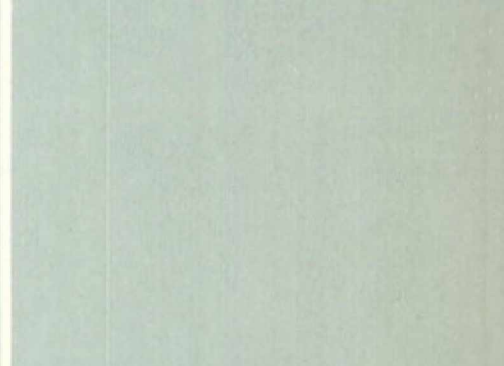
an alternative for development

march 1975

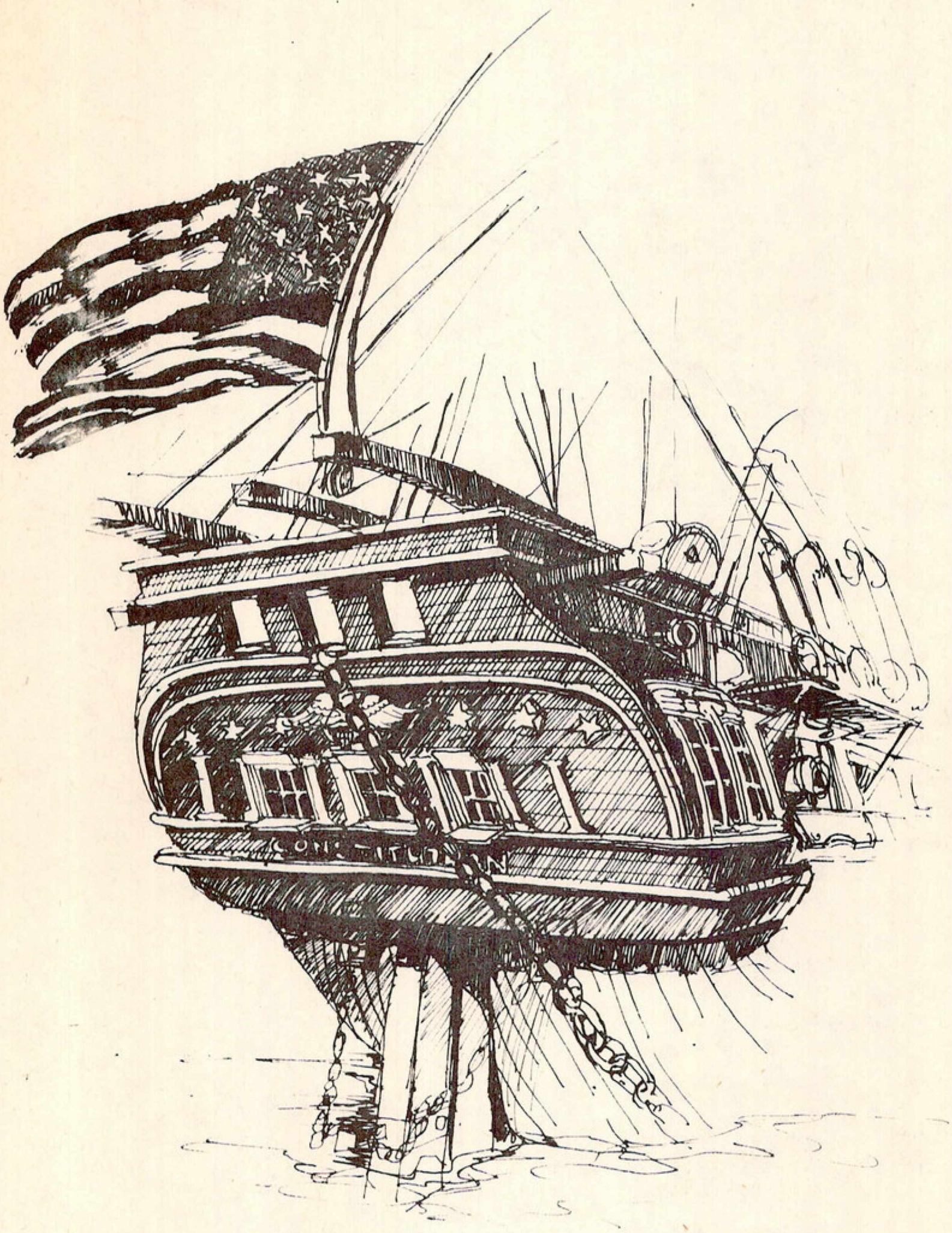
BOSTON NAVAL SHIPYARD



BOSTON, MASSACHUSETTS

This planning publication has neither been approved nor disapproved, its purpose is to provide information and alternatives for discussion purposes. The study was completed prior to the establishment of Boston National Historical Park and the Boston Naval Shipyard is now one element of the larger Park. A Master Plan for Boston National Historical Park is underway and the contents of the Shipyard study may undergo considerable revision.

UNITED STATES DEPARTMENT OF THE INTERIOR - NATIONAL PARK SERVICE



BOSTON NAVAL SHIPYARD - AN ALTERNATIVE FOR DEVELOPMENT

CONTENTS

INTRODUCTION	1	
SUMMARY	2	
	3	*Vicinity Map*
ENVIRONMENT	6	
Location	6	
Access and Circulation	6	
Neighborhood Analysis	7	
THE SHIPYARD YESTERDAY	8	
Historical Significance	8	
Early Engineers and Architects	10	
Building Periods	10	
Entrance and Layout	11	
THE SHIPYARD TODAY	12	
General Description	12	
Land Status	13	
Interpretation and Visitor Services	13	
Visitation	14	
Carrying Capacity	15	
THE PLAN	16	
General Management	16	
	17	*Composite Land Acquisition Chart*
Boundary Changes	19	
	21	*Boundary Map*
Preservation and Use	23	
Development Concept	24	
Interpretation	28	
Cooperative Agreement	29	
Cooperation and Coordination with the Community	34	
	37	*General Development Plan Map*
NATIONAL PARK SERVICE STUDY TEAM	39	
CONSULTANTS	39	
ASSISTANCE IN REPORT PREPARATION	40	
ACKNOWLEDGEMENTS	41	
BIBLIOGRAPHY	43	
APPENDIXES	45	
A: Management Statement	46	
B: Report on the History of the Proposed Boston Naval Shipyard National Historic Site (copy)	48	
C: Report on the Architecture of the Proposed Boston Naval Shipyard National Historic Site (copy)	59	
	75	*Map of Boston Naval Shipyard*
D: Historical/Architectural Assessment of the Non-National Park Service Part of the Boston Naval Shipyard (copy)	77	
E: Interpretive Concept: Boston Naval Shipyard & U.S.S. *Constitution* National Historic Site, Massachusetts (copy)	101	

INTRODUCTION

The exact origins of the proposal to be described in the following pages for the establishment of a national historic site comprising the Boston Naval Shipyard and the U.S.S. *Constitution* ("Old Ironsides") are obscure. The Charlestown community is known to have suggested a park proposal to the city in the late sixties. Then, in 1970, the Boston Redevelopment Authority, planning board for the city, initiated – and ultimately presented to the National Park Service – a special study of the feasibility of establishing a national park at the shipyard, in which they analyzed the entire site and set up a development framework.

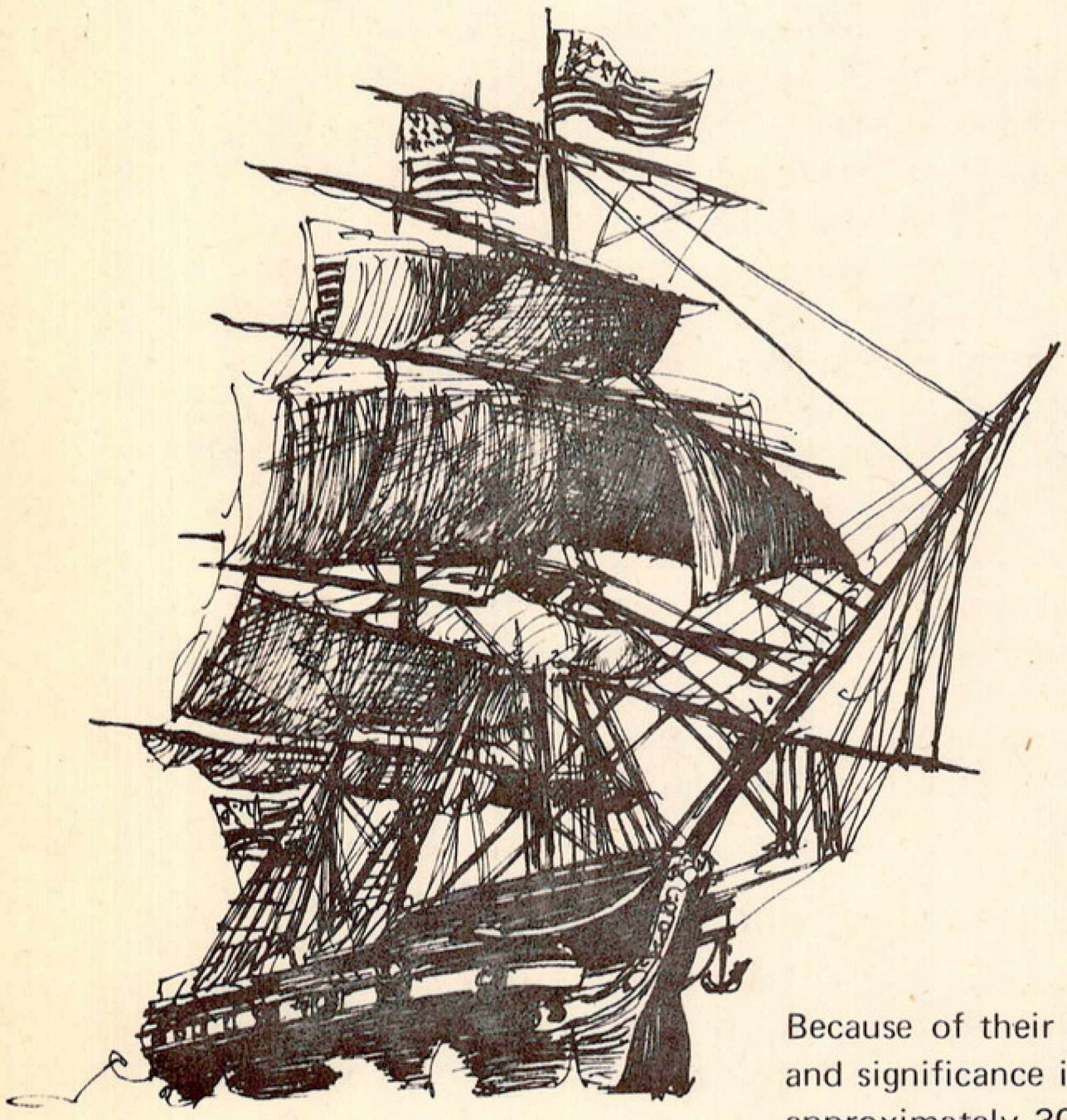
In response to growing community interest in the Navy yard, the Park Service entered the picture more actively in 1971: Based upon the Boston Redevelopment Authority's earlier planning effort, they devoted a section of a feasibility study they were preparing on the Boston national historic sites to the possibility of establishing a national historic site at Charlestown.

When the closing of the shipyard was confirmed in 1973, the city's planning department felt called upon to re-examine the redevelopment authority's earlier proposal, and to then re-submit it to the National Park Service; at about the same time, the United States Navy, represented by Rear Admiral Richard E. Rumble, approached the Park Service with a similar idea.

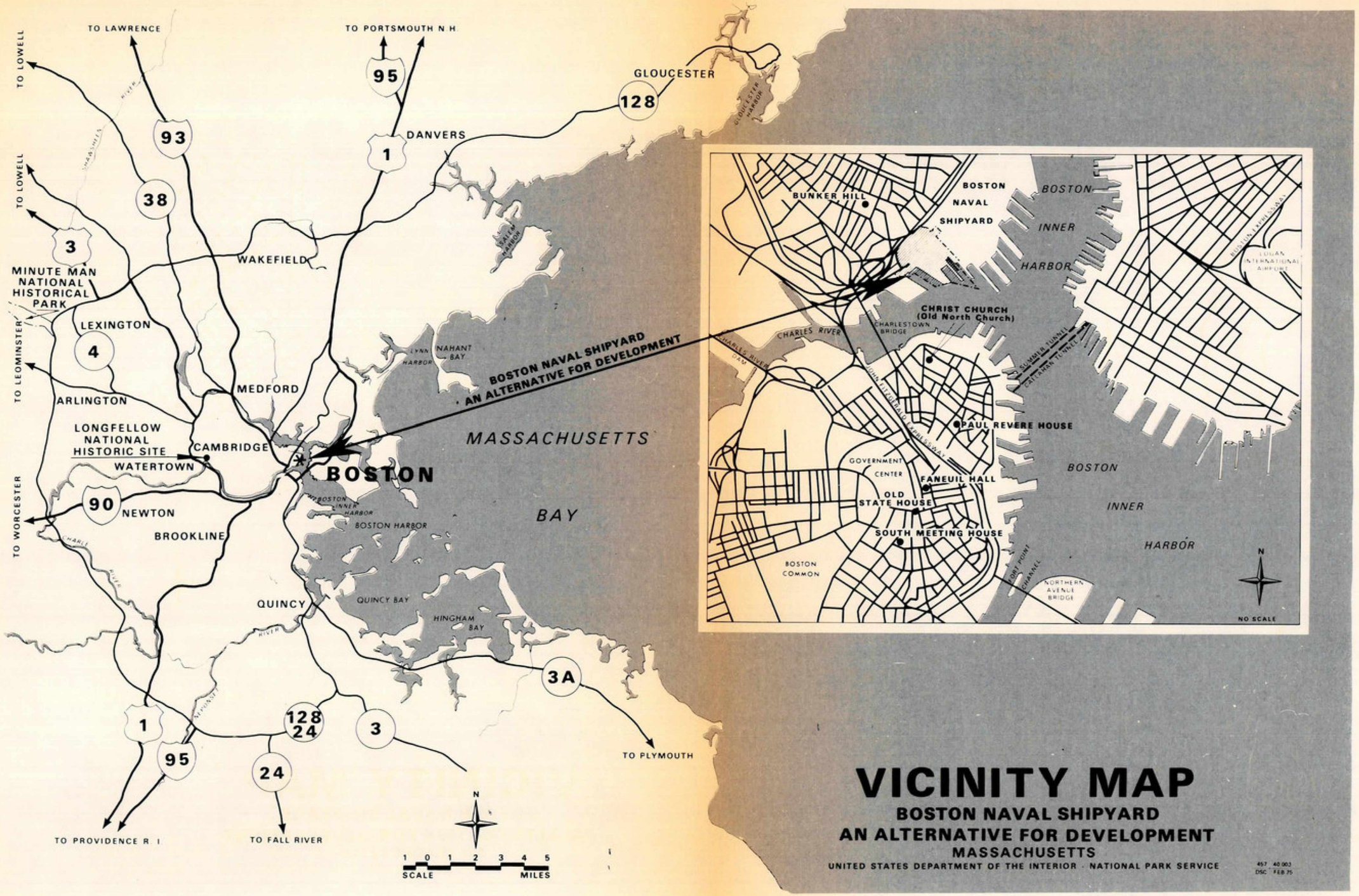
Interest in the shipyard broadened. The National Park Service responded by initiating a new-area study late in 1973. The results of this study are described on the following pages, wherein a recommendation for a Boston Naval Shipyard/U.S.S. *Constitution* National Historic Site is detailed – a proposal backed by broad-based local community, city, State, and Federal support – and a proposal featuring the first national park devoted to the preservation and communication of our Nation's great naval heritage.

Recent legislation under consideration by the Congress has included this site in the broader Boston National Historical Park proposal, which will include most of the major historic sites of outstanding national significance in the city of Boston.

SUMMARY



Because of their outstanding historical values and significance in the history of our Nation, approximately 30 acres of lands and waters at Boston Naval Shipyard, along with the U.S.S. *Constitution,* are proposed as a national historic site. Through a cooperative partnership between the National Park Service and the United States Navy, this new addition to the National Park System will be preserved and managed for the inspiration and enjoyment of all Americans and visitors from other lands.



VICINITY MAP

BOSTON NAVAL SHIPYARD
AN ALTERNATIVE FOR DEVELOPMENT
MASSACHUSETTS

UNITED STATES DEPARTMENT OF THE INTERIOR · NATIONAL PARK SERVICE

457 40 003
DSC FEB 75

Foremost among the proposals for preservation and management of the Boston Naval Shipyard/U.S.S. *Constitution* National Historic Site are:

The acquisition by transfer from the U.S. Navy to the Department of the Interior of 21± acres of land and 7.10± acres of water, including 1.34± acres of land held by the U.S. Marine Corps; and management of these lands and waters by the National Park Service as a national historic site. Included will be the mooring site of the U.S.S. *Constitution,* and many of the earliest buildings constructed during the formative years of the U.S. Navy (1800-1860).

The acquisition by donation of 0.57± acres of city-owned lands, including portions of city streets; the acquisition by donation of 0.33± acres of State-owned lands; and the acquisition in fee of three small parcels of privately owned lands totaling 1.10 acres in the city urban-renewal area.

The requirement (Public Law 523, July 23, 1954) that the U.S.S. *Constitution* be permanently moored at the national historic site at Boston; and the stipulation that the *Constitution* continue to be maintained and exhibited by the U.S. Navy 365 days per year.

The permanent closure of Gates 1 and 2, at the earliest possible time, to enable through industrial-truck and auto traffic to be eliminated from the historic scene. (Alternate access routes to the remaining portions of the shipyard are currently under study.)

The development, through private funds, by the private, non-profit U.S.S. *Constitution* Foundation, of a museum featuring the *Constitution,* and providing support services for both the U.S. Navy and the National Park Service.

The consummation of cooperative agreements with the U.S. Navy and the U.S.S. *Constitution* Museum Foundation, to clearly define their respective roles at the national historic site.

The preservation, through the use of development restrictions, outside the park boundaries, of approximately 15 buildings of outstanding historic and architectural integrity, with particular emphasis on Building 58 (the historic ropewalk), Building 60 (its associated tarring house), Building 62 (the hemp house), and Building 105 (the forge shop, important because die-lock chain-link manufacturing technology was developed there).

The occupation by the U.S. Navy of certain buildings within the park area for the support of the U.S.S. *Constitution,* and for temporary First Naval District staff headquarters.

ENVIRONMENT

LOCATION

The Boston Naval Shipyard is situated in the Boston Inner Harbor, at the easternmost end of the peninsula that forms the city of Charlestown, in the Boston metropolitan area, Suffolk County, Massachusetts. The shipyard's approximately 84 acres of land and 46 acres of water lie at the foot of Breeds Hill and the Bunker Hill Monument, near the confluence of the Charles and Mystic Rivers.

ACCESS AND CIRCULATION

Because Boston Naval Shipyard is situated near the convergence of radial expressways I-95 and I-93, the Southeast Expressway, and the Massachusetts Turnpike, it is fairly accessible from the north, south, and west. However, local access is slow, circuitous, and inadequately signed. Only limited surface parking is available. Although rapid transit presently stops at City Square, which lies within short walking distance, system improvements will relocate the nearest station to within 2/3 mile of the southernmost portion of the yard. A surface bus-route connecting the Government center with other downtown areas of Boston passes near the shipyard.

The Boston "Freedom Trail" includes the U.S.S. *Constitution* as its last stop (no. 16). The walking distance is approximately 2½ miles from Old North Church (stop no. 15) by way of the Old Charlestown Bridge. Pedestrians can also reach the yard from the Bunker Hill/Charlestown area by means of a pedestrian underpass beneath the expressway ramps. There are few signs to direct visitors to the *Constitution,* and these cannot be seen until visitors are practically at the site. There are no facilities near the shipyard at present to accommodate small-boat docking.

Five projects in various stages of completion may have a significant impact upon the local access situation:

The possible linking of Water and Chelsea Streets.

A new dam and bridge on the Charles River at Warren Avenue.

The Prison Point Bridge.

The relocation of Rutherford Avenue, a local arterial street in Charlestown.

The North Point Department of Public Works Project (Mystic Bridge ramps).

NEIGHBORHOOD ANALYSIS

Founded in 1629, Charlestown is pre-dated in Massachusetts only by Plymouth and Salem. In 1786, the construction of the Charles River Bridge connected Charlestown with Boston, thus accelerating the former's development. The town grew around its commerce – principally distilling, shipping, shipbuilding, and activities associated with the establishment of the Navy yard in 1800. In 1874, Charlestown was annexed to Boston, after seeing bits and pieces of its area vanish into neighboring communities, thereby becoming too small to function independently.

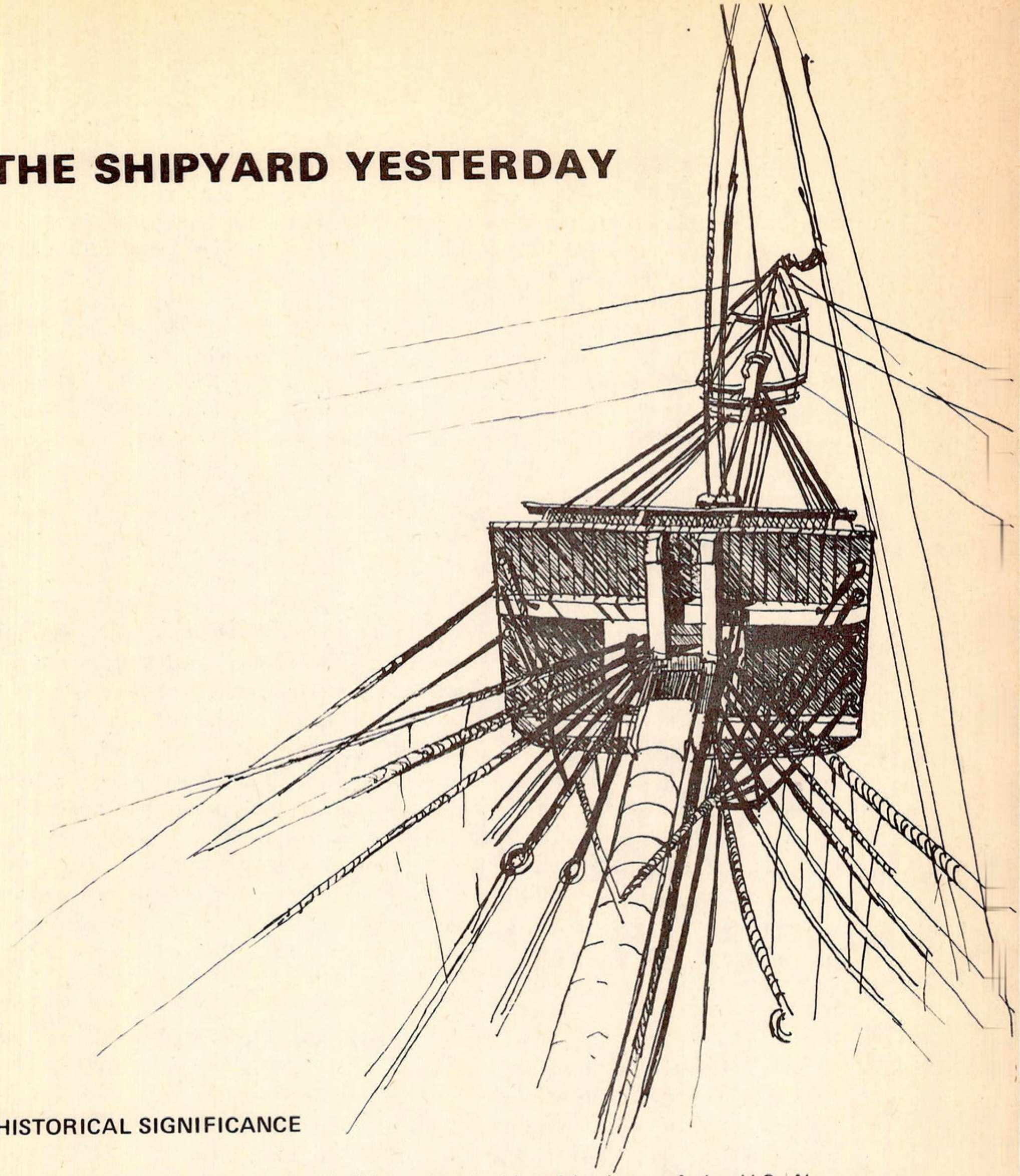
Charlestown's resident population of 16,000 is comprised of many families who have lived there for five and six generations. However, due to the Charlestown fire in 1775, the oldest existing houses – including many fine examples of late Georgian, Federal, and Victorian architectural styles – date back only as far as the re-building period after the Revolutionary War.

Overcome by an urban blight resulting from numerous adverse uses and influences, the Charlestown residential area is currently undergoing rehabilitation and redevelopment. The plan for a Charlestown urban-renewal area encompasses about 1 square mile. In addition to the construction of new housing and the rehabilitation of existing housing, the plan also includes the replacement of many worn-out public facilities: A new fire station, elementary school, and branch library have been completed. A public recreation area has been created at the Little Mystic Channel. Construction of a Charlestown community college is nearing completion, and a new high school is about to be built. Elimination of the "El" elevated train from Main Street will soon be accomplished, along with construction of a new at-grade system between Rutherford Avenue and the Charles River. The elevated tracks will be removed from Charlestown's commercial area as soon as the new, relocated trackage is operational. It is anticipated that many of the blighted structures along the path of the "El" will be rehabilitated after the tracks are removed.

