of Fourth and Fifth St. and the access to the rear of the Power Plant (Building 108) were gradually paved over so that it became increasingly difficult to define the actual boundary of both roadways in this area. A similar situation existed in the area north of the original portion of Building 62.

During FY 1942 the central pavilion on the south side of the Tarring House (Building 60) was removed. While there is

The WPA also constructed this five-bay garage addition to Building 77 for use by residents of the Lower Quarters. The new structure fit within the grass area on the south side of Fifth Ave. When the remainder of Building 77 was removed for the construction of the second General Storehouse (Building 199) the garage remained, retaining the Building 77 designation. This view shows the structure under construction on Jan. 27, 1937.

This July 10, 1957, photograph documenting manhole repairs shows how the limits of Fifth Ave. are barely visible as asphalt gradually took over open areas of the yard. The Chapel (Building 143) stands at right in front of Building 62.

This June 10, 1937, photograph shows work being done by the WPA in the vicinity of the junction of Fifth Ave. and Fourth Ave. The tracks have been paved in concrete and the end of the roadway is now asphalt rather than brick. Building 117 in the center background.

The fact that the original brick pavement was overlaid with asphalt rather than removed can be seen by the barely discernable reveal between the road and the sidewalk along the back yards of the Lower Quarters in this June 10, 1937, image. The low granite wall is the remnant of the original wall which had separated the quarters from the rest of the yard.
This June 3, 1974, view looks east on Fifth Ave. from 13th St. Note how the street had been widened by eliminating the sidewalk on the north side. NPS TIC 457/D6390

Fifth Ave. between 13th and 16th Sts. has become one of the major roadways in the redeveloped Navy Yard since it not only linked Gates 5 and 6 but also contained the entrance to the Navy Yard Parking Garage in Building 199. This July 29, 2009, view looks east. Stephen P. Carlson, BNHP

This Oct. 8, 2006, photograph looking west shows the limited-access roadway constructed on a new alignment from the Tarring House to 13th St. Stephen P. Carlson, BNHP

West of Building 62 Fifth Ave. was abandoned except for the portion used for the sidewalk along the north side of the turnaround constructed on the site of Building 143. In this July 29, 2009, view note how the area between Buildings 60 and 62 has been graveled. Stephen P. Carlson, BNHP

no available documentation for this change, it was most likely done to eliminate a pinch point on Fifth Ave.

In 1964 the track running along Fifth Ave. was removed and the roadway repaved.

Fifth Ave. was transferred to the Boston Redevelopment Authority as a part of the Historic Monument Area. The section between 13th and 16th Sts. was rebuilt to City of Boston standards. This involved the reinstatement of a sidewalk on the north side, the demolition of the Garage (Building 77), and the widening of the road to the edge of Building 199. Because the entrance into the Navy Yard Parking Garage in Building 199 was located on Fifth Ave., this section became one of the principal roadways in the yard, being accepted by the City of Boston as a public street in July 2002.

Major changes occurred west of 13th St. The roadway between Buildings 60 and 62 was projected on a straight line to 13th St. and the original alignment along the north side of the granite portion of Building 62 was abandoned. Between 13th St. and the east end of Building 60 the road became a limited access route, paved in concrete with brick lines defining sidewalks on either side. The area in front of Building 60 was initially left as asphalt, but in 2008 was landscaped with gravel. This road had no vehicular outlet on its west end, being blocked by the sidewalk around the north and east sides of the turnaround constructed on the site of Building 143.
Flagship Avenue

**RESOURCES**

**LOCATION**
Charlestown – RP

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**STATEMENT OF SIGNIFICANCE:**

Flagship Avenue is significant as part of the redevelopment of the Charlestown Navy Yard by the Boston Redevelopment Authority. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

**HISTORY:**

When it designed Shipyard Park, the Boston Redevelopment Authority determined that 6th St. along the east side of Dry Dock 2 would be a service road which ended at the maintenance garage built next to the remnant of Building 195. To provide access to the end of Pier 4, it laid out a new east-west roadway from 8th St. along the south edge of the Shipyard Park parcel. This road turned south and followed the boundary line to a cul-de-sac just south of Building 123. The island in the center of this cul-de-sac contained the termination point of the portal crane tracks which surround Dry Dock 2.

Following the development of Building 197 into the Flagship Wharf condominiums in the late 1980s and early 1990s, the new roadway was given the name Flagship Avenue. In 1996 it was accepted as a public street by the City of Boston.

Flagship Ave. wraps around the north and west sides of Flagship Wharf (Building 197). These Oct. 26, 2009, photographs show the L-shaped roadway looking east (above) and north (right).

*Stephen P. Carlson, BNHP*

These Feb. 22, 1996, plans of Flagship Ave. were prepared in conjunction with its acceptance as a city street.

*Suffolk Deeds, Book 21351*
Lincoln Avenue is significant as a part of the overall grid pattern of the yard’s road system.

**Lincoln Avenue**

**LOCATION**: Charlestown – NHP

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**MACRIS NO.** HAER | None | CONDITION | Good

**STATEMENT OF SIGNIFICANCE:**

Although a roadway existed along the south side of Building 5 from the earliest years of the Navy Yard, it was not assigned a name on the 1877 yard plan. Not until 1902, when the yard formalized the current street naming scheme, does the name Lincoln Ave. appear on site plans. The roadway, like McKinley Ave. north of the Machine Shop (Building 42), was named for an assassinated President of the United States, in this case, Abraham Lincoln.

The roadway was paved with brick during FY 1902. Its south side was defined by the railroad track which ran from the western boundary of the yard parallel to Buildings 3, 4, and 5 and then turned northeast to reach First Ave. Because of the location of the Copper & Brass Foundry (Building 16) to the south of Building 5, Lincoln Ave. narrowed down as it reached 3rd St.

Building 16 was demolished during 1910. Five years later, the railroad track at the east end was realigned, allowing widening of Lincoln Ave. at that point. The roadway remained as brick pavement until at least 1928, with its south side being defined by both the railroad tracks and a grass area which occupied most of the northern part of Pier 1. By the early 1950s the road, like others in the yard, had been overlaid with asphalt.

In the post-World War II era, as more and more workers commuted by automobile, Lincoln Ave. served as one of the major routes for traffic leaving the yard through the 1st St.
In 1915 the yard realigned the railroad tracks at the east end of Lincoln Ave. Note how the area between Lincoln Ave. and 3rd St. is a landscaped area.

In 1961 the yard undertook a major revision of the railroad trackage entering the yard. The track which had defined the southern limit of Lincoln Ave. was removed, replaced by a new track which ran down the west side of Pier 1 to connect with the track that curved northeast from the west side of Pier 1 to First Ave. With the repaving of the former track area, Lincoln Ave. lost any definition, and except for yard maps and the presence of a street sign on the corner of Building 5, few people would realize that it was actually a distinct roadway.

In the late 1990s the City of Boston installed a brick line along Lincoln Ave. as part of its marking of the Freedom Trail within the Navy Yard. In late 1999 the National Park Service repaved Lincoln Ave. together with Pier 1 and 3rd St. This repaving replicated the existing appearance, thus maintaining the lack of definition for the avenue. This condition continues to the present day.

The requirement to screen visitors to the Navy Yard Visitor Center opened in Building 5 in mid-2008 led to a decision to use the Lincoln Ave. right-of-way for a new Screening Facility (Building 292). This location was chosen as both avoiding an adverse impact on the significant view corridors created by First Ave. and 3rd St. and being best sited to serve both the Visitor Center and visitors to USS Constitution. Construction began in the fall of 2008. The 24 x 48-ft. gabled roof metal structure was scheduled for completion in the summer of 2009.

For operational reasons, the NPS chose to place the new Screening Facility (Building 292) on the Lincoln Ave. right-of-way at the east end of Building 5. This Aug. 12, 2009, view shows the new structure just prior to its completion.

Stephen P. Carlson, BNHP
McKinley Avenue is significant as a part of the overall grid pattern of the yard’s road system.

HISTORY:

In 1877 the roadway separating Building 41 from the north wing of the Machine Shop Complex (Building 42) was identified as Avenue G. It ran between what was then called 10th and 12th Sts. (now 8th and 9th Sts.).

When the yard redesignated its roadways at the turn of the 20th century, it numbered its avenues from south to north from First Ave. It chose to name the two avenues south of First Ave. for assassinated Presidents. The former Avenue G was named McKinley Ave., after President William McKinley, who had been killed while attending an exposition in Buffalo, N.Y., in September 1901.

As part of the general paving of the yard, as well as the construction of the extension of Building 40 to its northern edge, McKinley Ave. was paved with brick during FY 1903. It retained this surface until at least 1928, but like other yard roads was ultimately surfaced with asphalt.

In 1939 the yard decided to extend the Machine Shop wing of Building 42 northwards to First Ave. This project resulted in the closure of the west end of McKinley Ave. This truncated road became even shorter in FY 1942 when the Navy constructed an industrial x-ray facility, initially designated Building 42-G, at its west end.

McKinley Ave. was included within the New Development Area of the Navy Yard. Sold to the Boston Redevelopment Authority in May 1979, it was immediately conveyed to a subsidiary of developer Immobiliare New England. The x-ray structure was demolished and the roadway restored as such, although it is a private rather than a public right-of-way.
Chapter 5, Resource Inventory

**RESOURCE**

**3rd Street**

**LOCATION**

Charlestown – NHP

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**STATEMENT OF SIGNIFICANCE:**

3rd Street is significant as a part of the overall grid pattern of the yard’s road system.

