



CULTURAL LANDSCAPE REPORT FOR SALEM MARITIME NATIONAL HISTORIC SITE



CULTURAL LANDSCAPE REPORT FOR SALEM MARITIME NATIONAL HISTORIC SITE

*"I thought of my own town-
pump in old Salem. . . when
once I grasped the handle, a rill
gushed forth that meandered as
far as England, as far as India,
besides tasting pleasantly in
every town and village of our
country."*

Nathaniel Hawthorne

SALEM, MASSACHUSETTS

SITE HISTORY

EXISTING CONDITIONS

ANALYSIS AND EVALUATION

TREATMENT

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Olmsted Center for Landscape Preservation
National Park Service, Boston, Massachusetts, 2017

The Olmsted Center for Landscape Preservation promotes the stewardship of significant landscapes through research, planning, and sustainable preservation maintenance. The Center accomplishes its mission in collaboration with a network of partners including national parks, universities, government agencies, and private nonprofit organizations. Techniques and principles of preservation practice are made available through training and publications.

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Library of Congress Cataloging-in-Publication Data

Names: Hammond, John W. (John William), 1971- author. | Brown, Margie Coffin, 1963- author. | Braquet, Ashley, author. | Bieberstein, Alexandra von, author. | Olmsted Center for Landscape Preservation (U.S.)

Title: Cultural landscape report for Salem Maritime National Historic Site, Salem, Massachusetts : site history, existing conditions, analysis and evaluation / treatment prepared by John W. Hammond, Margie Coffin Brown, Ashley M. Braquet, Alexandra von Bieberstein.

Description: Boston, Massachusetts : Olmsted Center for Landscape Preservation, National Park Service, 2017. | Includes bibliographical references.

Identifiers: LCCN 2017047681

Subjects: LCSH: Salem Maritime National Historic Site (Mass.) | Landscape assessment--Massachusetts--Salem Maritime National Historic Site. | Landscape protection--Massachusetts--Salem Maritime National Historic Site.

Classification: LCC F74.S1 H237 2017 | DDC 974.4/5--dc23

LC record available at <https://lcn.loc.gov/2017047681>

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Cover Image: Derby Wharf, 1840-1850, Philip Little (© Peabody Essex Museum, Salem, MA. Photography by Mark Sexton).

Title Page: Merchant and privateer ship *Grand Turk*, illustration from Robert Peabody, *The Logs of the Grand Turks*, 1927.

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FOREWORD

I want you to read this report because it's a great way to understand the National Park Service's commitment to both the past and the future of Salem, the Essex National Heritage Area and the nation's maritime heritage.

The authors are experienced National Park Service landscape planners. They have worked diligently to incorporate dynamic conditions of Salem Maritime National Historic Site while preserving the designed landscapes on the waterfront and around our historic buildings. The Olmsted Center for Landscape Preservation, named in honor of the preeminent landscape architect Frederick Law Olmsted, is the National Park Service's premier cadre of professionals and is dedicated to the ensuring that cultural landscapes are understood, cared for, and protected for future generations.

Having previously worked as NPS Superintendent for the U.S.S. Arizona Memorial, I saw the large number of visitors who benefited greatly from eliminating and reducing barriers and incorporating a 'universal access' approach to the new Pearl Harbor Visitor Center. There's no better feeling than watching a visitor experience something spectacular; made possible by considering visitor needs. My request for the Olmsted Center for Landscape Preservation to take up the challenge of universal access was met with support and focus. Now I can see all of my family and friends being able to experience the site when we complete the treatment. I'm pleased with the many recommendations that have come from this and hope to be able to begin implementation as soon as funding is available.

The Site History in Chapter One provides an excellent overview of the history of Salem, from early European settlers, through the height of global maritime trade, to industrialization and European immigration. This chapter also provides a great primer on the National Park Service presence in Salem and its legacy of decisions since 1936. As temporary stewards of this space, the National Park Service needs to plan carefully and be ready to hand to future generations something better than we received.

Careful preservation doesn't only mean keeping everything the same, however. You'll find a healthy use of the preservation principle of 'rehabilitation' in many of the treatment recommendations found in Chapter Four. Rehabilitation as a central organizing theme for Salem Maritime is one that reflects the dynamism between protecting history, our changing environmental conditions, and

recognition that people want to ‘use’ a landscape. I am fully supportive of the treatment recommendations and I am eager to begin the implementation phase.

Of the many planning documents produced by the National Park Service for Salem Maritime National Historic Site, this Cultural Landscape Report will stand as a milestone in charting a direction that enhances the historic waterfront space, creates a stronger transition into the Historic Derby Street Neighborhood and better defines the presence of the National Park Service in Salem. National park landscapes are more than ‘snapshots’ of a past historic episode. National park landscapes are the inspirational setting that promotes inspiration from both history and nature. The important work that Norman Newton undertook to reshape a portion of Salem’s waterfront has impacted millions of visitors during the past 80 years. This landscape has been an inspiration to them and, with careful attention to the future, will continue to inspire millions more. My sincere thanks to the Olmsted Center for Landscape Preservation, Dr. Emily Murphy, Tim Thornhill and all the park staff involved in preparing this document.

Paul DePrey, Superintendent
Salem Maritime National Historic Site
Saugus Iron Works National Historic Site

ACKNOWLEDGMENTS

The Cultural Landscape Report for Salem Maritime National Historic Site was a collaborative effort by the Olmsted Center for Landscape Preservation and Salem Maritime National Historic Site. At the Olmsted Center, the report was prepared by Historical Landscape Architects John W. Hammond, Margie Coffin Brown, and Alexandra von Bieberstein, and Student Conservation Association intern Ashley M. Braquet. Director Robert Page provided project oversight, and Senior Project Manager Eliot Foulds reviewed report drafts and provided advice and support.

The Olmsted Center would like to thank Superintendent Paul DePrey and his dedicated staff for their invaluable assistance in the completion of this report. Paul began his tenure as superintendent mid-way through the completion of this report, enthusiastically throwing his support behind a project that was begun under previous leadership. Paul provided insightful guidance and feedback on treatment recommendations and ensured the team had access to necessary resources. This report was initiated under former Superintendent Michael Quijano-West, who oversaw initial development and overall direction of treatment, and former Acting Superintendent Zachary Bolitho.

Special thanks goes to Emily Murphy, Curator, whose deep knowledge of the resources and uncompromising scholarship helped make the site history what it is. Emily opened the park archives to the researchers and provided a wealth of documentary resources, and she coordinated resource access and image permissions with local repositories.

Numerous individuals at the park assisted in the preparation of this report by participating in meetings, reviewing drafts, and providing feedback. Thanks to Gavin Gardner, Chief of Resource Management, Tim Thornhill, Chief of Facilities and Maintenance, Mike Parr, Chief Ranger, Maryann Zujewski, Education Specialist, Curtis White, Park Ranger, Doug Law, Facility Management Specialist, Christine MacDonald, Administration Officer, and Carl Salmons-Perez, former Cultural Resource Manager.

The Olmsted Center would like to thank the Peabody Essex Museum for their gracious permissions to use historic photographs in their collection in this report. Finally, the authors are grateful to Amanda Babson, Coastal Landscape Adaptation Coordinator in the Northeast Region, for her contributions of climate change and sea level rise data and analysis.



Figure 1. Map showing the location of Salem Maritime National Historic Site within Salem, Massachusetts (OCLP).

INTRODUCTION

Salem Maritime National Historic Site is situated along the waterfront in Salem Harbor at the northern extent of Massachusetts Bay and at the southern base of the Cape Ann peninsula (Figure 1). Established as a historic site in 1937 and designated in 1938, the park is the country's first national historic site and the first designation under the Historic Sites Act of 1935. The park's buildings, structures, archeological sites, landscape, and collections illustrate Salem's important role in the development of international maritime trade from the late seventeenth century to the mid nineteenth century. The park also interprets the region's industrial development from the Colonial Period to the twentieth century and the role of the National Park Service in preserving and administering nationally significant historic properties. The intact historic setting of the park allows visitors to experience multiple facets of American history, including the prominent Custom House, a Colonial Period dwelling, the stately home of one of America's first millionaires, Elias Hasket Derby, an original eighteenth-century warehouse, and an early twentieth-century social hall reflective of a large immigrant population that arrived in the late nineteenth and early twentieth century during a period of industrial development. At the waterfront, the *Friendship of Salem*, a replica eighteenth-century tall ship is moored beside Derby Wharf and captures the spirit of Salem's heyday during the Great Age of Sail.

The park is also an important local example of the early twentieth century Colonial Revival movement and the growth of tourism in Salem. Located in the densely populated southeastern corner of Essex County and just fifteen miles north of downtown Boston, the park is one of many sites within Salem that draws thousands of visitors each year. The National Park Service collaborates with the Essex National Heritage Area partners and numerous preservation groups and museums to ensure that Salem's nationally significant resources will be preserved and enjoyed for many generations to come.

For more than seventy five years, the National Park Service has cared for the Salem Maritime National Historic Site, undertaking improvements consistent with the National Park Service policies, guidelines, and standards, as well as park planning initiatives. While the overall character is intact, the management of the landscape requires documentation, assessment, and guidance offered by the framework of a cultural landscape report. Issues addressed in this report include the need to mitigate the impacts of climate change and the increased frequency and severity

of tidal inundations, improve accessibility and connections to other Salem sites, stabilize circulation surfaces within the park while preserving historic character, address the decline and replacement of vegetation, and provide park furnishings. This report outlines a program of guidelines and tasks that will preserve and enhance the historic landscape to the greatest extent possible.

PURPOSE AND METHODOLOGY

The National Park Service uses the cultural landscape report as the primary tool to inform treatment and long-term management decisions regarding the cultural landscape. This cultural landscape report (CLR) documents the physical evolution of the Salem Maritime National Historic Site landscape during periods of development and provides recommendations for the treatment, use, and interpretation of the landscape. The report begins with a detailed history of the evolution of the Salem settlement, the development of the immediate waterfront area, and the site itself. This comprehensive history is followed by documentation of the existing conditions and an analysis and evaluation of the integrity of the Salem Maritime National Historic Site in relation to the period of significance defined in the recently updated 2014 National Register documentation. The report concludes with recommended treatment actions to preserve the historic character of the landscape. The methodology is consistent with *A Guide to Cultural Landscape Reports: Content, Process, and Techniques* (National Park Service, 1998), which outlines the purpose, process, content, and format of the cultural landscape report. This report for Salem Maritime is organized in four chapters.

1. The Site History chapter documents the history of the landscape from Native American habitation of the area, through the development of the Salem waterfront, to present. A narrative of the evolution of the site is supplemented with historic maps and photographs. The chapter is subdivided into six historical periods, each of which concludes with a narrative summary and an associated illustrative period plan. The early history describes and illustrates the physical development of the region and park context, while more recent periods increasingly focus on the physical development of the park itself.
2. The Existing Conditions chapter describes the landscape at present and is organized with a hierarchy of characteristics and features. Photographs and existing conditions plans supplement the narrative.
3. The Analysis and Evaluation chapter summarizes existing National Register documentation for the site and analyzes and evaluates the condition of each feature and its contribution to the significance of the landscape. Landscape characteristics and features include spatial

organization, circulation, buildings and structures, views and vistas, vegetation, small-scale features, and archeology. Photographs supplement narrative descriptions.

4. The Treatment chapter presents a framework based on the National Park Service mission and policies, park's legislation, and goals and objectives from park planning documents. The framework includes a treatment philosophy to guide the long term preservation and management of the cultural landscape. Issues addressed include climate change, increasing visitation, wayfinding, accessibility, safety, and mature vegetation. Treatment guidelines and tasks provide recommendations to preserve, enhance, and reestablish the historic character of the landscape. A treatment plan and photo simulations supplement the narrative.

The park's 2013 State of the Park Report identifies global climate change as a key issue for Salem Maritime National Historic Site, which is evident in the rising sea level, increased frequency and severity of storms, and impacts on the park's historic wharves. Storm surges and waves have eroded surface material, increased salt inundation in soils, and damaged vegetation and wharf bulkheads. This report presents alternative approaches to addressing climate change with alternative coastal resilience strategies, which consider options for allocation of funds and labor for repairs and visitor experience.

Based on a thorough level of research as defined in the National Park Service's *Director's Order 28: Cultural Resource Management*, the authors examined primary and secondary sources to document the evolution of the landscape. Primary sources included park files, historic photographs, historic maps, as well as contemporary accounts of the history of New England. Secondary sources included the recently completed National Register documentation (2014), the park's administrative history (1993), historic structure reports, and other park documents, as well as scholarly history books. Repositories included the park's archives and online repositories of digital photographs and written material relating to the history of Salem and the waterfront district. Maps were developed using historic maps, aerial photography, and site surveys.

SUMMARY OF FINDINGS

HISTORICAL OVERVIEW

For more than two centuries, Salem contributed to the commerce and growth of the country in measures greater than its modest size would suggest. Like many of the earliest New England towns, Salem was sited to take advantage of the sea and coast for subsistence, transportation, and trade. Rivers on the north and south of the narrow peninsula provided ample waterfront access, and the harbor at the

mouth of the South River provided protected anchorage for ocean going ships of the time. Native Americans fished in the waters and used coastal waterways as the English settlers that arrived in the early 1600s. During the Great Migration of the 1630s, Puritans established trading posts for timber, dried fish, and furs. As the population of New England grew along with its prowess at shipbuilding and navigation, this rudimentary trade system quickly expanded into sophisticated network that included the American colonies, the West Indies, Europe, Africa, and eventually Asia.

While Boston, fifteen miles to the south, grew to be the most important New England port, Salem controlled valuable trade markets, first with the West Indies and the Atlantic Coast of Europe and then with Asia and Indonesia, and funneled wealth and influence into the small city. At the height of Salem's success at the turn of the nineteenth century, the homes of merchants lined the waterfront at the heads of long wharves and busy docks, and the center of town was adorned with stately mansions, civic buildings, and churches. Merchants furnished their homes with exotic goods and invested their capital in the waterfront, which bustled with the infrastructure and trades that kept the merchant fleet afloat including warehouses and stores, rope walks, shipyards, sail makers, blacksmiths, carpenters, coopers, and a pool of hardy seamen willing to ship off for the farthest shores.

Salem's south waterfront served as a focus of maritime activity during the late 1700s and early 1800s. The busy Derby Wharf, elegant residences, and the grand Custom House epitomized the maritime style of the period and signified the importance of maritime industry in the development of the country. During the decline of shipping into Salem in the mid and late nineteenth century, the south waterfront area fell into disrepair. Merchant families diversified their investment of capital, shifting to banks, real estate, railroads, and emerging manufacturing industries. By the turn of the twentieth century the merchant homes by the south waterfront had been converted to housing for a growing immigrant population. The wharves contained stockpiles of raw materials for manufacturing but were gradually eroding into the harbor. In the 1930s, harnessing the nation's fledgling historic preservation movement and the energy and resources of the New Deal, the south waterfront area and wharves were acquired by the National Park Service as the country's first national historic site and revitalized as a public waterfront landscape.

EXISTING CONDITIONS OVERVIEW

The 8.93-acre site includes seventeenth, eighteenth, nineteenth, and twentieth century features that reflect the appearance of the park when it was designated in 1938. The site comprises several distinct city lots containing eleven buildings, five structures, as well as waterfront area, a replica sailing ship, and park visitor

service facilities. These resources are set amidst a park-like landscape of turf grass, shade trees, fruit trees, and ornamental shrubs. The site itself can be divided into two distinct areas, an upland area north of Derby Street that is both civic and residential, and a waterfront area south of Derby Street where a series of wharves extend into Salem Harbor.

ANALYSIS AND EVALUATION OVERVIEW

Salem Maritime National Historic Site was administratively listed in the National Register on October 15, 1966 with the passage of the National Historic Preservation Act. Since this time, resources within the park have been documented under multiple historic districts. Most recently, the park updated its National Register documentation in 2014 to encompass all resources within the 8.93-acre park area and to address multiple historical themes. The district is nationally significant in the areas of maritime history, commerce, government, conservation, and for the site's known and potential archeological resources. The district is also nationally significant for its association with the prominent Salem merchant, Elias Hasket Derby, who resided in the Derby House during the most influential years of his career in the 1760s through 1780s.

The district holds state and local-level significance in the area of architecture for its intact collection of late-seventeenth- through early-twentieth-century residential, commercial, and government buildings typical of national architectural styles. For two of the buildings, the National Register documentation specifies Criteria Consideration B (resource removed from its original location) and Consideration E (reconstructed building). The park moved the historic Central Wharf Warehouse and Pedrick Store House to the district for the purposes of preservation and interpretation. The district is locally significant in the area of landscape architecture as an intact representation of the work of National Park Service Landscape Architect Norman T. Newton as part of the park's General Development Plan and Master Plan, developed from 1938 to 1939. The district is also locally significant in the area of social history for its association with twentieth-century Polish immigration.

A portion of the Salem Maritime National Historic Site Historic District is located within the boundaries of the Derby Waterfront National Register Historic District, listed in 1976, and the Derby Street Local Historic District, listed in 1974. The Narbonne House is a contributing resource within the Salem Common National Register Historic District, listed in 1974, and was individually listed in the National Register in 1990 under the First Period Buildings of Eastern Massachusetts Thematic Resource Area. Derby Wharf Light was individually listed in the National Register in 1987 as part of the Lighthouses of Massachusetts Thematic Resource Area.

The landscape retains a high level of historical integrity for the historic period, which extends from 1675, the initial construction date of the Narbonne House, to 1944 when the last building associated with the park's master plan was complete. Due to the extended period of significance, the park retains a higher level of integrity to the end of the period of significance. In addition to the many notable historic buildings and structures, key landscape features include the circulation corridors, paving materials, shade and fruit trees, and ornamental plantings. Additions to the landscape include many features needed to actively manage the park including benches, park signs, and a flagpole. Despite these additions, the Salem Maritime National Historic Site landscape retains overall integrity of location, design, setting, materials, workmanship, feeling, and association with respect to its extended historical period.

TREATMENT OVERVIEW

Treatment of the Salem Maritime National Historic Site landscape will be applied across two distinct character areas, the inland and the waterfront areas, which are divided by Derby Street. These areas differ significantly in character and use, as well as the extent to which they reflect historic conditions. Within the inland character area, treatment will focus on preserving the historic character of the landscape as it developed between 1936 and 1944, while increasing visitor access to the site's resources and facilitating the interpretation of the park's historic themes. The overall circulation system will be retained with modifications where needed for accessibility and safety, and vegetation will be rehabilitated to exhibit the park-like character established by the Norman T. Newton planting plan. Interpretive elements, such as the Colonial Revival Garden behind the Derby House and container plantings at the Narbonne House, will be included to provide opportunities for interpretation of domestic life in the eighteenth and nineteenth centuries.

Within the waterfront character area, treatment will focus on facilitating the interpretation of the maritime and industrial history of Salem, highlighted by the historic wharves, warehouses, and replica sailing ship. Interpretive opportunities will be further enhanced by conveying the historic organization of the site through circulation and paving patterns and by other interpretive means to mark the locations of former wharves and buildings. Treatment will also enhance the site's role as a public park and an important part of Salem's system of historical tourist attractions, improving access and visitor amenities. Open space will be retained to accommodate passive recreation and special events, while circulation, lighting, seating, and signage will be improved to enhance overall visitor experience.

Treatment will strive to increase the sustainability and resiliency of the landscape and its features to better withstand current and future impacts from both natural processes and visitor use. The waterfront location of the park and the exposure

of the wharves that extend hundreds of feet into the harbor make these resources particularly vulnerable to the destructive forces of tides and currents, storm surges, and waves. These impacts will only increase as the climate continues to change and sea level rises, necessitating significant intervention to reduce damage and prevent eventual destruction of the park's fundamental cultural resources. Treatment will strive to balance these challenges while preserving the essential qualities that convey the site's historic character. Included as an appendix at the end of this report is an analysis of climate change impacts to the waterfront area and a presentation of adaptation options for responding to these impacts.

RECOMMENDATIONS FOR FURTHER WORK

This cultural landscape report was completed with a thorough level of research, which provided sufficient documentation on the overall development of the landscape in order to provide treatment recommendations. However, further research could expand on the site history and gather additional historical information on the property and its context. For example, the allocation of lots within the study area merits further research on the founding of Salem, its early inhabitants, their socioeconomic status, what they brought with them from England, and how this affected their settlement patterns and impact on the cultural landscape.

A thorough level of research yielded little information on Native American inhabitants of the Salem area before, during, and after contact with Puritan settlers. Further research may yield information on the turmoil that surrounded the change in Native American lifeways and their displacement from the Salem area. Similarly, a thorough level of research yielded little information on slaves in the Salem area. An in depth search of census records and other Colonial and Early Federal Period documents would provide greater insights into the presence of slaves and indentured servants in Salem.

The buildings within in the park were home to numerous families from the Colonial Period to the early 1900s. Further research on each family, their livelihood and interests, how they managed their respective properties, their family and political ties, and their role in the Salem community. At a broader scale, a more in depth study of the Salem community would offer greater insights as to whether Salem was a typical or atypical town in early New England.

CHAPTER 1. SITE HISTORY

This chapter details the evolution of the Salem Maritime National Historic Site landscape. The site history is organized into six periods of development, beginning with the earliest settlements in the region and extending up to the present. The periods cover Native American inhabitants and European contact and settlement (before 1626), the establishment of maritime trade in the Early Colonial Period (1626–1735), the growth of privateering and the Revolutionary War (1735–1783), international trade and the establishment of the U.S. Customs Service (1783–1829), industrialization and immigration (1829–1936), and the establishment and enhancement of Salem Maritime National Historic Site to present (1936–2016). Each period summarizes the contextual history and significant events that influenced the physical development of the Salem waterfront and the study area. The study area encompasses the land within the park boundary, including a portion of the residential block bounded by Essex Street on the north, Orange Street on the west, and Daniels Street on the east, and the wharves and waterfront areas south of Derby Street. Each period ends with a physical description of the site and an associated illustrative period plan.

Several historians have chronicled the development of the park through successive periods of change. Key sources include a series of reports by National Park Service Historian Charles W. Snell in the 1970s and 80s, a historical study by Amy Friedlander in 1991 with period plans, updated National Register documentation in 2014, and a collection of resource studies for parcels within the park. Appendix A provides a table of the lot letters and numbers assigned in these studies.

EXPLORATION AND SETTLEMENT: BEFORE 1626

The first time period describes the site as it appeared before 1626. The section includes the geological processes that formed the Salem peninsula and harbor, inhabitation of the area by Native Americans, and contact with European explorers and traders in the late sixteenth and early seventeenth centuries. The period extends to 1626 when Roger Conant established the Naumkeag settlement in present-day Salem.

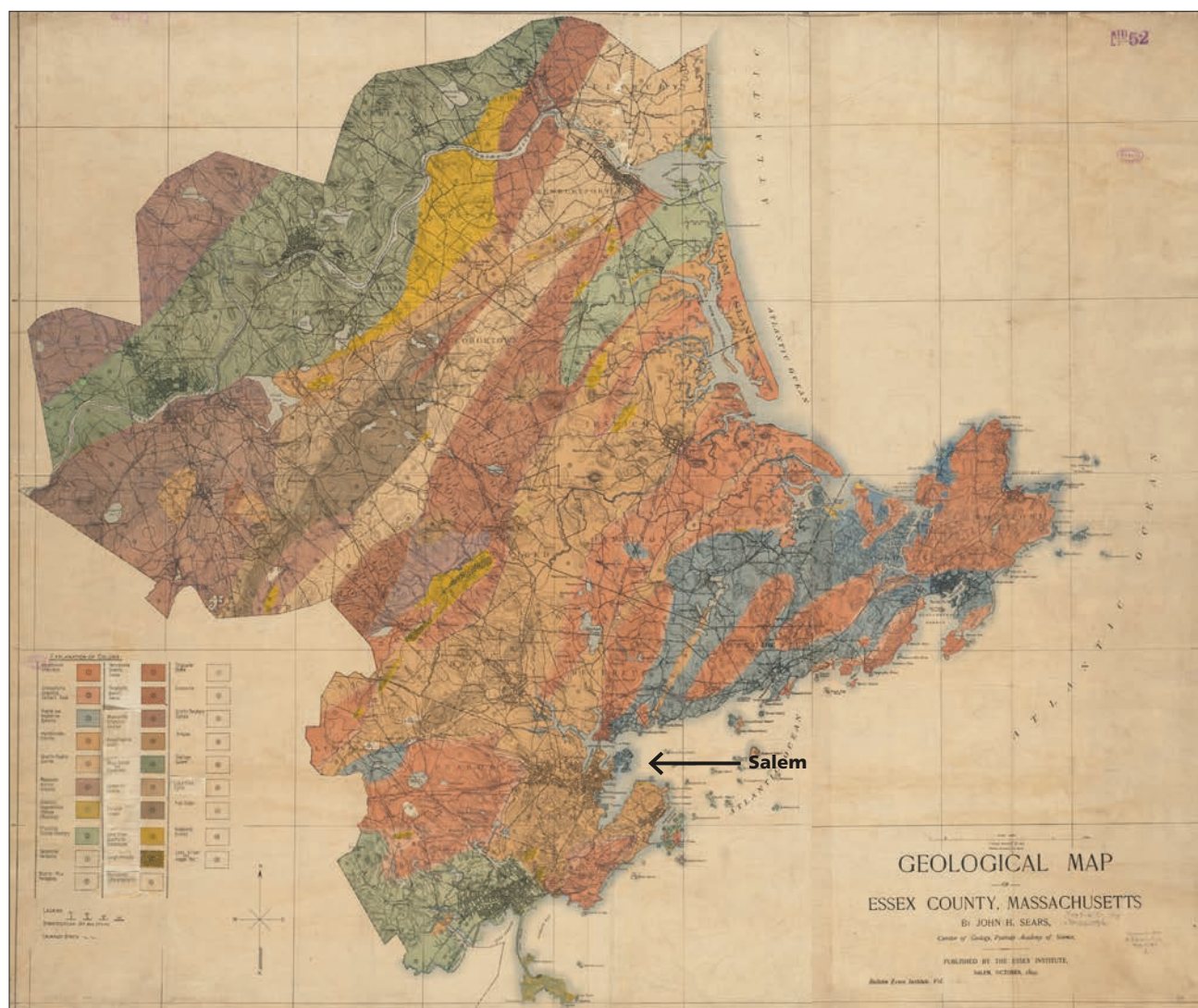


Figure 2. Geological map of Essex County showing the alignment of ridges and valleys. The majority of Salem Neck is highlighted in pale orange to indicate a Hornblende-Diorite substrata (Sears, 1905, map reproduction courtesy of the Norman B. Leventhal Map Center at the Boston Public Library, annotated by OCLP).

GEOLOGICAL ORIGINS, PRE 1600

Located at the southern base of Cape Ann, the Salem peninsula extends into the northern perimeter of Massachusetts Bay. The landform is part of the northeastern Appalachian geologic province, and is characterized by its complex composition of uplifted and folded rocks that generally conform to the northeast to southwest alignment of ridges and valleys of the Appalachian chain (Figure 2).¹ Only two miles long and less than a half a mile wide, Salem's peninsula is bound on the northwest and southeast by two wide tidal rivers and on the east by a deep harbor and sound. The northeast end of the peninsula juts out in rocky heads of sedimentary slate and sandstone, with intrusions of igneous granites and diorites.² Innumerable small islands are scattered along the coast, some little more than an emerging dome of rock, and others large enough to support small forests and hold ponds and creeks of fresh water. At the southwest base of the peninsula, short, tidal rivers and estuaries fracture the shoreline, generally reaching only a few miles inland before ending in swampy headwaters.³

NATIVE AMERICANS AND EUROPEAN CONTACT, 1600-1620

Prior to European contact, the Massachusetts coast was home to a network of tribes and confederacies within the Algonquian language group, including the Wampanoag, Massachusett, Nauset, and Naumkeag. Other tribes, including the Pennacooks, Nipmuc, Pocumtuc, and Mahican, occupied inland areas of the Merrimack River Valley and further west (Figure 3). The coastal tribes lived in small villages, deriving subsistence from the sea and the land. They fished from boats on the coast or weirs in the rivers, hunted game and fowl in the uplands and wetlands, and planted fields with corn, beans, squash, and other crops. The soils on Salem peninsula were marginally fertile. Richer soil lay in the plains to the northwest and southwest, which later became Danvers and Marblehead.⁴ Tribal groups migrated inland along water courses and overland routes. Their society was complex and interconnected with regional trade, political structure, alliances, and warfare.⁵

European explorers visited the Salem area in the late sixteenth and early seventeenth century, mapping the coast, naming the features, and recording descriptions of the land and its native inhabitants. Tidal fluctuations of approximately eleven feet and changing currents around the headlands, islands, and hidden underwater shoals, made coastal navigation perilous. Tucked between headlands, Salem's deep bay, muddy coves, and sandy beaches offered safety to visiting ships. Early recorders noted the coastal lands were amply forested with mature, tall, straight trees. In the hills and uplands, forests held red and white oak, red maple, white pine, chestnut, and hickory. Low inland areas supported beech,

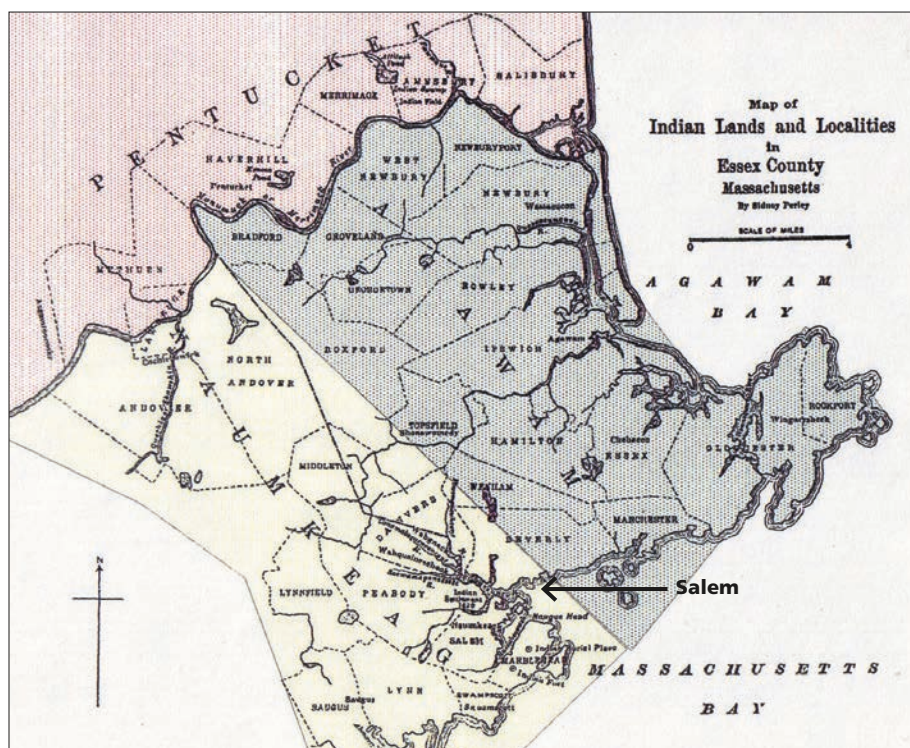


Figure 3. Map of the geographical distribution of Naumkeag, Agawam, and Pentucket Indians as depicted by Historian Sidney Perley around 1900 (Southern Essex Registry of Deeds Native American Deeds Project, John O'Brien, Register, annotated by OCLP).

hemlock, and tulip poplar. The gravelly, sandy well-drained soils along the shore supported forests of salt- and drought-tolerant pitch pine, scrub oak, and holly. Native inhabitants kept the forest understory open with periodic burning. A New England visitor in the 1630s, William Wood, described the practice: “for it being the custome of the Indians to burne the wood in November, when the grasse is withered, and leaves dried, it consumes all the underwood, and rubbish, which otherwise would over grow the Country, making it unpassable, and spoile their much affected hunting.” Wet areas, protected from the fires, were a tangle of underbrush.⁶

The predominant quality of New England noted by the early explorers was that of abundance. Timber, fish, shellfish, game, fowl, and fertile land were said to be plentiful. The forests were populated with deer, bears, wolves, foxes, beavers, mountain lions, otters, martins, and moose, a creature that particularly astonished the Europeans. Every spring and fall, great numbers of geese, ducks, teals, and other waterfowl stopped to rest and feed in the New England waters during their annual migrations. Passenger pigeons migrated in great flocks that clouded the skies. Turkeys were abundant year-round.⁷

Nowhere was the bounty of the New World more evident than in the coastal waters, bays, rivers, creeks, and estuaries. Explorers described great quantities of cod, herring, and mackerel in the near-shore waters of Cape Ann, Massachusetts Bay, and Cape Cod. Great numbers of anadromous fish migrated annually up the rivers and small streams to spawn, including smelt, alewives, sturgeon, trout, and shad. One early seventeenth century observer described alewives “in such multitudes as is almost incredible, pressing up such shallow waters as will scarce permit them to swim.”⁸

Most of the accounts of early European exploration along the New England coast in the sixteenth and early seventeenth century describe the tribes that lived along the shore. When Captain Bartholomew Gosnold made the first recorded English voyage to New England in 1602, European fishing and trading ships had already made contact with the Indians living there. Upon their first approach, Gosnold’s chronicler John Brereton recounted in 1602, “five Indians, in a barke-shallop with mast and saile, an iron grapple, and a kettle of copper, came boldly aboard us, one of them appareled with a waistcoat and breeches of black serdge, made after our sea-fashion, hose and shoes on his feet.” Brereton recorded a number of other encounters with the people of New England during their time on the coast, and while these meetings appeared to have been without incident, anxiety over hostilities persisted.⁹

Over the next several years, several European voyages recorded contact with the local tribes, including Martin Pring in 1603, George Weymouth and Samuel Champlain in 1605, and John Smith and Thomas Hunt in 1614. The earliest accounts refer to large numbers of Indians inhabiting the coast of New England,

especially around Massachusetts Bay. John Smith counted forty considerable settlements from the Penobscot River to Cape Cod, and often mentioned cleared corn fields.¹⁰

The Europeans brought new materials, language, and practices, but also introduced contagious diseases, such smallpox that wiped out ninety percent of the Native American population in coastal areas of New England. Many of the deceased included tribal and religious leaders, which prompted major realignments and reform within Indian polities.¹¹ Following a plague of measles or typhus in 1616, European accounts describe indigenous coastal settlements as empty with fields cleared and planted, but unharvested.¹² For the next three decades, English settlers exerted their authority and fractured the remaining coastal Indian groups. William Bradford, leader of the Plymouth Plantation wrote in the early 1600s of the “Providence of God” and of the settlers: “with their miseries they opened a way to these new-lands; and after these stormes, with what ease other men came to inhabite in them.”¹³ The Massachusetts Bay Colony’s first governor, John Winthrop wrote in 1634, “For the natives, they are near all dead of the smallpox, so the Lord hath cleared our title to what we possess.”¹⁴

Some Native American groups reorganized further inland during the colonial period, retaining webs of significance that they created for themselves and cooperatives ways of living. Other groups adapted to colonial ideologies for survival and moved to Christian communities known as praying towns, including Wamesit (now Lowell) and Natick. Others resisted English authority or formed alternate alliances with rival colonies and nations. Realignments resulted in the geographical dispersion. For example, the children and grandchildren of Massachusett sachem Nanapashemet were associated with communities from Marblehead to Natick. Documentation suggests that only two or three Native American families lived in Salem by the 1630s on the north side of the North River.¹⁵

MASSACHUSETTS BAY SETTLEMENTS, 1620–1626

By 1620, European fishing boats made annual trips to the waters off the coast of New England and Newfoundland, taking home full loads of dried cod and furs. Colonization began with the Pilgrims at Plymouth in 1620 and soon expanded to scores of small coastal villages from New Haven to Portland. While many of these villages sprouted and withered within a few seasons, some, like Salem, took root and grew into the permanent towns and cities.

Most fishing, trapping, and trading expeditions were organized and financed by companies of businessmen and merchants in England. The companies established temporary settlements to support these operations, which were occupied during the summer and shuttered over the winter. These settlements typically consisted of simple dwellings, perhaps a chapel, and rows of fish flakes—wooden

structures used for drying fish. Once salted and dried, the fish were packed in barrels for shipping. By 1624, these transient settlements dotted the coast from Massachusetts Bay to Maine. One group of merchants based in Dorchester, England sponsored fishing expeditions to Massachusetts Bay. These expeditions set up their fish flakes and other temporary buildings on or near Cape Ann during the fishing season, but then returned each winter to England. Seeking to extend the fishing season and to expand fur trading and subsistence farming, the group formed the joint stock Dorchester Company to administer a year-round settlement.¹⁶

In 1624 the Dorchester Company designated John Tylly and Thomas Gardener as overseers of the Cape Ann settlement for the fishing and planting efforts respectively. Within a year, the company reached out to three individuals residing then in Nantasket to invite them to join the plantation at Cape Ann. Two of the men, John Lyford and John Oldham, had recently resided in Plymouth, but had each run afoul of the leadership there and had been expelled. The company asked Lyford to serve as the minister and for Oldham to coordinate trade with the Indians. Lyford accepted, but Oldham declined. The company also recruited Roger Conant, a salt maker who had arrived in Plymouth around 1623. For unknown reasons, he and his family had also left Plymouth and were living in Nantasket with Lyford, Oldham, and others. On the merits of his reputation, the Dorchester Company asked Conant to lead the settlement at Cape Ann. He and Lyford moved north to Cape Ann in 1625.¹⁷

The Cape Ann enterprise was unprofitable, and two years after it was established, the Dorchester Company withdrew its support of the settlement and dissociated. Left on their own, the majority of the settlers decided to leave Cape Ann for England or for the warmer climes of Virginia. Conant, however, convinced about thirty people to stay, but moved them south to what he considered a more accommodating location.¹⁸ At the southern base of Cape Ann was a small peninsula of land bounded by rivers on the northwest and southeast. The southern river emptied into a harbor big enough for the ships of the day, there was adequate fresh water, and much of the land surrounding the peninsula was deemed suitable for farming. In 1626, Conant, John Balch, John Woodbury, Peter Palfrey, their families, and others established a small cluster of huts on the peninsula, at the time called Naumkeag—Algonquian for “the fishing place”—but soon to be renamed Salem – from the Hebrew word Shalom, meaning peace (Figure 4).¹⁹

LANDSCAPE SUMMARY, 1626

Drawing 1 illustrates the appearance of the study area in 1626. The peninsula on which Salem was founded was predominantly low and sandy, offering marginal farm land but ample waterfront. The two rivers that defined the peninsula, the



Figure 4. Map showing the geographical place names associated with European settlement beginning in 1626 (OCLP).

North and South Rivers, were wide coastal estuaries with extensive shallows and marsh, much of which was exposed at low tide and inundated at high tide. Both rivers would provide enough protected anchorage for small ships, but the channel of the South River swung close to the shore, providing a more accommodating situation for future waterfront development. A freshwater spring seeped up from the swampy center of the peninsula feeding a small stream that emptied into a muddy cove to the east. The cove, later called Shallop Cove or Collins Cove, divided the eastern end of the peninsula, one tip extended northeast toward what would become Beverly and another tip called Salem Neck extended eastward into the harbor. The Old Planters settlement area, known as Naumkeag, lay on the northeastern tip. Winter Island, a hub for the growing fishing industry, lay to the south of Salem Neck.

Other than water routes, overland circulation routes were not yet documented. Like most coastal Native settlements, the Indians were decimated by European-introduced diseases, and most had either abandoned or traded land rights in the vicinity of the English settlement.²⁰ The extent of wooded areas versus cleared

land was not documented, other than the observation that the soils were found to be marginally suitable for cultivating crops.

The site where Derby Wharf would eventually be built was on a small muddy and shallow cove in the South River, named Palfrey Cove after Peter Palfrey who settled in the area with Roger Conant and processed fish there. The cove was defined on the west by an island, later named Jeggles Island, and on the east by a small point of land, later known as Foot's Point. Two channels of the South River flowed east on either side of Jeggles Island before swinging south away from Foot's Point and towards the outer harbor, leaving broad mud flats near the shore.²¹



Cultural Landscape Report

Salem Maritime National Historic Site

1626 Period Plan Regional Context



National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

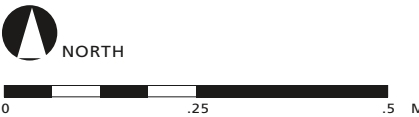
SOURCES
1. James Duncan Phillips, *Salem in the Seventeenth Century* (Boston: Houghton Mifflin Company, 1933).
2. USGS 15cm Color Ortho Imagery (2008/2009), MassGIS.

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Adobe Illustrator CS6
AutoCAD Map 3D 2012

LEGEND

	Open Water
	Tidal Flats
	Swamp
	Vegetation

NOTES:
1. Vegetation cover is conjectural and intended for illustration purposes only.
2. Channel location is based on verbal description in Phillips (see sources).
3. Location of original Naumkeag settlement based on conjecture by Phillips (see sources).



COLONIAL SALEM AND THE DEVELOPMENT OF ATLANTIC TRADE: 1626–1735

The second period in the evolution of the site extends from 1626 to 1735, when the Salem population swelled during the Great Migration, struggled through King Philips War and the Witch Trials, and prospered as a growing port. The period extends until 1735, when Captain Richard Derby Sr. purchased a dwelling and adjoining flats at the head of Union Wharf, marking the beginning of almost a century of involvement of the Derby family with this area of Salem as part of the town's mercantile community, and the growing success of Atlantic trade.

ESTABLISHMENT OF SALEM, 1626–1630

When Charles I became King of England in 1625, Puritans in England initially enjoyed a certain amount of tolerance with sympathizers in the Parliament of England. By the end of the 1620s, conditions deteriorated and persecution increased. In 1628, King Charles I dissolved Parliament and began a decade-long personal rule, greatly alarming Puritan leaders. As colonization in North America began to take hold, and settlements like Plymouth demonstrated the potential for success, parties in England became more interested in coordinating larger-scale migration to New England where the Puritans could practice their religion freely. Whereas the Plymouth settlement was an effort by a group of Separatists who broke their relationship with the Church of England, non-Separatist Puritan leaders including John Endecott (circa 1601–1665) established settlements in Salem, Charlestown, and Boston.²²

Some of these Puritan leaders had been involved with the Dorchester Company's 1625 settlement on Cape Ann. After its failure, they organized into the Massachusetts Bay Company and obtained a sizeable land grant from the Council for New England between the Charles and Merrimack Rivers, including the fledgling settlement at Naumkeag.²³ The company immediately began organizing provisions and recruiting settlers, selecting John Endecott, one of the grantees, to lead the endeavor. In 1628, Endecott sailed on the *Abigail* with about a hundred settlers, arriving at Naumkeag in September.²⁴

When Endecott arrived, Roger Conant and about thirty other planters had been at Naumkeag for two years and had established a small cluster of huts known as the Old Planters settlement on the north end of the peninsula. They had also improved some extent of land for planting.²⁵ Endecott's party, endowed with the authority of the Massachusetts Bay Company's patent, superseded the existing settlement, but was given the instructions to welcome Conant and the other settlers into the colony as full members of society. For his dwelling, Endecott purchased a two-story frame house that the Dorchester Company had built at Cape Ann, and moved it to Naumkeag. Rather than place the house near the existing dwellings, Endecott located it near the center of the peninsula, which

would become the town center at the southeast corner of Washington and Federal Streets.²⁶ Endecott also brought instructions from the Massachusetts Bay Company to purchase land titles from the remaining Indians if “any of the Savages pretend Right of Inheritance.”²⁷

Back in England, the Massachusetts Bay Company was preparing to expand the colony. They purchased ships to shuttle settlers to New England and to carry on trade between England and the colony. In February, the company wrote to Endecott instructing him to prepare houses for three hundred persons, and to prepare the following for return cargo: timber, staves, sassafras, sarsaparilla, sumac, silk grass, two or three hundred firkins of sturgeon, and other fish, and beaver pelts. In April they wrote again informing Endecott that a number of ministers were being sent to see to the spiritual nourishment of the new colony, as well as for evangelistic missions with the local Indians. Leading the expedition would be Reverend Francis Higginson. Higginson was one of hundreds of ministers who sailed to the New World, while the Puritan gentry who helped to finance the transportation remained in England.²⁸

Higginson arrived at Naumkeag at the end of June 1629 on the first ship of a fleet of six ships. Together, the ships carried three hundred men, sixty women, and twenty-six children as passengers to Naumkeag and Mishawum (Charlestown). The fleet also carried cannons, arms, provisions for a fort, plus cattle, horses, sheep, goats, and rabbits, though many of the animals died en route. One of Higginson’s first efforts was to advocate for a new European name for the Naumkeag settlement. From a number of suggestions, the group chose Salem, the name of the Old Testament city of peace.²⁹ Upon his arrival, Higginson described the settlement:

When we came first to Nehumkek, we found about half a score of houses; we found also abundance of corn planted by them, very good and well liking. And we brought with us about two-hundred passengers and planters more, which by common consent of the old planters were combined together into one body politic, under the same Governor. There are in all of us, both old and new planters, about three-hundred, whereof two-hundred of them are settled at Nehumkek, now Salem. And the rest have planted themselves at Masathulets Bay, beginning to build a town there which we do call Cherto or Charlestown. We that are settled at Salem make what haste we can to build houses; so that in a short time we shall have a fair town.³⁰

Generally Higginson’s writings portrayed a favorable climate and abundant resources in the new settlement that would offer spiritual fulfillment for Puritans. Higginson and Samuel Skelton, both Non-conformists in England were Salem’s first ministers and established a Reformed Congregation with John Endecott. The following winter, Higginson was weakened by a fever and died in 1630 at the age of forty-three. His extensive writings, however, would continue to be circulated and attract settlers. For example, Higginson described the abundance of native woods and other resources available to the settlers.

For wood there is no better in the world I think, here being four sorts of oak differing both in the leaf, timber, and color, all excellent good. There is also good ash, elm, willow, birch, beech, sassafras, juniper cypress, cedar, spruce, pines and fir that will yield abundance of turpentine, pitch, tar, masts and other materials for building both of ships and houses. Also here are store of sumac trees, which are good for dying and tanning of leather, likewise such trees yield a precious gum called white beniamen, that they say is excellent for perfumes. Also here be divers roots and berries wherewith the Indians dye excellent holiday colors that no rain nor washing can alter. Also we have materials to make soap-ashes and saltpeter in abundance.³¹

A succession of ministers followed Higginson, some of whom were feared to be influenced by the Plymouth Colony Separatists. Within the next decade, Roger Williams was banished from Salem in 1635 for his Separatist tendencies. Reverend John Cotton, the second pastor of the Boston church, preached the same year on the Puritan ideals of adhering to, yet reforming the Church's covenants.³²

While religion was the thread that wove the settlement together, financial success was the engine that maintained the settlement. Shipbuilding was an immediate priority for those at Salem. The Home Company in England sent at least six shipwrights to Salem in 1629, led by master workman Robert Moulton.³³ These shipwrights were put to work building shallops for fishing, as well as a bark capable of reaching England. The Home Company ordered three ships for fishing or trade in 1629. Within a few years, many vessels were built and Salem became noted as one of the principal shipyards in the colony. Storehouses were erected for the shipwrights for fishermen on Salem Neck and Winter Island.³⁴

Although timber was abundant, Salem residents also sought to utilize more durable materials for some of their buildings and found nearby Marblehead to be a good source for clay for bricks and for stone. In 1629, Higginson reported back to England, "At this instant we are setting up a brick kiln to make bricks and tiles for the building of our houses. For stone there is plenty of slates at the Isle of Slate in the bay of Massachusetts, and limestone, free-stone and smooth-stone and iron-stone and marble-stone also in such store, that we have great rocks of it and a harbor hard by. Our plantation is from thence called Marble-harbour."³⁵

GREAT MIGRATION, IMPROVERS, AND THE PLANTERS PLEA, 1630-1642

In 1630 the Great Migration began in earnest. The Massachusetts Bay Company organized eleven ships with more than seven hundred passengers, including their choice for new governor, John Winthrop. Winthrop and deputy governor John Dudley arrived in Salem that summer, at which time the population of the Salem settlement was estimated to be 300 people. Dudley later wrote, "Salem, where we landed, pleased us not." The residents were weak and starving, and many had died during the winter. Winthrop chose to establish the seat of the colony at Massachusetts Bay to the south, which he deemed to have the better natural attributes of a deeper harbor, fertile ground, and a network of navigable

rivers. There the company established their primary settlement at Charlestown, and additional settlements at Watertown, Dorchester, Mattapan, and Boston. Ultimately Winthrop favored the Shawmut peninsula (Boston) over Charlestown for its fresh water springs.³⁶

Over the next ten years, a steady stream of Puritan emigrants left England, thousands of them heading for the shores of New England. Many of the new arrivals settled in Boston, which became the colony's capital, but smaller towns sprung up throughout the coastal areas and in the Merrimack and Connecticut River valleys. By 1640, an estimated 13,000 Puritans had settled in New England, which by then included Massachusetts Bay Colony and Plymouth Colony, as well as Connecticut Colony and Providence Plantation, both established in 1636. Under John Winthrop's leadership the Massachusetts Bay Colony established a policy based on the English legal theory, *vacuum domicilium*, that unimproved land was free for the taking by anyone who would "improve" it. Hence only Indian lands that were improved required purchase. This policy resulted in the taking Indian hunting and fishing grounds, the establishment of additional English settlements, and increasing tension with tribal communities throughout the region.³⁷

Meanwhile, in England by the beginning of the 1640s, relations between King Charles I and Parliament continued to erode, erupting into the English Civil Wars in 1642 and leading to the execution of Charles I in 1649. During this period, many of the Puritans believed that their place was back in England fighting for their cause, and the end of the migration coincided with the resurgence of Puritan political power in England. The migration that had quickly populated New England halted around 1641.³⁸

Most immigrants came from the middling strata of English society, but not all New England emigrants came with families.³⁹ Five percent of English households in the 1630s consisted of a single individual, compared to thirty-eight percent of New England settler households. Immigrants possessed a range of skills and included shoemakers, carpenters, joiners, tilers, brick-makers, butchers, tanners, hempdressers, weavers, cutlers, fullers, physicians, tailors, gardeners, mercers, and skimmers.

It is unclear what motivated individuals to choose to come to New England versus other colonies to the north and south during the Great Migration. However, the demographics were notably different. The majority of young, single males emigrated to tobacco and sugar plantations in the south.⁴⁰ In contrast, males and females of all ages emigrated to New England, including middle aged couples with children and relatives.⁴¹ More than half of the emigrant families brought servants who made up seventeen percent of the population. The servants greatly enhanced the agricultural productivity and financial success of the newly settled towns. However, most households brought only one or two servants. Due to the limited

resources in the new colony, English writer William Wood cautioned settlers to rely on a few servants, “he that hath many dronish servants shall soon be poor and he that hath an industrious family shall as soon be rich.”⁴²

Tradesman coming from England typically brought their tools and as many goods as were allowed. William Wood wrote “preparation for the journey cost about ten pounds, freight cost four pounds per ton, and the journey itself cost approximately five pounds and included food, though passengers were encouraged to bring their own provisions. Passengers were also encouraged to bring the tools necessary to clear and farm the land including a spade, shovel, hatchets, axes, “wood hooke,” hoes, hammer, and wimble, with six piercer bits.” Early settlers would have to rely heavily on fish for sustenance until the land could be cultivated and become productive; hence hooks, lines, and leads were brought for fishing.⁴³

Within the agrarian English society, families fell within a descending order of social and economic status as gentry, yeoman, husbandmen, and landless laborers. The county’s gentry for the most part remained in England. Yeoman farmed estates of fifty acres or more and husbandmen worked plots less than fifty acres. The first wave of the Great Migration brought five yeoman, thirty husbandmen, and a dozen laborers to New England. Curiously, many of the emigrants gave up their relatively stable status in England to engage in subsistence agriculture, with marginal returns, few raw materials, and rudimentary market facilities. The harsh reality of the limited resources in the new country was publicized in letters and reports for potential emigrants. Yet at the same time, proponents of the new settlements such as Reverend Francis Higginson wrote about the abundant resources and promised spiritual advancement.⁴⁴

Another proponent and founder of the Massachusetts Bay Colony, Reverend John White issued the “The Planters Plea,” that “the most eminent and desirable end of planting Colonies, is the propagation of Religion.” The pursuit of religious conformity and the required oath of allegiance before departing England would create a relatively stable community in New England. The oath also forged a bond of solidarity that would ultimately contribute to Salem’s success in trade and be the catalyst for independence.⁴⁵

The Puritan immigrants that poured into New England in the 1630s largely bypassed Salem in favor of Boston and the many small towns that were established in the surrounding area. By the end of the decade, Boston was home to well over a thousand residents, while Salem had but a few hundred. Salem nonetheless benefited from the influx of people and money that accompanied the Great Migration.

From the outset, the Massachusetts Bay Company was intent on settlement in towns, rather than the dispersed settlement as was typical further to the south.

In New England, the General Court granted land to towns as corporate entities, in hopes of creating a balance between individualism and communalism. Each town was founded around a church and evolved in four stages. First, colony officials surveyed the land and demarcated the main roads. This effort was funded by prosperous colonists that were recognized as proprietary entrepreneurs in return for land grants in the new towns. In the second phase, prominent settlers of “good and honest report” allocated land to ensure that each family would be able to produce a comfortable subsistence while weighing individual and community needs. The town proprietors also held land in common to allow for future divisions of property, and in so doing established a hierarchy that benefited the town’s founders. The third phase began when new settlers arrived in towns that were fully granted. These newcomers were sold land that was considered in excess by the original owners or vacated upon the death of the original owner. The newcomers did not receive the same benefits and access to the common lands. Finally, in the fourth phase of town evolution, new arrivals tended to bypass established towns and traveled further inland to acquire land and proprietorship. As this settlement process unfolded, Salem incorporated in 1629 and was one of the first of twenty-three New England communities in the early 1630s, and forty-five a decade later.⁴⁶

In addition to selling land to newcomers that arrived during the Great Migration, the first settlers offered food, livestock, lumber, and other goods produced in the colony for cash, which fed the early economy and the development of Salem and other towns. New England’s forests offered an abundant supply of red oak, pine, maple, and cedar, which were used for fuel, fences, houses, and furniture. By 1640, Salem featured several larger houses scattered among its two hundred or so clapboard cabins, and was home to a number of well-to-do families.⁴⁷

COLONIAL TRADE, 1620S–1690S

In the first years of European settlement, the commerce of New England was based on the three export commodities—timber, fur, and fish. Timber was abundant from the tall and straight pine, oak, ash, and other trees that grew in forests throughout the region. The trees were harvested along the shoreline, then floated to sawmills for milling into lumber. Furs were obtained by trading with the Indians or with French and other European trappers in coastal Maine and Massachusetts. Both of these commodities were brought back to England on ships that had ferried the new Puritan settlers to New England. The primary commodity, however, was fish. Cod and haddock were caught in the near-shore waters off of Maine and Massachusetts, dried on wooden flakes, and packaged in barrels for shipment back to England. Cod was also an important source of oil. In the 1620s and 1630s, much of the shoreline areas of Salem were dedicated to processing and storing fish.

The Great Migration had not only brought money and goods into New England, it had also brought in skilled craftsmen and experienced mariners, including ship builders and captains with knowledge of oceanic navigation. These essential experts, combined with the abundant high quality timber available, fueled a growth of shipbuilding in Salem and other New England towns, reducing New England's dependence on England for trade.⁴⁸ Demonstrating the importance of the budding shipbuilding industry in the early years, in the 1630s Salem placed restrictions on using timber suitable for shipbuilding for products like clapboards and barrel staves, giving ship carpenters the right of first refusal for the best timber.⁴⁹ Soon, the shipbuilding and outfitting industry in Salem was becoming mature and self-sufficient, turning out ships capable of reaching foreign ports.

Figure 5. Map of New England by John Sellar based on a 1665 survey showing early coastal communities including Salem and navigable inland rivers (Map reproduction courtesy of the Norman B. Leventhal Map Center at the Boston Public Library, annotated by OCLP).

Salem began trading with other American Colonies as early as the 1630s, with short coasting trips to Long Island Sound and the coast of Maine. In the 1640s, as the flow of Puritan immigrants and their money slowed to a trickle, the shrinking economy prompted merchants to export a wider range of goods gathered from a broad network of individuals (Figure 5). Over the next half-century, American



trade grew at a steady pace, as the colonies enjoyed a great amount of freedom in the ports they could trade with.

Historians reflect that a key element of Salem's success in trade stemmed from the socially cohesive community that was an essential precondition for an industry based on transfer of local and foreign goods. Though the religious tenants had begun to unravel with the Halfway Covenant, the overall commercial and social rhythms of provincial Massachusetts were stable. For example, Salem merchant George Corwin teamed up with other merchants to export a wide range of goods harvested from a large network of individuals. Between 1653 and 1656 Corwin exchanged goods with 132 residents, two-thirds of whom lived in Essex County. Selling exotic items such as lace, silk, tobacco, cotton, and wine to locals, Corwin accepted payment in the form of live cows and hogs, processed pork, beef, Indian corn, wheat, rye, and oats. Corwin then sold these items in the Barbados and other ports. Surprisingly, Corwin often waited several months for payment by residents with this array of goods, which generated substantial returns and bolstered Salem's transition from a "parochial" to "cosmopolitan" port. Thirty years later merchant Philip English would achieve similar success using Salem as his home port.⁵⁰

Massachusetts was the first slave-holding colony in New England, with the first slaves arriving in about 1624. The first American ship to carry enslaved Africans was the seventy-nine foot long, 120-ton vessel *Desire*, built in Marblehead in 1636 and owned by a Salem merchant.⁵¹ In 1638 the ship also transported Pequots that had been captured in a raid near Mystic, Connecticut. According to the records of Governor John Winthrop, the young male Indians, deemed dangerous, were transported to the West Indies region of the Caribbean basin and traded for "salt, cotton, tobacco and Negroes."⁵² This practice of exporting Native Americans and importing Africans to enhance the productivity of the colony was endorsed by Governor Winthrop, "until we get... a stock of slaves sufficient to doe all our business," and continued throughout the seventeenth and eighteenth centuries.⁵³ Though a judicial decision ended slaveholding in Massachusetts in 1783, Salem merchants continued to profit by transporting slaves and provisions.⁵⁴

By the 1670s, the introduction of slave labor on sugar plantations in the West Indies dramatically increased production, and the islands became the primary source for the world's sugar and molasses. The small islands, however, lacked many of the basic provisions and building materials needed to sustain them. Initially Salem fishing vessels sailed to the Sugar Islands during the winter off-season to exchange dry cod, meat, mackerel, timber products, and horses for sugar and molasses. Cod and mackerel supplied food to the slaves, and horses turned the sugar mills. Timber, which was in high demand due to the scarcity of hardwoods on the islands, was manufactured into building frames, shingles, and barrel staves.⁵⁵

Rum, distilled from molasses in the West Indies and the southern colonies, provided Salem merchants with a staple export to Europe and other transatlantic ports. Salem vessels carried rum, along with cod, timber products, furs, and raw wool, to Europe, where they were exchanged for paper money, salt, iron, Asian imports acquired from the British East India Company, and finished goods such as fabrics, furniture, and hardware. Similar regional cargoes were exchanged in southern France, the Iberian Peninsula, and the Wine Islands. Here, Salem merchants traded dry fish, timber goods, and tobacco and wheat from the southern colonies for wine, fruit, and Spanish coin.⁵⁶

By the end of the seventeenth century, pressures from a number of fronts were squeezing merchants and making trade more costly and more perilous. In the wake of the Eighty Years War, in response to resurgent Dutch, Spanish, and French shipping, England passed a series of Navigation Acts that restricted trade between England and its colonies and foreign ports. These acts, passed between 1651 and 1696, were increasingly onerous to Salem's merchants, cutting sharply into profits and forcing many to circumvent the regulations. New England was embroiled once again in the conflicts of Europe.⁵⁷

At the same time merchants were constrained by the Navigation Acts, the first and second Indian wars brought panic to New England settlements and later to the shipping industry. In 1675 a confederation of Native American tribes rebelled against English rule and land takings. Led by Metacom, a Wampanoag also known as King Philip, the affiliated tribes attacked forty towns, destroyed an additional twelve towns, and killed nearly 2,000 settlers. The English retaliated by killing many Native Americans, destroying their villages, incarcerating Christian Indians from the Praying Towns on Deer Island in Boston Harbor, and laying sanctions on others. For example, Indians could not be within the Salem Town after hours. The war ended in 1678, but a decade later, a second war, known as King William's War, rekindled hostilities with the Native Americans as well as the French from 1688 to 1697 for control of New England's northeastern frontier. Tribes attacked New England villages as well as their fishing and trading expeditions, creating unrest throughout northern New England. In collaboration with French privateers, Native Americans disrupted trade with the West Indies, while ships intrepid enough to cross the Atlantic and attempt trade with the Mediterranean were subject to attacks by Barbary pirates. Native Americans attacks on English settlements along the coast led to the abandonment of some settlements and a flood of refugees into Salem Town and Salem Village. The ongoing conflicts and fear of Indian attack hung over the Essex County region, and impacted the production and movement of goods.⁵⁸

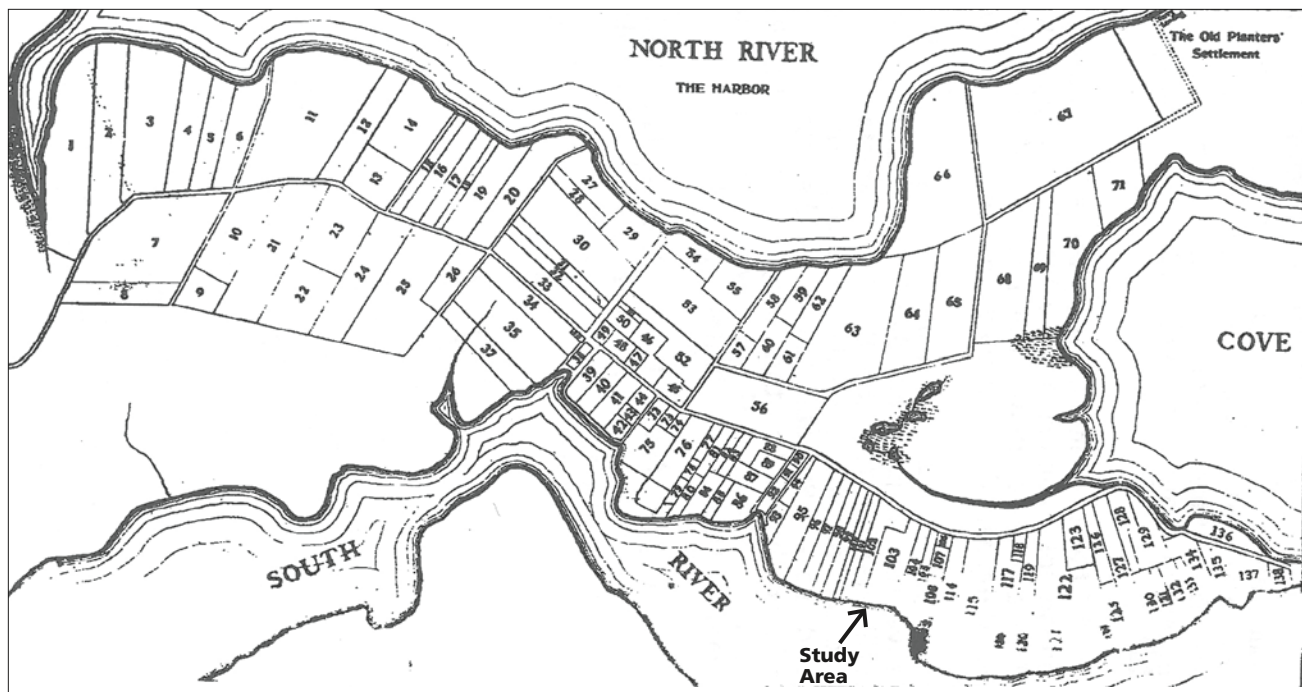


Figure 6. Parcel map of the Salem Town settlement in 1660 as depicted by Historian Sidney Perley (*The History of Salem*, 3 volumes, 1924-28, annotated by OCLP).

SALEM VILLAGE, SALEM TOWN, AND WITCH TRIALS, 1672-93

Many of the first generation of settlers of Salem Town and Salem Village died in the 1660s and 70s. At the same time, agriculture in the region suffered due to several coincidental events including severe droughts in 1662 and 1666, black stem rust damage in wheat crops, and a widespread infestation of caterpillars. Tension also increased among religious factions, leading to banishment, threats, and accusations. Marblehead had split from Salem in 1648, and by the 1670s the residents of Salem Village requested their own church. Salem Village covered a large geographic area and for some residents the meeting house in Salem Town required seven miles of travel over rough roads. The Salem Village population numbered about 500 to 600, and consisted of farmers. In addition to distance, the farming community shared conservative values, faced rural issues such as grazing rights, property lines, church privileges, and sought greater benefits from their taxes. Often ignored, Salem Village advocated for autonomy from Salem Town, which was engaged in commerce, fishing, shipbuilding, and an increasingly urban area with a population well over 1,000 residents (Figure 6). In March 1672, Salem Town granted Salem Village the liberty to establish a parish and hire their own minister, but did not initially grant full-covenant membership.⁵⁹

Amidst the turmoil before, during, and after the first and second Indian wars, three ministers accepted positions at the Salem Village church then stepped down due to disagreements with the congregation. The selection of Samuel Parris in 1689 as the first ordained minister for the church worsened relations. Parris adopted strict standards for church membership and increased tension between church and non-church members. Like his predecessors, Parris was discontent in his position and lost the support of the village committee—the group responsible

for conveying his salary. Historians point to the growing tension as the precursor to Parris's witchcraft accusations.⁶⁰

The initial afflictions of witchcraft took place in Parris's household in January 1692 and the first accusations were made in February. In the ensuing months a witchcraft hysteria led to 144 accusations and mistrust throughout Essex County. Hearings were conducted in Salem Village, Salem Town, Ipswich, and Andover and the accused were from some two dozen communities, though most from Andover, Salem Town, and Salem Village (Figure 7). By September 1692, nineteen people, mostly women, were hanged for the crime of witchcraft, and one man was pressed to death by a pile of stones. The first accused were vulnerable individuals, such as Sarah Osborne, who made her living begging, and Tituba, an enslaved person. However subsequent accusations included church members, a minister, merchant, and several selectmen and their wives.⁶¹

Figure 7. Map of events associated with the Witch Trials in 1692 and 93 as depicted by William Phineas Upham in 1866 and published by Elroy McKendree Avery in *A History of the United States and Its People* (Map reproduction courtesy of the Norman B. Leventhal Map Center at the Boston Public Library, annotated by OCLP).



A once prominent member of the community, Reverend George Burroughs was among the accused, and was subsequently hanged. Burroughs had served as the minister of Salem Village from 1680 to 1683, but like Parris, found the Salem Village congregation untenable. He resigned and moved to Falmouth (now Portland, Maine), but was subsequently identified by the accusers as the “ring leader” and an ally of the Wabenaki tribe. Simon Willard was one of the Salem residents who testified against Burroughs in August 1692. Willard described Burroughs’ great strength, stating, “none of us could do what he could do.”⁶² Simon Willard later purchased the property within the study area known as the Narbonne property. Willard was born in 1649 in Concord, and his family subsequently moved to Groton. In 1672, as a result of King Philip’s War, the Willards relocated to Salem. Although Willard provided testimony against Burroughs, he later condemned the trials.