Immediately north of the shipyard, opposite the Little Mystic Channel, the Massachusetts Port Authority operates a containerized shipping port, with a loading facility, an open scrap-iron storage-area, supplementary railroad trackage, and two large container-loading cranes. On the southern edge of the shipyard, the port authority owns and operates Hoosac Pier, a single-story cargo pier that is presently under-utilized, covering approximately 5 acres.

The area starting at the Warren Avenue Bridge and extending northward along Water Street and Chelsea Bridge, which includes all of the shipyard, is zoned for waterfront industry. This zoning extends northward to include the Massachusetts Port Authority property on the north side of Little Mystic Channel. The majority of Charlestown's residential area is zoned for apartment use. The City Square area is zoned for business use.

THE SHIPYARD YESTERDAY



HISTORICAL SIGNIFICANCE

The origins of the Boston Naval Shipyard coincide with those of the U.S. Navy Department: Throughout the Revolutionary War, the Navy was administered by the Naval Committee of the United States House of Representatives. The first Secretary of the Navy, Benjamin Stoddert, was appointed in April 1798. Then, by act of Congress in February 1799, funds were made available for the construction of navy yards and ships – and Charlestown was one of the approved locations. This early yard was established for the building and repairing of ships, rather than for defense.

Pre-dating the establishment of both the U.S. Navy and the Boston Naval Shipyard, the U.S.S. *Constitution* was built between 1794 and 1797 at Edmund Hart's yard at Constitution Wharf, opposite the site selected for the first naval yard in Charlestown. Although not constructed at the shipyard, she has been moored there intermittently since the War of 1812, and has been on public display at the shipyard almost continuously since 1897. She was the first ship to enter the drydock at Charlestown, in 1833 – and now, 140 years later, she will in all probability be the last to use it, in a $4.4 million, 3-year rehabilitation project that began in 1973.

The Boston Naval Shipyard at Charlestown is, without question, as great as any military installation in the United States. Although the yard is not the oldest U.S. Navy land-base (it is third oldest), it boasts many "firsts" in the annals of our naval history:

The first covered shipbuilding way, 1813.

The first U.S. Navy ship-of-the-line, the 74-gun *Independence* (forerunner of the battleship), 1814.

The first naval school for officers (forerunner of Annapolis), 1815.

The first experimental steam torpedo ram, the *Intrepid,* launched March 5, 1874.

The first wireless telegraph station, which sent the first messages from shore to ship and return, October 2, 1903.

Many other notable events occurred at the shipyard: One of the first naval hospitals was built here in 1803. The second-oldest drydock was completed in 1833, just 7 days after the first one at Norfolk, Virginia. The *Merrimac,* famed for its battle with the *Monitor* in 1862, was built here in 1855. The *Hartford,* Admiral Farragut's flagship at the Battle of Mobile Bay, was launched here on November 22, 1858.

It is noteworthy that, to the best of our knowledge, the National Park System, which contains literally dozens of forts, battlefields, and other military sites, bearing various designations, does not feature a single historic naval site. (It claims only one site that even commemorates a naval victory – Perry's Victory and International Peace Memorial National Monument, Ohio.) To fill this void, we are fortunate to have the U.S.S. *Constitution* and the Boston Naval Shipyard – both of which are more than qualified historically to become national historic sites, either together or separately.

EARLY ENGINEERS AND ARCHITECTS

Several well-known early engineers and architects have been associated with the development of the shipyard: Drydock No. 1 has the name of engineer Loammi Baldwin incised into its stonework. Bulfinch has been mentioned as the possible architect for the Commandant's house.

Alexander Parris served as both architect and engineer for the Navy yard off and on between 1828 and 1843. His name appears on several drawings kept in the Massachusetts Department of Public Works files that indicate that he was probably responsible for designing the ropewalk, Building 58; the "tarring house," Building 60; the hemp storage house, Building 62; and Building 34, the best documented, with four signed drawings. Parris may also have been responsible for the design of Buildings 22, 33, and 38. (Only Building 22 will be included within the proposed national historic site boundaries.) Building 24, dated 1847, might possibly also have come from Parris' drafting board, although its construction date – at least 3 years after Parris' departure – makes this tie-in rather doubtful. Further research is needed on the Parris portfolio (kept in the National Archives) and scattered U.S. Navy records, so that the scope and details of Parris' involvement in the layout and design of buildings at the Navy yard between 1828 and 1866 may be verified and better understood.

In the 1950's, the Navy Department was instructed to send all drawings deemed non-pertinent and non-critical to the contemporary functioning of the yard to the National Archives. As a result of this mandate, many early architectural, and possibly also engineering, drawings, executed on parchment-like paper, were sent to the archives. However, many other early drawings are still kept in the department of public works files (particularly in their basement vault), and these should now also be included in the National Archives collection.

BUILDING PERIODS

Building activity at the Navy yard was never at a standstill. The yard operated somewhat like a business – by adapting itself to innovations, and by constantly updating its machinery and shipbuilding and repairing techniques. Older buildings were periodically razed and replaced by new ones. Occasionally, fires or explosions would demolish buildings. But most of them just seemed to outlive their usefulness, and to fall victim to changing technology.

There appear to be six somewhat distinct periods of building activity at the Boston Naval Shipyard:

1800-1833: Early small brick-and-wood buildings.

1832-1866: Large granite structures and shipbuilding sheds (10-year expansion between 1847-1857; 3-year expansion between 1863-1866).

1901-1905: Large brick buildings.

1918-1919: Large brick extensions to existing buildings.

1936-1940: Work Projects Administration; the WPA era of "job-making."

1940-1942: World War II extensions to existing buildings.

ENTRANCE AND LAYOUT

The main entrance to the Boston Naval Shipyard seems to have always been through Gate 1, at the east end of Water Street. On the 1823 plan it is identified as the "South Gate," while on the 1828 plan it is simply called the "Present Entrance."

By 1823, a major axis, called the "Base Line," had been established through the yard, running from southwest to northeast, as it does today. A new road was proposed along the "Base Line," but by 1828 this proposal was abandoned in favor of the present First Avenue location. By 1828, the present-day grid-system for the yard was well-established. A new entrance was proposed at present-day Gate 2. Second Avenue was laid out in its full length, to be lined with two rows of trees. Cross streets were laid out. And two major canals were built parallel with present-day Third Avenue and Ninth Street.

If Gate 2 was ever intended to become the principal entrance to the shipyard, this intention was never carried out. In the 1864 yard plan, Gate 1 is identified as the "Main Entrance to the Navy Yard." In 1902, a grand triumphal arch was constructed at this entrance, but it was razed in 1958 because it was unsuitable for contemporary vehicular traffic.

In 1828, the road and canal system for the shipyard was laid out. Over 35 building sites were plotted for the future construction of such structures as the ropewalk, tarring house, hemp storage house, timber sheds, boat shops, shipbuilding houses, storehouses, rigging lofts, sawmill, sail loft, smithy, and drydocks. Several of these structures were actually constructed on the sites originally chosen, and they remain in those locations today: the ropewalk; Buildings 33, 34, and 38; and the officers' houses. The locations of the hemp house and tarring house suggested in 1828 were shifted to the north end of the ropewalk in the plans of 1836, and both structures stand there today.

THE SHIPYARD TODAY

GENERAL DESCRIPTION

Until June 1974, the Boston Naval Shipyard was used principally for industrial activities revolving around the building and repairing of ships. These functions employed approximately 5,000 people during normal operations, and may have employed as many as 50,000 during wartime. The U.S.S. *Constitution* has been exhibited to the public at Boston Naval Shipyard for almost three-quarters of a century.

Most of the 86 shipyard structures were constructed during wartime. They contain more than 3½ million square feet of floorspace, and they vary considerably in age, efficiency, and suitability for contemporary industrial uses. The oldest buildings are two- and three-story structures of brick or granite. Newer facilities are eight- and ten-story warehouses of brick, or brick and concrete.

The shipyard also contains three drydocks, a marine railway, and two ship-building ways. There are 11 piers: two are predominantly filled-land types; and five are wooden piers on wood pilings, which show varying degrees of deterioration.

A central powerplant produces steam for electrical generation, heating, and associated uses; however, the plant's equipment and the electrical distribution system are reportedly badly deteriorated. Street-lighting equipment is in good condition, but illumination may be inadequate.

Water for the shipyard is supplied by the city of Boston; however, the exact condition of the water system is not known at present. The maintenance of adequate water pressure in the shipyard causes some difficulty.

There are two underground fuel-oil storage-tanks in the vicinity of Quarters G, with a capacity of approximately 1 million gallons, which are necessary for the operation of the central powerplant (Building 108). This plant may continue to be operated privately. An 8-inch underground fuel-oil line runs in a north-south direction from the tanks to a ship-to-shore fuel-connection on Pier 1 near Building 109.

The main sanitary-sewer trunk, a 24-inch by 36-inch culvert that serves the entire shipyard, crosses the proposed park, running under Building 198 and the tennis court, and then connecting with the Metropolitan District Commission system outside Gate 1. Continued maintenance of, and right of access to, this main will be required by the operator of the industrial yard.

Railroad service to the shipyard is currently provided by a Boston and Maine spur-track in the area of Gate 1. Navy-owned trackage runs through the proposed national historic site, and throughout the industrial area. There are no other rail connections outside the shipyard. It is not known at this time whether or not continued rail service into the yard will be required. It is possible that the shipping needs of the yard could be met entirely by truck. However, if the re-use of the industrial yard is dependent upon rail service, arrangements will have to be made for the use and maintenance of the tracks until such time as an acceptable alternate solution, which would permit the removal of the tracks from the park, is found.

Topographically, the yard is generally level, except for the western corner. First Avenue, which runs the full length of the yard, has a fairly constant elevation of 116 feet. The elevation of the ground at the Commandant's house rises to 127 feet, or a little over 11 feet above First Avenue. The mean high-water mark is approximately 110 feet; the mean low-water mark is approximately 100 feet. Extreme high-water conditions have brought the level up as far as elevation 115 once in over 100 years. (See "Conditions" map.)

Much of Boston Naval Shipyard is constructed over filled land. Most of the older buildings are constructed over driven wood-pilings, while the more modern buildings utilize concrete caissons or steel pilings as foundations.

LAND STATUS

The naval shipyard comprises approximately 84 acres of land and 46 acres of water, which makes a total of approximately 130 acres. This figure does not include 1.34 acres of shipyard land held by the U.S. Marine Corps.

The present legal status of the lands under consideration for inclusion in the proposed national historic site is presently under review by the First Naval District legal section, who will submit their determination to the Department of the Interior when it is finalized.

INTERPRETATION AND VISITOR SERVICES

The only portion of the shipyard that is currently open to the public is the one utilized for exhibiting the U.S.S. *Constitution,* which is accessible from Water Street, near Gate 1, on the southwestern edge of the yard. Normally, the *Constitution* is berthed at the head of Pier 1; however, during the first phase of her reconstruction, she lay in Drydock 1, directly opposite from her normal berthing position. Special arrangements have been made during this reconstruction period to provide a visitor observation-deck, which juts out from Building 10, approximately 150 feet from the drydock area. Rehabilitation of the exterior planking and other underwater repairs were completed in the spring of 1974, and the *Constitution* has been re-floated.

Up until the present reconstruction, the interpretation of and background information about, the U.S.S. *Constitution* was presented by sailor guide-interpreters dressed in uniforms of the type worn aboard ship during her years of glory. Visitors were free to wander about, looking at exhibits, and so forth, or they could take a tour that was provided at 30-minute intervals. Visitors were permitted on three of the four decks: the spar deck (the main deck, which carried some guns); the gun deck (the heaviest armament, and the captain's quarters); and the berthing deck (which holds general crew quarters). Each of the four decks has two access hatches. The lower, or lop, deck was used primarily for storage, and was not open to the public.

During the reconstruction period, artifacts from the *Constitution* have been placed in a temporary museum on the second floor of Building 10, because visitors have been unable to board the ship. Display cases contain photographs, paintings, weapons, uniforms, tableware, books, musical instruments, medical supplies, and nautical equipment. Exhibits have no specific pattern, although some are organized around a particular theme. The museum relies upon the interest engendered in visitors by the artifacts, rather than upon exhibit design or any formal telling of the *Constitution* story. Numerous other items used on board the *Constitution* are being held in storage until she is re-outfitted. It is expected that visitors will be able to board the ship during the Bicentennial, beginning in March 1975, even though reconstruction work will not be completed until July 1976.

The U.S.S. *Constitution* Museum Foundation, Inc., operates a small gift shop in the general area. The items sold all relate to the *Constitution,* and they have been selected with good taste.

VISITATION

Admission to the U.S.S. *Constitution* is offered without charge by the U.S. Navy. Visitors totaled 617,306 in 1971, and 636,738 in 1972. Visitation has nearly doubled each decade over the past 20 years:

Year	Visitors	Change
1950	175,210	—
1960	341,987	+95%
1970	673,670	+95%

The *Constitution's* visitation pattern follows very closely that of other attractions in the northeastern United States, with traditionally heavy visitation during the months of July and August.

Visitation, by month, for 1972, was:

January	13,819
February	10,538
March	26,404
April	44,341
May	56,557
June	70,025
July	127,473
August	124,318
September	47,459
October	68,070
November	32,176
December	15,558
Total	**636,738**

During 1973, visitation fell sharply because of *Constitution* reconstruction activities, which prevented visitors from boarding the ship.

Based upon the visitation increases over the past 20 years described previously, 1,350,000 visitors may be expected in 1980. The *Constitution* reconstruction activities have caused the pattern to be erratic. The U.S.S. *Constitution* Museum Foundation, Inc., and the Commander of the *Constitution* predict that the visitation will exceed 1¾ million during the Bicentennial period, and then drop back to around 1¼ million during the post-Bicentennial period.

No exact information is available concerning the number and specific types of tour-groups attracted by the *Constitution*. Tours relating to Boston's "Freedom Trail" are known to stop here regularly; other tours seem to be comprised mostly of schoolchildren, youth organizations, special clubs and service groups, and occasional convention visitors.

CARRYING CAPACITY

The carrying capacity of the proposed national historic site will probably be limited to the capacity of the U.S.S. *Constitution*. Because visitor circulation between the main deck and the lower decks is only possible through narrow hatches, it is essential that visitor capacity be thoroughly studied in terms of this access limitation, as well as limitations imposed by visitor-safety needs.

THE PLAN

Naval operations at the Boston Naval Shipyard came to a close in June 1974. It is proposed that the most historically significant and valuable portions of the shipyard be established as the Boston Naval Shipyard/U.S.S. *Constitution* National Historic Site. The following proposals deal in a specific manner with various facets of management and planning for the two units comprising this new addition to the National Park System.

GENERAL MANAGEMENT

Administration

The National Park Service is in charge of the overall management and administration of the proposed national historic site. Building 136 will be rehabilitated for administrative use. The superintendent will cooperate with the U.S. Navy in maintaining the U.S.S. *Constitution.*

Interpretation

The visitor interpretive facilities, with the exception of the Museum Foundation facility, will be manned by National Park Service employees. All interpretation will conform to Park Service standards.

Maintenance

The Park Service will maintain all its own staff housing, visitor-service facilities, exhibits and interpretive facilities, other buildings, and grounds. The United States Navy will maintain the U.S.S. *Constitution* and the buildings the Navy occupies, and the U.S.S. *Constitution* Museum Foundation will be responsible for Building 22.

Utilities

Electrical power and steam for heating are presently supplied by a central plant. In the future, the park will be made independent of the central plant; the former will buy electricity commercially and heat the buildings by gas furnaces in the individual buildings.

Water is presently purchased from a municipal source; this arrangement should be continued.

Sewage is currently disposed of through the Boston municipal facilities; this arrangement should also be continued.

A DEC. OF TAKING MASS CIVIL # 6599 7/18/1945
B MYSTIC RIVER BRIDGE AUTHORITY BY DEED TO U.S. 9/26/1952, SUBJECT TO BRIDGE FOOTINGS 0.002 ACRES
C DEC. OF TAKING MASS CIVIL #6583 5/19/1942
D SOLD TO SALEM TURNPIKE AUTHORITY DEED RECORDED MIDDLESEX COUNTY REG. OF DEEDS BOOK 160, PAGE 76 1/24/1805
E SEWER LINE EASEMENT

CHARTER & MASS LAWS 1825 PLUS 2 DEEDS DATED 8-2-1825 (BOUNDARY ADJUSTMENT)

CHELSEA STREET

MERRIAM ST.

WHITTIER ST.

WATER STREET

BOSTON & MAINE RAILROAD
80 WATER STREET

OR & RC EASEMENT (see CITY OF CHELSEA)

CONSTITUTION AVE.
VICTORY ROAD

ANNEX R.V.A. CHANGE!

PIER 1
PIER 2
PIER 3
PIER 4
PIER 5
PIER 6
PIER 7
PIER 8
PIER 9

CHARLES RIVER

MEAN HIGH WATER LINE (CHECK 1974)

MEAN LOW WATER LINE (CHECK 1974)

Protection

The protection of historic structures and the U.S.S. *Constitution* is a vitally important component of the overall management of the proposed national historic site.

The U.S. Navy will provide security measures to ensure protection of the U.S.S. *Constitution*.

Protection of the park's buildings and open spaces after closing time poses a major security problem: Some form of fencing must be provided around the perimeter of the park. (Access for commercial re-use of the remaining portion of the yard – perhaps by General Services Administration, through an arrangement with the military, or by National Park Service personnel – must still be possible, however.) Night guards must be provided to secure the buildings and grounds, perhaps through GSA, or through some type of contracted guard service.

For purposes of proper protection, the park's land jurisdiction must be determined. If certain sections are presently classified jurisdictionally as "exclusive," efforts should be made to change this classification to either "concurrent" or "proprietary," to allow the fullest application of both Federal and State laws.

It would be difficult for the National Park Service to provide the equipment necessary to protect the large structures in the park from fire, so primary protection will have to be provided through a cooperative agreement with the Charlestown Fire Department. The *Constitution* already has an onboard sprinkler system. Fire and burglar alarms should be installed in key structures. And determinations should be made regarding any additional protective equipment needed in the historic structures.

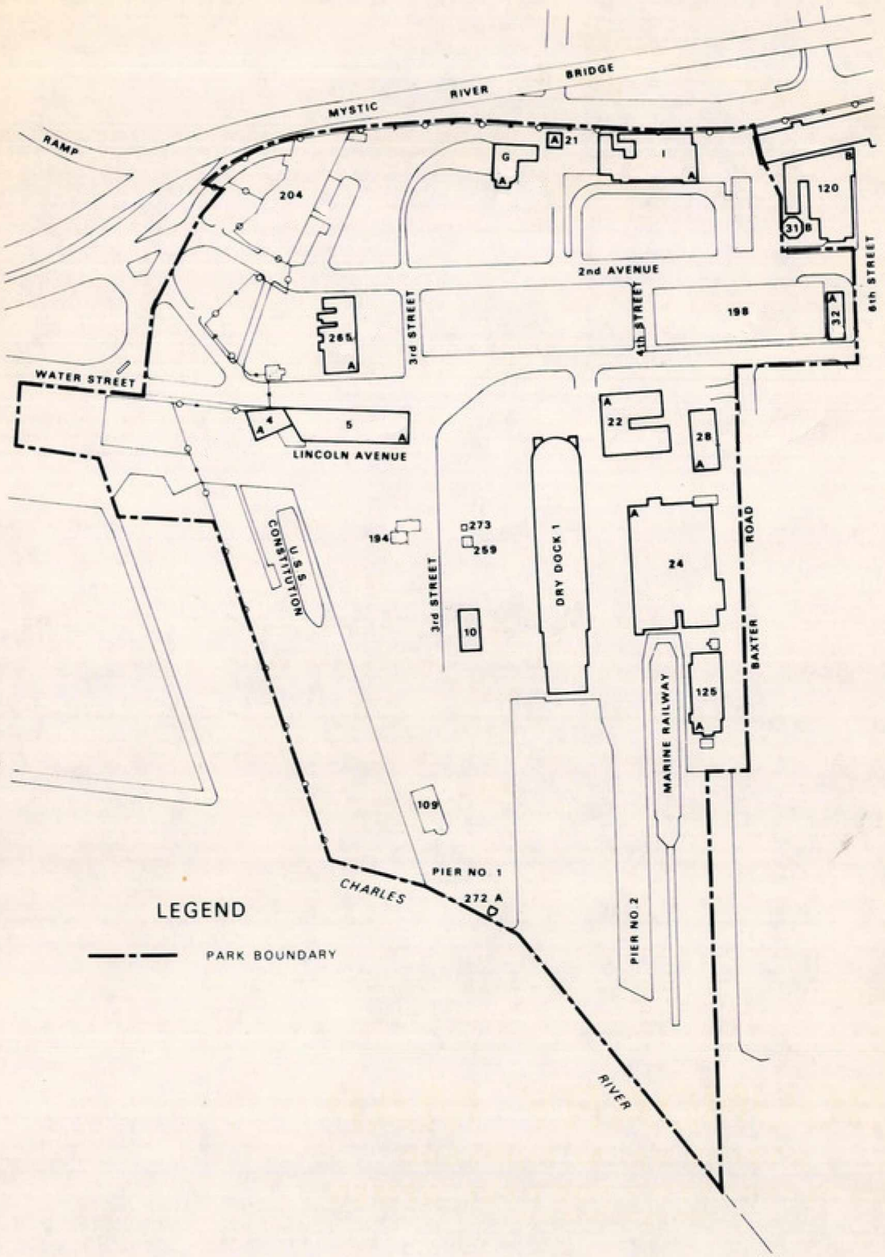
BOUNDARY CHANGES

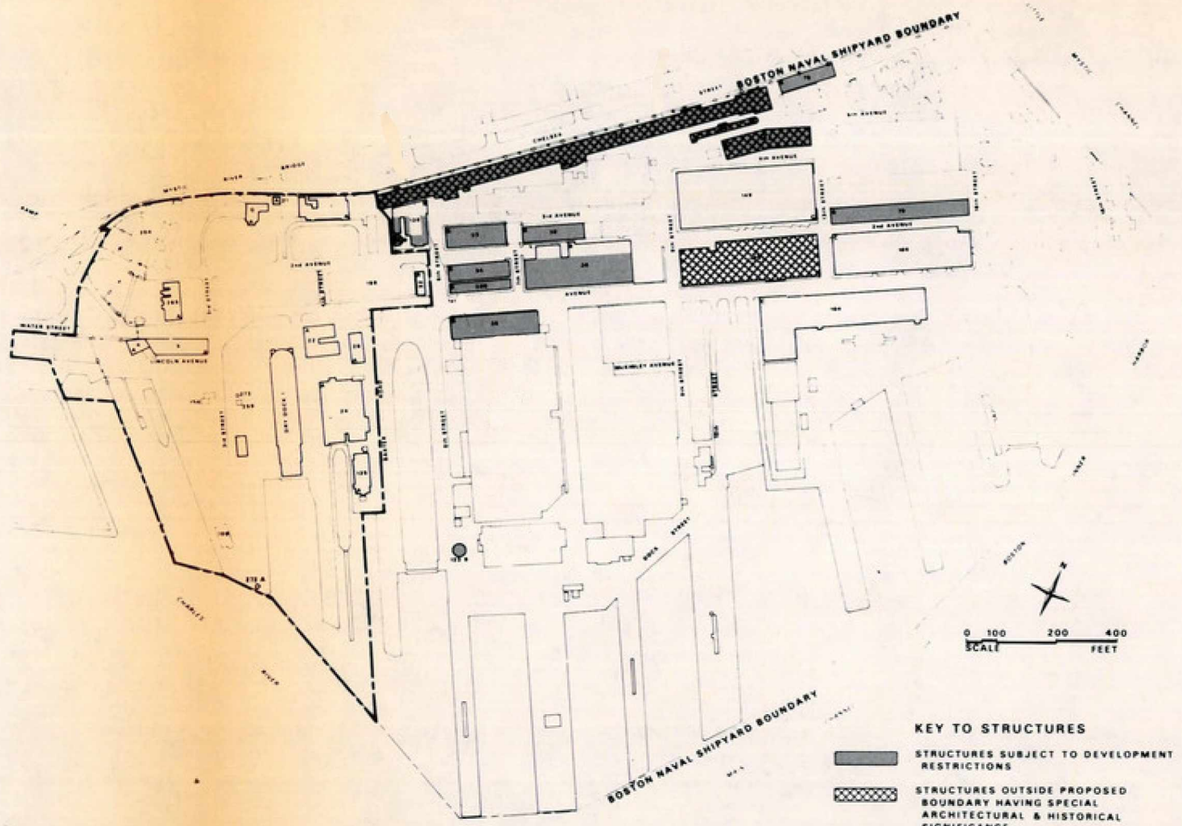
Proposed Property Transfer

As shown on the boundary plan in this report, 21± acres of land and 7.10± acres of water are proposed for transfer from the U.S. Navy to the Department of the Interior for management of the national historic site. Also proposed for transfer are 1.34± acres of shipyard land held by the U.S. Marine Corps, and approximately 0.57± city-owned acres, including portions of Hendley, Wapping, and Water Street, and 0.33± acres of State-owned land.