**HISTORY:**

The northern end of the current 3rd Street began to take form in the early 1800s with the laying out of the yard’s Gun Park and the construction of Quarters B-F. That roadway was identified as 2nd St. on the 1877 site plan. That same plan identified the roadway running south from Avenue E (First Ave.) to the end of Pier 1 as 3rd St. This designation survived both the early 1900s' reconstruction of Pier 1 and the 1902 formalization of yard street names. At that time, the one-block road between First and Second Aves. was also given the 3rd St. name.

Like most streets in the yard, 3rd St. received a number of different paving treatments through the years. In the early 1900s repaving campaign, the section between First and Second Aves. was repaved with yellow brick. Except for repairs in 2000 to address utility cuts at the southwest corner, this pavement remains intact in 2008.

The roadway south of First Ave. was paved in red brick in front of Building 5, and with granite paving blocks at its lower end. Initially, the west side of the street was defined by first Building 16 and then by an unpaved open space. The east side was bordered by railroad tracks which ran to the north end of Building 10. The road was rebuilt by the Works Progress Administration in 1936 and 1937 as part of its reconstruction of Pier 1. At that time, the lower end remained as granite blocks while that adjacent to the new Gasoline Filling Station (Building 194) and Building 10 was paved with asphalt.

Over time, the remaining unpaved areas on the west side of 3rd St. would be paved over, making it increasingly difficult to define the street. That it was 3rd St. was evident only by the presence of street signs proclaiming that fact on Build-

Taken from the front steps of Quarters D, this view of the Gun Park looking east shows 3rd St. in the foreground. The presence of Building 29 in the background dates this image to before 1895. Note the yard’s Flag Pole, which at this time lacks a gaff.  

*Historic New England*

The unpaved roadway in front of Building 16 in this Aug. 2, 1900, image was identified as 3rd St. on the 1877 site plan and has retained this designation to the present day.  

*BOSTS-9278*

Progress Over time, the remaining unpaved areas on the west side of 3rd St. would be paved over, making it increasingly difficult to define the street. That it was 3rd St. was evident only by the presence of street signs proclaiming that fact on Build-

No Property Record Card Available
ings 5 and 109 at each end of the roadway. By the 1960s, the granite pavers at the south end had been overlaid with bituminous concrete.

In 1958 an Aboveground Steam Line (Structure 281) was constructed along 3rd St. as far as the south end of Building 10. In 1972 the Navy erected a visitor observation platform around the north end of Building 10. The platform extended across 3rd St. to a stairway which led down to the publicly accessible area of the yard adjacent to the normal berth of USS Constitution. This structure would be demolished in 1999.

In 1977 the National Park Service replaced the concrete sidewalk on the west side of 3rd St. adjacent to Building 265. As part of the Navy Yard repaving in 1999 and 2000, the brick paving along that section of the road was repaired. The portion of 3rd St. at the north end of the steam line was striped as parking for tour buses, thus eliminating the straight run of the roadway down the pier. Following the banning of buses from the yard after the Sept. 11, 2001, terrorist attacks and the erection of a security zone around USS Constitution, 3rd St. has resumed its original routing.
4th Street is significant as a part of the overall grid pattern of the yard’s road system.

**HISTORY:**

By the early 1830s a roadway ran between what became First and Second Aves. separating the Gun Park from the Shot Park. Termed 6th St. on the 1877 yard plan, its current designation as 4th St. was formalized in the 1902 designation of yard roads. One of the shortest of the yard’s north-south streets, it was further reduced in length when First Ave. was relocated northward in 1902 and 1903.

Under the FY 1905 Naval Appropriations Act the northern two-thirds of 4th St. was paved with wood blocks matching those installed under the same contract on Second Ave. The remaining portion was paved with yellow brick. These pavements remained until 1964, when the wood block section was overlaid with asphalt.

As part of its repaving of roads with the national park section of the yard, the National Park Service decided to restore 4th St. to its early 20th-century appearance. In early 2000, new wood block paving was placed on a concrete base. Several months later, “bubbles” began to appear in this portion of the roadway due to the buildup of water under the blocks. Despite several efforts to improve drainage, the displacement problem could not be eliminated, and in 2002 the blocks were removed and bituminous concrete installed.

The early 1941 view shows that 4th St. still had brick and wood block paving. Note the stone wall at right, which remains in 2008.

The view of 4th St. looking north can be dated to ca. 1898-1900 due to the existence of the fourth floor of the Marine Barracks and the fact that the Gun and Shot Parks have yet to be emptied.

After several efforts to prevent the wood blocks from being displaced by water getting underneath them, the park removed them and paved that portion of 4th St. with bituminous concrete, as this 2003 view shows.

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This view of 4th St. looking north can be dated to ca. 1898-1900 due to the existence of the fourth floor of the Marine Barracks and the fact that the Gun and Shot Parks have yet to be emptied. *BOSTS-8647*

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*Jane Carolan, BNHP*
The current 5th Street is significant as one of the two principal vehicular access routes into the post-1974 Charlestown Navy Yard. (This period is currently considered outside the period of significance for the yard for National Register purposes.)

The current 5th Street in the Charlestown Navy Yard has no relationship with the historic 5th St. That roadway ran south from First Ave. to the yard’s edge between Buildings 22 and 28 and along the east side of Building 24. That portion of the street was abandoned when the Navy constructed the east extension of Building 24 during World War II. The remaining section of the street was finally abandoned with the construction of the connector structure between Buildings 22 and 28 in the early 1990s. The portion south of the connector adjacent to Building 28 was converted into a courtyard for the USS Constitution Museum.

The new 5th Street originated from the desire to remove traffic headed into the eastern portion of the Navy Yard from the Charlestown Navy Yard unit of Boston National Historical Park. A route from Chelsea St. to First Ave. originating at pedestrian Gate 4 was selected as the only possible one which did not adversely impact the Ropewalk (Building 58). In October 1977 the National Park Service and the Boston Redevelopment Authority signed an agreement, subsequently ratified by Congress in the National Parks and Recreation Act of 1978, for the project.

Conversion of Gate 4 into a vehicular entry required the demolition of two significant structures—the Marine Corps Administration Building (Building 136) and a Temporary Storehouse (Building 198). This work took place during 1979, and construction of the actual street began the following year. It opened to traffic in 1983. The formal deed granting the right-of-way to the BRA was signed on December 4, 1985. Under this agreement, the ownership of the underlying land remains with the federal government.

NPS employees Neal Nelson (left) and James Scannell are in the process of moving the BRA guard shack from First Ave. to Gate 4 just prior to the opening of 5th St. to traffic.

This Dec. 5, 1983, plan was drawn in conjunction with the acceptance of 5th St. as a public street. Suffolk Deeds, Book 10705

This June 2000 view looking north from First Ave. to Gate 4 at Chelsea St. shows the entire length of 5th St.

Stephen P. Carlson, BNHP
THE CONSTRUCTION of the new 5th Street access into the Charlestown Navy Yard required the demolition of the Marine Corps Administration Building (Building 136). At the time of its demolition in 1979 it was being used as headquarters for Boston National Historical Park.

Building 136 was built in 1909. The 57 x 28-ft. brick structure was designed by architects J.H. de Sibour and Bruce Price of New York City. Two-and-a-half stories in height over a full basement, it was located just to the east of the retaining wall for the Marine Barracks Parade Ground.

In 1937 the WPA constructed a steel-framed 60 x 28 ft. extension on the south end of the building. Its brick exterior was a near duplicate of the original building. Its west facade was dominated by a tower-like elevator penthouse.

Building 136

The Marine Corps Administration Building (Building 136), seen in this Mar. 18, 1921, image, was built along the east side of the retaining wall for the Marine Barracks Parade Ground. Thus, the steps from the main entryway spanned the gap between the building and the wall.  

In 1937 the building was doubled in size by the WPA. This Sept. 14, 1937, view shows the newly-completed addition. Note the elevator tower over the loading dock doors.

During World War II the Navy Yard met its space needs by the construction of elevated building additions over roadways. This undated drawing was prepared ca. 1943 and shows a proposed 50 x 117 ft. three-story addition on the east side of Building 136 over the ramps leading from Gate 4. Had it been constructed, it would have come within two feet of the Muster House (Building 31).

As this photograph from late 1978 or early 1979 shows, Building 136 defined the east side of the Marine Barracks Parade Ground.  

Demolition of Building 136 is underway in this view looking east across the Marine Barracks Parade Ground. At far right is the corner of Building 198, which would be next to experience the wrecker’s ball to make way for the construction of 5th St.
6th Street is significant as a part of the overall grid pattern of the yard’s road system.

Like other roads in the Navy Yard, 6th St. gradually took shape as the yard constructed buildings on the grid shown in the 1828 master plan. Initially, it was only north of First Ave., but in the mid-1860s the yard began to fill the center of the Timber Dock (Structure 90/91). The 1877 yard plan identified both the roadway between Avenues D and E and that across the Timber Dock as 8th St. The name 6th St. would be formalized in the 1902 naming of yard streets.

The roadway south of First Ave. would never be very well defined as a street. It initially ran along the north-south causeway across the Timber Dock. It subsequently merged into the area on the east side of Dry Dock 2. Indeed, after 1920 the 6th St. label does not appear on that roadway on annual site plans, although a 1960 directory map indicates that it was still officially known by that name.

Improvements to the roadway between First and Third Aves. occurred in the early 20th century. During FY 1901 a railroad track was installed along its east side; five years later, the street was paved with brick. Still brick in 1928, it had been repaved with bituminous concrete by the spring of 1942. The only significant change in the postwar period was the removal of the railroad tracks during FY 1960.