Among those charged with witchcraft were a successful Salem merchant, Philip English, and his wife Mary Hollingsworth. Philip English was a French Huguenot who immigrated from the Isle of Jersey into the mercantile class of Salem Town. Mary was the only daughter of a prominent Salem merchant. English’s non-Puritan background and extensive trade connections with France may have contributed to the accusations against him. Among the accusers was Mercy Lewis, a refugee that came from Maine during King William’s War. Another accuser was Susannah Sheldon who had lost family members during the wars. Yet another accuser was William Beale of Marblehead who witnessed a land transaction in which English had contested familial claims. Philip and Mary English were arrested and transported to Boston to await trial. On the eve of being returned to Salem for trial, they escaped the jail and fled to New York, where they stayed for more than a year. It would take several years for Philip English to rebuild his shipping business to what it had been before the trials began.⁶³

Despite this hysteria, the industrious and determined Salem merchants continued to expand their shipping reach, finding successes where they might. When the witchcraft trials ended in 1693 and the political climate improved for shipping, Salem Town’s growth accelerated. For the time being, Salem Village remained tied to Salem Town. Not until 1752 did Salem Village become the independent town of Danvers.⁶⁴

THE RISE OF MERCHANT FAMILIES, 1690–1735

By the early 1700s, transporting New England goods was lucrative business. Merchants shipped dried codfish and timber products to the West Indies sugar plantations, and transported sugar across the Atlantic to the Wine Islands of Madeira, to British controlled Iberian ports like Cadiz, and to ports in England. With the rapid expansion of trade in the late seventeenth and early eighteenth centuries and Salem Town’s burgeoning seafaring economy came the rise of their

great merchants. According to historians Vickers and Walsh, about ten percent of the men that began sailing at a young age became successful merchants, while another thirty-five percent earned a comfortable income from shop keeping or other trade. With no established aristocracy in New England, it was easy for a merchant to gain acceptance as a gentleman. By mid-eighteenth century, however, the mercantile families of New England had formed a cohesive social class.⁶⁵

John Turner exemplified the rapid ascent of some mariners. Seemingly unfortunate, Turner was born in Boston in 1644 as the son of a shoemaker who died shortly after his birth. His mother, however, remarried a Salem merchant, George Gardner, who was tremendously successful in the early years of Salem's Atlantic trade. With the support of his stepfather, John Turner was able to take advantage of the established trade routes and soon became one of the wealthiest men in the colony. In 1668 Turner purchased a three-quarter-acre lot with a small house owned by Ann More. Turner built a mansion, later known as the House of the Seven Gables near the Salem waterfront, on what became Turner Lane. Turner's success in shipping allowed him to construct a wharf, warehouses, sheds, and to establish a counting house.⁶⁶

Overcoming his persecution during the witchcraft crisis, Philip English was also among the first to demonstrate the combination of wealth and prominence that success in the business of trade could bring. By 1700 English had regained his position at the top of Salem's commerce and society until his death in 1735. English owned a number of properties around Salem, including a mansion on the east end of Essex Street and waterfront parcels with wharves on the South River. This was typical of the other merchant families that rose to prominence during the first half of the eighteenth century, including the Ornes, Tylers, Pickmans, Lindalls, Turners, Brownes, Epes, Lyndes, Gardners, and Derbys. While many merchants had houses on Essex Street, they all maintained a presence on the waterfront, granting them immediate access to the wharves and storehouses (Figure 8).⁶⁷

The success of family patriarch Captain Richard Derby Sr. (1712–1783) exemplified how merchants contributed to the development of the nation's free market business and economic systems. Derby rose to prominence as a merchant at a time when the country had no landed gentry or aristocracy. He built a productive career in the same method as most successful Salem mariners, by learning the trading business from the ground up. The only son of four children and raised by his widowed mother and his grandmother, Richard grew up in a “mansion house” on Essex Street. His mother sold retail goods including alcohol, hence Richard learned the basics of buying and selling goods. He went to sea at a young age and likely learned the basics of seamanship and navigation from his uncle Samuel. By the 1730s Richard was captaining vessels for Timothy Orne. When he was twenty-four he made his first trading voyage as captain of

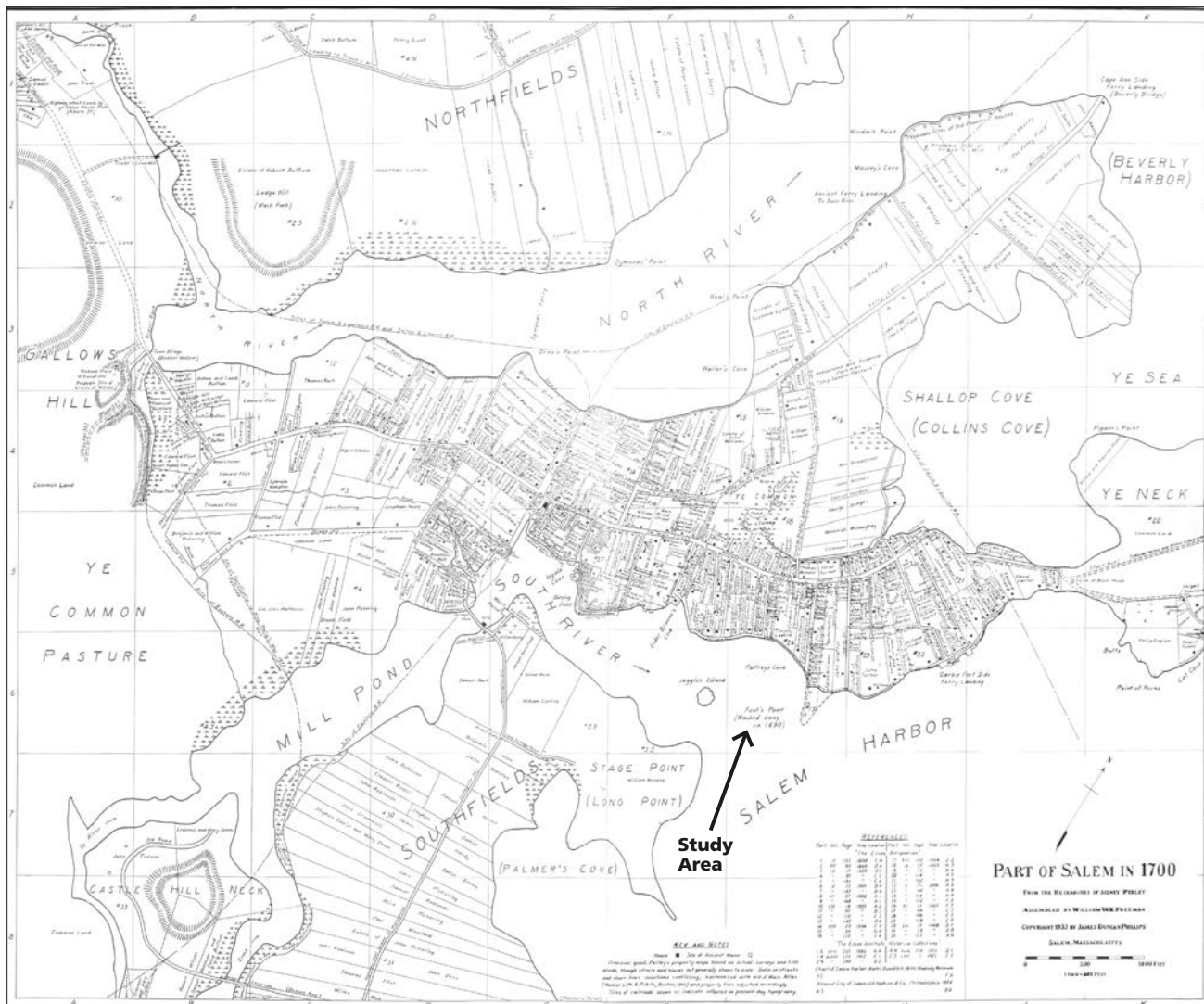


Figure 8. Map of Salem in 1700, created by William W. K. Freeman, 1937, based on Sidney Perley's research, and published in *Salem in the Eighteenth Century*, James Duncan Phillips, 1937. The map illustrates the density of development in Salem Town versus the disperse large lots in Salem Village (University of Virginia Online Library, annotated by OCLP).

the *Ranger* in 1736, and also purchased the vessel. He entered the trade during a period of rapid expansion. Through reinvesting his earnings in subsequent trips, Derby gradually increased his position and interest in maritime ventures. By the early 1740s he owned six vessels and was among Salem's wealthy elite.⁶⁸

DEVELOPMENT OF SALEM, 1626–1735

After the arrival of John Endecott in 1628, the town of Salem grew around its nucleus at the intersection of Main (Essex) Street and Town House (Washington) Street.⁶⁹ Town House Street was a short, broad street, two blocks long, which spanned the narrowest portion of the peninsula from the North River to the South River. Important civic buildings were located along Town House Street, including the town house, court house, and meeting house, as well as shops and residences.⁷⁰ Houses stood in irregular rows along the streets that radiated from the town center. Essex Street, called Main Street at the time, snaked lengthwise along the peninsula, with short side streets providing access to house lots and the waterfront. Lots varied in size, but were generally large, with many of the lots

extending from the street to the shoreline. The center of town was populated by the most wealthy and influential citizens, such as John Endecott, as well as selectmen, church administrators, doctors, and merchants.⁷¹

Beyond the central core of the town, the peninsula was more sparsely populated. Some of the first Salem planters still had small farms along the east side of town, and other farms and pastures filled out much of the remainder of the peninsula around Shallop (Collins) Cove. The geographical features of the peninsula still determined the overall density and layout of the town, with roads and farms laid around swampy or rocky areas. The growing conditions on the peninsula were marginal due to sandy soils, swampy areas, and rock outcrops, but they did permit small-scale subsistence farming and pasturing some livestock. The majority of the planting was done on the other sides of the North and South Rivers, called the North and South Fields respectively, including private farm land and public planting and grazing land.⁷²

For many years, Salem's waterfront areas remained largely undeveloped. The near-shore waters were too shallow for larger ships to dock, which generally anchored near the mouth of Salem Harbor south of the peninsula, or in Beverly's outer harbor to the north of the peninsula. These ships were serviced by shallops and other small tenders, which ferried personnel and cargo to the shore. Within the town, the center of maritime activity was a small stretch of waterfront on the South River at the south end of the town center. There were no public wharves on the waterfront and only a handful of storehouses, fish houses, and boat-building yards scattered around the periphery of the peninsula.⁷³

By the turn of the eighteenth century, Salem's principal waterfront area was at the south end of Town House Street along what would become Front Street, where the steep bank had been buttressed over deeper water to create small wharves. These wharves were likely kept clear by the river current, allowing small ships to dock parallel to the shore. For the next two decades, the only wharves east of Burial Point were those of Deacon Osgood at the foot of Hawthorne Boulevard and small wharves near the foot of Turner Street. The center of the fishing trade was Winter Island on the southeast side of the peninsula. The island was occupied by fishermen's houses and the facilities for processing fish, including drying flakes and storage warehouses. A public wharf was located on Winter Island, and many of the overseas ships, which came mainly for fish, landed here. Fish processing and the homes of the fishermen also occupied much of the area of Salem Neck on the east end of the peninsula.⁷⁴

In the 1720s work began on a new wharf that extended from the bank of the South River to Jeggles Island. This wharf became known as Union Wharf, and was the largest and most important wharf in Salem until the construction of Derby Wharf in the 1760s. Richard Derby was one of the merchants that initially based his business on and near Union Wharf.

In 1735, at the age of twenty-three, Richard Derby Sr. married Mary Hodges, the daughter of the wealthy cooper and merchant Gamaliel Hodges.⁷⁵ They purchased a “dwelling house, bake house, shop, barn & outhouses with the land whereon they stood”—just to the northeast of Union Wharf. Built by James Lindell, the Georgian style gambrel-roofed home was sizable for its time and referred to as a “Mansion house” (Figure 9). In addition, this plot also included the “flats adjoining, bounded Southerly by the river to the low water mark” (Figures 10 and 11).⁷⁶

Figure 9. The gambrel-roofed house that Richard and Mary Derby purchased in 1735, seen here in the late nineteenth century, located at Derby Street and Herbert Street, and now known as the Derby-Ward house (Frank Cousins Photographs, David M. Rubenstein Rare Book & Manuscript Library, Duke University).



Like John Turner, Richard Derby chose to reside in a middling area made up of tradesmen and rising merchants with a mix of large and small homes, as opposed to Town Street (School or Washington) area and Main (Essex) Street where the most wealthy and influential families in Salem lived, mostly along a two-block stretch between modern-day Liberty and North streets. Richard Derby had grown up on Essex Street, but not in the affluent section. Richard’s grandfather, Roger Derby owned a substantial home in the 1680s and 90s, but it was located a half mile west of the center of town, in the rural outskirts near the Maules and Pickerings. At this time a tradesman’s residential lot often served

as a place of business as well. Lots typically contained a dwelling house, outbuildings, and perhaps a workshop, depending on the trade of the owner. Tailors, cobblers, carpenters, coopers, butchers, and other tradesmen processed or manufactured and sold goods in their homes or outbuildings. The waterfront location allowed Derby to keep an eye on the activities on the wharf, which was ideal as he began to build his family’s shipping empire on the South River.⁷⁷

SITE DEVELOPMENT, 1626–1735

For much of Salem’s first century, Palfrey Cove remained undeveloped

for maritime commerce. The shallow water and extensive mud flats prevented ships from approaching near enough to shore to facilitate loading and unloading. The earliest claims to the land that would later become part of Salem Maritime National Historic Site were for the purposes of drying and packing fish.⁷⁸

The current road network emerged by 1700. Derby Street followed the shoreline and was referred to as the Ancient Highway, the Way along the South River, and Water Street. Orange and Daniels Street, named before 1700, extended north from the shoreline to Main (Essex) Street.⁷⁹ By 1700, several successful merchants resided along the waterfront including Thomas Jeggles, James Hardy, John Gardner, Francis Skerry, and Stephen Haskett. None lived



within the study area, which contained three or four modest residences. Larger residences were located to the north, east, and west of the site during the colonial period. By the 1720s, the construction of Union Wharf increased the amount of traffic passing through the study area.

Narbonne House Lot

Prior to the construction of the circa 1675 dwelling that would later be known as the Narbonne House, the lot was likely owned by various tradesmen. The lot fronted Main (Essex) Street and was just north of a two-acre lot owned by Timothy Laskin. Laskin's widow, Damaris married Paul Mansfield, a fisherman, who owned much of the surrounding land and possibly owned the Narbonne lot.⁸⁰ Most sources attribute the first house on the lot to Thomas Ives and date it to around 1675 (Lot 9 in Figures 10 and 11).⁸¹

Custom House Lot

During the colonial period, the future Custom House lot held a modest residence. By 1661 Paul Mansfield owned an approximate half-acre parcel with a house and was a fisherman.⁸² Upon his death in 1696, the property passed to his son, John, and upon his death, to his siblings. In 1718, the property passed to Samuel Elsey, who five years later sold the property to John Browne. At this time, the house was a two-story structure with a lean-to addition at the rear, with a "well and front yard." Other than Paul Mansfield's livelihood as a fisherman, little is known about these early occupants, though most were likely tradesmen with families (Lots 3-A and B in Figures 10 and 11).⁸³

Hawkes, Derby, and West India Goods Store Lots

Timothy Laskin Sr. owned a two-acre upland parcel north of Palfrey Cove as far back as can be traced and died before 1659. He owned the land that would later support the Hawkes and Derby houses and the West India Goods Store, as well as the lot that would later hold St. Joseph Hall. When he died, the parcel passed to his widow, Damaris, who had two children, John and Timothy Laskin, Jr. Damaris later married Paul Mansfield, a fisherman. Mansfield owned the entire western end of the block bounded by Derby, Orange, and Essex streets, and his house stood on the site of the Custom House (see description of lot above). By the end of the seventeenth century, much of the upland north of the cove passed to Timothy Laskin, Jr, who passed the property to his son Thomas, also a cooper, who sold it back to Paul Mansfield (or his son of the same name) in 1708. At that time, the lot contained a cooper shop and the house. This land would later become the core of Salem Maritime National Historic Site (Lots 1 and 2 (A, B, C) in Figures 10 and 11).⁸⁴

St. Joseph Hall Lot

In the mid-1600s, Timothy Laskin owned the land which later became the site of St. Joseph Hall. Laskin conveyed the land to Robert Gray before 1656, and in 1656 Gray conveyed it to John Ingersoll. Ingersoll's son, John Jr. likely constructed a house on the parcel in about 1670, south of the future St. Joseph Hall lot. John Jr. died in 1695 and the house and southern portion of a barn passed to his son, Samuel, who died shortly thereafter (Downing/Palfrey Lot in Figures 10 and 11).⁸⁵

In 1697 the property was held by Samuel Ingersoll's widow Sarah and two daughters, Sarah and Margaret. The land then passed to Thomas Beadle, several other individuals, and eventually was purchased by Thomas Downing, who in turn bequeathed the dwelling to Richard Downing, a cooper. Richard Downing sold the dwelling house and three-quarter acre parcel to Warwick Palfrey Sr., a sailmaker in 1721. Palfrey held the property for several years, purchased additional property, and called himself a gentleman.⁸⁶

Wharves

During this period, there was little development of the wharves within the study area. However, just to the west in the 1720s work began on a new wharf to connect the South River shore to Jeggles Island. As noted previously, this wharf became known as Union Wharf, and was the largest and most important wharf in Salem until the construction of Derby Wharf in the 1760s.

LANDSCAPE SUMMARY, 1735

Drawing 2 illustrates the appearance of the study area in 1735, at the time when Richard and Mary Derby moved into their home just west of the study area. During the last half of the seventeenth century, Salem grew from a small coastal village to a thriving seaport town and a hub for trade. Main (Essex) Street, which traveled the length of the peninsula from west to east, served as the primary route through the town and contained the most prominent residences, including the homes of selectmen, church administrators, doctors, and merchants.⁸⁷

Within the study area and north of Water (Derby) Street, the residential block was divided into about nineteen house lots and bounded by Main (Essex) Street on the north, Orange Street on the west, Daniels Street on the east. At least three homes stood within the study area including the Willard-Ellis, Browne, and Laskin-Mansfield homes. Each dwelling was located toward the front of their respective lots with ample back yards that held the outbuildings and, in some cases, subsistence gardens and livestock. The lots ranged from a large two-acre lot in the center of the block to small lots of under a tenth of an acre. The smaller lots were concentrated along Orange Street and Main (Essex) Street. A small lot on the north side of the block facing Main (Essex) Street was owned in 1735

by the Willard family but mortgaged to Captain Thomas Ellis. The circa 1675 residence (later known as the Narbonne House) was originally constructed as a half-house, but by 1735 included a several additions, a center chimney, a cellar, an attic, an outhouse, and a shop. At Orange and Derby streets, John Browne owned the dwelling on the corner lot, formerly owned by the Mansfields. To the east, the Mansfield-Laskin family owned the two-acre lot that fronted Water (Derby) Street, which included a small home facing south toward Palfrey Cove. The Downing family owned a home on a large lot, a portion of which would later be the site of St. Joseph Hall. The Downings transferred the lot to Warwick Palfrey Sr. by 1735, but the house was likely further south on the long narrow lot, closer to the waterfront.

The waterfront of Palfrey's Cove was used for fish drying. Foot's Point, which had defined the east side of the cove, had washed away in 1690, but the resulting mud flats within the cove still forced ships to swing wide to the south to find the channel.⁸⁸ The west side of the cove was defined by Union (Long) Wharf, which was owned by Richard Derby Sr. and extended over the north channel and Jeggles Island. Union Wharf took advantage of the deep water of the channel that passed on the north side of the island, allowing larger ships to dock. In 1735, Union Wharf was the largest and longest wharf. Beyond to the west, vessels used the south channel to access Ingall's Cove at the foot of Town House Street, where small wharves and docks still accommodated the bulk of Salem's shipping, with the exception of fish. East of Palfrey's Cove, the South River opened up into Salem Harbor. At this time, the center of the fishing trade was to the east at Winter Island at the mouth of the harbor.⁸⁹



Cultural Landscape Report

Salem Maritime National Historic Site

1735 Period Plan
Regional Context



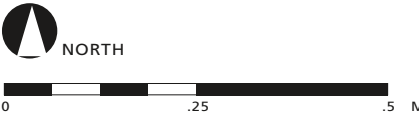
National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

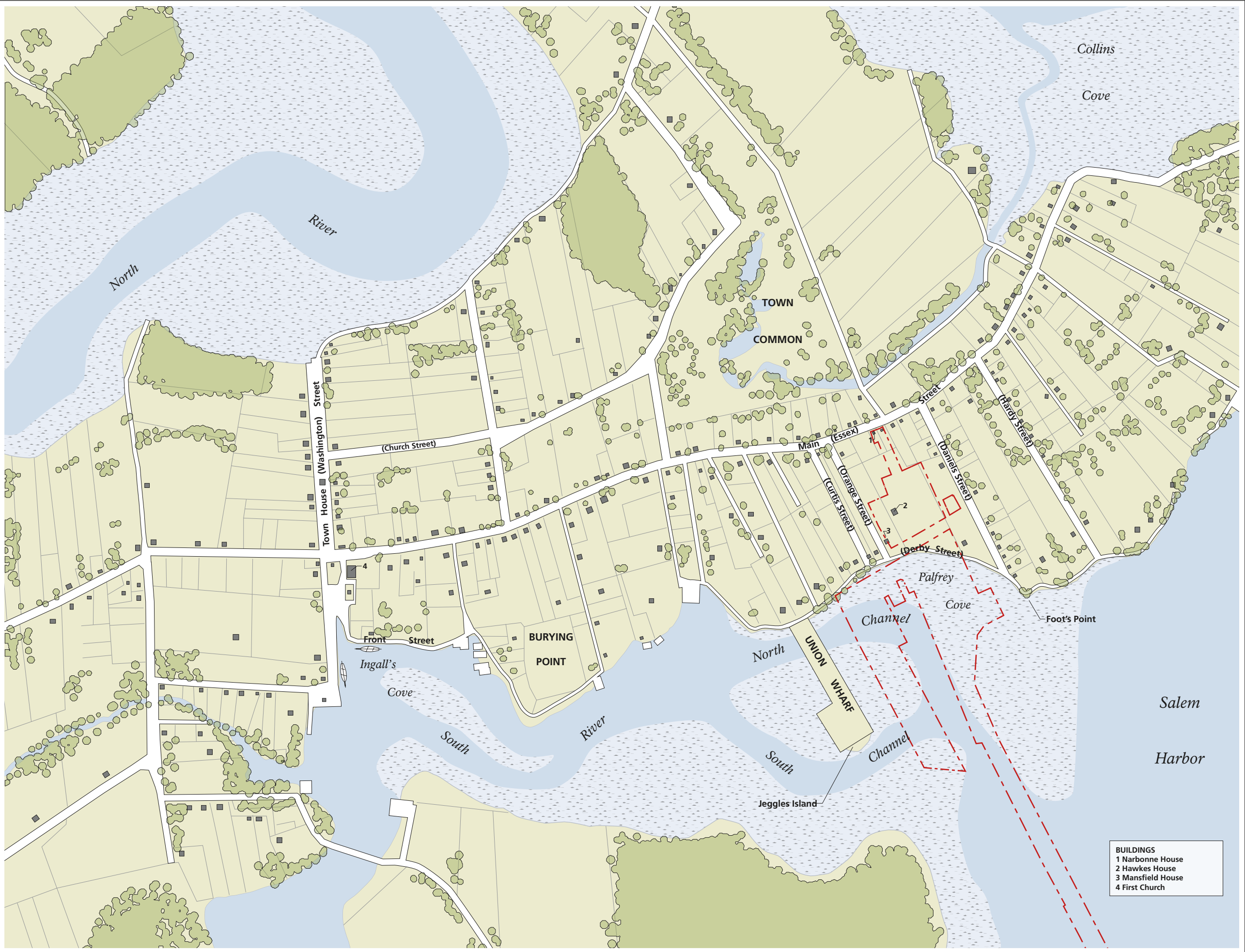
SOURCES
1. James Duncan Phillips, *Salem in the Seventeenth Century* (Boston: Houghton Mifflin Company, 1933).
2. USGS 15cm Color Ortho Imagery (2008/2009), MassGIS.

DRAWN BY
John W. Hammond, OCLP
Alexandra von Bieberstein, OCLP
Sasha M. Bachier, OCLP
Adobe Illustrator CS6
AutoCAD Map 3D 2012

LEGEND	
	Buildings
	Lot Lines
	Roads
	Open Water
	Tidal Flats
	Swamp
	Vegetation

NOTES:
1. Features depicted in approximate scale and location.
2. Vegetation cover is conjectural and intended for illustration purposes only.
3. Channel location is based on verbal description in Phillips (see sources).





Cultural Landscape Report

Salem Maritime National
Historic Site

1735 Period Plan
Park Context



National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. James Duncan Phillips, *Salem in the Seventeenth Century* (Boston: Houghton Mifflin Company, 1933).
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LEGEND

- Buildings
- Lot Lines
- Roads
- Open Water
- Tidal Flats
- Vegetation
- Existing Park Boundary

NOTES:
1. Features depicted in approximate scale and location.
2. Vegetation cover is conjectural and intended for illustration purposes only.
3. Channel location is based on verbal description in Phillips (see sources).

NORTH

0 400 800 FEET

THE DERBY FAMILY AND THE REVOLUTIONARY WAR: 1735–1783

The third period of site development extends from 1735 to 1783, when Salem continued to prosper and expand as a trading port, despite the growing tension with England. The period chronicles the rapid growth of Salem's trade economy and the pivotal role of the Derby family, and ends at the close of the Revolutionary War in 1783.

COLONIAL ATLANTIC TRADE AND NAVIGATION ACTS, 1735–1775

The years of peace between the end of Queen Ann's War in 1713 and the beginning of King George's War in 1744 accommodated freer trade between the American colonies, Europe, and the West Indies, and some relief from harassment of navies and privateers. At the end of King George's War in 1748 an expanding European trade economy fueled prosperity for Salem merchants, ship builders, and tradesmen. Technological advances also spurred the growing industrial economy including the flying shuttle loom in 1733, the steam condenser in 1764, the spinning mill in 1771, and the steam engine in 1775. Salem merchants hoped to capitalize on the emerging industries associated with these inventions through the movement of goods (Figure 12).⁹⁰

While colonial merchants sought new trade opportunities, Great Britain attempted to regulate trade. A series of Navigation Laws ensured Great Britain's commercial advantage over its colonies. The Molasses Act of 1733 placed prohibitive duties on imports of foreign molasses, sugar, and rum, but was persistently violated by colonial merchants. In 1756, the eruption of the Seven Years War between France and England endangered trade between the American colonies and French West Indies. Laws in effect at the time already forbade direct trading between French and British colonies, but the West Indies relied on resources such as timber, fish, and grain from the North American mainland. Conversely, New England traders relied on a circuitous pattern of trade that included the West Indies and Europe. After the outbreak of hostilities, trade with the West Indies became more hazardous, but more lucrative.

At the close of the Seven Years War in 1763, Parliament attempted to recoup some of the war expenses by enacting laws intended to further regulate trade and raise revenue. The Sugar Act of 1764, also known as the American Revenue Act, placed new duties on items widely consumed in America and included measures for stricter enforcement. The act severely hampered merchants like Richard Derby Sr., and the critical trade ports of the West Indies were all but closed to colonial traders. The act fueled a growing concern about the economic impact of British rule, taxation without representation, and ignited a movement that would lead the colonists to revolt.⁹¹



Figure 12. Mercators Chart for the Atlantic Basin by Herman Moll in 1737 showing the major trade ports within the Atlantic Basin (Map reproduction courtesy of the Norman B. Leventhal Map Center at the Boston Public Library, annotated by OCLP).

In Salem, the division between patriots and loyalists grew deeper during the “Writs of Assistance” case, where the writs gave officials the authority to search a merchant’s vessels, warehouses, barns, and house for smuggled goods.⁹² The Stamp Act of 1765 and the Townshend Acts of 1767 exerted further pressure on the colony, and elicited protests. In response, the patriot vanguard of the Boston merchant community devised the non-importation agreements of 1768. The non-importation agreements were aimed to hurt British merchants who sought to do business in the colonies by banning the import of British goods. While serving to protest the Townshend Acts, non-importation also forced smaller merchants out of business—those who had been undercutting the prices of larger merchants but could not maintain inventory and relied on the steady flow of goods. At this time, the Derbys were among the largest ship owners in Salem with ample warehouses along the waterfront to store goods. Like other large merchants, the Derbys were able to survive a period of prolonged non-importation, which both eliminated small competitors and provided the opportunity to reduce their large inventory.⁹³

As Great Britain attempted to enforce the new acts, resistance in the colonies grew, and relations deteriorated. A widespread anti-monopoly sentiment ignited

against Great Britain's East India Company, which held exclusive import rights from Asia to England, including the tea trade. Objections in the colonies included price controls, the right to liberty, and the right to property. Equal rights for all meant exclusive rights for none. In the *New York Journal*, a critic lamented that the East India Company monopoly was a monster too powerful to control. These concerns precipitated the Boston Tea Party uprising on December 16, 1773.⁹⁴

In response to the Boston Tea Party, British Parliament passed the Coercive Acts in 1774, taking away the self-government of Massachusetts and closing the Port of Boston. The colonies responded the same year by forming the First Continental Congress, which created the Continental Association to impose a boycott on goods from England and the British West Indies. Britain in turn enacted the New England Restraining Act, restricting all New England trade to British ports and barring New England ships from the North Atlantic fisheries. The resulting trade freeze and the armed blockades dispatched to enforce it put the two parties on the inevitable path to war.⁹⁵ Salem's status as a leading colonial seaport placed it at the forefront of the Revolutionary War.

SALEM MERCHANTS AND THE DERBYS, 1735–1783

Many of the Salem merchants that prospered in the early and mid-1700s continued to prosper despite the trade restrictions. Timothy Orne Jr. was one of the most prominent and successful merchants in the mid-1700s. He owned a share in at least thirty-five or forty vessels, and lived in a large house on Essex Street. Many of the captains that sailed for Orne went on to become the wealthiest merchants in the next generation, including John Crowninshield, George Dodge, John Gardner, Joseph Grafton, and Richard Derby Sr.

Richard Derby Sr.'s mercantile career spanned numerous wars that made trade difficult but profitable. During the Seven Years War Derby lost at least three vessels at the hands of British admiralty courts and French privateers, but he successfully carried on commerce with French West Indies throughout the conflict, mainly smuggling French sugar and molasses from the West Indies islands, which were forbidden to British vessels during the war. With the income from his wholesale and retail stores and private banking, Derby was recognized as one of the most prosperous merchants in Salem by 1763.⁹⁶

At the outset of the Revolutionary War, the Derbys and other prominent merchant families were well positioned to take full advantage of opportunities to buy and sell domestic and foreign goods with great profits. Massachusetts was the first state to authorize privateering in 1775, allowing merchants to equip their ships for defense against British privateers. A year later the Continental Congress authorized privateers to target any vessel flying a British flag or transporting supplies for the British army. Captured vessels were to be brought to port for a court hearing and then awarded prize of several thousand pounds.⁹⁷ When Salem

shifted from conventional trade to privateering, the town's merchants had over fifty armed vessels continually at sea and offensively engaged against the enemy between 1776 and 1783, more than any other port. Not only did this contribute to the American victory, it also funneled wealth into Salem, which concentrated in the city's ship owners and merchants.

The Derbys exemplified the success of Salem's maritime economy and owned or retained majority interest in at least 178 vessels between 1735 and 1820. By 1768, the Derby family owned the largest number of vessels of any Salem merchants. Richard and Mary Derby's wealth and social status grew during this period and benefited their six children: Richard Jr. (1736–1781), Mary (1737–1813), Elias Hasket (1739–1799), John (1741–1812), Martha (1744–1802), and Sarah (Sally) (1747–1774). The children attended the best schools and two married into the affluent Gardner family and two married affluent Crowninshields. Richard Derby Sr. acquired three upland lots for residences for his sons. Between 1760 and 1771 he purchased Lot 8, just west of his own house (outside the study area) for Richard; Lot 3B for John (part of the Custom House lot); and Lot 1 for Hasket (the Derby House and lot). With the exception of Martha who married a loyalist, the family supported independence from British rule.

Richard Sr.'s wife Mary died in March 1770 and he remarried eighteen months later. His second wife, Sarah Langlee Hersey had also been previously married and upon the death of her husband retained an annual income and two slaves. According to the 1771 census, Richard and Sarah resided in Salem, also owned a farm in Beverly, and had one slave. The practice of slave holding was banned in Massachusetts in 1783.⁹⁸ Upon Richard Sr.'s death in 1783, Sarah returned to Hingham, endowed the co-educational Derby Academy, and died the following year.⁹⁹

Richard Derby Jr. married Lydia Gardner in 1759, which enhanced the family's social and political connections and underscored the acceptance of the Derby family as part of the Salem elite. Richard Jr. became a member of the Massachusetts government during the critical transition from British rule to autonomy. He served as a representative to the Massachusetts General Court from 1768 to 1774 and was appointed to the Governor's Council in 1774. When the legislature rejected the authority of the Royal Governor, General Thomas Gage, in October 1774, Richard Derby Jr. joined patriots in the Provincial Legislature and continued to serve until 1779 on the Governor's Council, which took over the responsibilities of the British appointed Governor. Richard Derby Jr.'s role in politics aided the Derby family in obtaining contracts for militia supplies. As an agent of the Massachusetts Navy, Richard Jr. made arrangements to lease or sell guns and ships to the Navy and the Continental Army. Richard Jr. also provided the vessel *Quero* to the Massachusetts Provincial Congress following the Battle of Lexington to send communication of the colonists' account of the battle to the

English press. Richard Jr. retired from public service in 1779 and died in 1781. His final years were not spent at the waterfront but at a family farm in Beverly.¹⁰⁰

Elias Hasket Derby, known as Hasket by family and friends, specialized in the investment aspects of the family maritime business. Hasket began investing in his own vessels in 1765, contributing to the family's stature of holding the most vessels in Salem by 1768. At the outset of the Revolutionary War, Hasket recognized opportunity in privateering and quickly began arming the Derby's fleet. By the time of the war, he retained ownership or majority ownership in at least 26 privateers and partial interest in numerous other vessels, enabling his crews to capture 144 vessels during the war. Hasket's accumulated privateering fortunes facilitated his pioneering activities in the Far East trade in the decades following the war.¹⁰¹

Captain John Derby, the youngest of the three brothers, was chosen to sail the vessel *Quero* to England and left Derby Wharf on April 28, 1775, with written accounts of the battle and arrived at the Isle of Wright within 29 days. He delivered these accounts to American agents in London on May 28, before the public received General Gage's report of the battle. John arrived back in Salem on July 18, 1775.¹⁰² In 1782, Elias Hasket Derby built the *Astrea*, a full-rigged ship, even larger and faster than the *Grand Turk*, and commissioned as a letter-of-marque. On its maiden voyage to France under the command of his brother John, late in December 1782, the *Astrea* made the crossing in the remarkable time of 18 days.¹⁰³ John also captained the *Astrea* with news of the Treaty of Paris, which officially ended the war on September 3, 1783 with a homeward passage from Nantes to Salem in twenty-two days. John married Hannah Clark, about whom nothing is known.¹⁰⁴

Mary Derby married George Crowninshield Jr., one of five sons and part owner of Crowninshield & Sons shipping business. Richard Derby Sr. purchased a house and barn for the couple at the corner of Orange and Derby streets, on what later became the Custom House lot. Richard Sr. retained ownership of the parcel until his death in 1783. Martha Derby married Dr. John Prince, a loyalist, physician, apothecary, and merchant with a shop on the corner of Washington and Essex streets. The couple left Salem for Halifax during the war but maintained business and personal connections with the Derby family. They returned to Massachusetts in 1802, but Martha died that year.¹⁰⁵ Sarah (Sally) Derby married John Gardner and was the mother of four children, but died in 1774.¹⁰⁶

THE REVOLUTIONARY WAR AND PRIVATEERING, 1775-1783

Within one year after the British closed the Port of Boston in 1774, Salem residents transformed their massive trading fleet into one of the nation's first merchant marine fleets. The collective power of private armed merchant fleets from active ports throughout the colonies substantially contributed to the war

effort, and the profits generated from privateering partially supplanted the loss of commercial income. Salem's fleet of 158 vessels formed the colonies' most effective privateering navy, seizing 458 British vessels and more tonnage than any other American seaport during the war. The owners, captains, and crews of privateering vessels shared the profits of captured prizes (vessels and cargoes) that were sold at auction. As the majority of Salem's working population continued to depend on maritime employment to support their families, crew members often received cash advances on their shares of potential prizes. The schooner *Dolphin* was the first Salem vessel to capture a British commercial sloop, *Success*, in 1775.¹⁰⁷

Prominent merchant families who had established successful commercial fleets during the Colonial Atlantic Trade Period quickly invested in privateering for political and financial reasons. These merchants not only desired to defend their methods of conducting business but also capitalized on profitable opportunities, creating a mutually beneficial relationship between privateers and government organizations. Existing merchant fleets provided the colonies with an instant naval force and ensured the acquisition of limited provisions. Privateers fulfilled the heightened demand for essential goods and military supplies by defending ports, capturing foreign cargo, and carrying on limited trade via armed vessels, occasionally assisted by privateer guards. The Derby family led privateering efforts hailing from the Port of Salem and their vessel *Sturdy Beggar* was among the first privateers commissioned in Massachusetts.¹⁰⁸

During the first year of the Revolutionary War, Salem merchants also attempted to carry on trade with the West Indies, sending out New England products to be exchanged for commodities which had been shipped there from Europe. This trade, though profitable, was very hazardous. Early in 1776, Elias Hasket Derby's schooner *Jamaica Packet*, bound for Salem, was seized by a British cruiser and taken into Boston where she was dismantled. Soon two more Derby vessels met a similar fate, and Hasket realized that his ships could no longer hold their position at sea unless properly armed. Before the end of the year, Hasket transformed two of his merchant vessels into privateers, and by the autumn of 1777 he became actively engaged in fitting out ships to prey upon British commerce.¹⁰⁹

Until the closing years of the Revolution, much of the privateering was conducted in vessels of not much more than one hundred tons, a size designed primarily for the traditional West Indian trade. As soon as the British began to make effective retaliations, it became apparent that only larger ships, capable of out-sailing or out-shooting the enemy, could hope to survive in the dangerous occupation. To meet these requirements, Hasket constructed during the winter of 1780 the *Grand Turk*, a ship of three hundred tons. On four cruises which took it into the North Atlantic, to the Irish coast, Spain, and the West Indies during the twenty months remaining before the war ended, the *Grand Turk* made prizes of at least sixteen British vessels laden with cargoes.¹¹⁰

DEVELOPMENT OF SALEM, 1735–1783

The Derbys and other merchants poured their wealth into the development of the Salem, particularly the shoreline and its infrastructure for conducting trade. In the mid-1700s Salem was still a small village, despite its growing wealth and prominence as a trading center. Wharves were starting to extend from the shoreline, but were concentrated along the South River east of Town House Street at the Salem Town center (Figures 13 and 14). This stretch, Salem's central waterfront, was called Wharf Street or Front Street.¹¹¹

Along with trade, the shipbuilding industry was Salem's dominant economic engine at the time, and much of the population of the town was employed either directly or indirectly in one of these endeavors. Some small shipbuilding and repair yards appeared near the wharves, but most ship builders required more space and were located on the peninsula toward the Neck or along the North River. Likewise, ropewalks, which required several hundred feet of straight run within the buildings, were predominantly located on piers that extended far onto the flats of Collins Cove. Numerous specialist carpenters and tradesmen were needed to finish and outfit the ship. Ship carpenters, cabinet-makers, spar-makers, block-makers, caulkers, painters, and carvers all had workshops near the shipyards. Anchor smiths and chain smiths forged the anchors and chain cables, as well as the wide variety of other special iron work. All of these trades required workshops, which were strung out along the shoreline near the shipyards or near the central waterfront.¹¹²

As Salem merchants brought back tremendous profits like their contemporaries in London, they became improvers that were not content with the status quo. By the nature of their work as merchants, they were also masters of integration,

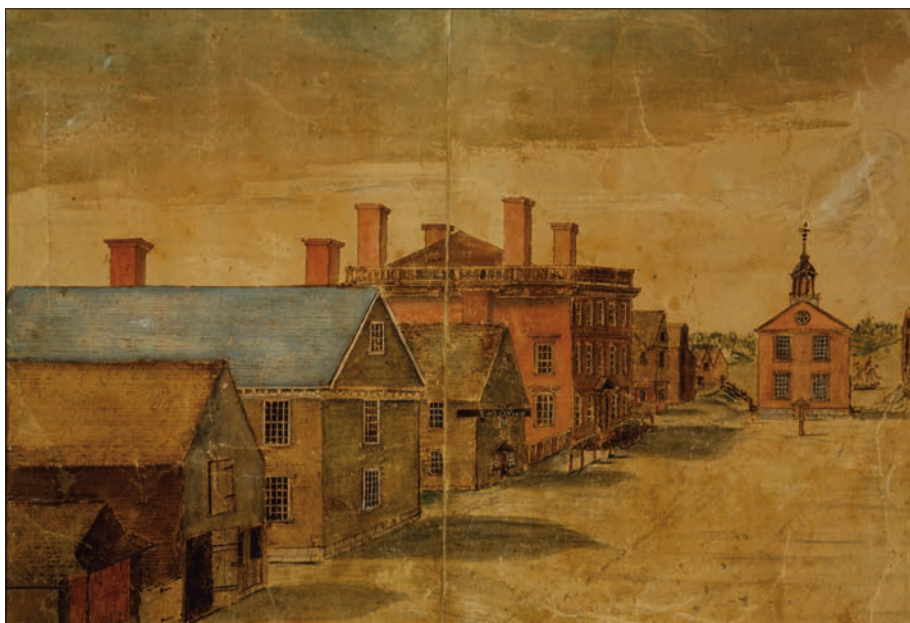


Figure 13. Painting of Salem center at School (now Washington) and Essex Streets in 1765 by Dr. Joseph Orne (© Peabody Essex Museum, Salem, MA. Photography by Jeffrey R. Dykes)

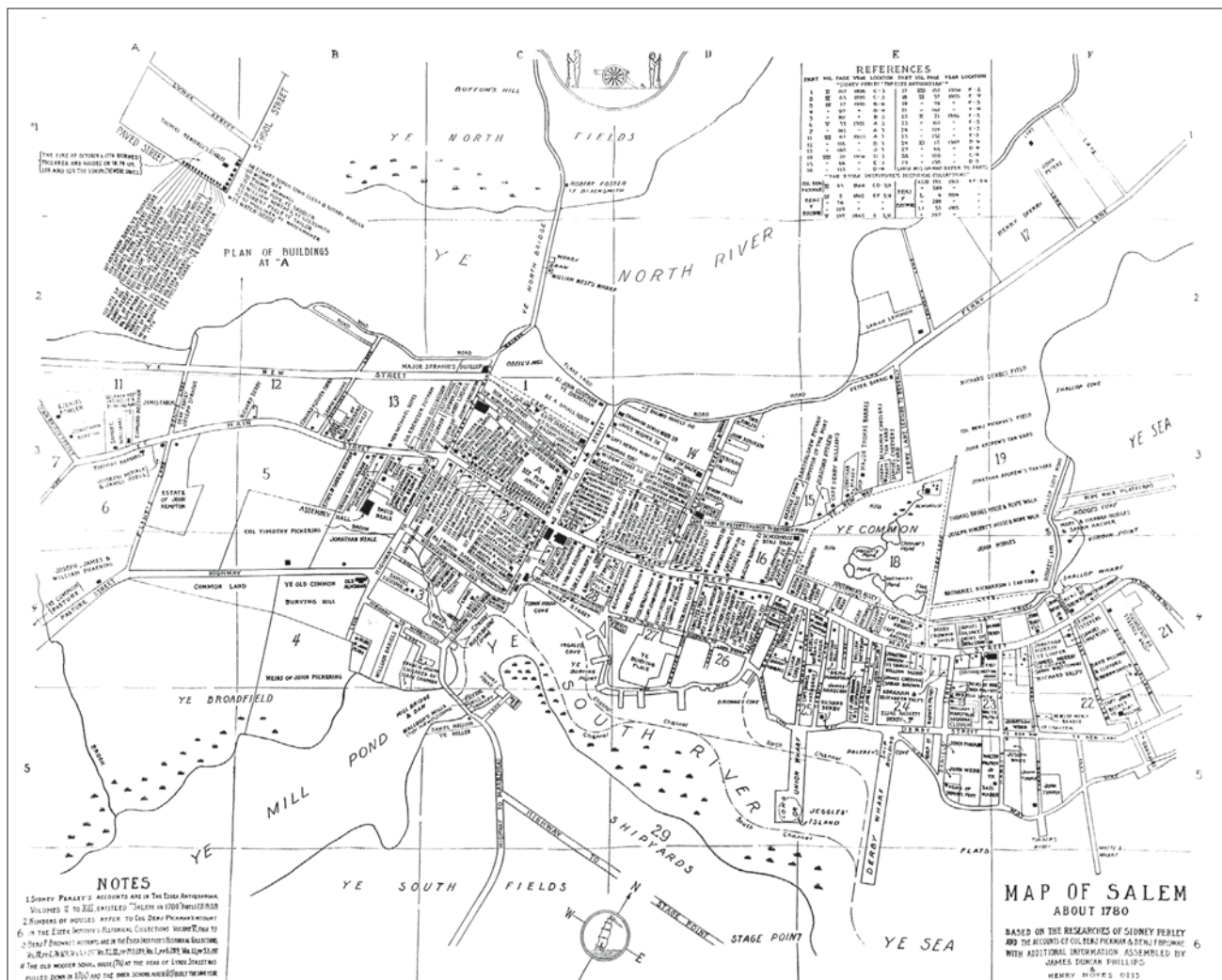


Figure 14. Map of Salem in About 1780 by Henry Noyes Otis, prepared in 1937 and published in *Salem in the Eighteenth Century* by James Duncan Phillips, 1937 (above). Enlargement of study area (right).



coordinating people, materials, and capital across market sectors and among geographically dispersed areas.¹¹³ “Improvement” touched most aspects of everyday life. Merchants constructed estates, enlarged homes, acquired art collections, laid out ornamental gardens, expanded working farms, built factories, and organized charities. However, their concept of improvement and the funding to support their improvements were largely based on the slave economy.

By the end of the Revolutionary War in 1783, Salem had burgeoned into a thriving seaport town of more than six thousand people. The modest infrastructure that had accommodated the shipping industry a half-century before had grown to robust waterfront areas bustling with the industries that kept the fleet afloat. Wharves lined the waterfront nearly contiguously from the mill dam to Derby Wharf on the South River. Warehouses crowded the waterfront near the wharves. On the central waterfront, the warehouses were across the street from the wharves, while the larger wharves were big enough to accommodate warehouses on the wharves themselves. Goods that arrived on the ships were stored on the ground floor of the warehouses waiting to be distributed for reshipment or transport along the coast. The upper floors of the larger warehouses were often used by the sail makers. Counting houses, banks, offices, stores, inns, and other businesses that serviced the commerce of trade, as well as the residences of ship owners, captains, and mariners, were also clustered near the waterfront area between Main (Essex) Street and the South River.¹¹⁴ The counting house served as a place to hire ships, recruit captains, outfit voyages, purchase merchandise, speculate on goods, and develop itineraries. Merchants aimed to fill their ships for voyages and make sure expensive goods did not lay idle. Their success required managing an often unwieldy network of clients, correspondents, agents, and employees around the world.¹¹⁵

In 1783, the area along Front Street between Norman Street and Central Street still served as the primary waterfront. Here, the bend of the south river kept deep water close to the shore and allowed for short, broad wharves. These shorter wharves continued around Burial Point and into Browne’s Cove. Beyond that, however, was a new type of wharf, one that extended several hundred feet into the river to access the deeper water and to accommodate large numbers of ships at once. The wharves were built under the leadership of Richard Derby Sr. Union Wharf extended approximately six hundred feet from the foot of Union Street to Jeggles Island. To the east of Union Wharf was Derby Wharf, which was eight hundred feet long by this time, as described in greater detail in the next section.¹¹⁶

SITE DEVELOPMENT, 1735–1783

Physical changes within the study area were extensive during the period of 1735 to 1783. During the mid-1700s Palfrey Cove transformed from a muddy cove surrounded by small houses occupied by tradesmen to a bustling waterfront with

long, busy wharves and grand houses befitting the wealthy merchants that lived there (see Figure 10). The transformation was driven by a group of merchants, including the Derbys, Crowninshields, Princes, and others, who used the site to build one of the most successful shipping enterprises of the period.

Narbonne Property

After the death of Simon Willard in 1731, the Narbonne house and lot passed to his sons who sold the property to Captain Joseph Hodges in the 1750s. Hodges raised the grade of the driveway and added a dairy. He died in 1778 and willed the property to his brother Gamaliel, who sold the property in the 1780s to Jonathan Andrews. Further details on this period of ownership for the Narbonne property are described in the Analysis and Evaluation chapter.

Custom House Lot

Sometime prior to 1762, the lot on the corner of Derby Street and Orange Street, designated by Historian Charles Snell as Lot 3, was subdivided into Lot 3A and Lot 3B. The smaller Lot 3A was owned by Margaret Silsbee. She sold the lot in 1763 to Charles King, Jr. Eleven months later, in April 1764, Charles King, Jr. sold the vacant lot to Eleazer Giles, a Salem cooper. Five years later in 1769, Giles mortgaged the lot with a house and cooper shop to John White and Elizabeth Elkins. Captain John White then acquired full title of Lot 3A in 1783. During this period the lot contained a dwelling and outbuildings.¹¹⁷

The larger of the two lots from the 1762 division, Lot 3B, was owned by two widows, Margaret Silsbee and Mary Renew, who subsequently divided their ownership (Lots 3B-1 and 3B-2). The lot owned by Mary Renew included a dwelling and edged Orange Street and Derby Street (then described as “the Way by the South River”) and was 92 feet in length. Renew sold her interest in Lot 3B-2 in 1770 to David Ropes, a Salem cooper. Ropes then acquired the adjacent lot owned by Margaret Silsbee Young (remarried) that also had a dwelling in 1771 (Lot 3B-1). Ropes sold both lots to Richard Derby Sr. in 1774 including a dwelling house and other buildings. Richard maintained ownership until his death in 1783, but offered the lot, dwelling, and outbuildings to his son John. After Richard Sr.’s death the property passed to Derby’s daughter Mary, who married George Crowninshield, a sea captain and merchant.¹¹⁸ George and Mary occupied the 1771 home on the site, thereafter referred to as the Crowninshield House, which was demolished in 1818 to make way for the new Custom House. The associated carriage house stood at the northwest corner of the lot until it burned in the 1820s.

Hawkes House

The Hawkes House lot had, since at least 1760, been divided into three sections, A, B, and C, with A bordering Derby Street and B and C further north. Sections A and B were owned by Josiah Adee and Sarah Mansfield respectively. They owned a house that straddled the line between their two properties built in 1760 by Timothy Laskin. They sold the house and two sections of the lot to John Elkins in 1769, who in turn sold Sections A and B to Elias Hasket Derby in 1771. Section C was owned by Timothy Mansfield from 1760 to 1779, when he too sold to Hasket, reuniting the three sections.¹¹⁹ Hasket demolished the existing two-family frame house in about 1771.

Architect Samuel McIntire designed Elias Hasket Derby's new house, later known as the Hawkes House, to be a new "mansion" house for his family. Construction began in 1780-81 of a wood frame Georgian style home with twelve rooms on three floors. "New House," as Hasket called it, fronted fifty-two and a half feet on Derby Street and was forty-four feet deep. Had it been completed, New House would have given Derby about three times the amount of living space available (6,900 square feet compared to 2,322 square feet) on the first two floors (eight rooms) of his neighboring brick to the east. Before it was finished, however, the Derby family changed their plans and construction was halted. From 1782 to 1799 Derby used the unfinished new house as a warehouse and shop.¹²⁰ The Bentley diary records the use of the property as follows, "Mr. H[asket] Derby beside opening his land back of the Old Mansion house is making large preparations at the unfinished house near the Wharf for a commodious shed, saw pit, and work yard for his ship building."¹²¹

Derby House and West India Goods Store Lot

East of the Hawkes House, the two-and-one-half-story Derby House faced south overlooking Derby Street. Commissioned by Richard Derby Sr. and built between 1761 and 1762 as a wedding present, the five-bay by two-bay Flemish-bond brick Georgian-style house was the home of Elias Hasket Derby and Elizabeth Crowninshield Derby until they sold it to Captain Henry Prince.

It was fashionable during the period for fine houses to have elaborate gardens behind them. The gardens were typically a mix of fruit trees, ornamental plants, and vegetables, providing both cut flowers for the house and fresh fruits and vegetables for the table.¹²² There are several admiring descriptions of the gardens at Derby's Washington Street mansion and his country house and farm in Danvers, but no similar descriptions of a garden at the Derby Street house. Rather than indicating the lack of a garden, it is likely that the garden at the Derby House was rather modest in scale and design and did not inspire notable mention.¹²³ The rear yard also likely contained a small barn used to shelter Derby's horse, cow, and carriage, as documented in tax records from the 1770s.¹²⁴

St. Joseph Hall Lot

Warwick Palfrey Sr., a sailmaker, owned the future St. Joseph Hall lot in the 1730s, which included a dwelling house closer to the waterfront and three-fourths acre parcel. Palfrey purchased adjacent parcels in the 1740s. When he died in 1756, he willed to his eldest son, Warwick Jr. the dwelling house, the surrounding yard and garden, a warehouse, plus flats on the west side of Long Wharf. Warwick Jr. retained ownership until his death in 1797.¹²⁵

White/Central Wharf

About the time Richard Derby Sr. was beginning to fill his flats to build Derby Wharf, Captain John White purchased Lot D between 1762 and 1768, which consisted of beach land and flats just west of Derby's operation. White built a small timber wharf and warehouse on the property that allowed ships to dock parallel to the shoreline. In 1768 White acquired the adjacent waterfront lot to the west, Lot E in the vicinity of what is now Central Wharf from John Browne, where he built another timber wharf and warehouse. Just beyond to the west, Jonathan Ingersoll owned another cobb wharf and warehouse. Simon Forrester purchased Ingersoll's wharf in 1791, enlarged it in 1795, and again in 1798. Forrester's wharf passed to his widow, and then to his sons, who retained ownership until 1834.¹²⁶

Derby Wharf

By 1735 Richard Derby owned the dwelling house at the head of Union Wharf (outside of the study area), with a bake house, shop, barn and outhouses. He also owned the flats adjoining, bound southerly by the low water mark, but by mid-century he was looking to expand his presence on the waterfront. In 1755, he purchased land and flats on Winter Island at the entrance to Salem Harbor to build a warehouse and wharf, where the higher concentration of saltwater retarded the winter ice. It is not known whether he made any improvements to this land, but five years later he had shifted his focus to Palfrey Cove, just east of Union Wharf. Beginning in 1760, Derby began to acquire parcels of land and flats. The street along this portion of the waterfront, later named Derby Street, had just been straightened and improved, and the location, on the inner harbor of South River, was on the verge of the rapidly expanding commercial waterfront.¹²⁷

Between 1760 and 1762, Richard Derby Sr. assembled three contiguous waterfront lots on Palfrey's Cove, (designated Lots A, B, and C), each consisting of beach land and flats. In August 1762 he began landfilling operations on these lots to create a head for a new wharf. Construction of the timber wharf on Lot C began in 1764, and by 1771 it extended eight hundred feet into Salem Harbor. The wharf was constructed along a bend in the river channel that brought deep water along its western side, so that ships could be moored on the protected inner side. In 1765, Richard Sr.'s son, Hasket, erected a warehouse and counting house

on the northern end of the wharf, calling it the “upper store.” Six years later, in 1771, Richard Sr. built a warehouse on the southern end of the wharf, calling it the “lower store.”¹²⁸

LANDSCAPE SUMMARY, 1783

Drawing 3 illustrates the appearance of the study area in 1783, when the Treaty of Paris was signed. The shoreline road, Water (Derby) Street connected the wharf area to the town center. The street was realigned and improved several times between 1760 and 1783 and was used to access the growing number of wharves. Two lanes, Orange Street (Crowninshield’s Lane) and Daniels Street, provided access to the interior of the residential block, which was bounded by the other major east to west route, Main (Essex) Street.¹²⁹

Along Main (Essex) Street stood the circa 1675 home (Narbonne House), then owned by the Simon Willard family. The property included an added gambrel-roofed rear ell addition on the south side of the house. The rear yard contained an abandoned dairy, privy, and possibly a detached carriage house along the east property line, though this may have been added shortly thereafter. Along the north side of Water (Derby) Street stood a row of residences of variable size and style. Two buildings stood on the site of the future Custom House, a small 1764 dwelling owned by John White and the 1771 house occupied by George and Mary Crowninshield with an associated barn and shed to the north. To the east stood Elias Hasket Derby’s unfinished 1780 house (later known as Hawkes House) designed by noted architect Samuel McIntire. Just to the east was the 1761 brick (Derby) house that had been built for Hasket and his new wife Elizabeth Crowninshield, which they vacated in 1782 when they moved to Washington Street. In 1783 the brick house was likely occupied by tenants. East of the Derby House stood the property of Warwick Palfrey Jr. (St. Joseph Hall lot). The property included a residence, but several other residences and accompanying outbuildings also stood within the block but outside the study area, all with ample back yards, outbuildings, subsistence gardens, or livestock.

The Derby family owned much of the land within the study area and south of Water (Derby) Street, plus warehouses and waterfront land on Winter Island (outside of the study area). Most notably the family owned a parcel that included Derby Wharf, which was a solid timber structure and 803 feet in length by 1783, and supported an upper wharf counting house built in 1765 and a lower wharf counting house built in 1771. The Derby family also retained Union Wharf to the west (outside of the study area), which extended 600 feet into the harbor. In between stood Hatch’s Wharf, built in 1768 with a store along Water (Derby) Street; White’s (Central) Wharf (90 feet in length) with a store and tailor shop also built in 1768; and Ingersoll’s Wharf.

Outside of the study area, located to the south in the town of Marblehead stood the 1770 large store house, built by Thomas Pedrick in 1770. Two and a quarter centuries later, the building would be moved to the head of Derby Wharf.



Cultural Landscape Report

Salem Maritime National Historic Site

1783 Period Plan
Park Context



National Park Service
Olmsted Center for Landscape Preservation
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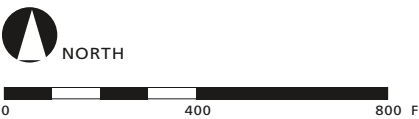
- SOURCES**
1. James Duncan Phillips, *Salem in the Seventeenth Century* (Boston: Houghton Mifflin Company, 1933).
 2. James Duncan Phillips, *Salem in the Eighteenth Century* (Salem: Essex Institute, 1937).
 3. Salem Maritime National Historic Site Historic Research 1629-1900
 4. USGS 15cm Color Ortho Imagery (2008/2009), MassGIS.

DRAWN BY:
John W. Hammond, OCLP
Alexandra von Bieberstein, OCLP
Sasha M. Bachier
AutoCAD Map 3D 2012
Adobe Illustrator CS6

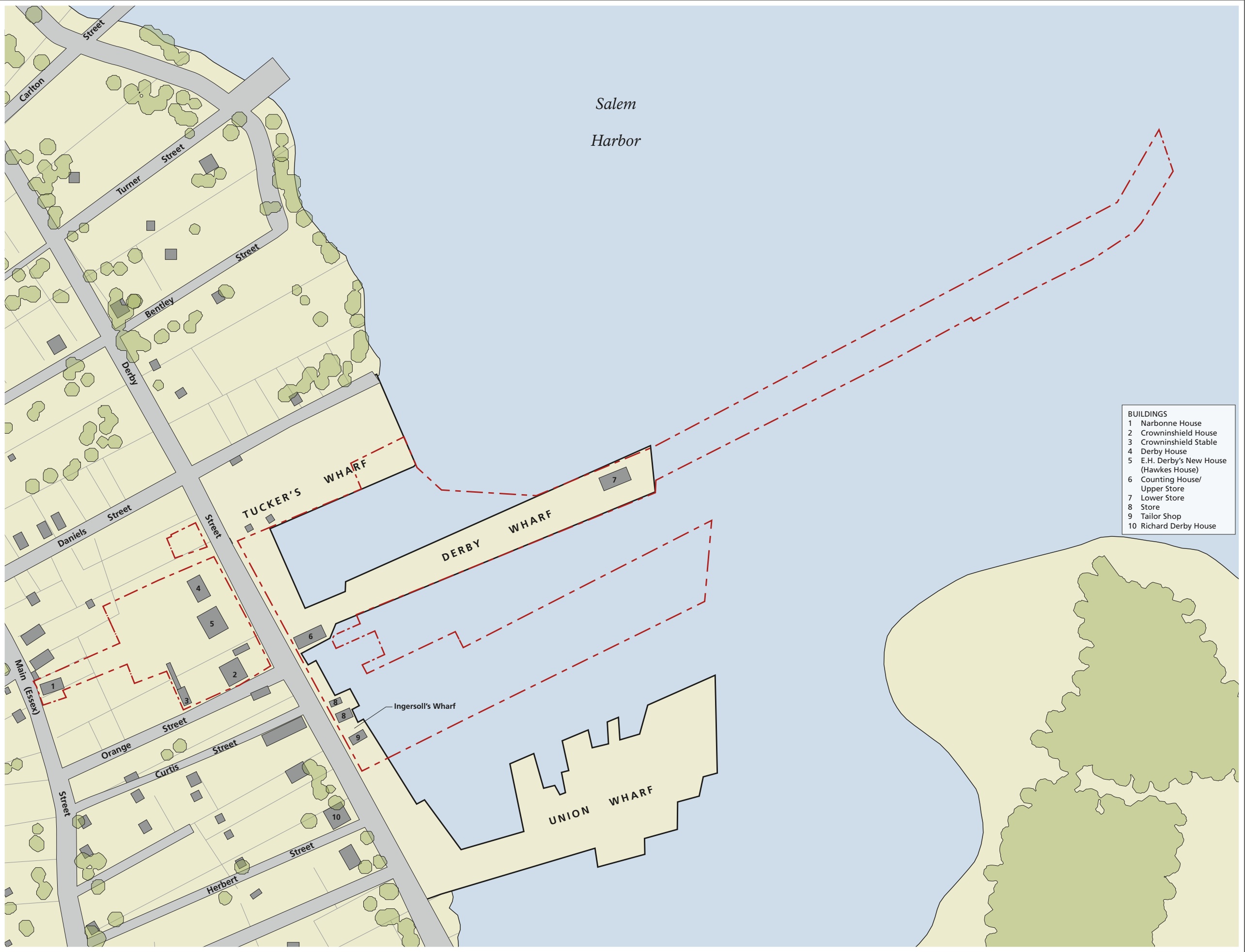
- LEGEND**
- Buildings
 - Lot Lines
 - Roads
 - Open Water
 - Tidal Flats
 - Vegetation
 - Existing Park Boundary

NOTES:

1. Features depicted in approximate scale and location.
2. Vegetation cover is conjectural and intended for illustration purposes only.
3. Channel location is based on verbal description in Phillips (see sources).



- BUILDINGS**
- 1 Narbonne House
 - 2 Crowninshield Stable
 - 3 Crowninshield House
 - 4 E.H. Derby's New House (Hawkes House)
 - 5 Derby House
 - 6 First Church



Cultural Landscape Report

Salem Maritime National
Historic Site

1783 Period Plan



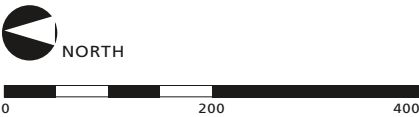
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 - Park Boundary

- NOTES:**
1. Features depicted in approximate scale and location.
 2. Vegetation cover is conjectural and intended for illustration purposes only.



INTERNATIONAL TRADE AND THE U.S. CUSTOMS SERVICE: 1783–1829

The fourth period of development extended from the close of the Revolutionary War to the establishment of the U. S. Customs Service, a period when international trade buoyed Salem's merchants to even greater prominence. The period also encompasses the continued rise and the eventual ebb of the Derby family's presence within the study area.

GLOBAL TRADE AND ELIAS HASKET DERBY, 1783–1799

During the Revolution, the Continental Congress advised each colony to form its own independent state, and the Massachusetts Colony became the Commonwealth of Massachusetts in 1780. In the aftermath of the war, the newly formed state found itself struggling economically. Farmers, many who were war veterans or had lost markets for their goods, were forced to pay high taxes or lose their property, prompting Shay's Rebellion in 1786 and 1787. Merchants no longer benefited from privateering profits. The absence of conflict and the lack of British affiliation in traditional ports of call initiated a post-war economic decline.

While the creation of a stronger federal government and United States constitution in 1787 led to greater domestic stability, merchants were forced to establish new trade agreements and expand the scope of their maritime commerce. The French Wars boosted new trade opportunities. American merchants expanded their trade with Northern European ports, which had been previously restricted by the British Imperial Navigation Acts. In addition, the erosion of the British East India Company monopoly allowed for free trade and the expansion of American business to previously inaccessible foreign ports in the Far East. Over the next three decades, Salem trade recovered, and by 1790 overtook its pre-war strength, generating strong economic growth. Ultimately, Salem merchants contributed to the economic stabilization of the Commonwealth of Massachusetts and the United States.¹³⁰

The Derby family had prospered greatly from privateering ventures. After the death of his older brother Richard Jr. in 1781 and father in 1783, Hasket managed the family fortune. With the return of peace, Hasket was faced with the problem of seeking out new fields of commerce. Ships like the *Grand Turk* and *Astrea*, though only of some three hundred tons burden, were too large for coastwise and West Indian trade. Moreover, some of the more profitable luxury goods were no longer restricted by British rule. Accordingly, new trade routes and markets opened as outlets for the shipping interests of the new nation. During the last two decades of the century, Hasket built up at Derby Wharf one of the leading mercantile establishments in the United States. Through the development of his extensive trade to Europe, the East Indies, and China, he promoted the growth and prosperity of the country in its early years.¹³¹

Elias Hasket Derby pioneered Salem's involvement in international trade and endorsed trade through dynamic markets where cargoes were bought and sold in multiple locations rather than a single port.¹³² Re-exportation became a significant component of Derby's transactions, mirroring a national trend where twenty to fifty percent of all goods were resold in Europe or the Caribbean. The larger, heavier privateering ships that he and other merchants had built during the war were inefficient for regional trade, but ideal for transoceanic voyages. The ships' owners, masters, and crews were accustomed to the high risk and high reward that characterized war-time commerce, and as peace-time trading resumed, they were ready to put their skills and energies toward opening new markets. Derby and other Salem merchants used these heavy ships and the capital they had amassed from privateering to invest in new trade markets in Northern and Eastern Europe, Russia, the Baltics, and the East Indies. Amid lingering tensions from the war, Derby immediately re-initiated European trade by sending a vessel *Astrea* to London in August 1783. The following spring he sent ships to St. Petersburg, Russia and other ports in the Baltic. Derby used his ingenuity, business capital, and experience to leverage global markets, take advantage of localized supply and demand, and execute complex trading transactions.¹³³

In 1784, Derby sent the *Grand Turk* to the Cape of Good Hope to trade for tea with British East India Company ships returning from China. The following year he sent the *Grand Turk* out again, this time with orders to proceed around the cape to the Isle of France (Mauritius). Mauritius had only recently been opened to American trading, and Derby was eager to capitalize on this new market. The *Grand Turk* left Derby Wharf in December 1785 and the following spring became the first Salem vessel to round the Cape of Good Hope and enter the Indian Ocean. Finding no suitable buyers for their cargo at Mauritius, the captain accepted a commission from a French merchant to take the cargo to the Chinese port of Canton (Guangzhou). When it arrived in Canton in September 1786, the *Grand Turk* became only the third American ship to reach China, and the first from New England. The *Grand Turk* returned to Salem on May 22, 1787 carrying a cargo of porcelain, muslins, and Bohea green tea directly imported from China (Figure 15).¹³⁴

Elias Hasket Derby sent two additional vessels to Mauritius before the *Grand Turk* returned in about February 1787. About five months later Derby sent his son Elias Jr. (1766-1826) to serve as an agent in the Far East. Elias Jr. spent three years in the Far East, making stops in Mauritius, Bombay, Madras, and Calcutta, and forging relationships that would ensure that the Derby family would enjoy the full benefits of Salem's global trade boom. The Derby's successful trading resulted in an enormous quantity of tea. For example in 1790, the Derby's fleet imported 28 percent of the total tea documented in American ports. When a surplus of tea decreased its market value, Hasket negotiated with Congress to pay the import duties when the tea was sold. This arrangement required storage of the tea and

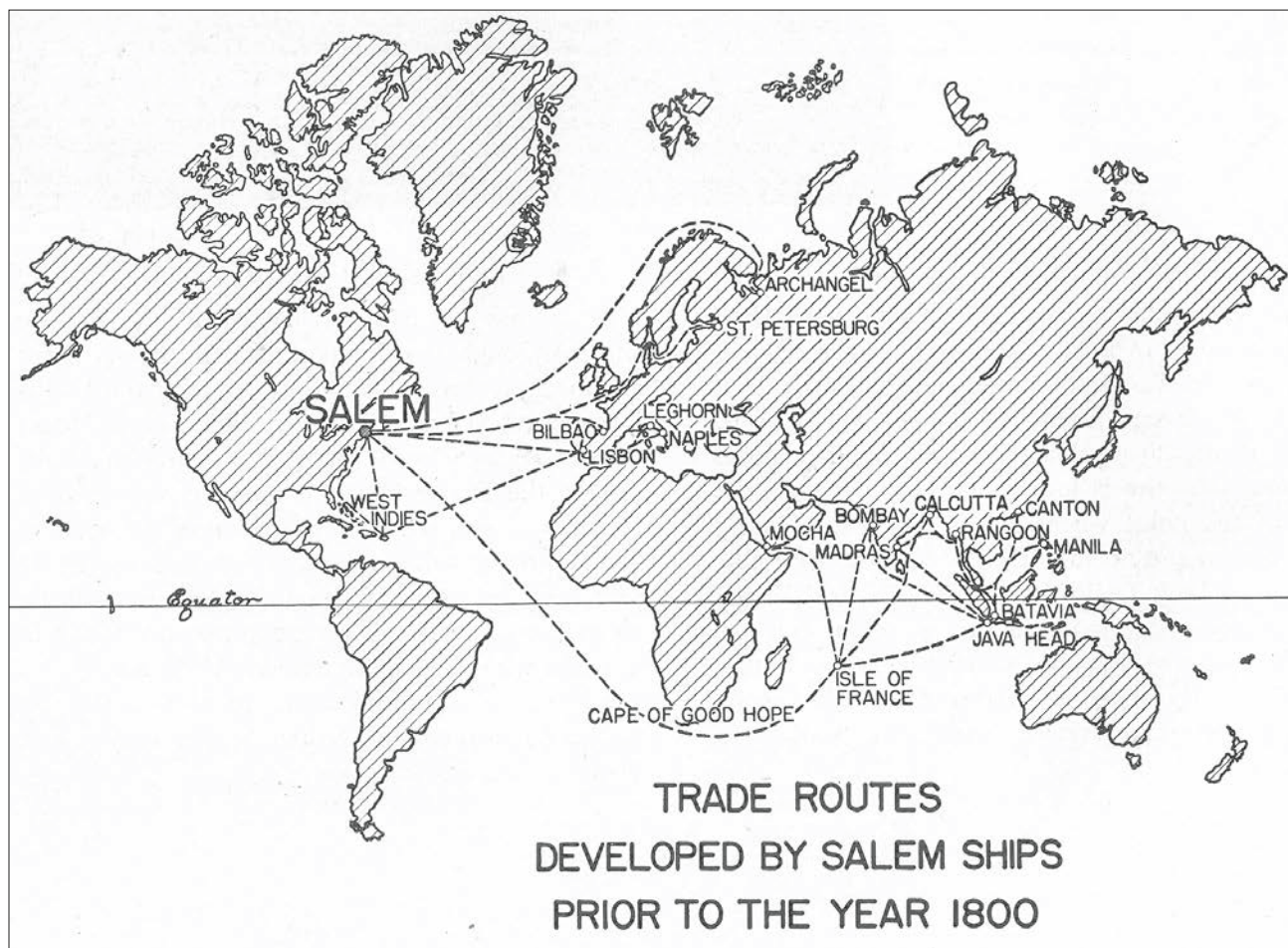


Figure 15. Global map depicting trade routes of Salem merchants prior to 1800 (National Park Service publication, 1940).

foreshadowed the bonded system, where merchandise was stored until duties were paid.¹³⁵

During his long career, Hasket benefited from and contributed to the education of other Salem merchants and seamen. New England held the highest literacy rate in the world in the 1790s with ninety percent of adult men capable of signing their own name—a measure that historians correlate with reading ability.¹³⁶ Hasket cultivated multiple generations of successful Salem merchants by founding and financing a local navigation school, where he taught the trade to the resident community and created crews for his large fleet. Derby's students began their training in his counting house where they studied markets and navigation before setting sail. Upon completion of their land education, Derby sent students on training voyages to work as clerks and then as supercargoes on small vessels bound for the West Indies. Students who made several successful trips to the West Indies would then be assigned to crews of vessels bound for the Far East.¹³⁷

Unfortunately, every aspect of Salem's economy in the late eighteenth century continued to support the expansion of the slave economy of the Atlantic basin. In 1783 slaveholding was ruled as violation of the Massachusetts Constitution, and a 1788 law prohibited participation in the slave trade, yet Massachusetts merchants

continued to support the slave industry by transporting dried fish, timber products, and horses to the West Indies in large quantities, all of which enhanced sugar production on the islands. Dried fish was a major protein source for the enslaved labor force on the plantations, timber was used to make barrels and hogsheads for shipping molasses and sugar, and horses provided transportation. Salem merchants also continued to invest in slaving through other means, or ignored the 1788 law. Reverend William Bentley criticized merchants in the 1790s and first decade of the 1800s for sending slavers out of Salem, writing “We know men will do anything for money.”¹³⁸

Figure 16. Map of Salem, 1804. By the beginning of the nineteenth century, the town of Salem filled the peninsula though the Town Common remained open (the white triangle amidst the dark settled areas). The map shows the layout of the harbor and other features around Salem (Map reproduction courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

As the ships returned to Salem from China, India, Indonesia, South America, and Africa, they brought not only wealth, but exotic foods and spices, objects of art, ornate fabrics, furniture, and fine goods. Salem became a cosmopolitan center of culture, with churches and schools, newspapers, banks, insurance companies, libraries, charities, museums, and music. Merchant traders of the East India Marine Society gathered to share scientific knowledge starting in 1799, displaying their art and exotic objects in an exhibit hall that eventually became



Figure 17. Painting entitled Salem Common on Training Day, 1808 by George Ropes Jr. (American, 1788-1819). The oil painting portrays soldiers training on the common while merchants sell their wares along the street. Dense houses are visible beyond the young Lombardy poplar trees (© Peabody Essex Museum, Salem, MA. Photography by Mark Sexton).



the Peabody Essex Museum. One of the first professional architects in America, Samuel McIntire designed the Hawkes House in 1780 and built many other ornate mansions for Salem's wealthiest residents, which were accompanied by increasingly lavish gardens.¹³⁹

As the city became more refined, there was a push to beautify the town common (just to the north of the study area) and transform it from a utilitarian open space to a pleasure garden. At the close of the eighteenth century, the common was a swampy area with five ponds on the east side and hills along the north and west side. There was no enclosure and horses, cattle, ducks, geese, hens, and stray pigs had free range. In 1802 the common was leveled and landscaped as a town park. The earth taken from the hills was used to fill the ponds, and the leveled land planted with turf grass. The triangular space was enclosed with an oak-rail fence and gravel walks were laid out and planted with Lombardy poplar trees (Figures 16 and 17). The poplars did not thrive, and fifteen years later they were replaced with elms.

DERBY'S HEIRS AND EMBARGO ACT, 1799-1815

American international commerce flourished from 1793 to 1812. The French Wars that began in 1792 and extended for more than two decades resulted in new trade opportunities for American merchants. Great Britain attempted to control European and American trade, but was met with increasing resistance, culminating with the War of 1812. The United States sustained the largest available neutral merchant fleet and supplanted the loss of French, Dutch, and Spanish fleets engaged in conflict. American vessels exported fish, tobacco, barreled meat (beef and pork), flour, and whale oil and re-exported sugar, coffee, tea, spirits, indigo, finished fabrics, spices, porcelain, and other goods between French-

aligned ports in the East Indies, Europe, West Indies, and South America. French and Dutch colonies in the East Indies such as Batavia (Jakarta) and Sumatra depended on the American carrying trade during the war period, since the British isolated them but did not conquer them until 1811. Private British merchants also invested in American vessels, since they had more total carrying capacity, and shared the profits from the American re-exportation of goods.¹⁴⁰

The Derby family was firmly established on the Salem waterfront. However, business declined after Elias Hasket Derby's death in 1799, though his legacy carried on through the numerous prominent Salem merchants who were related to, employed with, or mentored by him. Historian James Fichter notes that Salem merchants such as Hasket inherited the ideals of the colonial American "middling sort," rather than aristocratic values, alluding to the volatility of Derby's wealth. In essence, Hasket spent rather than invested much of his wealth, and his children carried on the business but with less capital.¹⁴¹ Elias Hasket Derby's fourth child, John Derby, and his son-in-law Benjamin Pickman Jr. continued the business after his death with contributions from his son-in-law Nathaniel West and Elias Hasket Derby Jr. In 1800 their ship *Margaret* was chartered by the Dutch East India Company to carry annual freights to Japan. In 1805 Derby's sixth child, Ezekiel Hersey Derby, rebuilt and expanded Hatch's Wharf as detailed in the site development during this period.¹⁴² To the east, beyond the study area, the Crowninshields constructed a 900 foot long L-shaped wharf (India Wharf) in 1800 and 1801, which surpassed the 803 foot long Derby Wharf for five years until 1806-08, when the Derby heirs added a 1,300 foot extension to their wharf.¹⁴³

Increasing trade restrictions escalated tensions between the United States and Great Britain toward the end of the French Wars, which had previously provided American merchants with the lucrative neutral carrying trade. Initially the ostensibly neutral American ships avoided the formidable navies of both powers. In 1807, in response to a number of incidents of attack, seizure, and impressment of American ships and their crews, President Thomas Jefferson enacted the Embargo Act of 1807, prohibiting American Ships from carrying on trade with any foreign port. A total of 185 vessels originating from Salem remained inactive during the embargo; and approximately 68 were prevented from completing their voyages in China, Europe, Africa, the Mediterranean, and the West Indies. Trade resumed temporarily after the embargo was lifted on April 15, 1809. However, the United States declared war on Great Britain in 1812, reacting to the impressment of merchant sailors into the British military and conflicts escalated again with Native American British allies in the Northwest Territories.¹⁴⁴

Jefferson's Embargo Act failed its goal of hurting the British economy, while it had the unintended effect of crippling U.S. trade. Although the Embargo Act was repealed in 1809, trade in U.S. ports like Salem continued to be disrupted through the end of American involvement in the War of 1812.