Land Acquisition

Also shown on the boundary plan are three small parcels of privately owned land comprising approximately 1.10 acres on the southwestern edge of the shipyard, all of which lie within the approved Charlestown Urban Renewal Area (Massachusetts R-55).





KEY TO STRUCTURES

- STRUCTURES SUBJECT TO DEVELOPMENT RESTRICTIONS
- STRUCTURES OUTSIDE PROPOSED BOUNDARY HAVING SPECIAL ARCHITECTURAL & HISTORICAL SIGNIFICANCE
- STRUCTURES SUBJECT TO DEVELOPMENT RESTRICTIONS & ALSO HAVING SPECIAL ARCHITECTURAL & HISTORICAL SIGNIFICANCE

BOUNDARY MAP

BOSTON NAVAL SHIPYARD
AN ALTERNATIVE FOR DEVELOPMENT
MASSACHUSETTS

UNITED STATES DEPARTMENT OF THE INTERIOR · NATIONAL PARK SERVICE

457 - 40,004
DSC - FEB 75

Acquisition of Development Restrictions

The acquisition of development restrictions (facade easements) is proposed for several structures that lie outside the proposed national historic site boundary, to ensure their historical and architectural integrity, and also to ensure their retention as a permanent scenic backdrop to the proposed historic site: Buildings 31, 33, 34, 36, 38, 39, 58, 60, 62, 75, 79, 120, 123, 200, and 266. Buildings 104, 105, 106, 149, and 266 should be given special attention because of their architectural interest. All of these buildings are identified on the boundary plan, and are described individually in the cooperating-association section later in this report.

PRESERVATION AND USE

Resource Management

Preservation and protection of the most historically important portions of the Boston Naval Shipyard, as well as the ensurance of the permanent berthing of the U.S.S. *Constitution* at its traditional location for 365 days a year, are the primary purposes behind the proposed establishment of the national historic site. To accomplish these purposes, this plan outlines three distinct and separate types of management:

Preservation and protection of the approximately 23 acres of land and 7.10 acres of water, encompassing many of the earliest buildings constructed during the formative years of both the U.S. Navy and the Boston Naval Shipyard (1800 to 1860), and also including the berthing site for the U.S.S. *Constitution.*

Ensurance of the permanent berthing of the U.S.S. *Constitution* at the Boston Naval Shipyard, through the legislation creating the historic site; maintenance and exhibition of, and security for, the *Constitution,* to remain the direct responsibilities of the U.S. Navy.

Protection of the historically and architecturally significant structures lying outside the proposed historic site through the use of protective covenants, rather than through Government ownership.

Many changes have occurred since the establishment of the shipyard in 1800, primarily resulting from our Nation's technological growth. These advances are reflected in the changes in facilities at the shipyard. In fact, additions to, and deletions from, the exteriors and interiors of buildings and facilities as new uses arose appear to have been part of the normal development pattern.

No attempt will be made to re-create any historical scene through historic restoration to any particular period; however, further study and evaluation will be required to determine the feasibility of limited restoration of portions of individual structures and grounds, including the historic parade fields.

Existing buildings, which in some cases will require adaptive restoration or change, will be utilized for all area management requirements and visitor services; no major new facilities will be constructed. Grounds development will be initiated as required to enhance the industrial setting, and will include the development of walks and the plaza area, and the installation of lawn panels, trees, and lighting.

Land Classification

The 30 acres of land to be included in the proposed national historic site are all classified as Class VI (Historical and Cultural), according to established National Park Service standards, and are comprised of the following sites and structures:

Building	4:	Offices of the U.S.S. *Constitution*
Building	5:	Former officers' club
Building	10:	Temporary U.S.S. *Constitution* museum
Building	21:	Inactive carriage house
Building	22:	Woodworking and sheet-metal shop
Building	24:	Riggers' loft and laborers' shop (granite portion of structure)
Building	28:	Reference standards lab
Building	32:	Old Shell House (bank)
Building	125:	Paint shop
Building	265:	Quarters B, C, D, E, F
Building	G:	Commandant's house
Building	I:	Marine Corps barracks
Drydock 1		
Structure	272:	Saluting battery and ammunition building

DEVELOPMENT CONCEPT

The primary purpose of the proposed national historic site is to provide for the interpretation of the historical development of the yard, of the U.S. Navy, and of the U.S.S. *Constitution.* Administrative and maintenance functions will be required for the shipyard and the *Constitution.* The U.S.S. *Constitution* Museum Foundation, Inc., will provide a museum and sales facility, as well as services supporting the *Constitution* and the National Park Service. The grounds will serve as a setting for interpretation, and also provide passive recreation for the visitor.

Four primary use-functions can be identified at the proposed national historic site: the entrance area; the visitor-use area; the support-facilities area; and the administration area. The organization of these uses in the most desirable arrangement relative to existing facilities is important to ensure a pleasant visitor experience, and to ensure functionality.

Entrance Area

The main approach to the proposed national historic site will be by way of Water Street through Gate 1. The proposed acquisition of four small parcels of property and adjacent streets in this area will permit appropriate re-development. This entrance will be the reception area for all visitors. It should be developed consistent with the National Park Service's high standards. The substantial obliteration of two structures and the removal of other minor "improvements" will be necessary. It is anticipated that the plaza area will include walks, seating areas, and attractive informational devices. The addition of pleasant areas for waiting will enhance the visitor experience. Also required will be a small parking area for administrative use and stacking areas for waiting buses.

Visitor-Use Area

The visitor-use area will occupy the largest portion of the proposed historic site, and will include the visitor-facility complex; the U.S.S. *Constitution* exhibit, and museum and sales area; and the drydock exhibit. The Commandant's house and carriage house, the Marine barracks, and the walks and lawn panels are necessary components of the setting. No new visitor-use structures are proposed; existing structures will be utilized, and be rehabilitated as necessary.

Building 4/5 will serve as the primary National Park Service visitor-information facility. This structure contains about 31,500 square feet of floorspace. The first floor and part of the second floor – a total of approximately 15,000 square feet – can be rehabilitated as a visitor facility. The entire third floor, and approximately a third of the second floor will be utilized for quarters, messing, and indoor recreation for the crew of the U.S.S. *Constitution.* Access for the crew will be separated from the visitor-use areas.

One floor of the visitor facility in Building 5 would house exhibit-demonstration areas dealing with the history of the U.S. Navy, and with Navy officers and men and their skills.

Two theaters should be provided on another floor of Building 5, each seating about 100 people. A short film would establish for visitors the sense of the historic backdrop that they will need to fully appreciate both the U.S.S. *Constitution* and the shipyard.

Visitors will proceed directly from Building 5 to the U.S.S. *Constitution* exhibit area. The special dock now serving as the primary entrance to the *Constitution* will continue to serve that function.

The primary visitor experience at the park will be the actual boarding of the U.S.S. *Constitution.* She will be restored to "fighting trim," as though ready to put to sea in defense of her country. U.S. Navy seamen dressed in period uniforms will provide guide and information services on board.

A limited number of other historically significant ships may be permitted to dock temporarily in the vicinity of Drydock 1 and Pier 1.

Building 10 will be restored and developed to provide in-depth interpretation of the history and contributions of the yard and its workmen.

Other historic buildings, facilities, and vistas will be interpreted on a self-guiding walking-tour of the site. One structure will be set aside for the presentation of park-related educational programs.

Historic Drydock 1 will be a major feature to be interpreted on the self-guided walk. It is proposed that the drydock be developed as a permanently closed drydock, possibly with a historic ship in place. The drydock has been extended and altered many times, and these phases can be interpreted as they relate to the construction and repair of ships.

The caisson is in extremely poor shape, and is not expected to last more than 5 years. An engineering study must be conducted to determine its exact state of repair and the interim measures necessary to keep it operative until its final interpretive use is determined.

A museum and sales shop relating to the U.S.S. *Constitution* will be developed in Building 22 by the U.S.S. *Constitution* Foundation, Inc., who proposes five themes:

> The philosophy, planning construction, interior arrangement, and vital statistics of the *Constitution*.
>
> The early history of the frigate's involvement in the quasi-war with France and the Barbary Pirates.
>
> The *Constitution* in the War of 1812, and its major battle engagements.
>
> A combination of subthemes: aftermath; diplomatic service; training ship; Holmes; and the preservation story.
>
> The *Constitution* will be featured in a special gallery, which will exhibit crafts, biographies of key figures, and lesser known related historical incidents.

Internal Support Facilities

The internal support and administrative facilities for the proposed national historic site will be situated in the northern portion of the park. Building 125 will be utilized as a National Park Service maintenance facility.

Building 24 will house U.S.S. *Constitution* naval-support operations, such as repair and rehabilitation operations, storage of materials, and office space for the supervisors of the artisans performing maintenance operations. A portion of this structure will be opened to the public as part of the interpretive program, to enable them to view wood-working tools and equipment unique to the ship's maintenance.

External Support Facilities

It is proposed that parking not be provided within the boundaries of the park, except for limited administrative parking. This exclusion of parking will serve to keep the boundary of the park as compact as possible; thus, maximum commercial and industrial re-use of the remaining portion of the shipyard can be allowed, which will allow maximum acreage to be added to the city tax roll, and provide the greatest potential for jobs, to offset the large loss of jobs resulting from the closure of the base.

It was decided that the boundary would not be expanded to any great extent to the west; this would have meant absorbing more private and city lands.

The new area study team was cognizant of the broad concerns expressed by both the governor and the mayor over trying to limit the number of cars in downtown Boston, and over the necessity of upgrading mass transit.

Several alternate transportation modes have been explored as part of the new area study, and the National Park Service is currently working with the city and State to find solutions that would serve both the park and the community of Charlestown.

There will be a new rapid transit station approximately 1 mile from the park; a shuttle system could be established that would serve the community and park visitors. The city is also proposing increased bus service to Charlestown from downtown Boston, and a water-taxi landing in the park, which would link together several downtown waterfront areas.

Until alternate forms of transportation can be implemented, the National Park Service will provide limited parking at the site, and will continue to cooperate with the city to ensure that the parking spaces currently available outside the park will remain open to visitors.

Administration Area

If the proposed national historic site and the Boston National Historical Park are approved, administrative offices for both could be situated in the northern portion of the area, in Building 136, which functioned as a Marine Corps administrative building.

The Marine barracks form an important element of the proposed historic site's architectural environment. It could be used as an educational facility – and it could also be used in support of Boston's proposed "resource center program," an educational program proposed as part of "The City as Educator" program developed by the Boston Redevelopment Authority and Educational Planning Associates. It is also anticipated that the four apartments and the Commander's residence situated on either end of the barracks structure will continue to provide housing for the staff of the proposed historic site and Boston National Historical Park, if they are established.

Building 28 could function as a curatorial storage area and laboratory space for historical artifacts.

Building 32 will serve a joint administrative function for the U.S. Navy and the National Park Service. It could be used for meetings, as a training facility, for showing special films, and for seasonal-interpretive-staff office-space.

Building 265 (Quarters B, C, D, E, and F) will continue to be used as quarters for staffs of the proposed historic site and the Boston National Historical Park.

Building 269 serves as a garage for the five quarters.

It is anticipated that the Commandant of the First Naval District will continue to occupy Quarters G (the Commandant's house) for an indeterminate period of time. Other buildings related to this structure are 1 (the entrance gate and garage); 21 (the carriage house); and 245 (a garden shed). When the Navy no longer needs these structures, the Park Service will find appropriate uses for them. The architectural features of the Commandant's house, furnishings of former occupants, and paintings will all be considered for appropriate exhibition.

INTERPRETATION

A number of factors must be taken into consideration before a complete and final plan for interpreting the proposed Boston Naval Shipyard/U.S.S. *Constitution* National Historic Site can be prepared. An interpretive prospectus will follow, when the park proposal becomes a reality.

Appended to this new-area study is an interpretive concept, which includes suggested goals, themes, a plan, special programs, publications, collections, and cost estimates. This concept might form the basis for the future interpretive prospectus.

COOPERATIVE AGREEMENT

Agreement with the U.S. Navy

The U.S.S. *Constitution* is an integral part of the proposed national historic site. Thus, a cooperative agreement with the U.S. Navy must be consummated prior to, and as a condition to, the establishment of the historic site. Elements of this agreement should designate the following responsibilities:

The National Park Service will:

Acquire all land and buildings within the proposed historic site boundaries, upon enactment of legislation establishing the park.

Agree to provide for the exterior maintenance of buildings occupied by the Navy in support of the U.S.S. *Constitution.*

Provide adequate berthing space at Pier 1 for the *Constitution,* under a special-use permit.

Provide adequate space for the maintenance operations of the *Constitution,* and for berthing, messing, and crew recreation. All such space will be provided without rental charge.

Provide utilities, security, and fire protection for the buildings within the proposed historic site boundaries.

Provide training and consultation in support of the interpretive program of the *Constitution.*

Promote a cooperative education program with the U.S. Navy to further knowledge of the *Constitution,* the naval yard, and the establishment of the Navy.

The U.S. Navy will:

Agree to berth the U.S.S. *Constitution* at the national historic site on a permanent basis, based on the terms set forth in the enabling legislation.

Agree to provide the maintenance, rehabilitation, and the artisans and craftsmen necessary to ensure the *Constitution's* continued availability for exhibition purposes.

Agree to provide naval personnel to exhibit the *Constitution.*

Agree to provide onboard security for the *Constitution,* and for any artifacts exhibited.

Agree to provide and maintain those supporting facilities and structures (exclusive of exteriors) necessary to the operation and maintenance of the *Constitution.*

Agree to reimburse the National Park Service for utilities consumed, on a mutually agreeable basis.

Agree to arrange *Constitution* maintenance operations in such a way as to enable park visitors to view woodworking tools and equipment unique to the ship's maintenance.

The commanding officer of the U.S.S. *Constitution* will retain full control over disposition of the crew. The artisans assigned to *Constitution* maintenance will be civilian employees of the Department of the Navy.

Cooperating Association

The non-profit U.S.S. *Constitution* Museum Foundation, Inc. (referred to in this section as "the Foundation"), was established September 25, 1972. Its purpose is to collect and preserve antiquities relating to the U.S. Navy in general, and the U.S.S. *Constitution* in particular; to publish information relating to same; to operate and maintain a souvenir shop; to cooperate with and support the Navy in maintaining and operating the U.S.S. *Constitution* museum; to promote the study of the historical significance of the *Constitution* and the enhancement of the heritage of the U.S. Navy; and to cooperate with organizations dedicated to purposes similar to its own.

The U.S.S. *Constitution* Museum Foundation will add an important resource element to the park, in that its private funds will be used to create the museum on the U.S.S. *Constitution.* The direct involvement and participation by the private sector in this project, along with the Foundation's stated intention of supporting both the National Park Service and the U.S. Navy, will allow programs to be developed for visitors, particularly schoolchildren, which would be beyond the normal scope of the two Federal agencies.

A cooperative agreement will be entered into with the U.S.S. *Constitution* Museum Foundation establishing it as a "cooperating association." This will allow the Foundation to create its intended museum on the *Constitution,* and to support the U.S. Navy and the National Park Service.

In addition to providing a major museum relating to the U.S.S. *Constitution,* the Foundation could:

Assist in acquisition of artifacts associated with the *Constitution;* make those not on display in the Park Service visitor facility or U.S.S. *Constitution* museum available to scholars in a study room.

Acquire the artifacts and exhibit materials needed for various displays relating to the *Constitution* and the shipyard.

Become active in establishing and staffing a Volunteers-In-Parks (VIP) program to assist in interpreting various aspects of the shipyard.

Play a vital role in providing support-funding for the National Park Service and the U.S. Navy.

Publish and make available to park visitors, through sales or free distribution, suitable historical and other literature that interprets the area and the events in our history that it commemorates.

Sell souvenirs that interpret or symbolize the historical significance of the site, and that stimulate public interest in our Nation's history.

Develop a suitable library.

Do everything possible to conserve, develop, and interpret the U.S.S. *Constitution* and Boston Naval Shipyard for the benefit of today's public and posterity.

Access Right-of-Way

An agreement must be consummated with the Massachusetts Department of Public Works and the city of Boston to continue to ensure access to the national historic site from the major interstate highway system. It is imperative that the studies now underway concerning revisions in the ramp system near Mystic Bridge be coordinated with the visitor-approach concepts for the national historic site, to permit easy visitor access, as well as to separate out the traffic that will need access to the commercial section of the shipyard.

Development Restrictions

Approximately 15 buildings of historical and architectural significance will lie outside the proposed park boundary, but within the broader boundaries of the Boston Naval Shipyard. The entire shipyard has been designated as a national historic landmark, and all the provisions of the 1966 Historic Preservation Act apply. Development restrictions in the deed of transfer are proposed for these structures to ensure their historical and architectural integrity, as well as to ensure their retention as part of the historic scene as viewed from the national historic site. It is important to ensure the preservation of at least the external appearance and fiber of these buildings, because they are located within the area of the shipyard that will be acquired by the city for

commercial and industrial use. Development restrictions on these structures would protect the buildings, allow their adaptive re-use, and permit them to be added to the city's tax roll.

The following buildings are deemed worthy of preservation and protection as registered national historic landmarks:

Building 31 now houses the telephone exchange and hearing clinic. It was built in 1852 as a free-standing, octagonal, tower-like brick structure, three stories high, with a cupola, and surrounded by a single-story porch. It was called the "Muster House" between 1852 and 1905. Concrete and brick additions were made to the north side in 1941 and 1942; others were made to the east side in 1945.

Building 33 is called the "Frazier barracks." It was built in 1850 as a three-story granite storehouse and sail loft. This building, along with granite Buildings 34 and 36, form part of the visual background along the eastern boundary of the proposed national historic site. It is constructed of rough ashlar granite, with fine-hammered trimmings, and a slate-covered hip roof. Much of the interior has been altered.

Building 34 now contains space for blue-printing, and photo and chemical laboratories. It was built in 1837. Designed by Alexander Parris (his original signed drawings are on file at the Massachusetts Department of Public Works) as a storehouse, this was originally a large, square, open court building. Only its north quarter was actually constructed. The window openings were originally protected by iron shutters, which have since been removed. This three-story rough granite ashlar building, along with Buildings 33 and 36, form an important visual background along the eastern boundary of the proposed national historic site.

Building 36 now contains the cafeteria, sail loft, and materials and standards office. It was built in 1866 as a joiners' shop and painters' loft. It is constructed of rough granite ashlar, with fine-hammered trimmings, and a slate-covered hip roof. The interior was completely gutted and re-built in 1936, and then remodeled again in the 1940's, 1950's, and 1960's. This is one of three large three-story granite buildings that form part of the visual background along the eastern boundary of the proposed national historic site.

Building 38 now houses the Navy exchange, theater, library, bowling alley, and offices. It was built in 1854 as a packinghouse and cooperage, and was used as a naval prison and storehouse between 1890 and 1924, when it was converted into office space. This is another three-story building whose design may have been influenced by the trend set earlier by Alexander Parris. It was built of rough granite ashlar, with fine-hammered granite trimmings and a slate roof. It is situated on Second Avenue, east of Building 33, and is separated by Seventh Street, but connected by a bridge on the second and third

floors. The interior was altered by the Work Projects Administration in 1936, and then altered again in the 1940's, 1950's, and 1960's.

Building 39 is currently used for administration. It is shown on the 1863-1906 plan as the ordnance shop, and after that was gradually converted to office space. Extensions were added in 1893, 1896, 1902, and 1940. It is a three-story brick structure with granite trimmings, built parallel to First Avenue. The second and third-floor wooden addition on the north side was built out over Second Avenue in 1942. The interior was altered during 1936 and 1937, and again during the 1950's, 1960's, and 1970's.

Building 58 now contains the ropewalk and the industrial-relations office. It was constructed in 1836 for the making of rope, and served this function until it was phased out during the last 5 years. The first layout of this building appears on the 1828 yard plan in its present location, forming an effective barrier along Chelsea Street for 1,360 feet. It was originally planned as a single-story building with a three-story head-structure at its east end. Portions of the building were raised to two stories in 1864, 1865, and 1866. In 1943, a two-story addition was built above the west end for offices.

Building 60 is known as the "tarring house." It is a two-story granite building, constructed in 1838, and possibly designed by Parris. (A signed drawing showing the design of a truss to support the wheels and pumps is on file with the Department of Public Works.) This building is connected to the ropewalk by a metal bridge installed in the mid-19th century at the second-floor level. This building was used for the tarring of hemp, prior to its rope-weaving function. A single iron shutter on a second-floor window and two iron doors still remain in place.

Building 62 is currently used for hemp storage and wire-rope-making. The original two-story granite building was constructed in 1837 for the storage of hemp used in ropemaking, and was probably designed by Parris. (One signed drawing showing window-frame detail is on file with the Department of Public Works.) The two-story brick addition to the west was added in 1910.

Building 75 is a storehouse for steel. It was built in 1848 as a timber storehouse, and is the only timber storehouse surviving from the 19th century. Built out of granite and wood, this building is an excellent example of 19th-century craftsmanship.

Building 79 was constructed in 1852 for storage.

Building 120 was built in 1905 as a dispensary, and still serves this purpose. It is a brownstone building, with masonry additions to its north side that were built in 1915 and 1918. Later additions that filled in the rear wings were made by the Navy in 1941 and 1943. This building is an important visual addition to the shipyard story.

Building 123 is the pumpwell for Drydocks 1 and 2. It was built in 1905.

Building 200 was built in 1942 to house the Massachusetts Department of Public Works and still serves this purpose. Although this building does not merit registered national historic landmark status, the exterior should be preserved as part of the visual background of the eastern boundary of the proposed national historic site. This structure should receive the same preferential treatment given those buildings accorded registered national historic landmark status.

COOPERATION AND COORDINATION WITH THE COMMUNITY

General Discussion

Because the proposed Boston Naval Shipyard/U.S.S. *Constitution* National Historic Site is situated in a major urban area, close and complex working relationships with numerous governmental and private organizations will be the norm. The area will become part of the broader Boston National Historical Park concept currently being proposed; thus, Park Service involvement in the city of Boston will become even more extensive.

One issue that must be resolved immediately is the provision of parking outside the park boundaries. The National Park Service will have to work closely with whichever government or private concern ultimately agrees to provide such parking. The Park Service should encourage the use of Hoosac Pier for parking, as suggested in the development section of this report. In conjunction with the development suggested at Hoosac Pier, a major museum could be developed by the appropriate organization to give visitors, prior to their visits, an understanding of the city and its cultural and historical resources. A portion of the Hoosac Pier area could also function as a small waterside park, enabling people to experience the waterfront scene.

Cooperation must be maintained with those commercial organizations that may occupy the historically important buildings outside the park, but within the present national historic landmark boundary of the shipyard, to ensure that the exteriors are maintained with as much historical accuracy as possible, and to ensure that those activities that take place within these buildings are compatible with the national park.

Particularly during developmental stages, close working relationships must be maintained with all elements that will be involved in construction activities directly outside the park. The questions of access to the immediate environment of the park are very important, and will require close coordination to ensure that the most practical and esthetic solutions are found, and that these solutions will not cause any adverse effects on the park.

Programs to be offered within the proposed historic site will be interrelated with a wide variety of local, city, and State programs, and this will require considerable sensitivity on the part of the park staff.

A potential definitely exists for an integrated working relationship between the park and the Boston school system, to create an ongoing park-related educational program.

A variety of historical societies and commissions have a deep interest in the proposed national historic site, and their cooperation must be encouraged.

The National Park Service will also be involved with numerous official groups and private citizens who will have a cooperative involvement with the U.S. Navy and the U.S.S. *Constitution* Museum Foundation, Inc.

Naval Shipyard Re-Use

Critical to any planning for the Boston Naval Shipyard is the need for a solid tax base for the city, the maximization of employment visibility, and the assurance that viable industrial and commercial uses – uses that will contribute to the surrounding communities – will be made of the yard.

Uses must be found that will complement the proposed national historic site, while at the same time offering the greatest economic advantages. The millions of visitors who will be attracted to the historic site each year could also be attracted to such features as restaurants, shops, and museums. By providing such support facilities, the commercial faction of the yard could complement the national historic site, and take advantage of its changing character.

If a major industrial use for Drydock 2 cannot be found, the area could serve as a berthing location for ships representing different periods. Consideration should also be given to developing Drydock 2 into a public recreation facility.

The ropewalk structure will be preserved by a proposed facade-easement restriction. However, a compatible use, such as a naval architecture and technology museum might be considered. Perhaps the facility could also include such features as shops and a family-type restaurant.

Museums relating to the shipyard's naval theme could be developed in historic buildings situated outside the proposed national historic site.

There are many other uses that would be compatible with the proposed historic site, such as marine-oriented ship-building and repairs; convention and light-manufacturing facilities; and small, public water-oriented recreational facilities.

The city of Boston could possibly acquire certain historic structures at no cost, so long as they are used for historic-preservation purposes.