The portion of 6th St. north of First Ave. was included within the Historic Monument Area, while that south of First Ave. was within the Recreation (Shipyard Park) Parcel. The Boston Redevelopment Authority rebuilt 6th St. within the Historic Monument Area to City of Boston standards. In 1983 it,
along with a number of other roadways within the city-owned portion of the yard, was formally accepted by the city as a public street. It has been designated as a one-way street running from First to Third Ave.

With the development of Shipyard Park, 6th St. south of First Ave. became well defined for the first time. It was terminated in a cul-de-sac just south of the retained portion of Building 195. This roadway has been renamed as Terry Ring Way in honor of a Charlestown resident and community activist.

The development of Shipyard Park resulted in the creation for the first time of a defined roadway south of First Ave., now known as Terry Ring Way. The view looking north (above) dates to Oct. 26, 2009, while that looking south (right) was taken on Aug. 25, 2004.  

These Sept. 2006 views show 6th St. looking north (above) and south (right). Note the parking meters and that the crosswalks are of the ladder type rather than the historic solid pattern.
7th Street is significant as a part of the overall grid pattern of the yard’s road system.

Like most of the Navy Yard’s streets, it is difficult to determine exactly when 7th Street was officially laid out. In concept, it appeared in the 1828 master plan, and probably began to take form as the buildings on either side of it were constructed. Termed 9th St. on the 1877 yard plan, its current designation as 7th St. was formalized in the 1902 designation of yard roads. Although the 1877 plan showed it as extending from First Avenue to the Ropewalk, it assumed its present two-block-long configuration with the layout of Third Ave. and the construction of Building 107 in the early 1900s.

In November 1903 the Navy Yard completed the first phase of the Underground Pipe Conduit project. This work included the construction of a tunnel along the east side of 7th St. between First and Third Aves. During this same period, the yard also laid a spur off the railroad tracks on First Ave. along 7th St. and Third Ave. The roadway itself was paved with brick, with a concrete sidewalk on its west side similar to that forming the tunnel cover on the east side.
Rain from Hurricane Diane on Aug. 19, 1955, overwhelms the storm drain inlet at the intersection of 7th St. and First Ave. Note the street sign on the wall of Building 39 and the U.S. Mail truck.

During FY 1919 the railroad tracks on 7th St. were removed. Still shown as being paved in brick in 1928, it would eventually, like all yard streets, be overlaid or rebuilt with bituminous concrete pavement.

World War II had a significant effect on 7th St. Seeking to maximize space usage in a congested yard, the Navy decided to erect an extension to the second and third stories of Building 33 across 7th St.

Following its transfer to the Boston Redevelopment Authority as a part of the Historic Monument Area, 7th St. underwent total reconstruction to City of Boston standards. As part of the BRA’s site preparation work, the utility tunnel and the Building 33 extension across the roadway were demolished. In the mid-1980s the roadway, along with most of the other streets in the BRA portion of the Navy Yard, was accepted by the City of Boston as a public street. Like 6th St. to its west, it has been designated as a one-way street running from First to Third Ave.
8th Street is significant as a part of the overall grid pattern of the yard’s road system.

**HISTORY:**

What would become 8th Street began to take shape as the yard formalized the east edge of the Timber Dock (Structure 90/91) in the 1830s. It became even more defined in the 1850s with the construction of the Machine Shop Complex (Building 42). In conjunction with that project, the street was paved with large granite blocks. During FY 1867 work began on extending railroad tracks along the roadway from Avenue E (First Ave.) to Avenue H at the south end of Building 42. Identified as 10th St. on the 1877 site plan, it became 8th St. in the 1902 designation of yard roadways.

The north end of 8th St. was repaved with brick in 1902, while a decade later the south end was reconstructed. The railroad tracks were resited on the west side of the roadway, and in keeping with other trackage throughout the yard, left unpaved. Still brick in 1938, the roadway was repaved with bituminous concrete by the early 1950s. In the summer of 1962, a major reconstruction took place, including the relocation of railroad tracks.

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**STATEMENT OF SIGNIFICANCE:**

These Dec. 5, 1983, plans were drawn in conjunction with the acceptance of 8th St. as a public street. Suffolk Deeds, Book 10705

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This late 1800s’ view of the Machine Shop (Building 42) shows the roadway which ran along the east edge of the Timber Dock.

*Burroughs Collection, Bostonian Society*

In the early 1900s the yard rebuilt 8th St. The June 29, 1901, view (above right) shows 8th St. paved with large granite blocks, with the railroad track running down the middle. Buildings 101 and 36 are in the background. The Dec. 1, 1902, image (right) shows work underway on rebuilding the street, including moving the tracks to its west side.

*Burroughs Collection, Bostonian Society (above right); BOSTS-8657 (right)*
In the spring of 1913 the yard repaved the southern end of 8th St. using “day labor,” or its own workforce. These progress photographs show the status of work as of May 1 (left) and June 3 (right). The railroad tracks would remain unpaved until the 1940s.

The northern portion of 8th St. was included within the Historic Monument Area, while the remainder was transferred to the Boston Redevelopment Authority as part of the Recreational Parcel. The BRA rebuilt 8th St. as a standard city street, ending in a cul-de-sac at the south end. In 1985 it was one of the yard’s roadways which were accepted by the City of Boston as public streets.

In the summer of 1962 the yard reconstructed 8th St. A key element of the work was shifting the railroad tracks to the center of the roadway. The image at left, which was published by the Boston Naval Shipyards News on Aug. 10, 1962, shows the work underway, while that above from the Sept. 7, 1962, issue shows the completed street.

This Oct. 26, 2009, view looks south on 8th St. Shipyard Park is at right, while Parris Landing (Building 42) is at left. 

The Mar. 25, 2009, view (above left) looks north on 8th St. from the intersection of Flagship Ave., while that from Oct. 26, 2009 (left), shows the cul-de-sac adjacent to Flagship Wharf (Building 197).
RESOURCE

9th Street

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STATEMENT OF SIGNIFICANCE:

9th Street is significant as a part of the overall grid pattern of the yard’s road system.

HISTORY:

The 1828 master plan for the Navy Yard envisioned a canal (19) running along what would become 9th St. between the east-west canal (32) on the Third Ave. alignment and the yard’s waterfront. While the yard never sought funds to build this feature, its route gradually became a roadway as structures were constructed to either side of it. By 1877, what was then called 12th St. extended from Avenue B (Fourth Ave.) to the seawall. Its designation as 9th St. was formalized in the 1902 naming of yard streets.

In the early 20th century the yard undertook a series of paving projects which saw 9th St. paved with brick. By 1905, railroad tracks had been laid on 9th St. from First Ave. to the south end of Building 42 and from First Ave. to the north end of the Building 105 Headhouse. During FY 1911 this latter trackage was extended to Third Ave. Six years later, a second track was added on the southern half of 9th St. Finally, in FY 1918, the tracks on 9th St. between First and Second Aves. were removed, with the remaining tracks being connected to those on First Ave. by a line across the empty parcel between Building 39 and 9th St. With the construction of the General Storehouse (Building 149) in 1917 and 1918, the rails were extended northward from Third to Fourth Ave.

Further track construction took place in 1930, when the Building 105 Headhouse was converted into a Roundhouse for the yard’s locomotives. Tracks into the new facility fanned out from the existing link between First Ave. and 9th St.

This Dec. 1, 1902, photograph looks south on 9th St. from First Ave. The roadway is unpaved. Under construction at left is Building 103, while at right is the addition to Building 40.

This Jan. 4, 1911, image shows the laying of railroad tracks on 9th St. Two of the yard’s 19th-century Timber Sheds (Buildings 63, 64) can be seen on the east side of the street.

These Dec. 5, 1983, plans were drawn in conjunction with the acceptance of 9th St. as a public street. Suffolk Deeds, Book 10705
Chapter 5, Resource Inventory

In the spring of 1954 the yard replaced old wooden box drains on 9th St. with new concrete drains. During the course of the work, two 8-in. cannonballs were excavated (right). Here, Public Works Shop (Shop 07) Leadingman Jerry O’Brien (right) measures the relics while Leadingman Dick Muse looks on. BOSTS-9609 (above); BOSTS-13352 (right)

Like most yard streets, the brick paving was replaced by bituminous concrete in the late 1930s or early 1940s.

In the early 1960s the double tracks on the south end of 9th St. were rebuilt as a single track on the west side of the street.

In 1968, as part of planning for improvements to the Mystic-Tobin Bridge access in Charlestown which impacted the west end of the Navy Yard, the shipyard agreed to a scheme to extend 9th St. to Chelsea St. by the demolition of a portion of the Ropewalk (Building 58). The highway project was placed on hold by Governor Frank Sargent in early 1969, and by the time it was revived in the early 1970s the idea of demolishing the Ropewalk was considered unacceptable because of its historic significance.

Following the closure of the yard, the northern portion of 9th St. was transferred to the Boston Redevelopment Authority as part of the Historic Monument Area while that south of First Ave. was sold to the BRA with the New Development Area. The BRA rebuilt the street from a new cul-de-sac at its south end to Fourth Ave. to city standards. This roadway was one of several in the yard accepted as public streets by the City of Boston in December 1985.
13th Street is significant as a part of the overall grid pattern of the yard's road system.

What is now 13th St. began to take form in the 1830s and 1840s with the construction of the yard's four Timber Sheds (Buildings 63, 64, 75, 76). By 1877, it was shown as running from Avenue A (Fifth Ave.) to Avenue D (Second Ave.).

The construction of Buildings 105 and 106 saw 13th St. extended from Second to First Ave. In September 1904 the yard issued specifications for the paving of the roadway between First and Fifth Aves. with brick. At the same time, a separate solicitation called for the paving of 13th St. between First Ave. and the quay wall adjacent to Pier 9. This roadway was not a continuation of the street north of First Ave. but located slightly to the east, following the east edge of the railroad tracks serving Pier 9.