During the War of 1812 Salem merchants once again assembled privateering fleets for coastal defense during the three-year war, and commercial navigation became stagnant. Foreign commerce and fishing ventures resumed after the war, but Salem never recovered its leading role in international maritime trade. America lost its valuable re-export-based neutral carrying trade, and the close of the British East India Company in 1814 resulted in increased foreign competition in international ports. Methods of ongoing American trade shifted toward the formation of larger partnerships, especially in China, and Salem merchants lost business to the larger U.S. ports in Boston and New York. By 1815, U.S. merchants had amassed substantial capital and refocused on domestic investments such as banks, real estate, infrastructure improvements, and manufacturing. Construction of the railroad system during the nineteenth century further limited the need for coastal maritime trade.¹⁴⁵

FIRST THIRTY YEARS OF THE U.S. CUSTOMS SERVICE, 1789–1829

Following the Revolutionary War, the federal government desperately needed revenue to cover its operating costs and to cover debts incurred during the war. Congress passed the First Tariff Act on July 4, 1789, enabling the collection of federal duties on imports, and established the U.S. Customs Service through the fifth act of Congress on July 31, 1789. In its role as one of the nation's first regulatory agencies, the Customs Service was charged with enforcing health laws and managing public services, in addition to collecting tariffs. Customs officials ensured that American vessels were equipped with proper medical facilities and food supplies and upheld standards of sanitation. The service also collected trade statistics, managed immigration, provided veterans' benefits, and conducted naval search and rescue activities. By the end of 1800, the U.S. Customs Service had collected \$3 million, which initially funded ninety percent of the federal government's operating cost and a small amount of federal expenditures.¹⁴⁶

British customs agents had monitored the Port of Salem since 1636, and a branch of the U.S. Customs Service was established there in 1789. The U.S. Customs Service initially leased office spaces in local ports before building new Custom Houses throughout the nation in 1818. The Salem customs office operated out of several different rented spaces until 1818, beginning in a wood building located on Central Street. The office remained on Central Street from 1805 to 1807 in a brick building and was relocated into two other leased properties from 1807 to 1813. The office returned to Central Street in 1813, where it remained until 1818. The U.S. Customs Service purchased the Crowninshield property on Derby Street in 1818 and erected the new Custom House that year as described in the next section.

Not far from the Custom House was the birthplace of novelist Nathaniel Hawthorne, who would later work at the Custom House. Born in 1804 in a house

on Union Street, he was the son of Nathaniel Hathorne and Elizabeth Clarke Manning, and became the first novelist to write American Literature. Nathaniel Hawthorne worked at the Custom House as the surveyor for the Port of Salem between 1846 and 1849.¹⁴⁷

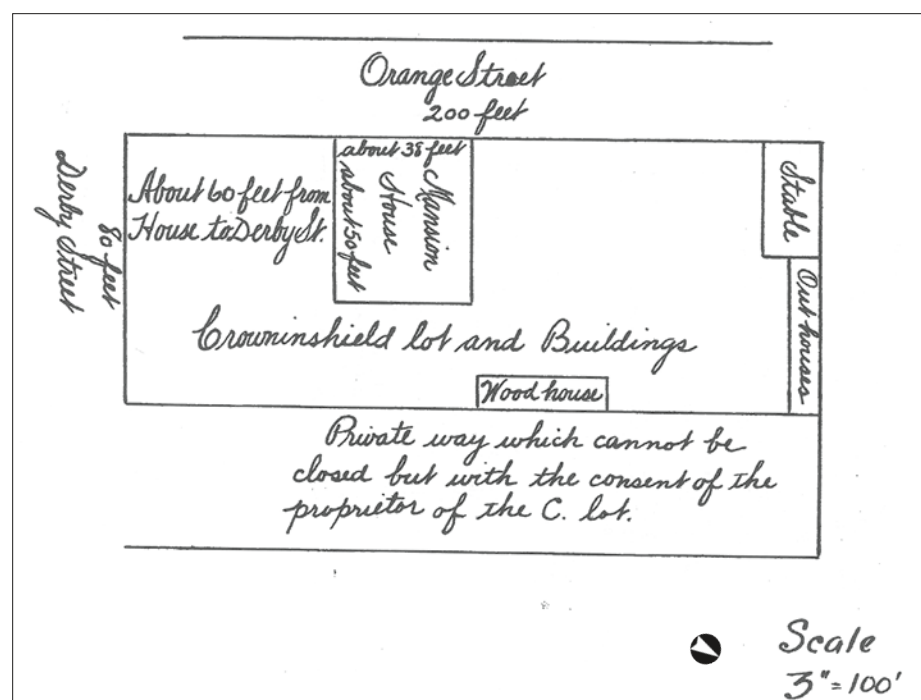
SITE DEVELOPMENT, 1783–1829

In 1783, the basic infrastructure to support maritime commerce in Palfrey Cove was in place; however improvements over the next two decades were necessary to accommodate the dramatic increase in the volume of goods that passed through the site. The wharves that lined Salem's waterfront increased in both size and number.¹⁴⁸ Similarly, the streets were hardened with stone blocks and crushed stone and widened to accommodate the increased carriage traffic. Paving materials were stockpiled on the wharves. In September 1794 Salem officially adopted the street names that within the study area including Derby, Essex, Orange, and Daniels streets. Salem improved the streets in 1820 and 1821 and added stone gutters and later trenches to convey the water to a cistern. A network of cisterns held water in the event of a fire, but also accumulated manure and required routine cleaning.¹⁴⁹

Narbonne House

Jonathan Andrews died in 1781, but his widow Mary and their children continued to live there for several decades. In the 1780s the Andrews family enlarged the house and possibly constructed the carriage house that would stand at the eastern edge of the lot for nearly two centuries. Further details on this period

Figure 18. Plan of the Crowninshield buildings on the Custom House lot in 1818. Buildings include the mansion house, wood house, stable, and out houses. The U.S. Treasury demolished the mansion but retained the stable until it burned in 1829 (Map in Snell, 1976, 203 and David Mason Little, "Documentary History of the Salem Custom House," Essex Institute Historical Collection, Salem MA Essex Institute, vol. 67, 1931, 17).



of ownership for the Narbonne property are described in the Analysis and Evaluation chapter.

Custom House and Scale House

Prior to 1818, the parcel included the George and Mary Derby Crowninshield house, barn, and outbuildings (Figure 18). The U.S. Treasury demolished the house in 1818 to make way for the new Custom House. The associated carriage house stood at the northwest corner of the lot until it burned in the 1820s. Designed and built under the direction of Perley Putnam and Jonathan P. Sanders, the Federal-style two-story hip roofed Custom House (Figure 19). Additional information is contained in the Analysis and Evaluation chapter.

Hawkes House

After beginning and then suspending construction of the Hawkes House between 1780 and 1781, Elias Hasket Derby used the unfinished structure as a warehouse. Upon Derby's death in 1799, he willed the Hawkes House lot with an "unfinished house" to his son John.¹⁵⁰ John subdivided the lot into five parcels, enumerated Lots 2, 3, 4, 5, and 6, and established a short street first known as Derby Court,

Figure 19. Engraving of the waterfront area of Derby Street, originally created for Century Magazine in 1884 to accompany an article by Julian Hawthorne. Visible are the Custom House, Hawkes House tenement complex (far right) and the smaller stores along the water (New York Public Library, Miriam and Ira D. Wallach Division of Art, Prints and Photographs: Print Collection. From the New York Public Library Digital Collections. <http://digitalcollections.nypl.org/items/510d47db-b063-a3d9-e040-e00a18064a99>).



and later as Custom House Court, on the west side of the lot (see Figure 11). In 1800 John sold Lots 2, 3, and 4 to Captain Henry Prince and Lots 5 and 6 to George Crowninshield. Benjamin Hawkes renovated the home after he purchased the property in 1801. He reduced the width of the building by twenty feet and replaced the original south facing primary entrance with entrances on the east and west sides. Additional information is included in the Analysis and Evaluation chapter.

Derby House and West India Goods Store

Captain Henry Prince expanded the Derby House in the early 1800s, adding a kitchen ell in about 1811. Additional information is included in the Analysis and Evaluation chapter.

St. Joseph Hall Lot

The appearance of the lot in the late 1700s and early 1800s of the lot that now contains St. Joseph Hall is not well documented. In the late 1700s Warwick Palfrey Jr. owned the property which included a dwelling house (possibly brick), land, yard, garden, warehouse, and flats across Derby Street. When Warwick died in 1797, he willed half the property to his widow Deborah and his son Thomas Palfrey. Thomas died intestate in 1802, leaving his wife with half of the dwelling and property while his mother held the other half. In the early 1800s the property passed to the Sanborns, who also owned a parcel at the head of Derby Wharf. The Sanborns owned the future St. Joseph Hall parcel until 1867.

Wharves

With the profitable East Indian trade of the 1790s and 1800s, there was a growing need for larger wharves with more warehouse space along the South River from the Mill Dam out to the Neck.¹⁵¹ Following the model of Union Wharf and Derby Wharf, merchants began constructing long wharves that extended well into the water. By 1820, at least six of these long wharves extended from the south waterfront into Salem Harbor, including Union, Forrester's/White's (Central), Derby, Orne's, and India (or Crowninshield's) wharves. The longest of these, by far, was Derby Wharf, which after 1809 extended more than two thousand feet into Salem Harbor.¹⁵² An assortment of masted vessels moored along the west side of Derby Wharf. Schooners, first built in colonial America, were favored from about 1750 to 1850. Also common were smaller brigs and sloops. Least common, but present along Derby Wharf were large ships such as the 300-ton *Grand Turk II*, which was about 124 feet in length.¹⁵³

Salem's working waterfront was still primarily along the South River, but the important commercial zone had expanded from Front Street eastward to Derby

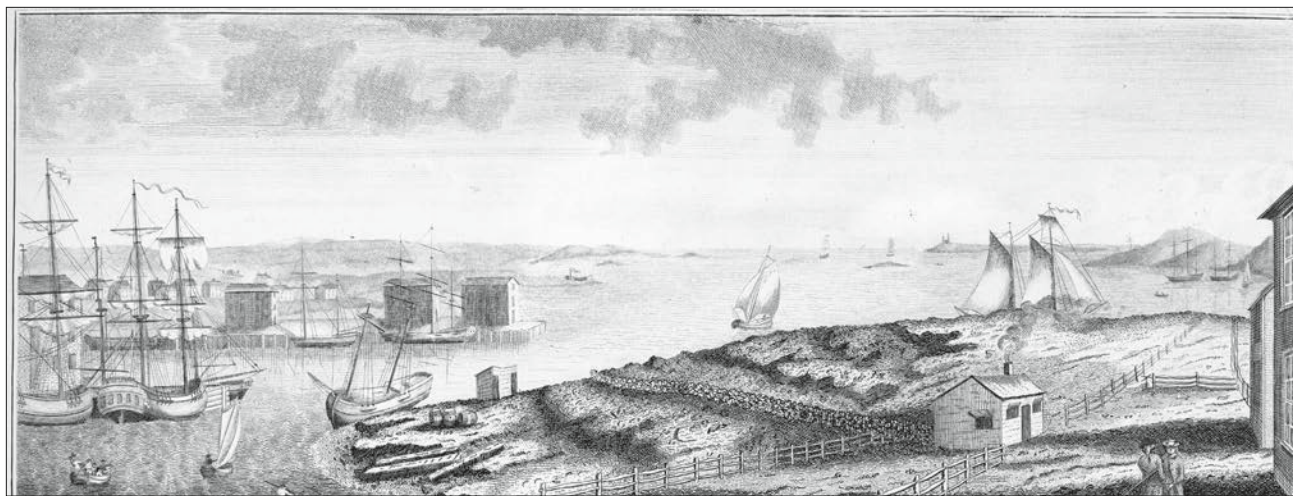


Figure 20. Detail from a Salem Marine Society Certificate, circa 1797 by Abijah Northey looking east from Stage Point, around 1790. Derby Wharf, center-left in the image, contains three visible warehouses, two built in 1794 (left and center) and one in 1771 (right) (National Park Service Collections, SAMA 2520).

Wharf and beyond. The wharves along Front Street were improved and could accommodate a large number of small to medium ships, and across Front Street from the wharves, the warehouses were increasingly being constructed of brick. On the south side of the river, across from Front Street, a long wharf owned by the Orne family wrapped around the river bend. The eastern end of this cove was now defined by a new bridge that brought Lafayette Street, the route from Marblehead to Salem, directly into town. East of the bridge, wharves continued on both sides of the river. On the north shore were numerous wharves that extended into the river perpendicular to the shoreline, while the south shore had two large wharves, Ward's Wharf and J. Peabody's Wharf.¹⁵⁴

Derby Wharf

Richard Derby Sr. died in 1783, just as the Revolutionary War ended, leaving much of his holdings, including Derby Wharf, to Elias Hasket Derby. Hasket immediately began making improvements to the wharf, including facing the eastern side with stone and commencing landfilling operations on the waterfront lots to the east of the wharf. To accomplish the latter, Hasket constructed a stone wall between Derby Wharf and Palfrey's Wharf to the east, displacing the shoreline ninety-five feet to the south. On the newly filled land, Hasket briefly established a shipyard where a number of vessels would be built, including the ship *Grand Turk II* and the brig *Henry*.¹⁵⁵

Beginning in the 1790s, Hasket extended the capacity of his wharf with the construction of two new warehouses (Figure 20). Rather than occupying space on the wharf itself, the new warehouses were built on piles on the flats, or cobb wharf, on the east side of the wharf. These new warehouses joined the two that were extant, namely the upper and lower stores that had been constructed on the wharf itself during its initial construction. During this time, Hasket also reconfigured the western edge of the wharf near the wharf's head, adding notched berths for ships.¹⁵⁶

Between 1806 and 1808 an additional 1,124 feet, known as “New Derby Wharf” was commissioned by six of Elias Hasket Derby’s heirs using timber cobb construction. A pier was constructed of solid timber at the southern end.

Derby Beach and Property to the East

The area east of Derby Wharf was known as “Derbys Beach.” Elias Hasket Derby may have used this area for ship building in the late 1700s, including the construction of the *Grand Turk II* in 1791.¹⁵⁷ At the time of its construction the ship was built on a lot of land “next east of Mr. Isaac P. Foster’s store, so near to Derby Street that her bowsprit projected party over the street.” The ship was the largest built in Salem up to that time and was a three-decker of 560 tons, 124 feet, 32 feet beam, and 16 feet depth.¹⁵⁸ A contemporary described the ship’s construction. “The Grand Turk [II] was built at the head of Derby Wharf, but a little distance from the southerly terminus of my mother’s garden. The circumstance of building the largest ship, and at a place which had not be used for shipbuilding, attracted the attention of many and particularly of the boys in the neighborhood.” Launching the large ship from its yard proved challenging and “Mr. Derby objected to a greater elevation at the first laying of the keel.” The launch drew a crowd of 9,000 and Derby provided a “handsome collation” at the “great unfinished house” for the workmen and in the “counting house and store” for the gentlemen.¹⁵⁹

Enos Briggs was the primary builder and came from Pembroke to Salem in 1791. He lived for two years in rented lodgings and constructed seven vessels for Elias Hasket Derby. Briggs built four of these vessels before moving his ship building to Stage Point, just west of the study area (see Figure 20). The exact location of the shipyard for the *Grand Turk II* and three other vessels is unknown.¹⁶⁰ The land east of Derby Beach was owned by Warwick Palfrey in the late 1700s. Palfrey sold a parcel to Benjamin Hawkes, a shipbuilder, in 1821. At this time the parcel was bounded on the west by land and flats of Elias Hasket Derby that passed to Ezekiel Hersey Derby.

LANDSCAPE SUMMARY, 1829

Drawing 4 illustrates the study area in 1829, when the Scale House was completed, marking the time by which all of the extant maritime buildings were in place. By this time, the direct relationship between the Derby Wharf area and the Derby family had diminished markedly, and with the diversification of holdings and the construction of the Custom House, the wharf area had taken on a more public and institutional character.

The curving shoreline road that accessed the wharves had given way to a heavily used roadway lined with a variety of building types, and was referred to as Derby Street. To the north, Main Street had been renamed Essex Street. Daniels Street and Orange Street continued to define the boundaries of the residential portion of the study site.

To the north and close to Essex Street, the owners of the circa 1675 Narbonne House, the Andrew-Vincent-Narbonne family, constructed yet another addition, extending the original lean-to. The property also contained a 1780s carriage house along its eastern lot line. The lot also contained an outhouse. It is likely that plantings on the site were simple and functional in nature, consisting of shade and fruit trees, some ornamental shrubs, and subsistence garden beds.

The 1819 Custom House became the most prominent building in the study area. A flagstone plaza, outlined by granite bollards along the front and a low fence along the side framed the front entry to the federal building. A pedestrian sidewalk extended in front of the building along Derby Street, with a narrower sidewalk along Orange Street. The newly built 1829 brick Scale House stood behind the 1819 Custom House-Public Stores building.¹⁶¹

East of the Custom House stood the residential house designed in 1781 by Samuel McIntire for Elias Hasket Derby, which was subsequently completed by Benjamin Hawkes in around 1801 and owned by him until 1830. Next door, the 1762 Derby House with 1780s rear ell was divided and held by John Osgood and Henry Ropes. It is unclear who owned the adjacent West India Goods Store that Captain Prince had built sometime between 1800 and 1805 and initially used as a warehouse.

Palfrey Court, constructed in 1819, extended between the West India Goods Store and the residence on the other side of the court. The Sanborns owned the residence that stood on the future site of St. Joseph Hall. The Sanborn residence was possibly brick and included several outbuildings.

The wharves on the south side of Derby Street were by 1829 extensive. East of Union Wharf and west of Derby Wharf stood Forrester's Wharf, (formerly White's and later Central Wharf), which extended approximately 800 feet into Salem Harbor. The wharf contained a linear series of warehouses, including Forrester's Warehouse built in 1792. Between Forrester's and Derby Wharf stood Ezekiel Hersey's 150-foot-long timber and cobb wharf, later known as Hatch's Wharf.

Initially the longest wharf in Salem in 1771 at 803 feet, Derby Wharf now dwarfed all other wharves, extending more than 2,000 feet into Salem Harbor. The wharf's eastern edge was lined with fifteen large warehouses, and the western edge, where the channel was deeper, was typically lined with masted ships. The wharf itself consisted of timbers, rubble walls, and fender piles.¹⁶² The heirs of Elias Hasket

Derby managed the wharf, and they leased the warehouse lots to a variety of individuals and businesses. Although the overall trade coming into Salem began to decline in the early 1800s, the expansion of the wharf and the presence of the U.S. Customs Service continued to bring a bustling business to Derby Wharf and its warehouses.

The waterfront lots to the south of Derby Street and east and west of Derby Wharf were largely open and free of buildings, as stipulated in Elias Hasket Derby's will.¹⁶³ The 1765 upper counting house at the head of Derby Wharf had been removed in 1819, leaving the wharf free of structures for a distance of over three hundred feet from Derby Street. East of Derby Wharf, Hawkes Wharf extended from Grant Street, now known as Kosciusko Street, and the wharf was later known as Tucker Wharf.



Cultural Landscape Report

Salem Maritime National Historic Site

1829 Period Plan



National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. James Duncan Phillips, *Salem in the Seventeenth Century* (Boston: Houghton Mifflin Company, 1933).
2. James Duncan Phillips, *Salem in the Eighteenth Century* (Salem: Essex Institute, 1937).
3. Salem Maritime National Historic Site Historic Research 1629-1900
4. Salem 1820, Johnathan Saunders
5. USGS 15cm Color Ortho Imagery (2008/2009), MassGIS.

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AutoCAD Map 3D 2012
Adobe Illustrator CS6

LEGEND

- Buildings
- Lot Lines
- Roads
- Open Water
- Vegetation
- Park Boundary

NOTES:

1. Features depicted in approximate scale and location.
2. Vegetation cover is conjectural and intended for illustration purposes only.



0 200 400 FEET

INDUSTRIALIZATION AND IMMIGRATION: 1829–1936

The fifth period in the evolution of the site extends from 1829 to 1936, when the city's economy shifted from maritime trade to industry. The period includes the influx of French Canadian and European immigrants and the increased density of development within the study area. The latter half of the period includes the Salem Fire of 1914, the growth of tourism, the Colonial Revival period, and the historic preservation movement, which were all key events and trends that led to the establishment of the Salem Maritime National Historic Site.

THE DECLINE OF TRADE AND INDUSTRIALIZATION, 1829–1900

The construction of the Custom House at the head of Derby Wharf was a symbol of the optimism for the booming international trade that Salem enjoyed between the Revolutionary War and the War of 1812. The row of warehouses lining Derby Wharf also symbolized the high level of trade in the early 1800s (Figure 21). By the 1820s, the economic engine of Salem had already shown signs of a dramatic shift that, by the late nineteenth century, left the waterfront area a shadow of its former self.

The British East India Company controlled half of the world trade market before its collapse in 1873, resulting in increased foreign competition in international ports. Its collapse allowed for the rise of new East India traders and American capitalists gained a greater share of the transatlantic financial system that would govern much of the late nineteenth century world economy.¹⁶⁴ American trade

Figure 21. Lithograph of Salem looking east (Lafayette Street, 1854) Derby Wharf is in the background at far right and lined with warehouses (Smith Brothers & Company (American); J. H. Colon; © Peabody Essex Museum, Salem, MA).





Figure 22. Lithograph by John Bachelder showing Salem looking west from Washington Square (Salem Common), 1856. By the 1850s, merchants were diversifying their investments (Published by Endicott & Company of New York City in 1856).

shifted to a model of larger partnerships and corporations. Merchants shifted their capital in domestic investments such as banks, real estate, transportation, and manufacturing (Figure 22). Construction of the railroad system further limited the need for coastal maritime trade. The growing number of industries in the Salem area required raw materials. Hence, waterfront warehouses transitioned from holding exotic goods to stockpiling stone, coal, wood, and other low-cost, high-bulk materials as well as commercial fish processing and mill production (Figure 23). Rail lines facilitated the movement of high volumes of materials and became essential to sustain use of the Salem waterfront.¹⁶⁵

As shipping declined, manufacturing rose to take its place as the economic driver in New England towns like Salem. Salem's first factories produced textiles, shoes, and leather. Most of New England's textile mills were built along the area's rivers and were powered by water, but Salem's rivers lacked adequate flow to power equipment, so the city's mills had to seek another energy source. A group of maritime merchants, including retired shipmaster Nathaniel Griffin founded the Naumkeag Steam Cotton Company in 1839, and by 1845 they began building New England's first mill powered by steam produced by burning coal. The merchants built the sprawling Naumkeag Mills on Stage Point, south of the South River and west of the southern end of Derby Wharf. Beginning production in 1847, the mill imported cotton and coal from the southeastern United States and exported the finished textiles in hopes of reversing the economic decline caused by the decrease in maritime trade (Figures 24 and 25).¹⁶⁶



Figure 23. Lithograph by John Bachelder of Salem looking north across the harbor, 1856. Naumkeag Mill is visible in the left-background, and the Custom House is to its right (National Park Service Collections, SAMA 3938).

IMMIGRATION AND ST. JOSEPH SOCIETY, 1850–1909

Salem alone could not supply the workforce needed to operate the Naumkeag Mills or the numerous other mills and industries in town, so agents recruited workers from towns and rural areas throughout New England. Before 1846 the majority of manufacturing laborers were American-born males. After 1846, a surge of Irish immigrants shifted the demographics. The Irish were followed by French Canadians and European immigrants who found work in Salem's textile, shoe, and leather industries. By 1875, a quarter of Salem's population of about 24,000 was foreign born, of which 56 percent were Irish. By 1915, almost one third of the city's greatly increased population of over 37,000 were foreign born, with French Canadians the most numerous, Irish and Polish next in size, and significant numbers of Russians, Italians, Greeks, and Turks.¹⁶⁷

The mills also hired women and children. In 1867, the Naumkeag Mills adopted a half time school system, whereby children between the ages of 10 and 15 could work an eight-hour shift and attend three hours of school. Shifts alternated so that children attended school in the morning or afternoon before or after work. By 1875 the Massachusetts Bureau of Labor Statistics condemned the system as dangerous and too demanding for children.¹⁶⁸

The Naumkeag Mills alone employed over two thousand people. Ethnic neighborhoods formed in areas previously dominated by maritime life and trade. A French Canadian neighborhood stretched south from the western end of Derby Street and a Polish neighborhood extended north and south on the east end of Derby Street. To accommodate the influx of residents, large residential lots were



Figure 24. Portion of Map of the City of Salem by Henry McIntyre in 1851 showing the Derby Wharf area and the Naumkeag Steam Cotton Company on Stage Point in South Salem (Map reproduction courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

subdivided several times over, grand homes divided into apartments, and multi-family tenements were squeezed into every available space.¹⁶⁹

By the late nineteenth century, Salem was seeing increasing immigration from Eastern European countries, particularly Poland. Immigration increased significantly after Germany unified in 1871 and intensified its campaign to suppress the Polish culture. Once settled in Salem, the Polish immigrants joined one of the established industries, toiling in the city's mills and factories, or started businesses with the trades, skills, and entrepreneurial drive that they brought with them from their home country. A Polish community grew in the waterfront area east of Derby Wharf, eventually displacing the predominantly Irish neighborhood.¹⁷⁰

In 1897, the growing Polish community founded the St. Joseph Society to preserve their language and culture, provide mutual support, and strengthen their community. The society provided aid to its members in the form of assistance in times of illness or financial hardship and offered funeral benefits. In the twentieth century, the society became more of a social organization, hosting dances and dinners and sponsoring sports teams and youth groups. After several years of meeting in rented halls, church basements, and members' homes, the society constructed their own hall on Derby Street in 1909, known as St. Joseph Hall.¹⁷¹

Figure 25. Detail from a birds-eye view of Salem with Derby Wharf extending into Salem Harbor, 1883. The Naumkeag Mills factory buildings are visible beyond on Stage Point (https://commons.wikimedia.org/wiki/File:1883_SalemMA_map_BPL_2675001218.jpg, creative commons license).

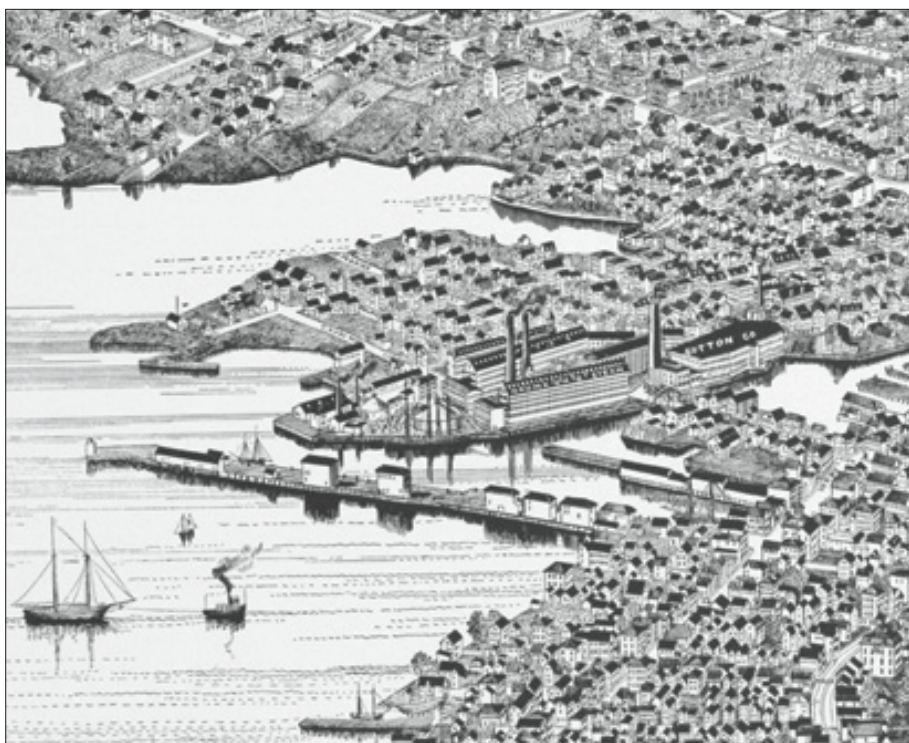


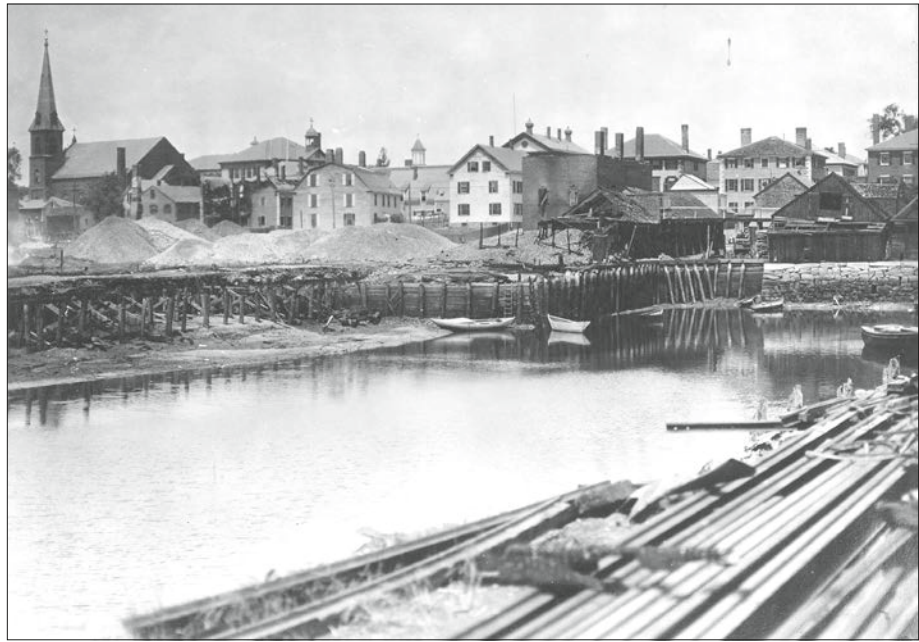
Figure 26. Derby Street after the Great Fire of 1914. On the right is the damaged Forrester's Warehouse, and on the left is the Custom House and Cox's store, undamaged by the fire (PEM negative number 13932. Courtesy of Phillips Library, Peabody Essex Museum, Salem, MA).



SALEM FIRE, 1914

In 1914, Salem was devastated by a fire that swept through the city (Figure 26 and 27). Much of the city's waterfront area was destroyed, including the Naumkeag Mills and other industrial facilities on Stage Point. The fire progressed to a point just west of Derby Wharf, burning buildings on Central Wharf and damaging Forrester's Warehouse, but sparing the Custom House and other structures within the study area. Businesses that had operated along the wharf during the late nineteenth century had already begun to decline in the early twentieth century. Although Derby Wharf itself was spared in the fire, its remaining businesses

Figure 27. View looking northwest from Derby Wharf to Central Wharf and Derby Street after the Great Fire of 1914. In the center right is the damaged Forrester's Warehouse, several other undamaged but dilapidated warehouses, and a portion of the Crowninshield Home at the right edge of the image (PEM negative number 13935. Courtesy of the Phillips Library, Peabody Essex Museum, Salem, MA).



never recovered, and the wharf languished and deteriorated. In the aftermath of the fire, citizens assembled to rethink the city's future, eliminate overcrowded developments, and invest in the preservation of the city's rich history.¹⁷²

GROWTH OF TOURISM, COLONIAL REVIVAL, AND EARLY HISTORIC PRESERVATION, 1848–1936

While rebuilding the city after the fire, Salem community members became increasingly aware of the remnants of the wealth and prominence evident in the structures that remained from the city's trading heyday. Houses, mansions, and public buildings that were associated with the nation's most influential merchants were scattered throughout the city, hemmed in by later development, altered beyond recognition, or deteriorating with the passage of the decades. In addition to these relics, buildings also remained that were associated with the witchcraft hysteria of the late seventeenth century. The city sought ways to hold on to these historic resources, to remember and commemorate events that shaped Salem's history, and to generate an economic boost from tourism. The city, private institutions, and concerned individuals began working together to acquire and restore select buildings, and eventually larger areas.¹⁷³

Early historic preservation efforts in Salem were greatly aided by the collections, expertise, and efforts of two Salem organizations. The East India Marine Society founded in 1799 became the Peabody Academy of Science in 1868 when endowed by George Peabody, then the Peabody Museum of Salem in 1915. The museum held objects gathered from centuries of international trade and was known for its preeminent collection of historic artifacts, art objects, and exotic curiosities from around the world. The Essex Historical Society, founded in 1821, became the Essex Institute in 1848 and held the literary, historical, and scientific information

accumulated by Salem residents and seamen. Both organizations collected numerous engravings, paintings, early photographs, and literary descriptions of the Derby Wharf landscape. The two organizations eventually merged to become the Peabody Essex Museum in 1992.¹⁷⁴

The American Centennial in 1876 marked the beginning of a widespread nostalgia for the European colonization of the East Coast. Described as the Colonial Revival movement, the movement was motivated by increased industrialism and immigration and extended from the Centennial to World War II. The movement was manifested in architecture, gardens, landscape design, decorative arts, and American art and sought to promote notions of democracy, patriotism, morality, and self-sufficiency. While the story of Salem's tremendous wealth, international goods, and trade connections with other cultures and languages, were an anomaly within the Colonial Revival movement, much of the physical remnants of the city's Colonial and early Federal Style architecture garnered greater significance and recognition. In particular, local interest grew around preserving the resources from Salem's trading days. The Custom House was in government ownership, but surrounding buildings were in private ownership and vulnerable to neglect or redevelopment.¹⁷⁵

Several preservation organizations emerged in the beginning of the twentieth century. In about 1900 the North Bridge Chapter of the Daughters of the American Revolution sought to secure the Narbonne House as their headquarters. Another chapter, the Adams Chapter, had successfully secured the John Adams Birthplace in Quincy as their meeting place in the 1890s and had opened the colonial period home for tours. The North Bridge chapter was unsuccessful in acquiring the Narbonne House, but they raised awareness of the significance of the building as an exceptional example of architectural history from the colonial period.¹⁷⁶

The Salem Tercentenary in 1926 also sparked interest in historic preservation. The adjacent Derby House was also still a private residence, and despite being surrounded by later buildings, it had not been substantially altered since 1811. The Boston-based Society for the Preservation of New England Antiquities (SPNEA), founded by William Appleton in 1910, was dedicated to the preservation of buildings, objects, and landscapes representative of New England life. SPNEA worked to acquire "noteworthy buildings and historic sites" throughout Massachusetts that represented the breadth of New England's history, emphasizing the architectural and aesthetic merits of the buildings over their association with important people and events.¹⁷⁷ In 1927, SPNEA acquired the Derby House and West India Goods Store. Restoration of the West India Goods Store was completed the following year, and the restoration of the Derby House concluded in 1929. SPNEA developed the Derby House into a house museum, complete with furnishings, some of which were loaned from the Essex Institute

and Peabody Museum (today the Peabody Essex Museum).¹⁷⁸ At about the same time, the board of the Essex Institute briefly considered purchasing Derby Wharf and turning it over to the city for use as a public park, but the proposal was abandoned due to the high costs of restoring the badly deteriorated wharf. Later, in 1933, Salem Planning Board considered using government relief funds to restore the wharf, but the project never progressed beyond discussions.¹⁷⁹

CREATION OF THE PARK, 1933–1936

During the 1930s, historic preservation efforts in Salem were being mirrored on the national scale by the development of federal programs intended to preserve and administer nationally significant historic properties. Horace M. Albright, second director of the National Park Service, led the initiative to expand the organization's range of stewardship to include historic sites, which, at the time, were managed by the War Department. In 1933, newly elected President Franklin D. Roosevelt, urged by Albright, issued an executive order transferring the War Department's battlefields, monuments, and all other historic areas managed by other federal agencies to the National Park Service. The Historic Sites Act, passed in 1935, declared a federal policy to preserve historic sites, building, and objects of national significance for the people of the United States, defining the role of the National Park Service in identifying and managing these properties. The National Park Service wished to highlight aspects of national history in addition to battlegrounds and saw the selection of the first national historic site as an opportunity to do this.¹⁸⁰

A key figure in the selection of Salem as the first national historic site was Harlan Page Kelsey (1872–1958), friend of National Park Service Director Arno B. Cammerer. Kelsey was a landscape designer, nationally renowned nurseryman, and Salem civic leader. He gained the respect of Salem officials as a founder of the Civic League of Salem, board member of the Associated Charities of Salem, member of the Salem City Plans Commission, and chairman of the “Committee of 100” for the Salem fire relief fund. He also forged strong connections with federal officials for his conservation efforts elsewhere in the country including several national parks. Kelsey was an energetic supporter and effective advocate for the preservation of Derby Wharf and its acquisition by the National Park Service.¹⁸¹

In early 1934, Kelsey proposed a waterfront and recreation area in conjunction with the preservation of Derby Wharf, Salem's “most prominent historical landmark in maritime history.” Receiving little support from the City of Salem, Kelsey pursued another course of action. He wrote to Cammerer on March 16, 1935 about the possibility of establishing a historic site that would include Derby Wharf and the Custom House, noting that “I have an option on the property and the money to buy it and give it to whoever will preserve it. It can be restored for fifty or sixty thousand dollars. That is the minimum for saving it from destruction

and making it available.” The Derby Wharf property at this time was owned by the trustees of the Massachusetts Street Railway Company, who offered it for \$7,500. Kelsey estimated that purchasing adjacent parcels would cost about \$50,000.¹⁸²

Passage of the Historic Sites Act in 1935 benefited Kelsey’s proposition. While the Act was still under consideration by Congress, the NPS was actively seeking appropriate sites for preservation. Hence, Kelsey’s proposal was timely. NPS criteria for the selection of new parks required that the sites be relatively intact, clearly of national interest, available through donation, and free of encumbrances.¹⁸³

In April 1935, NPS Historian Dr. Verne E. Chatelain toured the Derby Wharf and waterfront area with newly appointed NPS regional historian Edwin Small, who would become the park’s acting superintendent in February 1937. On April 25, 1935 Cammerer wrote Kelsey, “Our historical study and Mr. Chatelain’s field investigation indicated that Derby Wharf had definite national historical interest and that the area could be suitably developed.” Cammerer followed up with a visit to the site in August. With NPS support, Kelsey then focused on aligning the local and state entities to acquire property for the park in order to convey it to the federal government.¹⁸⁴

Creating the park required negotiations with the U.S. Treasury, owners of the Custom House; the U.S. Coast Guard, owners of the lighthouse; the Massachusetts Street Railway Company, a willing seller; SPNEA, owners of the Derby House; and the Board of Directors of the Home for Aged Women, owners of the Crowninshield House and property. Negotiations also included the Massachusetts legislature to obtain the funds to purchase warehouse and tenement house parcels, and the City of Salem, including Mayor Bates for the conveyance of the parcels to the federal government, plus local preservation groups. Since the Custom House and lighthouse were already owned by the federal government, the transfer of their parcels to the National Park Service was relatively straightforward. For the other more complex negotiations, Kelsey took a leading role within the Salem community, while Edwin Small worked on behalf of the National Park Service.¹⁸⁵

Both Kelsey and Small negotiated with SPNEA. In early summer 1935 Kelsey approached William C. Endicott, SPNEA president regarding the proposed national historic site and incorporating the Derby House. Small met with SPNEA founder William Sumner Appleton, who suggested several sites for National Park Service consideration and expressed some concerns about complete transfer of the Derby House. After voting, SPNEA trustees were unanimously in favor of the transfer, but with two reservations, a \$5,000 mortgage on the house and a preference to remain as custodians of the house rather than trust the government in this role. Small and Appleton continued to communicate regarding the furnishings and the custodial care of the house for several months. Since NPS

could not accept an encumbered property, negotiations continued until October 1937 when SPNEA voted to pay off the mortgage and transfer the property outright to the City of Salem to convey to the federal government. The mortgage was paid by SPNEA board members Mrs. William C. Endicott and Louise du Pont Crowninshield, wife of Derby descendant Francis B. Crowninshield. Throughout the purchase, restoration, and transfer of the Derby House, Louise du Pont Crowninshield strongly influenced Appleton's decisions, and she continued her involvement in subsequent years as the president of the Salem Maritime Historical Association. The park service agreed to retain SPNEA's custodian, Miss Alice Meek.¹⁸⁶

Cammerer and Kelsey also communicated with the Board of Managers of the Home for Aged Women (also known as the Crowninshield House, Brookhouse Home, and the Association for the Relief of Aged Women) regarding their waterfront land associated with Central Wharf. Like SPNEA, the Home for Aged Women Board Members sought a deed restriction to preserve their view across their land from the Home to the harbor. Negotiations stalled for several months, but by the end of 1935, the Board of Managers agreed to gift their land to the south of Derby Street to the national historic site free of encumbrances.¹⁸⁷

In November 1935 Kelsey requested that the Massachusetts legislature allocate \$50,000 for the removal of buildings and the rehabilitation of the Derby Wharf and waterfront area, with the stipulation that the City of Salem would cover any additional costs. Kelsey wrote, "Derby Wharf is fast being batted to pieces and I am hoping that we can put it across very soon so that something may be done temporarily to stop this terrible erosion." Finally, the City of Salem with the support of George J. Bates, mayor of Salem from 1923 to 1937, carried out the purchases and takings of all of the properties within the minimum boundaries set by the National Park Service.¹⁸⁸ A December 11, 1935 article in the *Salem Evening News* noted "Anything that recalls this old life and beautifies our harbor will create a feature of great popular as well as world-wide interest."¹⁸⁹

On December 9, 1935, Department of the Interior Secretary Harold Ickes approved the designation of the Derby Wharf National Historic Site when the deeds and titles were secured. In May 1936, Congress authorized the U. S. Treasury Department to transfer the Custom House to the Interior Department, and the Derby Wharf became the first national historic site designated under the Historic Sites Act.¹⁹⁰

SITE DEVELOPMENT, 1829–1936

As the economy of Salem shifted from shipping to manufacturing and the population of the city grew, development within the study area increased in density to accommodate the influx of immigrant laborers. The relatively large house lots provided ample room for new tenement structures in front of,

between, and behind the existing houses. Multi-story buildings, with commercial storefronts on the first floor and residences above and behind, were constructed along Derby Street in front of the Hawkes House and Derby House and at the head of Derby Wharf. Salem macadamized the roads within the study area in 1858. Crosswalks, such as the walk in front of the Custom House were surfaced with flagstones. Salem also added utilities to the area including water lines from the city's aqueduct in 1833; waste lines were added to houses at about the same time, which discharged near Hatch's Wharf; and gas lines in 1850. Derby Wharf itself continued to function as shipping and storage space, reaching a peak of warehouse density in the mid-nineteenth century as further described below.¹⁹¹

Narbonne House

During this period, the house was occupied by the Andrew, Vincent, Narbonne, and Hale families. Mary Andrew Narbonne lived in the house for her entire life from 1824 to 1905 and never married (Figure 28). Several changes took place to the property as described in the Analysis and Evaluation chapter.

Custom House and Scale House

In the 1800s, the U.S. Treasury continued to operate the Custom House and modernized the building with internal plumbing in 1853–54 and interior gas lights in 1872. Also in 1853–54, the U.S. Treasury retained the Supervising Architect for the Treasury Department, Ammi B. Young to direct several improvements to the

Figure 28. View looking northwest of the south side of the Narbonne House in 1891, when it was owned by Mary Andrew Narbonne. The gambrel ell and leantos are visible. A mature elm arches over the house and a small fruit tree grows in the backyard, visible at the lower left. A boardwalk extends into the yard (PEM Frank Cousins negative number 214. Courtesy of the Phillips Library, Peabody Essex Museum).



Figure 29. The Custom House in about 1860 after renovations directed by Ammi B. Young. One granite bollard is visible on the corner of the property at left, although it is possible a second post is not visible behind the man in the white coat. A pole for the revenue flag extends above the eagle (National Park Service Collections, SAMA 01A-001).



building (Figure 29). By 1936 a six foot high chain link fence with barbed wire at the top extended along Orange Street. The fence included a gate near the Scale House. Three mature elms grew in the yard (Figure 30).¹⁹² Additional details are described in the Analysis and Evaluation chapter.

Hawkes House and Lot

The first lot to be developed for increased residential density for immigrants was the Hawkes House lot. After living in the house for nearly thirty years, Benjamin Hawkes lost the house and lot to the bank in 1830. As detailed in the Analysis and Evaluation chapter, the next owner, Benjamin Cox constructed cluster of buildings on the lot. The property was enclosed with a fence in 1840, providing a common open space in the northeast corner of the lot.¹⁹³ Benjamin Cox rented to working class families, predominantly Polish and Russian. Fifteen families lived in these structures, and with each family having multiple children as well as numerous boarders, the lot was crowded with residents. The front of the Hawkes house lot along Derby Street was occupied by three buildings: Cox's 1836 store,

Figure 30. View of the Bonded Warehouse at right and Scale House at far left from Orange Street, looking through a chain-link fence, October 8, 1935. The Hawkes House tenements are visible in the background (National Park Service Collections, SAMA 1A-020).



Figure 31. View looking east along Derby Street from the intersection with Orange Street showing Cox's Store at left in the front yard of the Hawkes House in October 1935. Tenement buildings stand in the Derby Beach area and trolley tracks run down the cobblestone street. The granite bollards in front of the Custom House are visible at left (National Park Service Collections, SAMA 18A-010).



the Hawkes House (set back from the street), and a small store built in 1911 at the southeast corner of the Hawkes lot (Figure 31).¹⁹⁴

Derby House and West India Goods Store

Henry Ropes and John Osgood owned the Derby House, and it subsequently passed to several other owners as described in the Analysis and Evaluation chapter. The relocated West India Goods Store and a new store on its original site were constructed flush with Derby Street. Similarly, buildings on the south side of Derby Street were all constructed flush along the sidewalks and close to each other, creating a nearly continuous building front, broken only by large trees growing in front of Derby House (Figure 32).¹⁹⁵

Figure 32. The Derby House and West India Goods Store at left and stores at 166 Derby Street at right just before demolition, 1936. The West India Goods Store was subsequently moved back to its original location on the right. Note the large horse-chestnut tree in front of the Derby House (National Park Service Collections, SAMA 03A-008).



St. Joseph Hall Lot

By about 1840 the parcel (158-162 Derby Street) that would later contain St. Joseph Hall was owned by Theophilus Sanborn (1785–1860). Theophilus was married to Lydia Eustice (1782–1818), was a “wood wharf” proprietor, and owned a parcel at the head of Derby Wharf where he operated “Thomas Sanborn & Company.” By 1851, three buildings stood on the parcel, including a brick house at Palfrey Court, and second building to the northeast, and a third building at the Daniels Street corner.¹⁹⁶ After Theophilus Sanborn died in 1860, the parcel was divided amongst his heirs, including his sons and daughter. In 1867 the Sanborn heirs sold most of the parcel to John (circa 1844–after 1874) and Michael Hurley, who had emigrated from Ireland. At this time the property still contained a brick dwelling and other buildings. Eight year later, in 1868, a small parcel retained by the Sanborn heirs was also sold to the Hurleys.¹⁹⁷ The Hurleys likely constructed a tall wooden apartment house to the north of the Sanborn brick house (Figure 33). This reflected a general trend in the neighborhood, as many Irish immigrants purchased and developed parcels in the Derby Street area. In 1888 Sarah and William Phelan purchased the parcel. Sarah (1821–unkn.) was a grocer at 100 Derby Street and William’s profession is unknown. Philip Phelan resided there and was a baker. Sarah Connolly and Michal Condon also resided there as tenants. During the 1890s the buildings on the parcel were occupied by numerous tenants. In about 1904, Louis and Sara Dembofsky acquired the property, the first Polish immigrants to hold the parcel. In September to November 1904, the Dembofsky’s sold the parcel to Anna and Walter Shapiro, Polish Jewish immigrants, who in turn sold the parcel to Francyska and Wofzeucz Pokorski in the same year. The Pokorskis held the parcel for a few months and in 1905 sold the parcel to Joseph Szczechowicz, a leatherworker, and his wife Maryanna. During this time several

Figure 34. Map showing buildings within the study area in 1874. Note the three buildings on the St. Joseph Hall site (National Park Service Collections SAMA 2246).



Figure 33. View looking east toward St. Joseph Hall in October 1935. Rooftops in the foreground include Hawkes House (left), Cox's Store (lower right), West India Goods Store (right). The roof of the Derby House is partially visible (middle left) and a large horse-chestnut grows in the Derby yard (National Park Service Collections SAMA 005A-002).



Polish tenants resided in the buildings on the property. In December 1906 the Szczechowicz couple gifted the property to the St. Joseph's Polish Roman Catholic Society. In 1908 the Society demolished the existing structures on the 160-162 Derby Street parcel and constructed the three-story St. Joseph Hall, a project funded by local Polish families. The building footprint covered most of the parcel with the exception of the sidewalks along Derby Street and Palfrey Court (Figure 34). The designer of the building is unknown.¹⁹⁸

Central Wharf

By 1850, Union Wharf (outside of the study area) extended over a drawbridge to the south bank of the South River, constricting access to the wharves to the west. At the head of Central Wharf stood Forrester's warehouse built in 1825. In 1843, Simon Forrester's sons sold the wharf to Michael Shepard, Thomas Farless, and John Bertram, and thereafter it was referred to as Central Wharf. Shepard and his partners imported and exported local and nonlocal refined goods including cheese, pork, sugar, tobacco, and textiles. By 1851, as depicted on a map of Salem,

three businesses operated at the head of Central Wharf: Augustus T. Brooks dealt in flower, grain, and coal at 117 Derby Street; Howard and Ricker sold groceries and provisions at 119 Derby Street, and Alden Lott handled wood and bark at 119 Derby Street.¹⁹⁹

Forrester's warehouse was damaged in the 1914 fire. Nearby were sheds, including a barrel shed, all of which were built in 1931.²⁰⁰ A large barn or warehouse also remained on Central Wharf, but would soon be demolished.²⁰¹

In the early twentieth century, Derby Wharf fell apart, but Central Wharf remained relatively intact. As a result, the wharf was used by local lobstermen (Figure 35).

Hatch's Wharf

An 1851 map of Salem specifies Lemuel B. Hatch, who dealt in wood and coal, as the owner of "wood wharf" at 113 Derby Street. The use of the wharf for the processing and storage of wood and coal continued for several decades. Photographs from the late 1800s and early 1900s show wood stacked in long rows in the open and coal was stored in two coal sheds along the western edge of the lot (Figure 36).²⁰² Between Hatch's and Derby Wharf, a ramp and beach area allowed access to a narrow beach inlet. The Home for Aged Women (Brookhouse Home) acquired Hatch's Wharf and in the 1930s conveyed it to the National Park Service.

Derby Wharf and Derby Wharf Lighthouse

Derby Wharf served as a hub of activity throughout the nineteenth and into the early twentieth century. Congress authorized construction of the Derby Wharf Lighthouse in 1870 (Figure 37). By the 1930s, Derby Wharf was in poor condition prompting the National Park Service to undertake a major rehabilitation in the 1930s as further described in the Analysis and Evaluation chapter.²⁰³



Figure 35. Central Wharf in 1935-36
(Courtesy of the Phillips Library,
Peabody Essex Museum, Salem, MA).



Figure 36. View looking south down Derby Wharf from the Custom House in 1910. A tenement house with clotheslines on the porch stands at the head of the wharf on Derby Street. Hatch's Wharf visible at lower right has stockpiles of wood and coal. Railroad tracks extend down Derby Wharf. Central Wharf is visible at upper right (PEM negative number 16366, Courtesy of the Phillips Library, Peabody Essex Museum, Salem, MA).



Figure 37. Derby Wharf from the cupola of the Custom House in about 1935 at low tide. One warehouse, a tenement house, and a bakeshop remain in the foreground. Derby Wharf Lighthouse is visible in the distance (PEM negative number 9616, Courtesy of the Phillips Library, Peabody Essex Museum, Salem, MA).

Kosciusko Street and Tucker Wharf

The parcel that extended from Derby Street to the shore was known as Tucker's wharf, Grant Street, and then Kosciusko Street. By the mid-1800s, tenements stood along the street that led down to the wharf. Altogether, hundreds of residents and boarders lived in the few lots clustered around the head of Derby Wharf.²⁰⁴

LANDSCAPE SUMMARY, 1936

Drawing 5 illustrates the appearance of the study area in 1936, when an act of Congress officially recognized the plan to create a National Historic Site, and when much of the site was occupied by tenements, shops, and warehouses. Derby Street was paved with cobbles and traversed by rail lines, which included a spur down the length of Derby Wharf. Photographs taken in 1935 and 1936 depict the array of goods that were stockpiled along the rail line.

The Narbonne House and property was owned by Frank W. Hale and family. The rear yard was actively cultivated with flowers, vegetables, vines, and fruits. The Custom House had changed little since its construction in 1819 and rehabilitation in 1854. Three mature elms grew in the yard behind the Custom House and three other smaller trees grew in front of the building on the south side of Derby Street.²⁰⁵

The Custom House continued to dominate the Derby Street landscape, but was recently vacated by the U.S. Treasury in 1936. Just to the east, the Hawkes House was hidden behind three buildings: the two-story wood frame 1836 Cox's Store at 174 Derby Street; a small store at 172 Derby Street built in 1911; and the West India Goods Store, also known as the Counting House, at 170 Derby Street.²⁰⁶

Behind and north of the Hawkes House stood four buildings: a two-story tenement added to the Hawkes House in about 1851, a four-story tenement constructed in 1897, a two-and-a-half-story dwelling constructed in about 1874, plus a three-car garage built around 1936. The tenements housed working class families, predominantly Polish and Russian. Altogether, hundreds of residents and boarders lived in the few lots clustered around the head of Derby Wharf.

The former location of the West India Goods Store, on the corner of Derby Street and Palfrey Court, was occupied by a two-story building with two storefronts built in 1912, and beyond that, across Palfrey Court, was St. Joseph Hall built in 1909. These buildings and those on the south side of Derby Street were all constructed flush along the sidewalks and close to each other, creating a nearly continuous building front, broken only by a large tree growing in front of Derby House.²⁰⁷ The Derby House remained relatively unchanged under the care of SPNEA. A garden area extended along the east property fence. Apple and cherry trees grew at the

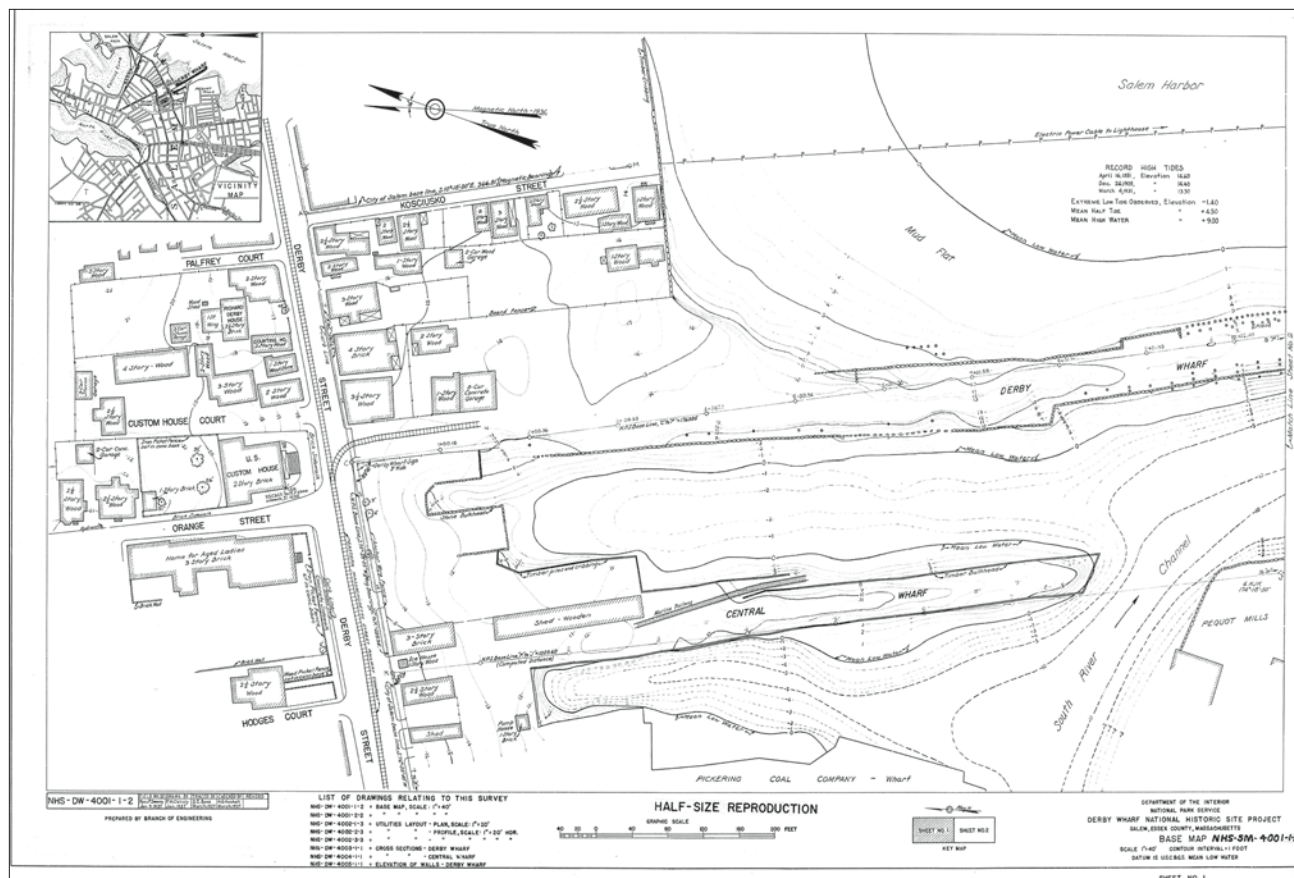
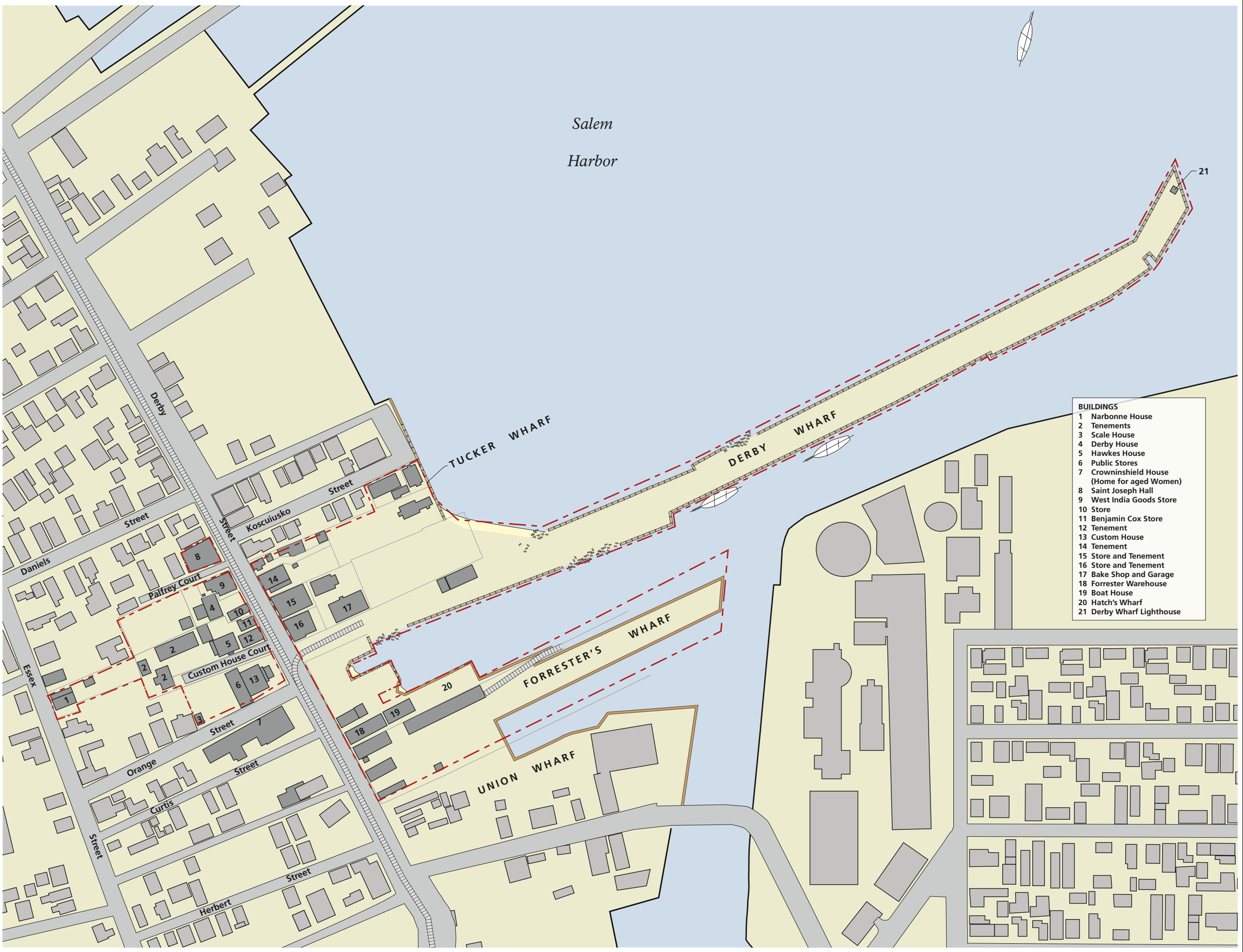


Figure 38. Base map showing the existing conditions of the Derby Wharf area as recorded in 1936. Note the lack of a pier structure at Tucker Wharf and the Marine Railway on Central Wharf (National Park Service Collections, Salem Maritime National Historic Site Archives).

north end of the lot, and a row of shrubs grew in the middle of the area beyond a two-car garage accessible from Palfrey Court.²⁰⁸

By 1936, Derby Wharf was in poor condition. The wharf walls consisted of decaying timbers and an assortment of rubble stones that were not mortared or fastened. Many of the capstones had fallen from the wharf walls and lay as spoil in the surrounding mudflat. Iron pins held the wharf capstones in place at the tip and at high tide the 1870 Derby Wharf Lighthouse was separated from the land by an expanse of water. A few industrial uses were still located in the waterfront area. West of Derby Wharf, Hatch's Wharf was still being used for the processing and storage of wood and coal, as it had been for several decades. Wood was stacked in long rows in the open and coal was stored in two coal sheds along the western edge of the lot. Central Wharf had been purchased by George W. Lane who in 1896–97 had rebuilt the timber bulkheads and added oak load-bearing piles and addition fill. By 1936, however, the wharf was in need of repairs. The National Park Service conducted a detailed engineering assessment in 1936–37 on the six-acre area that would become the park, which is shown in Figure 38.²⁰⁹



Cultural Landscape Report

Salem Maritime National
Historic Site

1936 Period Plan



National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. "Derby Wharf National Historic Site Project," Base Map (1936).
2. Salem Maritime National Historic Site Historic Research 1629-1900
3. USGS 15cm Color Ortho Imagery (2008/2009), MassGIS.

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Sasha M. Bachier, OCLP
AutoCAD Map 3D 2012
Adobe Illustrator CS6

LEGEND

- Buildings
- Lot Lines
- Roads
- Open Water
- Park Boundary

NOTES:

1. Features depicted in approximate scale and location.
2. Vegetation cover is conjectural and intended for illustration purposes only.



0 200 400FEET

SALEM MARITIME NATIONAL HISTORIC SITE: 1936–2015

The sixth time period describes the site when it transitioned to a national historic site managed by the National Park Service up to the present in 2016. The section chronicles the park's development of master plans and the subsequent implementation of improvements to enhance visitor enjoyment and education in concert with the mission of the National Park Service. The section combines contextual information with site specific developments.

INITIAL SITE DEVELOPMENT AS A NATIONAL HISTORIC SITE, 1936–1939

Once the establishment of Salem Maritime as the nation's first national historic site was underway, the National Park Service collaborated with the City of Salem to transform the crowded district into a park-like setting. The City of Salem began acquiring properties in 1936 and a ruling in April 1937 cleared the way for their transfer to the National Park Service. The park was formally designated as Salem Maritime National Historic Site on March 17, 1938. In an article published in the December 1938 issue of *Planning and Civic Comment of the American Planning and Civic Association*, the park's first superintendent Edwin Small wrote "The Nation's first national historic site has been established in the old seaport city of Salem, Massachusetts, . . .the creation of this site marks the beginning of a new line of activity of the National Park Service. . .Establishment of the site brings to a successful conclusion more than four years of activity on the part of Harlan P. Kelsey, who first envisioned the possibilities and location and has worked most determinedly to secure the cooperation of the City, the State, various organizations and individuals in meeting the property requirements prescribed by the National Park Service."²¹⁰

The National Park Service began in depth research and documentation of the Custom House and the other buildings within the park area of six acres in June 1937, soon after the U.S. Customs Service vacated the site.²¹¹ The highest priorities were the restoration of historic buildings and the removal of the structures that were considered to be unrelated to the maritime theme. Initially, the buildings identified for preservation included the Custom House-Public Stores and Scale House complex, Derby House, West India Goods Store (referred to as the rum house or counting house), and Derby and Central Wharves. The Hawkes House was slated for demolition, but an archeological evaluation revealed its significance, and it was saved. Forrester's Warehouse, the only waterfront maritime structure that remained (other than the 1870 lighthouse), was retained temporarily for utilitarian use by the park but was in poor condition.²¹²

In the summer 1937 the City of Salem owned the majority of the buildings within the site. While the nation struggled through the Great Depression, the New Deal federal relief programs brought an unparalleled labor force to create a suitable park setting for the neglected and very developed site.²¹³ Using funding and labor



Figure 39. View looking southeast from the Custom House cupola in 1937. Buildings remaining in the foreground include a dwelling and the bakeshop. Buildings beyond the fence in the Derby Beach area include the Polish Socialist Alliance Club, the Polish American Veterans Association building, and a shed. The bakeshop remains in the foreground. Derby Wharf Lighthouse is visible in the distance at right (National Park Service Collections, SAMA 14A-103).

allocated through the Public Works Administration, demolition work began in August on buildings that were considered extraneous (Figures 39, 40, 41, and 42). Crews quickly removed the buildings around the Hawkes House, including Benjamin Cox's 1836 store and tenements to the north along Custom House Place. By September the effort had expanded to include the stores and tenements on the south side of Derby Street at the head of Derby Wharf. On the inland side of Derby Street, a two-car garage was removed from behind the Derby House. The park removed the two stores at the southeast corner of the Derby House lot in December, and then moved the West India Goods Store back to its original location at the southeast corner of the lot.²¹⁴

By the winter of 1938–39, the demolition and major building work had been completed. The three large elm trees stood behind the Custom House, and were the only shade trees that would be retained in the park's 1939 master plan. The Hawkes House stood alone on a bare lot that had been filled and graded after the removal of the tenements. The Derby House front yard was also bare, but the back yard retained the fruit trees, shrubs, and garden beds from the previous residents. Grading around the structures north of Derby Street continued until October 1938, when the area was covered with topsoil. Forrester's Warehouse remained at the head of Central Wharf for "practical considerations."²¹⁵ The City of Salem relocated three structures from Derby Wharf and demolished the remaining structures by early spring of 1938.²¹⁶ Cellar holes were backfilled, in some cases with material excavated from the east side of Derby Wharf.

Figure 40. The Derby House back yard with the kitchen ell (far left), two-car garage, and Palfrey Court, September 7, 1937. Vegetation in the yard includes a black walnut, fruit trees, a privet hedge, and garden beds. A wooden fence is visible along the east property line (National Park Service Collections, SAMA 03A-014).



Figure 41. The Hawkes House (center) back yard with the debris and foundation remnants from the tenement buildings, March 10, 1938. The West India Goods Store has not yet been moved. Photo negative was inadvertently reversed before notation (National Park Service Collections, SAMA 05B-151).



Figure 42. View looking east of landscape work in progress for the front yards of the Hawkes and Derby houses, 1938–39. The park removed Cox's store and another retail building and moved the West India Goods Store back to its original location (National Park Service Collections, SAMA 03B-41).



Figure 43. A crew repairs stonework on the west wall of Derby Wharf, April 1938 (National Park Service Collections, SAMA 14B-25).



Figure 44. A crew repairs stonework on the west wall of Derby Wharf, April 1938 (National Park Service Collections, SAMA 14B-25).



Restoration of Derby Wharf began in the spring and continued through the summer. Its advanced state of deterioration required a nearly complete reconstruction (Figure 43). Seawalls were reinforced or rebuilt, and four hundred feet of seawall foundations were excavated. As the stonework progressed, the wharf was back-filled using material dredged from around the wharf as well as from the grading of the sites on the north side of Derby Street (Figure 44). The work on Derby Wharf was complete in November 1938, but work continued on Central Wharf through the winter. The restoration and reconstruction work performed on the wharves was one of the earliest instances of wharf preservation and interpretation in the United States, providing a valuable precedent for other maritime cities along the Eastern seaboard.²¹⁷

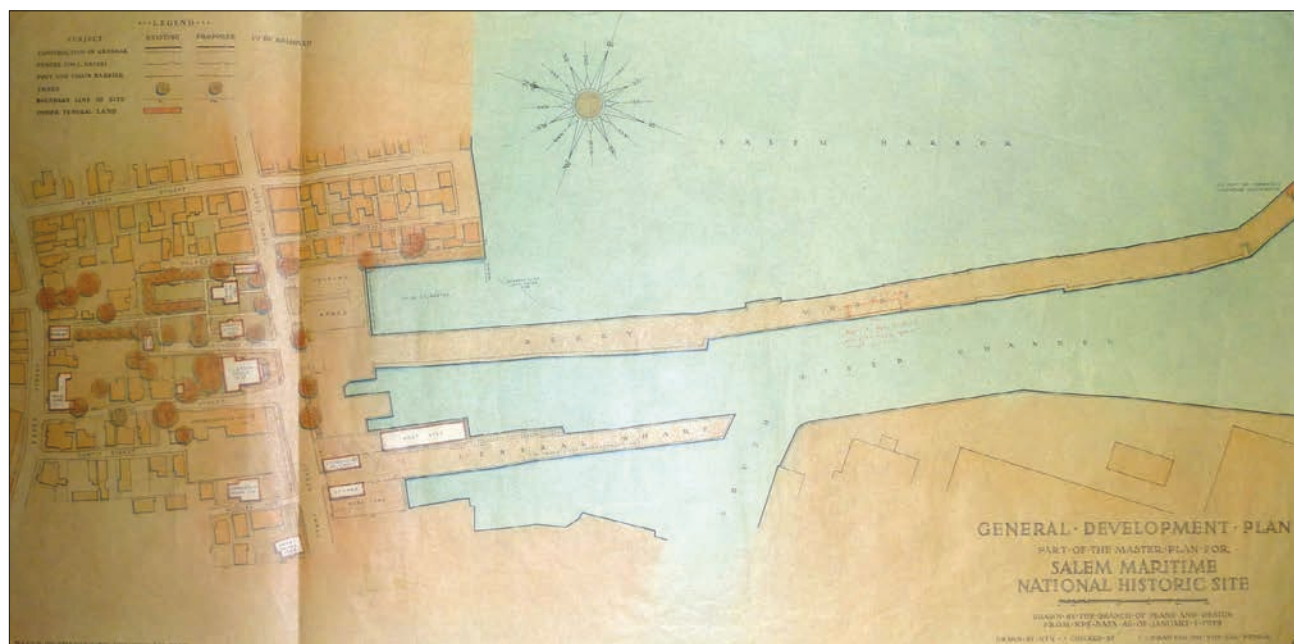
MASTER AND GENERAL DEVELOPMENT PLANS AND IMPLEMENTATION, 1939–1944

The fast pace at which Salem Maritime National Historic Site was conceived, designated, and developed resulted in much of the planning and implementation proceeding concurrently or out of order. By the middle of 1938, the major site work had been complete, and many of the buildings and other site features had been demolished or removed. It was only then that the park undertook a master planning effort to provide development guidance and a vision of the final park design.²¹⁸

The master plan, finalized in 1939, articulated the interpretive focus of the park and the general philosophy of restoration, ostensibly based on existing conditions of 1936, but also reflective of the work that been on the site done to date. The master plan acknowledged that the lack of information about historic conditions would preclude an accurate restoration of the district. It also recognized that such a restoration would result in a character that was undesirable for a public park. Instead, the objective of the master plan was to create an appropriate setting for the buildings and wharves while providing for the operation and enjoyment of the park. “In large part this setting, in the absence of anything more than fragmentary evidence as to the grounds about the buildings, and in the presence of modern requirements for use by personnel and visitors, must be conjectural. Every effort is made to recapture the spirit of the historic period and, without violating that spirit, to furnish facilities for modern use.”²¹⁹

Figure 45. The general development plan developed by the National Park Service and included in the 1939 master plan (National Park Service Collections, SAMA 3957).