The Park Service recognizes its responsibility in assisting the city in all ways possible to achieve a viable and economically healthy situation at the naval yard, and will work with all city, State, and community agencies toward this important goal.

Access to the Industrial/Commercial Section of the Yard

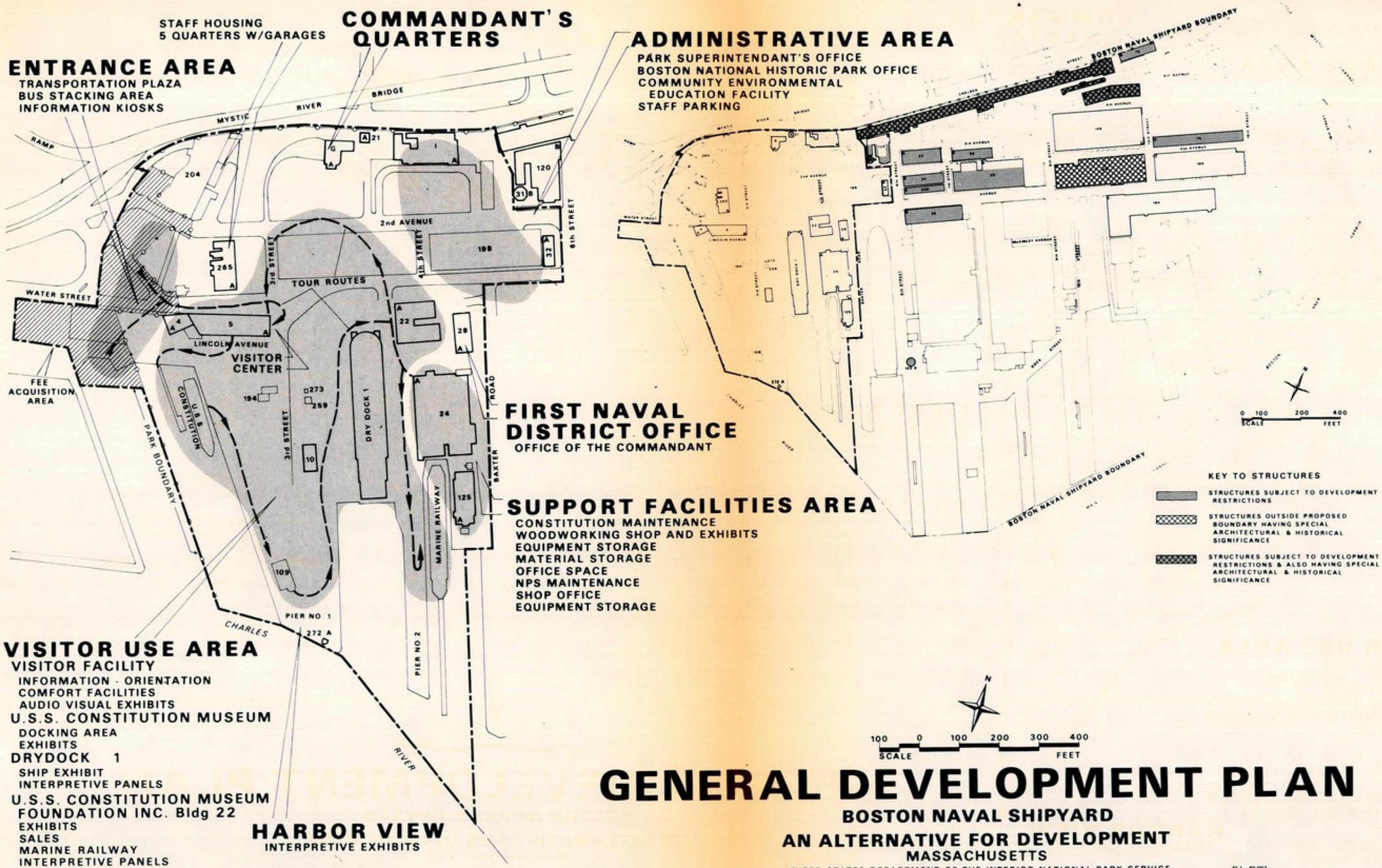
It is the intention of the National Park Service to close Gates 1 and 2 to all vehicular traffic with destinations in the industrial portion of the shipyard as soon as alternative access can be provided. The historic park setting and the projected visitor-use patterns necessitate that this incompatible use be eliminated. First and Second Avenues will be restored to an earlier period (the 1840's), which will help provide continuity with the historical environment of the park, which includes the Commandant's house and the Marine barracks. Termination of rail access through the park is also proposed, for the same reasons.

The closure of these roads and rail lines is necessary to help the visitor gain an appreciation of the historical scene. These closures are also vital from a safety-management standpoint. Six to eight thousand visitors are expected every day in the summer months; several hundred trucks and cars would be moving back and forth through the park to the heavy industrial activity that may well take place in the remaining portion of the yard: these uses are simply not compatible.

The closure of Gates 1 and 2 to through-traffic will necessitate some alternate access routes to the remaining portion of the navy yard, to ensure that full and economically viable re-use of the yard can take place.

The question of access through the park is not specific to Gates 1 and 2: It is tied into a multiplicity of city and State transportation and urban-renewal problems, which have created ongoing difficulties for many years prior to the specific issues raised by the park proposal. These problems include: the redevelopment of Charlestown, the revitalization of the waterfront, the removal of the overhead rapid-transit, the reconstruction of the Mystic River Bridge approaches and ramps, the elimination of trucking traffic from Charlestown, and many more. The specific issue of access through the park simply brings many of these old problems into focus.

The National Park Service appreciates and has been sensitive to the need for adequate access to the remaining portion of the shipyard, and also appreciates the community of Charlestown's desire to eliminate trucking traffic from their streets. Members of the National Park Service have been meeting for some time with city, State, and community groups to explore the potential solutions to these problems.



GENERAL DEVELOPMENT PLAN

BOSTON NAVAL SHIPYARD

AN ALTERNATIVE FOR DEVELOPMENT

MASSACHUSETTS

UNITED STATES DEPARTMENT OF THE INTERIOR-NATIONAL PARK SERVICE

453/ 40,002
DSC FEB 75

NATIONAL PARK SERVICE STUDY TEAM

James C. Killian, Team Captain, Landscape Architect
Cape Cod National Seashore
South Wellfleet, Massachusetts

Orville Carroll, Architect
Denver Service Center
Concord, Massachusetts

Earl Harris, Interpretive Specialist
Boston Group
Concord, Massachusetts

Albert J. Benjamin, Chief
New England Field Office
Boston, Massachusetts

CONSULTANTS

William J. Jedlick, Museum Curator
Northeast Region
Philadelphia, Pennsylvania

Commander Thomas Coyne, Commanding Officer
U.S.S. *Constitution*
First Naval District
Boston, Massachusetts

Herbert Olsen, General Superintendent
Boston Group
Boston, Massachusetts

Mark Abelson
Special Assistant to Secretary of Interior
Boston, Massachusetts

ASSISTANCE IN REPORT PREPARATION

Mary B. Harwich, Boston Group, Concord, Massachusetts

Patricia A. Jackson, Boston Group, Concord, Massachusetts

Lucille Almquist, Boston Group, Concord, Massachusetts

Lois A. McNaul, Cape Cod National Seashore, South Wallfleet, Massachusetts

Marjorie S. Burling, Cape Cod National Seashore, South Wallfleet, Massachusetts

ACKNOWLEDGEMENTS

Thanks go to the following individuals for their respective contributions:

Rear Admiral Richard E. Rumble, Commandant
First Naval District
Boston, Massachusetts

Commander Thomas Coyne, Commanding Officer
U.S.S. *Constitution*
First Naval District
Boston, Massachusetts

Commander Barry Carle, Deputy District Civil Engineer
and Director of Boston Branch
Northern Division
First Naval District
Boston, Massachusetts

Captain Kenneth K. Bridges, Director of District Law Center
First Naval District
Boston, Massachusetts

Jack Moger, Recorder
Navy Real Property Steering Group
Office of Chief of Naval Operations
Washington, D.C.

Rear Admiral (Ret.) Joseph C. Wylie
U.S.S. *Constitution* Museum Foundation, Inc.
Boston, Massachusetts

Robert Hulsman, Director
U.S.S. *Constitution* Museum Foundation, Inc.
Boston, Massachusetts

Earle D. Whitney, Outdoor Recreation Planner
Bureau of Outdoor Recreation
Philadelphia, Pennsylvania

John Drew, Special Assistant to the Governor
Commonwealth of Massachusetts

Robert Rettig, State Historical Preservation Officer
Massachusetts Historical Commission

Charles H. W. Foster, Secretary
Office of Environmental Affairs
Commonwealth of Massachusetts

John W. Sears, Commissioner
Metropolitan District Commission
Boston, Massachusetts

Captain Albert Swanson, Historian
Metropolitan District Commission
Boston, Massachusetts

Steve Cohen, Special Assistant to the Mayor
Boston, Massachusetts

Phil Zeglar, Planning Director
Boston Redevelopment Authority

Marcia Meyers, Chief of Environmental Planning
Boston Redevelopment Authority

Judy McDonough, Preservation Planning Officer
Boston Redevelopment Authority

Arthur Riley, Site Director
Charlestown Urban Renewal
Boston, Massachusetts

Donald Stone, Deputy Director
Economic Development Industrial Commission
Boston, Massachusetts

Martin R. Alder, Program Director
Physical and Environmental Improvements
Office of Boston Bicentennial

Henry Millon, Vice Chairman
Boston Landmarks Commission

Douglas P. Adams
Charlestown Preservation Society
and Middlesex Canal Association
Charlestown, Massachusetts

BIBLIOGRAPHY

BAKENHUS, R.E.

1914. *Report of the Jurisdiction and Restrictions on Navy Yard Land.* (In shipyard files)

BOSTON NAVAL SHIPYARD.

1950. *Sesquicentennial Commemoration.* Handbook.

BOSTON REDEVELOPMENT AUTHORITY.

1973. *A National Historical Park and Naval Museums.* Draft study.

COCHRAN, SAMUEL J.

1919. *Reminiscenses of the Boston Navy Yard.* Manuscript. Boston. (In shipyard files)

COOK, H.E., Captain, U.S. Navy.

1934. *Outline History of the Navy Yard.* Manuscript. Boston. (In shipyard files)

HANLIN, P.W., Lt. Jr. Gr.

1937. *History of the Boston Navy Yard, 1800-1937.* Manuscript. Boston.

HORGAN, THOMAS P.

1963. *Old Ironsides.* Boston: Burdette.

KNOX, DUDLEY W., Captain, U.S. Navy.

1936. *A History of the United States Navy.* New York: G.P. Putnam's Sons.

MANSFIELD, GEORGE O.Q.

1957. *Historical Review, Boston Navy Shipyard.* Boston.

U.S. DEPARTMENT OF THE NAVY. BUREAU OF YARDS AND DOCKS.

1937. *Federally Owned Real Estate (sic) Under the Control of the Navy Department.* Washington, D.C.: Government Printing Office.

U.S. DEPARTMENT OF THE INTERIOR. NATIONAL PARK SERVICE.

1971. *Planning Study – Boston National Historical Sites.* Eastern Service Center.

WINSOR, JUSTIN.

1882. *The Memorial History of Boston, 1630-1880.* Boston: James R. Osgood and Co. (4 Volumes, volume 3 contains "The Navy and the Charlestown Navy Yard." by George Henry Preble, Rear Admiral, U.S. Navy.)

AUTHOR UNKNOWN.

1972. *The Marine Barracks History, Boston, Massachusetts.* Typescript.

Various letters, reports, maps, and files at the Boston Naval Shipyard.

Undated, unidentified xeroxed magazine pages.

APPENDIXES

A: MANAGEMENT STATEMENT

B: REPORT ON THE HISTORY OF THE PROPOSED BOSTON NAVAL SHIPYARD NATIONAL HISTORIC SITE

C: REPORT ON THE ARCHITECTURE OF THE PROPOSED BOSTON NAVAL SHIPYARD NATIONAL HISTORIC SITE

D: HISTORICAL/ARCHITECTURAL ASSESSMENT OF THE NON-NATIONAL PARK SERVICE PART OF THE BOSTON NAVAL SHIPYARD

E: INTERPRETIVE CONCEPT, BOSTON NAVAL SHIPYARD AND U.S.S. CONSTITUTION NATIONAL HISTORIC SITE, MASSACHUSETTS

A: MANAGEMENT STATEMENT

Purpose

To preserve and protect the most historically significant portions of the Boston Naval Shipyard, and to ensure continued berthing for the U.S.S. *Constitution* at its traditional berth, for the benefit and inspiration of the American people.

Area Category

The proposed national historic site will be managed as a historic area, in accordance with National Park Service administrative policies.

Objectives

Resource Preservation:

Ensure preservation through acquisition of the most historically significant portions of the shipyard.

Ensure preservation of the historic scene through acquisition of development restrictions (facade easements) on historically important and architecturally significant structures lying adjacent to the historic site. Approximately 14 structures have been identified by the National Park Service, in conjunction with the city and State. Encourage the uses of these structures that would ensure the preservation of their external appearances.

Because the Boston Naval Shipyard is a registered national historic landmark, ensure that all legal provisions of the 1966 Historic Preservation Act will remain in effect.

Consummate a cooperative agreement with the U.S. Navy for the continued berthing, exhibiting, and maintaining of, and public access to, the U.S.S. *Constitution.*

Obtain a cooperative agreement for the long-term use for exhibit purposes of artifacts relating to the *Constitution* and shipyard operations.

Land Acquisition Outside Shipyard Property:

Acquire minimal acreage outside the shipyard adjacent to the main visitor entrance to protect the integrity of the national historic site; and provide for improvements to the urban scene through the removal of certain structures and the provision of a public-transportation plaza.

Visitor Use:

Develop the highest quality interpretive program possible related to the history of the yard and its contribution to the development of the U.S. Navy from 1800, when it was established, to modern times.

Cooperate in creating the highest quality interpretation of the *Constitution* by providing assistance through the interpretive training for Navy crewmen by Park Service interpretive specialists.

Provide for an educational program related to the *Constitution* and the development of the U.S. Navy, through cooperation with local school systems.

Cooperating Association:

Obtain a cooperative agreement with the U.S.S. *Constitution* Museum Foundation, Inc., to provide a museum interpreting the *Constitution,* and to support the U.S. Navy and the National Park Service in their assigned missions of preserving our historical heritage and the continuation of this heritage for the benefit of the American people and foreign visitors.

Cooperation With External Groups:

Obtain a cooperative agreement with the city of Boston, other legal authorities of Massachusetts, or private enterprise, to provide for visitor parking needs outside the boundaries of the proposed national historic site.

Cooperate with the city of Boston in providing information about other historical features within the city.

Cooperate with the Massachusetts Department of Public Works and other involved agencies and their consultants to ensure that suitable access is provided to the proposed historic site and to the remaining portion of the naval shipyard.

Cooperate with all city, State, and Federal agencies, and private groups, to ensure that the most viable re-use plan for the entire naval shipyard is implemented.

External Recreational Development:

Encourage the development of shoreline and water-oriented recreation facilities to form a "greenbelt," running from North Point Park, across the Charles River, including the Paul Revere Landing Park, and finally adjoining the southeastern boundary of the national historic site.

[Copy]

B: REPORT ON THE HISTORY OF THE PROPOSED BOSTON NAVAL SHIPYARD NATIONAL HISTORIC SITE

Prepared by
Earl Harris
Interpretive Specialist, Boston Group
National Park Service
1973

[Copy]

BACKGROUND HISTORY

The Naval history of the United States began during the Revolutionary War when some 34 ships were used by the Continental Navy to engage British vessels at sea. Privateering was the popular and most generally used means of sea warfare during this period and it was often difficult to enlist crews for Continental ships. At first, from April to October, 1775, there were no warships used by America's young armed services. However, Congress authorized two vessels to be fitted out for sea duty on 13 October of that year, and established a Naval Committee to oversee this small fleet and to make recommendations for further action. Eventually, many more ships were built and were sent into action under such captains as John Paul Jones, John Hazard and Nicholas Biddle.

However, during the Revolution, there was never a "United States Navy" as we have come to know this branch of the Armed Services. Instead, a Marine Committee was established in December 1775 and it soon absorbed the duties of the Congressional Naval Committee. Later, in 1779, a Board of Admiralty was named by Congress to take over from the Marine Committee which did not function effectively. By 1781, Robert Morris became "Agent of Marine" and steered the faltering affairs of Naval construction and sea warfare until after hostilities ceased in 1783. After the Treaty of Paris was signed the army was reduced to virtually little more than an honor guard and the Continental Navy disbanded. The last frigate, *Alliance,* was sold in 1785. From that time until 1798, there were no men-of-war to protect America's interests at sea.

Regardless of our impotent sea power, shipping commerce had more than trebled nearly worldwide. This increased maritime activity led the greedy Barbary Powers of the Mediterranean to raid our shipping there and the new government in America could do little more than buy them off with tribute (mutually negotiated treaties). Then too, by 1793, France had thrown off its monarchial system and had instituted the First Republic in which Napoleon played an important part. This inept government could not, or would not control its sea power and lawlessness on the sea was rampant. Deteriorating relations between France and England gradually led to war and even English warships began stopping American shipping on the pretext that we were running war materials to France. This later became so acute that it was one of the causes of the War of 1812.

In 1794, six frigates were authorized by the Congress. One of these was *U.S.S. Constitution,* launched at Hart's[1] Navy Yard in October 1797.

1. Sometimes spelled "Hartt's." The historical synopsis presented here is taken from Dudley W. Knox's *A History of the United States Navy,* New York, 1936.

[Copy]

The *Constellation* and *United States* were two others launched about this time in other cities. Many other smaller ships were also authorized to be built or purchased. These formed the nucleus of our new Navy to stop the depredations at sea.

At first the overall supervision of ship construction and naval management was assigned to the Department of War by President Washington. It soon became evident that this arrangement was unsatisfactory, and by Act of Congress the Navy Department was established, 30 April 1798. President John Adams appointed Benjamin Stoddert as its first Secretary and he immediately took command.

After organizing the Department, Stoddert began looking for bases and suitable places where shipyards could be built. A team of naval agents was sent out along the east coast to examine and recommend locations. In New England, Portsmouth, New Hampshire and Charlestown, Massachusetts were recommended, the latter because of the fine harbor and its defensibility. As noted, the station on the Anacostia River in Washington, D.C. was the first, established 2 October 1799. Portsmouth was second, 12 June 1800 and Charlestown third.

THE BOSTON NAVAL SHIPYARD

There is some confusion concerning the actual establishment of the Boston Navy Yard. It is known that Secretary Stoddert recommended the site to President Adams who ordered its acquisition. Official records at the Navy Department in Washington, D.C. show that the first parcel of land was purchased from a private landowner on 26 August 1800. The Navy records the establishment of a "base" (using this word in a broad sense) at the time of the actual acquisition of the land.[2] This date then is the official day of establishment.

However, the Massachusetts legislature, on 17 June 1800, passed an act ceding to the United States ". . . the jurisdiction of 65 acres for the purpose of a Navy or Dock Yard or both of them *being the land now held by the government as a Navy Yard.*"[3] (emphasis ours) This wording would seem to indicate that the Federal Government already owned or controlled the land in question. We are certain, from other documentation, that this wording is erroneous.

2. This information was obtained on 12 July 1973 in a telephone conversation with Robert Scheina, Research Branch, History Division, Department of the Navy, Washington, D.C.

3. Bakenhus, R. E., report to Commandant, Boston Navy Yard, 30 Jan. 1914, "Jurisdiction and Restrictions on Navy Yard land."

[Copy]

County records (Charlestown was then in Middlesex County) indicate the purchases of land beginning with that of 26 August 1800 and continuing until 30 November of that year.[4] Dr. Aaron Putnam, acting as agent for the Navy Department, concluded the purchase of the original 11 tracts and remained more or less in charge until Captain Samuel Nicholson arrived to become the first Commandant,[5] later that year. Following is a list of six documentary citations, each relating a separate acreage as the original purchase:[6]

Preble	43 acres
Hanlin	35 acres
Mansfield	65 acres
BRA Title Report	51+ acres
Sesquicentennial Handbook	23 acres
Magazine	70 acres

It is obvious that further research is needed to clear up this confliction. A map on page 337, Volume II, of *The Memorial History of Boston,* by Justin Winsor, Boston, 1881, shows 11 parcels as being the original purchase, with five other parcels unidentified. The total acreage of these 11 parcels amounts to almost 49.

The first ship to use the yard was *USS Constitution* when it was ordered to be laid up for repairs in March, 1801 (she had just lately seen action in the undeclared sea war with France). At this time there were no permanent installations at the yard and the Secretary of the Navy wrote to agent Woodbury Langdon to make recommendations for constructing support facilities for ships. On 7 April, 1802, Langdon replied:

> "Immediately on receiving yours of the 22nd February last, I employed a person to take a plan of the Navy Yard here . . . The plan . . . will show the quantity of the ground it contains, the improvements thereon & the docks adjoining . . . If a ship or ships should be built it will I think be furthermore necessary to erect a warehouse of about 100 feet in length, 30 feet wide & two stories high, also a blacksmith's shop . . . also some additional barracks. . . ."[7]

4. Registry of Deeds, Book 137, pages 209-210.

5. Nicholson's title was "Superintendent," but this was changed to "Commandant" with the appointment of Captain William Bainbridge in 1811.

6. The titles of histories, reports, etc., and their authors can be found in the Bibliography.

7. "The Marine Barracks History" unsigned typescript, 1972, page 1.

[Copy]

It is interesting to note that a contingent of U.S. Marines has been stationed at the Yard since March, 1801, when the *Constitution* docked there. The first "guard" was assigned from Fort Independence on Castle Island. Their principal duty is to furnish security to the ships and property of the Navy. The first wooden barracks, constructed by the Marines stationed there, was completed during the fall of 1810 and could house 50 men. About 1823, this structure was replaced by a [three-story] brick barracks which still stands (with later alterations).[8]

Captain Samuel Nicholson, first skipper of the *Constitution,* was also the first "Commandant"[9] of the yard, arriving to take command from agent Putnam in the fall of 1800. Under his leadership a part of the waterfront was converted into a shipyard. The first five "permanent" buildings were constructed, beginning in 1803. Of these, only one remains. The other structures constructed during this period include the aforementioned Marine barracks, a powder magazine, wharf, and a hospital. The hospital was located on the site of the present officers' quarters, building No. 266 in the northeastern part of the Yard. When the Navy purchased land at Chelsea in September, 1823, this structure was razed when the new hospital was completed there in 1825.

Captain Nicholson died in the Commandant's house on 29 December, 1811, and was buried with full honors at Christ Church, Boston. Captain William Bainbridge was appointed to succeed Nicholson and served as Commandant on three separate occasions (1812-1813; 1822-1824; and 1832-1833). He later commanded the *Constitution* during the War of 1812 and won fame by defeating and destroying the British frigate *Java* in December, 1812. During his short term, Bainbridge had several structures built. These included a sail and rigging loft, boat shop, blacksmith shop, brick-making shop, and the first covered ship-building way.

The Navy's first ship-of-the-line, *Independence,* was launched here in 1814. Altogether, four ships were built here between 1813 and 1825. The last ship constructed on this way was the *Vermont,* launched in 1848. The way was then torn down and some of the materials used to complete certain additions to the officers' quarters, building No. 266. Other covered ways were built after 1825.

The third Commandant was Captain Isaac Hull, serving briefly in 1813, and again from 1815 to 1823. Hull, like Bainbridge, had been commanding officer of the *Constitution* and it was under his command that the ship earned the nickname "Old Ironsides," during its battle with the British Frigate *Guerriere,* 19 August, 1812. It was in 1815

8. *Ibid.,* pages 2 and 3.

9. His actual title was "Superintendent" but this was changed to "Commandant" in 1811.

[Copy]

that the first Naval Officers School was established and it was the forerunner of the U.S. Naval Academy at Annapolis, Maryland, opened in 1845.

Between 1825 and 1868, 35 ships of war were built here. Among these were the *Princeton* (1852), and *Merrimac* (1855), later captured by the Confederates and destroyed by them after its famous encounter with the *Monitor* in 1862. Also, the cruiser *Hartford* was built here (1858) and was later Admiral Farragut's flagship at the Battle of Mobile Bay in August, 1864.

Besides the many ships built at the Yard, many hundreds were also serviced, repaired, and outfitted. It was due to this activity that two dry docks were ordered built – one at Norfolk, Virginia; the other here. Construction began 10 July, 1827, and the last touches of completion made in 1833. It cost $677,089.78 and has been in use ever since. The *Constitution* was the first ship in the dock, 24 June, 1833, just seven days short of the first ship into the one at Norfolk. Its original dimensions were 341' x 80' and 30' deep. During the period 1858-1860, it was lengthened an extra 65 feet, and has been altered on several other occasions.

In 1836 the 1360' Ropewalk was built and a 748-foot long second story added twenty years later. For about 135 years, "all of the hemp and manila rope used by the Navy was manufactured here."[10]

During the Civil War (1861-1865) much activity was seen at the Yard. In 1864, 3198 civilians were employed, but this decreased to 1,032 after the war ended.[11] Shipbuilding dropped off after the Civil War. Two ships were launched in 1874 – *Intrepid,* and a steamer, *Vandalia.* In all, only eight ships were built here between 1868 and 1933.