This section of 13th St. was never labeled as such on yard site plans. Running through the center of the steel storage yard developed in the mid-1910s, it was called 14th St. on the 1928 pavement inspection plan. Between 1932 and 1935 site plans labeled it as "Paved Street"; the 1936 and 1937 site plans simply showed the road’s outline. It disappeared during FY 1938 as the Works Progress Administration reconstructed the steel storage yard and the yard began work on what became the East Extension of Building 104.

The other roadway in the yard designated as 14th St. ran from Gate 5 to Fifth Ave. As discussed under Gate 5, it had originated in the 1890s. In late 1913 the yard developed plans for a major reconstruction of Gate 5 and the creation of a new street to connect the relocated Gate 5 to 13th St. at Fifth Ave. This project, which would have involved demolition of Building 78 and the adjoining section of the Boundary Wall, was not accomplished except for minor changes to the intersection of 14th St. and Fifth Ave.

The 14th St. designation disappeared from yard site plans in 1921. Thereafter, it was unlabeled. A WPA project in 1936...
This plan from 1913/1914 shows the proposed relocation of Gate 5 and the construction of a new street between the new gate and Fifth Ave. at 13th St. The project was cancelled, with only minor modifications made at the intersection of 14th St. and Fifth Ave. 

This Sept. 1918 photograph shows 14th St. looking towards Gate 5 from in front of Quarters P. 

This May 19, 1936, progress photograph shows work underway on the widening of Gate 5 by moving the sidewalk to run under the canopy of the Gate House (Building 243). The roadway would finally be connected to 13th St. as a result of improvements to Gate 5 during FY 1943. Unlike most yard streets, 13th St. never had railroad tracks laid along it. However, there were several overhead links between buildings which spanned the roadway. The first of these was an overhead craneway between Buildings 105 and 106. Exactly when this structure was removed is unknown, but it was gone by 1944.

In 1938 a bridge containing a conveyor was installed between the Hemp House (Building 62) and the west end of Building 77, which had been converted for hemp storage. This link was removed in conjunction with the construction of the second General Storehouse (Building 199), but was reinstated following the completion of that structure. Also as a part of the Building 199 project, four bridges were built to connect the structure to Building 149 at the 2nd, 4th, 6th, and 8th floor levels.

With the closure of the Navy Yard, 13th St. was conveyed to the Boston Redevelopment Authority as part of the Historic Monument Area. Because Gate 5 was the only direct again proposed demolition of Building 78 and rearrangement of the intersection with Fifth Ave. Like the earlier project, this work was never fully accomplished. However, the WPA did widen the street at Gate 5. The roadway would finally be connected to 13th St. as a result of improvements to Gate 5 during FY 1943. 

This Feb. 27, 1974, image looks along 13th St. from the intersection of First Ave. The beam between Buildings 105 and 106 carries a utility line and is not related to the former craneway. The four bridges between Buildings 149 and 199 can be seen in the distance.
This June 3, 1974, view of Building 199 shows the conveyor bridge across 13th St. to the Hemp House (Building 62). This bridge would be removed by the BRA, but the bridges to Building 149 in the background would be rehabilitated for continued pedestrian use. NPS TIC 457/D6390

vehicular access into the city-owned portion of the yard, it was rebuilt to City of Boston standards. Even following the completion of the Gate 4/5th St. and Gate 6 projects it has remained a primary access route into the Navy Yard.

The BRA also projected 13th St. south of First Ave. to provide access to Pier 8. Both segments of 13th St. were accepted as public streets by the City of Boston in July 2002.

This July 29, 2009, view shows how 13th St. curves from Gate 5 to Fifth Ave. Stephen P. Carlson, BNHP

The BRA constructed an extension of 13th St. from First Ave. to the waterfront. The Mar. 25, 2009, view at left looks south from First Ave., with the relocated Building 224 visible at the end of the roadway. The Apr. 23, 2009, view above looks north towards First Ave. The Shipways Garage is on the left, while the Navy Yard Rowhouses are on the right side of the roadway. Stephen P. Carlson, BNHP
Chapter 5, Resource Inventory

16th Street

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STATEMENT OF SIGNIFICANCE:

16th Street is significant as a part of the overall grid pattern of the yard’s road system.

HISTORY:

What became 16th St. first took shape with the construction of the Timber Dock (Structure 87) at the eastern end of the Navy Yard. It ran along the west wall of the dock. Termed 14th St. on the 1877 yard plan, it became 16th St. in the 1902 renaming of yard streets.

Although yard site plans never applied the 16th St. designation to the roadway from First Ave. to the quay wall, other records clearly indicate that the name covered the entire roadway. After the start of the construction of Dry Dock 2, the foot of 16th St. provided access to the pier erected for the Receiving Ship USS Wabash.

The FY 1905 Naval Appropriations Act provided funding for continued paving of Navy Yard roadways. In September 1904 the yard issued a solicitation for several such projects. One of these was for brick paving on 16th St. between the quay wall at the waterfront and Fifth Ave. The work also included granite curbs and concrete sidewalks.

This photograph of the quay wall east of Pier 9 showing USS Wabash at her pier at the foot of 16th St. was taken in late 1910 or early 1911. Building 130 is at left, while the Receiving Ship’s Power Station (Building 134) can be seen in the center distance. BOSTS-8769

By the time this image was taken on May 1, 1914, Wabash had been sold for scrap. While taken to document drainage work on 16th St., it also shows the landscaping to the east of the roadway in the location of the former Receiving Ship Pier. BOSTS-8662

This Feb. 2, 1914, photograph taken from the loading dock of Building 131 looks north along 16th St. On the west side of the roadway are Buildings 75, 76, and 77, while Building 114 is at upper right. Note that the northern part of the former Timber Dock (Structure 87) has yet to be filled. Also note that the area between the rails has been filled with wood planks rather than brick pavers. BOSTS-8662

No Property Record Card Available
At this same time, the yard laid railroad tracks along 16th St. from First Ave. to Building 77. Connections were made to the tracks along both Second and Third Aves. Further extensions of these tracks were made to reach Building 114. During FY 1918 the tracks were extended southward from First Ave. to serve the new Battery Charging Station (Building 153) erected along the east side of the roadway.

In September 1937 the yard prepared plans for the repaving of 16th St. with bituminous concrete (asphalt). With the construction of Dry Dock 5 the portion of 16th St. south of First Ave. became part of the area along the west side of the facility and was not normally considered as a street.

In the mid-1960s the Navy Yard undertook a series of projects dealing with the infrastructure of the yard. One such effort involved the relaying of the railroad tracks on First Ave. from 9th St. to 16th St. and along 16th St. As part of this work, 16th St. was widened and repaved.

When the boundary lines of the various disposition parcels were drawn following the closure of the Navy Yard 16th St. was included within the Historic Monument Area. Like other roadways transferred to the Boston Redevelopment Authority, the railroad tracks in it were removed and the street rebuilt to City of Boston standards.

By the late 1980s it had become evident that Gate 5 was not an ideal access point for the city-owned portion of the yard due to the curve of 13th St. from the gate to Fifth Ave. Thus, the creation of a new gate at the eastern end of the yard became a central element of the 1990 revision of the BRA master plan for the yard. The new Gate 6 required the removal of the west wing of Building 114 and the projection of 16th St. from Fifth Ave. to Chelsea St.

Work on the gate began in the spring of 1994 and the new roadway opened three years later. The entire length of 16th St. was accepted as a public street by the City of Boston in July 2002.
Baxter Road is significant as a part of the access system for Dry Dock 2 and as a part of the overall grid pattern of the yard’s road system.

HISTORY:

Baxter Road came into existence as a result of the construction of Dry Dock 2 in the early 1900s. The new road ran from First Ave. along the east sides of Building 28, Building 124, the relocated Building 23, and the new Paint Shop (Building 125) and ended at Pier 3. It was initially separated from the paved area incorporating the crane tracks for Dry Dock 2 by an unpaved area in which the capstans and bollards for the dock were located.

The earliest record of a name for the road is a 1928 paving conditions drawing, where it is labeled as 5th St. along with the original 5th St. on the west sides of Buildings 28, 124, and 23. It is shown as being paved with large granite blocks except at the very south end, where brick pavers were used.

Exactly when the name Baxter Road was assigned has not been discovered, but it was probably well before the name first appeared on the annual site plans in 1944. The name honors Naval Constructor William J. Baxter, who served in the yard in the late 19th and early 20th centuries. It is unclear whether the name applied to the entire paved area between Dry Dock 2 and the buildings on its western side or just to the area west of the capstan/bollard line.

By 1952 the road, like most of those in the yard, had been repaved with asphalt. By this time, the entire area between the coping of Dry Dock 2 and the edges of the buildings along Baxter Road’s west side read as a single road, interrupted by the capstans and bollards for the dock and several portable sheds.

Naval Constructor William J. Baxter is seen at his desk in Building 24 on Feb. 28, 1903. Baxter, who had entered the Naval Academy in 1879 and had studied naval architecture in Paris and Glasgow, had been at the yard since July 1899. He was reassigned to the New York Navy Yard in Dec. 1903. He again served as Naval Constructor at Boston from May 1911 to Sept. 1917.

It is unclear whether the area of the crane tracks was considered as part of Baxter Rd. or if that name only applied to the roadway to the right of the bollards and capstans. This view looking south shows snow removal operations on Jan. 14, 1964.
This July 23, 1931, view looks north on Baxter Rd. from Pier 3. Note that the road was defined by curbs on both sides. The pavement closest to the asphalt paving being applied to the inner end of Pier 3 is brick; but from the approximate location of the roller northward, it had large granite block pavers. Buildings 125, 23, 124, and 28 can be seen on the west side of the street.