The master plan included a general development plan for the new park, developed by Norman T. Newton, National Park Service Landscape Architect, under the direction of Chief Architect Thomas Vint (Figure 45). Newton collaborated with



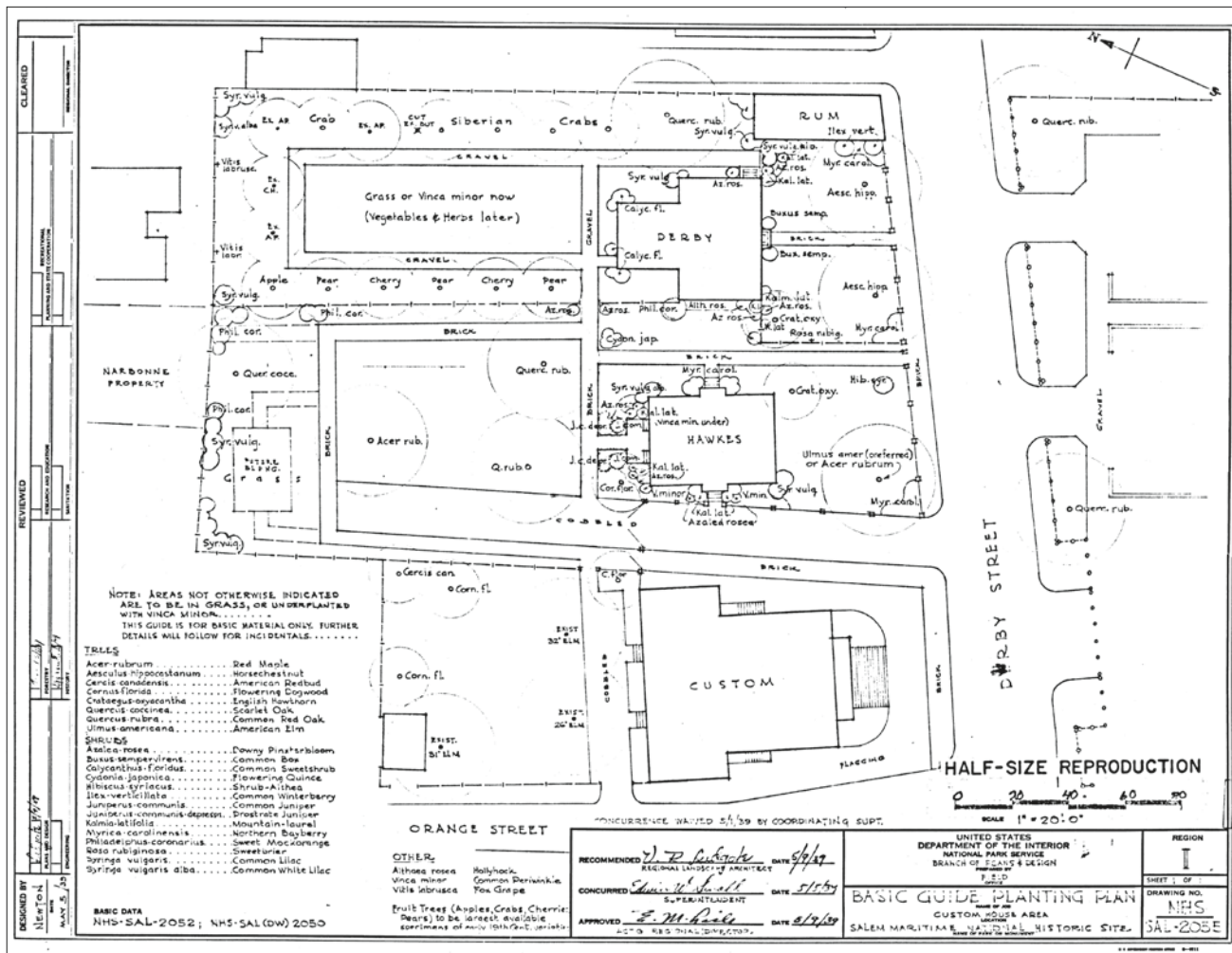


Figure 46. The planting plan developed by the National Park Service in 1939 (National Park Service Collections, Salem Maritime National Historic Site Archives).

Edmond Nash of the Emergency Relief Administration, National Park Service Landscape Architect V. Roswell Ludgate, Historian Edwin Small, and Architect Stuart Barnette. The team also collaborated with Harlan Kelsey, park advocate and nurseryman, who provided input and supplied nursery plants. The plan reflects early National Park Service thought on the restoration and interpretation of historic properties, which was to add visitor facilities and enhance the landscape setting with materials similar to those present during the historic period. The resulting design, later described as the Colonial Revival style, used many native shrubs and species, for which Harlan Kelsey was a strong proponent.²²⁰

The National Park Service design team developed a cohesive landscape design for the area surrounding the historic district's buildings and structures, linking the properties through a network of linear brick pedestrian paths and paving the Custom House Court with cobblestones. The plan specified shade and fruit trees, ornamental shrubs, and lawn and garden areas (Figure 46). The plan also specified ornate wooden fences to delineate property lines that replicated those pictured in historic photographs. Newton also enhanced the visitor experience at the site through expansion of views to the waterfront, as well as the development of visitor accommodations, such as parking, restrooms, markers, and signs.²²¹

A few months after the master plan was finalized, Norman Newton elaborated on the schematic plan with a detailed planting plan, which specified the tree and shrub varieties and their location and arrangement. The Custom House retained its paved perimeter, with no plantings along its front or sides. In the rear yard, three large existing elm trees were retained, supplemented by three dogwoods and a redbud tree. Both the Hawkes House and Derby House were heavily planted around their foundations. The plan specified a varied but limited palette of ornamental and flowering shrubs, including lilac, mock orange, azalea, boxwood, and juniper. Large oaks and horse chestnuts, plus a maple and elm were planted in the front and back yards of both lots (Figure 47). The rear yard of the Derby House retained a number of fruit trees from its previous residential use (Figure 48). The plan incorporated some of these into a rectangular arrangement of fruit and flowering ornamental trees, including pear, cherry, apple, and crabapple (Figure 49). These were arranged around a rectangular gravel walkway, within which Newton indicated “Grass or *Vinca minor* now (Vegetables and Herbs later).”²²²

Much of the work to implement the landscape plan, including laying the brick walkways and cobblestones, building fences, and planting vegetation, was carried out by the Civilian Conservation Corps (CCC). Custom House Court, previously unpaved, was paved with cobblestones. Most of the other walkways were paved with brick, with the exception of the gravel walkways behind the Derby House. Ornate wooden fences of a variety of styles were added to enclose the park and delineate the house lots. Tall board fences lined the perimeter of the park that abutted private property and enclosed the back yard of the Custom House. The master plan indicated that the tall fences were needed to secure the site and prevent “indiscriminate use of the area for purely recreational purposes at the sacrifice of the major function of the Site.”²²³

Along Derby Street and between the lots within the park, lower, more ornamental fences were specified to “be psychologically exclusive without destroying the visual connection between the areas north and south of the Street and that will harmonize in character with the spirit of the Site.”²²⁴ A simple picket fence separated the Hawkes House lot from the Derby House lot, while ornamental fences marked the Derby Street property line of each of those houses (Figures 50 and 51). The Hawkes House featured a wood post and dowel fence that wrapped around the Custom House Court side with a front gate on the Derby Street side. The Derby House had a picket and rail fence mounted on granite blocks that extended from the front corner of the Hawkes House fence to the corner of the West India Goods Store.²²⁵

On the south side of Derby Street, the reconstructed Derby Wharf was free of structures, except for the lighthouse at the south end, which was still under the ownership of the U.S. Coast Guard. Buildings that had been retained at the head

Figure 47. Large elm tree being planted in front of the Hawkes House, May 20, 1939 (National Park Service Collections, SAMA 5B-111).



Figure 48. At the time of acquisition, the Derby House rear yard contained a number of fruit trees among other vegetation (National Park Service Collections, SAMA 03B-095).



Figure 49. The Master Plan design preserved the existing fruit trees and shrubs along the northern boundary and added a gravel walkway and fences. The center panel was seeded with grass for future development as a garden, 1939 (National Park Service Collections, SAMA 03B-099).



Figure 50. View looking northeast of Hawkes and Derby houses, May 20, 1940. A recently planted elm and a collection of native shrubs grow in the Hawkes House yard. Ornamental fences surround the homes. Bollards that front the Custom House are visible in the foreground. Custom House Court is surfaced with cobbles (National Park Service Collections, SAMA 05B-006. Photograph by Stanley P. Mixon).



Figure 51. View looking north of the recently planted Derby House front lawn with a horse-chestnut and bayberry in the foreground and hawthorn and shrubs by the house facade, May 1940. A picket fence defines the western edge of the front lawn (National Park Service Collections, SAMA 03B-003. Photograph by Stanley P. Mixon).



Figure 52. View north of preserved 1825 brick warehouse at the head of Central Wharf (Forrester's Warehouse), January 1939 (National Park Service Collections, SAMA 16B-001).



Figure 53. View looking north of a crew planting the area around the Comfort Station behind the Hawkes House, 1941 (National Park Service Collections, SAMA 08B-004).



Figure 54. View looking north of the rear yard of the Hawkes House, circa 1945. The recently constructed comfort station is obscured by lilac shrubs and a red maple (National Park Service Collections, SAMA 05B-032).



Figure 55. View of the rear facade of the Derby House, 1947. Rectangular beds in the center of a lawn contain a mix of vegetables and flowers, including tomatoes, irises, and what appears to be nicotiana (National Park Service Collections, SAMA 03B-069).



of Central Wharf included a dilapidated boat shed, a garage, and Forrester's Warehouse, a three-story building that was damaged in the 1914 fire and in need of substantial reconstruction (Figure 52). The master plan recommended repairing the warehouse and using it for interpretive purposes and as a temporary workshop. The boat shed and garage were to be removed and replaced with new structures for workshop and park storage space.

The master plan briefly addressed interpretive and visitor service functions in the new park. Regarding Derby Wharf, the master plan mentions a "question of including replicas of ships and partially conjectural restoration of warehouses on wharf for museum exhibits. Documents give locations of warehouses and some data on their exterior appearance; no data as to interiors."²²⁶ Apart from the landscaping, the only visitor services indicated spatially on the General Development Plan were a parking area designated in the area south of Derby Street and east of Derby Wharf and a comfort station at the rear of the Hawkes House near the boundary with the Narbonne House. The more formal, rectilinear parking area that the plan specified was not constructed, but informal parking was provided on the waterfront site in the early years of the park. Bollards were added along Derby Street to block vehicular access to the wharf area. The comfort station was constructed in the early 1940s and surrounded with ornamental shrubs and a red maple (Figures 53 and 54).

The majority of the landscape work was completed by 1940, but work continued on maintenance, repairs, and rehabilitation of the buildings and structures as funding and staffing allowed, including repainting, repointing of bricks and foundation, reroofing, and repairs to rotting and damaged trim.

With the initial work of preserving buildings and structures complete, the staff of Salem Maritime National Historical Site began the initial phases of developing an interpretive plan. The first official interpretive effort, an illustrated pamphlet on Salem Maritime National Historic Site was published in 1941, followed by the design of seven museum exhibit cases in the Custom House which were installed and fabricated after the war. Signs to identify, date, and describe the significance of buildings and structures were also introduced. Through the course of the war visitation remained low, although local interest did increase.²²⁷

When the comfort station was completed at the rear of the Hawkes House lot in early 1940s, the park's initial general development plan was effectively complete. As nearly a century of development was reversed in the matter of a few years, the site had undergone a dramatic transformation from dense cluster of tenements and commercial buildings to a collection of restored historic buildings in a park setting. Shade trees and ornamental shrubs now stood over turf panels amidst a network of footpaths, cobblestone drives, and ornate fences. Staff tended a small garden behind the Derby House (Figure 55). The waterfront side of Derby Street

and Derby Wharf itself were free of structures, providing expansive views of the harbor and Marblehead to the south.

Landscape Summary, 1944

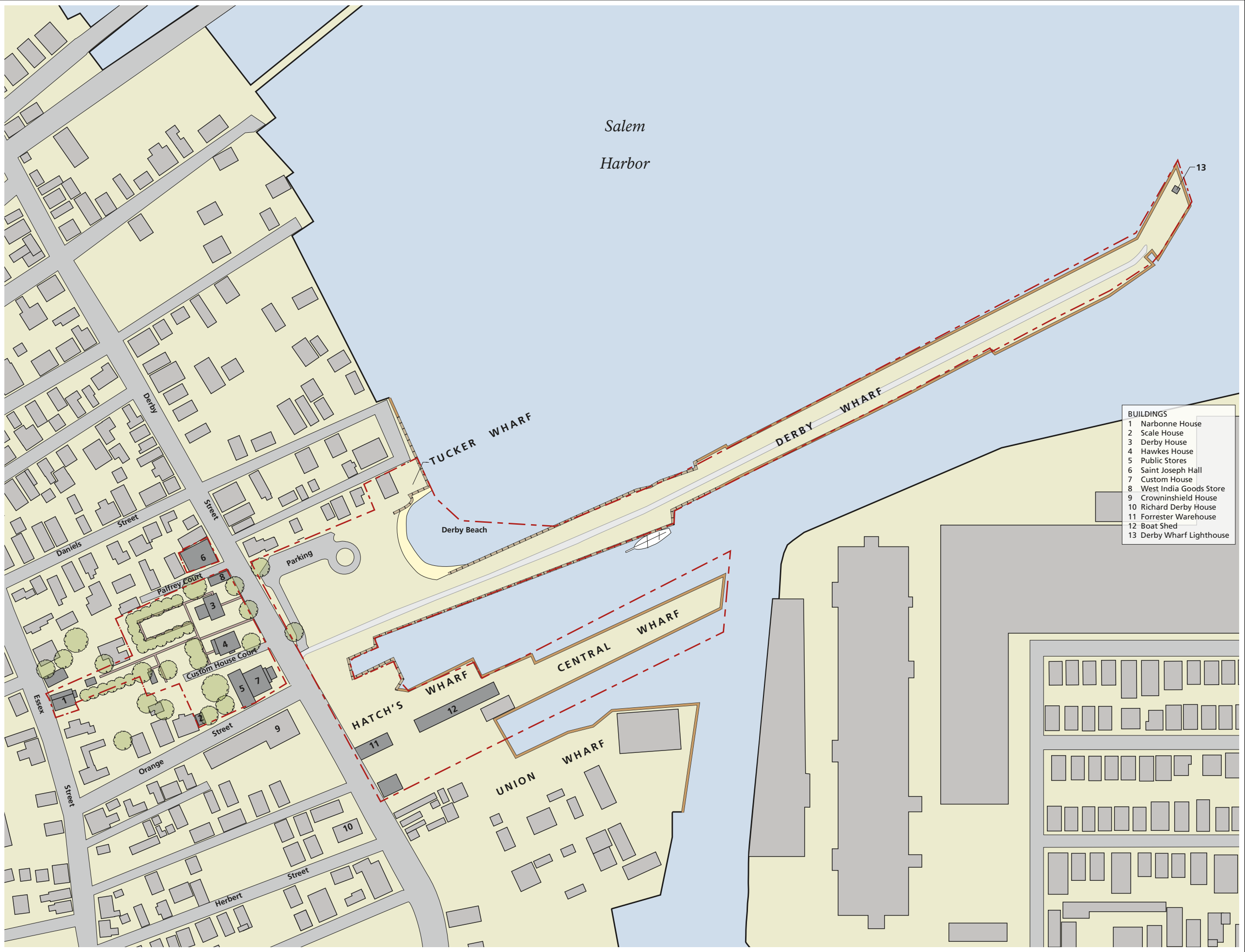
Drawing 6 illustrates the appearance of the park at the time of the completion of the park comfort station. Historic structures in the park included the Custom House-Public Stores, Hawkes House, Derby House, the West India Goods Store, and Forrester's Warehouse on Central Wharf. The Custom House, on the corner of Derby Street and Orange Street, appeared much as it had for over a century. The front and two sides of the structure were bordered with brick sidewalks, granite curbing, and a combination of flagstone and brick paving around the building. Four granite posts lined the lot on Derby Street, as well as two on Orange Street and possibly one or more on Custom House Court. The rear of the Custom House lot, containing the Scale House, was enclosed with a wooden fence and featured cobblestone paving along the north façade of the Public Stores. A separate brick walk extended midway across the lot to the Scale House.²²⁸ Three large elm trees grew in the back yard of the lot, as well as three newly planted dogwoods (*Cornus florida*) and a redbud (*Cercis canadensis*).

East of the Custom House, separated by the Custom House Court, was the Hawkes House. Exhibiting a much more residential character than the Custom House, the Hawkes House was fronted on Derby Street by a turf lawn with a large elm tree and other smaller trees and shrubs. The rear yard, as well, featured large shade trees over turf grass. A number of ornamental shrubs were planted around the foundation of the building and flanking each of the three entrances. At the rear of the lot was the newly finished comfort station.

East of the Hawkes House was the Derby House, which like the Hawkes House, displayed a vegetated residential character. The front yard featured shade trees over turf grass with ornamental shrubs around the building foundation. The rear yard featured a linear planting of fruit and small ornamental trees planted around a rectangular panel of grass that was slated for a future vegetable garden. The future garden was surrounded by a gravel walkway. The West India Goods Store stood in the southeast corner of the Derby House Lot, flush against the sidewalks of Derby Street and Palfrey Court.

Across Palfrey Court stood St. Joseph Hall, which at the time was not a part of the park. The three-story brick building was still being used as a Polish social center with a clothing store, Alpers Men's Store, on the first floor. The building was located flush along the sidewalks of Derby Street and Palfrey Court. Green and white awnings extended from the storefront display windows over the Derby Street sidewalk.²²⁹

North of the Hawkes House Lot, the Narbonne House was still privately owned by the Hale family and functioning as a residence. The general development plan indicated that the property should be acquired and incorporated into the park, and a path extension to the property from the Hawkes House back yard was proposed, but had not been built.²³⁰



Cultural Landscape Report

Salem Maritime National
Historic Site

1944 Period Plan



National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. "Derby Wharf National Historic Site Project," Base Map (1936).
2. "Basic Guide Planting Plan" (1939).
3. Salem Maritime National Historic Site Historic Research 1629-1900
4. USGS 15cm Color Ortho Imagery (2008/2009), MassGIS.

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AutoCAD Map 3D 2012
Adobe Illustrator CS6

LEGEND

- Buildings
- Lot Lines
- Roads
- Open Water
- Timber Seawall
- Stone Seawall
- Park Boundary
- Vegetation

NOTES:

1. Features depicted in approximate scale and location.



0 200 400 FEET

POST-WAR PARK DEVELOPMENT, 1945–1956

With the engagement of the United States in World War II in 1941, domestic priorities took a backseat to the war effort. Federal money and the manpower leveraged for much of the park's creation were no longer available, and the development of national parks across the country stagnated. Improvement projects at Salem were frozen before the development of the initial master plan could be completed, and park leaders including Small, Barnette, and Newton were called into service beginning in 1940. Thereafter, Salem's superintendent changed three times over the next five years. Acting Superintendent Arthur Kelly assessed the site critically, reporting "the area fails utterly to recreate any of the historical atmosphere appropriate for the purpose of effectively memorializing the early American seamen and the importance of this site for maritime history."²³¹ The park prepared an updated master plan in 1942 to address site needs, but it was never implemented.²³²

The close of World War II brought no relief for the underfunded and inadequately staffed National Park Service. Edwin Small, who had returned as superintendent, still had visions of developing the wharves with reconstructed warehouses and masted ships for interpretation, but with inadequate funding and staff, he could barely keep up with what he had.

Following World War II, there was a push from the U.S. Navy to implement an expanded Naval Reserve system with training facilities around the country. Salem Maritime's location on Salem Harbor and the apparently underutilized wharves made an attractive site for a training center. Despite protests from Edwin Small and Harlan Kelsey, the will of the Navy prevailed. Construction began in 1947 and by the following year, the head of Central Wharf was occupied by a complex of large brick buildings and parking spaces (Figure 56).²³³



Figure 56. View from Derby Wharf looking northwest at Naval Reserve Training Center on Central Wharf under construction, January 1948 (National Park Service Collections, SAMA 17B-006)

During construction, the Navy determined that Forrester's Warehouse would have to be demolished. The structure had never received the rehabilitation work it desperately needed and remained in a severely dilapidated state. Again, despite objections from Small and others, it was decided that the building be removed and its foundation retained for interpretive purposes. The Historic American Buildings Survey program documented the building before its demolition. Following the removal of the warehouse, the Navy constructed the Naval Reserve Training Center and held a permit to use the wharf from 1947 to 1952, but the function was retained for nearly thirty years.²³⁴

The newly formed park struggled to find its place amidst other regional historic sites including the nearby Essex Institute, the Peabody Museum, the House of Seven Gables, and sites associated with the infamous witch trials that were developing simultaneously and competing for visitors. Marketing Salem Maritime National Historic Site, attracting visitors, and establishing it as a competitive visitor attraction in Salem became a pressing task.²³⁵ Restricted funding levels at National Park Service sites continued nationwide through the war and into the 1950s, halting physical development at Salem Maritime National Historic Site and many others until the commencement of the Mission 66 Program in the mid-1950s.²³⁶

By the mid-1950s, heavy public use and constant underfunding had led to worn and dilapidated infrastructure and stressed resources in the national parks. Mission 66, a ten-year plan aimed at park restoration and revitalization to meet growing demand and rising visitation rates through increased infrastructure and staffing was initiated in 1956, marking a dramatic increase in funding for infrastructure. At Salem Maritime National Historic Site, the influx of money provided much-needed resources for the repair and rehabilitation of nearly all of the buildings on the site, addressing maintenance that had been deferred for over a decade.²³⁷

MISSION 66, 1956–1970

Edwin Small left as superintendent in 1956 to take a position with the newly created Boston National Historic Sites Commission and was replaced by Harold Lassem. Throughout his tenure in Salem, Small had perpetuated the philosophy that had guided the original park creation and interpretation. Focus had been on interpreting the historic buildings as museums and allowing for passive enjoyment of the landscape on the north side of Derby Street. Despite maritime commerce being the primary interpretive theme of the park, the waterfront portions of the park had received little attention or interpretive activity.²³⁸

Lassem advocated a shift of priorities from the land to the sea and a renewed investment in the wharves and their interpretive potential. Lassem envisioned Derby Wharf as an exhibit in itself with modern interpretive facilities, museums, and displays. He again proposed the reconstruction of warehouses on the wharves

and the inclusion of replica masted ships. Yet, despite his progressive ideas in a time when resources for such things were relatively abundant, little of what Lassen proposed was implemented. The park was still plagued by inadequate facilities and personnel shortages, a lack of interpretive material, and a transient visitor base that often spent less than an hour at the site.²³⁹

Sometime before 1960, the parking lot at the head of Derby Wharf was improved and redesigned with a turnaround (Figure 57). Otherwise, Mission 66 brought about few physical changes to the landscape, with one major exception: in 1964 the park acquired the Narbonne House, a property that had been identified in the 1939 master plan for future inclusion in the park. When the park was established, the Narbonne house was rented by the Hale family. When the owner Gardner L. Narbonne of Los Angeles died, the property passed to his widow and heir, Helen Narbonne who also resided in California, who in turn conveyed the title of the Salem property to Frank W. Hale in 1948. When Frank died in 1953, the title passed to his widow and heir, Mary E. Hale, then to their unmarried daughter born in 1900, Margaret E. Hale. Margaret approached the park service regarding the sale of the property in 1961. Legislation to extend the park boundary was passed in December 1963, and the property was transferred in 1964 for \$17,000 (Figure 58).²⁴⁰

The Narbonne house acquisition expanded the boundary of Salem Maritime National Historic Site for the first time since its inception. Although outside of the park's primary emphasis of eighteenth and nineteenth century maritime commerce, the excellent example of an intact First Period house exhibited undeniable historic and architectural significance.

At the time of acquisition, the Narbonne House and adjacent carriage house showed signs of neglect. Foundation beams and posts were rotted, the chimney



Figure 57. Parking lot and circle in about 1964 between Derby Beach area and Derby Street, installed in 1955 and removed in 1978 (National Park Service Collections, SAMA 14B-340).

Figure 58. View looking north of the Narbonne House, dilapidated Carriage House at right, and lot shortly after NPS acquisition of the property, 1965 (National Park Service Collections, SAMA 11B-019).



was deteriorated, and the carriage house was faced with lengths of rolled roofing tar paper. Weeds and brambles grew in the rear yard and Norway maples encroached along the western property line. A spruce tree grew to the west of the house (in place of the American elm that grown west of the house until about 1930.) The house was not immediately developed for visitor use, but the park installed a brick walkway to allow pedestrian access through the site. The brick walk led from the Hawkes property to the Narbonne House, then turned west and extended along the south and west façade to Essex Street. By 1970 the Historic American Building Survey team had documented the carriage house and the park subsequently demolished the building. Architectural and archeological investigations of the house and yard proceeded through the 1960s and 1970s.²⁴¹

DECLINE AND RENEWAL, 1970–1988

Throughout the 1970s, the park sought to formalize its management direction in a new master plan. Completed in 1978, the master plan reaffirmed the site's emphasis on maritime activities and the resources along the waterfront. The new vision included reconstructed warehouses on the wharves, replica sailing ships, and a shipbuilding exhibit on the beach. Interpreters would present costumed demonstrations in the warehouses and aboard ships, and exhibits would emphasize the work-a-day aspects of a bustling waterfront.²⁴²

The ambitious goals in the general management plan resulted in only modest physical changes in the landscape. In 1973, the Navy finally relinquished the Naval Reserve Training Center on Central Wharf, clearing the way for its demolition the following year. Poor communication between the Navy and the National Park Service and insufficient oversight of the demolition work resulted in damage to the historic fabric of the wharf. During a site visit in 1974, a historical architect from the Denver Service Center observed that historic fill material and timbers from the

original wharf were being unwittingly excavated by the backhoe and that concrete from the buildings was being buried on the wharf. The incident was elevated through the regional administrative levels, coming to the attention of a team of regional experts and drawing criticism from the regional director for multiple failures in standard procedure.²⁴³

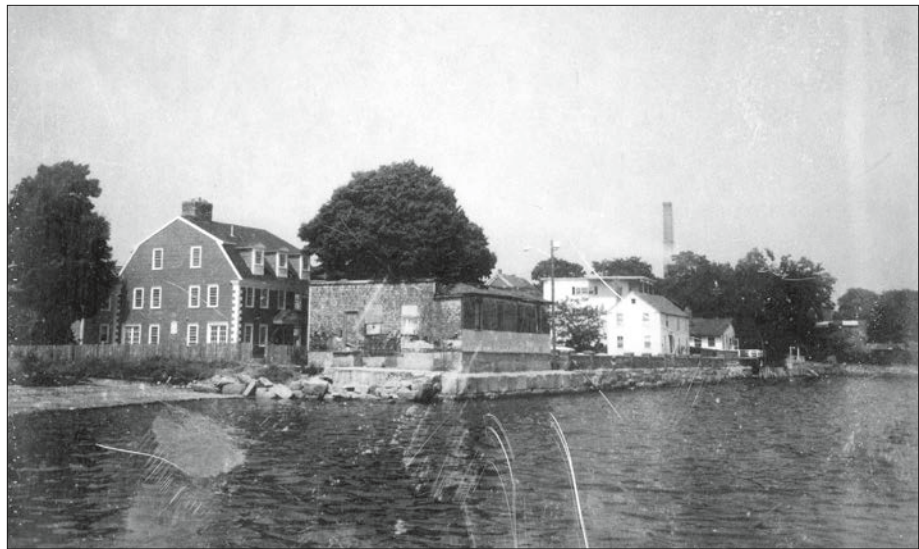
As the demolition of the Naval Reserve complex was progressing, the plan was to retain portions of the buildings for use as a visitor center and museum. About this time, however, a better option presented itself. On Salem's Front Street, development was threatening two early nineteenth-century warehouses. The park was contacted to see if they might want them. The two warehouses, built around 1815, were moved to the wharves in 1977 (Figure 59). One was relocated on Derby Wharf and used for storage, and the other was moved to Central Wharf to be rehabilitated for a visitor center. The park acquired 0.15 acres at the head of Central Wharf at the western edge of the park for the relocated warehouse. The Naval Reserve structures were removed in their entirety by 1977 to make way for the new warehouses.²⁴⁴

Figure 59. Relocation of two warehouse buildings to the head of Central and Derby wharves, 1977–78 (National Park Service Collections, SAMA 15B-160).



The master plan reiterated a position that the original park planners had recognized, that “Total reconstruction of an 18th century seaport at Salem is neither economically nor physically feasible ... However, sufficient property in and around the park remains to give a decided seaport flavor and feeling, and an atmosphere can be created that will allow the visitor to direct his interest toward the wharves and the associated waterfront.”²⁴⁵ The park worked with the city and other groups to preserve nearby historic resources, such as Richard Derby’s 1735 house and houses owned by the Forresters and Crowninshields.²⁴⁶ As part of this strategy, the park decided to retain the houses along the west side of Kosciusko Street, houses that had long been slated for removal. However, one building at the end of the street on Tucker Wharf, a residence constructed in about 1979, was later removed by the mid-1980s (Figure 60).²⁴⁷

Figure 60. View looking northeast from Derby Wharf of the southern end of Kosciusko Street and Tucker Wharf area, June 29, 1980. A residence constructed in 1979 and later removed stands in the center of the image (National Park Service Collections, SAMA 14B-650).



In the early 1970s, interpretation of the site's resources was beginning to reflect national trends that emphasized social history, architecture and building technology, and the stories of common Americans over grand house museums associated with notable individuals. Since the Narbonne House had been acquired in 1963, there was debate within the National Park Service about the best use of the house. Some, including Superintendent John Dobrovolny, felt that the house did not fit with the primary historical theme of the park. Dobrovolny's preference was to adapt the house to use as employee housing rather than another house museum. Others, including architectural historians at SPNEA and the NPS Denver Service Center, recognized the architectural significance of a First Period house that had been modified very little in three hundred years and suggested neither restoring it to seventeenth-century condition nor adapting it for modern use, but preserving and interpreting the house in an "as is" condition. The Denver Service Center noted:

Whereas virtually all seventeenth-century houses in New England have been heavily restored, Narbonne somehow escaped, preserving its entire continuum of later materials ... A most important aspect of the unrestored character of the house is that it gives the serious student an opportunity that one never has in a neatly restored (and largely new) first period house: the chance to study the kind of untouched evidence that Chandler, Appleton, Isham and the other early restorers saw when they first confronted the buildings they restored.²⁴⁸

This interpretive approach was accompanied by three years of intensive architectural and archeological study of the house in 1973 to 1975 that established a chronology of its development and produced a trove of 140,000 artifacts that spanned nearly its entire period of existence, predominantly everyday household items. The combination of the ordinary items recovered at the site and the unaltered structure painted a picture of a three-hundred-year continuum of domestic life.²⁴⁹

As the 1970s progressed, the momentum for transforming the Salem Maritime landscape stalled. After John Dobrovolny left as superintendent in 1978, the park saw a short procession of acting and short-term superintendents. The leadership vacuum, insufficient funding and staffing, and a struggling economy that hit Salem hard led to a significant decline in the condition of the site. In 1978 the park restored the Scale House as guided by park planning documents. But, in the same year, Derby Wharf was damaged by a blizzard, and needed repairs well beyond the park's funding level, contributing to the derelict character of the park. The buildings and wharves were the target of frequent vandalism and burglary and visitors often felt unsafe within the park. In 1982, the relocated warehouse on Derby Wharf was destroyed by arson, and the other buildings were in need of repairs to fix leaky roofs and chimneys, broken windows, accumulated trash, and other issues.²⁵⁰

In 1983, Cynthia Pollack became the new superintendent of the park. Pollack was appalled at the state of the park and the lack of support within the National Park Service to rectify the situation and protect the historic resources. In order to secure the funding needed for repairs and development, she initiated several partnerships with public and private entities, including business, government, and non-profit organizations. She negotiated funds from the City of Salem and the Peabody Essex Museum to open a temporary visitor center in the relocated warehouse at the head of Central Wharf. This not only improved visitor services, it helped protect the building from sharing the fate of the burned Derby Wharf warehouse. A new volunteer group, the Friends of Salem Maritime, formed in 1983 and immediately began restoring the Derby Wharf Lighthouse with donated materials and volunteer labor. The West India Goods Store was also rehabilitated and adapted for use as a retail space selling goods representative of the West India trade. Other buildings received general repairs and increased maintenance, and from 1983 to 1984 the entire site received a general maintenance and upkeep overhaul, including exterior painting, new fences, and small repairs. The Narbonne House received structural modifications in 1987.²⁵¹

The partnerships fostered by Pollack when she arrived grew through the 1980s, culminating in the Salem Partnership in 1987, a collective of private individuals, businesses, non-profit and community organizations, cultural groups, educators, and media organizations, for the cultural and economic development of the Salem area. The City of Salem and Essex County participated, as did the federal government through the National Park Service. While the overall goal of the partnership was to revitalize the physical and economic conditions in Salem, Pollack saw it as an opportunity to find desperately needed money to repair Derby Wharf. She promoted an integrated regional plan that would support a network of nearby historic sites while invigorating the nearby communities. Their official agenda stated, "The Salem Project is a joint venture of governments and private citizens working together to preserve the rich cultural heritage of Salem and

related sites in Essex County and to stimulate cultural awareness and economic development through tourism.” Through the project Pollack was able to secure the funds for the wharf repairs through direct congressional appropriations.²⁵²

Interpretive programs continued to expand in the late 1980s. In 1987, the Custom House reopened with historically furnished rooms. Park offices moved to the Hawkes House but were later moved to St. Joseph Hall. In celebration of the 200th anniversary of the United States Customs Service and the 50th anniversary of the park in 1988, new wayside exhibits were installed throughout the site.²⁵³ Development of planning documentation continued through the 1980s, including a Historic Resource Management Plan approved in 1982.²⁵⁴

THE SALEM PROJECT AND ACQUISITION OF ST. JOSEPH HALL, 1988–1992

In March 1988, Congress authorized federal funds for the park to advance the Salem Project. In the fall, the park received \$1.1 million to fund a transportation planning, visitor use study, and to acquire and rehabilitate St. Joseph Hall, also known as the Polish Club. To expedite the acquisition of the hall, the Salem Partnership purchased the building from the St. Joseph’s Polish Roman Catholic Society, and transferred it to the National Park Foundation. The Foundation then conveyed the hall to the National Park Service in December 1988 after the official park boundary change legislation. The park had intended that a portion of St. Joseph Hall be used to house the park’s museum collections and 75 shelf feet of the U.S. Customs Service historical records, but the museum collections went into the Public Stores and the records ultimately went to the National Archives branch in Waltham, Massachusetts. Hence, St. Joseph Hall was rehabilitated to house park maintenance and administrative operations along with a combined education and meeting facility on the second floor. The park completed the majority of the rehabilitation work by 1995.²⁵⁵

In 1989 Congress appropriated an additional \$2.96 million for site planning, design, and construction documents for Derby Wharf rehabilitation, and for design and construction documents for the visitor center, and for exhibits. In collaboration with the Salem Partnership and the Denver Service Center, the park prepared the *Site Plan and Environmental Assessment* in 1990 to 91 to update and advance the goals set in the 1978 plan. Like the 1978 plan, the updated plan explored ways to draw more attention to the wharves and harbor, while relegating modern uses to the edge of or outside of the site. The 1991 plan presented four alternative site development approaches and focused on four goals: revitalize the site, rehabilitate the deteriorating historic wharves, provide adequate maintenance facilities, and integrate the site with the City of Salem and related resources. To advance the four goals set forth in the 1991 plan, the park secured the funding to construct a replica sailing ship for enhanced waterfront interpretation. At the same time that the park was developing the 1991 Site Plan, a volunteer group formed

to take care of and expand the Derby House Interpretive Garden to reflect an eighteenth century garden. The garden plants were to show what a typical colonial family might have had at its disposal for uses ranging from cosmetic, to culinary, to household cleaning, to aesthetics. The plants selected were documented in Salem prior to 1775. Sources of documentation are included in a table in the appendices.

In 1992 the park initiated major repairs to stabilize sections of Derby, Central, Hatch's, and Tucker wharves. For Derby Wharf the work included steel sheet pile cells and stone wall repairs and reconstruction, timber bulkhead replacement, timber platform repairs, and removal of the city piers on the east side of the wharf. For Central Wharf the work involved bulkhead replacement, sheet pile repair, timber bulkhead replacement, and reconstruction of the marine railway on the east side of the wharf, near the head of the wharf. The repair work also included dredging between Central and Derby wharves to thirteen feet below sea level (Figures 61 and 62).²⁵⁶

Figure 61. Dredging specifications for inlet between Derby and Central wharves (Salem Maritime National Historic Site Contract Drawings, Rehabilitation of Wharves, July 24, 1992).

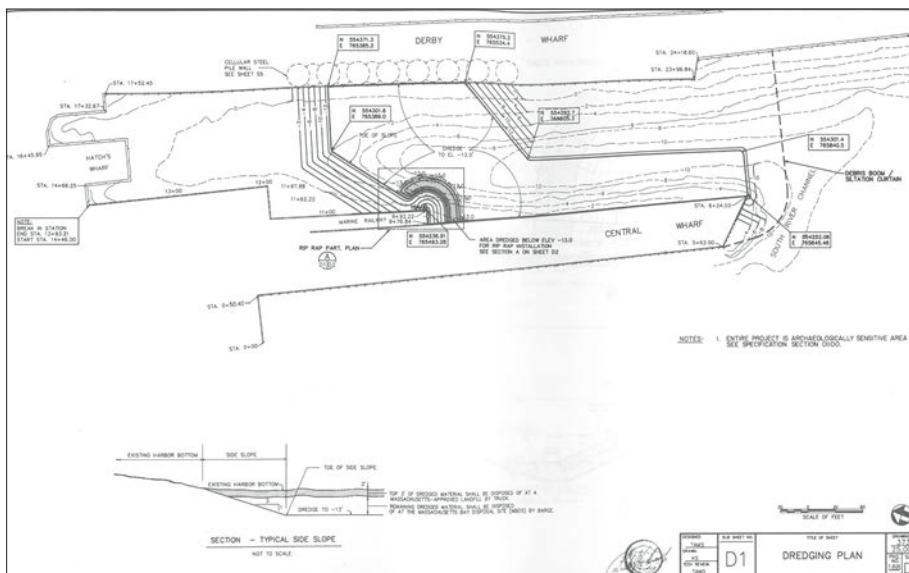
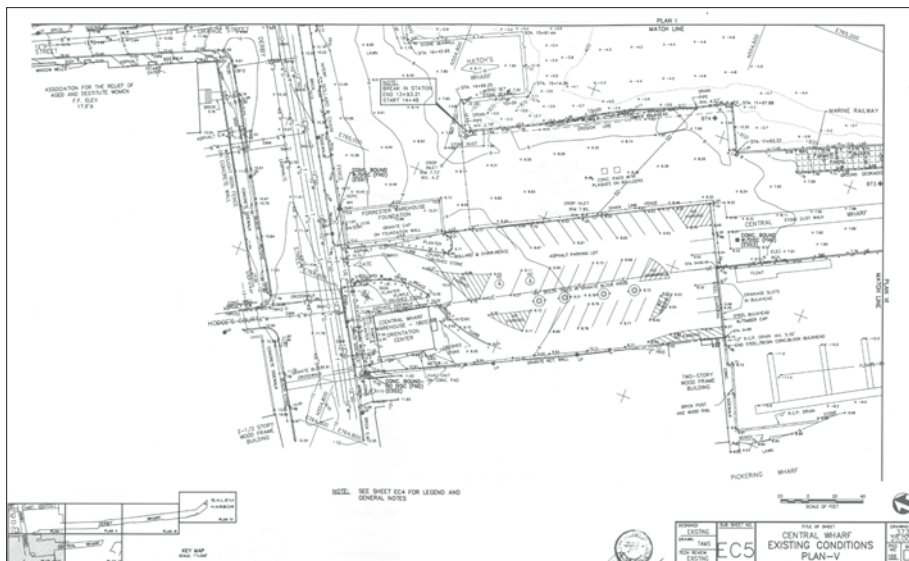


Figure 62. Existing parking lot on Central Wharf with four beech trees planted in concrete rings, 1992 (Salem Maritime National Historic Site Contract Drawings, Rehabilitation of Wharves, July 24, 1992).



FRIENDSHIP OF SALEM AND ONGOING COLLABORATION, 1992–2015

Superintendent Pollack untimely death in 1992 curtailed her involvement in the Salem Project though she succeeded in revitalizing the site and making great strides toward goals that had eluded her predecessors. Following her tenure, Salem Maritime National Historic Site continued to work collaboratively with local and governmental entities to improve the site. In 1994, the park altered its boundary to allow for the purchase of visitor center space in downtown Salem. At the same time efforts were underway to form the Essex National Heritage Area, with Salem Maritime National Historic Site as one of the featured properties within the Heritage Area. The park contributed to the renovation of the former Salem Second Corps Cadets Armory building into a shared visitor center for the park, city, and Essex National Heritage Area, which was established in 1996. Managed by the NPS, the Salem Armory Visitor Center would support a broader regional tourism economy and assist in developing strong relationships between nearby sites.²⁵⁷

In the mid-1990s, the park constructed the Central Wharf Restrooms building to the south of the Central Wharf Warehouse, which had served as the park's Orientation Center since its relocation in 1977. The need for public restrooms with shower facilities for ship crews was articulated in the 1991 *Site Plan & Environmental Assessment*.²⁵⁸ Construction of the Central Wharf Restrooms building included an accessible ramp that also served as a wooden deck for the building.²⁵⁹ The park installed a picnic area to the south of the new building and planted serrated-leaf European beeches to provide future shade. Intolerant of salt, compacted soils, and high winds, the trees were slow to establish in the harsh waterfront setting.

In the 1990s, a long-time goal of Salem Maritime National Historic Site planning was realized when the *Friendship of Salem*, a replica late-eighteenth-century vessel was constructed for display at Derby Wharf. Several superintendents, including Edwin Small, John Dobrovolny, and Cynthia Pollack, recognized the interpretive value of having period sailing ships docked on the wharf, and the master plans of 1939, 1962, and 1978 all recommended including replica ships in the interpretive plan. Although visiting ships often docked at Derby or Central Wharf, cost and logistical issues always precluded a permanent acquisition by the park. Construction of the *Friendship of Salem* began in 1996 in Albany, New York and continued for two years until the hull was deemed seaworthy. In 1998, *Friendship of Salem* was transferred to Salem Harbor where construction continued and was completed. The 171-foot three-masted vessel replicated the 1797 *Friendship*, an East Indiaman that sailed from Salem Harbor during the height of Salem's international trade. The park docked the ship at Derby Wharf to serve as a museum exhibit and venue for interpretive programs.²⁶⁰

In conjunction with the *Friendship of Salem*, the park constructed a temporary building on Central Wharf in 1998 known as the Rigging Shed (Figure 63). The building provided an open work space on the first floor with a storage loft above. The building was removed in 2015. In 1998, the park was able to establish a more permanent solution for a working building on the waterfront in association with the *Friendship of Salem*. In 2006 the park acquired the Pedrick Store House, a 1770 building that was relocated from the waterfront in Marblehead, Massachusetts. The building was disassembled and conserved in 2003, and reassembled on Derby Wharf from 2007 to 2012 (Figure 64). The park uses the building interior as a maintenance facility for the *Friendship of Salem*, while the visitor services staff interprets the exterior as one of the few original eighteenth century warehouses that survives in a port community.²⁶¹



Figure 63. View looking northeast of the Rigging Shed on Central Wharf, October 2012. NP5 built the shed in 1998 and removed it in 2015 (OCLP).



Figure 64. View looking southeast of the Pedrick Store House, moved to the park from Marblehead between 2003 and 2011, and *Friendship of Salem*, built in Albany, New York in 1996 and brought to the site in 1998. Photographed October 2012 (OCLP).

SALEM HARBOR PLAN, INTERPRETIVE EXHIBITS, AND VISITOR AMENITIES

Concurrent with the arrival of the Pedrick Store House, the City of Salem published its Salem Harbor Plan in January 1998 and updated the plan in 2000. The plans advocated for the continued development of the “Salem Harborwalk,” a continuous walkway along the South River and Harbor’s edge, which included passing through Salem Maritime National Historic Site. During the next five years, the City established a connection at the southwest edge of the park near the Central Wharf picnic area (Figure 65).²⁶²

In the early 2000s the park updated its identity sign and added numerous interpretive exhibits throughout the site to enrich historical interpretation (Figures 66 and 67).²⁶³ The park improved access to the Scale House where the original nineteenth-century Customs Service weighing and gauging equipment are on

Figure 65. View looking west toward the narrow Harborwalk connection at the water’s edge to the left (south) of the building and near Central Wharf picnic area at right, May 2015 (OCLP).



Figure 66. The park added a park identity sign with an anchor in the Derby Beach lawn area in about 2011, photographed June 2015 (OCLP).



display. The park also added small-scale features improve the visitor experience including picnic tables, benches, and bike racks. Contemporary additions include additional signage concerning dog leash use and waste added in 2004, and signage added to the Central Wharf Warehouse and St. Joseph Hall in 2011. Repairs and cyclic maintenance to the buildings have included in-kind window replacement, re-pointing of bricks, repainting, repairs to rotting and damaged trim, and reroofing. In 2013 Salem Maritime celebrated its 75th anniversary. In addition to daily tours and programs, the park hosted special events to celebrate its dedication and three quarters of a century of protecting historical maritime resources along Salem's waterfront (Figure 68). The park also hosts special activities, speakers, and events throughout the year.²⁶⁴

Figure 67. The park added interpretive exhibits along the length of Derby Wharf in about 2011, photographed October 2013 (OCLP).



Figure 68. View looking northwest of visitors arriving by bus and walking to Derby Wharf, July 2014 (OCLP).



LANDSCAPE SUMMARY, 2016

In 2016, the Salem Maritime National Historic Site covered 8.93 acres, split by Derby Street and bounded by the Salem Harbor, Orange Street, Essex Street, and Daniels Street. Circulation routes added by the National Park Service included a network of brick paths as designed in the 1939 Master Plan. A general description of the existing conditions is contained in the next chapter. More detail on constructed landscape features is contained in the Analysis and Evaluation chapter.

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- 224 Master Plan 1939.
- 225 NR 2014, 41.
- 226 Master Plan 1939.
- 227 NR 2014, 36.
- 228 Bevan, Bruce W. "A Geophysical Survey at the Salem Maritime National Historic Site." (East Orange, New Jersey: Louis Berger and Associates, April 23, 1980) Figure 21: Geophysical Findings, Custom House.
- 229 The clothing store closed in 1947 and the St. Joseph's Polish Roman Catholic Society converted the space to club rooms for the Polish Club. Carden 1989, 7 fn 13, 21.
- 230 General Development Plan 1939; Cummings 1962, 15.
- 231 Chase-Harrell 1993, 59.
- 232 NR 2014, 36.
- 233 NR 2014, 34-36; Chase-Harrell 1993, 86-91.
- 234 Chase-Harrell 1993, 86-94.
- 235 Chase-Harrell 1993, 69.

- 236 NR 2014, 34–36.
- 237 Chase-Harrell 1993, 105.
- 238 NR 2014, 52.
- 239 Chase-Harrell 1993, 132–33.
- 240 Cummings 1962, 15; Robin Maloney, *Pickled Fish and Salt Provisions, Historical Musings from Salem Maritime National Historic Site*, Volume II, Number 10, October 2000.
- 241 Chase-Harrell 1993, 127.
- 242 Master Plan 1978, 12.
- 243 Chase-Harrell 1993, 144–149.
- 244 Chase-Harrell 1993, 150.
- 245 Master Plan 1978, 11.
- 246 The Derby House at the corner of Herbert and Derby streets was later known as the Miles Ward House and identified as a place where Nathaniel Hawthorne occasionally visited and wrote. Jerome Curley, “Then and Now: A Maritime Homestead, Salem Patch, July 11, 2011, <http://patch.com/massachusetts/salem/then-now-a-maritime-homestead> (accessed March 23, 2016).
- 247 Master Plan 1978, 21–22; Friedlander, 1991, 187, 204, and Historical Base Map 1938 to Present.
- 248 Chase-Harrell 1993, 155.
- 249 Chase-Harrell 1993, 153–156; Moran 1982, x, 1.
- 250 Chase-Harrell 1993, 169.
- 251 Chase-Harrell 1993, 169–171.
- 252 Chase-Harrell 1993, 176–179.
- 253 Chase-Harrell 1993, 216.
- 254 Chase-Harrell 1993, 216.
- 255 The acquisition included a right of way easement on the rear north side of the building that the Society obtained from Boleslaw Staniewicz in 1949. Carden 1989, xii, 20; Chase-Harrell 1993, 178–179; Stanton and Becker 2009, ix.
- 256 Park files; Chase-Harrell 1993, 179; NPS 1991, iii, 4–7.
- 257 Chase-Harrell 1993, viii, 199, 216–217.
- 258 NPS 1991, 27.
- 259 NR 2014, 15.
- 260 NR 2014, 46; Chase-Harrell 1993, 193, 214–17; NPS State of the Park 2013, 7, 18.
- 261 NR 2014, 13, 17; State of the Parks 2013, 18–19, 39.
- 262 Salem Harbor Plan, 1998, viii; Salem Harbor Plan 2000, 26.
- 263 State of the Parks 2013, 33.
- 264 Park website, accessed 2013.

CHAPTER 2: EXISTING CONDITIONS

This chapter describes the physical setting and appearance of Salem Maritime National Historic Site as documented in 2016. Photographs and a site plan supplement the narrative description of the park. This chapter focuses on the setting within Essex County and the City of Salem. The chapter includes a description of the 8.93-acre park, which is generally described as two distinct character areas, the upland area north of Derby Street which is residential and institutional, and the waterfront area south of Derby Street where a replica sailing vessel, buildings associated with maritime trade, and a series of wharves are set along the edge of Salem Harbor. Detailed descriptions of site-specific landscape characteristics and individual features are included in the next chapter, Analysis and Evaluation.

PHYSICAL SETTING

Located in the southeastern corner of Essex County approximately fifteen miles northeast of Boston, Salem Maritime National Historic Site plays a highly visible role in preserving the regional historic fabric on a variety of contextual scales. The site is integrated into the densely populated City of Salem, and is located at the southern base of the Cape Ann peninsula and separated from Marblehead Neck by Salem Harbor (Figure 69). The north edge of Salem is defined by the North



Figure 69. The view from the south end of Derby Wharf showing Salem Harbor and Marblehead (OCLP).

Figure 70. The waterfront area to the east of Derby Wharf is a mix of residential houses and industrial facilities (OCLP).



River, while Salem Neck is bounded by Salem Harbor to the south and Beverly Harbor to the north. Salem Harbor opens northeasterly into Massachusetts Bay. The South River, now contained in a culvert west of Lafayette Street, flows into the northwest corner of the inner Salem Harbor.

The economy of present day Salem is closely linked to tourism, which supports a network of historic sites and museums in the region. Visitation rates, highest in the summer months, also swell in the fall around Halloween. Most visitors are drawn to the region because of a historical interest in early American life, maritime history, and witchcraft. A wide range of historic sites, museums, and tours are available to the public. Within a mile of the site, attractions include the National Park Service Salem Armory Visitor Center, Peabody Essex Museum, House of the Seven Gables, and Salem Witch Museum. Each summer, the weekend-long Salem Maritime Festival attracts visitors with events, performances, cruises, and demonstrations. This city is also home to Salem State University. Proximity to Boston and accessibility via the public commuter rail, bus system and ferry, as well as a local tourist trolley, make Salem a popular day trip. Salem connects to the neighboring communities of Peabody, Beverly, and Marblehead by state routes 1A, 107, and 114.

Salem covers about eight square miles of land and ten square miles of water, with a population of 41,340 in 2010 and population density of 5,000 people per square mile. Essex County is the third most populated county in the Commonwealth of Massachusetts, with a population of 743,159 in 2010. Salem contains a mixture of small-scale commercial buildings and multifamily and single family houses (Figure 70). Small lot sizes with closely built homes are typical. Within the City of Salem multiple neighborhoods are defined by distinct architecture, construction periods,

and landmarks, including the Salem Common Neighborhood, Gallows Hill Neighborhood, Salem Willows Neighborhood, and the Point Neighborhood.

Salem Maritime National Historic Site is a featured part of the Essex National Heritage Area, established in 1996, which covers a 500 square mile area, encompasses 34 communities, and links over 120 historic places in Essex County around the themes of colonial settlement, maritime trade, and early industrialization. Thirteen sites encompassed by the Essex National Heritage Area are within Salem.

The study site is a third of a mile southeast of the main downtown area and south of the Salem Common. The National Park Service Salem Armory Visitor Center, which provides city-wide resources and information, is located in the former Salem Second Corps Cadets Armory in the downtown area. The surrounding neighborhood is occupied predominantly by storefront businesses and one to three-story residential homes (Figures 71 and 72). A coal-burning power plant to the east of the site, visible from Derby Wharf, has recently been closed and replaced by a natural gas plant. South of the site is Salem Harbor, bounded on its southern extent by the Marblehead Peninsula. Pickering Wharf lies to the west of the site, offering a variety of stores, restaurants, a hotel, and a marina.

A store operated by NPS partner Eastern National is housed in the Central Wharf Warehouse on the south side of Derby Street on the east side of Central Wharf (Figure 73). Park access and all park-led tours and interpretive programs are free, including tours of the Custom, Derby, and Narbonne Houses. In the summer months, the park offers self-guided tours of the replica sailing vessel *Friendship of Salem*. The grounds of the site are open daily and contain a variety of informational and interpretive signage. Wayside displays are scattered throughout the residential portion of the study area, describing site features and narrating site and maritime history. Wayside displays, interactive displays, and several hands-on interpretive displays which explore maritime and trade themes extend the length of Derby Wharf. The four wharves included within the site are fine examples of the character of the over fifty wharves that once lined the shores of Salem Harbor at the height of the commercial shipping industry.

Open year round, Salem Maritime National Historical Site made 700,000 visitor contacts in 2011 through programs and services, engaged 2,028 students through education programs, and issued 2,400 Junior Ranger program badges. This park saw a 16.91 percent increase in overall visitation from fiscal year 2010. Park operations were assisted by numerous volunteers who donated over 21,272 volunteer hours.

Figure 71. View of Washington Square from Essex Street showing the residential character of the neighborhood around Salem Maritime National Historic Park (OCLP).



Figure 72. Essex Street in downtown Salem is a pedestrian promenade lined with shops (G Bayliss/Flickr, Creative Commons license).



EXISTING CONDITIONS, 2016

Drawings 9 through 11 illustrate the appearance of the park in 2016. Historic structures in the park include the Narbonne House, Scale House, Hawkes House, Derby House, and Pedrick Store House, Custom House-Public Stores, West India Goods Store, St. Joseph Hall, Central Warehouse, and Forrester's Warehouse foundation. Structures include Central Wharf, Hatch's Wharf, and Derby Wharf, and a portion of Tucker Wharf. The replica eighteenth-century sailing vessel, *Friendship of Salem*, is docked along the western side of Derby Wharf, near Pedrick Store House. Circulation surfaces around the Custom House include brick sidewalks, granite curbing, and a combination of flagstone and brick paving around the building. The granite posts that lined the lot on Derby Street, Orange Street, and Custom House Court are damaged and in storage. The yard associated

Figure 73. Five of the primary buildings of Salem Maritime National Park are arranged in a row along Derby Street across from Derby Wharf. Left to right are the Custom House, Hawkes House, Derby House, West India Goods Store, and St. Joseph Hall. The grassy beach area at the head of Derby Wharf is in the foreground (OCLP).



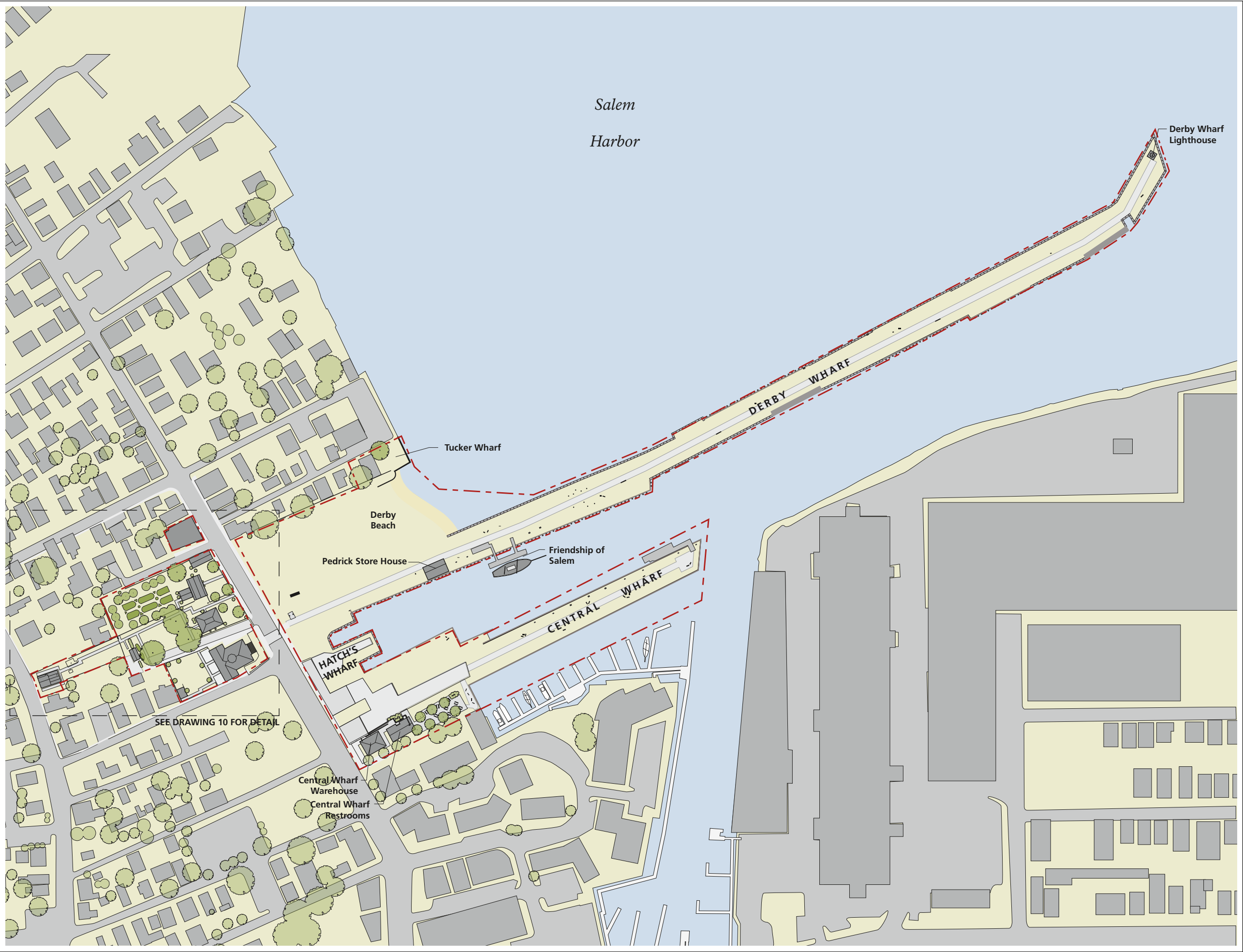
with the Public Stores, containing the Scale House, is enclosed with a wooden fence and featured cobblestone paving along the north façade of the Public Stores. An accessible ramp leads to the Scale House. Keeping with the Norman Newton plan, three young replacement elm trees grow in the yard of the lot, as well as newly planted dogwoods and a redbud.

East of the Custom House, the Hawkes House retains its residential character and is set back from Derby Street with a turf lawn and side entrances. A large elm tree was removed and will be replaced at the southwest corner of the front lawn, which includes other smaller trees and shrubs. The rear yard contains two large red oaks that cast shade over the turf panels. A number of ornamental shrubs were planted around the foundation of the building and flanking each of the four entrances, but most are gone due to the heavy shade on the north side of the building and the adjacent mature oaks. The Comfort Station (maintenance shed) stands at the northwest corner of the Hawkes House lot and has been repurposed as a maintenance shed. Mature viburnums, lilacs, and forsythia grow around the building. Much of the area to the east and north of the building is surfaced with brick. A cobblestone driveway lies on the west side.

East of the Hawkes House is the Derby House, which like the Hawkes House, includes a front lawn, shade trees, and ornamental shrubs. The rear yard contains the Derby House Interpretive Garden with a linear planting of fruit trees planted around a rectangular panel of garden beds. A gravel walkway surrounds the garden area and narrow walkways dissect the oval and circular planting beds. The West India Goods Store stands in the southeast corner of the Derby House lot, flush against the sidewalks of Derby Street and Palfrey Court. Across Palfrey Court is St. Joseph Hall, a three-story brick building that is flush along the sidewalks of

Derby Street and Palfrey Court. The building is used for park administration, park maintenance, and includes a meeting hall on the second floor.

On the south side of Derby Street, four historic wharves are heavily visited. Central Wharf features the Central Wharf Warehouse and the Central Wharf Restrooms building. The foundation of the Forrester's Warehouse also stands at the head of the wharf and often serves as a seat wall for visitors. A picnic area stands to the south of the restrooms building near a pedestrian corridor that is part of the Salem Harborwalk. A stone dust path leads to the outer end of Central Wharf where an actively used docking float is located at the southeasterly terminus. Hatch's Wharf is demarcated with brick paving and the adjacent lawn areas are eroded due to foot traffic and saltwater inundation. Derby Wharf extends over 2,100 feet into Salem Harbor and is in fair condition. The capstones of the bulkhead walls are rusted and some have been reinforced with new steel pins. Some of the granite blocks from the lower tiers of the seawalls have fallen from the wall and lay in the surrounding mudflat. The 1870 Derby Wharf Lighthouse stands at the far end of the wharf. The remaining portion of Tucker Wharf features a recently built seawall with metal pipe railings. Pedestrians can walk along the waterfront to Kosciusko Street, which is planned to become part of the Salem Harborwalk route. More detailed descriptions are included in the next chapter.



Cultural Landscape Report

Salem Maritime National
Historic Site

Existing Conditions



National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

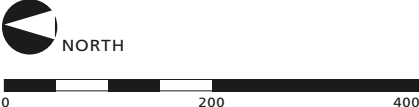
SOURCES
1. USGS 15cm Color Ortho Imagery (2008/2009),
MassGIS.
2. Site research.

DRAWN BY:
John W. Hammond, OCLP
Alexandra von Bieberstein, OCLP
Sasha M. Bachier, OCLP
AutoCAD Map 3D 2012
Adobe Illustrator CS6

LEGEND

- Buildings
- Roads
- Open Water
- Park Boundary
- Vegetation

NOTES:
1. Features depicted in approximate scale and location.





Cultural Landscape Report

Salem Maritime National Historic Site

Existing Conditions
Inland Character Area



National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. USGS 15cm Color Ortho Imagery (2008/2009), MassGIS.
2. Site research.

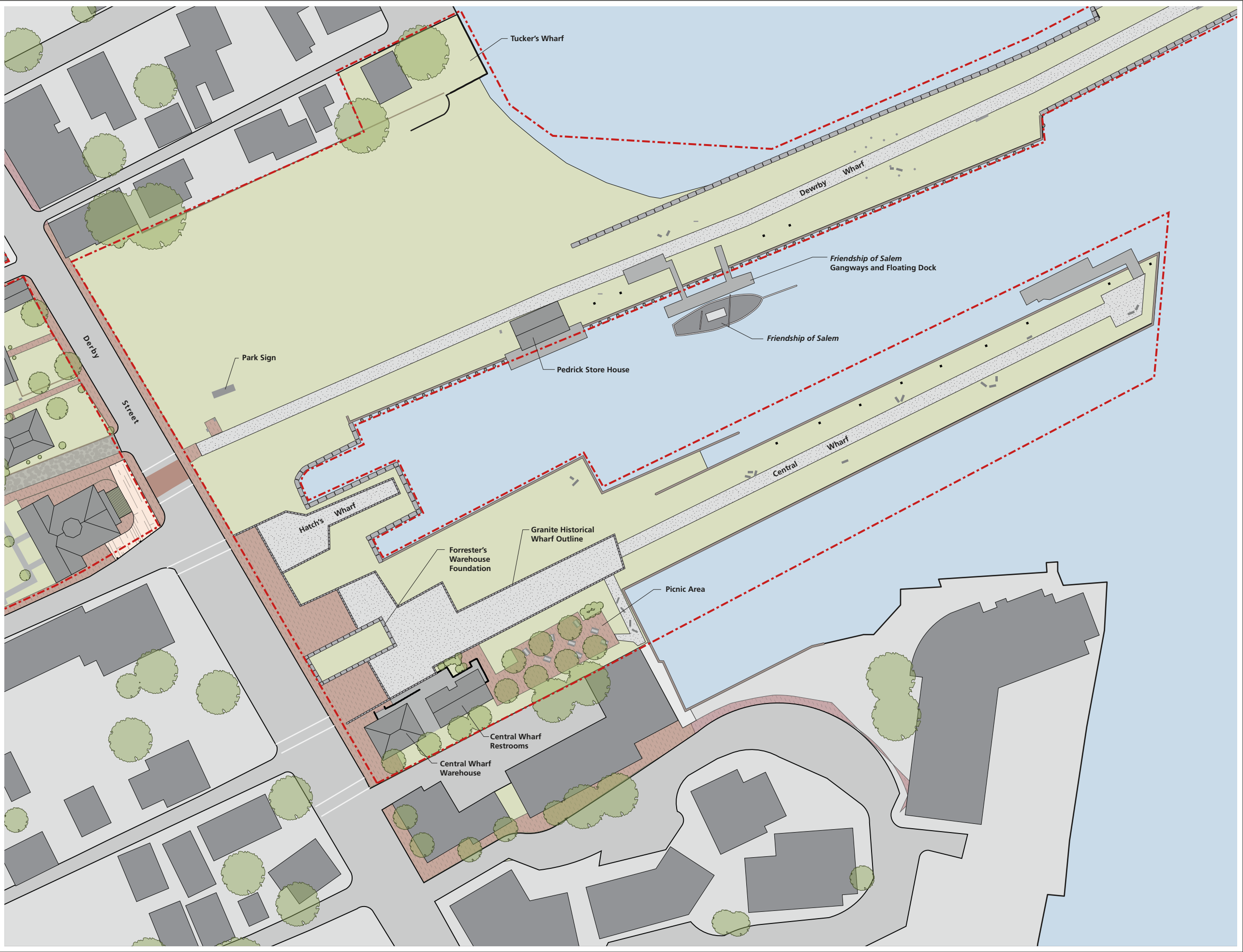
DRAWN BY:
John W. Hammond, OCLP
Alexandra von Bieberstein, OCLP
Ashley M Braquet, OCLP
Sasha M Bachier, OCLP
AutoCAD Map 3D 2012
Adobe Illustrator CS6

- LEGEND**
- Buildings
 - Brick Paving
 - Roads
 - Cobblestones
 - Concrete Sidewalk
 - Fence
 - Vegetation
 - Park Boundary
 - Gravel Pathway

NOTES:
1. Features depicted in approximate scale and location.



0 40 80 FEET



Cultural Landscape Report

Salem Maritime National Historic Site

Existing Conditions
Waterfront Character
Area



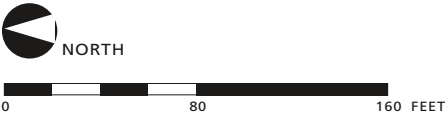
National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. USGS 15cm Color Ortho Imagery (2008/2009), MassGIS.
2. Site research.

DRAWN BY:
John W Hammond, OCLP
Ashley M Braquet, OCLP
AutoCAD Map 3D 2012
Adobe Illustrator CS6

LEGEND			
	Park Boundary		Buildings
	Brick Paving		Trees
	Flagstone Paving		Lawn
	Roads		Fence
	Cobblestone		Wayside
	Gravel		Granite Blocks

NOTES:
1. Features depicted in approximate scale and location.



CHAPTER 3: ANALYSIS AND EVALUATION

The following chapter summarizes the historical significance of Salem Maritime National Historic Site and provides an evaluation of landscape characteristics and features that contribute to the historic character of the property. The analysis and evaluation within this chapter is based on criteria developed by the National Register of Historic Places program, a nationwide listing of properties significant to our nation's history and prehistory. The evaluation format is derived from the National Park Service's *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (1998).

The chapter begins with a summary of the National Register evaluation and update completed in 2014. This update included revised areas and period of significance and a more in depth evaluation of the site's significance and historical integrity. The second half of the chapter describes the landscape characteristics and features that contribute to the significance of the property, notably the tangible and intangible aspects of the landscape help convey its historical significance. At Salem Maritime National Historic Site the relevant landscape characteristics include spatial organization, circulation, buildings and structures, views and vistas, vegetation, small-scale features, and archeology. Evaluation of each landscape characteristic includes a comparison of historic and existing conditions and an evaluation of the characteristic's contribution to the property's historic character (Table 1 at the end of this chapter).

NATIONAL REGISTER EVALUATION

The National Park Service evaluates the historical significance of properties through a process of identification and evaluation defined by the National Register of Historic Places program. According to the National Register, historic significance may be present in buildings, sites, districts, structures, or objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property can be found to have significance on a national, state, or local level, but must meet one or more of the following National Register criteria: (A) Association with events that have made a significant contribution to the broad patterns of history; (B) Association with the lives of persons significant in our past; (C) Retention of distinctive characteristics of a type, period, or method of construction, or the work of a master, or that possesses high artistic value, or that

represents a significant and distinguishable entity whose components may lack individual distinction; or (D) Has yielded or may be likely to yield information in pre-contact history or history.¹

SUMMARY OF EXISTING NATIONAL REGISTER DOCUMENTATION

Salem Maritime National Historic Site was administratively listed in the National Register on October 15, 1966 with the passage of the National Historic Preservation Act as a nationally significant historic unit within the National Park Service. The park completed its original documentation for the Salem Maritime National Historic Site Historic District in 1976 and updated the documentation in April 2014. The 2014 documentation identifies 24 contributing resources including 10 buildings, 9 sites, and 5 structures that date to 1675 up to 1944. Resources within the 8.93 acre property have also been listed as part of other historic districts and resource types.

The Custom, Hawkes, and Richard Derby (now Derby) Houses, West India Goods Store, St. Joseph Hall, and Derby Wharf are identified as contributing resources in the Derby Waterfront Historic District, listed on May 17, 1976. The 25-acre historic district is identified as nationally significant under Criterion A in the area of commerce and Criterion C in the area of architecture. The overall period of significance is listed as the eighteenth and nineteenth centuries, with no specific dates.

The Narbonne House is identified as a contributing resource of the Salem Common Historic District, listed on May 12, 1976 and spanning 76 acres. The district is significant at the state level under Criterion A in the areas of commerce, literature, and politics/government, and Criterion C in the area of architecture. The overall period of significance is listed as the seventeenth through nineteenth centuries, with no specific dates.