The principal specialization of the Yard after the Civil War and up to the mid 1930's was the repairing and outfitting of vessels. During World War I the Yard was also used as an embarkation point and supply depot. As many as 10,000 civilian workers were employed and several new piers and buildings were constructed to handle an average of 50 ships which were coming and going daily.[12] A second dry dock had been built, 1890-1905, to assist with ship repairs.

It was not until 1933 when limited warship construction was revived and the destroyer *MacDonough* was launched the following year. During World War II, several new

10. Mansfield, op. cit., page 6.

11. *Loc. cit.*

12. *Loc. cit.*

[Copy]

facilities were constructed including a third dry dock, a second shipways, a new pier, several buildings, and additions to several buildings and piers.

Between 1938 and 1941, 23 new ships were launched here. After the United States entered World War II in December, 1941, and through 1945, 141 ships were built and 5,080 others serviced in one way or another.[13] Nearly 50,000 civilians were employed during this period. On 30 November, 1945, the name of the Boston Navy Yard was changed to the Boston Naval Shipyard.[14]

Since 1945 only four ships have been built at the Yard although many were repaired or re-fitted. During the Korean conflict, some 11 ships were recommissioned here, and six others at other times. Altogether, about 300 warships have been built at the Yard.

Besides the Ropewalk where all of the Navy's hemp and manila rope was made, another unique feature of the Yard's support facilities should be mentioned. In 1926, A. M. Leahy and C. G. Lutts invented what is known as "Die-Lock chain." It became the Navy's standard chain and is manufactured in the Forge Shop.

The Forge Shop itself (building no. 105) sits on ground known as Moulton's Point where the British troops landed on 17 June, 1775, for their attack on the Colonials entrenched on Breed's Hill (or, more popularly, Bunker Hill). Reenforcements were landed later near where building no. 5 now stands. It is related that British batteries, set up on what is now Naval Yard grounds, bombarded the Colonials. These events of 1775 make the property historic regardless of shipyard activities and should be at least mentioned in any interpretive displays which may be installed at a later date.

13. Mansfield, *op. cit.*, page 25.

14. *Ibid.*, page 45.

[Copy]

A SHORT HISTORY OF "OLD IRONSIDES"[1]

One of the Navy's most historic ships, *USS CONSTITUTION,* berthed at Boston Naval Shipyard across the harbor from her birthplace, the old location of Hartt's Shipyard, stands as a fitting memorial to the glory of the Navy and seamen of long ago.

In 1794, following the outbreak of war between France and Great Britain and five years after the adoption of the Constitution and the beginning of our government, Congress passed an act authorizing the building or purchase of six war vessels.

One of the first three ships built under this act was the *CONSTITUTION,* named for the great bulwark of our government.

Historians attribute the extreme longevity of the ship to two intangible things: the poetic skill of Oliver Wendell Holmes and the sentimental will of the American public.

The dramatic appeal of the poem stuck in the popular imagination. Public insistence was instrumental in the decision to retain the *CONSTITUTION* in service and public insistence since has renewed the frigate's lease on life on more than one occasion.

Born during the sea war with the French fleet, the *CONSTITUTION* went immediately into action. Her unrivalled exploits soon established her as young America's "fightingest" ship, as she defeated in turn the best the French and British navies had to offer, and repulsed the piratical forays of the bounty-seeking vessels of the African Barbary States.

The *CONSTITUTION* is the oldest ship still commissioned in the Navy. She has circumnavigated the globe by sail; has had piped aboard her quarterdeck the dignitaries of the world; and during her heyday was never long out of any major sea struggle. Using her then formidable battery of 24 and 12 pounders, she captured 24 enemy vessels during the Tripolitan War and the War of 1812, burning and scuttling seven British craft during the latter conflict.

The high point in her early fighting days came with the siege of Tripoli. On four occasions in August, 1804, she led bombardments on towns, harbors and batteries of the Moorish Coast, and during the blockade captured three enemy gunboats and two Greek ships attempting to breach the Navy's lines.

1. This "history" is a copy of a shipyard folder, author unidentified. A few corrections have been made.

[Copy]

Peace with the Barbary state was made on her decks June 3, 1805, when the Bey of Tripoli came aboard to sign the pact ending hostilities.

In the War of 1812 the already renowned *CONSTITUTION* set sail to meet and return the fire of the imposing array of British Royal Navy ships that then ruled the sea.

In June that year the declaration of war had been read on board the frigate at Washington, D.C., and for a month she remained on the defensive. In July, however, she outmaneuvered a British squadron of five ships off New York, and in August her powers were once again asserted. She captured and burned the British brigs *ADEONA* and *LADY WARREN* in the Gulf of St. Lawrence; recaptured the United States brig *ADELINE,* an enemy prize, and ordered her into Boston; and three days later she captured the *GUERRIERE,* of 40 guns and 280 men.

When Lieutenant George C. Read boarded the *GUERRIERE* after the battle, he found the *CONSTITUTION*'s broadsides had wrecked the British man-of-war. Her masts and spars were hanging over the side, her guns were sheared off the mountings, her decks were littered with dead, and the ship was sinking. Captain Isaac Hull ordered her burned. It was in this action that the *CONSTITUTION* earned the later-established nickname of "Old Ironsides." A seaman saw a *GUERRIERE* shot hit the ship's wooden side and fall into the sea and shouted "Hurrah, her sides are made of iron!"

Congress rewarded the officers and men of the *CONSTITUTION* with $50,000 in prize money for their victory over the *GUERRIERE.* Silver medals were struck and presented to the men, and the London Times said: "He must be a weak politician who does not see how important the first triumph is in giving a tone and character to the war."

Later that year, "Old Ironsides" captured and burned the British warship *JAVA* off San Salvador. Her next victims were the store-laden *LOVELY ANN;* the schooner *PHOENIX,* which was sunk; the man-of-war *PICTOU* and the brig *CATHERINE,* captured and sunk off the coast of Guiana.

In April 1814, the *CONSTITUTION* was chased into Marblehead, Massachusetts, by the British frigates *JUNON* and *TENEDOS.* She escaped into open water. A week later she had captured a British merchant ship, *LORD NELSON,* and through a misunderstanding of orders scuttled her after the cargo had been removed. The *SUSANNAH,* with a cargo worth $73,000, was captured by the *CONSTITUTION* in February, 1815; and four days later she ran down the British warships *CYANE* and *LEVANT* off Madeira, raked them with gunfire, and captured them.

[Copy]

Throughout and following this period of intense activity the *CONSTITUTION* was commanded by such now-famous officers as Stephen Decatur, Edward Preble, John Rodgers, Jacob Jones, Thomas MacDonough, William Bainbridge and George Dewey.

It was after her great fighting days, when her victories in the War of 1812 had been dimmed by time, that the decision was made to scrap the famous warship. Holmes' 1830 poem stayed her execution when the American public read his inspired lines.

Thus saved from the "harpies of the shore" the *CONSTITUTION* was placed in dry dock at Boston in June, 1833. Her next major cruise, from 1835 to 1838, took her to various Mediterranean ports as the flagship of Commodore Jesse D. Elliott; and then in 1844, the frigate left New York on a global excursion which included visits to numerous ports as a good will agent of the United States. She sailed 52,279 miles on this voyage.

"Old Ironsides" completed her final action as a fighting unit of the Navy in 1853, when she intercepted and captured a number of ships engaged in illicit slave trade along the African Coast.

When she returned to Portsmouth, New Hampshire, in 1855, sailing ships had become completely outmoded. During and following the Civil War, she was used for training Midshipmen at Annapolis, Maryland; and she made her last cruise to a foreign shore when she sailed with the American exhibit for the Paris Exposition in 1878.

After resuming her role as a training ship upon her return to the United States, the venerable frigate took a holiday in October, 1897. In tow of a tug, she re-entered Boston, her birthplace, where newer vessels of the fleet waited to help her celebrate her 100th anniversary. Following a testimonial program, she was placed "in ordinary" at Boston.

From 1909 to 1925, "Old Ironsides" was anchored in the Boston Navy Yard and was used as a Naval Museum. There, the public came to view the sturdy product of the Navy's first architect, Joshua Humphreys. Humphreys had designed the frigate for a complement of 475 officers, seamen and marines. The 204-foot, 2200-ton ship was built under his supervision at an initial cost of $302,718.84.

Several Boston firms had helped outfit the *CONSTITUTION.* Paul Revere furnished the copper spikes and bolts; Edmund Thayer built the gun carriages at South End; the anchors were forged at Hanover; and her sails were fashioned in the old Granary building at the corner of Park and Tremont Streets. In addition, the Skillings Brothers

[Copy]

of Boston were employed to work on carvings for the figurehead and other ornaments of the ship.

After 16 years of comparative inactivity as a "museum," Congress in 1925 authorized restoration of the *CONSTITUTION*, and a campaign was launched to raise the necessary money by public donations. School children contributed pennies to help support the campaign.

In July, 1931, the historic frigate was recommissioned at Boston to the accompaniment of a 21-gun salute. The next day she sailed to visit 90 ports on the Atlantic, Pacific and Gulf Coasts. During this tour 4,614,762 persons came aboard to inspect the vessel their sentiment and contributions had saved.

She returned to Boston in 1934 and was moored at a pier accessible to visitors, "in service, not commissioned." Her full commission was restored in August, 1940, and she has since become the flagship for Commandants of the First Naval District.

[End of Copy]

[Copy]

C: REPORT ON THE ARCHITECTURE OF THE PROPOSED BOSTON NAVAL SHIPYARD NATIONAL HISTORIC SITE

Prepared by
Orville Carroll
Architect, Denver Service Center
National Park Service
1973

[Copy]

ARCHITECTURE

A map is included at the end of the report which depicts the buildings described in respect to the Shipyard and the proposed National Historic Site. Building Numbers 31, 33, 34, 36, 38, 39, 58, 60, 62, 75, 120, 200 and 266 are discussed in the Plan portion of the report entitled Development Restrictions.

BUILDING NO. 1 Gate House No. 2, Garages and Quarters. As early as 1857 a tank shed appears on the site presently occupied by Building No. 1. After their removal in 1905, it appears from the yard plans that a small shed for mason's supplies was erected and used until 1915 when it became a garage. In 1936 the WPA project remodeled the site by building a three car garage and quarters for the Commandant's chauffeur. It is possible that a portion of the mason's shed now occupied as a sentry station was incorporated into the existing building. In 1959, a sentry shelter roof was added over the sidewalk.

This building abuts a granite wall built in ca. 1822 which formed the west boundary of the yard. It is a one story brick structure of functional design with relief patterns of row-lock brick courses built into the wall just below the parapet of the roof and above each of the door and window openings. The interior rooms appeared to be plastered and painted surfaces.

BUILDING NO. 4: Offices for the *USS CONSTITUTION*. According to the DPW records, this building was constructed in 1827. However, all of the yard plans beginning with 1857 do not record this building until 1864. The property that this building sits on was not purchased until 1863 if records of the yard plans are correct. If the building dates from 1827, then it was built by a private citizen using Building No. 5 as a party wall, an unusual practice if allowed by the Navy.

Externally the building features resemble one built nearer to the 1864 date with the flat metal-covered shed roof and the double dentiled brick cornice along the north wall. Other than the north cornices, the building is a plain two story brick building constructed in the most irregular manner. That is, the building lines do not follow the conventional practices of using uniform door and window bays, right-angle corners and uniform heights to the walls.

BUILDING NO. 5: Present Officer's Club. This building is thought to be the only surviving example of the original buildings constructed at the Navy Yard in ca. 1803. Its survival is probably the result of its south wall forming an effective barrier for the main entrance gate to the yard. The internal use of the building has varied over the years commencing with its use for naval stores and offices for the yard to classrooms and barracks for the Naval Reserves in 1923.

|Copy|

Building No. 5 seems to have retained its original building characteristics of a brick structure, three stories high with a slate roof hipped at both ends. In plan, the east end is squared off but the west end is canted, making the building 19 window bays long on the south wall and 22 bays on the north wall. Other than the fenestration mentioned the building is plain and simple.

The building was completely remodeled by the WPA in 1936. All three floors and the roof, according to plans and photographs examined, were removed and replaced. The interior rooms were completely rearranged. In 1941, the building became the Officer's Club on the first floor. From 1941 until the present day the interior room arrangement and finishes have undergone constant change. The exterior walls revealed little of these changes except for the bricking up of window and door openings until 1961 and 1971 when large "picture" windows were installed in the south wall on the second floor. Obtrusive air conditioning units concealed by a flimsy serpentine brick wall have been installed on the asphalt drive along the south wall. Sometime after 1937, the white paint was removed from the exterior brickwork. All of the original brick chimneys have been removed.

BUILDING NO. 10: This building may be the "Pitch House" of 1852 that appears on the Yard Plan of 1857 situated on Pier No. 1. Its exterior design is identical to elevation drawings found on an undated drawing done on parchment paper similar to that used in the Navy Yard during the 1830's to the 1850's. The plan of the first floor of Building No. 10 is quite similar to that found in the old drawings.

The old drawings show a two story brick building, five bays long and three wide, having a gable roof with a broad chimney located near one end. The cornice along the eaves and up the gable end is shown finished off with brick dentils. All of these features are present today on Building No. 10, with the exception of the chimney which was removed in 1937.

Building No. 10 first appears in its present location on the Yard Plan of 1901. If this is the "Pitch House" of 1852 then it was moved to this site at this time. Its use in 1901 was identified as a paint shop until 1908, then a storehouse until 1911, a wireless station and receiving ship offices from 1912 to 1918. From 1919 until 1946, the building served as a laundry, then a sonar lab from 1948 to 1957 when it was converted into a battery charging shop. In 1972 work was begun to convert the second floor into a museum space to display artifacts from the *USS CONSTITUTION.* A wooden viewing platform for the public was built along the east side of the building at this time.

In 1920, a two-story, two bay brick addition was built against the north end. A hip roof was constructed over the addition creating its present day unsymmetrical appearance. In 1923 a wooden lean-to was added to both ends of the building only to

be removed and replaced with a metal Quonset addition in 1952. The Quonset was removed in 1965. Extensive alterations were completed by the WPA in 1937 including new underpinning, new roof ventilators, new doors and window sash throughout, paint removed from the exterior brickwork, rebuilding of all "settled brickwork" and the repointing of all brick masonry. Since this time all of the window openings on the west side have been replaced with glass blocks.

BUILDING NO. 19: Weigher's Office and Yard Scales. This building, constructed in 1918, replaces the old yard scale house of 1871 which was located farther west on First Avenue. It is a one-story brick structure with a flat roof. The exterior brick work was designed in an imaginative way with rectangular panels, square and diamond shaped motifs throughout.

BUILDING NO. 21: Inactive Carriage House for the Commandant. The records of the DPW indicate that this building was constructed in 1840 probably as a carriage house. It appears on the Yard Plan of 1857, our first complete plan after the one of 1828. It remains unidentified on each successive yard plan until 1880 when it is called the "Greenhouse." In 1908 it is called the Commandant's Watch House and in 1911, the Commandant's Barn. From 1913 until 1964 the name reverts back to a greenhouse until 1964 when it is identified as an inactive carriage house. The term greenhouse probably originated in 1880 when a glassed-in addition was built across the south gable end and a small door opening was cut through the granite wall for access. This greenhouse addition was used, after two subsequent remodelings until after the 1950's when it was removed.

Building No. 21 is a one-story granite structure with a slate roof, gabled on the south end and hipped on the north end. It has absolutely no architectural refinements. The granite blocks used in the wall construction appear to be left over or ones rejected from the granite buildings of the yard. There is no definition of the window sills or lintels nor is the arched door opening to the west built with stone voussoirs but simply stones corbeled over the archway. The walls and corners of the building have no workmanship or quality. It is a strange building indeed.

BUILDING NO. 22: Woodworking and Sheet Metal Shop. According to the records of the DPW this structure was built in 1832. Its original plan was L-shaped, three stories high and is the first of the large granite buildings in the yard. It may have been designed by Alexander Parris.

Part of its original function was to house the machinery that operated Dry Dock No. 1, completed in 1833. By 1857, the yard plan describes the north wing as containing a sawmill. In 1856, one Navy record states that a one-story brick ell was constructed off the east side of the south wing creating a U-shaped building. This addition contained a boiler house and a sizable smokestack that stood up into the 1930's.

[Copy]

The north and west walls of this building have an equal number of window bays, 10, on all three floors. The sash are 12 lights over 12 inserted into plain recessed openings. Three of these openings on the first floor of the west wall were doorways with jambs slightly recessed from the main wall. The stonework is comprised of fine hammered granite blocks laid in mortar backed with brick. The roof is hipped and covered with slates. The skylights are apparently part of the original design. The eaves contain a projecting overhang cut from granite blocks complete with a quarter-round molding, fillet, fascia, soffit and stone cut gutter lined with copper. Except for minor alterations to the doors and some first floor window sash plus the addition of an exterior fire escape, this building is relatively unchanged on the exterior.

BUILDING NO. 24: Riggers Loft and Laborer's Shop; Docking Office; Marine Railway machinery; Reference Standard Laboratory

This is one building that has a date stone installed in the gable ends at the time of its construction in 1847. The files of DPW contain a well delineated set of drawings for this structure dating from 1900 and 1913.

Building No. 24 was constructed as a support facility for ship repairs in Dry Dock No. 1. Its original function may have been a joiner's and carpenter's shop. At least this description is written on the yard plans between 1857 and 1883 as such. After this, it seems to have served mostly as a rigger's and laborer's shop.

Architecturally speaking this building can be called a two-and-a-half story structure since it has three major floors. The third floor was designed with windows in each gable end as well as a double row of skylights, nine lights to each row, in each roof slope. Large double doors were centrally located in both end walls on the third floor. The building was designed with a cupola near the north end. Its design compared favorably with the cupola on Faneuil Hall in Boston, designed by Bulfinch in 1806. In 1913, the cupola and skylights were removed and replaced with the existing monitor roof. The interior floors were removed and replaced with concrete floors supported by concrete columns. Additional changes were made to some of the window and door openings. A brick and wood extension was built across the east wall in 1942 and a brick elevator shaft constructed at the north gable end effectively removing much of the original stonework.

One of the original door openings at the ground level in the south gable end has been altered to permit the installation of heavy chains that connect the marine railway to the machinery that operates it in Building No. 24.

Building No. 24 measures 70'-6" x 197'. It was constructed five bays wide and 15 bays long. Like Building No. 22, this structure was built of fine hammered granite blocks laid in mortar. The base stone projects about 2½ inches providing a sloping watertable.

[Copy]

The window lintels and sills are more accentuated than Building No. 22 and the door openings are articulated by post and lintel construction cut from solid sections of granite. The two surviving wooden and glass door frames in the west wall indicate the more elegant appearance of the structure when it was new. These doorways were all protected with solid iron shutters. Above the iron doors appears a 26 light transom window which may be part of the original design.

The cornice along the eaves and up the gable ends has a wide overhang and was built from granite blocks. It consists of a smooth ovolo molding, a fillet, fascia and soffit. Separate but integrated as a visual part of the cornice is a molded cyma recta copper gutter that is fastened to the slate roof. The gutter terminates at each end of the roof.

BUILDING NO. 28: Reference Standards Lab; Quality Rel. and Assurance Div.

The construction date of this building is fixed by the DPW as 1850. Plans, sections and elevation drawings dated 1866, 1894, 1895 and 1926 are kept in the basement vault of Building No. 200. The drawing of 1866 shows this building to be four bays wide and 10 window bays long, constructed of red brick, two stories high with an attic. It is a gable roofed structure covered with black slate. The yard plans between 1857 and 1865 identify this building as a coal house, probably for the storage of coal for Building No. 22. Between 1866 and 1904 the building was converted and used as a tinner's and plumber's shop. In 1905, three bays were removed to permit the laying of rail tracks for a crane. These three bays were added to the north end of the building in 1918. Red-orange bricks were used for the extension and the change of color is quite noticeable.

In 1948, the interior was changed over to a printing shop until 1958 when the present laboratory functions were shifted here. An outside fire escape was added in 1943 and 1968.

The building represents an architectural style somewhat similar to the Federal style such as Faneuil Hall, except the window heads are squared off instead of being arched. The residual use of a semi-circular attic window in both gable ends ties this design back to the early 1800's. It is a simply designed structure with little architectural style.

BUILDING NO. 32: Presently used by the National Shawmut Bank and the Employees Credit Union Bank.

Built in 1857 for the storage of shells this building was originally called the "Shell House" until 1891 when it became offices for the Commandant. Between 1910 and 1944 the building served as a pay office and from 1944-1950 its function changed to the personnel compensation office, office for the Safety Supervisor and space for the Safety Shoe Store.

[Copy]

Built of brick over a granite foundation supported by wood pilings, this building was originally constructed symmetrically three bays wide and five bays long. The exterior walls were designed in the manner of the Renaissance period with blind arcades accentuating the four wall surfaces. An interesting feature of the arcades is the reduction in radius of the arches from south to north as the building decreases in height above the sidewalk.

Building No. 32 is oriented north and south. When it was built, it effectively terminated the eastward vista from Gate No. 1 across the "Gun Park" and "Shot Park" prior to the construction of Building No. 199. The original structure was without windows but after 1891 several openings were installed. According to the Yard Plan of 1869, a one-story shed addition was built across the west wall; this was removed in 1875. In 1910, a permanent brick addition of two bays was added to the north end repeating the arched motif in a very skilled manner. A temporary wood addition was built to the north in 1918, then removed in 1929. In 1941 and 1944 two wooden additions were added along the west wall much like it exists today.

The exterior walls of this building appear very well maintained as does the slate roof. The aluminum sided addition is most detracting.

BUILDING NO. 109: Waterfront Office on Pier No. 1. The original building occupying this site was built in 1902 and used as a coal storage and handling plant. This wooden structure was razed in 1931 and a small building built, for an electric sub-station appears on the yard plans in 1932. It is possible that the existing one bay wide and three bays long, one story brick structure presently incorporated into Building No. 109 is this 1932 building. In 1944, a two story wooden addition was built around the earlier structure and the building has since been used as a waterfront office and electric sub-station.

The existing building possesses little architectural interest. Except for the small brick structure, the wooden building is plain. It has a flat metal roof and the walls are covered with asbestos siding. An observation post on the third floor at the south end overlooks the waterfront where Navy tugs and barges are moored. A dock for the Commandant's boat is located nearby. The condition of maintenance of this building is fair.

BUILDING NO. 110: Lead Room, Shop 72. This small one story brick building stands just north of the Paint Shop, Building No. 125. It first appears on the yard plans in 1901 and was identified as the "Pitch House" until 1934. After being vacant for two years in 1935-36, it became the storage house for paints, etc., until 1953 when it was assigned the name "Lead Room, Shop 72."

[Copy]

BUILDING NO. 124: Latrine. Located just north of Building No. 24, this small flat-roofed, brick structure first appears on the yard plans in 1903. It was built and still serves as a latrine.

BUILDING NO. 125: Paint Shop. Building No. 125 first appears on the yard plans in 1905 and was identified as a paint shop. In 1926, an electric sub-station was installed and in 1940, it housed the WPA paint shop facilities. This building was planned as a support facility for Dry Docks No. 1 and No. 2, and was originally used and continues to be used today as a paint shop. The exterior fabric has undergone little alterations except for the rehabilitation of the roof covering and ventilators, gutters, cornice and downspouts in 1961. In 1944 and again in 1963 a metal fire escape was added. By 1907, electric elevators were in use.

The exterior design of this building is one that is reminiscent of the early brick Romanesque churches found in southern Europe. It has a large central dominating gabled roof flanked on either side by two lower shed roofed additions. The window openings are arched and repetitive around the building. Blind arcades continue the rhythm wherever windows are absent. Entrance doors are located in the east gable end only.

BUILDING NO. 136: U.S. Marine Corps Administration Building. This building was constructed in two stages. The north half was built in 1909 as a three story brick structure with a basement. The roof was hipped, covered with sheet metal and punctuated with roof ventilators. It was built three bays long with the windows groups in pairs. The main entrance was placed in the center of the west wall facing the parade ground. The window and door openings on the first and second floors were built with an elliptical arch and have a granite keystone. A dominating belt course runs around the building just above the second floor windows giving the third floor the impression of an attic story.

The south addition, built by the WPA in 1937, is almost a carbon copy of its predecessor. Like the north half, the roof cornice is carried visually by heavy carved modillion brackets. A small tower-like room was constructed above the roof in 1973; its purpose unknown at the present time. The new addition was built for garage space in the basement, shop for machine work, etc., on the first floor and classroom space on the second floor. In 1962, the basement was converted into an enlisted men's club. With the exception of needing paint on the woodwork, this building is above average preservation.

BUILDING NO. 194: Navy Exchange Service Station. Built by the WPA forces in 1937, this building represents a typical gasoline station of this period with a small enclosed room and an extended canopy covering the pumps. The original building was rectangular, one story high, built of brick. It had a hipped roof covered with slate.

[Copy]

Since 1937 it has had two additions, one in 1949 to the south used for the lubrication of cars. The brickwork and roof are in good condition but the woodwork is poor.