Upon the closure of the Navy Yard, the boundary between the parcels transferred to the National Park Service and the Boston Redevelopment Authority (BRA) ran down Baxter Road. The National Park Service erected a fence along this line during the spring of 1976. This fence remained in place until 1994, when the NPS entered into an agreement with the BRA for the use of Baxter Road for parking for Navy employees working in Building 24.

On the Shipyard Park side of Baxter Road, the area around the portal crane tracks was incorporated into the boardwalk surrounding Dry Dock 2, with a granite curb installed along the new east side of Baxter Road.

The north end of Baxter Road adjacent to Building 28 was abandoned and converted into a courtyard area as part of the USS Constitution Museum expansion project in the mid-1990s. The area between that courtyard and First Ave. was landscaped at the same time. In 2000 the National Park Service repaved the entire width of Baxter Road.

The eastern boundary of the NPS area of the Navy Yard runs down what had been the original eastern edge of Baxter Rd. This view from Nov. 1979 shows the boundary fence, which would be removed in 1994 to provide parking for the Navy and public access to the Navy Yard exhibit housed in Building 125.

---

Stephen P. Carlson, BNHP
The driveway serving Buildings 1 and 269 is significant as an example of yard improvements undertaken by the Works Progress Administration.

In the spring of 1936 the Works Progress Administration began construction of an addition to Building 1 to house vehicles and drivers assigned to the Commandant. As part of this work, a driveway was constructed to provide access to the Garage & Quarters. This driveway was never given a formal designation by the Navy. In 1941 the driveway was extended northward to provide access to the new five-bay Garage (Building 269) erected to house cars belonging to residents of Quarters B-F (Building 265). Because the roadway cut into the hill rising from Second Ave. to the Navy Yard Boundary Wall, a concrete retaining wall was constructed from the north end of the garage in a curve around the end of the driveway. It gradually tapered down on the east side of the drive.

This Aug. 25, 2004, photograph shows the driveway serving Buildings 1 and 269. The retaining wall can be seen at the north end of the drive, while the walkway at right shows how the driveway was cut into the hillside. Note the Bunker Hill Monument in the distance.  

Stephen P. Carlson, BNHP
The Commandant's House Driveway is significant as the primary vehicular access to the Commandant's House (Quarters G), reflecting the change in road transportation from horse-drawn to motorized vehicles.

For over a century, the primary entrance to the Commandant's House (Quarters G) for persons arriving by vehicle was from Chelsea St. rather than within the Navy Yard. By the first decade of the 20th century, both the growth of traffic along Chelsea St., one of the primary arterial streets through Charlestown, and the increased use of motor vehicles, led the yard to consider providing an alternative vehicular access to the house.

Taking advantage of the large open area on the west side of the house, the yard in 1911 laid out a curving driveway from Second Ave. to the west side of the building. In conjunction with this drive, it constructed a new entrance...
to the porch around the house at its northwest end. The outer end of the driveway was aligned with 3rd St. There was a loop with a landscaped island at the house end of the roadway.

When the driveway was overlaid with bituminous concrete (asphalt) is unknown, although it may have been in conjunction with the construction of a new ground level entrance at the northwest corner of the house in 1952.

In the spring and summer of 1985, as a part of the Chelsea-Water Streets Connector project, the Mass. Highway Department removed and replaced the overlay.
Dock Street [Boston HarborWalk]

LOCATION: Charlestown – NDA

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<td>The Boston HarborWalk extending from Dry Dock 2 to Dry Dock 5 is significant as the primary pedestrian right-of-way along the water’s edge in the post-1974 Navy Yard. (This period is currently considered outside the period of significance for the yard for National Register purposes.) This section of the Boston Harborwalk follows the route of the historic Dock Street and incorporates bridges over Shipways 1 and 2 which reflect the historic bridges over those facilities.</td>
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HISTORY:

Dock St. was the only roadway in the Charlestown Navy Yard which did not conform to the grid pattern established in the 1828 master plan. Rather, it followed the quay walls which defined the southern edge of the yard. It also incorporated removable bridges over the yard’s shipbuilding ways at the eastern end of the yard. Not identified by name in the 1877 yard plan, it became Dock St. in the 1902 renaming of yard streets. (While site plans placed the designation on the segment at the south-east corner of Building 42 and 9th St., other records make it clear that the name applied to the entire waterfront roadway.)

The first area of what became Dock St. to be paved was that which was incorporated into the Ordnance Wharf south of the Timber Dock (Structure 91/92) and to the south of the Machine Shop (Building 42). By the early 20th century, this paving had been extended to the bridge over the ways at the West Shiphouse (Building 68). Gradually, it extended eastward. For example, in July 1915 the yard prepared plans for the rebuilding of the roadway between Piers 7 and 9, including a new bridge across the building ways of the former East Shiphouse (Building 71).

In 1914 the yard constructed Shipways 1 on the site of Building 68. This work included a new vehicular bridge across the end of the ways.

The area of the quay wall between Pier 9 and 16th St. remained unpaved as late as 1928. Major changes came in the mid-1930s when the Works Progress Administration rebuilt the steel storage area. At this time, Dock St. was paved.

This Nov. 2, 1905, photograph shows the granite pavers on Dock St. and the bridge over the ways of the West Shiphouse (Building 68). Building 126 is seen to the left of the Shiphouse. Note the cannon bollard next to the utility pole at right. The Shiphouse would be demolished in 1906, but the ways and bridge remained until rebuilt as Shipways 1 in 1914 and 1915.

This May 3, 1918, photograph of Building 42 shows the intersection of 9th and Dock Sts. This is the area where the street name was usually placed on the annual yard site plans.
This July 1921 aerial photograph of the yard's waterfront between Piers 3 (left) and 9 (right) shows the route of Dock St. along the water's edge. Note the bridge across the Shipways. The destroyer tender USS *Whitney* (AD-4) is under construction on the ways, while the nearly complete oiler USS *Pecos* (AO-6) is at Pier 7 West. Note the caissons for Dry Docks 3 and 1 in Dry Dock 2 and USS *Old Constitution* (IX-21) at Pier 4 East. A pair of battleships are at Pier 5 West in the center of the photograph, with a third battleship at Pier 6 East. What some yard plans labeled as a "paved street" runs between First Ave. and Dock St. just west of Pier 9. This roadway was sometimes termed 13th St., although the 1928 yard roadway plan called it 14th St.

National Geographic Society

In 1926 the yard undertook a number of minor landscaping projects throughout the yard. These May 6, 1926, images show work being done along Dock St. At left, the brick roadway at the south end of the Recreation Field can be seen intersecting with granite pavers in front of the Waterfront Office (Building 47). At right, temporary Building 166 stands next to the brick-paved section between 8th and 9th Sts.

BOSTS-9508 (left); BOSTS-9932 (right)

...along the south edge of the new Plate Yard. Further change came in 1940 and 1941 when Pier 7 was demolished and Shipways 2 built. A new wooden pedestrian bridge was constructed across the end of this facility, including a segment parallel to the ways connecting the new bridge to that across Shipways 1. By the end of World War II, the entire roadway had been paved with asphalt.

The configuration of the street at its west end also underwent change. These changes related to the construction of Buildings 195 and 199 on the former Recreation Field and the rebuilding of the quay wall between Pier 4 and the new Pier 5 (the former Pier 4A).

The pier reconstruction projects of the 1950s saw the installation of portal crane tracks along Dock St. from Pier 4 to just east of Pier 7. A decade later, the yard rebuilt Dock St. between Piers 8 and 10.

Following the closure of the yard, Dock St. was included within the Buy Parcel (New Development Area). Sold to the...
Boston Redevelopment Authority in May 1979, the roadway was incorporated into six separate parcels (1C, 2C, 3D, 3G, 3J, 4C, and 4D). The design guidelines, while not specifically calling out these parcels by name, provided that the roadway was to be part of a “major pedestrian system” which “should offer facilities and amenities for lingering and browsing.” Limited roadways were permitted to provide access to the piers from 8th, 9th, and 13th Sts. These requirements were incorporated into formal easements when the BRA re-sold the various parcels to developers.

This pedestrian circulation system became part of the Boston HarborWalk when the BRA adopted the concept as part of its Harborpark proposal in the mid-1980s. It connected to the HarborWalk surrounding Dry Dock 2 and is intended to continue around Dry Dock 5 and along Pier 11 when Parcels 5, 6, and 7 are finally developed.

Between Dry Dock 2 and 13th St., the primary materials used for the walkway were either wood or asphalt. The two bridges across Shipways 1 and 2 were reconstructed as permanent bridges. East of 13th St., the section of HarborWalk constructed as an element of the HarborView project on Parcel 4A was finished with compacted stone and abandoned the straight roadway for a more curved path to conform to the rebuilt seawall.
The Dry Dock 1 & 2 Connector, which never had a formal name, is significant as a part of the early 20th century modernization of the Navy Yard.

As a part of the construction of Dry Dock 2 the Navy acquired a portal crane to service the new dock as well as the existing Dry Dock 1. This project involved the construction of 20-ft.-gauge tracks between the two docks. The yard chose to place the linking trackage near the head of both docks. This required the relocation of Building 23, built in 1833 as a Steam Chest and later used as a Chapel, Plumbers Shop, and Water Closets, from its location between Buildings 22 and 24 to the east side of Building 24. It also saw the removal of the southern three bays of Building 28. This work was performed by the crane supplier, American Hoist & Derrick, and was completed in 1905.