The Narbonne House is also included in the First Period Buildings of Eastern Massachusetts Thematic Resource Nomination, listed on March 9, 1990. The Narbonne property is identified as significant at the state level under Criterion C in the area of architecture and Criterion D in the area of archeology. The period of significance is listed as 1630–1740. A boundary increase for the district, accepted by the Keeper of the National Register on June 27, 2002, notes that archaeological research discovered numerous outbuildings, occupational related features, and over 30 areas of trash deposition in the back yard of the house.

Derby Wharf Light Station is also listed in the National Register as part of the Lighthouses of Massachusetts Thematic Resource Nomination, entered on June 15, 1987. The lighthouses are identified as significant at the national, state, and local levels under Criterion A in the areas of transportation and other (maritime history), Criterion B for various builders, and Criterion C in the areas

of architecture and engineering. The overall period of significance is listed as the seventeenth through twentieth centuries, with specific dates of 1679–1940. The 1877 Derby Wharf Light Station is identified as one of five square plan lights in the state. Significance at the state level is identified under Criteria A and C and survey criteria 4c (near important historic site) and 5a (listed in the National Register).

On June 22, 1995, the Massachusetts SHPO concurred with the National Park Service’s evaluations of historic resources as part of updates to the List of Classified Structures (LCS) program. In addition to the Narbonne, Scale, Hawkes, Derby, and Custom Houses, and Public Stores (Bonded Warehouse), two additional resources were identified as contributing: Forrester Warehouse Foundation and Hatch’s Wharf. As a result of the 2014 updated National Register documentation, the Central Wharf Warehouse, Comfort Station (maintenance shed), and Pedrick Store House were added to the List of Classified Structures. Also added were numerous fences and paving surfaces, plus the Custom House Granite Bollards. LCS numbers are included in the descriptions of individual features and in Table 1.

AREAS OF SIGNIFICANCE AND CRITERIA CONSIDERATIONS

The updated 2014 National Register documentation encompasses a longer period of significance and a broader array of areas of significance. The period of significance extends from 1675, the initial construction date of the Narbonne House, to 1944 when the components of the first National Park Service Master Plan were completed. These dates encompass the district’s period as a thriving commercial seaport from the seventeenth-century through the nineteenth-century and its establishment in 1938 as the nation’s first National Historic Site. The documentation also identifies Criteria Considerations B (removed from its original location) and E (reconstructed building) for two contributing buildings that were moved into the district for the purposes of protection and interpretation (Central Wharf Warehouse and Pedrick Store House).

The historic district derives national significance under Criterion A in the areas of maritime history, commerce, government, and conservation. Salem’s engagement in the Atlantic Trade to the West Indies during the Colonial Period and pioneering post-Revolutionary War endeavors in world trade, particularly to the Far East, contributed to the foundation of the nation’s customs, banking, insurance, and market systems. The Port of Salem served as a critical center of privateering during the Revolutionary War, and its fleets captured more cargo than any other port in the United States. The significance of its maritime associations and the early-twentieth-century status of the Salem waterfront as one of few intact eighteenth-century seaports contributed to the selection and development of the district as a National Historic Site. The district also derives local significance under Criterion A in the area of social history because of its relationship with twentieth-century

Polish immigration. Under Criterion B, the district derives national significance because of its association with the prominent Salem merchant, Elias Hasket Derby, who resided in the Derby House during the early years of his career from 1761 to about 1780. Derby operated a large fleet of privateer vessels and made substantial contributions to the American Revolutionary War effort during this time frame. The district possesses significance at the local level in the area of landscape architecture under Criterion C through the intact representation of the work of National Park Service Landscape Architect Norman T. Newton's General Development Plan and Master Plan, hereafter referred to as the Master Plan, developed from 1938 to 1939. The district also holds significance under Criterion C at the local and state levels in the area of architecture for its intact collection of late-seventeenth- through early-twentieth-century residential, commercial, and government buildings typical of national architectural styles. The district derives national significance under Criterion D in the area of archeology for the historic information it has yielded, and is likely to yield, through archeological evidence.² Each area of significance is summarized below. A more in depth narrative is contained within the 2014 National Register documentation.

Criterion A: Maritime History, Commerce, and Government, 1675–1944

Salem Maritime National Historic Site is significant under Criterion A at the national level for the roles early settlers of Salem played in shaping maritime history. The earliest physical feature on the site is the Narbonne House, constructed in 1675 for Thomas Ives.

Salem's merchant fleets contributed to commercial development in the United States, expanding the regional seafaring economy from the early seventeenth century through the Revolutionary War Period (1775–1783), into an economy rooted in world maritime trade during the Early Federal Period (1783–1820). Active through the late nineteenth century, the Port of Salem contributed to the development the nation's customs system, trade policies, and maritime navigation aids.

Settlers first arrived in Salem in 1626, and within a few decades had expanded regional maritime trade to a global scale. The strong cod fishing industry of the seventeenth century drove a demand for commodities including timber, lead, nails, rope, sailcloth, and non-perishable foodstuffs. Regional trade networks strengthened and local manufacturing diversified as exportable surpluses of manufactured goods grew. This growth supported the development of resident merchant communities and coastal trade between North American ports, while trade markets expanded throughout the Atlantic Ocean. During this time coastal trade between North American ports from Nova Scotia to South Carolina increased, and trade markets opened within the Atlantic and Caribbean. The mid-eighteenth century development of the waterfront in Salem was spurred by the

prosperous and expanding trade market, beginning with the initial construction of Derby Wharf in 1764.

In addition to manufactured goods, Salem's economy was also linked to the slave trade through the early nineteenth century. The first slaves arrived in Boston in 1638 aboard the Salem-owned ship *Desire*. The population of enslaved and free blacks in Salem grew slowly, but by the time of the Revolutionary War, slave ownership was common, with typically one or two enslaved people in a household among the wealthy families, including the Derbys.

At the outbreak of the Revolutionary War, Salem's merchant fleets were well established in the transatlantic trade network. The war initiated Salem's role in privateering, inciting prominent merchant families, including the Derbys, to shift their commercial investments to privateering for political and financial reasons. With a fleet of 158 vessels, Salem's privateers seized 458 British vessels and more tonnage than any other American seaport during the war.

After the Revolutionary War, the loss of privateering revenue resulted in economic decline in numerous port cities, including Salem. This downfall stabilized as Salem and other seaports reestablished themselves in the global trade market. Rising commerce fueled shipbuilding, the commodities market, and the production of commercial goods in Salem from the late eighteenth through the early nineteenth centuries. A branch of the United States Customs Service was established in Salem after the First Tariff Act, in 1789, enabling the collection of federal duties. In addition to collecting tariffs on goods, the Customs Service also enforced health laws, funded the Marine Hospital Service for disabled seamen, and oversaw immigration into the United States. American author Nathaniel Hawthorne served as the Port of Salem surveyor from 1846 to 1849.

The United States Lighthouse Bureau constructed the Derby Wharf Lighthouse in 1870–1871 to guide vessels in and out of Salem Harbor. The lighthouse was erected in conjunction with Hospital Point Light in Beverly and Fort Pickering Light on Winter Island in Salem. The U.S. Coast Guard, established in 1915, used the Derby Lighthouse from at least 1917 to 1930 and absorbed the U.S. Lighthouse Bureau (then known as the U.S. Lighthouse Service) in 1939.³ The period ends with the implementation of the park Master Plan by 1944.

Criterion A: Conservation, 1927–1944

Conservation and preservation activities undertaken between 1927 and 1944 at Salem Maritime National Historic Site are significant at the national level under Criterion A in the area of conservation. In 1927, the Boston-based Society for the Preservation of New England Antiquities (SPNEA, now Historic New England) acquired the Derby House and the West India Goods Store, and worked to restore the Derby House as a museum.

Salem Maritime National Historic Site was the first National Historic Site to be designated under the Historic Sites Act of 1935 by Congress on May 26, 1936. Its designation was accepted by the Department of the Interior on December 28, 1937, and formally designated by Secretary of the Interior Harold L. Ickes on March 17, 1938. Records concerning early planning efforts, decision making, and implementation are a valuable account of the development of National Park Service thought and policy related to preservation and interpretation. Public-private partnership efforts in conservation and preservation illustrate the cooperative efforts that shaped early historic preservation practices through World War II.

The designation of Salem Maritime National Historic Site illustrates the expansion of public history that occurred under President Franklin D. Roosevelt's administration, resulting in a more inclusive and accurate representation of the breadth of the nation's past. Beginning in the late 1920s, National Park Service Director Horace M. Albright was the leading advocate for the expansion of the organization's mission to include historical parks. In 1933, influenced by Albright, President Roosevelt issued an Executive Order transferring the War Department's battlefield and monuments along with all historic areas managed by other federal agencies to the National Park Service. This established the National Park Service as the steward for nationally significant historic properties. The formation of the Civilian Conservation Corps (CCC) the same year provided a powerful workforce to undertake restoration and improvement projects. Funding within the CCC allowed for historian and historic architect positions, including Verne Chatelain, the first professional historian within the National Park Service who served as the first head of the Branch of Historic Sites and Buildings. While familiar with the preservation of buildings, the wharves presented the National Park Service with the challenge of developing guidelines for preservation and maintenance of a new type of resource. The treatment guidelines for the wharves outlined in the 1939 Master Plan were among the earliest instances of their kind in the United States. The plan, authored by Norman T. Newton, addressed both site and landscape features and included research on historically appropriate plantings. Visitor accommodations, such as parking, restrooms, and signs were also included.

Conservation efforts diminished in the early 1940s because of World War II. The CCC program disbanded in 1942 as many of its participants enlisted in the war effort. By 1944, all proposed park facilities were in place including a comfort station behind the Hawkes House, marking the completed implementation of the park master plan.⁴

Criterion A: Social History, Polish Immigration, 1909–1944

Salem Maritime National Historic Site derives local significance under Criterion A in the category of social history due to its association with Salem’s strong twentieth century Polish community. Salem has a long history of immigration, beginning with an influx of Irish and French-Canadians in the early part of the nineteenth century. The unification of Germany in 1871 marked the initial spike in Polish immigration as political and social unrest between the Germans and the Russians grew. From 1875 to 1915 the number of European immigrants in Salem increased more than 67 percent, from just over six thousand to almost eleven thousand. By 1915, more than a quarter of Salem’s population was foreign-born, and seventeen percent of the population was of Polish descent. Rising immigration rates led to diversification of the City’s economy. Growing manufacturing industries provided numerous employment opportunities for immigrants, including tanning and currying, shoe manufacturing, and textile production.

The St. Joseph Society, founded in 1897 as a “mutual assistance” organization within Salem’s Polish community, was a social organization that assisted new immigrants in establishing themselves within the community. Early meetings of the society were held in private homes or rented halls, but by 1909 rising membership and sufficient funds afforded the construction of St. Joseph Hall on Derby Street. From 1909 through the 1980s, St. Joseph Hall was a fixture in the Polish community, serving as a local cultural center and gathering place for more than one-quarter of the City’s population.

Growth of Polish settlement along Derby Street and in the Webb Street area by 1912 supported the many Polish immigrant-owned businesses along Derby Street, including small grocery stores and bakeries. Derby Street retained the character of small independently owned Polish businesses through the mid-twentieth century. With the establishment of the park in the 1930s, all buildings that post-dated the early 1800s were removed, including many Polish-owned businesses and residences. St. Joseph Hall was outside the park boundary at this time and remained in use by the Polish Club; however, the park acquired the building in 1988.⁵

CRITERION B**Maritime History, Elias Hasket Derby, 1739–1799**

Salem Maritime National Historic Site derives national significance from its association with Elias Hasket Derby (1739–1799), who resided at the Derby House from 1761 until about 1780 during the formative years of his career. Derby operated a large fleet of privateer vessels and made substantial contributions to the American Revolutionary War effort during this time frame.

Derby's career began in the 1750s as a teenager working in his father, Richard Derby Sr.'s counting house. Working closely with his father, Derby studied his efficient maritime investments practices, and by 1765, Derby was engaging in his own ventures to the West Indies. Derby established a profitable trade pattern based on market demands and regional economic conditions. As a resident of the Derby House from 1761–1780, Derby kept a watchful eye over maritime trade activities Salem Harbor and along the wharves.

By the outbreak of the Revolutionary War, Derby had become a successful merchant in his own right. After marching in the local militia following the battles of Lexington and Concord in 1775, Derby assisted the war effort by loaning supplies and extending financial support to the Provincial Army directed by General George Washington. Derby distributed supplies to the army through his vessels and warehouses located on Derby Wharf. In the summer of 1778, Derby provided Colonial armed forces with vessels to transport more than 9,000 troops to attack the British in Newport, Rhode Island.

Through the course of the Revolutionary War, Derby's impressive fleet of twenty-six privateering and commercial vessels captured 146 ships, which carried cargo with a cumulative value of more than 1,087,500 pounds. He also invested in many other vessels, frequently commissioning construction to replace vessels that were lost or obsolete. Derby reinvested privateering profits in the maritime and commerce system of Salem, securing the City's leading role in maritime trade for decades to follow.

During his long career in the Atlantic trade, privateering, and the international trade that followed, Derby is credited with cultivating multiple generations of successful Salem merchants. Derby founded and financed a local navigation school, where he taught the trade to the resident community and trained crews for his large fleet.⁶

CRITERION C

Landscape Architecture, 1936–1944

Salem Maritime National Historic Site is locally significant under Criterion C in the area of landscape architecture. In 1936 the National Park Service initiated a master plan for the park, which was carried out by Landscape Architect Norman T. Newton under the direction of Chief Architect Thomas C. Vint. Completed in 1938–39 and executed over the next six years, the master plan reflects early National Park Service thought on restoration and interpretation of historic properties, and proposed a cohesive landscape design for the area surrounding the historic district's buildings and structures.

Within the National Park Service Branch of Plans and Design, headed by Vint, the master planning process evolved to guide the management of a developing system of National Parks, placing an emphasis on landscape preservation and harmonious design. In larger parks, naturalistic landscapes and rustic designs became the norm, reflecting their high scenic quality and idealized pristine character. At smaller parks a more thematic focus such as urban development, agriculture, or in the case of Salem Maritime National Historic Site, maritime commerce, was emphasized. The Master Plan guided the development of two distinct areas within the park, a residential and institutional area and a waterfront area. The area north of Derby Street included fenced yards, trees, shrubs, and linear paths around historic buildings to establish a domestic scale and intimacy deemed appropriate in the Colonial Revival theme. In contrast, to the south of Derby Street, the exposed wharves offered open views of the Harbor reinforced the maritime theme of the site, with the hope that ships could be added in the future. Local park advocate and nurseryman Harlan Kelsey contributed to the selection of plant material and the implementation of the Master Plan. The Civilian Conservation Corps also aided in the implementation of the plan.⁷

Architecture and Design, 1675–1944:

Salem Maritime National Historic Site derives local and state level significance under Criterion C in the area of architecture from its intact collection of residential, commercial, and government buildings reflective of late seventeenth-through early twentieth-century architectural styles and construction techniques. The buildings reflect the prosperity and wealth associated with the Port of Salem during the height of maritime commerce as well international design influences. The Narbonne and Custom Houses are significant at the state level as rare examples of their building types in Massachusetts.

The majority of buildings within the site are reflective of the European influence within the City, resulting from not only the trade of goods from one port to another but also, of the exchange of stylistic design. The Narbonne House is an example of First Period Colonial architecture, a functional style, rooted in traditional English methods, but modified to providing shelter in the harsh local climate. The skill and technique of prominent local architect and wood carver Samuel McIntire, is expressed in the Hawkes House built at the beginning of the Federal Period. The commercial nature of Salem's early waterfront is reflected by the Custom House-Public Stores, the Scale and Pedrick Store Houses, West India Goods Store, and Central Wharf Warehouse. The Derby Wharf Lighthouse is one of five square-plan lighthouses in Massachusetts.⁸

CRITERION D**Archeology**

The Salem Maritime National Historic Site is nationally significant under Criterion D in the area of historic-non-aboriginal archeology. The archeological remains associated with Derby and Central wharves and their supporting buildings have the potential to continue to contribute to our understanding of eighteenth through twentieth century wharf construction techniques and tradition maritime landscapes. These remains provide an alternative avenue of investigation for information about the growth, peak, and decline of the City's maritime shipping industry. On a larger scale, the information contained in the archeological records of the wharves provides comparative data, useful in analysis of the maritime history in East Coast cities such as Boston, Newport, New Bedford, New York, and Charlestown.

Archeological excavations near the Narbonne House have revealed unique data stemming from the uninterrupted occupation of the residence from the seventeenth through the twentieth century. Sheet middens and trash pits have yielded an exceptional collection of glass, ceramic, and personal item artifacts that illustrate the variety of local and foreign consumer goods that were available in Salem. Analysis of faunal assemblage has yielded information about the shift from regional economic trade patterns to global trade. Development of large non-farming populations in urban centers was supported by the global trade market, especially around thriving sea ports.

Eleven archeological projects were conducted between 1938 and 2005 initially to comply with Section 106 and Section 110 of the National Historic Preservation Act (NHPA). There are nine archeological resource sites that meet all four criteria to be considered contributing, including; Derby and Central Wharves, the Narbonne and Counting Houses, Forrester Warehouse foundation, Forrester's Warehouse 77 site, Derby's New Store, John Prince's Store and the Office and Shed 74 site.⁹

PERIOD OF SIGNIFICANCE

As defined by the National Register, the period of significance is the time when a property achieved significance as illustrated through its existing physical resources or as determined by Congress. Defined by National Register documentation in 2014, the period of significance for Salem Maritime National Historic Site extends from 1675, the initial construction date of the Narbonne House, to 1944 when the park completed the development associated with the 1939 Master Plan. Overlapping periods of thematic importance are encompassed by the historic period. The period associated with the evolution of Salem's waterfront into an internationally significant seaport of the Colonial and Federal Period beings

in 1762, with the initial construction of Derby Wharf and extends through the decline of maritime shipping. The period associated with the designation and establishment of the National Historic Site begins with National Park Service acquisition of the site on March 17, 1938 and extends through 1944, when the park completed the final component of the Master Plan, the Comfort Station (maintenance shed) behind the Hawkes House.

EVALUATION OF INTEGRITY

The National Register defines integrity as the ability of a property to convey its significance through physical resources. Seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association are identified by the National Register. Retention of all seven qualities is not required; however, the site must possess the essential characteristics and features characteristic of the period of significance. The integrity of Salem Maritime National Historic Site is evaluated by comparing landscape characteristics and features present during the period of significance (1675–1944) with current conditions. Salem Maritime National Historic Site retains all seven aspects of integrity and possesses authentic characteristics conveying its layered periods of development.¹⁰

The critical relationship between the historic district and the waterfront has been retained, and despite the removal of select buildings in the 1930s, the site's role as a dynamic seventeenth through nineteenth century seaport is retained. Today the site reflects its role as an interpretive site more than an active shipping port, but the maritime character of the site remains strong, emphasized by the active Harbor, small-scale features such as shipping cleats and boat ramps, and the Derby Wharf Light Station. The extant buildings north of Derby Street remain at their original locations and circulation systems, including a network of brick walks, remain intact. The characteristic views to and from Salem Harbor remain relatively unaltered over the course of more than two hundred years.

The original orientation of seventeenth, eighteenth, and early nineteenth century historic buildings, with their public façades oriented toward the waterfront remains. The small-scale residential or commercial buildings that surround the district retain the small-town urban streetscape established during the nineteenth and early twentieth century. While the appearance of the wharves was altered by the removal of several buildings in the 1930s, the district remains an intact historic landscape, as envisioned during its creation as the first national historic site in the nation.

The treatment prescribed and carried out based on the 1938–1939 National Park Service Master Plan remains largely intact, including some of the original vegetation. The buildings within the district exemplify the design, craftsmanship, and architectural characteristics typical of the seventeenth through early-twentieth century.¹¹

Location

Location is defined by the National Register as the place where the historic property was constructed or the place where the historic event occurred. Buildings, structures, and landscape features of the park are either still in their original location, were removed in the 1930s, or moved into the park area since the 1930s. The Custom, Hawkes, Derby, and Scale Houses, Comfort Station (maintenance shed), and St. Joseph Hall remain in their original locations. The West India Goods Store was moved several times before being restored to its original location on the northwest corner of Derby Street and Palfrey Court. Primary components of the landscape that remain evident from the historic period include open views of the wharves, a network of sidewalks, wood perimeter fences, plantings, and the retention of pre-existing nineteenth-century landscaping around the Custom House – Public Stores. Salem Maritime National Historic Site retains integrity of location.¹²

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The Salem Maritime landscape continues to represent an international maritime trade port as it evolved through the historic period and retains its overall spatial organization, including the locations and relationships between residential and commercial buildings, major vegetation, outdoor spaces, circulation routes, wharves, and the waterfront. The park continues to be an intact representation of National Park Service Landscape Architect Norman T. Newton's first Master Plan. The site continues to be organized by the waterfront, wharves, and residential and commercial buildings. Individual features, in both the residential and the wharf areas, continue to exhibit the design specific characteristics for which they are significant, such as brick walks, cobblestones, private yards, fences, plantings within the inland area to the north of Derby Street, and the linear nature of the wharves to the south of Derby Street. The most substantial change is the loss of warehouse structures along Derby Wharf, though this occurred during the historic period as part of the park's Master Plan. While several of the residences as well as St. Joseph Hall have undergone alterations, they retain their original massing and overall layout. Despite minor alterations, Salem Maritime National Historic Site retains integrity of design.¹³

Setting

Setting is the physical environment of a property and the general character of the place. The setting of the property, including the circulation, buildings, structures, and outward views, has changed relatively little since the end of the historic period in 1944. Developed as a trading port on Salem Harbor, the site continues to front on the water and remains integrated with the City of Salem. The park

is surrounded by a community that embraces its history, and is situated among multiple other historic sites and museums. While modern construction and new development has occurred within the viewshed of the property, the character of the surrounding landscape continues to be one of small shops, local businesses, and one- to three-story residential homes. During the historic period there were numerous warehouses, while today several reconstructed and moved structures evoke a similar landscape quality. The prominence of the harbor and waterfront, surrounding historic buildings, and limited new development allows the site to continue to convey a character similar to that of the historic period. Open views of Salem Harbor remain throughout much of the park. The Custom House retains its prominent vantage point over the wharves, and is highly visible from anywhere on the wharves. Salem Maritime National Historic Site retains integrity of setting.¹⁴

Materials

Materials are the physical elements that were combined or deposited during the period of significance in a particular pattern or configuration to give form to a property. Much of the original fabric remains within the property including the materials evident in the residential homes, commercial and civic buildings, warehouses, and wharves. Hardscape materials are also evident in the landscape including brick pathways, sandstone pavers, cobblestone pavement, and granite bollards. The Colonial Revival style landscape as designed in the 1930s retains many original trees and shrubs, as well as plants replaced in kind. Historic alterations to buildings are present, in some instances, including additions and stylistic updates such as renovations undertaken at the Hawkes House during the historic period. The wharves contain physical evidence of construction activity undertaken from their initial development through multiple phases of expansion and improvements. Contemporary rehabilitation and maintenance work completed in the district typically involved the in-kind replacement or stabilization of historic fabric necessitated by natural deterioration. Salem Maritime National Historic Site retains integrity of materials.¹⁵

Workmanship

Workmanship refers to the physical evidence of the crafts and methods of construction used during the specified period of significance. Distinctive workmanship of skilled craftsmen is evident in the buildings within Salem Maritime National Historic Site. For example, the craftsmanship of Samuel McIntire, a local Salem architect, is evident in the Hawkes House (1780–81), though the building was altered in 1801 and rehabilitated by the National Park Service several times. Similarly, U.S. Treasury employees Perley Putnam and Jonathan P. Sanders designed the Federal style Custom House in 1818–19, while U.S. Treasury Department supervising architect Ammi B. Young directed

major alterations in 1853–55. Similarly, the Narbonne and Derby Houses, West India Goods Store, and St. Joseph Hall contain evidence of workmanship. Workmanship is also reflected in the wharf expansion projects undertaken in Salem from early settlement through the post-Revolutionary Period, especially in the 2,045-foot long Derby Wharf. Evidence of craft and construction in the historic landscape is presented in the fences, brick walks, and cobblestone pavers. Contemporary rehabilitation and maintenance work completed in the district has typically involved the in-kind replacement or stabilization of historic fabric as necessitated by natural deterioration. Salem Maritime National Historic Site retains integrity of workmanship.¹⁶

Feeling

Feeling is an expression of the aesthetic or historical sense of a particular time resulting from the presence of physical features that, taken together, convey a property's historic character. The character of the cultural landscape today, including the restored historic structures, the ornamental Master Plan landscape, and the open wharves largely free of structures, continues to convey the feeling of the landscape as it existed during the early park period (1939–44). Due to the loss of all of the historic warehouses (with the exception of the relocated Central Wharf Warehouses and Pedrick Store House), and the discontinuation of shipping activities and the experiential qualities that went with them, the feeling today is significantly different from what it would have been during the period when Derby Wharf and the rest of the waterfront was a busy shipping port. Similarly, the loss of the tenement buildings and the transition of the area to lower density residential use have altered the feeling of a dense, active neighborhood. Salem Maritime National Historic Site retains integrity of feeling.¹⁷

Association

Association is the direct link between the property and an important historic event or person. The property's association with the evolution of maritime trade from late seventeenth century through mid-nineteenth century, and Salem's most prominent merchant, Elias Hasket Derby, remains strong and is reflected through the waterfront area, the Derby House, and the Custom-House Public Stores facility. The park's designation as the first National Historic Site in 1938, under the Historic Sites Act of 1935, is recognized through continued status within the National Park System today. The park continues to be an intact representation of early National Park Service planning efforts for nationally significant historic sites. Salem Maritime National Historic Site retains integrity of association.¹⁸

ANALYSIS OF LANDSCAPE CHARACTERISTICS AND FEATURES

The following section analyzes the extant condition of landscape characteristics and feature types by comparing historic conditions to present conditions and providing an evaluation of significance for each individual feature type that defines the historic character of Salem Maritime National Historic Site's landscape. Landscape characteristics are the broad patterns, systems, and feature categories that compose the landscape and determine how people interact with it. Analysis of landscape characteristics and features allows for the identification and evaluation of the landscape components that define the historic character of the landscape and contribute to the landscape's ability to convey significance.

Evaluated landscape characteristics and features within Salem Maritime National Historic Site include: spatial organization, circulation, buildings and structures, small-scale features, vegetation, views/vistas, and archeological features. For each characteristic, the analysis is broken into the following components:

Historic Condition: a brief discussion of the feature's history and evolution as it relates to the period of significance;

Existing Condition: an overview of changes that have occurred since the end of the period of significance; and

Evaluation: a determination of whether the feature contributes to the historic character of the landscape.

Features and characteristics are generally determined to be contributing if they date to the period of significance (1675–1944) and help to convey the historic design and character of the site. Non-contributing features generally post-date the period of significance or have been altered from their historic condition or context to the point that they no longer convey the significance of the site. Lastly, a feature type is identified as undetermined if its extant history is unknown.

SPATIAL ORGANIZATION

Spatial organization is the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces. Salem Maritime National Historical Site consists of two spatially distinct landscape character areas, the inland area north of Derby Street and the waterfront area south of Derby Street, both of which remain largely intact from the historic period. These two distinct areas emerged early in the development of the Salem community, with Derby Street serving as the access road and the division between the upland and waterfront. Each area is defined primarily by the buildings and structures dating from the historic period, which were preserved in the park's 1939 Master Plan.

The extant organization of landscape features has undergone few alterations since the development of the Master Plan, and historic features continue to define the two character areas. The inland area remains relatively unchanged with the exception of minor alterations to buildings and small-scale features. The waterfront area retains the majority of its original massing, historic views of Salem Harbor, the wharves, and several original buildings and structures. However, the series of warehouses that lined the edge of Derby Wharf at the height of maritime trade has been deconstructed. Two warehouses, consistent in building style and date of construction with those removed, have been moved to the site—one from a short distance (Central Wharf Warehouse) and the other from Marblehead (Pedrick Store House)—to evoke a similar quality and demonstrate the building style.

Inland Area (North of Derby Street)

Historic Condition: North of Derby Street, the residential and institutional area fits loosely into the gridded network of Salem, and contains eight buildings, most with small yards. The presence of an overhead plane, created by the canopy of shade trees that grow within the lots, was present in the early 1900s and enhanced as part of the National Park Service improvements in the 1930s and 40s (Figure 74). The mature shade trees, in combination with a network of fences and surrounding residences, create a sense of enclosure. At the close of the historic period in 1944, the residential area of the site consisted of three homes, three commercial buildings, a comfort station and a social club, cumulatively reflecting the maritime trade industry that shaped the development of Salem. The public front yards of the Hawkes and Derby houses were oriented toward the street, while rear yards, were private and faced inward. Individual lots were divided by wooden fences. The Narbonne House included a door facing the street that was used to access a small retail area. Residential houses sat on rectangular lots, ranging in size from 180 by 240 feet in length to 50 to 75 feet in width.

Initial construction of the Narbonne House began in 1675, with a series of additions continuing until the last addition in 1820. The house was typical of early New England dwellings, and changed in form to meet the needs of successive owners, expanded as additional space became necessary. The Derby House size and location reflects the wealthy merchant families that prospered from a booming trade economy. Richard Derby Sr. commissioned the elegant brick home for Elias Hasket Derby in 1761 to 1762 as a wedding gift in close proximity to Derby Wharf. To the east of the Derby House, Elias Hasket Derby oversaw construction of what later became known as the Hawkes House between 1780 and 1781. Intended as a residence, the house was used as a warehouse intermittently, and eventually purchased and renovated by Benjamin Hawkes in 1801. West of the Hawkes House, the Custom House-Public Stores buildings, built between 1818 and 1819, and the accompanying Scale House built in 1829, reflect

Figure 74. View looking south across the rear lawn of the Hawkes House. Visible are two red oaks, a dogwood and numerous shrubs planted in 1938 and 1939 (National Park Service Collections, SAMA 05B-071).



Figure 75. Similar view as above in 2013. The rear yards north of the buildings along Derby Street create a quiet park space enclosed by the buildings, fences, and vegetation, October 2012 (OCLP).



the large-scale trade economy that developed by the early 1800s. The Custom House defined the southwest corner of the inland area along Derby Street, with a stately entryway consisting of a plaza area and large granite steps leading to an elaborate porch and doorway. Constructed between 1800 and 1805, the West India Goods Store was located to the west of the Derby House, and is typical of warehouses and early stores used for storing and selling goods. East of the West India Goods Store, St. Joseph Hall stands on the east corner of Palfrey Court and Derby Street. The building represents a different era in Salem's history, echoing changes in the economy linked to industrialization and a rise in manufacturing supported by a growing immigrant population. Built as a social club in 1909, St. Joseph Hall played a vital role in the Polish community for decades. Both the West India Goods Store and St. Joseph Hall fronted directly to the sidewalk adjoining Derby Street. Most of the National Park Service land was acquired in 1938 and several then contemporary buildings, consisting of tenements, sheds, and

assorted outbuildings were removed from the site. The park's 1939 Master Plan led to the installation of the network of brick walks to facilitate visitor movement through the site as well as foundation plantings and trees. The Comfort Station (maintenance shed), the final element of the 1939 Master Plan, was completed in the early 1940s in the rear yard of the Hawkes House.¹⁹

Existing Condition: Few alterations were made to streetscape on the inland side of Derby Street following the end of the historic period in 1944. The park remains an intact representation of the 1939 Master Plan. Extant buildings stand at their original location. Individual lots continue to be divided by fences and connected by a linear brick network of paths as outlined in the 1939 Master Plan. Vegetation patterns and the plant palette introduced through Newton's master plan persist on the site (Figure 75). Contemporary interpretive signage has been added in select locations, but does not detract from the historic character. The Comfort Station constructed in the early 1940s has been repurposed as a maintenance storage facility. Three parcels have been added to the park area—the Narbonne lot in 1963, the lot for the relocated Central Wharf warehouse in 1978, and the St. Joseph Hall lot in 1988—and enhance the character area.²⁰

Evaluation: Contributing. The spatial organization of the residential area, established by the homes, series of wooden fences, and network of brick walks, contribute to the historic character of the site.

Waterfront Area (South of Derby Street)

Historic Condition: The primary organizational features of Salem's waterfront were the linear wharves that extended like arms into Salem Harbor. A series of expansions were financed by individual owners, and the wharves grew in reaction to a booming maritime economy. Derby Wharf, financed by Richard Sr. and Elias Hasket Derby was constructed from 1762 to 1771, and was initially 803 feet long. Hasket's heirs increased the length of the wharf to 1,124 feet between 1806 and 1808. Haskets's will stipulated that the lots to the east and west of the head of Derby Wharf remain undeveloped (see Figure 11 for Lot codes).

...all the Flats [on Lot B] which may be ten feet East of said East sides of said Stores and the West line of the Flats [of Lot A] herein given to my son Ezekiel Hersey are not to be builded upon, but are to be kept open to an for the use, convenience and accommodation of the Owners of said Long or Main Wharf and of the Lots given to my said son Ezekiel Hersey [Lot A] and my said Daughter Martha [Lot B]. ...and I do order and it is my Will that the Flats [of Lot D] ...are to lie and be kept open forever, and used in common for the convenience and accommodation of the Owners of said Main Wharf and of the Owners of the Wharves and Stores herein given to my Sons Ezekiel Hersey [Lot D and wharf] and Richard [Lot C and upper store] on Derby Wharf.²¹

Hatch's Wharf was built in phases on two parcels historically known as waterfront Lots C and D located west of Derby Wharf, beginning in 1768 under the direction

Figure 76. View looking southeast of the west side of Derby Wharf from Hatch's Wharf, circa 1900. Shown in the photo are warehouses built in, from left to right, 1800, 1794, 1809, and 1809 (PEM negative number 7868, Courtesy of Phillips Library, Peabody Essex Museum, Salem, MA).



Figure 77. Similar view as above from Central Wharf showing Derby Wharf and Pedrick Store House at high tide, October 2012 (OCLP).



of Captain John White. Ezekiel Hersey Derby extended Hatch's Wharf to its full length of 150 feet by 1805. West of Hatch's Wharf, was the T-shaped Central Wharf. Like Hatch's Wharf, Central Wharf was built in several phases and encompasses two property lots. Initial construction of a ninety foot wharf was initiated by Captain John White in 1768 on a site referred to as waterfront Lot E. In 1793 this wharf was widened and lengthened by Joseph White. A cobb wharf built on waterfront Lot F in the 1780s by John Ingersoll was combined with the wharf on Lot E, as well as with Ward's Wharf by Captain Simon Forrester after a series of expansions between 1791 and 1818, forming Forrester's Wharf, then 175 feet long, which would come to be known as Central Wharf.

During the peak of maritime trade, the eastern edge of Derby Wharf was lined with warehouses, as was the northern extent of Forrester's Wharf (Figure 76). Concerns for safety and limited resources for rehabilitation led the National Park

Service to demolish many of these warehouses in the 1930s. The Derby Wharf Light, constructed by the United States Lighthouse Bureau in 1871, remains at the southern terminus of Derby Wharf. Once acquired by the National Park Service in 1938, tenement houses, sheds, and assorted outbuildings were removed from the flat lots east of Derby Wharf, and a parking lot to facilitate visitor use was constructed.²²

Existing Condition: The waterfront character area south of Derby Street is open and contains four historic wharves extending into Salem Harbor, three buildings, a warehouse foundation, and the distant Derby Wharf Light. The ground plane is generally flat, with a slight slope toward the waterfront. The presence of open views to Salem Harbor within the park dates to the end of commercial and industrial operations and the removal of many buildings in the 1930s. The vertical plane is defined by building façades, shade trees, and fences that run along the park's east and west boundaries. The western edge of the waterfront is defined by the Central Wharf Warehouse, the Central Wharf Restrooms, and a contemporary picnic area. Prominent features alongside Derby Wharf include the Pedrick Store House, relocated in 2008–11, and the *Friendship of Salem*, reconstructed in 1996–98 (Figure 77). The eastern edge is defined by a wooden fence that buffers neighboring residential properties and a portion of Tucker's Wharf. The eastern portion of the waterfront area served as a parking lot in the mid-1900s, but was removed in 1978 and is now predominantly open lawn as it was in 1944. Gravel paths installed by the National Park Service in 1961 run the length of Derby Wharf and Central Wharf. Between Derby and Central wharves, the outline of the former Hatch's Wharf extents and building footprints are delineated with flush laid sunken granite blocks or brick. Storm surges, high tides, and wave action have caused damage to the surface of the wharf, washing away surface material and scouring fill behind the walls. The Derby Wharf Light remains at the southern terminus of Derby Wharf. The brick foundation of the Forrester Warehouse is centered on the north end of Central Wharf. Now filled with earth and seeded with grass, the area is a popular seat wall. Interpretive waysides and interactive displays are located along the length of Derby Wharf.²³

Evaluation: Contributing. The spatial organization of the waterfront area, defined by the construction of a series of wharves and associated buildings and structures contributes to the historic character of the site.

CIRCULATION

Circulation includes the spaces, features, and applied material finishes that constitute the systems of movement in the landscape. Within Salem Maritime National Historic Site, circulation features include streets, driveways or "courts," sidewalks, boardwalks, brick walkways, and gravel paths. The park is bounded by city-owned streets including Essex, Daniels, and Orange streets, and bisected

by Derby Street. Derby Street is a two and one-way thoroughfare through the downtown and accommodates a steady slow-moving stream of vehicles that pass through the site. The south side of Derby Street includes spaces for bus and vehicle parking. Two short driveways or “courts” extend north from Derby Street. Custom House Court is lined with cobble and within the park boundary and described in greater detail in this section, while Palfrey Street is paved, outside of park land, and used by adjacent residents.

City-owned sidewalks vary in width and surface treatment on Derby, Daniels, Essex, and Orange streets. The Derby Street sidewalks are eight feet wide and heavily used by pedestrians. The south sidewalk is brick while the north sidewalk is a mixture of brick and concrete. An accessibility project on the north sidewalk improved the handicap accessible ramps, but resulted in the loss of bricks and insertion of dyed pink concrete.

Daniels Street is one-way, allowing traffic flow from south to north via a single travel lane with parking on the east side of the street. The narrow sidewalks are approximately three feet wide and contain a mixture of asphalt and concrete, with cracks, patches, and heaved sections. Essex Street allows two-way vehicular movement and a portion is a designated bike route. Parking is allowed on the north side of the street. Four-foot wide concrete sidewalks are located on both sides of the street and used frequently by pedestrians, but are in poor condition with cracking, patching, and heaving. Orange Street is one-way, allowing traffic flow from north to south via a single travel lane with one parking lane on the east side of the street. Narrow asphalt sidewalks, three feet wide, are located on both sides of the street, widening and transitioning to a brick walk on the east side of the street adjacent to the Custom House. Circulation surfaces and routes within the park are described in greater detail below.

Custom House Flagstone Paving

Historic Condition: A sandstone plaza (LCS 040563), approximately fifteen feet by sixty six feet with an ell extension of forty two feet on the west extent was laid south of the Custom House in 1854 as part of a formal approach to the main entrance. The pink, purple, and gray-hued flagstone was cut in rectangular and square forms approximately three-feet-wide and varying in length from three to six feet. The plaza area extended from the base of the granite entryway steps to the public sidewalk along Derby Street, before wrapping around the west façade of the building where it intersected with Orange Street and connected to brick paving to the north (Figure 78).²⁴

Figure 78. View northwest of the Custom House showing the flagstone plaza, granite bollards, brick sidewalks, granite curbing, and the cobblestone Custom House Court, August 1958 (National Park Service Collections, SAMA 01B-031).



Figure 79. View northwest of the Custom House and plaza with a few remaining bollards and sidewalk alterations as part of city accessibility project, October 2012 (OCLP).



Existing Condition: The flagstone paving remains in its original location. Some weathering of the stones has occurred, resulting in minor spalling and cracking on corners and edges (Figure 79).

Evaluation: Contributing. The flagstone paving contributes to the historic character of the site.

Custom House Brick Paving

Historic Condition: Red-brick sidewalks (LCS 040550) were added to the site over the course of three years, from 1889 to 1891. Four feet wide, the brick paved sidewalks were laid in a running bond pattern on a base of compacted sand and gravel and extended north from the flagstone plaza of the Custom House to the

Scale House parallel to Orange Street. Additional brick paving paralleled Derby Street south of the Custom House. By the late 1930s, brick paving also extended along the east side of the Custom House, along the west side of Custom House Court, and continued north toward the 1940s Comfort Station (maintenance shed).²⁵

Existing Condition: The majority of the brick paving remains in its original location. Sections of brick were re-laid by the National Park Service in 1956, 1964, 1970, and 1986. In 2012, the City of Salem installed three curb ramps on the sidewalk south of the Custom House to improve accessibility. The ramps, constructed of dyed concrete with detectable warning pads, required the removal of substantial portions of the brick paving. The remaining bricks are in good condition.²⁶

Evaluation: Contributing. The brick paving retains the majority of its original material as well as original alignment, contributing to the historic character of the site. Concrete accessibility ramps in front of the Custom House diminish the historic character of the brick walks.

Public Stores Cobblestone Paving

Historic Condition: Cobblestone paving (LCS 040564) was installed on the north side of the Public Stores facility in 1890. Set in fine gravel, the rounded cobblestones were laid east-west flush to the north façade of the Public Stores. The cobblestone paving spanned an area approximately eighty by eighteen feet.²⁷

Existing Condition: The cobblestone paving retains its original materials, location, and orientation. Moss grows between cobblestones (Figure 80).



Figure 80. View east of Public Stores and cobblestone paving, August 2013 (OCLP).

Evaluation: Contributing. The Public Stores cobblestone paving contributes to the historic character of the site.

Custom House Court

Historic Condition: Custom House Court (LCS 040551) ran north from Derby Street between Custom House-Public Stores and the Hawkes House for approximately 200 feet in length and 18 feet in width. When the National Park Service acquired the site in 1938, several tenements and accompanying outbuildings were located in the rear yard of the Hawkes House. It is likely that Custom House Court was used to access these buildings, as well as the rear yard of the Custom House and Public Stores facility during the height of maritime trade. With the implementation of the 1939 Master Plan, Custom House Court was paved with rounded cobblestones (also referred to as rounded fieldstones) by the Civilian Conservation Corps (CCC) (Figure 81). The cobblestones, set in compacted sand and gravel, match the original cobblestones that have flanked the north side of the Public Stores building since 1890. The Comfort Station (maintenance shed), constructed in 1944 was located at the terminus of the court.²⁸

Existing Condition: Custom House Court remains in its nineteenth century alignment. Most of the historic cobblestones added between 1938 and 1939 remain. The area is used for National Park Service vehicle parking and access to the maintenance garage, located in the former Comfort Station. Over time

Figure 81. (Left) View south of Custom House Court during the CCC installation of cobblestones. The Public Stores and a portion of its associated brick walk and wooden fence are visible at image right, May 1939 (National Park Service Collections, SAMA 05B-027).

Figure 82. (Right) View south along the length of Custom House Court. The Hawkes House and Public Stores facility are visible as well as a portion of the Custom House-Public Stores brick walk and wooden fence. Pedrick store house and the waterfront are visible in the background, October 2012 (OCLP).



vehicular use has led to the settling of the cobblestones and the development of wheel ruts (Figure 82).

Evaluation: Contributing. Custom House Court contributes to the historic character of the site, but is in fair condition due to the loss of some stones and settling.

Hawkes and Derby House Brick Walks

Historic Condition: The National Park Service installed a network of brick walks (LCS 040553) in 1938 and 39 as part of the Master Plan to facilitate pedestrian movement through the site, connecting several key areas. The walks ran in straight lines, meeting at right angles and ranging from five to seven feet wide. All bricks were laid in a simple bond pattern and set in compacted sand and gravel fill, with bricks laid lengthwise along the edges. Segments included from Derby Street to the front door of the Derby House; from Derby Street between the Derby and Hawkes House and to the Hawkes House east door; along the back of the Hawkes House to the Colonial Revival Garden with access to the north side of the Hawkes House and the Derby House kitchen ell; from the Colonial Revival Garden gate to the Narbonne House property; across the back of the Hawkes House lot and south of the Comfort Station (maintenance shed); and a short segment to access the east side of the Comfort Station (maintenance shed) (see Figure 74).²⁹

Existing Condition: Today the pathways retain their original material and alignment (see Figure 75). National Park Service acquisition of the Narbonne Property in 1963 led to the installation of a wooden boardwalk on the property, creating a north-south thoroughfare providing access through the site from Derby Street to Essex Street. The park replaced the wooden boardwalk with composite decking in about 2010, which provides access but protects archeological resources. The park also added composite and wood boardwalks to improve access to the Public Stores and the Scale House.

Evaluation: Contributing. The core network of the Hawkes and Derby House brick walks retain their original material, location, and alignment and contribute to the historic character of the site.

Colonial Revival Garden Gravel Pathway

Historic Condition: The 1939 Master Plan specified a six-foot wide compacted fine gravel (stone dust) pathway (LCS 040552) to define the rectangular perimeter of the Colonial Revival Garden. The gravel pathway connects to the brick path network by the Derby House kitchen ell and garden gate (Figure 83).³⁰

Existing Condition: The National Park Service and volunteers expanded the pathway network within the garden area to form geometric planting beds in the

Figure 83. View east to the Derby House rear yard and fruit tree plantings, circa 1939. A portion of the recently installed gravel path is visible (National Park Service Collections, SAMA 18B-130).



Figure 84. View north of the Derby House Interpretive Garden and gravel path, fruit trees, and wooden privacy fence, June 2015 (OCLP).



1990s. The compacted gravel and stone dust paths surround six oval beds, two circular beds, and six triangular beds, which are filled with herbaceous plants typical of an eighteenth-century domestic New England garden (Figure 84).

Evaluation: Contributing. While non-historic extensions of the gravel stone dust pathway are present, the historic perimeter pathway retains its alignment and location. The gravel and stone dust pathway surrounding the Colonial Revival Garden contributes to the historic character of the site.

Central Wharf Access Route

Historic Condition: Since the initial construction of Central Wharf in the 1768, which at that time was known as White's Wharf, an access road has extended along the ridge of the earthen filled structure to facilitate the transport of

commercial and industrial goods. When the park was established in the 1930s, the route transitioned to recreational and service use.

Existing Condition: The park maintains the Central Wharf access route as a brick and gravel surface. The hardened surfaces are used to access the Central Wharf Warehouse, Central Wharf Restrooms, and Central Wharf, and also connect to the Harborwalk route to the west of the park.

Evaluation: Contributing. The Central Wharf access route contributes to the historic character of the site.

Derby Wharf Light Access Road

Historic Condition: Since the initial construction of Derby Wharf in 1762, an access road has extended along the ridge of the earthen filled structure. Initially the road served as a cart path to carry goods to and from ships, then supported a rail line in the late 1800s and early 1900s. Beginning in 1870 the route provided access to the newly constructed Derby Wharf Lighthouse at the tip of the wharf. The city removed the rail lines and remaining buildings in the 1930s and the road transitioned to recreational use (Figure 85).

Existing Condition: The park maintains the road as a compacted gravel surface. It is heavily used by pedestrians and bicyclists, and lightly used by ranger and service vehicles to access the Pedrick Store House, *Friendship of Salem*, and Derby Wharf Light (Figure 86).

Evaluation: Contributing. The ten-foot wide, half-mile long, gravel-surfaced Derby Wharf Light access road contributes to the historic character of the site.

BUILDINGS AND STRUCTURES

Buildings refer to elements constructed primarily for sheltering any form of human activity in a landscape, while structures refer to elements constructed for other functional purposes. A broad spectrum of building types, appearances, and functions are present within the site, reflecting the variety of activities associated with Salem's waterfront. The buildings are reflective of their period of development and the relationship between Salem families, the distribution of goods, and the prosperous maritime economy in Salem. The eleven buildings within the site include the Narbonne, Scale, Hawkes, Derby, and Pedrick Store Houses, Custom House-Public Stores, Comfort Station (maintenance shed), West India Goods Store, St. Joseph Hall, Central Wharf Warehouse, and Central Wharf restrooms. The site includes five structures all of which are located in the waterfront area including Central, Hatch, and Derby Wharves, a portion of Tucker's Wharf, and the Derby Wharf Light. Each is described in greater detail below.³¹

Figure 85. View south from the Custom House cupola of Derby Wharf access road during a very high tide, 1957. Also visible is Naval Reserve Training Center at far right, parking on Central Wharf at upper right, and a naval vessel (National Park Service Collections, SAMA 14B-272).



Figure 86. View south from the Custom House cupola of Derby Wharf access road (at center), Pedrick Store House, *Friendship of Salem*, Hatch's Wharf footprint, and Central Wharf access route (at right). The Rigging Shed on Central Wharf partially visible at right was removed in the fall 2015, photo taken in June 2015 (OCLP).



Narbonne House

Historic Condition: The Narbonne House (LCS 001264) stands close to Essex Street. Most sources attribute the oldest part of the Narbonne House to Thomas Ives and date it to around 1675.³² Ives was a butcher or “slaughterer,” and the location of the house across from the town common where livestock were kept was advantageous. Ives exemplified the successful middling craftsmen, who supported the growing maritime trade by providing essential meat provisions for outbound vessels. The original “half-house” built by Ives was a typical residence of a young tradesman who was not wealthy, but made a comfortable subsistence. A “half-house” consisted of one room and a chimney at the end. Another room could be added at a later date on the other side of the chimney, allowing it to become a central feature.³³

Thomas Ives and his wife Martha Withe had three children, the first died at seven months and the fate of the other two is unknown. When Martha died, sometime between 1675 and 1679, Ives married Elizabeth Metcalf, with whom he lived until

his death in 1695. They had four children between 1680 and 1692. During his later years, Ives mortgaged the house to “Mr. Turner.” Elizabeth remarried in 1695 or 1696 and her new husband John White, also a “slaughterer,” and they had two children. They redeemed the mortgage and continued to live in the house for a few more years. John White died and Elizabeth sold the property in 1699 to Simon Willard, a shoreman, weaver, worsted comer, and cloather. The sale included the “dwelling house and homestead being about thirty rod or pole of ground with a shop or wood house and small barn standing thereon.”³⁴

Simon Willard was born in Concord, Massachusetts on November 23, 1649, and was the son of Simon Willard (1605–76), who was a military officer during King Philip’s War and a member of the Massachusetts General Court. The Willards moved from Concord to Groton, then to Salem after King Philip’s War in 1672. The younger Simon married Martha Jacob of Ipswich (1649–1721) in 1679, served as a deacon of the First Church, and as a militia company captain in the Native American wars.

The younger Simon Willard retained the future Narbonne home and property for thirty-two years, and lived there with his first wife, Martha Jacobs who died in 1721 and four surviving children who were nearly grown when he purchased the house. Simon remarried in 1722 to Priscilla Butolph, who apparently left shortly after the marriage. Over the next few years, all four Willard children married, and at least two sons and their families lived in the house as well. As the families grew, the small house was insufficient, and in about 1729 a sizable addition was constructed, consisting of a new gambrel-roof southern ell portion of the house (replacing the previous southern ell) and an enlarged eastern lean-to. The future Narbonne property was divided after the death of Simon Willard in 1731, and his sons Josiah, a sailmaker, and Richard each held a parcel. A third son, Jacob, appears to have shared Josiah’s parcel. The Willard brothers mortgaged the property to Thomas Ellis in 1734 then sold their respective parcels to Captain Joseph Hodges in 1750 and 1757. Hodges also acquired the parcel west of the Narbonne lot, hence owned an area of sixty-six poles.³⁵

Joseph Hodges, with his wife Elizabeth, bought the Narbonne house when he was a sea captain of the schooners *Eagle* and *Mary* and the sloop *Success*, which he sailed to and from Virginia and the Barbados. As his financial situation improved as a merchant, he eventually moved into a “mansion house” elsewhere in the city, but he retained ownership of the Narbonne house until his death in around 1780. Captain Hodges covered the cobblestone driveway to the east of the house with about ten inches of fill to match the rising grade of Essex Street. He repaired the well to the south of the house, replacing the vertical wood lining with brick. He also added what archeologists determined to be a “dairy,” a brick-lined outbuilding sunk below ground to store dairy products in a clean, cool environment.³⁶

Predeceased by his wife and without heirs, Captain Hodges willed the property to his brother Gamaliel in 1778. At this time the property consisted of two halves of the former property, each about one eighth of an acre. In 1780, Gamaliel Hodges sold the property to Jonathan Andrew and his wife Mary Gardner. Jonathan Andrew was a tanner and pioneer in the leather manufacturing industry and Mary Gardner Andrew was the daughter of prominent sea captain Jonathan Gardner and twin sister of Lydia Gardner, wife of Richard Derby Jr. In 1782, Jonathan Andrew died and ownership of the property passed to Mary Gardner Andrew and her children.

The Andrew family made at least two changes to the Narbonne property in the 1780s. They added a new and more extensive lean-to on the east side of the house, which was narrower but higher to accommodate both the change in grade of Essex Street and a driveway for a carriage. The driveway led to a new detached carriage house to the southeast of the house, along the east property line, built sometime in the 1780s. Use of the dairy ceased and the depression was filled with domestic rubbish. A privy also stood in the back yard.³⁷

Despite her considerable wealth, Mary Gardner Andrew remained in the house alongside her growing family until her death in 1820. She was eighty-one years old. This included her son, Jonathan Andrew Jr., daughter Sarah Andrew, and son-in-law Matthew Vincent. By 1798 the property included a dwelling house, outhouse, and twenty-two perches of land.³⁸

Sarah Andrew Vincent and Matthew Vincent had a number of children, presumably born in the house. Their daughter Sarah Vincent married Nicholas Narbonne in 1823. Alterations to the house and site during the early 1800s included remodeling the lean-to kitchen so that it was narrower, but longer, offering more room overall. The narrower footprint of the lean-to accommodated a driveway that led to the 1780s carriage house, which stood behind the house on the east lot line.

Nicholas Narbonne died by 1842 and Sarah Vincent Narbonne remained in the house until her death in 1890. She passed the property to her daughter Mary Andrew Narbonne (see Figure 28). A “dressmaker,” she remained in the house throughout her life and made very few changes to the property while living amongst the family’s accumulated heirlooms.³⁹

During the Narbonne period of ownership, a wide door was installed on the north end of the lean-to and the room operated as a tiny “Cent Shop.” The family dug at least one trash pit in the back yard. They also filled the well with trash and ashes around 1870, the same time that water lines were introduced along Essex Street. They used coal ash and clinkers to surface the driveway. The Narbannes maintained a garden in the back yard, which is visible in late 1800s photographs.⁴⁰

Figure 87. View looking southeast across Essex Street to the north and west facades of the Narbonne House in about 1900. The door accesses the cent store. A large elm hangs over the house (National Park Service Collections, SAMA 11A-002).

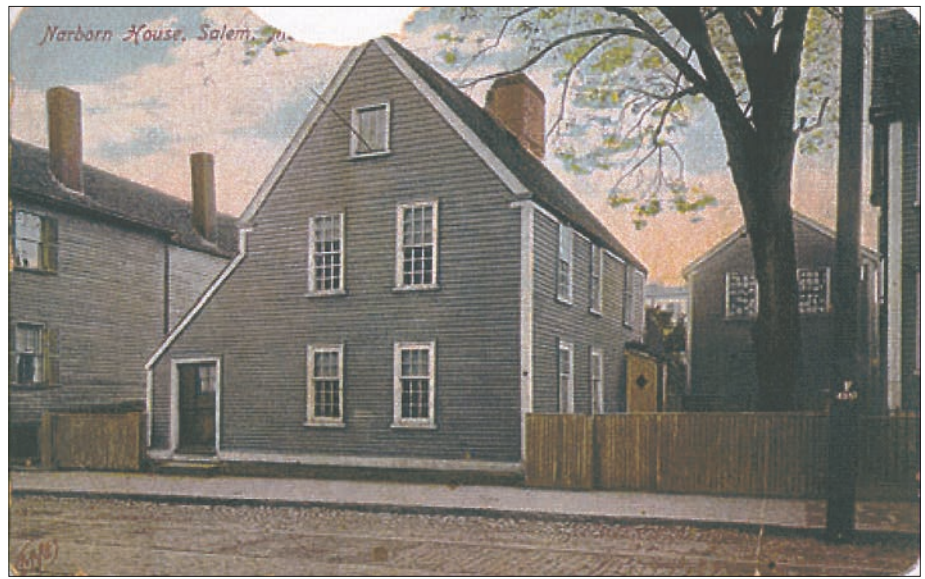


Figure 88. View looking north across the back yard of the Narbonne House in about 1920 when occupied by the Hale family. Note the swing (National Park Service Collections, SAMA 11A-009-006).

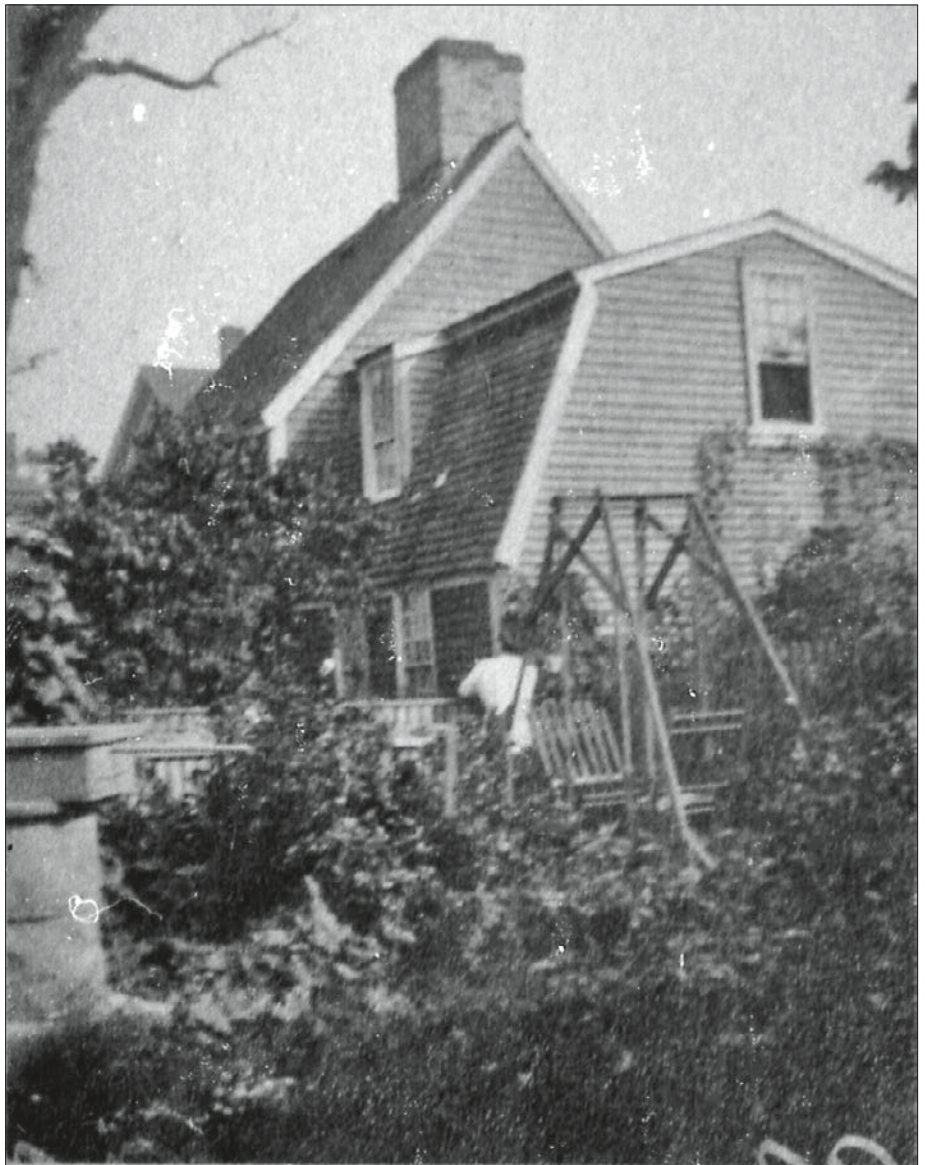


Figure 89. View looking south across the back yard of the Narbonne House in about 1920 when occupied by the Hale family. Note the carriage house on the left side of the image (National Park Service Collections, SAMA 11A-009-003).



Figure 90. View looking south across the back yard of the Narbonne House. Note the carriage house site on the left side of the image and dairy site on the right, each with an interpretive sign, June 2015 (OCLP).



A large overhanging elm growing to the west of the house cast a broad shadow over the house and yard (see Figures 28 and 87).

Mary Andrew Narbonne died in 1905⁴¹ without a will or heirs so the property passed to her nephew, Gardner L. Narbonne, who lived in Los Angeles. He rented the house to his cousin, Frank W. Hale, a woodworker and fireman who subsequently purchased the house in 1948 and raised his family. An avid gardener, Frank cultivated much of the back yard and resided in the house for the remainder of his life with his wife Mary E. Hale and daughter Margaret, who was born in 1900. Photographs from the early 1900s through 1930s show the intensive use of the property by the Hale family. At times they enjoyed an Adirondack chair in the back yard and a chair swing (Figures 88 and 89). Crops included rows of

vegetables and flowers, a trellis with grape vines, roses and flowering vines by the back of the house. They added a rear porch to the house, which supported vines, and added a shed off of the back (south) side of the carriage house, its use unknown. The enormous elm west of the house began to decline in the 1920s and was removed by 1930.

Existing Condition: After the addition of a lean-to in 1820, the building has been relatively unaltered. Three distinct wood framed sections formed the main portions of the house: the original house with lean-to shop built in 1675, the rear ell addition on the south side of the structure built in between 1729 and 1780, and the lean-to addition on the east side built in 1820. Defining characteristics of the building include the steeply pitched, side-gable roof that surrounds a brick interior chimney. The roof is clad in wood shingles and the building in painted wood clapboard siding. The majority of the original portion of the house sits on a granite-block foundation, with the exception of a brick foundation under the west wall. It does not appear that the rear ell addition has a foundation. The 1820 lean-to addition is supported on small granite blocks and fieldstone. The main entrance, located on the east façade consists of a simple four-panel wood door accessed via a single granite-slab step.⁴² Acquisition of the Narbonne House by the National Park Service in 1963 led to the expansion of the park boundary north to Essex Street following the property parcel boundary. The carriage house was in poor condition and subsequently removed (see Figure 58). The Narbonne House is currently interpreted as an architectural exhibit, illustrating the numerous alterations, additions, and modifications since its initial construction. The National Park Service performed modifications to the building in 1973, 1987, and 1997 to preserve the building. Structural repairs to the original chimney were completed in 2006. South of the house, the footprints of two no longer extant outbuildings, a carriage house and a dairy house, are delineated by six-inch granite curbing and filled with gravel. A path connects the site through the Hawkes House property (Figure 90).⁴³

Evaluation: Contributing. The Narbonne House contributes to the historic character of the site.

Custom House-Public Stores

Historic Condition: The Custom House-Public Stores building (LCS 001257) stands at the corner of Derby and Orange streets. In 1818, the United States government purchased adjacent Lots 3A and 3B for \$5,000 by for the construction of a Custom House to be used by the U.S. Treasury Department. The government demolished the Crowninshield house, most of its outbuildings, and fences in July. Construction began thereafter and continued into 1819. Architect Perley Putnam designed the building to accommodate two functions under one roof: the collection of port revenue on the waterfront side of the building and a two-story

warehouse area in the back, known as a bonded warehouse, or public stores, for storing goods that had yet to clear customs.⁴⁴ Putnam described the front of the building as “a piazza in front with stone steps to ascend to the front door with iron railing to the sides, a door on each side in the angles with stone steps and iron railings to the sides.” Site work as described during construction included “123 feet, eight inches of granite “edgestone” (sidewalk curbing) and three dressed “Granet” posts.⁴⁵ In the back yard, the property included the Crowninshield coach house in the northwest corner, a water pump as there was no indoor plumbing, and an outdoor privy, which was most likely in the northeast corner of the lot. A tall wooden fence surrounded the back yard and a low fence extended along the east side of the building up to the Derby Street sidewalk.⁴⁶

A large carved eagle, a symbol of the new federal government, was initially intended to be a central feature on the façade of the Custom House. Solomon Willard of Boston was commissioned to carve the eagle in 1819, but did not complete it. Seven years later, Joseph True of Salem received fifty dollars to carve and install an eagle. He installed the eagle on the roof balustrade of the building in 1826.⁴⁷

The U. S. Customs Service retained and used the old Crowninshield coach house, located at the northern edge of the Custom House lot. However, in 1829 the structure burned. Ebenezer Slocum designed the Federal-style brick Scale House to be used for weighing and gauging goods. The Customs Service built the new structure in the same year.⁴⁸

United States Treasury Department Supervising Architect Ammi B. Young guided alterations to the building in 1853–55, including the addition of the octagonal cupola and installing the “Custom House” letters below the eagle. At the base of the building, brick masons installed 2,500 common bricks, a gutter, and foundation stones. Photographs taken in about 1860 and the late 1870s document the exterior alterations and repairs (see Figures 29 and 91).⁴⁹

The interior of the building was updated, with new finishes, removal of some partitions and the installation of a heating system. The building was returned to its original exposed brick façade in 1922 when paint was removed from exterior masonry. Prior the 1930s, maintenance issues and repairs were addressed through four rehabilitations, including repainting the trim, repairing and replacement of the slate roof, repointing the foundation, general maintenance of the exterior portico finish, and updates to the utility systems.⁵⁰

Existing Condition: The Custom House is a forty-foot square, five-bay by four-bay building, with a raised granite block basement. Sizable granite-block stairs centered on the south façade lead to a portico supported by eight Ionic columns. The three-story, four-bay by two-bay brick Public Stores, attached to the north side of the Custom House has a slate side-gabled roof and two symmetrically

Figure 91. The Custom House, 1873 to 1882. Behind the Custom House is Cox's store, and across the street is one of the tenements at the head of Derby Wharf. Four granite posts are situated along Derby Street in front of the Custom House, and the second, simpler fountain has replaced the more ornate fountain (Courtesy of the Phillips Library, Peabody Essex Museum, Salem, MA).



Figure 92. View looking east along Derby Street of the Custom House and other historic buildings along Derby Street, June 2015 (OCLP).



placed entrances on the north façade. The building has a two-course granite-block foundation tapered to one course in response to grade on the north elevation (Figure 92). The National Park Service has performed minor maintenance work, including roof repairs, interior plastering and painting, and the remodeling of several rooms to be used as exhibit space in the 1940s. The slate roof and wooden balustrade were replaced in 1975–76. In 2002, the original wooden eagle carved by Joseph True was removed to protect it from weathering, and replaced with a fiberglass replica. The original wooden eagle is displayed inside. The park installed climate-controlled museum storage in the second and third floors of the Public Stores in the late 1990s.⁵¹

Evaluation: Contributing. The Custom House-Public Stores contributes to the historic character of the site.



Figure 93. View looking northwest of the Scale House with a mature American elm nearby and a young flowering dogwood to the right, circa 1950 (National Park Service, SAMA 07B-002).



Figure 94. View looking north of the Scale House with a young American elm nearby and a young dogwood to the right, August 2013 (OCLP).

Scale House

Historic Condition: Masonry Contractor Ebenezer Slocum, Jr. built the brick Federal-style one-story Scale House (LCS 001267) in 1829 in the rear yard of the Custom House-Public Stores facility. The U.S. Treasury used the approximately sixteen-feet wide by twenty-feet long building with a front-gable slate shingle roof to weigh and gauge goods. The brick walls were laid in common bond pattern and the low granite-block foundation rested on rubble stone fill on the east and south elevations (Figure 93). The double wood board doors, oriented toward Orange Street, provided access to scales and equipment associated with assessing and inventorying imported cargo as it was unloaded from ships on the wharves. The interior consisted of a single open room with unfinished wide-wood plank flooring and exposed brick walls. The exposed rafters and decking, tied together with two thick girders, rested on wood plates atop the brick walls.⁵²

Existing Condition: The original orientation, design, massing, and materials of the Scale House remain. A restoration of the building was completed in 1978 as recommended by the General Management Plan. A fanlight in the façade gable has been filled in with painted wood. A contemporary wooden boardwalk and ramp oriented north-south across the rear yard of the Custom House-Public Stores provides visitor access to the entrance and interpretive displays. An interactive exhibit has been developed to complement original nineteenth-century Customs Service weighing and gauging equipment still housed within the building (Figure 94).⁵³

Evaluation: Contributing. The Scale House contributes to the historic character of the site.

Hawkes House

Historic Condition: The Hawkes House (LCS 001263) stands just to the west of the Derby House and was initially owned by Elias Hasket Derby. After beginning and then suspending construction of the Hawkes House between 1780 and 1781, Elias Hasket Derby used the unfinished structure as a warehouse. Upon Derby's death in 1799, he willed the Hawkes House lot with an "unfinished house" to his son John.⁵⁴ John subdivided the lot into five parcels, enumerated Lots 2, 3, 4, 5, and 6, and established a short street first known as Derby Court, and later as Custom House Court, on the west side of the lot. In 1800 John sold Lots 2, 3, and 4 to Captain Henry Prince and Lots 5 and 6 to George Crowninshield. A diary entry by the Reverend Bentley in 1800 describes the state of the [Hawkes] house at the time of the sale:

The third story was as high as the first and higher than the second. The central pediment was lost in the roof and the cupola which was finished was without any good effect. The back [north] part was finished, but the front [south] only covered with boards and was very rotten. It was sold this day to the carpenters

for 600 dollars. A more uncomely mass was never piled up for a building. . . .It has now stood 20 years a monument of folly.⁵⁵

In 1801 Benjamin Hawkes, a Salem boat and ship builder and merchant, and William Balch Parker, a tobacconist purchased the house and three of the lot subdivisions. Hawkes, in partnership with John Babbidge, was one of Salem's leading boat builders. Prior to 1800, they built boats for Elias Hasket Derby and maintained a boatbuilding shop on Derby Street, east of the study area.⁵⁶

Hawkes and Parker each owned half of the land and the house, divided down a north-south center line, with Hawkes owning the western half and Parker owning the eastern half. Hawkes bought another eleven feet of the house from Parker, with the allowance that Parker may elect to remove his portion of the structure, a right he exercised the following year. With the removal of Parker's portion of the house, the Derby Street frontage of the house was reduced from fifty-nine and a half feet to thirty-seven feet and three inches. The interior of the house was remodeled and converted into a two-family residence with entrances on the east and west façades. It is believed that Hawkes lived in one side of the house with his family, while his son's family may have occupied the other.⁵⁷

After living in the house for nearly thirty years, Benjamin Hawkes lost the house and lot to the bank in 1830. Three years later, it was purchased by Benjamin Cox, who immediately began renovating and expanding the premises for rentals. The Hawkes House itself was repaired and renovated in early 1833, and the first tenants moved in before the end of the year. In 1836 Cox built a two-story building on the southwest corner of the lot, flush with Derby Street and Custom House Court. Referred to at the time as the "new store" and later known as the "Cox Store," the building likely held a storefront on the first floor and one or more residences above. In 1874 and 1897, two more structures were added behind (north) of the Hawkes House. At least one of these was another tenement, while the other was referred to as a dwelling or barn. The Hawkes House was expanded around 1851 and 1874 with an eastern wing that increased the total number of units in that building to four. Together, these buildings formed a tight cluster of residences oriented on Custom House Court. The property was enclosed with a fence in 1840, providing a common open space in the northeast corner of the lot. Construction on the lot continued in the early twentieth century, with the addition of a small store at the front of the lot in 1911 and a garage at the back of the lot in about 1936.⁵⁸ These additions were subsequently removed by the National Park Service (Figure 95).

Existing Condition: The National Park Service has rehabilitated the Hawkes house three times, between 1938 and 1939, 1950 and 1954, and 2001 and 2002. The three-story, five-bay by three-bay, Georgian-style house has a molded wooden cornice with a wide painted fascia running below the eaves. A low-pitched, wooden-shingle hip roof with a flat apex is enclosed by a decorative wood

balustrade, serving as an observation deck accessible by a roof panel. Set on a granite-block foundation, the walls consist of painted clapboard accented with simple wooden trim. Granite-block stairs on the east and west elevations lead to central pedimented vestibules, flanked by fluted pilasters, and capped with molded entablature. Two small oval windows adorn each side of the vestibules. Secondary entrances on the east and west ends of the north elevation consist of six-panel wooden doors with simple molded trim. Louvered wood shutters and simple molded trim encase the windows. The building is used as office space, but retains its historic form and materials (Figure 96).⁵⁹

Evaluation: Contributing. The Hawkes House contributes to the historic character of the site.

Figure 95. The Hawkes House, shortly after site work completed, April 1940 (Salem Maritime National Historic Site 058-1).