This building is located approximately mid-way between Building No. 5 and Building No. 10 where an "Anchor Park" was located between 1859 and 1863. In 1863 the anchor park was done away with when a new brick joiner's shop was erected parallel to Dry Dock No. 1. The joiner's shop has long since been removed and crane and railway tracks have been installed there.

BUILDING NO. 198: Electrical Maintenance Shop, Eye Clinic, Ship's Offices, Ship Repair Storage, Rigger's Shop Space and Inactive Barracks.

Built in 1941 as a temporary storehouse, according to the yard plan of 1941. Later used in the 1950's and 60's as an electronics school, supply for medical and administration, space for the U.S. Navy Bank, and Ship's Offices.

This structure is a typical World War II type of frame barracks building covered with white asbestos siding. Basically it is comprised of two U-shaped buildings facing each other and filled in between. It is sited between 1st and 2nd Avenues with the east end backed against the wooden addition of Building No. 32. This location was once the old "Shot Park" before tennis courts were constructed. When this building was erected the tennis courts were moved to their present day location to the west.

In 1943-44, this building served as barracks facilities. It may have been extended and raised to its present height at this time. At the present time the barracks facilities that remain are inactive.

BUILDING NO. 204: Chelsea Street Garage. The current use of this building is a Public Works garage for automotive vehicle maintenance and offices, drafting rooms, and the P.A. system for the navy yard. Built in 1942, it has undergone slight additions and alterations in 1948, '51, '63, and '69, according to the card file kept by the DPW. This building abuts the granite wall of ca. 1827 to the east. It is a partly two and three story frame building with a flat asphalt and gravelled roof. The building is located outside the original yard grounds.

BUILDING NO. 245: Gardener's Shed. Located in the northwest corner of the Navy Yard opposite the Commandant's House. According to the DPW records this building was constructed in 1929. It is a frame structure with a flat arched roof covered with metal. The exterior is finished with painted clapboards while the interior walls and ceiling are lined with beaded boards. Because of the double doors located in the east end, this building appears to have been built first as a garage and then later moved to this location. It rests on a concrete slab. Its present use is for storage of gardening equipment. Condition: good. Approximate size: 14' x 20'.

[Copy]

BUILDING NO. 269: Garages for automobiles. This one story, flat roof, brick building containing five automobile storage spaces was built in 1941. It is constructed a few feet north of Building No. 1 and required the excavation of about five feet of earth to provide the level site. A concrete retaining wall surrounding the driveway was built at this time. Presently, there is one garage to each of the five officer's quarters located in Building No. 265.

QUARTERS B, C, D, E, & F, BUILDING NO. 265: The construction date for these five row houses is listed by the DPW as 1833. However, this building is shown on the Yard Plan of 1828 and a partial deciphering of the occupants listed on this plan matches that found on a drawing of these houses dated February, 1848. Apparently these houses were not originally intended for Naval Officer's quarters but rather as the drawings state "No. 1 is occupied by the Boatswain, No. 2 by the Gunner, No. 3 by the Carpenter, No. 4 by the Master, No. 5 by the Chaplain." From 1857 on until the present day, the Yard Plans identify these houses as Officer's Quarters.

In 1828, these five houses are shown as a rectangular building. The plans of 1848 show these houses to be two rooms deep with a stairhall to the north or right side. The houses were constructed two-and-a-half stories high above a half-basement level. Cooking could have taken place in the cellar room until 1867 when kitchen ells were added. There were two attic rooms, front and back, each lighted by a single dormer.

The design of these buildings probably represents a transitional period between the Bulfinch era of finely detailed lines based on the Adams style in England and the Greek Revival period which was beginning to bloom. The exterior facades were symmetrical and properly organized. The window sash in the three floor levels were six lights over six and in the dormer eight lights over eight of a smaller size. An entrance doorway was set flush in the brick wall and consisted of a four paneled door surrounded by a transom and sidelights.

Changes were to come rather rapidly and consistently after 1865. Rear ells were added in 1867, filled in during 1877, extended again in 1925, 1932 and 1937. Second floors were also added from time to time. The front facade underwent an extensive remodeling in 1872 when the first floor window openings were enlarged to 12 lights, 10" x 21" glass. A vestibule for the front door was constructed out from the main wall about 12 inches and trimmed in wood moldings according to the "Victorian" style of its day. It was about this time the exterior brickwork was painted white. This has subsequently been removed. Extensive "repairs and improvements" to the exterior were completed in 1937 by the WPA. The chimneys above the roof were rebuilt, several dormers added and new additions to the rear built. Some walks and ground improvements were done at this time and in 1957 a landscaping planting plan was completed.

[Copy]

QUARTERS G: Commandant's House. Listed on the DPW property record cards as built in 1809. More speculation has been written about who designed this building than any other in the yard. It has been attributed to Charles Bulfinch which may be unlikely because of the heavy-handed style found throughout. The architectural style falls into the late Federal period.

The house is a two-and-a-half story brick building set on a high granite base. It was built on the highest piece of ground in the yard next to the Old Salem Turnpike with a view of Breeds' Hill and Charlestown across the way. Access to a flat on the roof provided one with a clear view of the shipyard and the Boston waterfront beyond. The house has been used as a Commandant's House since its construction.

The earliest known view of the Commandant's House is from a painting dated about 1823. Another sketch made around 1836 shows the changes made to the exterior of the house up to that time, if the depiction is accurate. The earliest set of drawings kept in the files of DPW are dated 1849. From this date on the many changes to the house can be documented quite accurately. The earliest changes are those noted in the south wall swells where window openings are closed off. These may possibly be those seen in the painting of 1823. If so, then eight of 12 openings were closed. The sketch of 1836 show a balcony surrounding the east, south and west sides of the house with a stairway on the south end. Further changes in the house are listed below:

1856 Two bay windows added to existing openings on north wall. Possible date when the original doorway was removed and a vestibule built at the front entrance in the north wall.

1870-71 Framing of balcony, railing and screening of portion.

1872 Roof ventilator added (From Mansfield ?)

1897 Short section of straight brick wall built between the two swells at the south end to provide concealment for drain pipes. Lavatory installed in west chamber.

1911 Stairway to conservatory built.

1918 By this time the exterior brickwork had been painted white.

1927 Exterior fire escape built on east side of house.

1930 Alterations to outside stairway.

1935 Bathrooms added for chambers 1 and 2.

[Copy]

1936 Enclosed sun porch built and balconies replaced. Brick arches introduced under balconies. New stairway built.

1938 Connecting brick kitchen wing added off east side of house.

1951 New brick entrance added to west side of house at grade level.

1958 Site improvement and landscaping.

BUILDING I: U.S. Marine Corps Barracks. This building has been used in part as a barracks building since its initial construction. The date of erection assigned to this building by the DPW is 1823. This coincides with the outline of the building found on the Navy Yard plan of 1823. Two views of the Marine Barracks drawn in ca. 1823 and ca. 1825 both verify the accuracy of the building outline as shown on the 1823 plan. The original plan of the building seems to have been a long one story gabled building attached to a single three story structure at each end giving the plan a U-shaped arrangement. This U-shaped plan survived until 1868 when an ell addition was built to the north off the central one story building. This addition appears on the yard plan in 1868, while drawings dated 1861 kept in the files of DPW indicate the scope of the proposed work to be done.

Like the Commandant's House to the west, the site selected for the barracks stood on the highest point of land in the Navy Yard. A small parade ground has always existed between the barracks and 2nd Avenue which in 1823 was simply the southern boundary of the Marine Corps property. The layout of 2nd Avenue came in 1828 according to the yard plan of that year. These early buildings appear to be of brick construction. The three story building flanking the west side seems to have always been used as the Commanding Officer's House while the east three story structure was used for Officer's Quarters.

According to the DPW card file, the entire structure was raised to its present height of four stories in 1870. A one story piazza or porch may have been added across the front of the building or at least renewed. In 1871, 1936 and 1962, the yard plans show that the rear of the buildings underwent a series of infillings between the ell and the end wings. Four story porches and stair towers were added across the south wall, excluding the side wings, in 1940. It must be pointed out that the two flanking buildings were always built with a slight projection south of the center portion. This would account for the reason that the porches stopped short of running full length of the south facade. Exterior fire escapes were added in 1944. In order to provide additional sleeping quarters for the enlisted men, the four story porches were enclosed in 1951 according to the DPW card file.

[Copy]

The interior of the building has been altered from time to time and little, if any, of the original fabric remains. Concrete floors have been installed, a new galley, mess hall, barber shop, a pistol range in the basement, new storerooms, walk-in refrigeration units and many other alterations, too numerous to mention, are a few of these internal changes. When the new administration building was constructed in 1909, it became primarily living quarters for the officers and enlisted men.

Like most of the other brick buildings in the yard, this building was once painted white. Photographs taken as late as 1936 indicate that the paint was still intact. Its removal may have been part of the WPA project.

DRY DOCK NO. 1: Ship repair facility. Incised into the upper granite stones at the north end of Dry Dock No. 1 are the following notes: Commenced 10 July 1827 John Q. Adams Pres. Opened 24 June 1833 Andrew Jackson Pres. Loammi Baldwin Engineer. In Timothy Sawyer's book entitled *Old Charlestown,* Loammi Baldwin opened up an office as a civil engineer in Charlestown in 1808. Baldwin died on June 30, 1838. Sawyer refers to Baldwin as the "Father of Civil Engineering in America." With this background, Baldwin was a likely candidate to supervise the construction of the first two Navy dry docks here and in Norfolk, Virginia. Alexander Parris is also credited with being an assistant to Baldwin during its construction. Much of the granite used in the initial construction came from the Quincy, Massachusetts quarries.

It soon became apparent that the dry dock was inadequate to handle the ever increasing size of the ships entering the Navy Yard for repairs. The first extension to the south end, according to the DPW card files, was completed between 1856 and 1858. The Yard Plan of 1864 indicates that in this year a second alteration was made to the head end, possibly the installation of turning gates. Drawings prepared in 1904, 1907, 1908 and 1940 show proposed alterations to the "Head End" or "Forward End" of the dry dock.

The second major alteration to the dry dock occurred in 1948. The granite extension built in ca. 1857, later revised in 1864 and the early 1900's, was removed and rebuilt with concrete much like it exists today. Many minor alterations have occurred over the years which are listed in the card file. Eighteen sheets of drawings were prepared in 1952 to record the general dimensions and to show all pits including a 22' x 30' Sonar pit.

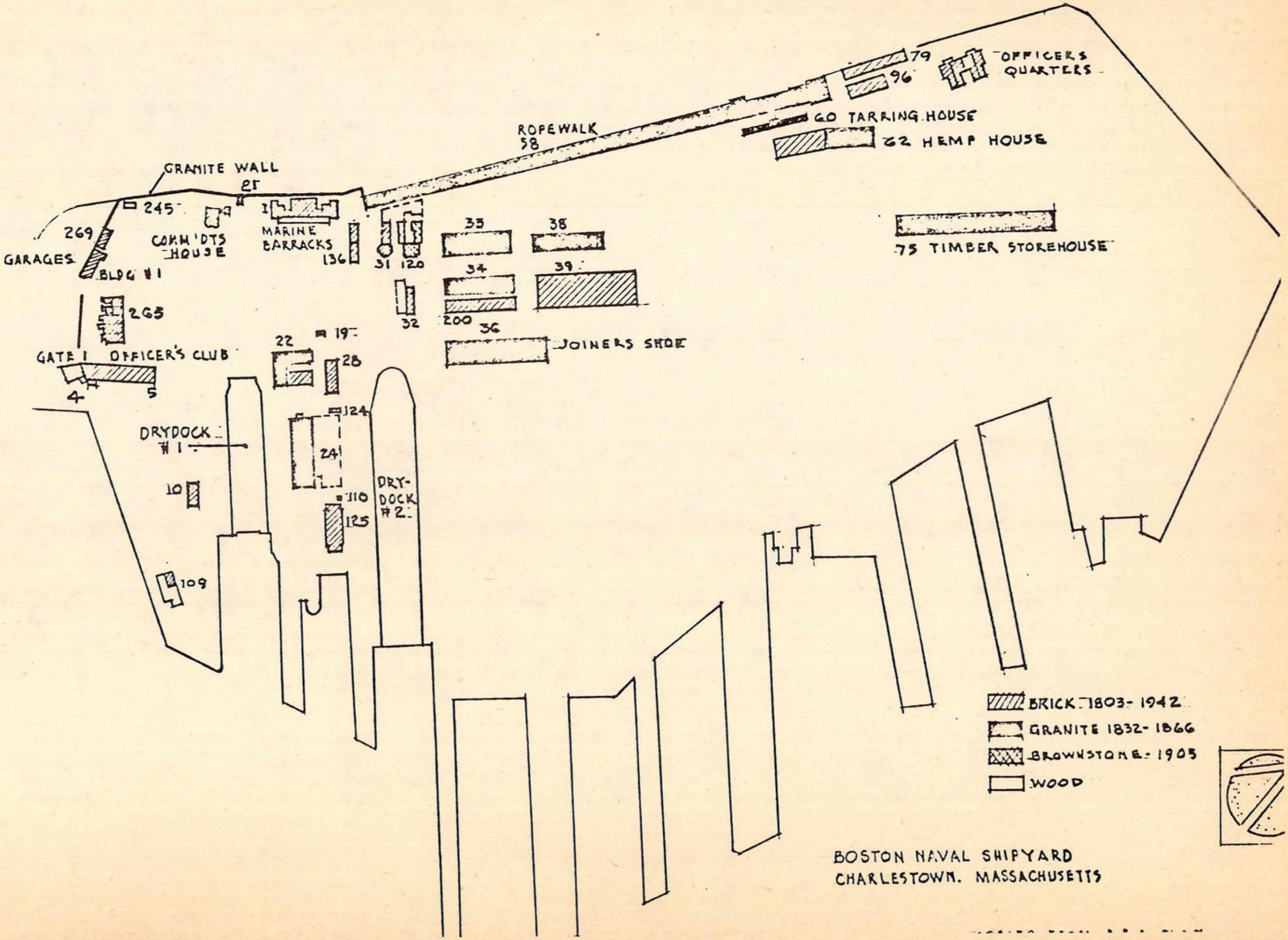
The original machinery to operate the dry dock was located in Building No. 22, built in 1832. This set-up may have been operative until 1905 when a new pumping station was constructed near Pier No. 4 to serve Dry Dock Nos. 1 and 2. A brick tunnel

[Copy]

approximately 10 feet in diameter extends from Dry Dock No. 1 to Building No. 123 for pumping purposes. According to the DPW card file, annual inspections are completed to tabulate all cracks and leaks and to record alignment and elevations.

In the last Navy Yard proposal to up-date the facilities of the yard by 1984, Dry Dock No. 1 was to be completely removed and replaced with a super dry dock capable of holding all but the largest of the naval vessels.

The existing caisson or drop gate used to seal off Dry Dock No. 1 is, according to the Navy personnel, in poor condition. It would be possible to recondition the present caisson and extend its life for five to 10 years but after this a new caisson would be required and, if made operable, would cost an estimated 1.5 million dollars.



BOSTON NAVAL SHIPYARD
CHARLESTOWN, MASSACHUSETTS

INDEX OF STRUCTURES

NO	DEPT	LOC	OFFICERS QUARTERS
6	P.W.	3C	COMMANDANT, 1ST NAVAL DISTRICT
9	P.W.	15A	CHIEF OF STAFF, 1ST NAVAL DISTRICT
265	P.W.	2B	FAMILY HOUSING QTRS. B
"	"	"	" " C
"	"	"	" " D
"	"	"	" " E
"	"	"	" " F
266	"	15A	COMMANDER, SHIPYARD
"	"	"	FAMILY HOUSING " B
"	"	"	" " " C
5	ADMIN.	2E	B.O.Q., OFFICERS' MESS, CLUB & GYM

NO	DEPT	LOC	U S MARINE CORPS
1	C.O.,M.C.R.D.C.	3C	PIER COMMANDING OFFICER, STVR. I
"	"	"	H.O.Q., QTRS. 26, 28, 3C, 2D
"	"	"	BARRACKS, MESS, P.X., TAILOR & BARBER SHOPS
134	"	4K	ADM. BLDG. GARAGE & ENLISTED MEN'S CLUB

NO	DEPT	LOC	DESCRIPTION
1	P.W.	2E	3 GARAGES, CHAUFFEUR READY ROOM
	ADMIN.		GATEHOUSE
4	SHIPS COM	2E	USS CONSTITUTION OFFICE, CPO CLUB
	P.W.		VISITORS TOILET
10	PROD.	3F	BATTERY CHARGING FACILITY
19	P.W.	5B	SHOP REPAIR SPACE (TEMCTIVE)
21	S.D.	5B	WEIGHING FACILITY
21	P.W.	5C	CARRIAGE HOUSE
22	ADM.,PROD.	5E	DISASTER CONTROL SPACE WOODWORKING SHOP,
	P.W.,HEQ.		SUB.STA.NO.22, INDUSTRIAL HYGIENE LAB.
24	PROD.	5F	RIGGERS & LADDERS SHOP & DOCKING OFFICE
	P.W.		MARINE RAILWAY OPER.SPACE, PUBLIC TOILET
	I.R.D.		CAFETERIA SPACE
28	PROD.	5E	REFERENCE STDS. LAB., QUALITY REL & ASSURANCE
31	ADMIN.	4C	TELEPHONE EXCHANGE DIV
	M.D.		NURSING CLINIC
	P.W.		TELEPHONE CABLE ROOM, CLOCK TOWER
33	I.R.D.	7D	BANK, CREDIT UNION
33	ADMIN.	8C	ENLISTED MEN'S BARRACKS WITNESS
			ENLISTED MEN'S LOUNGE, TAILOR SHOP
34	PLAN.	8D	BLUEPRINT & REPRODUCTION BR., PHOTO LAB.
	Q.M.A.		CHEMICAL & MATERIALS LAB.
36	I.R.D.	8E	CAFETERIA, SNOE STORE
	PROD.		SAIL LOFT, MTS. & STDS., PLANT EQUIP. & FAC.
	ADMIN.		NAVY E.M. BARRACKS DIV
364	P.W.	7E	ELECTRIC SUB.STA.
38	ADMIN.	9C	LIBRARY, CHAPLAIN, THEATRE, BOWLING ALLEY
	S.D.		SHOP EXCHANGE,
			E.M. CLUB
39	VARIOUS	9D	ADMINISTRATION BLDG., SHIPYARD COMMANDER,
			PLANN. PROD., ADMIN. & COMPT. DEPTS. & MAIL
			ENG. OFFICE, COMMUNICATION CENTER, CLASSIFIED
			VAULT, SUB.STA.
40	PROD.	10C	MATL. COMPT., TEMP. SERVICE, LOCKER ROOM
42	PROD.	10CH	INSIDE MACHINE SHOP, TOOLMAKERS, OFFICES
			FOUNDRY, PATTERN SHOP
			CENTRAL TOOL SHOP SPACE
	Q&A		NON DESTRUCTIVE TEST FACILITY
	P.W.		SUB.STA.NO. 42, SHIPS OFFICE SPACE
	PLAN.		VIBRATION & SOUND LAB
58	PROD.	9B	ROPE, NO. 1 NO. 2 MILL OFFICES
	I.R.D.		ACADEMIC & GENERAL INSTRUCTION BLDG.
	PW.MD.ADM		FIRE STATION CART HOUSE, STORAGE
60	VARIOUS	12B	STORAGE, INACTIVE AREA
62	PROD.	12B	TEST LAB. ROPE MFG. FACILITY
75	S.D.	15C	GENERAL WAREHOUSE (READY ISSUE)
77	P.W.	15B	GARAGES, P.W., PAINT, STORAGE
79	ADM.PROD	13A	PACKAGE STORE, PROD. STORAGE
96	P.W.	13A	FORK LIFT & PUMP REPAIR BLDG.
103	PROD.	11E	SHEET METAL SHOP
104	"	11E	SHIPFITTERS SHOP, HOLD
105	"	12D	FORGE SHOP
	P.W.		H.V.A.C. EQUIPMENT MAINTENANCE
106	PROD.,P.W.	15D	DISTILLERIES SHOP, BOILER SHOP, SUB.STA.
	S.D.		DRY STORAGE,
107	P.W.	8C	P.W., PAINT SHOP
108	"	10C	ELECTRIC POWER PLANT,
109	ADMIN.	9A	WATERFRONT OFFICE
	P.W.		SUB.STA. NO. 109
110	PROD.	5G	LEAD ROOM SHOP 72
114	PROD.	16A	WOODWORKING SHOP
	P.W.		SUB.STATION
120	M.D.,O.D.,P.C.	7K	MED. DISPENSARY, DENT. CLINIC, AMBULANCE
123	P.W.	7H	PUMPHILL FOR DRY DOCKS 1 & 2,
	"	"	SUB.STA. NO. 123
124	P.W.	5E	PUBLIC TOILET
125	PROD.	5G	PAINT SHOP
	P.W.		SUB.STATION
127	P.W.,ADM.	16F	PUBLIC TOILET, CLASSIFIED MATL. INCINERATOR
131	S.D.	16D	FLAMMABLES STORAGE (READY ISSUE)
143	ADMIN.	11B	CHEMEL
149	S.D.	17C	SUPPLY DEPT. OFFICES,
			GENERAL WAREHOUSE (BULK)
	P.W.,CASOC		SUB.STA. NO. 149, CASOC, YE-H
156	P.W.	10C	POWER PLANT, SWITCHING STA., EDISON AUX.
			ELECTRIC SUB STATION
	CONPT.		STORAGE
	PLAN.S.D.		PLAN FILES, GASOLINE FILLING STATION
165	S.D.	18D	GAS CYLINDER STORAGE (READY ISSUE)
178	S.D.	16B	LUMBER STOREHOUSE
183	"	15C	GENERAL WAREHOUSE
191	P.W.	9H	SALT WATER COOLING PUMPHOUSE
191A	"	9H	SALT WATER INTAKE SCREENHOUSE
193	"	10G	SUB.STA. NO. 193, PUBLIC TOILET
193A	"	"	SUB.STA. EXTENSION
193	S.D.	16C	SCRAP SALVAGE STOREHOUSE
194	NAVSTA	2F	GASOLINE SERVICE STATION
195	PROD.	8F	PIPE & COPPER SHOP, SHIPFITTERS SHOP,
			WEAPONS SHOP, OUTSIDE MACHINE SHOP,
			WELDING EQUIP., REPAIR & WELDING LAB.,
			TEMP. SERV. SHOP SPACE
	PLAN.		METER CALIBRATION LAB.
196	PROD.	9I	TEST PLANT, INSIDE MACHINE SHOP,
			CIVILIAN CAFETERIA SPACE
197	PROD.,P.W.	8H	ELEC., ELECTRON., HEAP. SYS., CENTRAL TOOL
			SHOP SPACE, OPTICAL SHOP, INACTIVE SPACE
198	PROD.	8G	ELECTRONICS MAINT. SHOP SPACE,
			SHOP REP. SHOP STOR., RECLAMATION, MATERIAL
			STORAGE, RIGGERS SHOP SPACE
	M.D.		EYE CLINIC, OFFICES
	P.W.		SUB.STA. & INACTIVE BARRACKS
	ADMIN.		MAIL ROOM
199	S.D.	16B	GENERAL WAREHOUSE (R.I.), COLD STOR. WHSE.
	P.W.		SUB.STA.
200	ADMIN.	8B	SECURITY OFFICE, POLICE & FIRE STATIONS
	P.W.		PW. ADMIN. OFFICES, ROINC OFFICES
	I.R.D.		PUBLIC ADDRESS SYSTEM
202	PW.PROD.	18C	INCINERATOR (INACTIVE) ABRASIVE BLAST FAC.
204	P.W.	2C	AUTOMOTIVE VEH. MAINT. & OFFICE,
	ENG.MAN		ENG.MAN. ENG. OFFICE
206	P.W.	17D	LOCKER, PUBLIC TOILET, SHIP OFFICE SPACE
	PROD.		STORAGE
207	ADMIN.	13A	FILM EXCHANGE NAVSTA, DISASTER CONTR.
	P.W.		P.W. MAINT. STORAGE STORAGE
210	S.D.	17B	LUMBER STORAGE
211B	PROD.	8L	SHIPFITTERS SHOP & TEMP. SERV. SHOP SPACE,
	P.W.		PUBLIC TOILET, INACTIVE SPACE

NO	DEPT	LOC	DESCRIPTION
237	S.D.	15A	LUMBER STOREHOUSE
238	S.D.	15B	LUMBER STOREHOUSE
30	S.D.	3C	UNDERGROUND OIL STORAGE
221	P.W.	5C	WATER STORAGE RESERVOIR
158	"	15B	WATER STORAGE RESERVOIR
16A	"	16A	WATER STORAGE RESERVOIR
-		13G	SUB STATION
-		18D	FIRE PUMP HOUSE
PROD		17E	INDUSTRIAL SERVICE OFFICE,
P.W.			PUBLIC TOILET, SUB.STA.
P.W.		9I	FIRE PUMP HOUSE
PROD.		10L	INDUSTRIAL SERVICE OFFICE,
P.W.			PUBLIC TOILET, SUB.STA.
P.W.		7I	FIRE PUMP HOUSE
PROD.		7L	INDUSTRIAL SERVICE OFFICE,
P.W.			PUBLIC TOILET, SUB.STA.
P.W.		7H	SWITCHING STATION
P.W.		13B	FIRE PUMP HOUSE
ADMIN.		11A	INDUSTRIAL SERVICE OFFICE,
P.W.			PUBLIC TOILET, SUB.STATION
S.D.		5D	TRACK SCALE
"			TRACK SCALE
ADMIN		6D	PLAYING COURT
"		16A	" "
P.W.			FLOOD LIGHT TOWER
"		5G	" "
"		5G	" "
ADMIN.		5D	FLAG POLE
P.W.		5D	GARDNER'S SHED
P.W.		7H	FLOOD LIGHT TOWER
"		10H	" "
"		7J	" "
"		10E	" "
"		13E	" "
"		17E	" "
"		11L	" "
PROD.		5F	ABRASIVE GRIT HOPPER
ADMIN.		9D	BAND STAND
"		13F	SALUTING BATTERY PLATFORM
S.D.		13F	BRIDGE CRANE SUPPORTING STRUCTURE
P.W.		18D	COOLING TOWER
ADMIN.		7D	GATE HOUSE
P.W.		10B	ASH SILO
P.W.		7C	GARAGES
P.W.		9C	MEMORIAL PLAQUE
PROD.		9E	PAINT SPRAY BLDG.
ADMIN.		9J	SALUTING BTRY AMMO STORAGE (INACT.)
PROD.		5F	ABRASIVE GRIT HOPPER
P.W.		7H	SUB.STA.
P.W.		13H	SUB.STA.
P.W.		7G	HISTORICAL PLAQUE
S.D.		16B	OXYGEN BOTTLE FILL ARG. STORAGE
P.W.		8L	SUB STA PIER 5

NOTES

1. SMALL TEMPORARY & PORTABLE BUILDINGS USED FOR FIELD OFFICES, STOCK, TOOLS & HEATING SHOPS ARE NOT SHOWN.
2. ELEVATIONS NAVY DATUM MEAN LOW WATER = 0.00
   EXTREME HIGH WATER 11.3 - 1.15
   (THE LATTER ONLY ONCE IN OVER 100 YEARS)
   MEAN HIGH WATER (APPROX.) 7.10
   MEAN LOW WATER 1.00
   EXTREME LOW WATER 0.75
3. AREA
   HARD LAND 83.9 ACRES
   WATER 14.07 "
   TOTAL 129.97 "
   NOTE: THIS AREA DOES NOT INCLUDE 1.34 ACRES OF LAND OWNED BY THE U.S.M.C.
4. "LIMITING DEPTHS" ARE SHOWN BELOW M.L.W. (FOR COMPREHENSIVE HYDROGRAPHIC INFORMATION SEE P.W.O. DWG. NO. 455-385)
5. ONLY MAJOR USEABLE PORTION OF RAILROAD TRACK IS SHOWN. FOR COMPLETE TRACK SYSTEM LAYOUT, SEE P.W.O. DWG. NO. 475-236

LOCATION MAP

LEGEND
- RAILROAD TRACKS
- CRANE TRACKS
- HYDRANTS
- CAPSTANS
- STREET LIGHTS
- FIRE ALARMS (F.A.)
- FLOODLIGHTS FL
- CIRCUIT BREAKER HOUSE CBH

MAP OF BOSTON NAVAL SHIPYARD BOSTON, MASS.