The new roadway was never given a formal name on yard site plans. Like most yard streets, its original granite block pavers were subsequently overlaid with bituminous concrete. A small portion of this earlier pavement was exposed and restored during the repaving of the roads within the Charlestown Navy Yard unit of Boston National Historical Park in 1999 and 2000.
The Marine Barracks Loop is significant as the access to the Marine Barracks and as a defining element of the Marine Barracks Parade Ground.

HISTORY:

Until 1930, vehicle access to the Marine Barracks was provided by a roadway which ran along the west side of the Parade Ground and across the front of the building. There was also direct access from the rear of the Barracks onto Chelsea St., although this access had become less useful as horse-drawn transportation gave way to motor vehicles.

In 1930 the yard prepared plans for the construction of a concrete driveway which ran from Second Ave. along the west, north, and east sides of the Parade Ground. With minor adjustments, this project gave the Parade Ground its final dimensions. This driveway, completed by November 1930, never had a formal name. Site plans simply label it as “concrete driveway.” The edges of the drive were lined with concrete curbs, and a concrete sidewalk was located on outer side of the roadway until it passed Build-

This Aug. 1930 plan not only shows the layout of the Marine Barracks Loop as originally installed but also the vertical profile of the roadway as it climbs and then descends the hill on which the Barracks is constructed.

BOSTS-13469
This Nov. 1, 1930, photograph shows the concrete driveway which had been installed around the west, north, and east sides of the Marine Barracks Parade Ground earlier that year. Note that Second Ave. is still paved with wood blocks.

Minor modifications were made to the driveway in conjunction with the 1937 construction of the addition to Building 136. Most of the sidewalk along the front of the Barracks disappeared with the erection of the new stair towers and porches on the structure in 1941.

The driveway remained concrete until mid-1955. In July of that year, the yard issued plans for the overlay of the road with bituminous (asphalt) pavement. As a result of this 1.25-in. overlay, the reveal between the road surface and the top of the curbing was reduced. The roadway was again resurfaced in 1964.

When Building 136 was demolished in 1979, the sidewalk on the east side of what the National Park Service has termed the Marine Barracks Loop was removed, with new concrete curbs installed along with new landscaping on that edge. The existing asphalt overlay was replaced first in 1990 and then in 2000. As part of the latter project, many of the concrete curb sections were replaced with granite curbstones, restoring the original reveal. At that time, the curve of the road at the northeast and northwest corners of the Parade Ground was increased to improve the access for fire apparatus.

These May 6, 2003, views show the east (left) and west (right) sides of the Marine Barracks Loop. Note the large arrow denoting that the loop operates as a one-way street and how the asphalt overlay has almost completely eliminated the reveal between the road and sidewalk.

This June 2000 view shows the repaved Marine Barracks Loop. Note the new granite curb installed where the radius of the turn had been increased and the chin-up bars in the Parade Ground.
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**STATEMENT OF SIGNIFICANCE:**

The USS Constitution Parking Area is significant as part of the Navy Yard’s efforts to provide facilities for visitors to USS *Constitution*.

**HISTORY:**

The area which would become the USS Constitution Parking Area in 1955 was part of the parcel acquired by the Navy from Samuel Oakman and Benjamin W. Eldridge in 1862. That parcel included two structures along its northern boundary which the Navy designated as Buildings 3 and 4 when it assigned numbers to structures in FY 1867. The area between the two buildings was identified as 1st St. when the yard adopted the current names for its roadways in 1902. In the post-World War II period 1st St. would be utilized as a vehicular exit from the yard to relieve congestion at the narrow Main Gate (Building 97).

During 1906 Building 3 was demolished except for a 12-ft.-high section of the north wall, retained as a boundary wall for the yard. The area remained as open space until FY 1940, when a two-story wood frame structure was erected on the site to house offices for the Labor Board. Enlarged during FY 1941, it was designated Building 202 in the following year. With the Labor Board moving to the addition over the Ropewalk (Building 58) during FY 1944, the structure was used for an Antisubmarine Warfare Instructors School and then an Ammunition Inspection Office. After being used by the Navy Band in FY 1947 and 1948, it became an Electronics Training facility.

By early 1955 the yard was actively looking at improving public access to USS *Constitution*. Of particular interest was the provision of parking for visitors since none was available.

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No Property Record Card Available

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Building 3 is seen in this Jan. 31, 1902, photograph showing the paving of Lincoln Ave. The two-story brick Store House was trapezoidal in shape, measuring 90.67 ft. along the north (Water St.) side and 72.25 ft. on the south. It had a width of 36 ft.

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Building 202 is seen in the center background of this image of the Santa Clauses participating in the 1954 Christmas parties for families of yard employees.
in the congested area adjacent to the yard. Thus, it decided to convert the area between Building 4 and Hoosac Stores No. 1 & 2 into a parking area. As a prelude to this project, the Navy demolished Building 202.

Construction of the new parking area began that summer, and involved the removal of the residual Building 3 wall and the 1st St. gate and their replacement with a new USS Constitution Gate. This featured a concrete wall containing a pair of gates to allow a one-way traffic pattern for the parking area. Completed in the fall of 1955, the lot could accommodate approximately 20 cars and 4 buses. It was separated from the remainder of the yard by a gate in a 12-ft.-high chainlink fence running from the east corner of the Building 4 extension to the edge of the seawall. This was later changed to run parallel to the west side of Pier 1 to access the pierside brow for the ship. A similar gate was installed across the Railroad Gate on the west side of the area.

The entrance to the area was on the alignment of 1st St., and that designation continued to be shown on the yard's annual site plans into the early 1960s. Thereafter, the site was simply identified as a parking area. A raised planting bed was provided on the north side adjacent to the wall between the two gates, while a second planting area was created along the wall of Hoosac Stores.

Following the closure of the yard, visitor parking was removed from this area. The fences separating it from the remainder of the yard were removed, and it was assigned as parking for crewmembers of USS Constitution. This usage continues as of 2008. The entire area was repaved in late 1999. In 2008, as part of the enhancement of security for the ship, the chainlink Railroad Gate and associated fence was replaced by a steel picket fence.
The street pattern of the South Boston Annex is significant in the way that it originally defined the boundary of the property and as a grid system within which buildings were located.

**HISTORY:**

The initial streets laid out at what would become the South Boston Annex were Harbor Street and Dry Dock Avenue. The former ran in a northeasterly direction from Summer St. near the Reserved Channel to an extension of Northern Ave. along the bulkhead line. The latter ran east from Harbor St. to the outer end of the Commonwealth Dry Dock.

The property between these two roads defined the limits of the land sold to the federal government in 1920. The boundary ran along the north side of Dry Dock Ave. and the east side of Harbor St. Both roads would be included in the legislative donation of additional property to the Navy in 1941. At that time, the Navy abandoned the original name of Harbor St., terming it 7th Street.

The only road on Annex property prior to the start of the major development of the site was a road which ran from Dry Dock Ave. around the west and north sides of the dock.

Plans for the new shipyard featured two grid patterns of roadways. One paralleled the length of Dry Dock 3, while the other paralleled the new bulkhead between the West Jetty and the west end of the expanded Annex. These met at an angle in the vicinity of the West Jetty and Dry Dock 3. The east-west streets were assigned letters from south to north from the continuation of Northern Ave. into the property. The cross streets of the two angled grids were numbered from east to west. Not all of the roadways between buildings were ever assigned formal names by the Navy.

Dry Dock Ave. was originally paved with granite pavers and had brick sidewalks. Following its acquisition by the Navy, it was overlaid with bituminous (asphalt) pavement and railroad tracks were installed in its northern half. All of the streets built by the Navy as part of the new shipyard were paved with asphalt. Several roads had railroad tracks laid in them.

Because of the semi-abandoned nature of the Annex after 1960, most of the roadways were in poor condition when transferred to the Economic Development & Industrial Corp. (EDIC) in November 1975. Thus, all of them, except B St., were redeveloped to City of Boston standards, although they technically remain as private roadways rather than accepted public streets.

When it first acquired the Annex property, the EDIC retained the Navy street names. In 1985 and 1986, however, it assigned new names to eliminate confusion with existing streets in South Boston which also used letters and numbers. Harbor St. resumed its original name, while Dry Dock Ave. became Drydock Ave. Since it was a continuation of Northern Ave., A St. took that name. Only B St., which ran parallel to the north side of Dry Dock 3, was not renamed since it was not redeveloped as a roadway other than where it formed a loop around Building 14.

New roadways added by the EDIC included the extension of Drydock Ave. from Harbor St. to Summer St. and Seafood Way, traversing the seafood processing area of the Massport Marine Terminal. There were also new roads from the south side of Dry Dock Ave. at either end of Building 114 on the former Boston Army Base property, connecting to Terminal St., the main roadway through that site. The portion of Terminal St. on the south side of Building 114 became Black Falcon Ave. The section of Harbor St. connecting to Summer St. was partially abandoned with the rest realigned to connect Drydock Ave. to Terminal St.

The major roadways in the South Boston Annex, other than those introduced by the EDIC, are discussed in the following pages under their Navy names, arranged by avenues, lettered streets, and numbered streets.
These two plans dated June 1985 and April 1986 document the renaming of the streets in the Annex by the EDIC. Bollard Way was subsequently renamed Au Bon Pain Way in recognition of the tenant occupying the adjacent property. The plans also show the street numbers by which the EDIC has identified buildings.

Suffolk Deeds, Book 11757 (top); 12464 (above)
Dry Dock Avenue (currently shown as Drydock Avenue) is significant as one of the two streets which defined the land limits of the original South Boston Annex property and as the primary access route into the site.