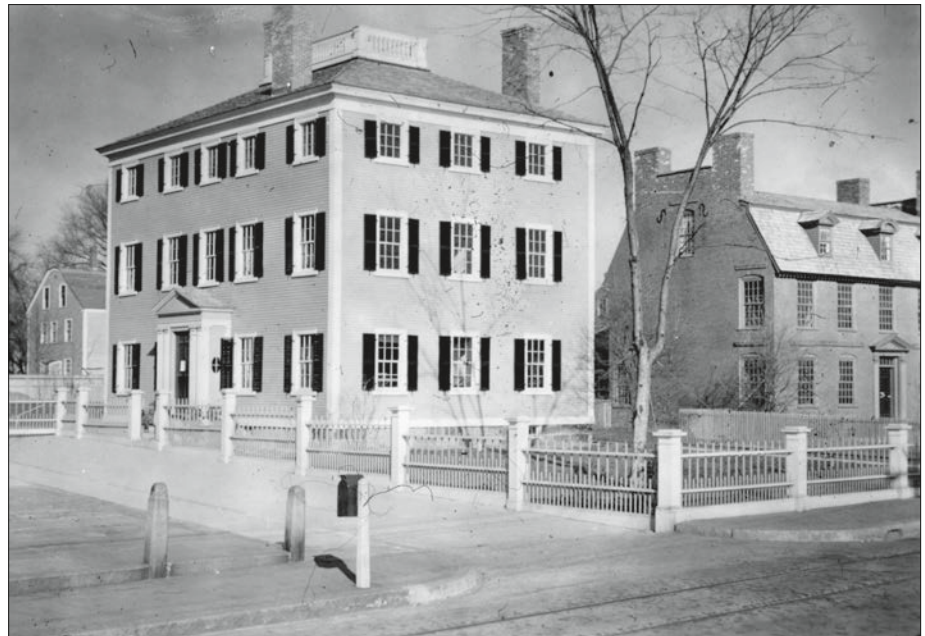


Figure 96. View looking northeast of the Hawkes House, shortly after the removal of elm in front yard, June 2015 (OCLP).



Comfort Station (Maintenance Shed)

Historic Condition: Located at the north end of the Hawkes House rear-yard, the National Park Service constructed the Comfort Station (maintenance shed) (LCS 040561) as a single-story rectangular structure set on a concrete slab foundation with clapboard-sheathed walls and an asphalt shingled front-gable roof. The new building replaced a 1936 garage that stood on the site. The National Park Service designed and built the one-bay by three-bay wood-framed building as a restroom in the early 1940s as specified in the 1939 Master Plan. Each gabled end of the building contained identical wood vents. Three rectangular six-light, wood awning windows with flat wood trim, and wood sills were spaced regularly across the south elevation. The Comfort Station (maintenance shed) was the last constructed component of the 1939 Master Plan (Figure 97).⁶⁰

Existing Condition: The Comfort Station (maintenance shed) is currently used as a storage and maintenance facility by National Park Service staff. Modifications to the interior were undertaken in the 1980s or 90s to accommodate the change in use. Now a single unfinished open room, the internal walls are covered

Figure 97. The Comfort Station with screening shrubs and a water fountain in the foreground along the brick walkway, July 1942 (National Park Service Collections, SAMA 08B-005).



Figure 98. View looking north of the Comfort Station screened by viburnums and forsythia, May 2015 (OCLP).



with plywood and the ceiling is insulated with exposed foam board. An off-center overhead metal garage door on the west elevation opens to a brick patio, accessible by the Custom House Court. Removable ramps provide vehicular access to the brick patio from the Custom House Court. Two rectangular openings containing wood louvered vents flank a single paneled replacement door centered on the north elevation. The building remains on its original site and exhibits portions of its external appearance (Figure 98).⁶¹

Evaluation: Contributing. The Comfort Station (maintenance shed) contributes to the historic character of the site.

Derby House

Historic Condition: The Derby House (LCS 001260) stands just to the east of the Hawkes House. Richard Derby Sr. acquired the Derby House lot in 1761 and in that year and the next year built a Georgian style brick house as a wedding gift for Hasket and Elizabeth Crowninshield, yet retained ownership of the property. The eight-room, two-story house was distinguished and well-appointed, fitting for the status of the young merchant. Hasket and his family lived in the house for twenty years, overseeing the coming and going of his ships on Derby Wharf and managing the inventory in his storehouses. During this time, his family grew to include seven children, pushing the capacity of the house.⁶²

Tax records indicate that the Hasket's family had two slaves in 1774. Three years later tax records indicate that the Derbys no longer held slaves but owned "7/8 house and barn," two horses, a carriage, one cow, and three tons of hay. In 1785 the property is described as also having a store and a garden, though one or both of these may have been elsewhere.⁶³

In 1782, the Derby family moved from the brick house to what was known as the Pickman House, a large mansion on Washington Street near the center of town. Following their move, they rented the Derby Street House, but the historical record is unclear as to who the tenants were.⁶⁴ Two years after the death of Richard Derby Sr., his heirs divided his land holdings and the house on Lot 1 and waterfront on Lot A passed to Hasket. Sometime between 1784 and 1788, the house was divided into a two-family dwelling, and an addition—a rear ell—was constructed on the back of the house containing a kitchen for each unit. There is little known about the yard of the Derby House at this time. When Hasket advertised the sale of the property, it is described as "the large Brick House with the Store and Garden."⁶⁵ It is possible that a portion of the house was occupied by Henry Prince in 1795, when he began working for Hasket, among others, as a ship captain, making voyages to Europe, the Isle of France, India, the East Indies, and the Philippines.⁶⁶

In 1796, Hasket sold the brick house to Captain Henry Prince. Prince apparently had a garden in the front yard near the Hawkes House property line.⁶⁷ Prince began acquiring ownership in vessels in about 1800 and stopped going to sea in 1805 to become a merchant. In 1801 Prince enlarged his lot at the southwest corner by purchasing Lot 1A, which spanned sixteen feet, eight inches by fifty feet. Records suggest that he built the small store, currently known as the West India Goods Store on Lot 1A by 1805 and tax records indicate the store was present by 1815.

By the early nineteenth century, paired brick interior chimneys were located on the east and west ends of the house, while three clapboard dormers adorned the south elevation. Added in around 1811, a one-story gable-roofed kitchen ell, with an additional chimney centered on the north end of the building, measuring approximately twenty-two feet by twenty-four feet. The rectangular floor plan of the main portion of the house measured approximately forty-four feet by twenty-nine feet. At the center of the façade, three brownstone steps led to a wooden twelve-panel front door below a four-light transom.⁶⁸ In 1819 Palfrey Court extended along the east side of the structure.⁶⁹

Like many Salem merchants, Prince suffered economically during President Jefferson's Embargo Act of 1807, the War of 1812, and the associated economic depression. Prince continued to conduct trade with Africa and the West Indies and sell his wares in the store, but in 1827, Prince and his son, Henry Prince Jr., lost title to the house, store, and outbuildings to the Merchants Bank of Salem. The bank sold the property to John Osgood and Henry Ropes the same year, selling one half to each.⁷⁰

Throughout the 1830s the Derby House was owned by Henry Ropes, who resided in the house, and John Osgood, who resided in Baltimore. In 1840, John Osgood conveyed his half of the property to the Naumkeag Bank, which subsequently sold the half interest to Henry Ropes. Henry, a "mariner" and Benjamin Ropes, a "painter," occupied one side of the house and William Peele, a "pump and block maker," rented the other half. Henry became the treasurer of the Salem Savings Bank and by 1851 resided in the house his wife children, while Richard Wheatland rented the other half with his wife and daughter. Another family resided on a subdivision of the property. Henry Ropes died in 1861 and his wife died in 1865. Their heirs sold the property to Michael Leahy in 1873. The property passed to Catherine Leahy in 1895 and to Joseph Kohn in 1911.

Joseph Kohn and his wife recognized the historical value of the Derby House and saved the interior by not selling off the interior woodwork and by refusing to allow tenants to use the front hallway of the house. The Kohns moved the circa 1805 West India Goods Store, also known as the Rum Shop, from the east side of the Derby House to its west side in 1911. They then built another store of brick at the corner of Palfrey Court and Derby Street. In the early twentieth century, the store

was referred to as Kohn's Store and sold groceries and dry goods. The West India Goods Store was used as a goods store in the 1830s and 40s, included a paint store in the mid-1850s, and became a cigar shop in 1857. Later it became a clothing store and beauty shop with upstairs apartments. Behind the Derby House stood a barn or shed and a grape arbor.⁷¹

In 1927, Joseph Kohn sold the Derby House and West India Goods Store to William S. Appleton of the Society for the Preservation of New England Antiquities (SPNEA), and retained his small brick store at the corner of Palfrey Court and Derby Street. Appleton conveyed his title to SPNEA, which donated

Figure 99. The Derby House in spring, with flowering English hawthorn at left and common boxwood at either side of the front door, 1950s (National Park Service Collections, SAMA 03B-010).



Figure 100. View looking northwest of the Derby House, showing the English hawthorn at the corner of the front lawn and boxwood at either side of the front door, October 2012 (OCLP).



the lot and buildings to the federal government to become part of the park in 1937 (Figure 99).⁷²

Existing Condition: Initially restored by the Society for the Preservation of New England Antiquities in 1929, the National Park Service undertook nine more restorations between 1938 and 2007. Today, the majority of original framing members remain, although a portion of roof framing has been replaced. All of the windows have been replaced, but represent typical Georgian style (Figure 100). The majority of the original flooring has been restored, although some has been replaced. Interior paneling has been repaired. Some bulging interior walls have been rebuilt, but the original floor plan has not been altered.⁷³

Evaluation: Contributing. The Derby House contributes to the historic character of the site.

West India Goods Store

Historic Condition: Fronting close to the road at the northwest corner of Derby Street and Palfrey Court, the West India Goods Store (LCS 001266) was oriented south toward the waterfront. The two-story wooden clapboard building was constructed between 1800 and 1805 by Captain Henry Prince. Likely originally used as a warehouse, the first documented use of the building as a store was in 1836. Prince constructed a narrow Federal style, three-bay by five-bay, rectangular, timber-frame building with minimal trim, consisting of simple plank corner boards and a molded wooden cornice. He set the building on a granite block foundation. Two granite steps led to the main entrance with a wooden door centered on the façade. A second entrance on the east elevation was reached by a single granite step. Two large bay windows, consisting of twenty-five-light center panels and five-light side panels, adorned the southern storefront façade. Building owner Joseph Kohn moved the building across the lot in 1911 when a grocery store was built on the corner of Derby Street and Palfrey Court. The West India Goods Store was bought and restored by the Society for the Preservation of New England Antiquities (SPNEA, now Historic New England) in 1928. Acquired by the National Park Service in 1937, the West India Goods Store was moved back to its original location in 1938 and set on a new granite-block foundation (Figure 101). The National Park Service also replaced the clapboards and painted the building.⁷⁴

Existing Condition: In 1946, updates were made to utilities and plumbing and the basement floor was replaced. Internal rehabilitations were undertaken by the National Park Service in 1985 and 1997. Work completed during the 1928 restoration is extant. Contemporary alterations consist of gutters with metal downspouts that run along the eaves on the west and east elevations and a carved wood sign with a wrought iron bracket that hangs from the southwest corner of

Figure 101. West India Goods Store, September 1948 (National Park Service Collections, SAMA 09B-029).



Figure 102. View looking north of the West India Goods Store, June 2015 (OCLP).



the building and reads “West India Goods Store.” The park service added a metal handrail to the front steps (Figure 102).⁷⁵

Evaluation: Contributing. The West India Goods Store contributes to the historic character of the site.

St. Joseph Hall

Historic Condition: The multi-use St. Joseph Hall (LCS 040558) was designed in the Renaissance Revival style and built in 1909 by the St. Joseph’s Polish Roman Catholic Society, a local Polish immigrant group on land gifted from Joseph and Maryanna Szczechowicz. Sited close to the road at the northeast corner of Derby Street and Palfrey Court, St. Joseph Hall was oriented to the south. Once complete, the three story building served many purposes. It contained a lunch room and pool room in the basement and a retail clothing store on the first floor “Alpers Men’s Store,” plus a storage room and bar room. Large plate glass windows stood to the left and right of the front door. The second floor contained a large reception hall for social activities, ceremonial functions, and meetings.

A cloak room, hat check room, and toilet were located adjacent to a small stage. The third floor included simple apartment units and rooms to temporarily house Polish immigrants and other new members of the Polish community.⁷⁶ St. Joseph Hall played a central role in the Salem Polish community for more than seventy years, serving as a gathering place for special events and cultural activities for more than one quarter of the City's population between 1909 and the 1980s (Figure 103).

Existing Condition: St. Joseph Hall remains intact with its massing, layout, style of design, and the majority of its historic materials at its original location. The building has a long trapezoidal shape and is built on a granite-block foundation, with a flat, asphalt-clad roof. Public sidewalks flank the south and west elevations. The roofline is framed with a painted wooden board fascia and molded cornices. The main entrance, centered on the south elevation, is recessed approximately six feet. Four secondary entrances are set in arched recesses.⁷⁷ During the 1960s, the original storefront saw alterations when the original large display windows were replaced with smaller windows. Wood shingles were installed and the outer doors within the recessed main entrance were replaced. Several of the windows on the east, west, and north elevations were filled in with brick at this time as well. The building was purchased from St. Joseph's Polish Roman Catholic Society in 1988 by the National Park Service and incorporated into Salem Maritime National Historic Site. Rehabilitation work undertaken by the National Park Service in 1992, 1995, and 2003 included structural stabilization, asbestos removal, repairs to original windows, and the restoration of the original storefront configuration. An original masonry plaque, located between the second and third story on the south elevation reads "1909 St. Joseph Hall" (Figure 104).⁷⁸

Evaluation: Contributing. The building is reflective of the symmetrical design, clearly defined cornices and floors, masonry construction and simple trim associated with the regularity, order, and monumentality of the Renaissance Revival style. The St. Joseph Hall contributes to the historic character of the site.

Central Wharf Warehouse

Historic Condition: Originally located at 33 Front Street, the Central Wharf Warehouse (LCS 021030) was built around 1800–20. The building was a simple, nearly-square two-story timber-frame building with a hipped roof clad in unpainted wood shingles. Simple rectangular entrances were centered on the north, east, and south elevations.⁷⁹

Existing Condition: Relocated about one-quarter mile west to its current location in 1977 by the National Park Service, the building serves as a present-day store for the site and is operated by NPS partner Eastern National. Located on the northwest corner of Central Wharf facing north toward Derby Street, the building



Figure 103. St. Joseph Hall and parade, 1942 (National Park Service Collections, SAMA 17B-083).



Figure 104. St. Joseph Hall with Derby Street at right and Palfrey Court at left, August 2013 (OCLP).

rests on a reconstructed granite-block foundation. Contemporary gutters attached to the eaves connect to downspouts at each corner. The east and south entrances are accessed from a contemporary raised wooden deck that abuts the Central Wharf Warehouse and extends south to the adjacent Central Wharf Restroom building. The deck is surrounded by a pipe railing and is accessible by either several steps or a ramp. The building retains large open spaces on each floor as well as exposed framing. National Park Service rehabilitation in 1977 and 1990 consisted of replacement in-kind of architectural elements including exterior sheathing, trim, doors, and windows that had deteriorated from exposure to the elements. Half of a granite millstone serves as the front step on the north elevation (Figure 105).⁸⁰

Evaluation: Contributing. The building contains original massing, design, and a portion of its original materials. The Central Wharf Warehouse contributes to the historic character of the site.

Pedrick Store House

Historic Condition: Originally located in Marblehead, Massachusetts, Thomas Pedrick constructed the Pedrick Store House (LCS 855982) in 1770. The building stood on the Marblehead water front and was used as a store house by merchant Thomas Pedrick until his death in 1802. In 1809, the warehouse was purchased by Captain William Story who continued to use the building as a store house, but sold the building in 1820. In 1904 the Marblehead Transportation Company purchased the building and used it as a support building for their inn and ferry business. The original building was a rectangular, two-and-one-half-story, post-and-beam building with a wood-shingled side-gable roof. The building measured forty-four



Figure 105. Relocated Central Wharf Warehouse, June 2015 (OCLP).

feet long by twenty-five feet wide. Unpainted cedar clapboard and simple plank trim flanked the exterior. Each roof slope had two skylights. The original gable roof was replaced with a flat roof in 1906.⁸¹

Existing Condition: The National Park Service disassembled the building in Marblehead in 2003 and reconstructed Pedrick Store House at its current location on the northern portion of Derby Wharf between 2008 and 2011. The building is evocative of the style and form of the series of warehouses that once lined Derby Wharf. The building sits on a mixture of wooden piers, poured concrete footings, and irregularly laid fieldstone. A wooden dock added in 2008 extends over the water west of the building. Renovations in 1973 led to the replacement of much of the original building materials, including floor boards, wall studs, sheathing, windows, doors, and trim. Prior to relocation, the building was evaluated as a contributing resource of the Marblehead Historic District.⁸²

Evaluation: Contributing. Pedrick Store House retains its historic massing, plan, design, and the majority of its original structural members. Despite relocation and the loss of a large portion of its historic fabric, the building is a rare representation of a late-eighteenth-century waterside warehouse building type as expressed in Essex County. Pedrick Store House contributes to the historic character of the site (Figure 106).

Central Wharf and Boat Ramp

Historic Condition: Located west of Hatch's Wharf, Central Wharf (LCS 001258) forms the western extent of the district and contains portions of multiple late eighteenth- to nineteenth-century timber wharves. Initial construction began in 1768, when Captain John White financed the development of a ninety-foot-long solid timber bulkhead. In 1793, the length and width of the wharf was expanded



Figure 106. Relocated Pedrick Store House at left and the replica *Friendship of Salem* at right at low tide, August 2014 (OCLP).

by Joseph White using a timber frame and cobb construction technique. A series of wharf development and expansion projects commissioned by Captain Simon Forrester eventually led to union with Ward's Wharf to the west and White's Wharf to the east. Forrester extended the length of the wharves two hundred feet, forming one combined structure. Between 1805 and 1818 Ingersoll extended the wharf using cobb construction an additional 494 feet to its current length of 800 feet. The wharf was widened again in 1896–97 by George W. Lane, its next owner. Lane also commissioned the rebuilding of timber bulkhead walls, a project that involved the installation of new oak load-bearing piles, steel tie-rods and additional earthen fill. The National Park Service undertook a rehabilitation of the wharf in 1938–39 (Figure 107).⁸³

Existing Condition: The T-shaped Central Wharf extends approximately 800 feet into Salem Harbor and is wider on the northern end than on the southern end. The northern end is 175 feet wide while the majority of the wharf is 55 feet wide. In 1948 Forrester Warehouse was removed from Central Wharf because it had deteriorated to the point that it became a threat to safety. The Navy built a Reserve Training facility in its place soon after, which remained on the site until 1977.

Today a central ten-foot-wide gravel walkway extends the length of the wharf. Grass sod of varying densities surrounds the pathway. The exposed substructure of the existing wharf consists of pressure-treated log pilings and wood boards, with earth fill. Pressure-treated, 8-inch by 10-inch wood timber stacked three high, forms the superstructure of the wharf.

The 1804 configuration of the wharf is interpreted by the National Park Service using flush-laid granite blocks. The north end of Central Wharf is surfaced with red brick laid in a herringbone pattern, representative of the 1804 configuration. Capped at twelve to twenty-four inches with granite, the brick foundation of the Forrester warehouse is centered at the north end of the wharf. It is filled with dirt and has been planted with grass. The relocated Central Wharf Warehouse and a contemporary restroom building are located to the west of the foundation. A dry-laid granite block boat launch ramp is located on the east side of the wharf (Figure 108). Along the east edge of the wharf, contemporary iron moorings are set into concrete pads. Clusters of rough-cut granite blocks throughout the wharf serve as benches for visitors. South of the contemporary restroom building is a tree-canopied picnic area with brick pavers and wooden tables.

Like Derby Wharf, natural deterioration, caused by tides, water, storm surges, and exposure to the elements among other factors has necessitated maintenance over time, and was addressed by the National Park Service as part of the initial master planning efforts undertaken in 1938 to 1939. The 1938 rehabilitation plans were based on the 1896 design, and involved the installation of yellow pine load-bearing piles every five feet to replace deteriorated structural member. Replacement timber sheeting was installed behind the piling, and steel tie rods

Figure 107. Central Wharf north end, July 18, 1977 (Salem Maritime National Historic Site 15B-140).



Figure 108. Boat ramp on Central Wharf, June 2015 (OCLP).



were attached to timber within the wharf. A second National Park Service rehabilitation was undertaken between 1991 and 1994.⁸⁴

Evaluation: Contributing. Central Wharf and Boat Ramp retains its historic alignment, design, and a portion of its original materials and contributes to the historic character of the site. A contemporary boat float and gangway are non-contributing but do not detract from the historic landscape.

Central Wharf Restrooms

Historic Condition: The Central Wharf Restrooms were not present during the historic period.

Existing Condition: The National Park Service constructed the Central Wharf Restrooms building in about 1995. The building is located south of the Central Wharf Warehouse and oriented toward the east. The rectangular single story metal roofed building, approximately fifty feet long and thirty feet wide has a side-gable roof and cement board sheathed walls. Exposed wide-wood posts sit on each corner and exposed steel beams below the roofline serve as a cornice. The entrance, on the east façade, is accessible by either wooden stairs or a ramp, forming a raised wooden deck that surround the building and abuts the south side of the Central Wharf Warehouse to the north (Figure 109).

Evaluation: Non-Contributing. The Central Wharf Restrooms, constructed around 1995, do not contribute to the historic character of the site because they did not exist during the historic period.

Hatch's Wharf

Historic Condition: Located west of Derby Wharf, Hatch's Wharf (LCS 040560) was a 150-foot long timber and cobb structure. Construction began in 1768 under the direction of Captain John White, and the wharf was extended to its full length in 1805 by Ezekiel Hersey Derby. Built in phases, Hatch's wharf was developed on two property parcels historically known as waterfront Lots C and D. An 1853 rehabilitation project, undertaken by John Hays increased the width and length of



Figure 109. Central Wharf Restrooms at left and Central Wharf Warehouse at right with Hatch's Wharf in the foreground, June 2015 (OCLP).

the wharf to its current extent. The substructure of the wharf consists of granite block bulkheads with earthen fill while granite block caps form the superstructure. The park's Master Plan recommended included only minor repairs to the wharf.⁸⁵

Existing Condition: Hatch's Wharf extends 150 feet into Salem Harbor. Its timber and cobb structure is surfaced with loose gravel within the interpretive granite outlines. The remainder of the wharf is covered with grass sod. An interpretive waypoint at the head of the wharf faces Derby Street. The 1805 configuration of the wharf is interpreted by the National Park Service through flush-laid granite blocks. The extant form of the wharf was developed through an 1853 rehabilitation undertaken by John Hays that both widened and lengthened the wharf.⁸⁶

Evaluation: Contributing. Hatch's Wharf retains its historic alignment and a portion of its historic materials. Hatch's Wharf contributes to the historic character of the site.

Derby Wharf

Historic Condition: Located east of Hatch's Wharf and directly south of the Customs House, Derby Wharf (LCS 001261) was built in several phases beginning in 1762, eventually extending 2,045 feet into Salem Harbor. Richard and Elias Hasket Derby commissioned the northernmost 803 feet of the wharf from 1762 to 1771, a solid timber structure later known as "Old Derby Wharf."

When Elias Hasket Derby died in 1799, Derby Wharf was incorporated as an independent entity with 84 shares. His heirs included his sons Elias Hasket Jr., John, Richard C., and Ezekiel Hersey, and his sons-in-law Benjamin Pickman Jr., John Prince Jr., and Nathaniel West Jr. Each heir received a one-seventh of the shares of the wharf as a whole plus one of seven warehouse lots indicated on the mud flats on the east side of the wharf. Additionally, Richard C. inherited the waterfront lot at the head of the wharf, which included the upper store.⁸⁷

The following year, the heirs began to make a series of improvements and expansions to the wharf. In 1800 the lower store was moved from its wharf location on the wharf to piles on a warehouse lot. Two additional warehouses were built on piles, making a total of five warehouses on piles along the east side of the wharf, plus the upper store. Ships were moored along the west side of the wharf, taking advantage of the deeper water of the former channel and protecting them from the wind and waves from the ocean to the east.⁸⁸

Despite the former channel that ran along the west side of the wharf, the owners felt the wharf lacked sufficient deep water and wanted to extend the wharf to the South River channel. By around 1805, the wharf was extended 1,124 feet further into the river with a timber pier. William Bentley commented on the

wharf construction in his 1807 diary. “The Derby Wharf after the great expenses, not proving secure it was concluded to settle piles on the outer part of the stone work. But by driving, they have not at a great distance found solid bottom. This examination ought to have taken place early and before they laid the foundation. It is expected that much labour will be lost.”⁸⁹ Despite Bentley’s critique, wharf extension continued. The same year, the owners petitioned the Commonwealth of Massachusetts for approval to extend the solid wharf to that extremity, almost tripling the original length. The petition was approved and construction was complete by 1809.⁹⁰

Following the extension of the wharf, the pattern of erecting warehouses on piles along the east side of the wharf was continued, with at least eight new warehouses built along the wharf extension in 1812 and a ninth built on what was called the “lower pier,” which comprised the angled end of the wharf.⁹¹ Within two decades, the number of warehouses on Derby Wharf, increasing in quantity from two to twelve. In 1819, with the construction of the Custom House, the upper store was removed to provide a clear view of the wharf and to reduce the fire hazard to the Custom House.⁹²

Between 1824 and 1835, through the Derby Wharf Corporation, the heirs financed the facing of the structure with stone sea walls. Derby Wharf’s linear form jogged east at the southern terminus, allowing for visibility of the Derby Wharf Lighthouse from the harbor, wharves, and buildings along Derby Street. On the west side of the wharf, just north of the lighthouse, the Derby Wharf Corporation constructed a granite block boat launch into the west side of the wharf near the southern terminus.

On the south side of Derby Street, the Derby Wharf Corporation was constructing tenements and commercial structures at the head of Derby Wharf. By 1829, eleven warehouses constructed around the turn of the century lined the east side of the wharf, but the north end of the wharf and the beach area to its east were free of structures. In 1837, several new buildings were erected in the beach area, including a three-story tenement on the corner of Derby Street and Derby Wharf, and commercial buildings to its east, possibly used as stables. At the north end of the wharf itself, a number of smaller buildings, used as warehouses and offices for the businesses operating on the wharf, were built around mid-century.⁹³ By 1851, John Brooks owned a ship joiner shop and residence at 107 Derby Street and Isaac P. Foster operated a grocery store at 109 Derby Street.

An 1851 map of Salem shows the following businesses on Derby Wharf: Alfred R. Brooks, teamster; Simon O. Dalrymple, cooperage at 4 Derby Wharf; coal sheds at 5-6 Derby Wharf; John Howard warehouse for groceries and provisions; Thomas Farless, warehouse; G. Jackson, warehouse; C. Hoffman, warehouse; Wharfingers Office; Benjamin Upton, Henry P. Upton, and Benjamin Upton Jr. warehouse at 15 Derby Wharf; Edward Putnam, warehouse at 16 Derby Wharf; D. Moore,

warehouse; and Fabens & company warehouse, plus two additional warehouses just to the south and three long structure near the tip of the wharf.⁹⁴

During the second half of the nineteenth century, the waterfront and wharf area was dense and active. In 1870 Congress authorized an appropriation of \$30,000 to include the construction of a light station at the tip of Derby Wharf, which would mark the main channel in conjunction with lights at Fort Pickering on Winter Island and Hospital Point in Beverly. Replacing a light suspended from the old 1812 Derby Wharf Corporation warehouse at that location, the new tower guided boats into the South River channel between Derby Wharf and the Naumkeag Mills. The United States purchased 1190 ½ square feet of land from the Derby Wharf Corporation on October 3, 1870 for \$1000 upon which to erect a light station. The United States Lighthouse Bureau ignited the whale oil lantern with a fifth order Fresnel lens in 1871. The lens strength was altered several times, but in 1910 became a seventeen-inch high, sixth-order Fresnel lens.⁹⁵

Activity on Derby Wharf had transitioned by the 1870s to fish processing and the import and storage of raw materials, such as wood, coal, and paving stone, and piles of these materials occupied the spaces between the warehouses.⁹⁶ At the wharf's northern end, in-filling continued with the periodic construction of small buildings or additions to existing buildings, so that by the turn of the twentieth century, very little open space remained at the head of the wharf. In 1897, after additional fill was added to Derby Wharf, the Lynn and Boston Railroad Company constructed a line along Derby Street and a large rail car house at the head of Derby Wharf. Rails extended down the length of the wharf to facilitate the movement of goods.⁹⁷

At the head of Derby Wharf, along Derby Street, many of the smaller shops and offices had been removed and replaced with larger buildings that had a mix of commercial and residential functions. At the corner of Derby Street and the lane that led down the wharf stood one of the older tenements, a wooden, three-story building that had been built in 1837. East of that was a newer, four-story brick building built in 1906 that held stores on the first floor and tenements above. Behind these (to the south) were a dwelling and a bake shop, both constructed in 1931. Further east along Derby Street was another brick tenement from 1890, as well as a small dwelling and a sausage factory. These lots were densely developed, with large buildings built flush along the property lines and little space between the buildings. The remaining open space was a bare utilitarian area with little vegetation.⁹⁸

In the 1870s through 90s, Pettingell's fish canning and processing operation at 5-7 Derby Wharf dominated the wharf operations. Frank Magilson operated a junkyard at 4 Derby Wharf until 1911. A coal storage facility operated on the wharf between 1881 and 1891. Also present during this time period were a sailmaker, blacksmith, rigger, and a power station (Figure 110).⁹⁹



Figure 110. View southeast of Derby Wharf, 1800s (National Park Service Collections, SAMA 014A-057).

By the early twentieth century the businesses at the head of Derby Street were unrelated to the areas earlier maritime industries and instead associated with the needs of an urban neighborhood. Businesses included Kotarski's pool hall across from the Hawkes House, Salem Bakery Company at the head of Derby Wharf, and Isaac Foster's grocery store. Most of Derby Wharf was taken over by the Boston and Northern Street Railway Company, which used the remaining warehouses for storage and disassembly of railcars.¹⁰⁰ The Veterans of Foreign Wars built a clubhouse on the old Derby Beach.¹⁰¹

By the 1930s, the productive period of Derby Wharf was largely over. In 1936, the only structures on the wharf were the lighthouse at the southern end and one of the original 1800 warehouses at its northern end, which was removed about that time. The wharf itself was a crumbling spit of rocks and rotting timbers that was washing into the harbor. At high tide the lighthouse at its end was separated from the land by an expanse of water.¹⁰²

The National Park Service carried out a detailed engineering survey of Derby Wharf in the fall 1936. Their survey documented the timber crib work, fender piles, and stonework that continued to hold together most of the pier. The engineers found sections repaired with railroad ties, timbers that were damaged by fire, and places where chinking stones in walls had failed. The team documented the amount of spoil—material from the walls—that had accumulated around the pier, raising the surrounding ground elevation by at least a half foot. They also found a course of stone resting on old cribbing, which was collapsing. At the tip of the wharf, iron ties were used to hold together capstones. The ties were only used in the immediate vicinity of the 1870 Derby Wharf Lighthouse, suggesting that they may have been introduced in conjunction with the lighthouse. The many detailed drawings and photographs provide the best documentation of the wharf prior to major rehabilitation.¹⁰³

Natural deterioration caused by tides, water, storm surges, and exposure to the elements among other factors necessitated maintenance over time, and was addressed by the National Park Service as part of the initial master planning efforts undertaken from 1938 to 1939. Creosoted timber was used to replace damaged cribbing and piles, while locally quarried grey granite was used to reconstruct seawalls. Modifications, especially to ground surfaces, were necessary to ensure visitor safety and accessibility when the wharf area transitioned to a public area during the development of the national historic site.¹⁰⁴

Existing Condition: Derby Wharf continues to extend 2,045 feet into Salem Harbor. A steel-edged gravel pathway, ten feet wide, originally installed in 1961, extends the length of the wharf. A series of interpretive waypoints that explore waterfront and maritime themes extend the length of the walkway. A portion of the west edge of the structure is lined with contemporary wooden docks supported by wooden pilings. The historic granite block boat launch remains. The replica ship, *Friendship of Salem*, is docked near the Pedrick Store House, and is accessible by a series of aluminum boat ramps. The 1947 planting plan introduced grass, still the dominant ground cover. The area surrounding Derby Wharf Lighthouse at the southern terminus of the wharf was surfaced with concrete by the National Park Service in 1958. The National Park Service rehabilitated Derby Wharf again from 1991 to 1994. Routine maintenance has consisted of patching masonry walls with stone, mortar, or concrete, and the addition of fill and grading, but erosion from high tides and storm surges continues to create maintenance issues.¹⁰⁵

Evaluation: Contributing. Derby Wharf retains its historic alignment, design, and a portion of its original materials. Derby Wharf contributes to the historic character of the site.

Derby Wharf Lighthouse

Historic Condition: Located at the southern terminus of Derby Wharf, the Derby Wharf Lighthouse (LCS 021028) was built by the United States Lighthouse Bureau in 1870. The structure measured twelve feet square and sat on a concrete slab foundation. Its 14-foot-tall base was topped by an octagonal cast-iron lantern that housed a red sixth order lens. A cast-iron pipe railing surrounded the roofline. The painted brick walls were constructed in a variant of the common bond pattern, with seven stretcher rows per header row. The structure base had no windows or external trim and the exterior walls were painted red. A thin layer of cement created a paved area surrounding the lighthouse. A single iron door centered on the west elevation allowed internal access. The structure was used by the U.S. Coast Guard from 1917 to 1930 before it was transferred to the National Park Service in 1979.



Figure 111. Derby Wharf Lighthouse at the tip of Derby Wharf with Marblehead in the distance, June 2015 (OCLP).

Existing Condition: One of five square-plan type lighthouses extant in Massachusetts, the Derby Wharf Lighthouse was first listed in the National Register of Historic Places as part of the Lighthouses of Massachusetts Thematic Resource Nomination in 1980. Today the exterior walls are painted white, in accordance with historic lighthouse service documents, while iron components are coated with glossy black paint. The historic paint color was changed from red to white during one of three National Park Service restoration projects undertaken in 1983, 1989, and 1993. The Friends of Salem Maritime led the restoration of the Lighthouse in 1983 (Figure 111).

Evaluation: Contributing. Retaining its original location, plan, massing and design as commissioned by the U.S. Lighthouse Bureau, the Derby Wharf Light is an important focal point, and a defining element of the view into Salem Harbor from the site.

Portion of Tucker's Wharf

Historic Condition: A Portion of Tucker's Wharf (ASMIS ID Salem Maritime National Historic Site 00020.000, contributing structure) is located at the south end of Kosciusko Street and is encompassed within the district boundary. The wharf dates to the early-nineteenth century and originally extended into Palfrey's Cove/Salem Harbor from Derby Street. It is currently encompassed within earth fill used to expand the city's land area and waterfront during the nineteenth century.

Existing Condition: A contemporary stone sea wall encloses the south end of the wharf, which is covered by Kosciusko Street and the residences along it. The portion of the wharf within the district boundaries is an open grass lot. The wharf was documented as part of a limited damage assessment during repair efforts, but

Figure 112. View of a portion of the rehabilitated Tucker's Wharf looking east from Derby Wharf, June 2015 (OCLP).



its current condition and the full extent of its historic elements are not known (Figure 112).

Evaluation: Contributing. The remaining portion of Tucker's Wharf contributes to the historic character of the waterfront area.

VIEWS AND VISTAS

Views are the expansive or panoramic prospect of a broad range of vision.

Vistas are the controlled prospect of a discrete, linear range of vision, which is deliberately contrived. Views outward of the harbor and inward to the Custom House and merchant's homes north of Derby Street have been character-defining throughout changes in use, development, and ownership.

Historic Condition: In the 1700s merchants such as the Derby family occupied homes at the head of the wharves in order to maintain a visual connection between their domicile and business. Construction of prominent residences along Derby Street in the late 1700s and the Custom House–Public Stores in 1818–19 coincided with wharf development and operations. During the early 1900s, tenements and buildings developed to the east of Derby Wharf, diminishing views to and from the waterfront and Derby Street.¹⁰⁶ When the park was established in the 1930s, the Master Plan developed by Norman Newton emphasized the importance of views to enhance visitors' experience of the park by efforts to "recapture the spirit of that historic period." Newton concluded that the maritime industrial setting would be impossible to recreate, unattractive, and "inconceivable in a public reservation." The city and park removed tenement and warehouse buildings and associated structures from the wharves and waterfront south of Derby Street to establish clear views to the harbor.¹⁰⁷

Existing Condition: The view from the Custom House and residential area to the waterfront and wharves to the south has been maintained as it appeared after building removals in the late 1930s. The open expanse of Salem Harbor and distant Marblehead peninsula provide a backdrop to the wharves. Seen from Derby Street, the Derby Wharf Light, at the southern tip of Derby Wharf beckons visitors to travel the 2,045-foot length of the wharf. Moving south down the length of the wharves, the views of the harbor expand, unbounded by buildings or vegetation, to reveal a view of the mouth of the harbor toward Salem Sound to the northeast. From the wharves, views north towards the land include the majority of the site, providing a perspective similar to one that a sailor on an arriving merchant vessel would have experienced. Development along the streets has created framed corridor vistas. The view south down Orange Street is especially striking when a masted ship, such as the *Friendship of Salem* is moored along Derby Wharf.

Evaluation: Contributing. The views to and from the waterfront and Custom House contribute to the historic character of the site.

VEGETATION

Vegetation includes the deciduous and evergreen trees, shrubs, vines, ground covers, and herbaceous plants, whether indigenous or introduced in the landscape. Vegetation within the site is composed of a simple and practical palette, utilizing a limited range of species to create a Colonial Revival style park setting. A fruit tree border surrounds the Colonial Revival Garden, and a variety of foundation plantings are located in proximity to the Hawkes and Derby Houses. Shade trees grow in both front and rear yards. The majority of the planting plan extant today is original to or compatible with the plan outlined by the 1939 Master Plan, with many trees and shrubs installed in the spring of that year.

Foundation Plantings & Yard Trees

Historic Condition: National Park Service Landscape Architect Norman Newton collaborated with Regional Landscape Architect V. Roswell Ludgate to prepare the park's "Basic Guide Planting Plan" in May 1939. Funded through the Economic Recovery Act, Assistant Landscape Architect Edmond A. Nash researched historically appropriate plantings, paths, and fences at the Massachusetts Horticultural Society to assist in developing recommendations for Salem Maritime National Historical Park. The plan included numerous foundation plantings, shrubs, and yard trees, most of which were native species. Plant species included hawthorn, lilac, holly, boxwood, dogwood, oak, elm, horse chestnut, redbud, sweet briar, Carolina rose, and bayberry, which were planted throughout the residential portion of the site. The plan reinforced the concept of spaces as outdoor rooms. Three elm trees, ranging in size from twenty-six to thirty-six inches that grew in the rear yard of the Custom House prior to acquisition by the

Figure 113. View west of walkway across the back yards of the Derby and Hawkes houses, and the Public Stores yard. Shrubs, shade and ornamental trees grow along the walk, May 2015 (OCLP).



National Park Service were retained and incorporated into the planting plan. An existing buttonwood was removed from the east side of the Derby House rear yard.¹⁰⁸

Existing Condition: Numerous species remain from the original master plan including lilac, oak, maple, and horse chestnut. Shade trees grow in the yards and their canopies extend over sidewalks. Each individual property within the park has a distinct style of planting. The Public Stores property, predominately lawn, also contains two dogwoods (*Cornus florida*), a redbud (*Cercis canadensis*), and three recently replanted Dutch elm disease resistant elms (*Ulmus americana*). In the rear yard of the Hawkes House, two large red oaks (*Quercus rubra*) and a red maple (*Acer rubrum*) create a high shade canopy over open lawn. Lilacs (*Syringa vulgaris*) and other ornamental shrubs surround the Hawkes and Derby houses. Photographs from the 1930s and 40s indicate that foundation plantings around the Hawkes and Derby houses were denser than they are at present. A foundation bed of day lilies, forsythia, and virburnum, likely a contemporary addition, grow around the Comfort Station (maintenance shed) (Figure 113). The Narbonne house property lacks planting because of the extensive archeological resources within the site.

Evaluation: Contributing. The foundation plantings and yard trees contribute to the historic character of the site.

Fruit Trees

Historic Condition: The Master Plan called for retaining and planting apple, cherry, crabapple, and pear trees along the perimeter of the gravel pathway that framed the Colonial Revival Garden area. Two apple trees and one cherry tree existing in the rear yard were incorporated into the new planting plan. A gift from the Essex County Agricultural School, the added fruit trees included Endicott and

Figure 114. View of the rear yard of the Derby House during park development, December 1940. The gravel paths outlining the central rectangular turf panel are in place and the fruit and ornamental trees are being installed (National Park Service Collections, SAMA 03B-057).

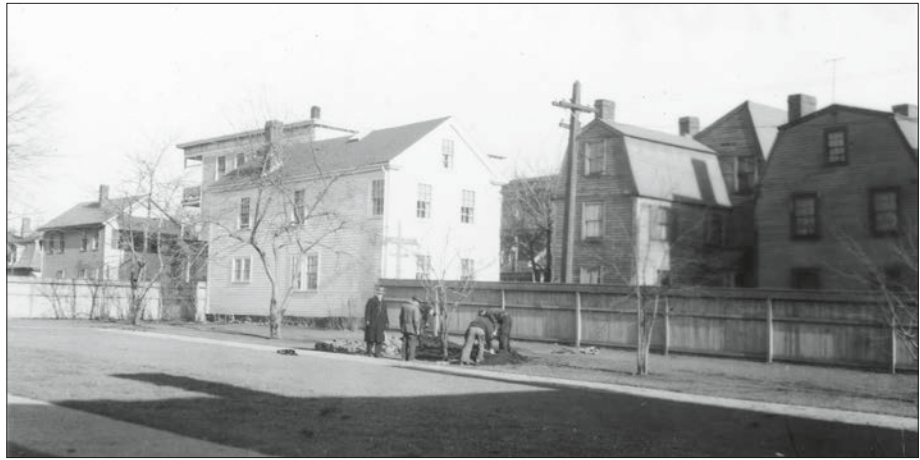


Figure 115. View northwest of fruit trees in the garden area, June 2015 (OCLP).



Seckel pears, colonial varieties of cherries, and Siberian crabapple trees. Planting occurred in April and May of 1939 (Figure 114).¹⁰⁹

Existing Condition: Today apple, cherry, crabapple and pear trees continue to line the perimeter of the gravel pathway that surrounds the Colonial Revival Garden. Many of the fruit trees have been replanted. An original pear tree is in poor health. Another pear tree was replaced with a cherry tree (Figure 115).

Evaluation: Contributing. The fruit trees contribute to the site's historic character.

Colonial Revival Garden

Historic Condition: The Colonial Revival Garden currently behind the Derby House was not present during the historic period. As prescribed in the 1939 Master Plan, the rear yard of the Derby House consisted of an open rectangular lawn area approximately 110 feet long by 42 feet wide bordered by a path. The path was then surrounded by a series of fruit trees. The plan indicates that the area was to be open lawn, and vegetables and herbs were to follow in future years.

Photographs from 1958 (post historic period) show a small garden located in the rear yard, surrounded by a gravel path and fruit trees (see Figure 55).

Existing Condition: A parterre garden, with herbs, heirloom annuals, perennials and bulbs, typical of a formal eighteenth century design, was developed in 1990. Species include roses, peony, iris, bell flower, day lily, comfrey, lavender, germander, mint, and more. The rectangular garden is framed by a variety of fruit trees, including pear, cherry, apple, and crabapple. The historic gravel path surrounds the garden. A grape arbor is located at the rear of the garden along a wooden privacy fence.

Evaluation: Non-Contributing. The Colonial Revival Garden, planted in 1990, does not contribute to the historic character of the site because it did not exist during the historic period.

Waterfront Area Vegetation

Historic Condition: Historic photographs show a few small trees growing at the edges of industrial and commercial buildings and structures at the head of the wharf area, close to Derby Street. Shade trees were specified along Derby Street in the 1939 Master Plan. By the late 1930s, most buildings and structures were removed and the area was covered with rough turf and low herbaceous plants. A couple of volunteer trees persisted at the head of Derby and Hatch's Wharf, but likely died after the area was flooded with salt water (Figure 116, 117, and 118)

Existing Condition: Vegetation in the waterfront area, south of Derby Street, is primarily open lawn, with the exception of a picnic area south of the restroom facilities which has a canopy of beech trees. Turf and low herbaceous species extend down the length of Derby and Central wharves between the walls and circulation routes. Several areas are eroded and compacted and susceptible to salt water inundation during high tides.

Evaluation: Contributing/Non-Contributing. The turf and herbaceous plants date to the historic period. The park has added trees to the picnic area. The shade trees specified in the 1939 Master Plan are not extant.

SMALL-SCALE FEATURES

Small-scale features are the elements providing detail and diversity for both functional needs and aesthetic concerns in a landscape. Salem Maritime National Historic Site contains numerous small-scale features typical of urban and maritime settings. Small-scale maritime features include; bollards, fences, rope piles, ship cleats, barrels, and anchors. Small-scale features typical of urban settings such as fences, standard municipal signs, a bike rack, picnic tables, and several wooden benches are located throughout the site. In the waterfront area,

Figure 116. View of the head of Derby Wharf from the Custom House looking south, 1937. A tenement building and store remain at left. Trees grow along the chain-link fence between Derby and Hatch's Wharf. A grassy area, bench, and interpretive sign are at right. The sign states, "The Derby Wharf erected by Elias Hasket Derby, the Great Salem Merchant" (National Park Service Collections, SAMA 14B-002).



Figure 117. View of the head of Derby Wharf and President Franklin D. Roosevelt motorcade on Derby Street from the Custom House looking south, June 1938. Note the remnants of the wharf industries including paved over rail lines, storage shed, and chain-link fence. Trees grow along the former fence line between Derby and Hatch's Wharf (National Park Service Collections, SAMA 19B-001).



Figure 118. View of the head of Derby Wharf from the Custom House looking south, October 1939. Trees grow along the former fence line between Derby and Hatch's Wharf. Bollards and chain extend along the south side of the Derby Street sidewalk as part of the park's General Development Plan (National Park Service Collections, SAMA 14B-148).



small-scale features relate to maritime use and park operations. Modern additions to enhance visitor experience, interpretation, and accessibility are integrated throughout the landscape.¹¹⁰

Narbonne House Picket Fence

Historic and Existing Conditions: The north boundary of the Narbonne property is separated from the public sidewalk with a four foot unpainted picket fence (Figure 119).

Evaluation: Contributing. The Narbonne House picket fence contributes to the historic character of the site.

Narbonne House Board Fence

Historic and Existing Conditions: The east and west boundaries of the Narbonne property are marked by a six-foot-tall solid wood privacy fence.

Evaluation: Contributing. The Narbonne House board fence contributes to the historic character of the site.

Narbonne – Hawkes House Picket Fence

Historic and Existing Conditions: An unpainted segment of four-foot-tall picket fence separates the Hawkes property from the Narbonne property.

Evaluation: Contributing. The Narbonne-Hawkes House picket fence contributes to the historic character of the site.



Figure 119. View south of the Narbonne House gate and fence, as well as the sight line to the Hawkes House walkway and waterfront, June 2015 (OCLP).

Custom House Granite Bollards

Historic Condition: Six granite bollards (LCS 040565) surrounded the flagstone paved plaza of the Custom House entryway on the south side of the building and are visible in the earliest photographs of the site. Installed from 1818–19, the bollards were an original feature of the Custom House entryway, and were each shaped from a single solid piece of granite. The square columnar bollards had chamfered corners and rose approximately four feet from sidewalk level, through the granite curbing that framed the exterior of the plaza before tapering to a rounded decorative cap (see Figures 78, 79, and 91).¹¹¹

Existing Condition: The original six granite bollards have been removed and are in storage. Lateral cracks in the bollards were filled in the late twentieth century. They show signs of damage, ranging from chips to complete fractures that have been repaired with contemporary materials. Most recently the remaining standing bollards were removed during the record-breaking snow storms in the winter of 2014–15 (see Figure 92).

Evaluation: Contributing. The granite bollards have been removed and are in storage but contribute to the historic character of the site. The next chapter prescribes a treatment task to replace all six bollards with replicas.

Public Stores Board Fence

Historic Condition: Yard fences are visible in the earliest photographs of the site. The park installed a six-foot-tall wooden board privacy fence (LCS 040554) as part of the 1939 Master Plan to surround the rear yard of the Public Stores facility. The fence was constructed of six-inch-wide, butt-jointed vertical boards supported by nine-by-nine-inch posts and two-by-four-inch horizontal rail. The fence followed the northwest boundary of the site, facing outward with the finished side fronting to Orange Street and Custom House Court. Double-door swinging gates, supported by square-capped-posts and strap hinges, opened inward providing access to the Public Stores yard from Orange Street and the Custom House Court.¹¹²

Existing Condition: The fence exists in its original form, location, and alignment and has been repaired and painted several times since its initial installation. The double-door swinging gates at Orange Street and Custom House Court provide access to each end of a composite decking path that runs parallel to the façade of the Public Stores. A small arched doorway has been cut into the fence near the northeast corner of the Public Stores house to allow skunks to escape from the enclosed yard (Figure 120).

Evaluation: Contributing. The fence retains its original style, location, and alignment. The board fence surrounding the Public Stores yard contributes to the historic character of the site.

Figure 120. Wood board fence with two gates between the Public Stores yard and Custom House Court and Hawkes House yard, June 2015 (OCLP).



Hawkes House Front Fence

Historic Condition: The front yard of the Hawkes House was enclosed by a post and dowel fence (LCS 040556) approximately three-and-a-half-feet high that ran parallel to Derby Street and a portion of Custom House Court. This reproduction fence, a 1939 Master Plan component, was constructed based on historic photos to reproduce a nineteenth-century fence previously on the site.

Existing Condition: The fence consists of fourteen-foot long-sections comprised of vertical dowels of alternating heights held by three two-by-four inch rails. The fence is supported by twelve-inch-square wood posts with square caps and bases. The west entrance of the Hawkes House is accessed through an opening in the fence off of Custom House Court, while the east entrance and the rear yard is accessed through a dowel gate that opens off Derby Street onto the Hawkes House brick walkway.¹¹³ The fence exists in its original location and alignment. The fence was repaired from 1985–86 and overall is in good condition.

Evaluation: Contributing. The Hawkes House front fence contributes to the historic character of the site.

Derby House Front Fence

Historic Condition: The Derby House front fence (LCS 040557) consisted of a wooden fence set atop a two-course granite block wall separated the Derby House front yard from the public sidewalk. The fence extended from the southwest corner of the West India Goods Store to the southeast corner of the Hawkes House property. The fence was installed as part of the 1939 Master Plan. Combined, the granite and wooden fence was approximately five feet tall, and comprised of square wooden dowels supported by top and bottom rails that

spanned four-inch round-topped posts. A decorative swinging central gate, with a concave curve at the top, was supported by nine-inch-square posts with spherical wood finials.¹¹⁴

Existing Condition: The fence exists in its original form, alignment, and location. The fence was repaired several times after its installation in the late 1930s, including from 1985–86. Overall the fence is in good condition.

Evaluation: Contributing. The Derby House front fence contributes to the historic character of the site.

Derby House Picket Fence

Historic Condition: The west boundary of the Derby House rear yard was delineated by a three-and-a-half foot tall white-painted wooden fence (LCS 040555). The fence was constructed in 1939 as directed by the Master Plan. The fence ran north-south from the northwest corner of the Derby House to the Narbonne property where it met a six-foot-tall wood fence. The fence was comprised of painted wooden pickets spaced evenly on two-by-four-inch rails supported by six-inch square posts spaced ten-feet on center. A swinging double gate on the south end of the fence allows access between the rear yards of the Derby House and the Hawkes House via a brick pathway.¹¹⁵

Existing Condition: The picket fence exists in its original location and alignment since its installation in response to Newton's Master Plan. The fence was repaired from 1985–86 and overall is in good condition.

Evaluation: Contributing. The Derby House picket fence contributes to the historic character of the site.

Derby House Board Fence

Historic Condition: The 1939 Master Plan specified a six-foot-tall vertical board privacy fence to run along two sides of the Derby House rear yard (LCS 040562). The fence ran east-west along the original northern boundary of Salem Maritime National Historical Site and north-south along the western property boundary parallel to Palfrey Court. The fence was comprised of vertical boards attached to three horizontal rails, secured to four-inch chamfered posts ten feet apart.¹¹⁶

Existing Condition: The board fence exists in its original location and alignment since its installation in response to Newton's Master Plan. The fence was repaired several times including from 1985–86. Today the fence delineates the northern boundary of the Derby House property.

Evaluation: Contributing. The Derby House board fence contributes to the historic character of the site.

Derby Wharf Bollards

Historic and Existing Conditions: The 1939 General Development Plan and Master Plan specified bollards along the north boundary of the waterfront and wharf area and just south of the Derby Street sidewalk. The bollards were installed and persisted for many years. The wooden bollards served to direct vehicular and possibly pedestrian traffic (Figures 121, and 122). It is not clear whether the bollards also held ropes or chains. NPS gradually removed the bollards as they deteriorated.

Evaluation: Missing. The Derby Wharf bollards are no longer present.

Figure 121. View of Derby and Central wharves during an extreme high tide looking south from the Custom House cupola, 1957. Note the bollards and low fences that extend along the wharves (National Park Service Collections, SAMA 14B-272).



Figure 122. View looking northwest from Derby Wharf of the Naval Reserve Training Center at left and Hatch's Wharf with the Crowninshield Home (Brookhouse Home for Women) in the distance and a portion of the Custom House at right, 1957. Note the low fence along the edge of Central Wharf and the bollards along Derby Street (National Park Service Collections, SAMA 14B-356).





Figure 123. Barrels located outside of the Public Stores, June 2015 (OCLP).

Granite Block Benches, Steps, and Edging

Historic and Existing Conditions: Granite blocks are prevalent throughout the waterfront area and used as retaining walls, edging, steps, and benches. Granite retaining walls are described separately as part of the wharves. Granite edging delineates the former wharf bulkhead lines to help visitors understand how the wharves grew into the harbor over time. Similarly, the footprints of the Narbonne carriage house and dairy, no longer extant, are delineated by six inch granite curbing and filled with gravel. Two sets of granite steps, once entryways to buildings on Derby Wharf, are located on the east side of wharf. A series of rough cut granite block benches are located throughout the wharf area providing a place for visitors to rest. The rectangular blocks are approximately eighteen inches tall, by eighteen inches deep and range in length from four to six feet.

Evaluation: Non-contributing. The granite blocks are remnants from earlier uses and do not detract from the historic character of the site.

Wooden Barrels

Historic Condition: These specific wooden barrels were not present during the historic period. However, it is likely similar barrels would have been present on the site (Figure 123).

Existing Condition: Approximately fifteen wooden barrels are located immediately north of the Public Stores facility near the easternmost rear door. The barrels are an interpretive prop.

Evaluation: Non-contributing. Although the wooden barrels were not present on the site during the historic period, it is likely that similar barrels were in the vicinity of the Public Stores.

Public Stores Anchor and Park Sign Anchor

Historic Condition: Unknown.

Existing Condition: An anchor is stored in the cobblestone-surfaced area immediately north of the Public Stores facility. Whether the anchor was present during the historic period is undetermined. A second, reproduction anchor rests in the waterfront lawn area in conjunction with a granite sign for Salem Maritime National Historic Site.

Evaluation: It is undetermined whether the anchors date to the historic period. The sign is a recent addition and is non-contributing.

National Park Service signs (interpretive, informational, and directional)

Historic Condition: Waysides and interpretive signs were not present during the historic period. However, as a result of the Master Plan, several identifying signs were added to the park, labeling buildings.

Existing Condition: Interpretive, informational, and directional signs installed by the National Park Service are located throughout the site. Each historic building is identified with a small rectangular sign stating the building's name and construction date, likely similar in style to those installed as part of the initial Master Plan. Throughout the site, waysides provide information about site features and historical context. In addition to waysides, several interactive sign displays are located along the length of Derby Wharf. South of Derby Street, the main sign for the park is composed of carved and polished granite, set on a bluestone base approximately ten feet by fifteen feet, framed by an anchor approximately twelve feet in height (Figure 124).



Figure 124. Park identity sign with anchor with waysides at left, June 2015 (OCLP).

Evaluation: Non-contributing. The National Park Service signs, initially installed as a result of the 1939 Master Plan, but continuously updated up to the present, do not contribute to the historic character of the site because they did not exist during the historic period. Due to their limited number, location, and size, they do not detract from the historic scene.

Ship Cleats

Historic Condition: Ship cleats existed along the wharves during the historic period, but the existing cleats postdate the historic period.

Existing Condition: Ship cleats in several different styles exist along the west side of Derby Wharf and the east side of Hatch's Wharf. Round metal pipes set into the ground, filled with concrete, and topped with a crosspiece serve as cleats for the National Park Service replica vessel *Friendship of Salem*. On Hatch's Wharf, concrete pads hold traditional shaped solid metal cleats. The National Park Service installed cleats at an unknown date (Figure 125).

Evaluation: Non-contributing. The existing cleats postdate the historic period thus do not contribute to the historic character of the site. Due to their limited number, location, and size they do not detract from the historic character of the landscape.

Bike Rack

Historic Condition: The bike rack did not exist during the historic period.

Existing Condition: A five-foot-long metal bike rack is located immediately to the north of the Hawkes House (Figure 126).

Evaluation: Non-contributing. The National Park Service installed bike rack does not contribute to the historic character of the site because it did not exist during the historic period. Due to its location and size the bike rack does not detract from the historic character of the landscape.

Picnic Tables

Historic Condition: The National Park Service picnic tables did not exist during the historic period.

Existing Condition: A six-foot-long wooden picnic table is located to the north of the Hawkes House. Between 1995 and 2014, the National Park Service installed picnic tables in a picnic area to the south of the Central Wharf Restroom facilities, with eight six-foot long tables (Figure 127).

Evaluation: Non-contributing. The picnic tables do not contribute to the historic character of the site because they did not exist during the historic period. Due



Figure 125. Ship cleat for the *Friendship of Salem* on Derby Wharf, August 2014 (OCLP).



Figure 126. View north of a bicycle rack next to the Public Stores and Custom House Court, June 2015 (OCLP).



Figure 127. Picnic tables under beech trees beside the Central Wharf restrooms, June 2015 (OCLP).

to their temporary nature, limited number, location, and size they do not detract from the historic character of the landscape.

Wooden Benches

Historic Condition: The wooden benches did not exist during the historic period.

Existing Condition: Several three-and-a-half-foot long wooden benches are located throughout the site. Three are located along the perimeter of the Colonial Revival Garden, one is in the front yard of the Derby House, and another along the edge of the sidewalk just to the west of the West India Goods Store (recently removed).

Evaluation: Non-contributing. The National Park Service benches, installed as recently as 2014, are non-contributing features because they did not exist during the historic period. Due to their temporary nature, limited number, location, and size they do not detract from the historic character of the landscape (Figure 128).

Stage

Historic Condition: The boat-shaped stage did not exist during the historic period.

Existing Condition: The boat-shaped stage constructed of wood, steel, and composite decking, built in about 2010, is located near Derby Wharf northeast of the Pedrick Store House. The stage is used for community events and interpretative programs (Figure 129).

Evaluation: Non-contributing. Due to the temporary nature of the stage, it can be removed with minimal effort and therefore does not detract from the historic character of the landscape.



Figure 128. View south of Derby House Interpretive Garden and house, with wooden bench under ornamental crabapple along Derby House Interpretive Garden walkway, November 2015 (OCLP).

Figure 129. View south of the boat-shaped stage built in about 2010 for interpretive programs, August 2014 (OCLP).



ARCHEOLOGICAL FEATURES

Nine contributing archeological sites exist within the site and are described in detail in archeological reports. Two of the largest resources are the buried remains of Derby and Central Wharves dating from 1762 to 1914. Commercial buildings and warehouses, including the Elias Hasket Derby's Counting House, Forrester Warehouse Foundation, and John Prince's Store dating from 1762 to 1914 are contributing archeological resources. The Narbonne House Site, a residential site with occupancy from 1675 to 1960, is another contributing archeological resource. Salem Maritime National Historic Site holds ten archeological collections totaling approximately 189,000 artifacts.¹¹⁷

TABLE 1. LANDSCAPE CHARACTERISTICS AND FEATURES

Preferred Name, LCS ID	Evaluation	Historical Condition and Notes	Page #
SPATIAL ORGANIZATION			
Inland Landscape Character Area (North of Derby Street)	Contributing	Park design as part of 1939 Master Plan; implemented 1938 through 1944; added properties in 1963 and 1988	164
Waterfront Landscape Character Area (South of Derby Street)	Contributing	Park design as part of 1939 Master Plan; implemented 1938 through 1944; added properties in 1978	166
CIRCULATION			
Custom House Flagstone Paving, 040563	Contributing	Installed 1854	170
Custom House Brick Paving, LCS 040550	Contributing	Installed 1889 to 1891; expanded 1930s; reset by NPS in 1956, 1964, 1970, and 1986; altered by City of Salem 2012	170
Public Stores Cobblestone Paving, 040564	Contributing	Installed in 1890	171
Custom House Court, 040551	Contributing	Specified in 1939 Master Plan, installed 1939	172
Hawkes and Derby House Brick Walks, 040553	Contributing	Specified in 1939 Master Plan; installed 1939	173
Derby House Interpretive Garden Gravel Pathway, 040552	Contributing/ non-contributing	Perimeter gravel pathway specified in 1939 Master Plan; installed 1939; pathways between beds are non-contributing and installed in 1990s	173
Central Wharf Access Route	Contributing	Access route dates to wharf construction	174
Derby Wharf Light Access Road	Contributing	Access route dates to wharf construction	175
BUILDINGS AND STRUCTURES			
Narbonne House, 001264	Contributing	Constructed circa 1675; enlarged 1729, 1780s, 1820s; remodeled 1800s; acquired 1963	176
Custom House-Public Stores, 001257	Contributing	Land acquired 1818; Constructed 1818 to 1819; altered 1826, 1854-55, 1922; transferred to NPS in 1936; remodeled circa 1940, 1990s.	181
Scale House, 001267	Contributing	Constructed 1829, restored 1978	185
Hawkes House, 001263	Contributing	Construction began in 1780 and halted in 1781; sold 1800; transferred to bank 1830; renovated 1833, 1851, 874, 1897, 1911, 1936; transferred to NPS 1938; renovated 1938-39, 1950-54, 2001-02	185
Comfort Station, 040561	Contributing	Designed in 1939; constructed 1940s; renovated 1980s or 90s	188
Derby House, 001260	Contributing	Constructed 1761-62; rented 1782-95; remodeled 1784-88; sold 1795	189
West India Goods Store, 001266	Contributing	Constructed 1800-05; used as store by 1836; moved 1911; acquired by NPS 1937; moved back 1938; renovated 1928, 1946, 1985, 1997	192
St. Joseph Hall, 040558	Contributing	Constructed 1909; acquired by NPS 1988; rehabilitated 1992, 1998, 2003	194
Central Wharf Warehouse	Contributing	Constructed on a nearby site circa 1800-20; moved by NPS in 1977, rehabilitated 1977, 1990	196
Pedrick Store House, 855982	Contributing	Constructed in Marblehead 1770; rehabilitated 1973; disassembled 2003; reassembled by NPS 2008-11	197
Central Wharf and Boat Ramp, 001258	Contributing	Initial construction in 1768; expansion 1793, 1805-18, 1896-97; acquired by NPS 1938; rehabilitated 1938-39, 1991-94	198

Preferred Name, LCS ID	Evaluation	Historical Condition and Notes	Page #
Central Wharf Restrooms	Non-Contributing	Constructed by NPS in circa 1995	200
Hatch's Wharf, 040560	Contributing	Initial construction in 1768; expansion 1805, 1853	201
Derby Wharf, 001261	Contributing	Initial construction in 1762; expansion 1762-71, 1805, 1809, 1911; rehabilitated 1938-39, 1958, 1991-94	201
Derby Wharf Lighthouse, 021028	Contributing	Constructed 1870; transferred to NPS 1979	205
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ENDNOTES

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CHAPTER 4. TREATMENT

This chapter presents an overall treatment strategy and specific tasks supporting long-term preservation and management of the Salem Maritime National Historic Site cultural landscape. According to National Park Service policy, cultural landscape reports serve as the primary supporting document guiding the treatment of cultural landscapes, and are required before major interventions. Treatment is the collective set of actions taken on behalf of a cultural resource to ensure protection and preservation of the resources and characteristics that contribute to its significance. Treatment guidance may range from broad guidelines and principles to specific tasks.

This chapter is organized into four sections. The first section establishes a framework for treatment based on National Park Service mission and policies, the park's enabling legislation, and park planning efforts. This framework concludes with a treatment philosophy that articulates the overall guidance for managing the cultural landscape to achieve treatment objectives and perpetuate and enhance the historic character of Salem Maritime National Historic Site.

The second section of this chapter describes the general goals of addressing the primary treatment issues of the cultural landscape. Treatment goals include reestablishing elements of the historic 1939 Master Plan landscape and planting plan; improving circulation and accessibility through the park's outdoor spaces; establishing a consistent and compatible palette of materials and site furnishings to improve park identity and enhance historic character; and improving the sustainability and resiliency of the wharves and waterfront areas. Treatment will also address the integration of the park within the larger context of Salem, addressing issues of wayfinding to the park, connections to the city's Harborwalk route, and accommodation of increased visitation from cruise ships.

The third section presents treatment tasks that are recommended to accomplish the goals described in the treatment framework. These tasks are organized by landscape character area, first addressing tasks that are applicable park-wide, followed by tasks for the inland areas north of Derby Street and the tasks for the waterfront area south of Derby Street.

The chapter concludes by outlining the connection between recommended tasks and the National Park Service Facility Management Software System (FMSS). The connection between recommended tasks and FMSS is presented in order

to facilitate conversion of recommendations into project funding requests. The majority of the tasks are related to deferred maintenance, new construction, or improving universal accessibility. The cross-walk between cultural landscape tasks, FMSS, and the Project Management Information System (PMIS) is summarized in Table 6.

Landscape treatment recommendations included in this report were developed in collaboration with park staff, City of Salem, and coastal climate adaptation experts during a series of workshops held at Salem Maritime National Historic Site and site visits in 2014 and 2015. The tasks are listed in a summary table and identified on graphic treatment plans (Table 5 and Drawings 12 and 13). This chapter recommends and describes all landscape treatment at a conceptual level. Further planning, design, and compliance will be necessary for implementation of many of the recommendations.

FRAMEWORK FOR TREATMENT

This section describes the framework for treatment for the Salem Maritime National Historic Site cultural landscape based on the National Park Service mission and policies, legislation, and park planning. This framework includes a treatment philosophy that describes the intended character of the landscape, defines a primary treatment for the landscape, and identifies a treatment date as a benchmark for assessing historic character. The treatment philosophy is consistent with the park's purpose and priorities for resource management and establishes a guiding vision for future treatment actions.

NATIONAL PARK SERVICE MISSION AND POLICIES

The legislative and policy framework guiding current management of cultural landscapes is defined foremost by the *National Park Service Organic Act of 1916*, which charges the agency, “to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.” The application of this mission to cultural landscapes is further articulated in the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, which in turn is interpreted within a hierarchy of National Park Service management regulations and policies.

As a cultural resource, management of the Salem Maritime National Historic Site cultural landscape is further clarified by *36 Code of Federal Regulations: Park Forests and Public Property, Part 2: Resource Protection, Public Use and Recreation*. The application of these regulations to cultural landscapes is expressed within

National Park Service Management Policies (2006), *Director's Order 28: Cultural Resource Management*, and *NPS-28: Cultural Resource Management Guideline*. The *National Park Service Management Policies* call for the National Park Service to “provide for the long-term preservation of, public access to, and appreciation of, the features, materials, and qualities contributing to the significance of cultural resources.”¹ Management standards outlined in *NPS-28: Cultural Resource Management Guidelines*, presented as a sidebar, provide a broad philosophical basis for the approach to treatment and are directly applicable to the Salem Maritime National Historic Site cultural landscape.²

PARK DESIGNATION, LEGISLATION, AND PLANNING

Designation

Salem Maritime National Historic Site was the nation’s first national historic site and the first designation under the authority of the Historic Sites Act of 1935, which expressed, “a national policy to preserve for public use historic sites, buildings, and objects of national significance for the inspiration and benefit of the people of the United States.”³ Congress authorized the transfer of the Salem Custom House to the Department of the Interior on May 26, 1936. Almost two years later, Secretary of the Interior Harold L. Ickes signed the designation to protect the land and structures “by reason of their relationship to the maritime history of New England and the United States” on March 17, 1938.⁴ The primary resources included in the park were directly related to the maritime theme including the wharves, the Custom House, the Hawkes House, Derby House, and the West India Goods Store.

Legislation: Boundary Expansion and Heritage Area

Beginning in 1963, resources were added to the park, broadening the original historical focus. That year, Congress authorized a boundary expansion to add the Narbonne House, “one of the few substantially unaltered houses of seventeenth century Massachusetts.”⁵ The primary significance of this structure was its ability to illustrate simple domestic life in Salem as it evolved over three centuries. The inclusion of the Narbonne House enhanced existing themes related to maritime history by virtue of the adjacency of the dwelling to the waterfront, and because one of the former owners of the house was a ship captain.

In 1978, Congress authorized a 0.15-acre expansion of the park for the relocation and rehabilitation of a nearby warehouse to provide indoor space for visitor orientation at the western edge of the park at Derby Street.⁶ The park expanded its boundary again in 1988 to include St. Joseph Hall, the former Polish social club, at the eastern edge of the park on Derby Street.⁷ The park acquired the building for much needed archival storage space, as well as administrative and maintenance

NPS-28 CULTURAL LANDSCAPE MANAGEMENT STANDARDS

- Land use activities, whether historic or introduced, do not impair archeological resources.
- Uses addressing programmatic needs or park facilities within a cultural landscape, such as visitor centers, parking, interpretive structures, housing, administrative facilities, maintenance yards, and storage areas, are carefully considered in the context of the significance of the landscape.
- Use is monitored and regulated to minimize both immediate and long-term damage.
- Contemporary facilities do not adversely impact the landscape's physical and visual character. New facilities are compatible with the historic character and material of the landscape.
- Contemporary structures to facilitate access, such as ramps, railings, signs, and curb cuts, are designed and located to minimize adverse impacts on the character and features of a cultural landscape.
- Access to a cultural landscape that is vulnerable to damage from human use is limited, monitored, or controlled.
- All treatment and use decisions reflect consideration of effects on both the natural and built features of a cultural landscape and the dynamics inherent in natural processes and continued use.
- Use of destructive techniques, such as archeological excavation, is limited to providing sufficient information for research, interpretation, and management needs.
- All work that may affect cultural landscapes is evaluated by a historical landscape architect and other professionals, as appropriate.
- All modification, repair, or replacement of materials and features is preceded by sufficient study and recording to protect research and interpretive values.
- New work, materials, and replacement features are identified, documented, or permanently marked in an unobtrusive manner to distinguish them from original work, materials, and features.
- A proposed treatment project is initiated by the appropriate programming document, including a scope of work and cost estimate from a cultural landscape report. Such projects include preservation maintenance as well as major treatment. No treatment is undertaken without an approved cultural landscape report or work procedure specifying the work, and Section 106 compliance.
- A treatment project is directed by a historical landscape architect and performed by qualified technicians.
- Representative features salvaged from a cultural landscape are accessioned and cataloged, provided that they fall within the park's scope of collection statement.
- All changes made during treatment are graphically documented with drawings and photographs. Records of treatment are managed as archival materials by a curator or archivist within the park's museum collection.
- Work on historic structures, including modifications to improve drainage and access, does not harm the character-defining features of a cultural landscape.

operations space. The building's history provided the opportunity for the park to interpret the role of Salem's Polish community and other immigrant workers in Salem's industrial development. The park altered its boundary in 1990 to acquire a visitor center in downtown Salem as part of the Salem Project, later renamed the Salem Partnership, a joint venture of organizations working together to preserve the city's rich cultural heritage.⁸

Congress authorized the Essex National Heritage Area in 1996 responding to lobbying efforts to recognize and preserve the region's cultural heritage. The 500 square mile area encompasses Cape Ann, stretching from the Merrimack River south to the Saugus River and inland a dozen miles. It includes over a thousand historic resources that relate to three heritage themes: colonial settlement, the growth and decline of maritime industries, and the development of the shoe and textile industries. Salem Maritime National Historic Site is one of the most significant sites within the heritage area.