SHOWING CONDITIONS ON

JAN. 1, 1973

CAPTAIN CEC USN
PUBLIC WORKS OFFICER

399-155

457/20900
DSC/FEB75

[Copy]

D: HISTORICAL/ARCHITECTURAL ASSESSMENT OF THE NON-NATIONAL PARK SERVICE PART OF THE BOSTON NAVAL SHIPYARD

The Boston Naval Shipyard situated in Charlestown, Boston, Massachusetts, was designated a Registered National Historic Landmark by the Secretary of the Interior on November 13, 1966. Presently, there is a bill before the United States Congress to transfer from the Department of the Navy to the United States Department of the Interior part of the Boston Naval Shipyard at Charlestown. The transferred property would be administered by the National Park Service for historical purposes.

While, perhaps, the most historic part of the shipyard is to be included in the area to be administered by the National Park Service, there are significant shipyard structures and sites outside this area that are still within the original boundaries of the national historic landmark. During November 1973 a joint study of the latter part of the shipyard was undertaken by the National Park Service and the Boston Redevelopment Authority to evaluate the validity of retaining the overall National Historic Landmark and to identify those structures and sites of such significance that they deserve special attention in order to ensure their preservation.

Because there are such a large number of historically significant sites and historically and/or architecturally significant structures outside the National Park Service area, the study team is recommending that all of that part of the Boston Naval Shipyard that will remain outside of the National Park Service retain the Registered National Historic Landmark status. Hence, with the National Park Service administering part of the shipyard as a historic site and the remainder of the shipyard at Charlestown retaining the National landmark designation the entire Boston Naval Shipyard will reflect its national significance as expressed in the original landmark designation.

Aside from the architecturally significant structures in this part of the shipyard, which will be discussed individually and in some detail subsequently in this report, there is the collective illustration in the structures and their interiors of the evaluation of technology to meet the changing requirements of ship construction and maintenance. There is also the story of providing certain supplies and materials used in Naval operations. The long-term evolution of naval architecture and technology and the manufacture of such naval supplies as rope and the forged chain will not be evident in the area to be administered by the National Park Service. Furthermore, the role of the Boston Naval Shipyard in the construction of and maintenance of warships during the Civil War, Spanish American War, World War I and World War II will not be illustrated architecturally in the National Park Service area.

Outside the National Park Service area there is at least one site which deserves special recognition because of its historical significance. That site is Moulton's Point, which was part of the initial land purchase in 1800 for the development of a shipyard, and

[Copy]

was the place where British General William Howe and his troops had landed on June 17, 1775, before the Battle of Bunker Hill.

Because of the above reasons the study team makes the following recommendations pertaining to the part Boston Naval Shipyard at Charlestown which is outside the proposed National Park Service Area:

(1) That the part of the Boston Naval Shipyard at Charlestown that is outside the proposed National Park Service area retain the Registered National Historic Landmark status given to the Boston Naval Shipyard by the Secretary of the Interior of November 13, 1966. This action would assist in the application of the Historic Preservation Act of 1966 and the Executive Order 11593 (Protection and Enhancement of the Cultural Environment), dated May 13, 1971. By keeping this part of the Shipyard as a National Landmark, and with the other portion being administered by the National Park Service, the entire Boston Naval Shipyard at Charlestown would be protected from adverse Federal actions.

(2) That in order to ensure adequate protection of the buildings, the land and water comprising the landmark, any proposed uses of the buildings, land and water, and/or any proposed changes to buildings, lands and waters would be subject to the review of the Advisory Council on Historic Preservation or its designee.

(3) That the Historic American Engineering Record, National Park Service, U.S. Department of the Interior have the opportunity to historically document the Boston Naval Shipyard with measured drawings, professional photographs, historical reports and engineering/technological analysis. Many of the manufacturing processes have been discontinued over the years as various aspects of the Yard have been phased out. Those processes surviving today will certainly be just as when the Naval Yard is turned over to private development. Two of the best examples illustrating this point are the manufacture of rope and the manufacture of the Die-Lock Chain.

Such a study would begin to organize the primary source materials related to the History and development of the Shipyard and Naval shipbuilding that are now scattered in many locations. It should be emphasized that records of this sort are liable to loss when a facility such as this closes down. The Engineering Record has had extensive experience recording the country's industrial, engineering and technological heritage during the past five years. The results of the HAER survey would ensure a permanent record in the Library of Congress, but, of even more consequence, it would contribute significantly to the development of the proposed National Historic Site's interpretive themes. A HAER Survey should be scheduled and funded as part of its summer survey program for 1974.

[Copy]

(4) That certain buildings within the Non-National Park Service area are of such historical and/or architectural significance that they merit special recognition for preservation purposes and would be protected by facade easements. It is proposed that easements be drafted on a building by building basis in order to specify what portion of the structure will be covered and to acknowledge that certain variances will be allowable to accommodate new uses. Variances would be determined on an individual basis and would be granted only for modifications that do not impair the building's aesthetic integrity.

The following Non-National Park Services buildings should be protected by facade easements: Building numbers 31, 33, 34, 36, 38, 39, 58, 60, 62, 75, 120, 123. A discussion of these buildings follows.



Building 31: "Muster House" 1852
(Telephone Exchange & Hearing Clinic)

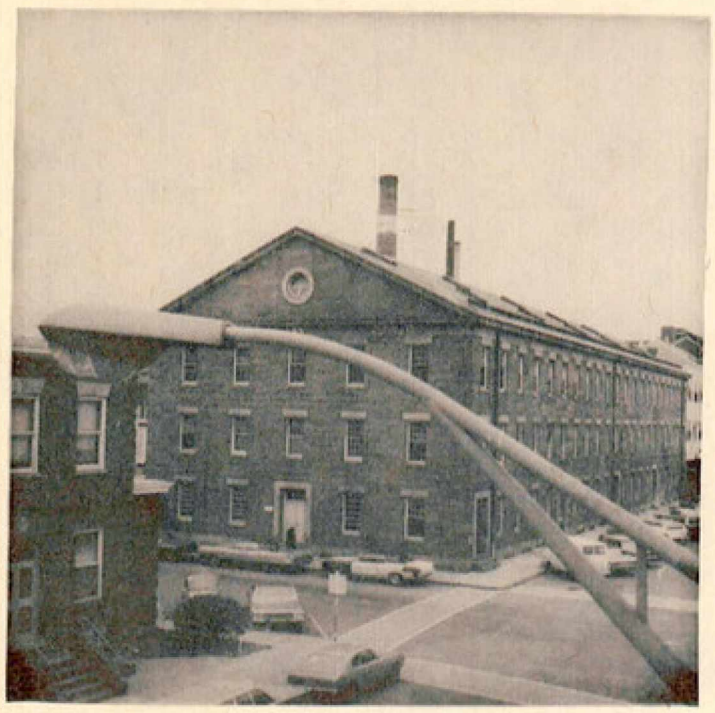
A freestanding, octagonal, brick tower-like structure, 3-stories tall with a clock housed in a cupola. Architecturally, it is by far one of the most interesting buildings in the Naval Shipyard.

THE GRANITE GROUP

Buildings 33, 34, 36, and 38 comprise a group of four granite buildings of architectural distinction, and similar in scale, and finish. Building 34 has been definitely attributed to Alexander Parris through original, signed drawings in the files of the Department of Public Works. The three succeeding buildings of later dates obviously follow the style and mood set by Parris. Though all four have been altered on the interiors to meet modern uses and safety regulations, the exteriors remain essentially unchanged. Buildings 33, 34, and 36 form an imposing backdrop along the eastern boundary of the proposed park area.

[Copy]

Building 33: Storehouse & Sail Loft – 1850 (Enlisted mens barracks & mess commonly known as the "Frazier Barracks")



A three-story rectangular building with basement, 5 x 21 bays, built in granite blocks of regular ashlar, rock-faced surface with smooth granite trim projecting slightly on the window sills and lintels, entrances and frieze. The roof is a gable, covered in slate, penetrated by skylights, and emphasized by triangular pediments on the ends. The interior has been completely altered with concrete floors and columns and new partitions. The exterior is vertually unchanged.

Building 34: Storehouse – 1837 (Chemicals, Materials, Photo-Lab and Reproduction Room)



Building 34 was conceived by Parris as a large square structure with an open courtyard in the center, but, only the northern half was built. The principal elevation facing 2nd Avenue has a central pavilion, 5-bays wide with a pediment, balanced symmetrically with wings of 5 bays. The end elevation has four bays. The structure is three-stories tall with a hipped roof covered in slate. The granite walls are laid up in a regular ashlar with smooth surface. The entrance was built with a courtyard in mind and, therefore, is a large semi-circular opening penetrating the width of the building. It is emphasized by a projecting, rectangular element, one story tall by 3-bays wide in the central pavilion.

[Copy]

Building 36: Joiners Shop and Painters Loft — 1866 (Cafeteria, Sail Loft, and Standards)



The most recent of the granite structures, Building 36 is 6 x 23 bays, 3-stories tall with a hipped roof covered in slate, penetrated by skylights to illuminate the attic and a large gabled dormer on the western end that is not original. The granite walls are of regular ashlar, rock-faced surface with quoins, window sills, frieze, belt-course between the last and 2nd floors and decorative trimmings around the entrances finished in smooth granite of a lighter color.

Building 38: Packing House & Cooperage — 1854 (Personnel Support Facility)



This building is connected to Building 33 at the 2nd and 3rd floors by a rather ungainly, aluminum sided structure bridging 7th Street. It is 3 x 19 bays, 3-stories tall with basement, covered in a slate hipped roof. Its fenestration is similar to that of Building 36.

Building 39: Administration 1866

A 3-story brick building with granite trim extended to the north by bridging 2nd Avenue at the 2nd and 3rd story levels with wooden frame additions in 1942. The recommendation to retain it as part of the street facade and visual backdrop of the proposed National Park Service Area is acceptable. (No photo available)

[Copy]

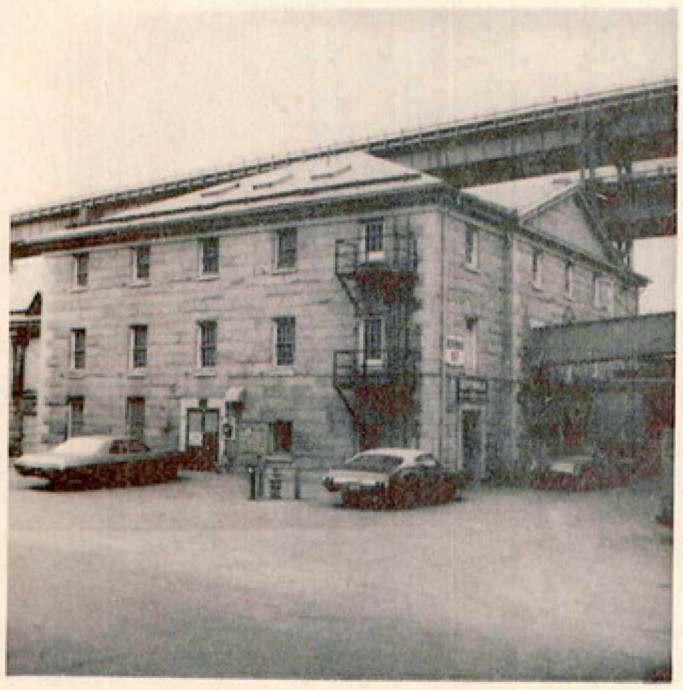
THE ROPEWALK GROUP

Buildings 58, 60 and 62 comprise what will be considered as the "Ropewalk Group" in that they are associated by function to the manufacture of Naval rope and cordage. The primary structure in this group is Building 58, the Ropewalk. Buildings 60 and 62 were originally the Tarring House and Hemp House respectively. The Tarring House was where the ropes were treated with preservatives and the Hemp House was used for the storage of hemp. All rope and cordage used by the Navy was produced at this facility until the late 1960s and early 1970s when rope making was finally phased out in 1971 after 134 years of continuous production. Building 58 has been definitely attributed to Parris by signed drawing in the folio entitled *Plans of Buildings and Machinery in the Navy Yard, Boston, from 1830-1840* located in the National Archives. For the time being, it may be assumed that the other two buildings were also by Parris because of their functional relationship, construction dates and architectural style, though no definitive documentation has been discovered other than a detail drawing, signed by the architect, of a window in Building 62.

[Copy]

Building 58: Ropewalk 1834-37

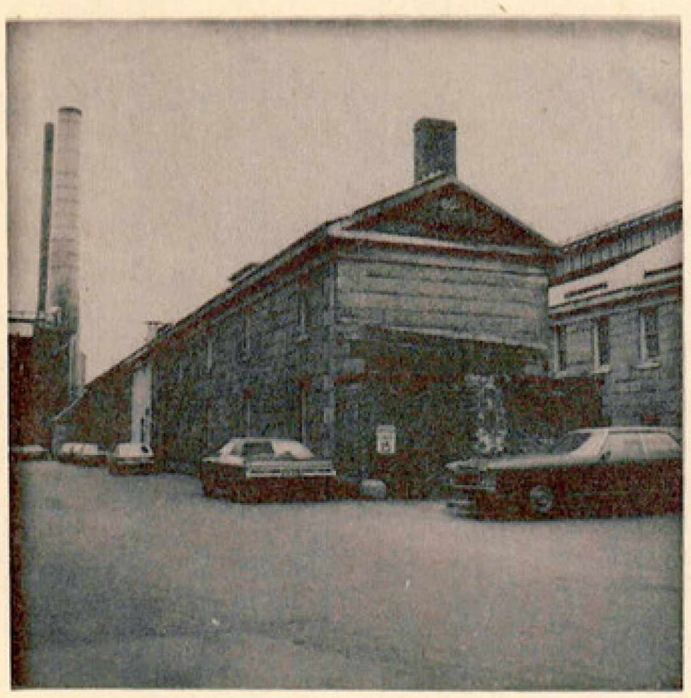




The original building was one continuous structure 45' x 1,360' long for laying up ropes and known as "the walks". 200' of this structure was two stories. A Head-house, 70' x 60', 3½ stories high with basement, housed two stream engines of 30 and 15 horse power and boilers. Part of the building was fireproof, having a brick-arched ceiling supported on cast-iron beams. The walls are faced with granite, backed with brick and are 2' thick. Doors and windows were originally covered with iron shutters, now removed. The roof material is Welsh slate. The study by the Harvard graduate students Helen Davis, Edward Hatch and David Wright mentioned that the preparing and spinning rooms were centrally heated by exhaust steam from the engines passing through 7" diameter cast-iron pipes, but no evidence of this was found by the investigating team. Additions were made to the 2nd floor ca. 1865 and 1908-10 extending it 784' and another 100' respectively. All original rope making machinery was invented and built by Daniel Treadwell; some survived and may be original. It is of concern that some of the equipment, such as the spinning machine sits unprotected and liable to pilferage. Other bits of machinery may have already been scrapped.

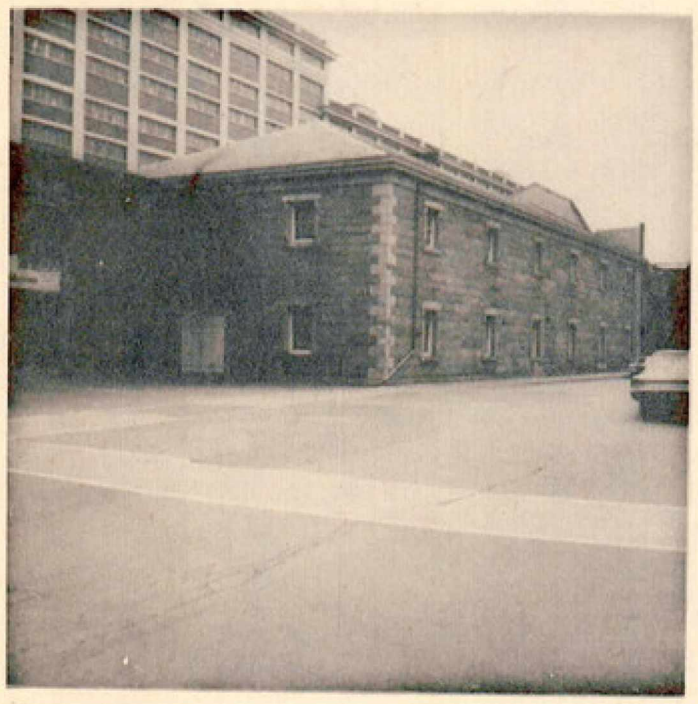
[Copy]

Building 60: Tarring House 1838 (Storage and Inactive area)



Sandwiched between the Hemp House and Ropewalk, this long narrow building, 1 x 11 bays, with a projecting, pedimented entry was originally connected to the Ropewalk at the 2nd floor by an iron bridge recently replaced by a modern span. The Tarring House is two stories, rock-faced granite walls with smooth trim on the quoins, frieze and window sills. The roof is gabled, covered with slate and pedimented at the ends. The projecting entrance occurs in the 6th bay and extends towards the Ropewalk. A covered storage bin appears to have been added to the south, and at the last upper story window, also at this end, a single iron shutter survives. Access to the building was not possible.

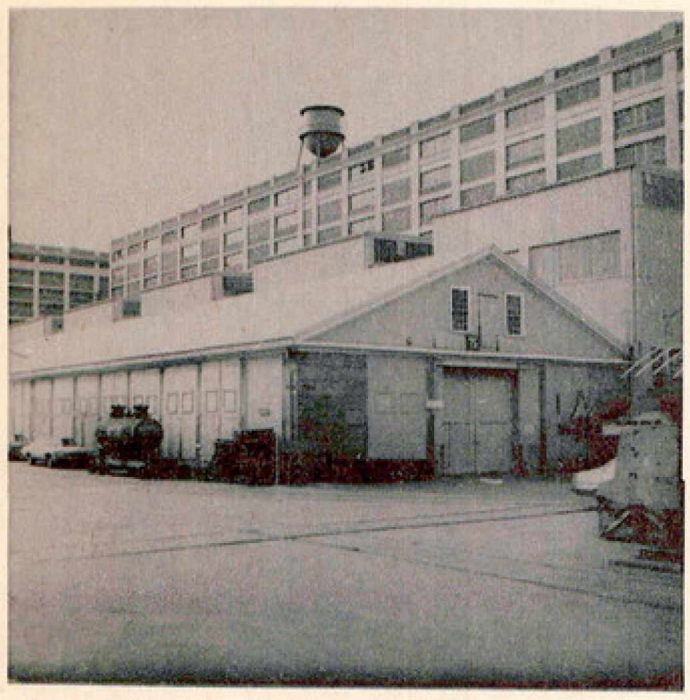
Building 62: Hemp House 1837 (Test Lab and Wire Rope Manufactury)



Originally two stories, 3 x 6 bays of rock-faced granite walls with smooth granite trim, and a hipped roof covered in slate, this building was extended at a slight angle to the west in 1910, another 14 bays in brick; the extension has a monitor roof. The outstanding exterior feature of this building is a double swinging, rivetted iron door on the northern end. Access to this building was not possible to inspect the wire rope making machinery which may be of interest.

[Copy]

Building 75: Timber Storehouse 1848 (Storage for steel)



An interesting one story structure approximately 60 x 450' with gable roof supported on queen post trusses of heavy timber construction. The long facades are modulated by square monolithic granite columns which support the roof trusses and upon which double swinging wooden doors are hung that appear to have their original strap-iron hinges.

Building 120: Medical Dispensary and Dental Clinic 1905

This 2-story, brown brick building with hipped roof in a Renaissance Revival style has been extended to the rear by several additions. While the building is not particularly distinctive architecturally, it is representative of yet another architectural style that was prevalent in the Naval Shipyard at the beginning of the 20th century. By its situation between Buildings 31 and 33, structures of primary architectural significance, it forms a part of the street facade along 2nd Avenue. (No photo available)

[Copy]

Building 123: Pumphouse for Drydocks No. 1 and 2 1905



A circular, brick building, one story tall with basement, divided on the exterior by square, granite pilasters which support a heavy granite cornice and parapet. The walls between the pilasters were originally fenestrated with windows, many of which are now bricked up.

(5) There are certain buildings which are considered of architectural interests, but are not suggested for facade easements. These are Buildings Numbers 79, 103, 104, 105, 106, 149, and Dry Dock No. 2. These buildings are discussed below.

Building 79: Presently Storehouse and Liquor Store, 1852.

2-story brick building on concrete footings. (No photo available)

1901-1905 BRICK SHOPS

Buildings 103, 104, 105 and 106, similar in form and construction, are typical of early 20 century machine shops and fabricating plants. They are indicative of an architectural style that prevailed during the expansion of the shipyard's facilities between 1901 and 1905. The survey team was allowed only to inspect Building 105, the Chain and Forge Shop, as the others were still operational. Further consideration should be given to the industrial processes carried out within the buildings not visited as they may be of equal significance to the manufacture of the Die-Lock Chain.

Building 103: Sheetmetal Shop 1903

Access not permitted.

[Copy]

Building 104: Shipfitters Shop and Mold Loft 1905



Central 2-story bay with gable roof covered in slate rising above single stories shed roof bays to either side. This configuration allowed for a high, central area that would accommodate a traveling crane, the fabrication of large objects and the natural lighting of the work areas through clerestory windows. Ancilliary millwork, shaping and tooling could be carried out conveniently in the one story areas to either side. Access not permitted.