Dry Dock Avenue was laid out by the Commonwealth of Massachusetts as part of its development of the South Boston dry dock. It ran from Harbor Street to the head of the South Approach Pier. It was originally paved with granite pavers.

The south side of the roadway marked the boundary of the parcel along the Reserved Channel sold to the federal government in April 1918 for the establishment of the Boston Army Base. Two years later, its northern edge became the boundary of the Naval Dry Dock. The roadway remained in state ownership until July 1941. At that time it was included in the property legislatively conveyed to the Navy for the expansion of the South Boston Annex.

As part of the development of the Annex during World War II, railroad tracks were installed along the north side of Dry Dock Ave. There were double tracks as far as 5th St., where they turned to access the north side of Dry Dock 3 and the jetties. A single track continued down Dry Dock Ave. to Building 41.

In 1954 an aboveground steam line was added along the south side of Dry Dock Ave. This line crossed the roadway underground near both Buildings 24 and 20.

Other than being overlaid with bituminous (asphalt) pavement, there was little other change in the roadway throughout its ownership by the federal government. Along with the entire Annex, it was transferred to the Economic Development & Industrial Corp. (EDIC) following the closure of the Navy Yard. While the EDIC would rename most of the Annex’s streets (largely because the Navy’s names dupli-
cated those of existing streets in South Boston), it retained the Dry Dock Avenue name, although it spells it as the one-word “Drydock” rather than the two word form which had been used by the state and federal government.

The EDIC removed the railroad tracks along the north side of the street. With the acquisition of the former Army Base property, the fence defining the boundary line disappeared and the south side of the roadway combined

This Apr. 1988 view shows the new extension of Drydock Ave. from Harbor St. to Summer St. Note the EDIC Guard House (Building 102) in the center of the road and Building 32 in the background.  
Photography Unlimited, BRA/EDIC

This Oct. 31, 2009, view looks east along Drydock Ave. from Harbor St. Harbor Place (International Cargo Center) is on the left, while Building 114 can be seen on the right.  
Stephen P. Carlson, BNHP

The EDIC (Economic Development Investment Corporation) removed the railroad tracks along the north side of the street. With the acquisition of the former Army Base property, the fence defining the boundary line disappeared and the south side of the roadway combined with the area of one of the two tracks which had paralleled Building 114 to create parking spaces for that structure.

The major change to Drydock Ave. came in the mid-1980s. As part of the Harbor Gateway Project, the EDIC extended the roadway from Harbor Street in an arc to meet Summer Street opposite Pappas Way, the street which runs along the water side of the Massport Fargo Street Terminal (the former “E” Street Annex). This work was completed by the spring of 1988.
RESOURCE

A Street [Northern Avenue]

LOCATION: South Boston

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STATEMENT OF SIGNIFICANCE:

A Street (now known as Northern Avenue) is significant as part of the internal circulation system of the Annex and as one of the primary access routes into the site.

HISTORY:

When the Navy Yard developed the street pattern for an expanded South Boston Annex, it laid out an extension of Northern Ave. from the northwest corner of the yard to a point near the head of Dry Dock 3, where it intersected 5th St. Like other east-west roads, it was designated by a letter, in this case A Street. The Northern Ave. gate provided an alternative access point into the Annex, although following the reduction of Annex activity in 1960 that entrance was generally kept closed.

Following the transfer of the Annex to the Economic Development & Industrial Corp., the Northern Ave. gate was reopened and A St. within the Boston Marine Industrial Park was given the Northern Avenue name. It provides one of two access routes into the site.

The designation A St. also appears on Navy maps for the roadway immediately adjacent to the south side of Dry Dock 3. This section of roadway was not named by the EDIC, being within the Dry Dock 3 parcel (Parcel L).
Chapter 5, Resource Inventory

RESOURCE

B Street

LOCATION

South Boston

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STATEMENT OF SIGNIFICANCE:

B Street is significant as part of the internal circulation system of the Annex.

HISTORY:

In 1921 and 1922 the Navy Yard constructed a road along the north side of Dry Dock 3. This roadway was incorporated into B Street, laid out parallel to the new South Jetty in 1940. B St. was never a major roadway. By the time that the Annex closed in 1974, only portions of the roadway were recognizable as such.

The Economic Development & Industrial Corp. did not include B St. in its plans for roadways in the Boston Marine Industrial Park, although the new roadway between Anchor Way (4th St.) and Au Bon Pain Way (3rd St.) on the south side of Parcel P, the site of Building 14, is sometimes referred to by that name. The portion adjacent to Dry Dock 3 is included in that parcel (Parcel L). An abandoned remnant of the roadway exists south of Building 16.

This view shows B St. alongside Building 16, looking west. Against the building is wreckage salvaged from a Slick Airways DC-4 which crashed in Boston Harbor on Mar. 10, 1964.

This July 7, 1922, photograph shows the roadway constructed along the north side of Dry Dock 3. This would be designated B St. when the yard began construction of the jetties in 1940.

This Sept. 26, 2009, view looking west from Dolphin Way shows the remnants of B St. in the area south of Building 16.

Stephen P. Carlson, BNHP
C Street (now known as Fid Kennedy Avenue) is significant as part of the internal circulation system of the Annex.

When the Navy decided to expand the area north of Dry Dock 3 to form the jetties, it laid out C St. parallel to the dock at the north edge of the original landfill from the east end of the new Machine Shop (Building 16). When it reached the new bulkhead which paralleled the original shoreline of the Annex, it turned northwest and continued along that bulkhead to the site of Dry Dock 4. Because it provided access to the finger piers, the jetties, and Dry Dock 4, it was among the most important roadways in the Annex.

C St. was the sole street in the former Annex which the EDIC did not give a maritime themed name, although Fid Kennedy Avenue did honor a man with maritime connections. Known by the nickname “Fid” after a round, pointed wooden tool for separating the strands of a rope in splicing, Thomas Kennedy had been a longtime attorney for the Longshoreman’s Union.

This aerial photograph from the late spring of 1942 shows C St. running along the new bulkhead forming the expanded Annex from the West Jetty (left) to the site of Dry Dock 4 (right). Piers 1 and 2 have yet to be extended to their full 1,000 ft. length.

This June 30, 1969, photograph from the roof of Building 16 looks west along C St. towards its intersection with the West Jetty. The carrier USS Essex (CVS-9) is berthed at the jetty.

Crowds stream along C St. on Aug. 4, 1970, to visit the aircraft carrier USS John F. Kennedy (CVA-67) on her first visit to Boston.
This sequence of views proceeds westward along Fid Kennedy Ave. Clockwise from above: (1) The street starts at the east end of Building 16. This view looks east from Capstan Way. (2) The next view shows the street from Au Bon Pain Way. Both views date to Aug. 2004. (3) The next image again looks east from Tide St. on Oct. 31, 2009. (4) Turning in the opposite direction, the curve of the roadway at Tide St. can be seen. Building 18 is in the background of this Aug. 2004 image. (5) Again looking west in Oct. 2009, Fid Kennedy Ave. runs along the filled area of the Massport Marine Terminal (right). (6) A truck can be seen next to the 2009 addition to Building 2 of the New Boston Seafood Center in this Oct. 31, 2009, view looking east from the intersection of Seafood Way. (7) The final section of Fid Kennedy Ave., seen here on Oct. 4, 2009, runs in front of Ted Williams Tunnel Vent Building 6 to a terminus at the former 8th St. next to Building 56.

Stephen P. Carlson, BNHP
1st Street [Dolphin Way]

LOCATION: South Boston

<table>
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<td>C</td>
<td>2 1 1 1</td>
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MACRIS NO. | HAER | CONDITION
---------|------|----------
        | None | Good     

STATEMENT OF SIGNIFICANCE:

1st Street (now known as Dolphin Way) is significant as part of the internal circulation system of the Annex.

HISTORY:

When the Navy decided to expand the area north of Dry Dock 3 to form the jetties, it laid out a pair of parallel streets adjacent to the original bulkhead line (C St.) and the north side of the dock (B St.). To link these streets, it created two pairs of cross streets, assigning them numerical names starting at the east end. The first of these pairs was located on the east and west ends of Building 16. The easternmost street of this pair was known as 1st St. and extended across C St. to the North Jetty.

In 1986 the Economic Development & Industrial Corp. renamed the numbered streets in the Boston Marine Industrial Park. It chose a maritime theme for the new names. The four streets north of Dry Dock 3 were designated ways, using terms associated with the securing of ships. These names were assigned in alphabetical order from west to east. Thus, 1st St. became Dolphin Way. The segment north of Fid Kennedy Ave. was not included in this designation, being within the Massport Marine Terminal parcel.

Like the other cross streets, Dolphin Way now dead ends at a gate in the fence separating it from B St. and the South Jetty, although it does provide access into Building 31 (Parcel M).

This Apr. 9, 1974, view shows 1st St. running along the east end of Building 16.

No Property Record Card Available

1st St. ran from B St. to the North Jetty. This June 30, 1969, view shows the segment between C St. and the jetty. USS Albany (CG-10) is berthed at what was then called the North Wharf. This section was not laid out as a street by the EDIC.

BOSTS-10182

This Oct. 31, 2009, view looks north along Dolphin Way. The extra-wide roadway provides space for parking of buses and trucks associated with the tenants of Building 31.

Stephen P. Carlson, BNHP
**RESOURCE**

2nd Street [Capstan Way]

**LOCATION**

South Boston

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<th>HAER CONDITION</th>
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**STATEMENT OF SIGNIFICANCE:**

2nd Street (now known as Capstan Way) is significant as part of the internal circulation system of the Annex.