Park Planning: Master Plans, Site Plan, Interpretive Plan, and State of the Park Report

A series of planning documents have guided the management and physical development of Salem Maritime National Historic Site. They have chronicled its evolving purpose, key issues, areas of significance, and management priorities for the past seventy-five years (Table 2). Planning documents include the Master Plan (1939), "Historic Grounds Restoration Plan" (1973), updated Master Plan (1978), "Site Plan and Environmental Assessment" (1991), "Long-Range Interpretive Plan" (2001), and State of the Park Report (2013). The park will complete a Foundation Document in 2017, which will provide an updated park purpose statement, identify fundamental resources and values, and identify the park's key planning and data needs.

Master Plan (1939)

The park's first Master Plan was completed in early 1939. The document contained only four pages of narrative, succinctly articulating the primary interpretive and development philosophy of the new park. According to the Master Plan, "The purpose for which the Salem Maritime National Historic Site was established is to preserve and to interpret for the public benefit certain wharves and buildings that are intimately associated with the era of Salem's most brilliant achievements on the sea." The plan noted the challenges associated with preserving the waterfront landscape:

Historical investigations indicate that an accurate restoration of the area as a whole cannot be accomplished on the foundation of authentic historical data. It is moreover doubtful, from a modern administrative point of view, that a completely literal reproduction of the area as it was during its period of greatest activity, with the smells and litter and muddy unsightliness characteristic of

such a waterfront scene, would be even desirable or acceptable. The general problem of the area is therefore being approached less as one of thoroughgoing restoration to represent the minute details of any precise date than as an undertaking in which it is desirable to provide an appropriate setting for buildings and wharves which survive on the original locations and which require a certain amount of repair and restoration.⁹

In conjunction with the management direction established by the Master Plan narrative, a graphical general development plan, prepared by National Park Service landscape architect Norman T. Newton, prescribed the landscape treatment surrounding the restored buildings, including plantings, paths, and parking areas. Rather than recommending the recreation of historic conditions, the Master Plan called for a new design for the landscape, emphasizing visitor experience and administrative functions. “Every effort is made to recapture the spirit of the historic period and, without violating that spirit, to furnish facilities for modern use.”¹⁰

The general development plan focused on the inland area around the historic buildings, presenting a park-like setting with turf panels, large shade trees, and ornamental shrubs. This plan was supplemented a few weeks later by a detailed planting plan that specified a largely native palette of vegetation. The area south of Derby Street was programmed primarily for utilitarian and facility use, with a parking lot, boat house, store house, garage, and work yard. No development was specified for the wharves themselves.

Many components of the Master Plan were complete or in progress by the time the plan was finalized in 1939. The City of Salem and park had removed buildings that post-dated the 1829 Scale House and had begun restoration of buildings within the park area.¹¹ The park carried out major site improvements in 1939 including plantings, fences, and walkways. The plan also called for large projects that were not initially implemented, including the restoration of warehouses on the wharf, construction of a boat house and garage for park administration, a parking lot, and the acquisition or construction of replica sailing ships.¹²

Historic Grounds Restoration Plan (1973)

In the early 1970s, the park conducted a program of research and archeological investigations to locate outbuildings, wells, walks, drives, fence lines, and to search for evidence of historic plantings. The park completed a “Preliminary Historic Base Map” in 1973, which led to several site alterations revealing layers of history within the park, particularly in the wharf area.¹³ The park used granite blocks, brick, and compacted stone dust to outline early wharf configurations. That same year, the Navy relinquished the Naval Reserve Training Facility built on Central Wharf in 1947, clearing the way for its demolition. In 1977, the park relocated two historic warehouses from Front Street just west of the park. The park placed one

TABLE 2. SUMMARY OF PARK PLANNING

Date	Document/Event	Description
1928-39	Physical Development	Removal of post 1829 buildings and structures
1936	Enabling Legislation	Purpose: To preserve the buildings and grounds of the Custom House
1938	Designation Order	Purpose: To preserve and to interpret for the public benefit certain wharves and buildings that are intimately associated with the era of Salem's most brilliant achievements on the sea
1939	<i>Master Plan and General Development Plan</i>	Installation of Colonial Revival landscape plantings, walkways, and fences in 1938-39. Restoration of building interiors and exteriors 1928-39
1963	Physical development	Addition of Narbonne House property
1966	National Register designation (administrative listing)	Significance: Buildings and structures associated with 17th through 19th c. development as thriving commercial seaport
1974	National Register documentation	Significance: Association with Derby Street and association with Salem Common
1976	National Register documentation	Significance: Association with Derby Wharf waterfront
1978	Master Plan	Purpose: To commemorate Salem's maritime importance as exemplified by Derby Wharf and certain surrounding structures (p. 27)
1978	Physical development	Boundary expansion and Central Wharf warehouse relocation
1987	National Register documentation	Significance: Thematic Resource Listing for Lighthouses of Massachusetts (Derby Wharf Lighthouse)
1988	Physical development	Boundary expansion and addition of St. Joseph Hall
1990	National Register documentation	Significance: Thematic Resource Listing for First Period buildings of Massachusetts (Narbonne House)
1990	Physical development	Boundary expansion and addition visitor center in downtown Salem
1991	Site Plan and Environmental Assessment	Purpose: To preserve for public use ...certain lands and structures...by reason of their relationship to the maritime history of New England and the United States (with greater emphasis on the maritime resources).
1996	Physical development	Authorization of Essex National Heritage Area
1998	Physical development	<i>Friendship of Salem</i> built in New York and brought to Salem
2001	Long Range Interpretive Plan	Purpose: To preserve and interpret resources along the waterfront of Salem, Massachusetts that explain the nation's settlement, its evolution into a maritime power, and its development as a major industrial force
2013	State of the Parks	Purpose: To preserve and interpret the history and resources along the waterfront of Salem that illustrate the nation's maritime history and its industrial evolution from the colonial period to the 20th century
2014	Updated National Register Documentation	Significance: 17th through 19th c. development as thriving commercial seaport; Establishment in 1938 as nation's first NHS; Associations w/ 20th c. Polish immigration; Association w/ merchant E. H. Derby; Representation of landscape architectural work of N. T. Newton; 17th through 20th c. architecture; and historical archeology

at the head of Central Wharf for visitor orientation and maintenance facilities, and moved the other to the upper end of Derby Wharf for storage.

Master Plan (1978)

In the late 1970s, the need for additional park improvements prompted a new master plan. The 1978 Master Plan reiterated the park's purpose "as the foremost place where Americans come to appreciate the significance of maritime enterprise as part of our national heritage." However, they also expanded the interpretive focus from the buildings on the inland portion of the site to the waterfront, "commemorating Salem's maritime importance as exemplified by Derby Wharf and certain surrounding structures."¹⁴ The plan stated that the historic structures, collections, and grounds would serve as the backdrop for interpretive activities that would reveal the sights, sounds, smells, and feeling of the historic seaport.¹⁵ Recommended developments included the acquisition of surrounding land, the acquisition or construction of a replica sailing vessel, a shipbuilding exhibit on or near the beach area, and rehabilitation of Derby Street including the removal of asphalt to reveal the extant Belgian block surface.¹⁶

A management priority stated in the 1978 Master Plan was to cooperate with city and private agencies to improve visitor wayfinding, parking, orientation, and experience. The 1978 Master Plan served as a catalyst for the Salem Project (Salem Partnership), a group of public and private entities created to coordinate the preservation and interpretation of a variety of closely related sites. In the decade ahead, the park and partners advocated for a shared visitor center and parking facility in the center of Salem. They eventually acquired a building in 1990.

Site Plan and Environmental Assessment (1991)

The park prepared the Site Plan and Environmental Assessment in 1991 to update and advance the goals set in the 1978 plan. The updated plan explored ways to draw more attention to the wharves and harbor, while relegating modern uses to the perimeter. The 1991 plan focused on the four goals of revitalizing the site, rehabilitating the historic wharves, providing adequate maintenance facilities, and integrating the site with Salem.¹⁷

To advance the four goals set forth in the 1991 plan, the park secured the funding to construct a replica sailing ship for enhanced waterfront interpretation. The park initiated major repairs to stabilize sections of Derby, Central, Hatch's, and Tucker's wharves. The park intended to relocate maintenance facilities off-site, but instead upgraded the maintenance workshop on the first floor of St. Joseph Hall, and continued use of the former Comfort Station (maintenance shed) and Custom House basement for storage and work space. They also found opportunities to share resources and staff with nearby Saugus Iron Works National Historic Site.

The park also advanced the development of the off-site Salem Armory Visitor Center, located in the center of Salem near an adjacent parking garage. As the most recent comprehensive planning effort for the park, the 1991 plan has provided management direction for twenty-five years.

Long-Range Interpretive Plan (2001)

In 2001, the park prepared a Long-Range Interpretive Plan, broadening its purpose to “preserve and interpret resources along the waterfront of Salem, Massachusetts that explain the nation’s settlement, its evolution into a maritime power, and its development as a major industrial force.” The plan also states that the park’s role is to assist “in the interpretation and preservation of resources related to the three themes of the Essex National Heritage Area.” The plan recognizes the park as nationally significant for its collection of maritime architecture and as a focal point of Essex County with thematic links to thousands of historic resources in the Essex National Heritage Area.¹⁸

State of the Park Report (2013)

In 2013 the park completed a State of the Park Report during the park’s 75th anniversary, and in advance of the 100th anniversary of the National Park Service. Within the report, the park’s stated purpose is “to preserve and interpret the history and resources along the waterfront of Salem, Massachusetts, that illustrate the nation’s maritime history and its evolution from the colonial period to the twentieth century.”¹⁹ The report assessed the condition of the park’s resources, communicated park conditions, and highlighted park stewardship activities. It also identified key issues to inform management planning.

Key issues related to the landscape included climate change, fiscal constraints, and the critical role of partnerships in preserving and maintaining the park’s assets. These included the high cost of upkeep for the *Friendship of Salem*, the difficulty of managing an off-site visitor center, and the need for updated management plans. The report stated that in order to assess all of the park resources and their competing needs that they “must develop these comprehensive management plans to manage, monitor, mitigate, protect, preserve and interpret these resources.”²⁰

As stated above, the park will complete a Foundation Document in 2017. The statement of purpose for the document expands on the State of the Park purpose to include illustrating “aspects of the nation’s maritime history, global trade, and economic evolution from the colonial period to the nineteenth century.”²¹ Table 2 summarizes the park’s evolving purpose, expanded areas of significance, and associated physical developments.

TREATMENT PHILOSOPHY

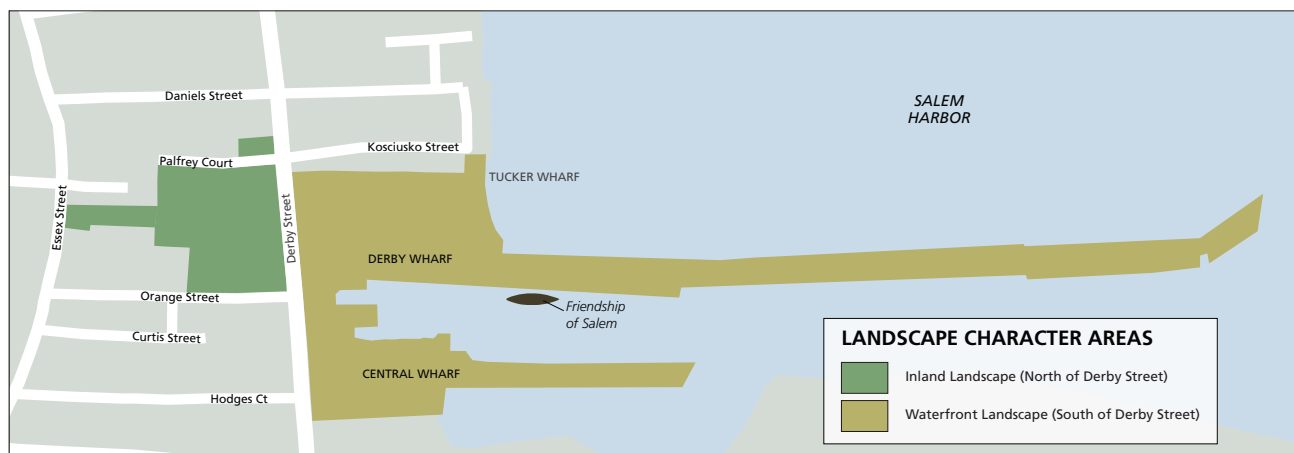
The Salem Maritime National Historic Site landscape treatment philosophy articulates the essential qualities of the landscape that convey its significance and establishes principles intended to preserve those qualities. The treatment philosophy establishes the broad goals and objectives for managing the cultural landscape, providing the context for the recommendations described in this report and helping to guide future decisions.

Salem Maritime National Historic Site was created to preserve and interpret the historic structures, landscape, and other resources associated with the maritime history of New England and the United States. In subsequent decades the park's focus has broadened to include domestic life of colonial Salem, immigration and industrial history of Salem in the nineteenth and twentieth centuries, and the themes of historic preservation and landscape architecture associated with the National Park Service.

Today, the park landscape contains two distinct character areas, the inland and waterfront areas, which are divided by Derby Street (Figure 130). The area north of Derby Street was the focus of the landscape design put forward in the 1939 Master Plan. Historic structures were restored and presented within a colonial revival landscape of lawn, trees, and shrubs. Today the inland area still retains much of the character it exhibited at the end of the period of significance, featuring buildings and structures, circulation, and much of the vegetation that was present in the 1940s. South of Derby Street, the Master Plan specified primarily utilitarian and facility use, with a parking lot, boat house, store house, garage, and work yard. In the decades since the park was formed, the waterfront area has evolved to meet visitor service, park operations, and interpretive needs.

Treatment will focus on providing and enhancing the *appropriate setting* for the historic resources as established by the 1939 Master Plan, while improving visitor understanding and experience of the site and facilitating opportunities for interpreting the full range of the site's historical themes. Within the inland

Figure 130. Diagram of inland and waterfront landscape character areas to the north and south of Derby Street (OCLP).



character area north of Derby Street, treatment will focus on preserving the historic character of the landscape as it was developed between 1936 and 1944 while increasing visitor access to the site and facilitating interpretation of the park's historic themes. Treatment will utilize the guidance provided in the 1939 Master Plan and documentation of conditions in the 1940s and 1950s, when the site most reflected the vision established in the Master Plan, to establish a benchmark for landscape character. The overall circulation system will be retained with modifications where needed for accessibility and safety, and vegetation will be rehabilitated to exhibit the park-like character established by the Norman T. Newton planting plan. Interpretive elements, such as the Colonial Revival Garden behind the Derby House and container plantings at the Narbonne House, will be included to provide opportunities for interpretation of domestic life in the eighteenth and nineteenth centuries.

In the waterfront character area, treatment will focus on facilitating the interpretation of the maritime and industrial history of Salem, highlighted by the historic wharves, warehouses, and replica sailing ship. Interpretive opportunities will be further enhanced by conveying the historic organization of the site through circulation and paving patterns and by other interpretive means to mark the locations of former wharves and buildings. Treatment will also enhance the site's role as a public park and an important part of Salem's system of historical tourist attractions, improving access and visitor amenities. Open space will be retained to accommodate passive recreation and special events, while circulation, lighting, seating, and signage will be improved to enhance overall visitor experience.

Treatment will also recognize the role of Salem Maritime National Historic Site as an integral part of Salem's civic landscape, where it serves as important open space for both residents and tourists and provides opportunities for passive recreation, education, and special events. Treatment will improve connections to the larger city context through improved wayfinding, connection to the Salem's Harborwalk project, and accommodation of cruise ship passengers. Within the park, treatment will enhance visitor experience through improved accessibility, safety, comfort, and enjoyment. Treatment will improve park identity and present a consistent and compatible character in the site's furnishings and materials.

Finally, treatment will strive to increase the sustainability and resiliency of the landscape and its features to better withstand current and future impacts from both natural processes and visitor use. The waterfront location of the park and the exposure of the wharves that extend hundreds of feet into the harbor make these resources particularly vulnerable to the destructive forces of tides and currents, storm surges, and waves. These impacts will only increase as the climate continues to change and sea level rises, necessitating significant intervention to reduce damage and prevent eventual destruction of the park's fundamental cultural

Secretary of the Interior's Standards for Rehabilitation

According to the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, rehabilitation treatment actions must conform to the following standards:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

resources. Treatment will strive to balance these challenges while preserving the essential qualities that convey the site's historic character.

Primary Treatment: Rehabilitation

The Secretary of the Interior is responsible for establishing professional standards on the preservation of cultural resources listed in or eligible for listing in the National Register of Historic Places. The *Secretary of the Interior's Standards for the Treatment of Historic Properties* define four primary treatment approaches

according to preservation goals: *preservation*, *restoration*, *rehabilitation*, and *reconstruction*.²² Preservation standards require retention of the greatest amount of historic fabric, including the landscape's historic form, features, and details as they have evolved over time. Rehabilitation standards acknowledge the need to alter or add to a cultural landscape in order to meet continuing or new uses while retaining the landscape's historic character. Restoration standards allow for the depiction of a landscape at a particular time in its history by preserving materials from the period of significance and removing materials from later periods. Reconstruction standards establish a framework for re-creating a vanished or non-surviving landscape with new materials, primarily for interpretive purposes.

At Salem Maritime National Historic Site, *rehabilitation* is the primary treatment recommended for the cultural landscape. *Rehabilitation* provides the flexibility needed to preserve the resources and enhance the historic character of the site, while accommodating current site conditions and meeting the objectives outlined in the treatment philosophy. Rehabilitation will allow for improvements related to accessibility and safety, visitor use and park operations, and provide flexibility to address current and future impacts to the wharves from storms and tides. Based on the *Secretary of the Interior's Standards for Rehabilitation* (see sidebar), treatment may include actions to preserve historic features, repair or replace deteriorated materials, reinstate missing features, or add interpretive elements to help convey the site's historic associations.

Treatment Reference Date: 1944

Identification of a treatment reference date provides an objective benchmark for managing historic landscape character. The treatment reference date corresponds to a time during the historic period when the landscape reached the height of its development or otherwise when the property best illustrated the property's significance and interpretive themes. While pursuing rehabilitation, identifying a treatment reference date does not limit the addition of features to accommodate visitor use or other park objectives, nor does it compel the removal of non-historic features. Rather, it provides a reference point to help assess historic character and inform management decisions.

At Salem Maritime National Historic Site, the recommended treatment reference date is 1944, which marks the end of the period of significance when site work associated with the implementation of the park's 1939 Master Plan was complete. By 1944, the park was in its sixth year of operations and the vegetation was well established, so that the landscape reflected the design intentions of Norman T. Newton and the other park planners.

The 1944 date provides an initial filter for the rehabilitation of the landscape. Rehabilitation by definition allows for new additions and adjacent or related

construction that is compatible with the historic setting. Ongoing planning in the waterfront area and changing environmental conditions will continue to influence the physical appearance of the landscape, requiring an adaptive management approach for the waterfront.

GENERAL TREATMENT GOALS

Through the development of this report, discussions with the park staff, and on-site surveys, a number of treatment issues were identified for Salem Maritime National Historic Site. The following general treatment goals were developed to address these issues and provide a framework for accomplishing the objectives expressed in the treatment philosophy.

Enhance historic character of the site's "appropriate setting"

As part of the 1939 Master Plan goal of establishing an "appropriate setting" for the park's historic resources, National Park Service landscape architect Norman T. Newton, with input from Salem nurseryman and park advocate Harlan Kelsey, developed a general development plan and planting plan that included a detailed layout of paving, fencing, and vegetation. The plan, featuring a largely native palette of shade trees, fruit trees, and ornamental shrubs, was a characteristic expression of the National Park Service's practice of restoring and interpreting historic properties during the period. The landscape design focused on the inland character area of the park, while the waterfront character area contained largely unspecified open space.

The overall character of the 1939 Master Plan landscape should be preserved and enhanced within the inland character area of the park. Existing vegetation should be preserved and rejuvenated where needed, and shrubs should be supplemented with new plantings where they have been lost. Circulation patterns and paving materials should be preserved, and alterations to improve accessibility, safety, lighting, or other issues should be compatible with the landscape's historic character. Interpretive vegetation features, such as the Colonial Revival Garden, are consistent with the philosophy of the Master Plan and may be utilized to facilitate interpretation of the park's historical themes. Other non-historic additions, however, should be avoided in the inland area. Use of Custom House Court and the rear yard areas for parking and equipment storage should be minimized to reduce modern visual intrusions in the area.

Improve accessibility and circulation

Salem Maritime National Historic Site provides hundreds of thousands of visitor contacts each year, and many more visitors visit or pass through the park uncounted. Circulation within the park is provided by a system of pedestrian

sidewalks and pathways that feature a variety of surfaces, including brick, gravel, boardwalks, and cobblestones. Many of these routes are too narrow to accommodate large groups, and damage to vegetation and other resources has resulted from compaction and trampling. The variety of surfaces, uneven transitions, inconsistent curbs and steps, and buildings that are not accessible prevent some visitors from safely and easily accessing the full park experience. There is currently inadequate connections to Salem's Harborwalk at the park's western side and its future expansion at the park's eastern side.

Circulation through the site should be improved to provide clear and accessible routes to all park facilities and points of interest, offer safe and comfortable movement through the site, and accommodate groups of visitors without crowding or overrunning edges. Accessibility of the outdoor spaces should be addressed through the identification of an accessible route and improvement of footing and rolling surfaces and grade transitions. Reasonable measures should be taken to provide access to park buildings. A comprehensive accessibility study should be conducted to ensure alterations are effective, appropriate, and compatible with historic character of the buildings and landscape. Accessibility and safety can be further improved by measures such as improving lighting, providing ample seating, and establishing areas of shade.

Modifications to improve accessibility and circulation must be done within the context of preserving the historic character of the site. Circulation surfaces should include historically appropriate materials, including brick, gravel, granite, and wood, while concrete and asphalt should be minimized to the extent possible. Accessibility features like ramps and lifts should be designed so that they are visually unobtrusive and constructed of materials that are compatible with historic character.

Connections to the greater pedestrian circulation system of Salem should be strengthened by improving the entry experiences along Derby Street and the waterfront entrances of the Harborwalk. Visual indicators should make it clear that pedestrians have entered the park, while harmonizing with the overall historic character of the park and aesthetic vocabulary of the city.

Establish a consistent and compatible visual character

Salem Maritime National Historic Site has experienced incremental development and change over several decades, resulting in varying visual styles, materials, and arrangement of site furnishings, signage, and other small-scale features. Park identity signage is inconsistent in design and placement, and interpretive signs and waysides vary in style, materials, massing, and color. This creates a lack of coherence in park identity and diminishes historic character.

Treatment should strengthen park identity and establish a consistent and compatible visual character of site furnishings, materials, and signage. Landscape elements should be of a limited palette of materials that reflect the historic maritime usage of the site, including brick, granite and other stone, painted or weathered wood, gravel, and dark metal. Conspicuously modern materials, such as plastic, shiny metal, or bright colors, should be avoided where possible. Furnishings, including benches, lighting, tables, and signs should be of a consistent style or a limited number of styles.

Style and materials may differ between the two character areas of the park. For instance, painted wood features, like painted fences or accessibility ramps, are appropriate in the inland character area, while unpainted and weathered wood is more appropriate in the waterfront character area. Likewise, the park may feature two different styles of benches, with garden-style wooden benches in the inland character area and granite block seating within the waterfront character area. Park identity should be further strengthened by establishing a comprehensive signage plan, including identity signs, interpretive waysides, and informational signage. The plan should consider design guidelines as well as placement within the park and greater Salem.

Strengthen interpretation of waterfront spatial organization

Much of the spatial organization of the waterfront and wharves is no longer evident due to the loss of the majority of the structures that once crowded this area. While it is not feasible to recreate the crowded character and massing of the working waterfront, the delineation of former wharves, locations of missing buildings, and overall organization can be conveyed through visual indicators in the ground plane. This technique is already employed in a limited degree with the brick and gravel surface and granite outline of the historic wharf limits and the extant brick foundation of Forrester's Warehouse.

Interpretation of the waterfront area should be strengthened and extended to convey more of the historic layout of the waterfront area. This may be done through the use of visual elements such as changes in paving materials, ground-plane outlines, cornerstones, or timber decking. The brick paving indicating the 1780s wharf locations should be changed to stone pavers or similar to differentiate it from the brick sidewalks and plazas that are ubiquitous in the city. The line of the 1780s waterfront can be extended eastward and used to delineate a new entrance plaza at the head of Derby Wharf.

The connection of the Forrester's Warehouse foundation and its missing structure should be strengthened by removing the sod and soil within it and continuing the wharf paving patterns through the interior. Other missing wharf buildings may be marked with corner stones, timber decking, or other methods. New structures,

such as a new rigging shed or a structure to contain the *Friendship of Salem* gangway, would help convey the massing and character of the historic working waterfront.

Improve sustainability and resiliency

The wharves and waterfront resources at Salem Maritime National Historic Site are highly vulnerable to a variety of coastal impacts, many of which will become critical as the climate changes and sea level rises. The stone bulkheads of Derby Wharf show significant deterioration from repeated exposure to waves and tides, with displaced and missing stones, and the wharf surface experiences regular extensive erosion from over-wash. Other areas, including the areas around Hatch's Wharf and the Derby Beach area, show impacts from erosion, compaction, and salt intrusion. These impacts, plus the potential for severe storm damage, pose significant threats to the survival of the resources.

The wharves and waterfront resources should be treated to repair and protect the resources and increase their resiliency in the face of climate change. Efforts such as the comprehensive evaluation and rehabilitation of Derby Wharf, including increasing the elevation of its bulkheads and surface, will need to be undertaken in the near future to prevent daily inundation and rapid deterioration. Surface treatments should be considered to reduce erosion, including mechanically stabilized soil and the use of erosion-resistant vegetation.

In addition to responding to the threats from coastal impacts to waterfront resources, measures to increase sustainability and resiliency can help park-wide resources better withstand both natural and visitor use impacts, reduce maintenance, and improve overall condition. Sustainable turf management practices should be applied to the park's large areas of lawn, including improving soil health with compost application and regular aeration, overseeding with low-maintenance grass species, and using water-wise irrigation practices. New vegetation plantings should include salt and drought-tolerant species.

TREATMENT TASKS

The following section provides specific treatment tasks to accomplish the rehabilitation of the Salem Maritime National Historic Site cultural landscape. This section begins with tasks that apply to the park as a whole, including recommendations for improving connections to the greater Salem landscape. These are followed by tasks organized by the two landscape character areas, the inland and waterfront areas. Within these areas, the tasks are identified by a task number that correspond to treatment drawings and tables at the end of the chapter. Each task briefly describes the historic conditions of associated features, existing conditions, and any issues relevant to treatment, before offering treatment recommendations.

PARK-WIDE AREA

The following treatment recommendations are applicable to both the inland and waterfront character areas, or address issues related to the park's context within the city of Salem.

P-01: Enhance visitor wayfinding to the park

Wayfinding guidance to help visitors find the park from points within Salem has been inconsistent and often ineffective. In the 1991 Site Plan and Environmental Assessment, the park proposed revisions to the wayfinding signs to direct visitors to a regional visitor center and nearby parking garage rather than to a parking lot on Central Wharf. Changes were implemented in the 1990s. Types of guidance needed include wayfinding, entry, and identity signs for motorists and pedestrians.

Recommendation

The park should work with Salem and other partners to improve wayfinding and help visitors reach the park through the installation of clear signage at key locations. Signage should be consistent with both street sign guidance and with NPS graphic identity and sign standards. Preferred routes for both pedestrian and vehicular access should be selected and signage placed to guide visitors along these routes. Signs should be of appropriate design for each mode of travel.

Motorists

Existing highway guide signs along Route 128/95 should be updated to follow the *NPS UniGuide Standards* and supplemented as needed to effectively direct motorists to the downtown Salem visitor center and to the park from regional roadways (Figure 131). Within the city center, trailblazing signs have been combined with guidance to the Peabody Essex Museum resulting in a confusing presentation of information and text and directional arrows that are too small. Many intersections within the city contain signs designed for pedestrians, which are difficult to read by motorists (Figure 132). Examples include the intersections



Figure 131. (Above) Pathfinder signs should be added at important locations depicted below along vehicular routes (orange) to the park visitor center and parking garages (P) and the most desirable and safe pedestrian routes (red) between the passenger rail (T) station of parking garages and the park (OCLP).



Figure 132. (Right) Wayfinding signs for motorists (left and center) and pedestrians (right) should be replaced or supplemented with signage consistent with the National Park Service UniGuide Program (OCLP).

of Route 114 and Washington Street, and Congress Street and Derby Street. Appendix A contains a helpful table for each sign's recommended reading time, letter height, and longitudinal sign placement distance.

Pedestrians

Pedestrian wayfinding signage should be improved along the primary walking routes between the Salem Armory visitor Center and the park (Figure 133). Pathfinder signs are also needed to guide pedestrians from several other locations, including the commuter rail station, Witch Trials Memorial, South Harbor parking

Figure 133. Diagram of pedestrian (red) and bicycle (yellow) routes within in Salem, including the new Salem Harborwalk (blue). These routes connect to the commuter rail (T) station, the ferry terminal (the Salem ferry), parking garages (P), and the park (OCLP).



Figure 134. Circulation access points and routes throughout the park in 2015. Access points include: (1) the Narbonne House gate at Essex Street (2) from the west on Derby Street (3) from the east on Derby Street (4) from the west by the Salem Harborwalk (5) east by the future Salem Harborwalk route at Tucker Wharf (OCLP). See also Drawing 12.



Figure 135. Photo simulation of Pathfinder signage near Regional Visitor Center in downtown Salem showing direction of park (OCLP).



garage, Salem Ferry terminal, and cruise ship terminal. Figure 134 illustrate the recommended walking route and pathfinder sign placement, and Figure 135 illustrates an example of sign character and placement. Guidelines for pedestrian signage are outlined in the *NPS UniGuide Standards*.

P-02: Utilize a consistent palette of signage, waysides, site furnishings, and accessibility fixtures.

Until the 1930s, the waterfront area of Salem was crowded with small-scale features related to the business of storing and shipping goods in and out of port. These items were utilitarian, both in function and in character, with few ornamental qualities. Most features would have been constructed of stone, brick, or wood, with limited amounts of metal used. On the inland side of Derby Street, small-scale features were primarily domestic in nature, and would have had limited ornamental embellishments. Following the creation of the park, the presence of small-scale features in the waterfront area was minimal, primarily comprising fencing and signage. The 1939 Master Plan did not specify features like lighting and seating.

Existing park furnishing vary in style and materials. Park planning documents recognize the need for furnishings in appropriate locations, including benches and picnic tables, to enhance use and enjoyment, while at the same time preserving park resources.²³ In the past two decades the park has gradually increased the number of site furnishings in the park. A single contemporary small-scale feature, such as a bench, has relatively little impact on the historic character of the

landscape, but the cumulative impact of contemporary small-scale features can be significant.

Recommendation

Select site furnishings and materials that are compatible in character and scale with the historic character of the landscape. Contemporary park furnishings should be:

- Compatible to blend into the historic site with a traditional design (not highly ornamented) and materials found in the historic landscape
- Functional to be comfortable and accommodate a variety of users, including those with disabilities
- Sustainable to use materials efficiently and for longevity
- Low-maintenance to minimize operation, service, and upkeep
- Necessary to encourage desirable activities and minimize clutter in the historic landscape

Seating

Existing benches within the park consist of garden-style teak benches on the inland side of Derby Street and granite block seating on the waterfront side of Derby Street. Existing teak benches on the inland side of Derby Street harmonize with the historic landscape and should be retained, and if additional benches are needed on the inland side of Derby Street, they should match the existing benches (Figure 136).

Granite blocks and seat walls on the waterfront side of Derby Street harmonize with the historic landscape and should be retained. It is unlikely that benches existed in the working waterfront prior to the establishment of the park, but storage piles of stone ballast and lumber were present throughout. If additional seating is needed on the waterfront side of Derby Street, add granite blocks or timber seat walls that are approximately eighteen inches in width and height (Figure 137). Adjacent blocks should be aligned to correspond with the bulkhead lines of the wharves. Other bench styles may be appropriate, particularly within a redesigned entrance plaza (see Task W-02) or in the picnic area (see Task W-05). Some examples of appropriate bench styles are presented in Figure 138.

Figure 136. Teak benches such as those already within the inland landscape should be retained or incorporated to maintain a consistent palette of furnishings, July 2014 (OCLP).



Figure 137. (Right) Granite seating should be retained in the waterfront landscape to reflect the historic character of a working wharf (OCLP).



Figure 138. (Below) Photos of appropriate benches found at the High Line in New York, timber seating on left, and wood slat seating at the Rose Kennedy Greenway in Boston on right, to add to the waterfront landscape character area, May 2015 and July 2014 (OCLP).



Picnic Tables

The picnic area is primarily used by school groups, but also accommodates individuals and small gatherings (Figures 139). To meet the needs of school groups, the picnic area should provide adequate seating for one bus load of visitors (approximately 50 to 70 people). A combination of linear seating, such as timber seat walls, and picnic tables can accommodate both large and small groups of visitors. Existing tables should be reset to be aligned orthogonally or replaced with tables of similar character. Bright-colored synthetic materials and finishes should be avoided.

Bicycle Racks

A bicycle rack is currently located along the Custom House Court and is an ideal location for staff and visitors. Visitor bicycle use should be accommodated by the addition of a rack near the restroom building. A simple, coated metal pipe rack is depicted in Figure 140.

Figure 139. Existing picnic tables in the waterfront landscape are appropriate but should be updated and aligned with one another, August 2013 (OCLP).



Figure 140. Photo simulation of appropriate style and placement for bicycle rack and receptacles near the Central Wharf restrooms (OCLP).



Signage

The mass, color, and form of the exhibits should be evaluated for their effectiveness and whether they contribute to or detract from the historic landscape character. Several waysides are located on the inland side of Derby Street and effectively provide information about the park's history without detracting from the landscape setting. Many interactive interpretive exhibits are located on the waterfront side of Derby Street, are of varying styles, and in some cases detract from the landscape setting (Figure 141). An overall interpretive sign and wayside plan for the waterfront side of Derby Street is needed. Interpretive



Figure 141. Existing wharf exhibits demonstrating maritime themes, August 2013 (OCLP).



Figure 142. View south of Forrester Warehouse foundation lawn and waysides (OCLP).

and informational signs should be of a consistent style and conform to the *NPS UniGuide Standards* (Figure 142). Temporary informational signs should be consolidated on a permanent sign structure or kiosk and located near the park entry plaza (see Figure 174 and Task W-02).

P-03: Install outdoor lighting

Historic records provide few clues to the extent and character of outdoor lighting along Derby Street and on the wharves. A historic photograph of the Custom House from the late nineteenth century appears to show an acorn-style street lamp on the waterfront side of Derby Street, while photos from the 1930s and 1940s show street lights mounted on power poles (see Figures 91 and 118). It is not known what, if any, outdoor lighting existed along Derby Wharf or elsewhere along the waterfront, or in the inland residential area.

Today, outdoor illumination is supplied primarily by power pole mounted street lights and from other sources outside of the park boundary. This results in bright spots along Derby Street, but areas like Derby Wharf and the inland residential area remain dark, presenting safety and security issues. This issue is most acute during the winter months, when the park is dark during regular working hours.

Recommendation

Improve lighting within the park by installing compatible street lights, doorway and path lights, and special feature lights.

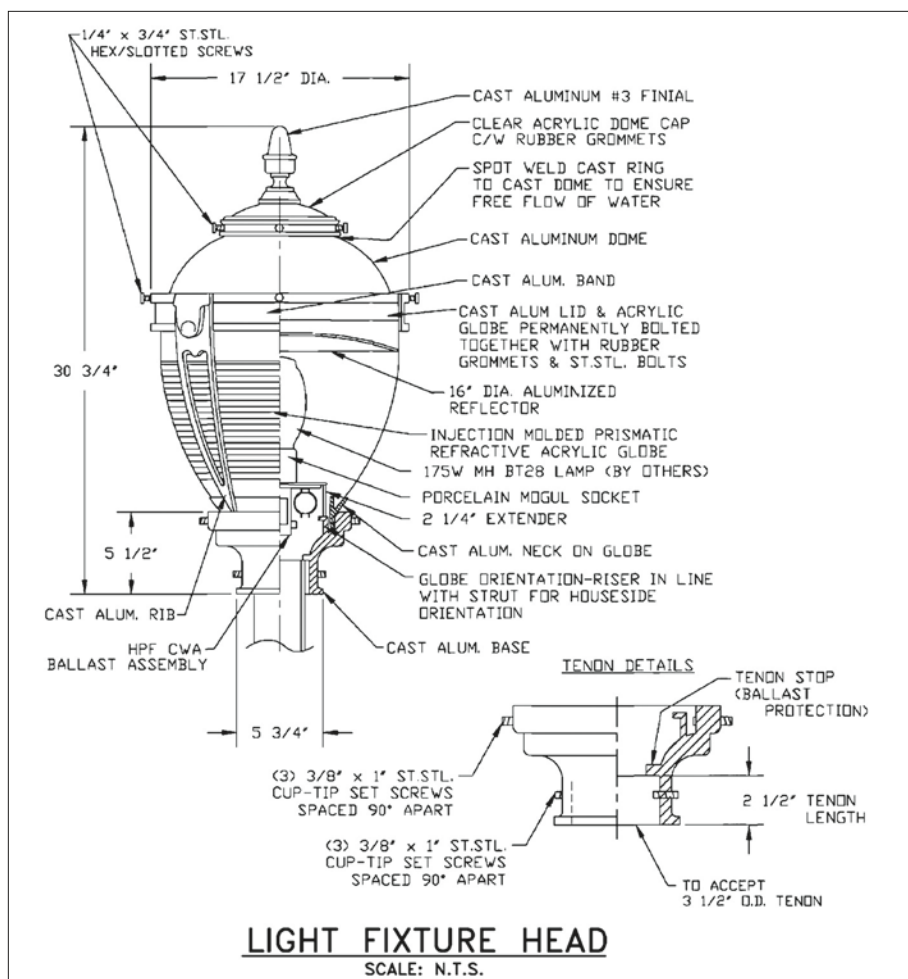
Street Lights

Street lighting is currently provided by three flood street lights spaced more than 100 feet apart along the south side of Derby Street. These large lights provide excessive light and are incompatible with the historic character of Salem Maritime National Historic Site. To provide more even lighting and enhance historic character, install freestanding acorn-style street lights approximately 60 feet apart along the sidewalk on the south side of Derby Street. The City of Salem has proposed the acorn-style light with a built-in cap to reduce overhead light pollution and to better harmonize with the historic character of the community (Figure 143). Installation of new lighting should be carried out in conjunction with the rehabilitation of the Derby Street streetscape (See Task W-01).

Doorway and Pathway Lights

Adequate doorway lighting is essential for safety, security, and convenience of people entering and exiting buildings. Ensure that all doorways are appropriately lit with wall-mounted lights or by other means. Control lights with motion detectors to allow the lights to be off until needed. A limited number of downward-facing walkway lights should be included to light the walkways behind

Figure 143. Specification of acorn-style light fixture head as found in the City of Salem's "Construction of South River Harborwalk Derby Street to Congress Street," 2009, 9.



the Hawkes and Narbonne houses. The lights should be installed on nearby fence sections to eliminate mowing and tripping hazards in the lawn.

Feature Lights: For special events, the park would like to employ a sustainable and environmentally sensitive level of up-lighting for buildings and the *Friendship of Salem*. The up-lighting should enhance awareness of the park resources during the evening hours, emphasize their prominence, and provide a low level of reflected light in the landscape. In recognition of the dark sky goals articulated in the NPS *A Call to Action*, the up-lighting should be minimal and only be used for special events. The placement of light fixtures in the landscape should not detract from the historic setting.

Additional Considerations

This task provides the preliminary guidance for the design and location of lights within the park, recognizing that a more in-depth lighting plan is necessary. Landscape lighting should also support National Park Service sustainability goals, including dark night skies, with full cut-off fixtures (NPS *Call to Action* #27, Starry, Starry Night). Best practices advocated by the National Park Service night skies initiative include:

- Light only where needed
- Light only when needed
- Shield lights and direct them downward
- Select lamps with warmer colors
- Use the minimum amount of light necessary
- Select the most energy-efficient lamp and fixture.

INLAND CHARACTER AREA

The inland character area north of Derby Street includes the landscapes associated with the Custom House, Hawkes House, Derby House, Narbonne House, West India Goods Store, and St. Joseph Hall.

I-01: Rehabilitate Custom House terrace and sidewalk

The Custom House flagstone terrace was installed in 1854 and later expanded with a brick sidewalk. Granite curbing marked the elevation transitions of six or seven inches from the flagstone terrace to the brick sidewalk and from the sidewalk to the street. Six granite bollards set along the edge of the flagstone terrace in 1819 were part of the original Custom House design.

In the late 1800s sidewalks were installed in front of the buildings along Derby Street. In 1891, four-foot wide red-brick sidewalks with a sand in-fill were installed along several sides of the Custom House. The sidewalks were laid in a running bond pattern. The City of Salem and National Park Service reset sections of brick in the 1930s and again in 1956, 1964, 1970, and 1986. Sidewalks installed in front of Custom House, Hawkes House, Derby House, West India Goods

Figure 144. Existing condition of a hazard created by the city's sidewalk modifications in 2012. The step between the Custom House terrace and Derby Street sidewalk drops ten inches and is unsafe. The park placed planter boxes at the edge of the terrace to protect pedestrians, June 2015 (OCLP).



Store, and St. Joseph Hall consisted of brick and concrete sections with granite curbstones.

Today, the historic flagstone terrace is in fair condition, with several cracked flagstones and deteriorating mortar. The granite bollards have all been damaged to some degree and are in storage. Most of the brick paving of the sidewalks remains in its original location. In 2012 the city regraded the brick sidewalk and replaced several sections of brick sidewalk with dyed concrete curb ramps and red truncated domes (tactile warning strips) as part of a city accessibility project. The tinted concrete and red strips detract from the historic character of the cultural landscape (Figure 144). To construct the ramp in front of the Custom House, the level of the sidewalk was lowered several inches, creating an unsafe step height and causing the granite curb to rotate out toward the street. To prevent tripping on the curb, a box planter has been placed at the edge of the terrace.

Figure 145. Improve visitor safety by rebuilding the sidewalk with seven inch step from the Custom House terrace to the Derby Street sidewalk as illustrated in the photo simulation (OCLP).



Figure 146. Improve accessibility of the Custom House terrace by resetting the flagstones in the southwest corner of the terrace, bringing the grade down to the level of the sidewalk and creating an accessible ramp (OCLP).



Recommendation

The Custom House terrace and brick sidewalk should be rehabilitated to repair damaged components, correct grade issues, improve accessibility, and establish a more compatible character.

The grade of the sidewalk in front of the Custom House should be reestablished, and the concrete curb cuts replaced with brick surfaces that match the existing sidewalk. The grade of the north side of the sidewalk in front of the Custom House should be raised to reestablish the historic grade where the sidewalk runs along the Custom House terrace. Raising the grade from a ten inch rise to a seven inch rise will improve visitor safety. The midsection of the sidewalk should be sloped toward Derby Street to accommodate a ramp (Figures 145). Alternatives for tactile warning strips, including gray truncated dome pads, granite blocks as the tactile surface, or cast brick pavers with tactile bumps. The selected alternative should be used consistently throughout the park.

The terrace should be reset and repointed to reduce damage to the flagstones from weed growth and freeze/thaw cycles. To improve accessibility and provide access to the terrace and to the sidewalk along Orange Street, the southwest corner of the terrace should be reset and lowered to meet the grade of the sidewalk, forming a ramp (Figure 146). This should be accomplished using the existing flagstones to the extent possible. Cracked flagstones should be retained in place where possible, or replaced in kind where necessary.

The granite curb should be repaired and reset so that it is vertical. The six granite bollards should be replicated using granite and reinstalled in their original locations.

I-02: Rehabilitate cobblestone surface at Custom House Court

In the late 1800, the linear driveway known as Custom House Court extended between the Custom House and Hawkes House. The driveway was paved with cobblestones in 1939.

Since they were installed, the Custom House Court cobblestones have settled and created an uneven surface. The weight of vehicles in the driveway has created ruts and depressions. At the Hawkes House entry, the rounded fieldstones are approximately six inches lower than their original grade, creating a hazardous step with approximately 12-inch rise. To provide a crosswalk and improve footing across the cobblestones, a fiber mat has been placed between the Custom House sidewalk and the Hawkes House entrance. The poor condition of this mat is unsightly and is incompatible with the historic character of the landscape.

Figure 147. Photosimulation illustrating the rehabilitated Custom House Court, demonstrating the correct rise on the bottom step and granite slab crosswalk (OCLP).



Recommendation

The cobblestone surface of Custom House Court should be rehabilitated to create a level, even surface and reduce tripping hazards. The finished level of the road should be raised as needed to create a consistent six-inch curb and establish a seven-inch rise on the bottom step of the Hawkes House entrance. The street should be repaved with the original stones, supplementing with compatible stones as needed. Stones should be set in a bed of stabilized sand and gravel with a slight crown along the center line of the court. The sub-grade and materials used should be designed to withstand snow removal and heavy truck traffic.

Pedestrian crossings across Custom House Court should be made more accessible with the installation of large, flat granite slabs to form crosswalks. Three crosswalks should be installed, one at the Derby Street sidewalk, one at the Hawkes House entry steps, and one at the pedestrian walkway behind the Hawkes House (Figure 147). Granite slabs should be at least 24 inches by 24 inches and 4 inches thick to withstand vehicle traffic. A thermal/flamed finish will provide a slip-resistant surface. Both the Derby Street sidewalk and the pedestrian walkway behind the Hawkes House may connect to accessibility options detailed in Task I-03.

I-03: Improve accessibility to historic structures

The 1939 Master Plan and the planting plan developed by Norman T. Newton specified a number of surface treatments for the areas behind the Derby House, Hawkes House, and Public Stores. These included gravel walkways behind the Derby House, brick walkways behind the Hawkes House and along the side of the Public Stores, and cobblestone surfacing on Custom House Court and behind the Public Stores. After the historic period the park installed a wooden boardwalk

over the cobblestones behind the Public Stores, which was replaced by a synthetic lumber boardwalk in 2010.

Much of the inland character area is largely flat, and the walkways behind the buildings are largely connected on grade, providing an accessible route to the Public Stores yard, the Hawkes House yard, the Narbonne House yard, and the Derby House yard and garden. A diagram of the current accessible route through the inland character area is provided in Figure 148. There are, however, points where access is more difficult for someone with mobility limitations. The cobblestone surface of Custom House Court is uneven and presents a tripping and slipping hazard. The Custom House terrace is surrounded by a curb, with no curb cut for wheelchair access.

Access to the historic structures presents significant challenges. The Custom House, Public Stores, Hawkes House, West India Goods Store, and St. Joseph Hall are all accessed by steps, hampering wheeled access to the building interiors (Figures 149 and 150). While the Derby House and Narbonne House are accessible on grade through their rear doors, narrow doorways and other issues may make some modes of access difficult (Figure 151).

Figure 148. Diagram showing the existing accessible route through the inland character area landscape (green dashed line). Recommendations for improving accessibility are provided (OCLP).



Figure 149. Existing conditions of inaccessible circulation behind the Public Stores, looking east, August 2013 (OCLP).



Figure 150. Image showing inaccessible front entrance to the West India Goods Store (OCLP).



Figure 151. Existing conditions the rear door of the Derby House. While the door is on grade, it may need to be widened to accommodate wheelchairs (OCLP).



Recommendation

Accessibility throughout the inland character area should be enhanced and expanded to provide access to the park's primary resources and exhibits. The following recommendations are provided to begin the process of identifying correcting accessibility issues. In order to insure a comprehensive and appropriate solution is implemented, however, a detailed accessibility study should be conducted for the entire park.

Improving accessibility through the inland character area comprises two primary efforts. The first involves minor alterations to make the outdoor areas more accommodating for wheelchair access. Brick, gravel, and boardwalk walkways throughout the inland character area should be inspected and repaired where the surface is uneven. Particular attention should be paid to the junctions between paths or where paving materials change to ensure a smooth transition from one to the other. Granite crosswalks should be installed on Custom House Court as described in Task I-02. Gate openings may need to be increased to a minimum of 32 inches. The Custom House terrace should be made accessible by resetting the curb and flagstones in the southwest corner as an accessible ramp (see Task I-01).

The second set of accessibility tasks involves improving access to the inland buildings. Each building presents its own individual challenges and potential solutions for accessibility. The goal in selecting appropriate solutions for specific historic properties is to provide the best level of accessibility without compromising significant features or the overall character of the structures.

Interventions for accessibility should be evaluated for their appropriateness in the historic landscape. Solutions should be selected that minimize alterations to historic fabric, and access to buildings should be accomplished with modest application of additional structures. Where possible, additional structures and other alterations should be implemented in the rear of the structures, out of sight from Derby Street.

The options provided below are conceptual and are intended as a first step toward solving accessibility issues. Before any major alterations are completed, a park-wide accessibility study should be conducted to evaluate a broad range of solutions, consider programming and building use, and establish a comprehensive plan for movement through the landscape and park buildings.

Custom House

Because of the high elevation of the first floor of the Custom House, lack of a rear entrance, and constrained space around the building, the best solution for providing access is via a mechanical lift located at the east entrance. The existing railing on the stairs would have to be altered or removed to accommodate a lift.

Public Stores

Remove the wooden deck and stairs on the eastern entrance of the Public Stores and replace with a ramp. The granite steps on the western entrance should be reset to create a reduced and consistent rise.

Hawkes House

Install a ramp to one of the rear doors of the Hawkes House. The low elevation of the rear door thresholds will allow for a ramp without changes of direction or intermediate landings.

West India Goods Store

Because the two entrances to the West India Goods Store open directly onto the south and east sidewalks respectively, permanent ramps at these entrances are unfeasible. The recommended solution for access to the building is a temporary removable ramp at the east entrance that can be put in place as needed for assisted access. An alternative option would involve creating a new entrance at the rear (north) of the building and installing a permanent ramp for access.

Derby House and Narbonne House

The rear entrances of Derby House and Narbonne House are at grade, making ramps and other accommodations unnecessary. Narrow door widths, uneven thresholds, or other structural considerations may impede access, however, and should be evaluated as part of an accessibility study.

I-04: Rehabilitate Colonial Revival Garden

While there are descriptions of elaborate gardens at Elias Hasket Derby's Washington Street mansion and his country house and farm in Danvers, there are no such descriptions of a garden at his Derby Street house. However, it is likely that the Derby House rear yard contained at least a modest garden containing fruit trees, ornamental plants, and vegetables. By the time the park was established in the 1930s, the Derby House back yard contained a mix of garden beds, shrubs, and fruit trees. In the 1939 Master Plan, Norman T. Newton created the frame for a colonial revival garden layout, although the design of the garden was left unresolved. The Master Plan depicts a rectangular stone-dust pathway outlining an area designated as "Grass or Vinca minor now (Vegetables and Herbs later)" (Figure 152). By the 1950s, rectangular areas of herbaceous plants grew in the southern half of the space, close to the house, but the majority of the rectilinear garden space was maintained as lawn (Figure 153).

In 1990, a group of volunteers led by Suzanne Gentiluomo and Joel Ohringer rehabilitated the garden behind the Derby House to reflect a representative eighteenth century garden. The goal was to supplement interpretation of the Derby House and Salem life in the eighteenth century by creating a garden that contained plants that were available in the late eighteenth century and were

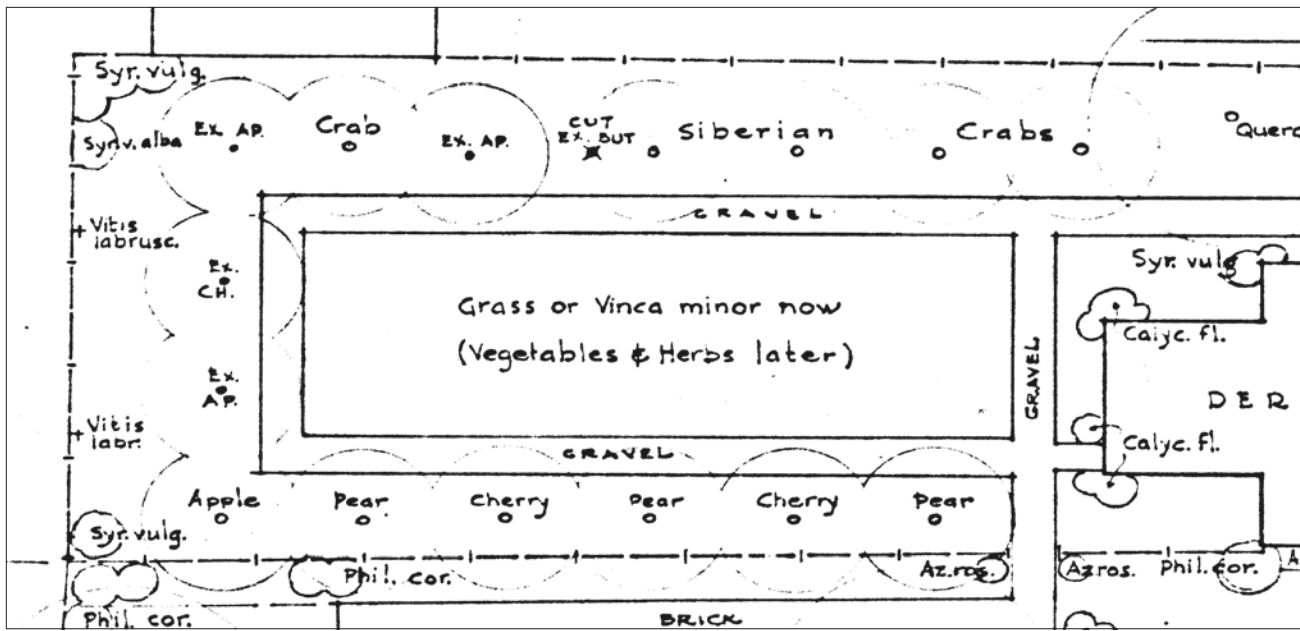


Figure 152. The planting plan for the Derby House Interpretive Garden area developed by the National Park Service in 1939 (Salem Maritime National Historic Site Archives).



Figure 153. Historic photograph of Derby House Interpretive Garden looking south, circa 1955 to 60. Note the vase shape of the cherry tree at image right (Salem Maritime National Historic Site 03B-069).

typically grown in residential gardens. The garden plants were to show what a typical colonial family might have had at its disposal for uses ranging from fruit and vegetables for the table, fruit for cider, fresh and dried flowers, and medicinal plants and herbs. The garden was to be utilized for a combination of passive enjoyment and programmed interpretation.

The Colonial Revival Garden is currently planted with herbs, heirloom annuals, perennials, and bulbs and includes six rounded beds that are about thirty feet in length and twelve feet in width. Smaller beds with accent plants such as roses punctuate the spaces between the beds. In 2013, a garden inventory found that 31 of the 44 original species were present. In the next summer the park reintroduced some of the missing species, divided and moved many plants to improve growing conditions. Today, the layout of plants within each bed is beginning to lose

Figure 154. Existing condition of Derby House Interpretive Garden, October 2012 (OCLP).



definition, and a rehabilitation of the plants will be needed in the near future. In the meantime, occasional weeding and watering are serving to perpetuate most of the existing plantings, however, the vigorous plants are spreading and the less tolerant plants are diminishing (Figure 154).

Recommendation

The Colonial Revival Garden should be retained as an interpretive element consistent with the 1939 Master Plan. The design and content of the garden should generally follow the plan established in the 1990 plan, with alterations and substitutions as needed. Beds should be managed to maintain a balance of plant species, with no single species dominating the garden. Perennials should be planted in small groups and divided regularly. Aggressive plants should be controlled by division or removal, and failing plants should be replaced.

Considerations for garden plants include:

Present prior to the 20th century: Plants should be documented in 18th and 19th century gardens in the Salem area. Ideally plants will include direct connections to families that resided or worked within the park area.

Appropriate scale: Plants should grow within the garden beds without overshadowing or being overrun by surrounding plants. The plant grows within its designated space and can be controlled and contained (non-invasive)

Sustainable and low maintenance: Plants should be hardy and robust enough to persist in the garden for several seasons. The plant is relatively easy to maintain and tolerates the sunlight and moisture conditions found in its designated location. The plant is not highly vulnerable to pests and

diseases to the extent that pesticides and fungicides are needed to ensure its survival.

Non-toxic: Plants should not be toxic if touched or ingested, and not be toxic to other plants. For example, the highly toxic jimsonweed and belladonna (deadly nightshade) have been removed from the garden. To date, monkshood has been retained because it is toxic only if a large amount is ingested. Wormwood roots release a toxin that inhibits the growth of surrounding plants. Hence, wormwood should not be placed next to a sensitive species.

Programs should be explored to facilitate care of the garden, including volunteer programs or a friends group to plant, weed, and divide annuals and perennials throughout the year.

I-05: Perpetuate fruit tree planting around Colonial Revival Garden

The 1939 Master Plan prescribed fruit trees to line the west, north, and east sides of a grass lawn (which is now the Colonial Revival Garden). Species included apples, crabapples, cherries, and pears, and were to be the largest available specimens of early nineteenth century varieties according to the “Basic Guide Planting Plan for the Custom House Area.” The Kelsey Highland Nurseries in Boxford and Essex County Agricultural School provided the fruit trees including Endicott and Seckel pears, colonial varieties of cherries and apples, and Siberian crabapple trees. Planting occurred in April and May of 1939. Two existing apple trees and one cherry tree in the rear yard were incorporated into the new planting plan (Figure 155).²⁴

The fruit trees that currently surround the Colonial Revival Garden are of mixed age and size, most of them planted since the end of the historic period as replacements for original trees planted or already in place in 1939. The pear tree at the northwest corner of the garden is the only remaining tree planted as part of the Master Plan. With the exception of this tree, which exhibits significant damage and decline, the fruit trees are in good condition and should remain viable for years to come.

Recommendation

The trees lining the Colonial Revival Garden should be perpetuated, employing preservation methods specific to fruit trees. Trees should be pruned as needed to ensure vigor and to remove damaged or diseased material, and watered to reduce stress in times of drought. Trees should be monitored and regularly assessed by an arborist to detect issues early and respond appropriately.

When it becomes necessary to replace existing trees, species should be selected based on the 1939 planting plan for the Derby yard. Appendix B contains

Figure 155. Historic photo showing fruit tree character in the 1930s (National Park Service Collections, SAMA 03A-015).



Figure 156. Preserve existing fruit trees surrounding Derby House Interpretive Garden (OCLP).



information about original species and varieties, as well as notes on the individual trees. Replacement trees should be pruned consistent with techniques common in the eighteenth and nineteenth century, including pruning single leaders to two feet in height and encourage two lateral shoots. Prune annually to retain the vase shaped form. Trees should be planted so that the split trunks are parallel to the walkway (Figure 156). Each fruit tree is listed in a table in the appendices.



Figure 157. Image of Derby House Interpretive Garden showing the condition of the pathways (OCLP).

I-06: Rehabilitate Colonial Revival Garden pathways

A six-foot-wide rectangular pathway was laid out in 1939 as part of the Master Plan, but the interior of the rectangle was planted with turf grass. The existing paths were established as part of the 1990 garden rehabilitation project.

The gravel pathways of the Colonial Revival Garden are subject to erosion the migration and loss of surface material. The area slopes toward the Derby House, and storm runoff causes rutting and washes gravel into the garden beds. Grass and other weeds are growing within the path surface.

Recommendation

The gravel pathways within the Colonial Revival Garden should be rehabilitated to address issues of erosion, weeds, and surface material migration. The resiliency of the surface may be improved by increasing the clay content in the stone dust surface mixture and compacting the pathways with a mechanical compactor (Figure 157). A crown should be maintained in the path profile to drain water toward the path edges and reduce pooling, and edging along the beds should be used to keep stone dust out of planting beds.

I-07: Install seasonal container plantings at Narbonne House

Throughout the historic period, the Narbonne House rear yard would have contained a variety of subsistence domestic plantings, including vegetable garden, herb and flower gardens, and possibly fruit trees, as well as domestic outbuildings, including a small barn or shed and a dairy. Unlike the Derby House, the Narbonne House yard would have been characterized by an informal, utilitarian arrangement, with little consideration given to formal design. With space in the small yard at a premium, plantings and structures would have been

Figure 158. Rear yard of the Narbonne House looking north in about 1913. Note the grape arbor on the right, and the carriage house behind. Assorted vegetable and perennial crops grow in rows. A vine grows over the rear doorway of the house. The large elm west of the house is gone (NPS, 11A-005, courtesy of the Hale Family).



closely arranged, giving the yard a congested and lush appearance. Prior to park acquisition in 1963, the Narbonne landscape was heavily vegetated and included a grape arbor, vegetable garden beds, rose bushes, and vines. Some of the vines grew up the south side of the house (Figure 158).

The Narbonne landscape currently consists of turf grass overlaid with plank boardwalks. The foundations of former structures are delineated with gravel beds and waysides. Archeological investigations have revealed an abundant collection of subsurface historic resources.

Recommendation

Because the site contains extensive archeological resources, any vegetation should be installed so that it does not disturb subsurface resources. Plantings in containers are a possible alternative, but will require routine watering. Hardy, low-maintenance herbs, such as thyme, sage, rosemary, sorrel, and lavender, would be an appropriate option. Possible species to grow in containers and train on a trellis include grapes, hops, or pole beans. When possible, plants should be documented in eighteenth century gardens in the Salem area. Further guidance for determining appropriate species is discussed in Task I-04.

I-08: Perpetuate yard trees

Norman T. Newton's 1939 Plan specified retaining and planting numerous trees in the yards adjacent to the Public Stores, Hawkes House, and Derby House. Species included red oak, red maple, American elm, flowering dogwood, redbud, horse chestnut, English hawthorn, and an assortment of fruit trees (Figure 159). Most of the trees were obtained through Harlan Kelsey who owned Kelsey

Figure 159. View looking north from Derby Street of red oak behind Hawkes House, July 1966 (Salem Maritime National Historic Site 5B-059).



Highland Nurseries in Boxford, Massachusetts and was a leading advocate for the establishment of the park. Several trees were installed in 1939 and 1940 and thrived in the subsequent decades, with the exception of the elms and a horse chestnut.

Many of the trees planted in 1939 and 1940 are still present including three red oaks, a red maple, a horse chestnut, a hawthorn, and one of the original fruit trees. One of the first trees to be removed was a horse chestnut in front of the Derby House, which was replaced with a Japanese zelkova. Dutch elm disease has killed all of the original elm trees, including two located behind the Public Stores and one in the front yard of the Hawkes House (Figure 160). The elm in front of the Hawkes House was replanted in the 1990s with an *Ulmus americana* ‘American Liberty.’ Although the cultivar has shown some resistance to Dutch elm disease, the new elm contracted the disease, and was removed in 2014. The two elms behind the Public Stores were replaced in 2013. Other trees have been replaced in kind in original location including the redbud and dogwoods and fruit trees.

Recommendation

Existing trees should be perpetuated, and missing trees should be replaced. Each tree is listed individually with recommended treatment in a table in the Appendices. The table includes the tree origin, condition, treatment notes regarding removal and replacement. A summary of the recommendations in the table for trees includes:

- Continue careful monitoring of the heavy southwest limb of the red oak behind the Hawkes House that overhangs the Custom House Court.
- Replant the missing scarlet oak near the Comfort Station (maintenance shed).
- Replace the missing elm at the Hawkes House with a disease-resistant cultivar

Figure 160. Existing condition of front of Hawkes house with elm tree removed and most of the shrub plantings extant. The red oak behind the Hawkes House with heavy limb over the Custom House Court, June 2015 (OCLP).



of an American elm, such as ‘Jefferson,’ ‘Princeton,’ or similar. Alternate species include large, native trees that show salt and drought tolerance, such as red or pin oak (*Quercus rubra* or *Q. palustris*).

I-09: Rehabilitate shrub plantings

The 1939 Master Plan contains an extensive palette of shrubs, most of which are native to the Northeast. The planting plan was developed by Norman T. Newton and was influenced by local nurseryman Harlan P. Kelsey, who was a strong advocate for the use of native species and instrumental in the establishment of the park. Kelsey supplied many of the shrubs from his nursery in Boxford Massachusetts. The plan, as well as photographs from the 1940s and 1950s, show informal plantings of shrubs and herbaceous plants along the foundations of buildings and along path edges (Figures 161–166).

Subsequent decades saw a decline in the volume and diversity of shrub species, and today, few of the original shrubs remain.

Recommendation

Vegetation in the inland character area should be rehabilitated to create a residential character consistent with the 1939 Master Plan. Actions may include rejuvenative pruning, aerating and top-dressing with compost, and watering to prevent stress in times of drought. Supplement existing shrubs with new plantings to recreate the character specified in the Master Plan and depicted in photographs from the 1940s and 1950s. Unsuitable species or species that fail to thrive may be substituted with another species of similar character. Detailed inventory of historic and existing shrubs with treatment recommendations are provided in Appendix C.

Figure 161. Historic photo of shrubs by Hawkes House, early 1940s (Salem Maritime National Historic Site 5B-044)



Figure 162. Existing condition of shrubs by Hawkes House. Most of the shrubs on the north and east sides of the Hawkes house did not survive due to limited light. Shade tolerant mockorange and azalea persist as well as a flowering dogwood at image right. A flowering quince persists in the foreground at image left, June 2015 (OCLP).



Figure 163. View south of brick paths and shrubs between Derby and Hawkes Houses, July 1942. Derby Wharf Lighthouse is visible in the distance (Salem Maritime National Historic Site 5B-093).



Figure 164. Existing photograph of few remaining shrubs between Derby and Hawkes Houses, May 2015 (OCLP).



Figure 165. Historic photograph of shrubs near Derby House, August 1958 (Salem Maritime National Historic Site 3B-024).



Figure 166. Existing condition of remaining shrubs near Derby House including a flowering quince in the foreground located in the Hawkes House side yard and a common sweetshrub by the back door of the Derby House, June 2015 (OCLP).



WATERFRONT CHARACTER AREA

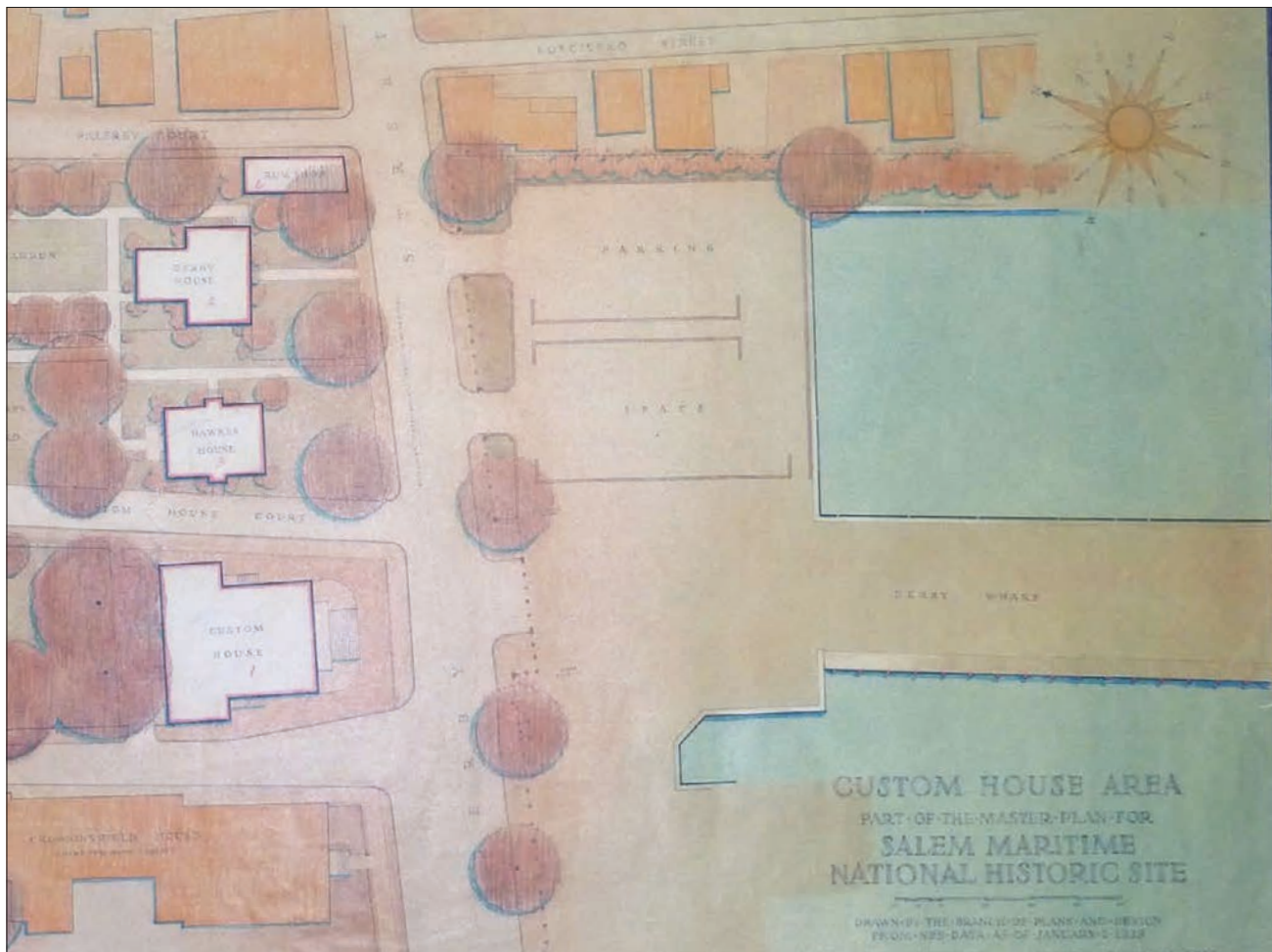
The waterfront character area comprises the park area south of Derby Street, including the wharves, Derby Beach, lawn area, and the Central Wharf Warehouse and restroom building.

W-01: Rehabilitate Derby Street sidewalk

Derby Street evolved from a winding dirt road in the eighteenth century to a primary thoroughfare, straightened and paved with cobblestones by the middle of the nineteenth century. A brick sidewalk with a granite curb was in place along both sides of the street by the end of the nineteenth century.

The waterfront land, originally mud flats, was initially filled and retained with a stone wall in 1762. In 1783, Elias Hasket Derby moved the seawall ninety-five feet further out and filled the land behind it for use as a shipyard. This land was used for a variety of maritime uses until the early nineteenth century, when it began to fill with businesses and tenement housing. By the time the park was established, Derby Street was lined with buildings set close to the narrow sidewalk. In 1938, The National Park Service removed the tenement houses, sheds, and outbuildings located east of Derby Wharf, and a brick sidewalk was constructed along the

Figure 167. Historic image of trees specified along Derby Street in the 1939 General Development Plan (National Park Service Collections, SAMA 3957).



newly open waterfront area.²⁵ The 1939 Master Plan called for four trees to be planted along the waterfront side of Derby Street, however there is no indication that these trees were ever planted.

Today, the sidewalk on the south side of Derby Street ranges from six to eight feet in width, plus granite edging, and connects to the wider brick pathway on Hatch's Wharf. The existing sidewalk is not currently wide enough for the many tourists and residents who traverse the popular waterfront area. Many visitors arrive via the Salem Ferry just east of the historic site, and tourism has increased following construction of a cruise ship terminal by the City of Salem. These large vessels began arriving in Salem in October 2015, carrying an average of 450 passengers per cruise. Walking the sidewalk is also a popular tourist activity, as the painted red line of the Salem Heritage Trail follows this route. Established in the mid-1990s, the trail postdates the period of significance. The original trail led visitors to several historic sites including Salem Maritime National Historic Site, the Peabody Essex Museum, The House of Seven Gables, and the Salem Witch Museum.²⁶ The trail has been lengthened by shopkeepers in Salem, who are eager to draw tourists to establishments by augmenting the original painted markings, but the many routes and coats of paint detract from the historic character of Salem.

Current lighting is incompatible with the historic character, but is necessary during winter months when the park is often dark during regular working hours (see Task P-03). There is currently no seating or shade provided along the brick pathway. Although the 1939 Master Plan indicates four trees on the southern side of Derby Street (Figure 167), these trees were never installed. The turf along the edge of the pathway is patchy from soil compaction due to foot traffic (Figure 168).

Recommendation

The sidewalk on the south side of Derby Street should be rehabilitated to accommodate larger groups of pedestrians, improve visitor amenity, and create a strong entry experience. Improvements should include widening the sidewalk, the



Figure 168. View looking east showing the current conditions along the south side of Derby Street, June 2015 (OCLP).



Figure 169. The sidewalk running along the south side of Derby Street should be expanded to accommodate increased pedestrian traffic. Shade trees and seating walls should be incorporated, and existing bricks leveled where necessary to improve visitor comfort, as detailed in the photo simulation (OCLP).