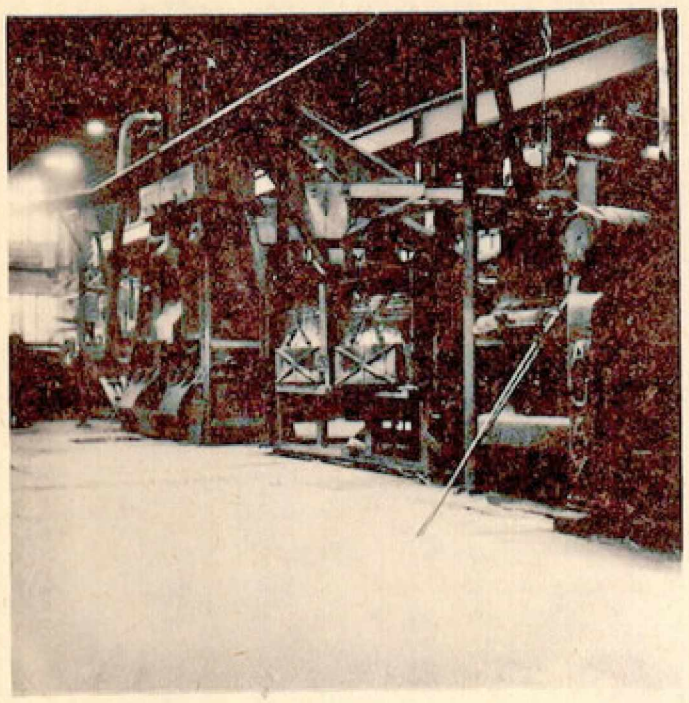
Building 105: Forge and Chain Shop, Roundhouse 1903

The Forge and Chain Shop is identical in style to Buildings 103 and 104, only the one-story side bays have been raised to two and the southwestern end is terminated by a large detached rectangular building of 2½ stories known as the "Roundhouse". This is a misnomer. The structure was used for the storage and repair of the shipyard's locomotives, but, it does not have a turntable.

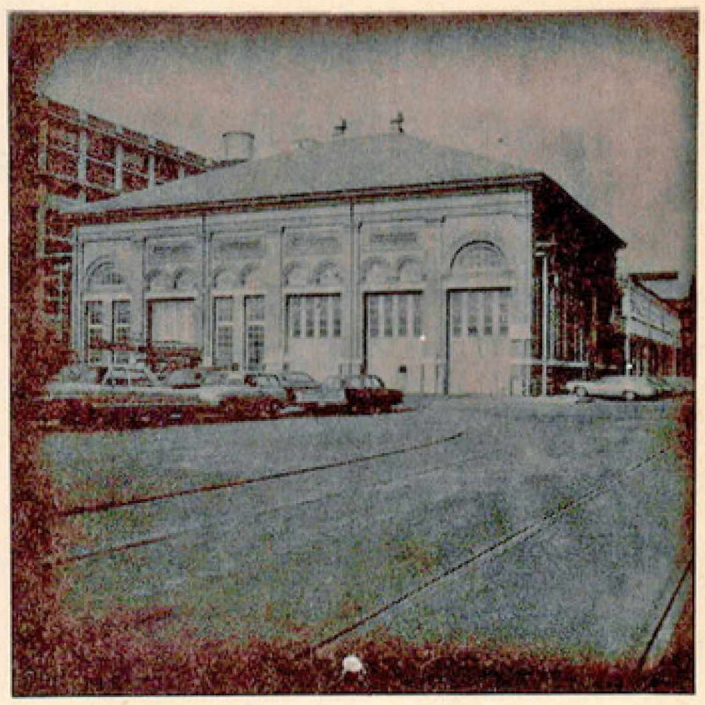
This shop was where the Die-Lock Anchor Chain (said to be the strongest chain in the world) was manufactured. It is significant historically, so much for the building, but, for the manufacturing process that occurred inside. The forging hammers, specially built for joining the male and female half links of chain, and the other are intact in working condition, though their future was uncertain at the time of survey. The Navy was seeking a private manufacturer to make the chains for a new class of Forrestal Carriers on contract. The machinery and manufacturing process carried out in Building 105 raised the question of what other interesting and possibly unique operations may have occurred in the buildings where access was not permitted. In any event, the Die-Lock Chain should be thoroughly documented.

[copy]

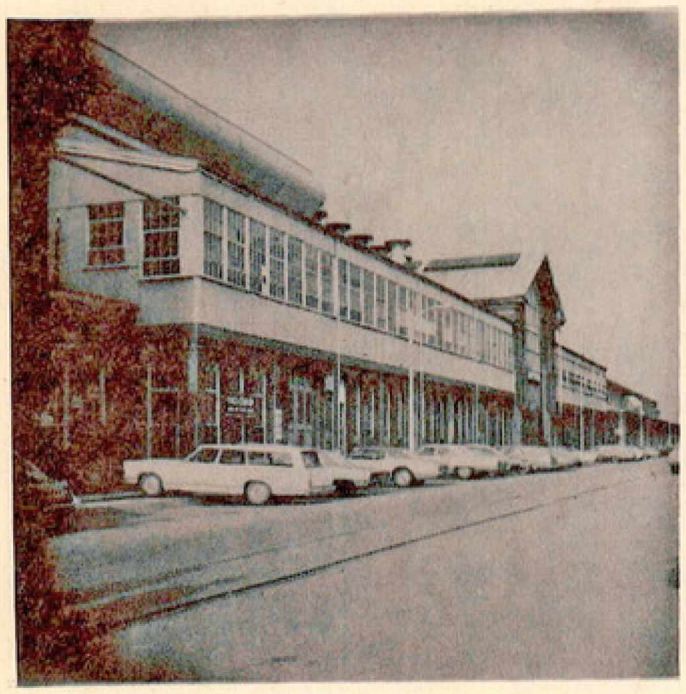
Forging Hammer and Kilns



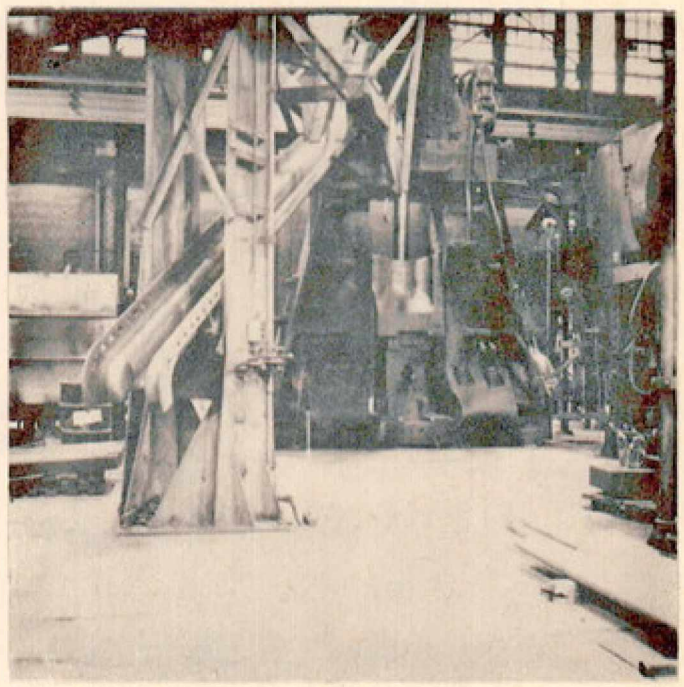
Roundhouse



Forge and Chain Shop

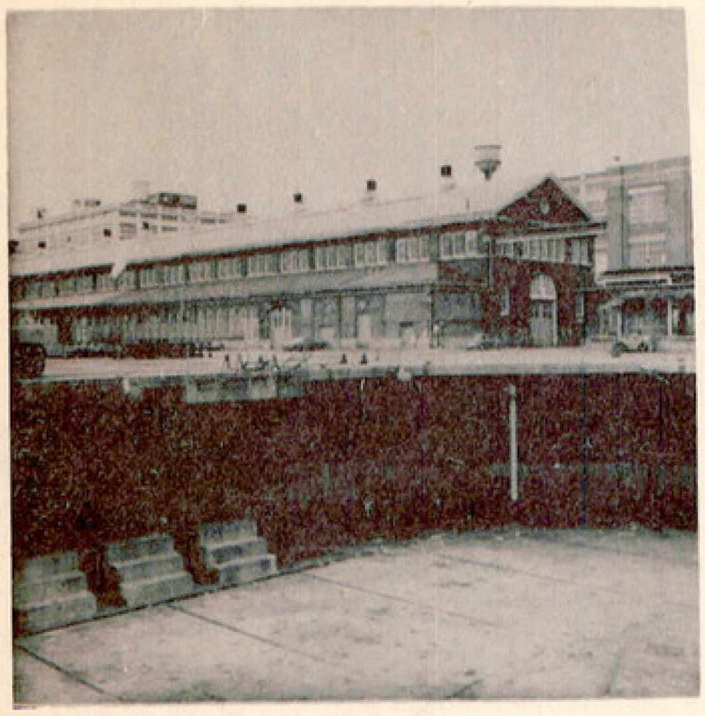


Building No. 105 Die-Lock Chain Forging Hammer



[Copy]

Building 106: Boiler Shop 1903

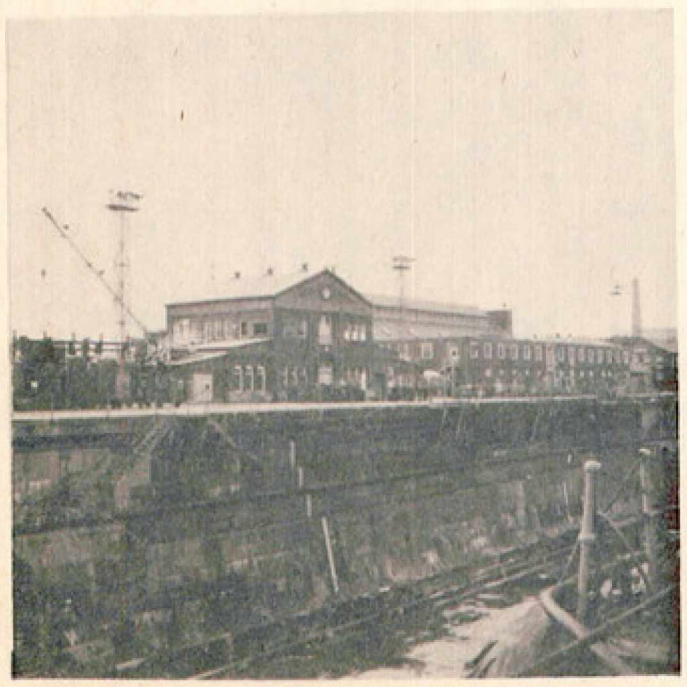


Similar in style to 103, 104 and 105. A 2-story central bay, gable roof, clerestory windows and large, double swinging doors at the ends; 1-story bays to either side with semi-gabled roof and a pilastered and arcaded facade. Access not permitted.

Building 149: Supply Department & Warehouse (1919)



Dry Dock No. 2. (1890-1905)



[Copy]

E: INTERPRETIVE CONCEPT — Boston Naval Shipyard & U.S.S. Constitution National Historic Site, Massachusetts

Department of Interior
National Park Service
Denver Service Center

Nan V. Rickey
December, 1973

[copy]

INDEX

	Page
INTERPRETIVE GOALS	92
INTERPRETIVE THEMES	92
THE PLAN FOR INTERPRETATION	93
SPECIAL PROGRAMS	96
PUBLICATIONS	97
COLLECTIONS	98
COST ESTIMATES	98

[Copy]

INTERPRETIVE GOALS

Interpretation at the Boston Naval Yard has complex goals. The site itself has considerable historic significance, being one of the first naval yards established by the United States Government to construct, repair, and service a Navy. As a navy yard and as a long functioning home base for the fleet, the facility and the U.S. Navy have a long history of association with the community of Charlestown. From this urban area came the yard's workers, as well as many of the professional people who contributed their skills and knowledge to the development of the fleet. Beyond this the Yard will serve, as it has for some years in the past, as the permanent berth of the U.S.S. Constitution. This venerable and honored wooden sailing ship has a history of national significance in its own right, having acquitted itself with signal honor in several wars. It is equal in importance to the Yard.

Interpretation should also recognize a "minor" goal: communication of the site's role in the Battle of Bunker Hill.

Therefore, interpretation at the Boston Naval Yard must address itself to communicating a multiplicity of linked but somewhat different themes to each visitor. Many of the facets of all of these themes remain to be explored and developed. For now they can only be recognized and incorporated into the interpretive plan insofar as limited information permits, with the hope that future opportunities for their full exploration and development will better facilitate their full communication to the site's visitors.

INTERPRETIVE THEMES

Without assigning a specific priority, the themes for the interpretation at the Boston Naval Yard will be:

1. The history of the yard itself from its establishment to its closure in 1973. Included in this theme should be not only a narrative history of the yard's development and architecture, but also an identification of its functional role in relation to the United States Navy.

2. The U.S.S. Constitution and the history of the United States Navy particularly as reflected in the history of that particular vessel, and the history of the naval yard.

3. The people of the Yard including the laboring men of Charlestown who worked at the Yard, the skilled professionals who developed most of the technology associated with its operation, and the men of the U.S. Navy, particularly those

who have served aboard the Constitution. This theme should incorporate not only the history and biographies of the people, important and unknown, who have been associated with both the ship and the Yard over the years, but also should treat the skills of men as they have been developed in areas relating to naval operations. In other words interpretation should concern itself with the history of the human beings who made this place and this ship important, and with their skills and crafts: those crafts that were practiced ashore in the construction, repair and fitting of ships as well as those crafts that were requisite to the operation of naval vessels at sea and in battle.

THE PLAN FOR INTERPRETATION

Visitors will enter the naval yard through gates 1 and/or 2, near which a bus parking plaza will be located. People will ordinarily then walk through the site and should be greeted at as early an opportunity as possible by an information facility which will serve to tell them what experiences are available at the site and to direct them to those experiences they select. A fairly substantial exhibit might do this job, or perhaps a manned kiosk will be necessary. In any event the facility should incorporate a listing of all of the opportunities available for visitor participation as well as a map which will aid in finding destinations.

An audiovisual program, located in Building 5 the first structure visitors will encounter, will introduce visitors to the site and the U.S.S. Constitution, setting both in their appropriate environmental and historical context. View windows located on the second floor of this particular building might permit the audiovisual production to incorporate, perhaps at the end of its showing, a view of the ship itself which will be berthed just outside. The program should last from 10 to 15 minutes, and it is probable that two such programs in two auditoriums will be needed to serve the expected number of visitors.

The ground floor of this building could be developed as an exhibit demonstration area combining in treatment the history of the U.S. Navy and its officers and men, particularly those who have served on the Constitution, with demonstrations of naval and seafaring skills. An interlocking series of exhibit bays and demonstration alcoves, complemented by audio stations, is envisioned at the present time. The exhibit bays would contain biographical and historical material while the demonstration alcoves could be developed with interpretive backgrounds to suggest, in an impressionistic fashion, with historical setting in which the various crafts and skills were performed. The demonstration activities would be carried on in front of these backgrounds. Crafts such as sail management, knot tying, gunnery, etc. would all be suitable subjects. These

[Copy]

seafaring skills need not be demonstrated all the time – the alcoves could be set up to reflect the work in process and demonstrated only on weekends, during the summer season, or at other times when personnel can be made available. When demonstrators are not available, the work in process can be left behind and will speak abundantly, supported perhaps by brief label test on the audio message, to the human factors that were vital in the operation of a naval fighting ship under sail.

For those visitors who choose to visit the site in an exhaustive and sequential fashion, the next stop will be the U.S.S. Constitution, which will be berthed at Pier 1, just outside Building 5. The United States Navy will maintain and staff the ship with a full crew in costume. It will be open on a quite regular basis for visitors who wish to go on board, and its crew will be available to take tours, answer questions, and provide adequate protection for the vessel.

Visitors will board Constitution from the finger pier and exit onto Pier 1. From there they may walk to the end of that pier, encountering a wayside exhibit or series of exhibits interpreting the landing of British troops to reinforce the King's armies at the Battle of Bunker Hill, and Paul Revere's activities prior to that battle. At the end of Pier 1, two waysides are proposed, one of which will interpret the historic structures that may be reviewed across the harbor in Boston, (including the Old North Church), and the second of which will invite visitors to consider the environmental spectrum available to them in the river, bay, and waterfront panorama.

Returning from the end of Pier 1, visitors may enter Building 10, a facility which will be devoted to the interpretation of the history and contributions of the Navy Yard to the Nation and to the United States Navy. This building should be restored insofar as possible to its appearance at the time of its construction, (the interior should also be restored, but adapted for use as an interpretive facility), and visitors will enter on the ground floor. There, a mixed media facility, consisting again of audiovisual presentations combined with exhibitry employing historic photographs or illustrations will present the narrative history of the Navy Yard from its founding to its closure. Visitors will then ascend a stairway (either outside or inside the structure) to the second floor where a development similar to that proposed for the ground floor of Building 5 will discuss the human aspects of the naval yard operation through a combination of craft demonstration areas and exhibitry. The skills of ship design and building, ship maintenance and fitting, and the people who possess these skills will be treated here. Included should be such things as naval architecture, rope making, sail making, and any others of a more contemporary character which may be suitable for interpretation in this media. Emphasis should be placed upon the community and citizens of Charlestown in this development, for their intellectual and manual skills were those upon which the navy yard relied in substantial measure for its success.

[Copy]

The craft demonstrations that have been suggested for Buildings 5 and 10 should be relocated in pavilion booths out of doors on Pier 1 or Pier 2 in the summer when weather permits, or on special occasions. Ordinarily, however, they should be located indoors, and when moved out of doors their exhibit situations should remain in place in the exhibit rooms. In other words the craftsmen should be moved out of doors and should have completely different projects on which they would work in that situation, leaving their indoor work behind as an exhibit for visitors to enjoy there.

Leaving Building 10, visitors should be able to view the historic dry dock no. 1. Exhibits near the dry dock should address themselves to the early construction of this particular dry dock, to its historic association with the U.S.S. Constitution, to its operation and its role in the overall work of the navy yard. Visitors may walk around the dock to examine the structure more closely.

The dock will be maintained as a dry dock, necessitating, probably, a coffer dam in front of its caisson to insure its preservation. The dock can exist as an interpretive and historical feature in its dry and empty state. Someday, however, it would be extremely desirable if the Park Service could acquire a World War II or perhaps earlier naval vessel, of lineage and service at least roughly equal to the lustrous history of the Constitution, to be placed in this dock as an exhibit foil for the wooden vessel. A later ship would help communicate the long history of the naval yard, and the second vessel could also assist in alleviating the pressure of crowds on the Constitution during very busy times. Management should be aware that, if a later ship is installed in this dry dock, it will need to be done before a coffer dam is installed to preserve the dock.

Beyond the dry dock, Building 22 will be occupied as an exhibit and sales facility by the U.S.S. Constitution Museum Foundation. This organization plans to present an audiovisual program in one room which will probably serve to answer visitor questions about the historic vessel. The facility will also have 5 exhibit rooms treating the history of the ship in fairly exhaustive detail. These exhibits will incorporate artifacts associated with the Constitution which the foundation presently owns, and which are presently on exhibit in their small museum facility at the site. The third feature of this structure will be a sales facility. The Foundation now operates such a facility and has a fine selection of interpretive and souvenir materials available. Present plans are to assign all interpretive sales at the park to the Foundation, and they have made a very good start in this important visitor service.

From Building 22 visitors may walk out onto Pier 2 where a wayside will interpret the relic remains of the unique marine railroad, a device designed to serve the same function as a dry dock, which operates by lowering a platform under a ship in the water and then pulling the combined units out for dry work.

[Copy]

From Pier 2 visitors may continue their walk back through the park past buildings that will be devoted to maintenance support for both the park and the U.S.S. Constitution, past the offices of the First Naval District, the park's administrative offices, to Building I, a historic structure which should be restored to the period of its construction and used as quarters for seasonal and permanent interpretive staff. Their walk will take them, finally, past Building G, the home of the Yard's commandant.

The commandant's house would be used as an exterior exhibit only, inasmuch as it will continue to be the residence of the Commandant of the First Naval District for an indefinite period. A wayside sign should, however, provide interpretation, and the structure should be fully restored to the period of its maximum historic importance. The first floor is partially refurnished with historic objects now, and the Service should attempt to work out an agreement that will permit this project to be completed with appropriate authenticity. The first floor of the structure is open to the public on irregular occasions at the present time, and the Service should explore the advisability of working with the commandant to arrange permission for public tours of the first floor at infrequent but regular intervals.

The basic visitor experience would be complete with their walk past the commandant's house, and most visitors will exit to their vehicles via the same gate they entered the park.

SPECIAL PROGRAMS

The marine barracks should be restored to its historic appearance, and should be used as a facility for educational activities. The park staff should work actively and intensively with the local school system to develop a program of tours and on-site activities that will relate to children the role of the Boston Naval Yard, its importance to their community, the history of the U.S.S. Constitution, its long association with their community, and its great contributions to their national heritage. Beyond this the facility and the park staff should develop programs related to the environment of Charlestown and Boston, their contemporary opportunities and problems as urban centers with a long and proud history. In short, this building should become an educational facility affording the park staff the widest possible latitude to work with and contribute to the growth and enjoyment of the people of Charlestown. The staff should consider that their efforts can be directed not only to school children but also to adults and they should, when their school services program is in sufficient order, devote equal energy to developing a program calculated to enlist the interest, enthusiasm, and growth of adult citizens in the history of their town and its environment today.

[Copy]

As an educational facility this building will need to be equipped with the widest range of tools. Certainly it should have full audiovisual capability. Its electrical wiring should be designed to accommodate changing or special exhibits, and, of course, the structure should have minimal kitchen facilities so that it can serve community needs as a meeting hall, and for receptions or lunches attendant to school programs or adult gatherings.

The park staff will be encouraged to work out other special programs designed more specifically for visitor enjoyment of the entire site than education. Times of such events and their particular character must await further research before they can be certainly identified, but many ideas present themselves even now. Such things as salute firings on the fourth of July, ceremonies honoring the founding of the Naval Yard, the launching of the Constitution, the construction of the yard's historic dry dock, etc., can be added to the opportunities that may be afforded by visiting vessels or military units which might present drills, band concerts, etc., at appropriate times. The site should be alive with activities of this sort, and much of the responsibility for these programs will depend upon the park staff, their good relations with the community, and their ingenuity and energy in developing plans.

PUBLICATIONS

The U.S.S. Constitution Museum Foundation sales operation has been discussed earlier. Certain publications should be funded and produced by the National Park Service for the site, and it is hoped that the Museum Foundation would be interested in carrying these items in its gift shop.

The park, without question will require a free folder for visitor use and information in finding their way around and identifying features of interest. This folder, probably a minifolder in format, should be available at the entrance information-orientation facility. It should contain not only a brief narrative history of the yard and of U.S.S. Constitution, but also a map identifying the interpretive features of the park.

Other suitable publications, which should be developed as sales items, would include fairly comprehensive narrative and architectural histories of the Boston Naval Yard, complete with illustrations and maps; a series of pamphlets on naval crafts and skills which would describe the techniques employed by sailors and naval craftsmen that visitors may see practiced at the yard; and perhaps a series on distinguished American war ships, together with a biographical series on important people associated with the history of Constitution and the navy yard in Boston. One item of considerable importance would be a social and economic history of Charlestown that would integrate the story of the community's relationship to the yard, and communicate the quality of life and the story of the hundreds of civilians who have worked there over the years.

[Copy]

COLLECTIONS

Collections at the Boston Navy Yard are confined, at the present time, to those owned by the U.S.S. Constitution Museum Foundation. These artifacts relate primarily to Constitution and have little association with the yard itself.

It is impossible to evaluate or speculate on what collections may eventually redound to the park. Efforts are currently under way to survey and select appropriate materials which will be surplus to the yard and to the Navy upon closure, and to acquire such things for use at the park. Of primary importance in this regard is any machinery associated with the historic operation of the yard. Needless to say machinery in a naval shipyard can become fairly large, and considerable selectivity will have to be exercised in making choices. Great care and alertness should be maintained over the next several months to insure that no irreplaceable or truly rare object of this sort is lost.

Similar attention should be given to manuscript and pictorial material collected by the yard over the years. The park will without question want to preserve such materials in as great a quantity as possible in an archive on site, and this archive should be associated with the museum collections as a support and adjunct to the park's interpretive program.

In general, the Boston Naval Yard should seek to acquire and maintain a collection of pictorial and three-dimensional materials that relate to the historic operation of the yard itself from its inception to its closure, and which relate in a direct fashion to the people who serviced ships here and to the men of the navy whose ships were serviced here. Of particular interest will be any and all tools relating to the skills of shipbuilding and ship operation.

COST ESTIMATES

The following estimates have minimal validity, representing, at best, an educated guess. They cannot be justified or defended at the present stage of planning and development, and should be considered useful primarily for their relative proportions which indicate individual program development scope. They may be used to judge total development cost in only the most superficial manner, and do not include any consideration for either operation or structural restoration.

Entrance/Information Facility	$ 20,000
Audiovisual Programs	300,000
Exhibit/Demonstration Programs	400,000
Wayside Signs	25,000
Commandant's House	15,000
Educational Facility	100,000
Publications	100,000
Collections Management & Preservation	1,000,000-2,000,000

[End of Copy]

As the Nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, parks and recreation areas, and to ensure the wise use of all these resources. The Department also has a major responsibility for American Indian reservation communities and for people who live in Island Territories under U.S. administration.

Publication services were provided by the graphics and editorial staffs of the Denver Service Center.

NPS 872