**HISTORY:**

When the Navy decided to expand the area north of Dry Dock 3 to form the jetties, it laid out a pair of parallel streets adjacent to the original bulkhead line (C St.) and the north side of the dock (B St.). To link these streets, it created two pairs of cross streets, assigning them numerical names starting at the east end. The first of these pairs was located on the east and west ends of Building 16. The westernmost street of this pair was known as 2nd St.

In 1986 the Economic Development & Industrial Corp. renamed the numbered streets in the Boston Marine Industrial Park. It chose a maritime theme for the new names. The four streets north of Dry Dock 3 were designated ways, using terms associated with the securing of ships. These names were assigned in alphabetical order from west to east. Thus, 2nd St. became Capstan Way.

Like the other cross streets, Capstan Way now dead ends at a gate in the fence separating it from the area along the north side of Dry Dock 3.

The first pair of cross streets between B and C Sts. was located at either end of Building 16. These Oct. 31, 2009, views show Capstan Way, which now dead ends at the fence surrounding Dry Dock 3, from the north (above) and south (right).
 RESOURCE

3rd Street [Au Bon Pain Way]

LOCATION: South Boston

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<td>None</td>
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STATEMENT OF SIGNIFICANCE:

3rd Street (now known as Au Bon Pain Way) is significant as part of the internal circulation system of the Annex.

No Property Record Card Available

HISTORY:

When the Navy decided to expand the area north of Dry Dock 3 to form the jetties, it laid out a pair of parallel streets adjacent to the original bulkhead line (C St.) and the north side of the dock (B St.). To link these streets, it created two pairs of cross streets, assigning them numerical names starting at the east end. The second of these pairs was located on the east and west ends of Building 14. The easternmost street of this pair was known as 3rd St.

In 1986 the Economic Development & Industrial Corp. renamed the numbered streets in the Boston Marine Industrial Park. It chose a maritime theme for the new names. The four streets north of Dry Dock 3 were designated ways, using terms associated with the securing of ships. These names were assigned in alphabetical order from west to east. Thus, 3rd St. became Bollard Way. This name was later replaced by Au Bon Pain Way in honor of the firm which leased Building 29 as its corporate headquarters.

Au Bon Pain Way is linked to Anchor Way by a roadway which runs on the south side of Parcel P. This roadway is sometimes referred to as B St., although the original B St. in this area ran along the north edge of Dry Dock 3.

The Oct. 4, 2009, view at top looks south on Au Bon Pain Way. It is connected to Anchor Way via a roadway sometimes called B St. along the south side of Building 14, seen above in 2007.

Stephen P. Carlson, BNHP (top); Google (above)
4th Street (now known as Anchor Way) is significant as part of the internal circulation system of the Annex.

**HISTORY:**

When the Navy decided to expand the area north of Dry Dock 3 to form the jetties, it laid out a pair of parallel streets adjacent to the original bulkhead line (C St.) and the north side of the dock (B St.). To link these streets, it created two pairs of cross streets, assigning them numerical names starting at the east end. The second of these pairs was located on the east and west ends of Building 14. The westernmost street of this pair was known as 4th St.

In 1986 the Economic Development & Industrial Corp. renamed the numbered streets in the Boston Marine Industrial Park. It chose a maritime theme for the new names. The four streets north of Dry Dock 3 were designated ways, using terms associated with the securing of ships. These names were assigned in alphabetical order from west to east. Thus, 4th St. became Anchor Way.

Anchor Way is linked to Au Bon Pain Way on the east side of Parcel P by a roadway sometimes referred to as B St., although the original B St. in this area ran along the north edge of Dry Dock 3.

This Jan. 28, 1974, view looking north across Dry Dock 3 shows both 4th St. (left) and 3rd St. (right). The foundation and remaining portion of Building 14 is in the block between the two roads, while Building 79 can be seen in the distance. Note how both roads extend to B St., which at this point ran along the north side of Dry Dock 3.

The EDIC named the former 4th St. as Anchor Way. This Sept. 26, 2009, view looks south from Fid Kennedy Ave. Note the cruise ship MV Crystal Symphony in Dry Dock 3 in the background. *Stephen P. Carlson, BNHP*
5th Street (now known as Tide Street) is significant as part of the internal circulation system of the Annex.

When the Navy laid out the expansion of the South Boston Annex, it introduced a series of streets parallel to Harbor (7th) St. between Dry Dock Ave. and A St. The easternmost of these was 5th St., which ran along the west end of Dry Dock 3 and continued along the east side of Building 18 to C St. It provided the primary link between Dry Dock Ave. and Dry Dock 3, as well as to the jetties and the area on the north side of the dock.

In keeping with its maritime theme for streets within the Boston Marine Industrial Park, the Economic Development & Industrial Corp. in 1986 named it Tide St.
6th Street (now known as Access Road A) is significant as part of the internal circulation system of the Annex.

**HISTORY:**

When the Navy laid out the expansion of the South Boston Annex, it introduced a series of streets parallel to Harbor (7th) St. between Dry Dock Ave. and A St. and, in many cases, through to C St. One of these was 6th St., which ran along the west side of Building 20 and between Buildings 30 and 48.

The Economic Development & Industrial Corp. did not include 6th St. in its street renaming program. The portion between Drydock Ave. and Northern Ave. became part of Parcel Y. Originally occupied by surface parking, it would eventually be covered by the east extension of the Central Parking Structure.

The remaining portion, between Northern Ave. and Fid Kennedy Ave., was incorporated into Parcel X, although shown on some maps as Access Road A. Along with Access Road B on the west side of the parcel, it provides access to the two buildings in the New Boston Seafood Center.
### RESOURCE

**7th Street [Harbor Street]**

<table>
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<td>MACRIS NO.</td>
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**STATEMENT OF SIGNIFICANCE:**

7th Street (now known as Harbor Street) is significant as the boundary line of the original Naval Dry Dock parcel and as part of the internal circulation system of the Annex.

**HISTORY:**

As part of the development of the South Boston waterfront, the state laid out Harbor St. from a point on Summer St. close to the Reserved Channel in a northwest-erly direction to the end of Northern Ave. east of the Fish Pier. This street formed the western boundary of the initial parcel Annex sold to the federal government in 1920. Only the section between Summer St. and Dry Dock Ave. appears to have been paved. The street also provided access to Terminal St., the road which ran into the Boston Army Base.

Harbor St. was included within the additional parcel of land granted to the United States in 1941 for the expansion of the South Boston Annex. The Navy renamed it 7th St., and used it as the basis for laying out additional parallel streets between Dry Dock Ave. and A St., the extension of Northern Ave. into the Annex. The street crossed A St. and ran along the west side of Building 53 to C St.

In its 1986 renaming of streets within the Boston Marine Industrial Park, the Economic Development & Industrial Corp. restored the name Harbor St. to 7th St. As part of its improvement of the park, it extended Drydock Ave. to Summer St., realigning the portion of Harbor St. south of that roadway to link with Terminal St. within the former Army Base property rather than exiting to Summer St. The portion of 7th St. north of Northern Ave. was discontinued, being incorporated into the parcel (Parcel S) surrounding Building 53. The remaining portion has become one of the main through roadways within the BMIP.
Chapter 5, Resource Inventory

<table>
<thead>
<tr>
<th>RESOURCE</th>
<th>8th Street [Channel Street]</th>
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<td>STATEMENT OF SIGNIFICANCE:</td>
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8th Street (now known as Channel Street) is significant as part of the internal circulation system of the Annex.

<table>
<thead>
<tr>
<th>HISTORY:</th>
</tr>
</thead>
<tbody>
<tr>
<td>When the Navy laid out the expansion of the South Boston Annex, it introduced a series of streets parallel to Harbor (7th) St. between Dry Dock Ave. and A St. The westernmost of these was 8th St., which ran along the west sides of Buildings 19 and 32, where it somewhat disappeared in the paved area between Building 28 and 7th St. The designation 8th St. was also used on yard maps for the roadway extending from A St. to C St. along the east side of Building 56. In keeping with its maritime theme for streets within the Boston Marine Industrial Park, the Economic Development &amp; Industrial Corp. in 1986 named it Channel St. It also formalized its route around the south side of Building 32 to a junction with Harbor St. It does not appear that the EDIC gave any name to the other portion of 8th St.</td>
</tr>
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<table>
<thead>
<tr>
<th>BOSTS-8532</th>
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<tbody>
<tr>
<td>This Jan. 28, 1974, photograph shows the segment of 8th St. between A St. and C St. Building 56 is at left, while Dry Dock 4 is in the distance.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NPS TIC 457/D6391</th>
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</thead>
<tbody>
<tr>
<td>This Apr. 3, 1974, photograph looks southwest along 8th St. between Buildings 32 (left) and 17. Building 46 can be seen in the distance.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Stephen P. Carlson, BNHP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston Fire Dept. Engine 2 and Ladder 19 (barely visible at right between Buildings 19 and 32) respond to a false alarm on Oct. 8, 2006. This view looks north on Channel St., which turns to the right to run along the front of Building 32.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BOSTS-8532</th>
</tr>
</thead>
<tbody>
<tr>
<td>This Aug. 29, 2004, view shows the former 8th St. between Northern Ave. and Fid Kennedy Ave. This street was not named by the EDIC in 1986, possibly because it was then within the parcel leased to General Ship.</td>
</tr>
</tbody>
</table>
Back Cover:
This aerial photograph of the South Boston Annex was taken by Airphoto of Wayland, Mass., on Apr. 10, 1971. In contrast to Charlestown, it was essentially a moribund facility. Note the lack of ships except at the jetties and at the piers on either side of Dry Dock 4. Wooden Piers 1 through 4 were in extremely poor condition, essentially condemned. Dry Dock 3 is flooded in this view.