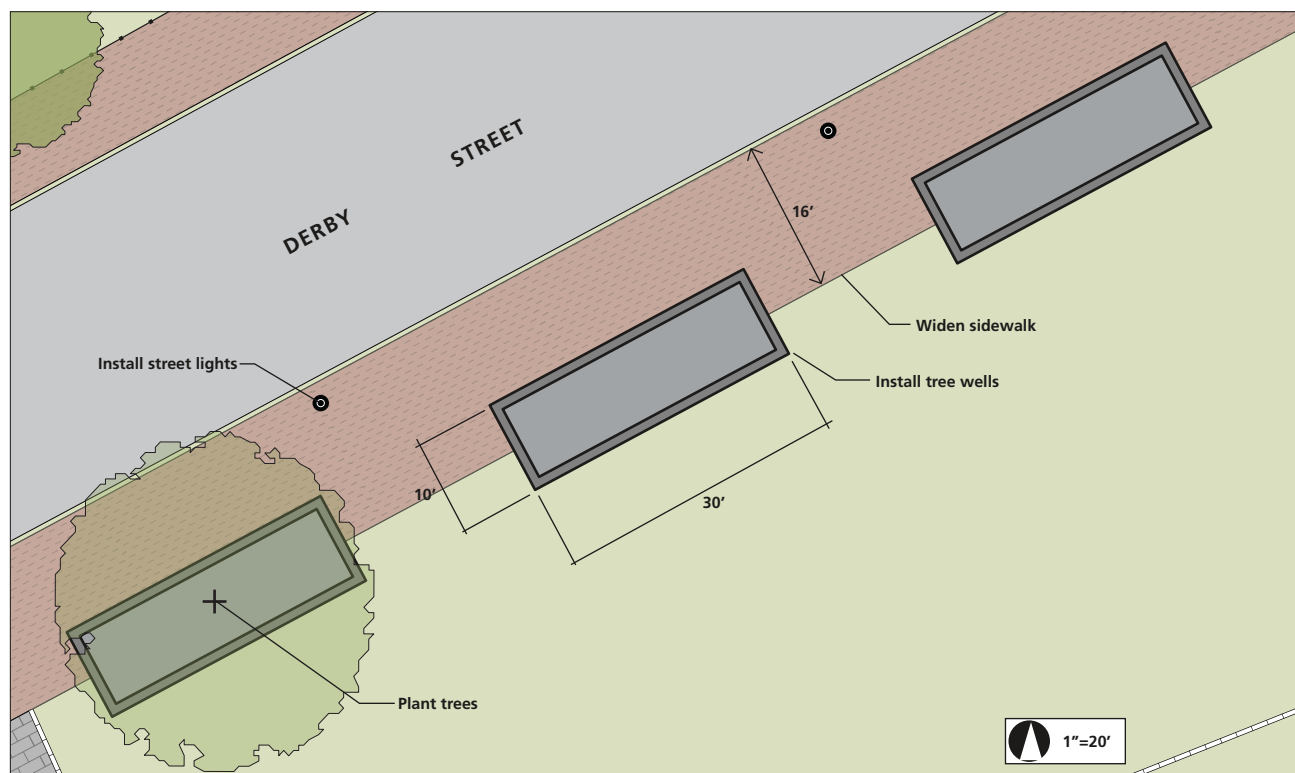


Figure 170. Plan showing the Derby Street sidewalk and tree wells (OCLP).

installation of three shade trees in tree wells, lighting (see Task P-03), and a new entry plaza (See Task W-02).

To accommodate the current large volume of foot traffic, expand the sidewalk to a width of approximately sixteen feet the entire length of Derby Street from the Central Wharf Warehouse to the eastern park boundary. The sidewalk should be of a consistent width and should be visually distinguishable from adjacent paved areas. Create a seven-foot-deep curb extension directly opposite the Custom House to increase pedestrian safety and eliminate parking in this important view corridor. Either eliminate the painted Salem Heritage Trail markings altogether or use brick and granite to mark the route. A material delineation of the pathway, as opposed to a painted line, would help visitors distinguish the original path of the Heritage Trail and would be more aesthetically pleasing.

Three salt-tolerant shade trees should be planted along the south side of Derby Street, spaced as shown on the accompanying treatment plan. Salt tolerant species include red oak, white oak, swamp white oak, or thornless honey locust. Place the trees in raised tree pits, ten feet wide, thirty feet long, and eighteen inches high (Figures 169 and 170). The raised planting will reduce the impact of salt intrusion, minimize archeological disturbance, and allow for the addition of nutrient-rich soil. The seat walls will protect the trees from dogs, vehicles, and compaction.

W-02: Create entry plaza at the head of Derby Wharf

The head of Derby Wharf was once crowded with buildings through much of its history—initially with warehouses and other maritime structures and later with tenements and stores. These buildings were removed from 1936 to 1939, leaving a broad open space.

Today, the intersection of the Derby Wharf pathway and Derby Street opposite the Custom House serves as the de facto park entrance to the waterfront area. This area, however, lacks a strong identity and does not provide visitor amenities or adequate space for large gatherings. Although the location of the Custom House at the head of the axis of Derby Wharf creates a strong association between the two and a natural focal point of the park, the lack of visual indication in the sidewalk and other landscape features fails to provide a clear indication of this focal point.

Recommendation

Create a new entry plaza on the waterfront side of Derby Street across from the Custom House. The entry plaza should be appropriately sized to hold large groups of people and should provide seating, the park identity sign, and informational and interpretive signage. The plaza should be paved with a durable surface such as granite flagstones or other stone material that is distinguishable from the brick sidewalk and is compatible with the historic character of the park. Historic wharf and seawall locations should be used to delineate the plaza, and the stone outline

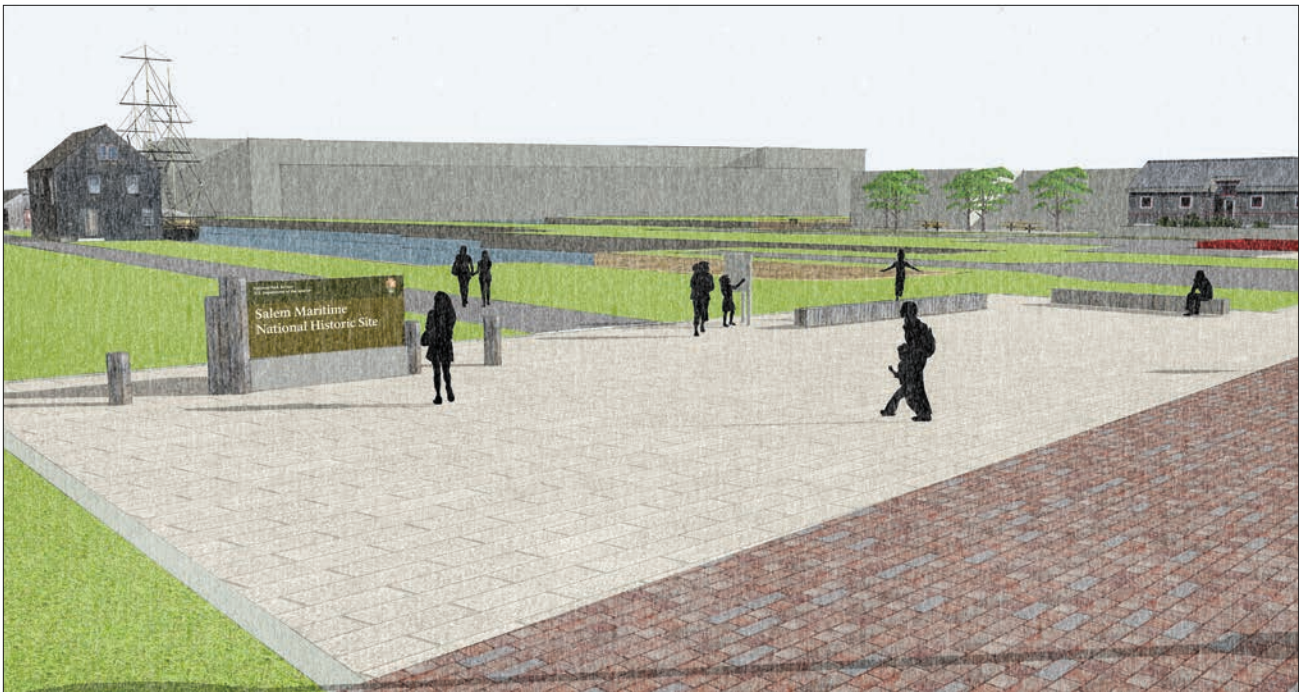


Figure 171. Rendering showing a proposed design for the entrance plaza. Plaza outline should follow historic seawall lines and include seating, informational signs, and a redesigned park identity sign (OCLP).

currently used to delineate former extents of Hatch's Wharf and Central Wharf should be extended along the waterfront side of the plaza. A conceptual entry plaza design is illustrated in Figures 171 and 172.

Seating

Long benches located within the entry plaza will spatially define the entry plaza while providing seating for visitors, establishing a gathering space for groups, and facilitating interpretive talks. Appropriate bench styles include long timber benches or granite seat walls with integrated slat benches as illustrated in Figure 138.

Park Identity Sign

In 1964, the NPS designed a park identity sign comprising a large, four-foot by nine-foot sign panel with a granite pedestal base and timber piling bollards (Figure 173). This design is more compatible with the historic character of the park than the existing sign, which features a triangular granite slab sign panel and large anchor. A new park sign should be constructed based on the 1964 design and place within the entry plaza as shown in Figure 171. Alternatively, the existing anchor sign should be relocated into the entry plaza and aligned to Derby Street so that it can be read from the street.

Informational Kiosk

Incorporate an informational kiosk within the entrance plaza to improve visitor interpretation and orientation. The kiosk should adhere to *NPS UniGuide*

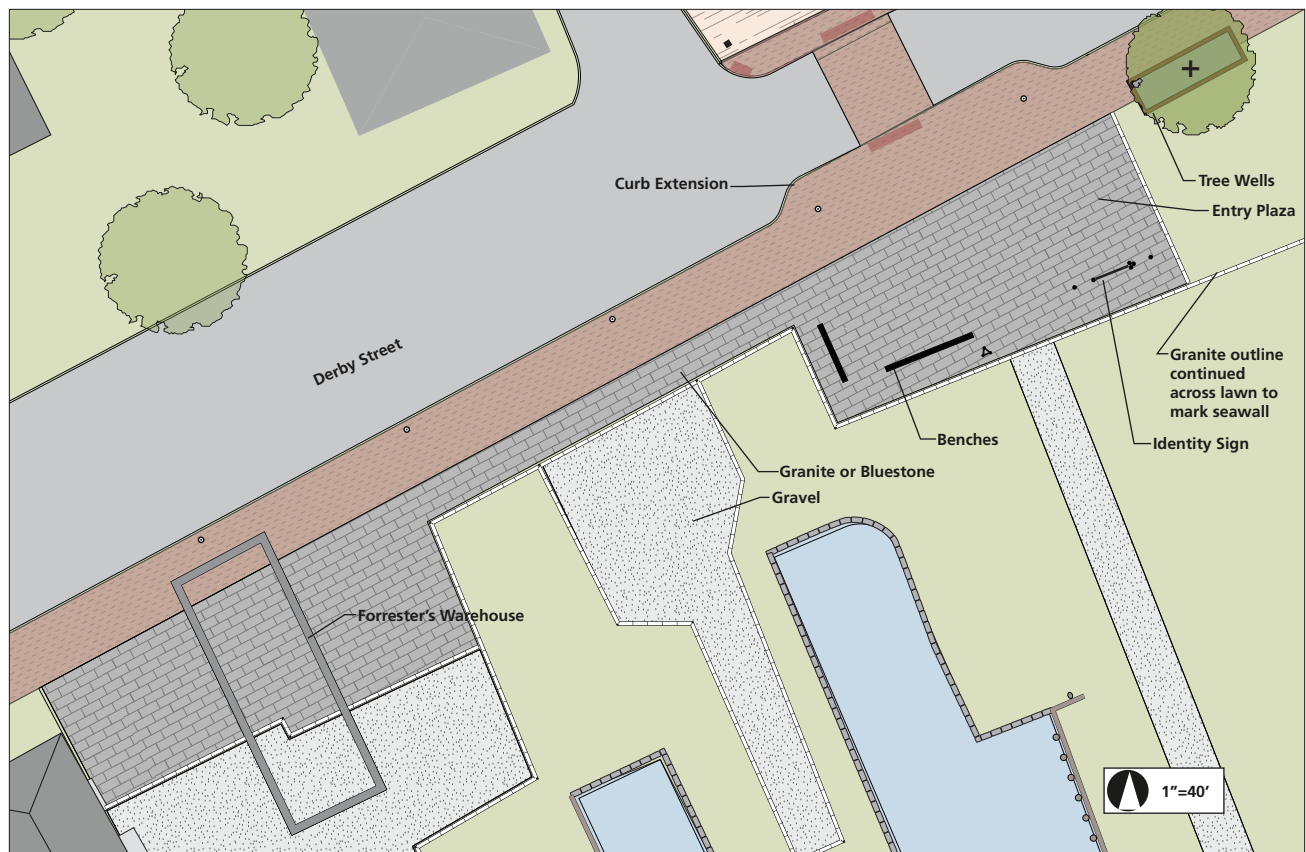


Figure 172. Diagram showing the layout of the entrance plaza and its relationship to the enhanced wharf paving patterns (OCLP).

Standards, such as an upright single panel or tri-panel display as specified in the NPS Visitor Information Sign guide (Figure 174). Information available at the kiosk should include simple maps, updated interpretation, and park regulations, such as leash and scooper ordinances for dog walkers.

W-03: Enhance delineation of historic wharf locations

Hatch's Wharf was constructed in 1768, and lengthened in 1805. The neighboring wharf structure was constructed in 1768, and expanded and lengthened in the 1793. As an interpretive motif, the park has utilized paving patterns and granite outlines to delineate former wharf locations. The paving is intended to demonstrate two phases of wharf development: brick herringbone paving within the limits of the wharves in around 1780 and gravel surface within the footprints of the wharves from around 1800. This was only applied to Central and Hatch's wharves and was not carried through to Derby Wharf or the Derby Beach area east of Derby Wharf.

The change in brick pattern from running bond to herringbone that delineates the locations of the original wharf structures and differentiates them from the sidewalk is subtle and often not perceived by visitors.

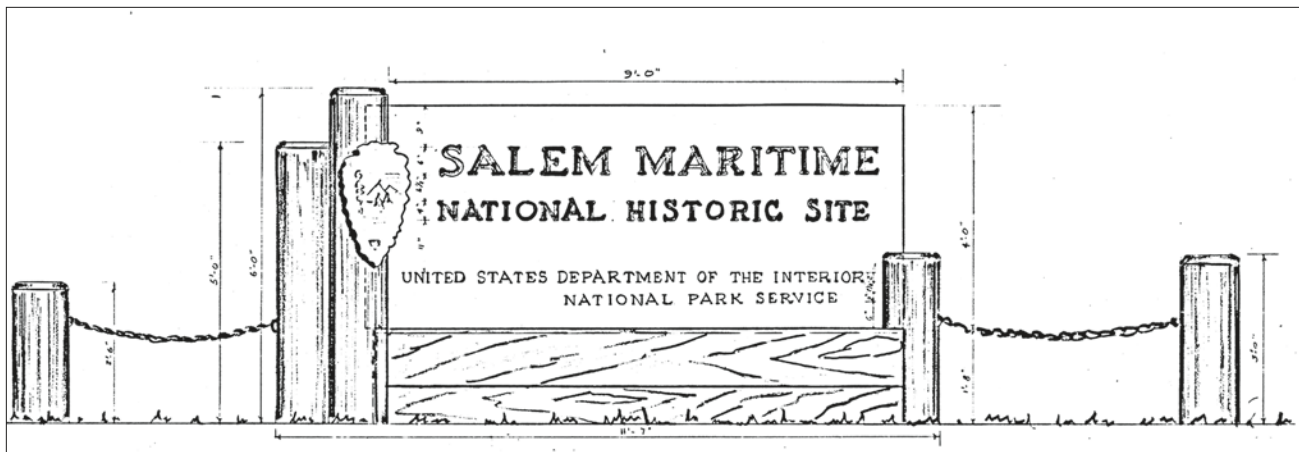


Figure 173. 1964 NPS drawing showing proposed Salem Maritime National Historic Site identity sign (NPS).



Figure 174. Rendering of an example of an appropriate informational sign that could present notices about park rules or special events (OCLP).

Recommendation

To more explicitly distinguish the locations of the original wharf structures, clearly mark the two historic outlines with contrasting materials to differentiate them from the brick sidewalk. Use granite or bluestone pavers within the 1780 footprint and carry the paving through the new entry plaza. Engraving the related construction and expansion dates into the stone will help enhance interpretation.

W-04: Rehabilitate Forrester's Warehouse foundation

Forrester's Warehouse was a three-story brick structure that occupied the head of what was then Forrester's Wharf. Constructed about 1825, the structure was damaged in the 1914 Salem fire and was never fully repaired. Despite its poor condition, the park retained the warehouse in the 1930s, planning to use it as temporary storage space or other utilitarian use. By the time the U.S. Navy

constructed the Naval Reserve center on Central Wharf, the structure had yet to receive any rehabilitation work, and the Navy demolished the structure in 1948. The brick foundation of the warehouse was retained for interpretation, filled with earth and surfaced with sod.

The brick foundation continues to convey the location and footprint of Forrester's Warehouse. The presence of the soil and sod in the interior of the foundation, however, reduces the effectiveness of the interpretive feature, and the soil and moisture on the bricks may cause deterioration of the feature (Figure 175).

Recommendation

To ensure the protection of the foundation and to enhance its interpretive effectiveness, the soil within the foundation should be removed and the brick structure stabilized and repaired. The interior surface should be paved, continuing the paving patterns and granite outlines that mark the former wharf locations through the foundation (see Figure 172). Interpretive materials should provide visitors with information about the warehouse with photographs or drawings to illustrate its appearance.

Other interpretive methods may be explored to help provide a better sense of the mass and character of the warehouse. The overall size and outline of the building may be conveyed through the construction of a "ghost structure," utilizing wood or metal framing, a technique that has been applied successfully in other parks (Figure 176). It will be challenging, however, to accurately convey the character of the three-story brick structure using an open frame of wood or metal. The frame structure would also be very large, as the building itself was over thirty feet tall.

It is not recommended to construct a contemporary building on the historic foundation or in its footprint.



Figure 175. Existing condition of the Forrester's Warehouse foundation, looking east on Derby Street (OCLP).

Figure 176. Potential interpretive treatments for the Forrester's Warehouse foundation include visual representations of the former structure. At the President's House Site at Independence National Historical Park in Philadelphia, brick walls and framed window and door openings provide information about the former building (NPS).



Figure 177. Right: Existing condition of picnic area with dying beech trees, tables, and rigging shed, June 2014 (OCLP).



W-05: Rehabilitate picnic area

Through the 1970s, the Central Wharf area was occupied by the Navy building. Following its removal, the park installed a parking lot with a central picnic area. Around 1992, the park implemented sections of the 1991 *Site Plan and Environmental Assessment*, removing the parking lot and installing a new picnic area with eight tables and a grove of fern-leaf European beeches (*Fagus sylvatica* 'Asplenifolia') and saltspray rose shrubs.

The picnic area on Central Wharf is currently surfaced in brick, and existing beech trees are in fair to poor condition including some with dead crowns (Figure 177). The low crowns and close spacing of the trees obstruct views and create an enclosed feeling within the picnic area. This effect is increased by the presence of a large storage container between the picnic area and the restroom building and the storage of rigging components and other equipment around the plaza. While the picnic tables provide important seating and gathering space, the area does not accommodate large groups successfully.



Figure 178. Rendering showing proposed redesign of the picnic area and Harborwalk entrance (OCLP).



Figure 179. Plan showing the layout of the proposed redesign of the picnic area and Harborwalk entrance (OCLP).

Recommendation

The picnic area should be rehabilitated to improve accessibility, accommodate larger groups, and provide an appropriate entrance experience.

The plaza should be expanded to extend to the edge of the water, eliminating the area of grass and gravel at its south end. This area should be enhanced with new seating in the form of long benches, seat walls, and square seating platforms, and a new park identity sign should be placed in the plaza (Figures 178 and 179). Tree spacing should be increased to thirty-five feet and the trees replaced with a species that will provide a higher canopy, such as thornless honey locust (a salt-tolerant species). The picnic furniture should be updated according to the recommendations under Task W-02.

W-06: Construct elevated boardwalk at Salem Harborwalk entrance

The Salem Harborwalk enters the park at the southwest corner of the picnic area. The pathway narrows as it enters the park, providing inadequate space between the building and the railing. Once in the park, there is no clear indication of park identity or arrival experience.

Recommendation

The connection to the Harborwalk should be improved by constructing an elevated boardwalk over the existing wharf seawall. The boardwalk should be at least six feet wide and extend the length of the picnic area to the corner with Central Wharf (Figures 180 and 181).

Figure 180. Rendering showing an elevated boardwalk at the southwestern entrance to the park. The boardwalk will ensure visitor safety and improve connection to the Salem Harborwalk (OCLP).



Figure 181. Photosimulation of an elevated boardwalk at the southwestern entrance of the park at the Salem Harborwalk entrance (OCLP).



W-07: Improve connection to Tucker's Wharf and planned extension of Salem Harborwalk

The parcel of land that extended from Derby Street to the shore was known as Tucker's Wharf, Grant Street, and then Kosciusko Street. By the mid-1800s, tenements stood along the street that led down to the wharf. In the twentieth century, the waterfront parcel and the residence on it became part of the park. The residence was removed in the 1990s, and today the end of the wharf area is a small rectangle of open grass surrounded by a recently built seawall and metal pipe railing.

Salem currently has plans to extend its Harborwalk eastward along the waterfront from Tucker's Wharf. The transition from the main portion of the park to Tucker's Wharf is narrow and awkward, making a pedestrian connection between the park and the Harborwalk difficult. There is also no clear pedestrian route to Tucker's Wharf besides walking across the lawn or beach area.

Recommendation

Construct a brick walkway across the lawn area to improve pedestrian circulation to Tucker's Wharf and provide a connection to the eastern extension of the Harborwalk. The walkway should be about six feet wide and follow the location of the to Tucker's Wharf. Connection to Tucker's Wharf may be made by an elevated boardwalk built over the seawall (Figure 182). This should be of similar design to the boardwalk proposed for the picnic area/Harborwalk entrance on the west side of the park (see Task W-06).

W-08: Rehabilitate wharf bulkheads

In the early nineteenth century, Derby Wharf extended 2,045 feet into the harbor and the waterfront district was crowded with warehouses. The wharf was timber-cobb construction for the majority of the structure with a solid timber pier at the

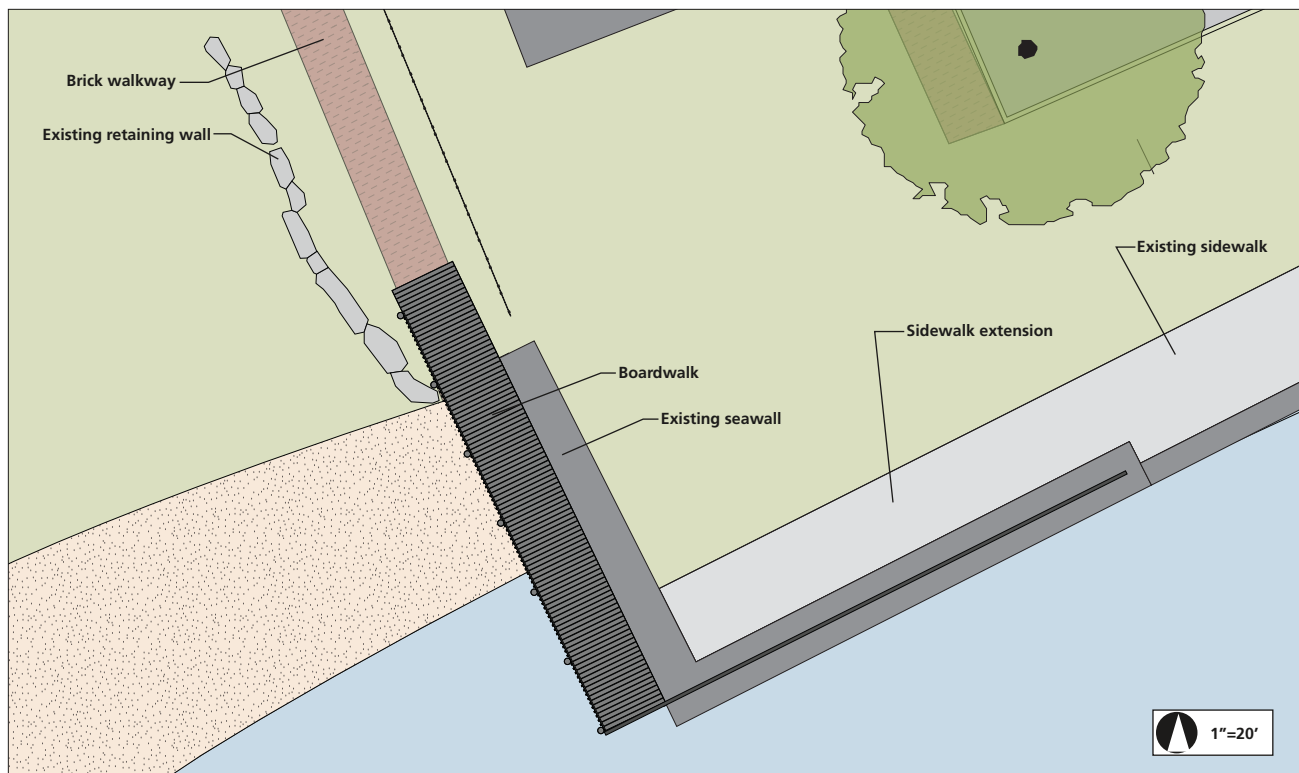


Figure 182. Plan drawing showing an elevated boardwalk providing access to Tucker's Wharf (OCLP).

south end. Derby Wharf was faced with stone seawalls during 1824–25. By the time the park was designated in 1938, Derby Wharf was in poor condition (Figure 183). In 1938–39, the park removed the majority of the non-historic waterfront structures and completed rehabilitation work on the wharf. Much of the granite walls were rebuilt and concrete was poured in back of many sections of the bulkhead. The large granite dry-laid stones were arranged in a battered profile designed to resist shifting and effectively retain the weight of the wharf fill. The top layer included “hairpins”—steel rods drilled into adjacent granite blocks that act as staples (Figures 184). Timber crib walls were placed on top of the existing stones to raise the western wall by three feet. In 1958, concrete was added to the surface of the southern tip of the wharf around the Derby Wharf Lighthouse.

In 1991–94, the park performed significant repairs to Derby Wharf, Central Wharf, Hatch's Wharf, and Tucker's Wharf.²⁷ Repairs to Derby Wharf included timber bulkhead replacement, stone wall repairs and reconstruction, timber platform repairs, and removal of city-owned docks on the east side.

The current construction of Derby Wharf is predominantly reflective of the major rehabilitation project undertaken between 1937 and 1939. At that time, engineers used the existing wharf structure, information gathered during excavations, historical data, and conjecture to rebuild the wharf bulkheads. The construction methods of the rehabilitation project varied along the length of the wharf, depending on the condition of the walls for any given section. Some sections were in overall good condition and required only repairs to the upper courses, while other sections required complete rebuilding with new foundations. These sections

were typically rebuilt with a concrete footing or a concrete backing behind the stones (see Figure 185).

The stone bulkhead walls as constructed are quite resilient, considering the forces they are subjected to. The walls are constructed of large granite dry-laid stones with a battered profile, approximately three feet thick at the top and between six and eight feet at their base. The heavy, interlocking stones and the battered configuration resist shifting and movement from waves and effectively retain the weight of the wharf fill. The un-mortared spaces between the stones allow water to quickly drain from the wharf fill, reducing the outward force of water weight that often leads to bulkhead failure. While the walls do exhibit condition issues, including large stones that have been displaced, the wharf walls have generally held up well over the decades.

Figure 183. View looking south toward the Derby Wharf Lighthouse showing deterioration of Derby Wharf due to lack of maintenance, April 1937 (Salem Maritime National Historic Site 14B-003, USDOI Allan Rinehart).



Figure 184. Photograph of steel rods that act as staples to hold together the top course of the granite seawall, also referred to as "hairpins," June 2015 (OCLP).



Figure 185. View looking west of granite blocks pulled out of Derby Wharf seawall by storm waves in section that is 700 feet from Derby Street. The top course remains intact due to the steel pins, June 2015 (OCLP).



Recommendation

A comprehensive inspection and rehabilitation of Derby Wharf and the other wharves at Salem Maritime National Historic Site is needed to correct condition issues, increase resiliency, and ensure the continued presence of these important resources (Figure 186).

Complete a comprehensive inspection and repair of stone bulkheads

The stone bulkheads of the wharf exhibit deterioration and damage from a variety of impacts, including erosion, wave impact, and base settling and shifting. Inspection and repair of the bulkheads is the minimum action necessary to correct issues of structural integrity and ensure the preservation of the wharf in the short term. A thorough inspection should be conducted to identify condition issues and recommend corrective action.

Repairs may include replacing large stones and filling gaps with smaller stones, as well as other actions identified in the inspection.

Repair of the wharf in kind should be considered a minimal action needed to protect and preserve the wharf, and should be undertaken if no further rehabilitation can be done in the immediate future. This task may be superseded by a complete wharf rehabilitation if such a rehabilitation can be accomplished in a reasonable time.

Increase the elevation of bulkhead walls

The frequent overtopping of the wharf walls by high tides and storm waves erodes the surface material behind the walls and increases the outward flow of water as it drains through the walls back into the harbor. This reduces the stability of the walls and increases the erosive forces acting on the smaller stones. The frequency of such impacts will increase over the coming years as sea-level continues to rise and destructive storms become more frequent due to climate change. To reduce the frequency of wharf overtopping and ensure the stability of the stone walls and the integrity of the wharf surface, the overall height of the wharf should be raised.

Raise the finished elevation of the wharf bulkhead walls by removing the top level of stone coping and adding an eighteen-inch course to the wall before replacing the coping. New stones should be large (full height of the new course) and fit tightly together. The surface of the wharf should be raised accordingly using new fill (see treatment recommendations for wharf surface). Sections of the walls composed of a stone wall underneath timber cribbing may be raised by the addition of new cribbing. The two-hundred-foot section of solid timber wall should be raised with new timbers to match the new elevation of the wharf walls. All fender timbers should be raised or replaced with longer timbers to the new elevation (Figures 187 and 188).

Install filter fabric behind stones bulkhead walls

The un-mortared stone construction of the walls allows water to drain quickly from the wharf, but also increases the loss of fill material through the gaps in the stones. To reduce this loss, install a woven monofilament filter fabric along the inside of the bulkhead walls. Excavate the existing wharf fill material to facilitate the fabric installation and allow any necessary repairs to the stone walls.

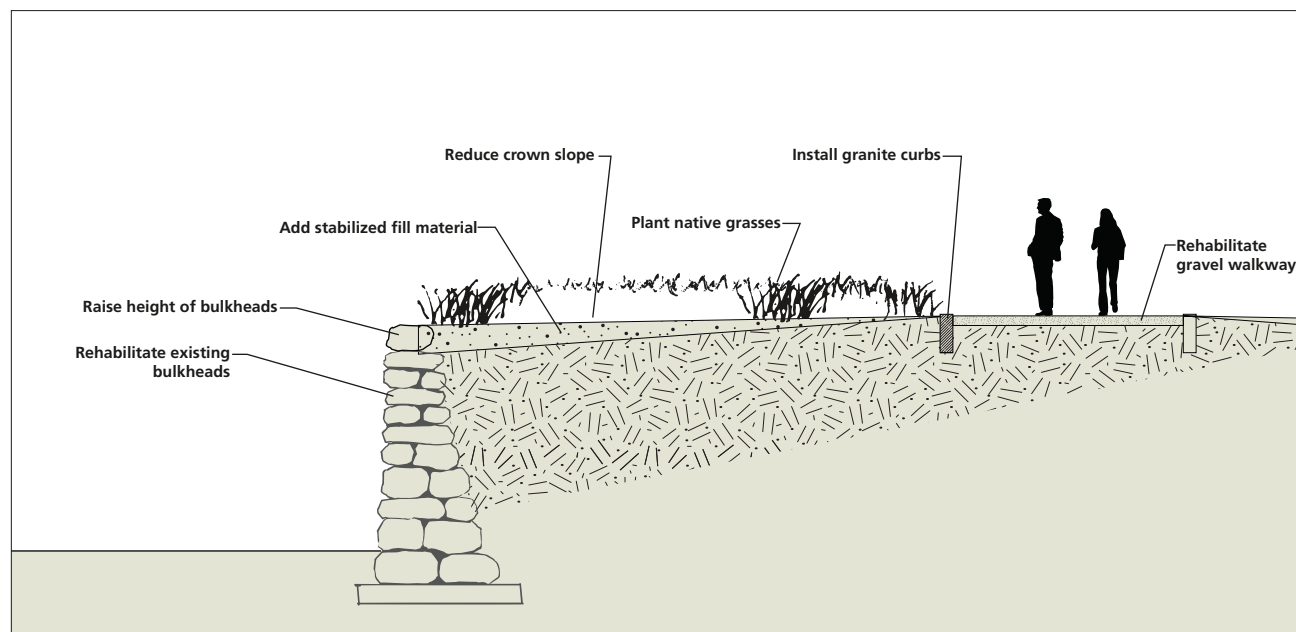
Anchor small chinking stones

When repairing or rebuilding portions of the walls, the stones should be arranged to fit tightly together with minimal space between them. Where smaller chinking stones is required to fill gaps, the stones should be secured with a small amount of concrete mortar. The mortar should not be visible from the exterior of the wall.

Remove concrete from wharf bulkheads

In an effort to reduce erosion of the wharf surface and to anchor the stones, concrete was added to the bulkhead walls several times from the 1950s onward. Much of this is as a small, irregular apron on the wharf surface behind the

Figure 186. Section of Derby Wharf illustrating recommended actions, including raising bulkheads and rehabilitating wharf surface and walkway (OCLP).



bulkheads. These applications of concrete have not succeeded in preventing erosion, and may exacerbate it, as water is accelerated around the hard material and cavities form under and around the concrete. The concrete is unsightly and detracts from the desired character of the wharf.

Figure 187. Photo simulation of additional timber piles to stabilize the granite block wall and timber cribbing above the granite block wall to raise the height of the wharf to reduce over-washes. The elevation of the wharf slopes westward and includes a granite curb to help hold the gravel walkway surface (OCLP).

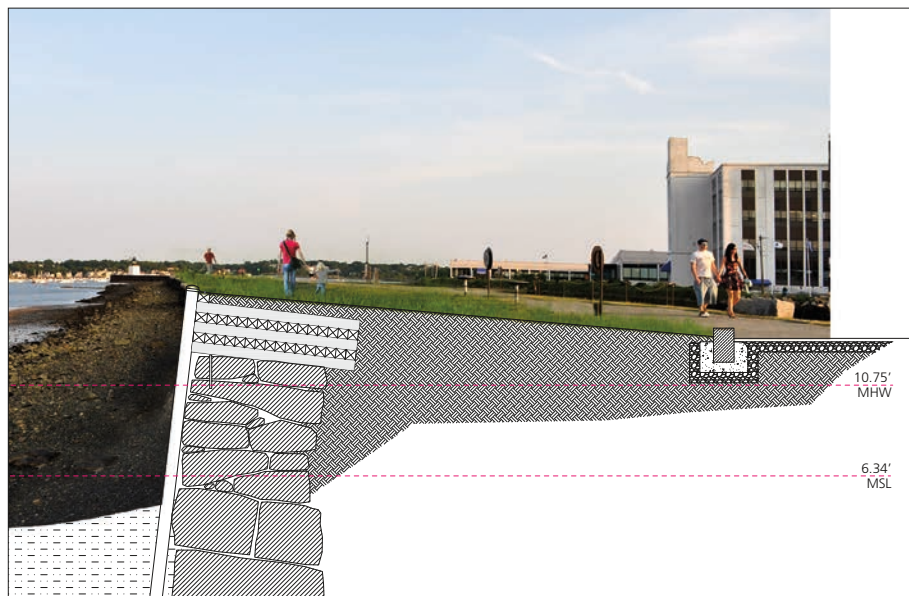
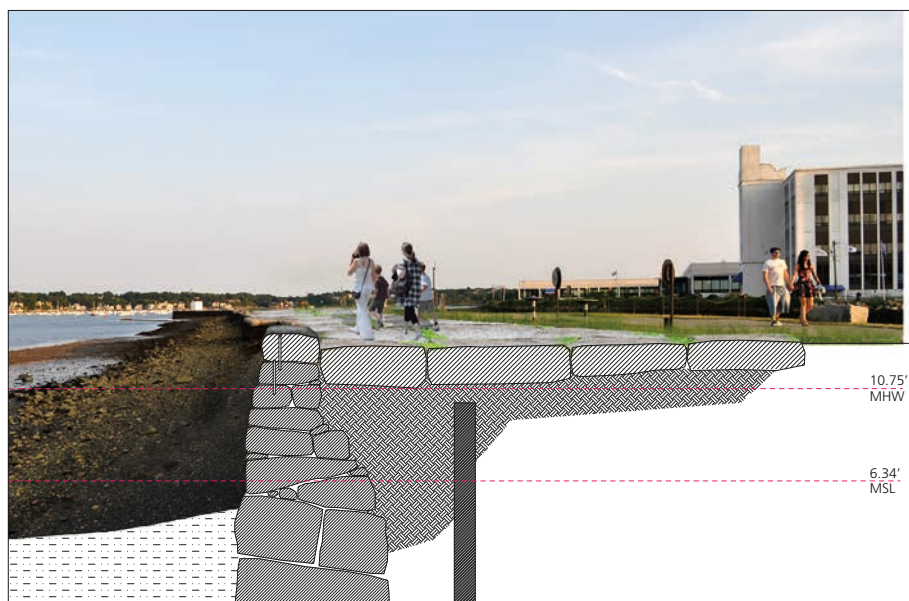


Figure 188. Photo simulation of the surface of the wharf armored with large granite blocks. To improve resilience, steel pins are used as staples (OCLP).



W-09: Rehabilitate Derby Wharf surface

The surface of Derby Wharf primarily consisted of earth or gravel dredged from the harbor and used to create the wharf fill. Other surface materials may have included cobblestones or other stone paving and timber decking in limited quantities, but historic photos indicate the surface was largely earth. Any vegetation growing on the wharf would have been limited to weeds and grass growing on the surface during periods of low use. Following the creation of the park in the 1930s, turf grass was established along the length of the wharf with a gravel pathway down the center of the wharf.

The current surface of Derby Wharf consists of turf grass, bare earth, and gravel, with a gravel and stone dust pathway running down the center. Frequent over-wash during high tide and during storms creates extensive erosion, washing large amounts of the surface material into the water on either side of the wharf. Surface erosion poses a threat to the integrity of the wharf bulkheads, suppresses vegetation, and causes damage to the wharf's central pathway. As material is eroded, it is typically replaced with additional gravel.

Recommendation

The surface of Derby Wharf should be rehabilitated to better withstand erosion, prevent damage to the wharf, and reduce the amount of replacement material needed. To maximize effectiveness, a combination of methods should be employed together, including selecting an appropriate soil mix, mechanically stabilizing the soil, and establishing durable vegetation. These actions should be undertaken in conjunction with raising the height of the wharf bulkheads to reduce the frequency and severity of over-washing.

Soil rehabilitation

The gravel that makes up much of the surface soil on Derby Wharf does not support robust vegetation growth and washes easily off of the wharf. The wharf surface should be enriched with engineered topsoil that exhibits the desired characteristics of structure, drainage, and fertility to support vigorous vegetation growth. The soil composition should be carefully selected to meet the particular requirements of the site. It should have high compression strength and resist erosion. Additives, such as coir fiber, or engineered soil designed to meet the desired characteristics should be considered to maximize soil stability and vegetation growth. A soil engineer with experience in similar applications should be consulted for soil design or selection and installation methods.

Mechanical stabilization

In areas where erosion is most severe, it may be necessary to mechanically stabilize the soil to hold it in place. Several products are available that are designed to stabilize banks and shorelines and reduce erosion (Figure 189). The structure of these geotextiles hold soil in place and can be used in conjunction with vegetation



Figure 189. Image showing a geotextile honeycomb product designed to hold soil in place and resist erosion. The honeycomb product can be used in conjunction with vegetation to increase the resiliency of the Derby Wharf surface. Pictured product is StrataWeb from Strata Systems, Inc (www.geogrid.com).

to create a resilient surface. A soil engineer should be consulted in the selection and application of a stabilizing product.

Vegetation

Portions of the wharf surface that currently support turf grass appear to be more resistant to the effects of erosion, but once the surface is compromised, the waves undercut the turf. Additional plant material should be incorporated that are salt tolerant, vigorous, and feature a deep fibrous root system. Tall grasses are most appropriate, but low shrubs may also be an effective choice. Recommended vegetation for coastal erosion prevention is presented in Table 3. Information about vegetation and coastal resiliency may be found at Massachusetts Energy and Environmental Affairs StormSmart Coasts program (<http://www.mass.gov/eea/agencies/czm/program-areas/stormsmart-coasts/>). Test plots may be implemented along the wharf to determine the most effective application of vegetation and soil design (see Table 4).

TABLE 3: SALT TOLERANT GRASSES AND PERENNIALS FOR EROSION PRONE AREAS OF DERBY WHARF

Common Name	Moderate Salt Tolerance	Highly Salt Tolerant	Tolerates Salt Spray/ Occasional Inundation/ Tidal Inundation	Plant Height	Root Depth up to
Grasses					
Red fescue (<i>Festuca rubra</i>)	x		Salt Spray	1-2'	1-2'
Indian grass (<i>Sorghastrum nutans</i>)	x		Salt Spray	3-8'	9'
Little blue stem (<i>Schizachyrium scoparium</i>)	x		Salt Spray	3'	6'
Switchgrass (<i>Panicum virgatum</i>)	x		Salt Spray	3-6'	9'
Coastal panic grass (<i>Panicum amarum</i> var. <i>amarulum</i>)	x		Salt Spray	3-6'	9'
American beach grass (<i>Ammophila breviligulata</i>)	x		Salt Spray	2-3'	20'
Black grass (<i>Juncus gerardii</i>)		x	Occasional Inundation	1-2'	1.5'
Saltmarsh cordgrass (<i>Spartina patens</i>)		x	Occasional Inundation	1-2'	1.5'
Smooth cordgrass (<i>Spartina alternifolia</i>)		x	Tidal Inundation	3-5"	10"
Perennials					
Beach pea (<i>Lathyrus japonicus</i>)		x	Occasional Inundation	1-2'	2-3'
Eastern showy aster (<i>Eurybia spectabilis</i>)	x		Salt Spray	2-3'	2'3'
Sweet goldenrod (<i>Solidago odora</i>)	x		Salt Spray	2-4'	2-3'

Data sources: www.mass.gov, Conservation Research Institute; www.usda.gov; and www.mass.gov/eea/agencies/czm/program-areas/stormsmart-coasts/coastal-landscaping/plant-highlights.html)

TABLE 4: TEST PLOTS TO IDENTIFY SUITABLE PLANTS FOR THE DERBY WHARVES

Test Plot	Plot Description
Control Plot (Existing Conditions)	Maintain a 20 by 20 foot area to represent existing conditions. Maintain existing turf in an area of Derby Wharf that is susceptible to over-washing.
Gravel fill and resilient vegetation	Re-establish grade between seawall and existing turf with 1-inch gravel, perpetuating current preservation maintenance and stabilization practices. Install 10 by 10 foot plots of vegetation listed in Table 6 between the gravel filled area and the existing walkway on Derby Wharf.
Geotextile and resilient vegetation	Stabilize surface soil with geotextile designed to resist erosion, such as a honeycomb geogrid product (see Figure 189). Several different products may be tested at once to determine best application. Plant resilient vegetation listed in Table 4.
Coir fiber, engineered soil, and resilient vegetation	Install bands of coir fiber rolls parallel to the seawall and walkway and at five foot intervals. Add engineered soil and resilient plants listed in Table 4.

W-10: Construct new structure supporting *Friendship of Salem* operations

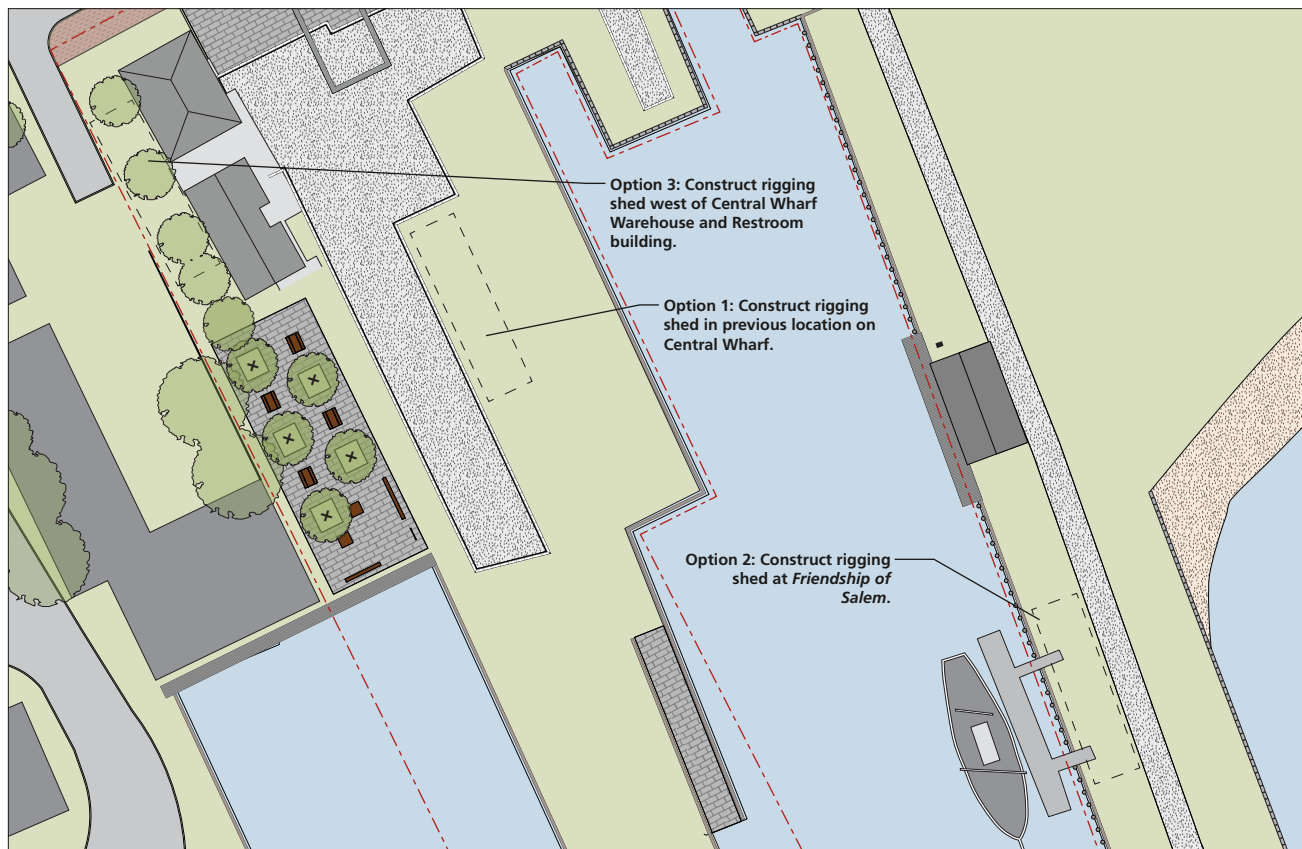
In 1998, the park constructed a twenty-foot by eighty-foot rigging shed to support maintenance of the *Friendship of Salem* rigging. The structure was intended at the time to be temporary, and in 2015, the deteriorated building was removed.

The Pedrick Store House currently being used as a rigging shed for the *Friendship of Salem* is not a sufficient length to accommodate the ship's expansive cordage. After the Pedrick Store House was conserved and relocated to Derby Wharf between 2003 and 2012, it has served as a maintenance facility for the *Friendship of Salem* and interpreted to visitors as a typical 18th century maritime warehouse.

Figure 190. (Right) Rendering showing a possible location for a replacement rigging shed. A rigging shed constructed alongside the *Friendship of Salem* could offer maintenance space for the ship while sheltering the gangways (OCLP).



Figure 191. (Below) Diagram showing two appropriate locations for a replacement rigging shed (OCLP).



Recommendation

In order to accommodate the maintenance and storage needs of the *Friendship of Salem*, a new structure should be constructed. Appropriate locations include the same location as the previous shed on Central Wharf or further southeast and closer to the edge of the wharf. Alternately, the new rigging shed could be placed on Derby Wharf and used to enclose the *Friendship of Salem* gangway (Figures 190 and 191). The park may also explore the possibility of constructing a support structure along the west side of the Central Wharf Warehouse and Central Wharf restroom building. The new structure should be of compatible style and materials.

W-11: Implement sustainable turf management practices

Following the 1938 removal of the tenement houses, sheds, and outbuildings that were located in the upper wharf area along Derby Street, the open location was used as a parking area until 1978.²⁸ In 1978, the park removed the paved lot and established an open lawn.²⁹ The lawn area is one of the few open waterfront spaces in Salem and is heavily used for recreation and public gatherings, such as viewing the Fourth of July fireworks display over Salem Harbor and the annual Independence Day concert.³⁰

The upper wharf lawn area is not irrigated and the edges are heavily compacted by foot traffic. The upper portion nearest the street is difficult to maintain, and is scraped during snow removal or loaded with salt-laden snow. The lower portion of the lawn is often inundated with salt water, creating a dead zone along the water edge and patches of dead grass throughout.

Recommendation

The lawn requires cyclic rehabilitation. Practices required include annual aeration, the addition of compost, and over-seeding with a low maintenance turf mix. Establish a band of salt-tolerant grasses or shrubs as a buffer zone between the lawn and tidal zone to reduce erosion.

W-12: Repaint Central Wharf restrooms

The park constructed the one-story Central Wharf Restrooms building in 1995 just south of the Central Wharf Warehouse. The building has square, single-light metal awning windows, flat wood trim.

The Central Wharf Restrooms are painted light blue-grey tone with red and white detailing and are not compatible with the historic character of the landscape.

Recommendation

A dark stain should be applied to the wood trim of the Central Wharf Restrooms to more closely match the Central Wharf Warehouse, and the red painted ramp railings should be changed to a neutral color (Figure 192).



Figure 192. Photo simulation of appropriate style and placement for bicycle rack near the Central Wharf restrooms (OCLP).

TABLE 5. TREATMENT TASKS FOR SALEM MARITIME NATIONAL HISTORIC SITE

Task ID	Task	Page #	Related Tasks
Park-Wide Area			
P-01	Enhance visitor wayfinding to the park.	#	
P-02	Utilize a consistent palette of signage, waysides, site furnishings, and accessibility fixtures.	#	
P-03	Install outdoor lighting.	#	
Inland Character Area			
I-01	Rehabilitate Custom House terrace and sidewalk.	#	
I-02	Rehabilitate cobblestone surface at Custom House Court.	#	
I-03	Improve accessibility to historic structures.	#	
I-04	Rehabilitate Derby House interpretive garden.	#	
I-05	Perpetuate fruit tree planting around Derby House interpretive garden.		
I-06	Rehabilitate Derby House interpretive garden pathways.		
I-07	Install seasonal container plantings at Narbonne House.		
I-08	Perpetuate yard trees.		
I-09	Rehabilitate shrub plantings.		
Waterfront Character Area			
W-01	Rehabilitate Derby Street sidewalk.	#	
W-02	Create entry plaza at the head of Derby Wharf.	#	
W-03	Enhance delineation of historic wharf locations.	#	
W-04	Rehabilitate Forrester's Warehouse foundation.	#	
W-05	Rehabilitate picnic area.	#	
W-06	Construct cantilevered boardwalk at Salem Harborwalk entrance.	#	
W-07	Improve connection to Tucker's Wharf and planned extension of Salem Harborwalk.	#	
W-08	Rehabilitate Derby Wharf bulkheads.	#	
W-09	Rehabilitate Derby Wharf surface.	#	
W-10	Install new rigging shed supporting Friendship of Salem operations.	#	
W-11	Implement sustainable turf management practices.	#	
W-12	Repaint Central Wharf restrooms.	#	

TREATMENT IMPLEMENTATION

This chapter summarizes treatment tasks included in the preceding chapter, with the objective of translating recommendations into project funding requests through the National Park Service Facility Management Software System (FMSS) and Project Management Information System (PMIS). Integration with FMSS and PMIS is essential to implement the treatment tasks in this report. For descriptions of work, refer to treatment task narratives in the preceding chapter.

Physical features or “assets” of the cultural landscape are tracked in FMSS through a variety of “Asset Types,” including the maintained landscape and buildings. The Salem Maritime landscape-related assets are tracked under the “maintained landscape” Asset Type, with a code of “3100.” Within the Salem Maritime National Historic Site are five maintained landscapes locations:

- Salem Maritime NHS Building Area Grounds (65344)
- Hatch’s Wharf Grounds (65371)
- Derby Wharf Grounds (65413)
- Derby Wharf Beach (65416)
- Central Wharf Grounds (66485)

Table 6 summarizes the landscape treatment tasks in this report according to FMSS Asset Type, Location, and asset as a first step in translating cultural landscape treatment tasks into project funding requests. Additional professional services, such as design or construction specifications and oversight, are required to implement some recommendations.

An important next step is to prioritize the tasks based on opportunities for collaboration, funding availability, interpretive and programmatic goals, project review and compliance, and other factors that will influence the implementation sequence. Prioritization criteria include:

Essential tasks:

- Address life safety issues
- Address fundamental character-defining features of the historic landscape
- Substantially improve universal access

Desirable tasks:

- Address features that, while contributing to the historic character of the landscape, are not character-defining
- Considerably enhance the visitor experience with new interpretive potential

- Improve the overall landscape condition with only minimal enhancements to the visitor experience

Further information on the crosswalk between cultural landscapes and National Park Service Facility Maintenance is contained in Landscape Line 17: Cultural Landscapes & NPS Facility Management. For example, Appendix #7 contains FMSS Work Types and Sub-types related to cultural landscapes.

TABLE 6. TREATMENT TASKS AND FACILITY MANAGEMENT SOFTWARE SYSTEM (FMSS) HIERARCHY

Description	Quantifiable Components (Units)	Assets/ Work Type/ Subtype	Existing PMIS Project	Recurring Maintenance
CIRCULATION				
Provide compatible and consistent wayfinding for motorists and pedestrians	Install approximately 5 Road Guide signs in downtown Salem (and more on highways) and at least 12 Pathfinder signs (see Figure 134)	FM/DM	115172 (archived) 137789 (archived)	Inspect signs for damage or vandalism
Improve pedestrian circulation routes into the park including connections to the Salem Harborwalk	Extension to Tucker Wharf 400' x 6' wide = 2,400 sq. ft. of brick paving	FM-CI/ LMAC	214998 Study 227042 Design	Control weeds in brick walks; reset loose bricks
Replace accessible curb cuts with compatible materials and improve safety	Approximately 14 curb cuts in park, all city owned; 4 have pink concrete	FM/LMAC	214998 Study	Inspect monthly for loose bricks
Reset and raise the level of the Custom House Court cobblestones and install granite pavers as crosswalks	220' length x 18' width = 3,960 sq. ft. 18' x 3.5' x 3-4" granite pavers = 63 sq. ft.	FM/DM	17796 (archived)	Control weeds; reset loose stones
Stabilize gravel walkways within Derby House Interpretive Garden	Measure walkways	FM/LMAC	214998 Study	Rake annually to restore crown; compact
Widen sidewalk on south side of Derby Street to accommodate increased visitation	Widen paved surface along south side of Derby Street 500' x 20' = 10,000 sq. ft. of brick paving. 500' x 30' = 15,000 sq. ft. of brick paving.	FM-CI/ LMAC	214998 Study	Portion is City owned Control weeds in brick walks; reset loose bricks
Eliminate or replace red painted line of Salem Heritage Trail with new materials	(Remove paint Essex St. sidewalk - 50') (Remove paint Derby St. sidewalk - 500')	(FM/DM)	(227042 Design)	City owned area
Define vehicular circulation through waterfront landscape	Establish edge and crown on Derby Wharf Light Access Rd. 2,000' x 12' = 24,000 sq. ft.	FM/DM	227042 Design	Maintain crown, edge, and surface material; compact
Retain large open lawn space in upper wharf area for use as event space	Approx 360' x 260' = 93,600 sq. ft.	FM/DM	227042 Design	Mow; aerate; amend with organic matter; overseed; check fertility and pH
Stabilize eroded areas in waterfront area and use low barriers to direct visitors to hardened surfaces	270' of bollard and chain (or board) or 6,000 square feet of rough granite paver blocks	FM/DM	14734 (archived) 64309 (archived) 175798 Friendship 214998 Study 227042 Design	Maintain barriers and surface; trim around posts

Description	Quantifiable Components (Units)	Assets/ Work Type/ Subtype	Existing PMIS Project	Recurring Maintenance
Move donation bricks closer to <i>Friendship of Salem</i>	Measure brick area	FM/DM	162020 Ship access 227042 Design	Control weeds; reset loose bricks
Develop long-term plan for Central Wharf modern dock	Identify materials need for any associated rehabilitation projects	FM/DM	118001 (archived) 227042 Design	Inspect and maintain safety of dock area
BUILDINGS AND STRUCTURES				
Stabilize then rehabilitate wharves	Refer to Treatment chapter section on Climate Change and Coastal Resiliency	To be determined based on Approach	137082 (archived) 155320 Derby Beach 162189 Sea rise 227042 Design	To be determined based on Approach
Ensure dredging will not adversely impact historic wharves		FM/RM		
Delineate former locations of warehouses		FM/GC		
Update Central Wharf Restrooms to harmonize with setting and National Park Service identity	Paint building and trim	FM/RM		
VEGETATION				
Explore possibility of new plantings at Narbonne House		FM/CR		
Inspect, replant, and maintain yard trees		FM/CR		
Inspect, rehabilitate, and maintain fruit trees surrounding Derby House Interpretive Garden		FM/CR		
Rejuvenate shrub plantings based on 1939 Plan		FM/CR		
Revitalize Derby House Interpretive Garden		FM/CR		
Install salt-tolerant shade trees along Derby Street as specified in the 1939 Plan		FM/CR	227042 Design	
Replace beech trees in picnic area with drought and salt-tolerant species		FM/CR	227042 Design	
Implement sustainable turf management practices in upper wharf lawn		FM/CR	227042 Design	
Improve soil stabilization and establish salt-tolerant vegetation on wharves		FM/CR	227042 Design	
SMALL-SCALE FEATURES				
Install, update, remove, and maintain interpretive exhibits and waysides		FM/CR	116333 (archived) 227042 Design	
Install, maintain regulatory signs for vehicles and dog walkers		FM/CR	227042 Design	
Install and maintain compatible site furnishings		FM/CR	227042 Design	

Description	Quantifiable Components (Units)	Assets/ Work Type/ Subtype	Existing PMIS Project	Recurring Maintenance
Install lighting for safety and security		FM/CR	227042 Design	
Preserve decorative and privacy fences		FM/CR	163947 (PS archived) 191558 Derby 215004 YCC	

ENDNOTES

- 1 National Park Service Management Policies, 2006, Section 5.3.5.
- 2 NPS-28, 1998, 96.
- 3 Historic Sites Act of 1935 (49 Stat. 666; 16 U.S.C. 461–467).
- 4 Act transferring the Custom House from the U.S. Treasury to the Department of the Interior (P.L. 74-620, May 26, 1936). Order designating the Salem Maritime National Historic Site (3 F.R. 787, March 17, 1938).
- 5 Public Law 88-199; 77 Stat. 359 [H.R. 976], December 12, 1963.
- 6 Public Law 95-625 [S. 791], November 10, 1978.
- 7 Public Law 100-349 [H.R. 2652] 102 Stat. 659, June 27, 1988.
- 8 Public Law 101-632 [H.R. 4834], November 28, 1990; Administrative History, 180-181, 215- 225; Long Range Interpretive Plan, 3; Salem Maritime National Historic Site *Site Plan & Environmental Assessment* (National Park Service, 1991) 6, 77.
- 9 National Park Service, *The Master Plan Edition of 1939, Salem Maritime National Historic Site* (unpublished report, on file at SAMA archives).
- 10 Ibid.
- 11 At this time, Resident Landscape Architect Norman T. Newton worked under the direction of Chief Architect Thomas Vint and drafted the park’s first master plan, which included a short discussion of park purpose and vision and a general development plan to guide landscape alterations. Newton was assisted by Assistant Landscape Architect Edmond Nash from the Emergency Relief Administration and Regional Landscape Architect V. Rosewell Ludgate. Pauline Chase-Harrell, Carol Ely, and Stanley Moss, *Administrative History of the Salem Maritime National Historic Site* (unpublished report), 17.
- 12 A park master plan developed between 1950 and 1952 has not been located and, according to the park’s 1993 Administrative History, was likely not implemented, 101.
- 13 Administrative History, 161-162; Historic Grounds Restoration of the Salem Maritime National Historic Site,” September 1973, Denver Service Center, Waltham Federal Records Center; John Luzader, “Preliminary Historic Base Map, Salem Maritime NHS, CRBIB, 000746, DSC, eTIC SAMA 373_132906.
- 14 National Park Service, *Master Plan, May 1978, Salem Maritime National Historic Site/Massachusetts* (unpublished report, on file at SAMA archives) 1, 13, 27.
- 15 Master Plan, 1978, 17.
- 16 Master Plan, 1978, 12, 13, 17.
- 17 National Park Service. *Site Plan & Environmental Assessment*, 1991, iii, 4-7.
- 18 National Park Service. *Long-Range Interpretive Plan* (2001), 4.
- 19 National Park Service. *State of the Park Report, Salem Maritime National Historic Site* (April 2013).
- 20 National Park Service. *State of the Park Report* (April 2013), 7-8.
- 21 National Park Service. *Foundation Document, Salem Maritime National Historic Site* (Draft) (July 2016), 8.
- 22 Revised in 1992, codified as 36 CFR Part 68 in the Federal Register (Vol. 60, No. 133), July 12, 1995.
- 23 Ibid, 23, 38.
- 24 NR 2014, 40; Resident LA, Nash, 1939.
- 25 Friedlander, 1991, Sheet 2 of 20.

- 26 2015 City of Salem Guide & Map: 26-29.
- 27 NR 2011, 12; NPS Denver Service Center, "Salem Maritime National Historic Site Park General, 1443IB160092905, Rehabilitation of Wharves, SAMA-188, July 24, 1992.
- 28 NR, 2014, 13-14.
- 29 Friedlander, 1991, Sheet 2 of 20.
- 30 Friedlander, 1991, Sheet 2 of 20.



Cultural Landscape Report

Salem Maritime National Historic Site

Treatment Plan
Inland Character Area



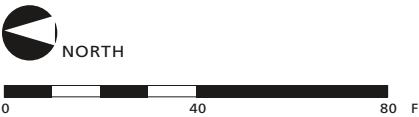
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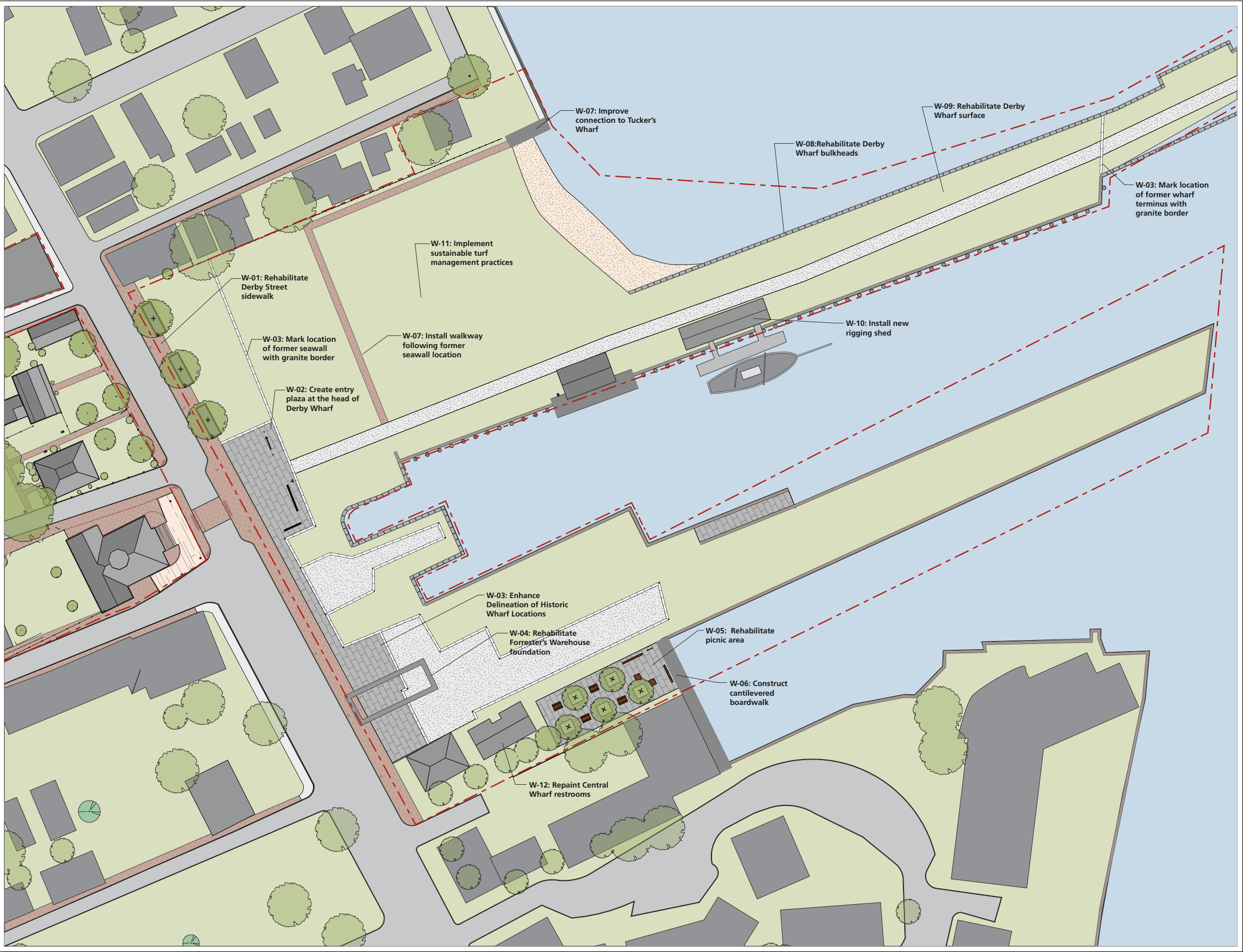
SOURCES
1. USGS 15cm Color Ortho Imagery (2008/2009), MassGIS.
2. Site research.

DRAWN BY:
John W Hammond, OCLP
Ashley M Braquet, OCLP
AutoCAD Map 3D 2012
Adobe Illustrator CS6

LEGEND	
	Park Boundary
	Brick Paving
	Flagstone Paving
	Roads
	Cobblestone
	Gravel
	Lawn
	Trees
	Wooden Deck
	Granite Paving
	Buildings
	Fence
	Bench
	Wayside
	Granite Blocks

NOTES:
1. Features depicted in approximate scale and location.
2. See Figure 150 for accessibility recommendations.





Cultural Landscape Report

Salem Maritime National Historic Site

Treatment Plan
Waterfront Character Area



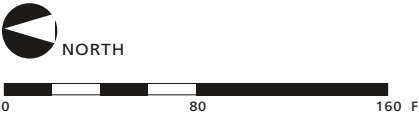
National Park Service
Olmsted Center for Landscape Preservation
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SOURCES
1. USGS 15cm Color Ortho Imagery (2008/2009), MassGIS.
2. Site research.

DRAWN BY:
John W Hammond, OCLP
Ashley M Braquet, OCLP
AutoCAD Map 3D 2012
Adobe Illustrator CS6

LEGEND			
	Park Boundary		Wooden Deck
	Brick Paving		Granite Paving
	Flagstone Paving		Buildings
	Roads		Fence
	Cobblestone		Bench
	Gravel		Wayside
	Lawn		Granite Blocks
	Trees		

NOTES:
1. Features depicted in approximate scale and location.



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APPENDIX A: CLIMATE CHANGE RESPONSE STRATEGY FOR THE WATERFRONT AREA

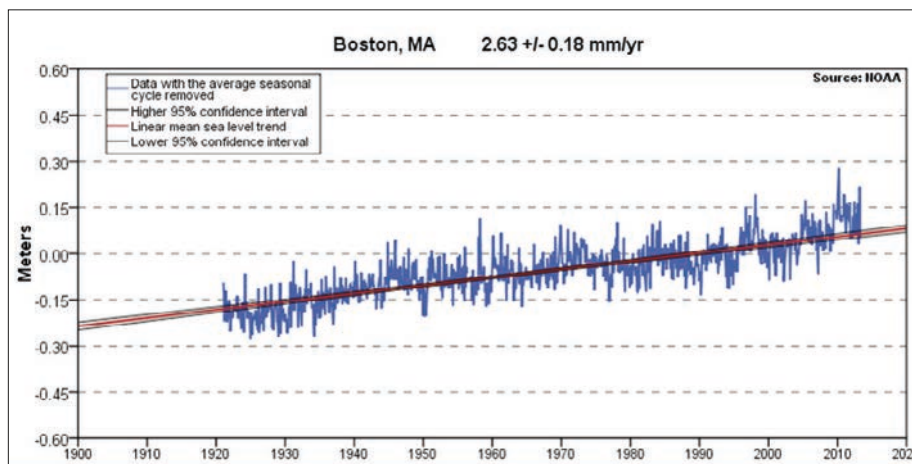
The 2013 *State of the Park Report* for Salem Maritime National Historic Site identifies global climate change as a key issue, which is evident in the rising sea level, the increased frequency and severity of storms, and the impact of storms on the park's historic wharves (Figure A.01). Storm surges and waves have eroded surface material and damaged the structure of the wharf bulkheads.¹ The effects if climate change will impact traditional resource management strategies, allocation of funds and labor for repairs, and visitor experience.

A 2013 report by the Intergovernmental Panel on Climate Change (IPCC) states, "Warming of the climate system is unequivocal, as is now evident from observations of increases in global average air and ocean temperatures, widespread melting of snow and ice, and rising global average sea level."² Climate change impacts will vary in each ecoregion, and include changes in sea level, precipitation patterns, and shifting ecosystems as a result of extended and milder growing seasons. These changes, and their cascading effects, have the potential to have profound impacts on cultural landscapes.

The National Park Service has developed a Climate Change Response Strategy (2010) and is continuing to develop guidance to assist parks in understanding the impact of climate change and incorporate considerations and responses in all levels of planning to ensure that parks are taking all practical measures to prepare for future conditions.³ This scenario planning strategy includes alternative approaches to protecting the agency's cultural and natural resources, documentation and/or relocation methodologies for threatened resources, and improved communication related to climate change and resource management. The strategy couples climate science with historic preservation planning to provide a park-specific planning approach.

This section incorporates the most recent guidance and data from the National Park Service Climate Change Response Program and several useful reports:

Figure A.01. Historic sea levels for Boston show that sea level rise is equivalent to 0.86 feet per century or 1.032 inches per decade. Based on this rate, the estimated sea level for 1762, when the wharf was built, was 2.2 feet lower than current sea levels (NOAA, Babson presentation 2014).



FOUR PILLARS OF CLIMATE CHANGE RESPONSE

SCIENCE

- Conduct scientific research and vulnerability assessments necessary to support NPS adaptation, mitigation, and communication efforts
- Collaborate with scientific agencies and institutions
- Learn from and apply the best available climate change science

ADAPTATION

- Develop adaptive capacity for managing natural and cultural resources and infrastructure under a changing climate
- Inventory resources at risk and conduct vulnerability assessments
- Prioritize and implement actions and monitor the results
- Explore scenarios, associated risks, and possible management options
- Integrate climate change impacts into facilities management

MITIGATION

- Reduce the carbon footprint of the NPS
- Promote energy efficient practices
- Enhance carbon sequestration as an ecosystem service
- Integrate mitigation into all business practices, planning, and the NPS culture

COMMUNICATION

- Provide effective communication on climate change and impacts to the public
- Train park staff in the science of climate change and tools for coping with change
- Lead by example

Figure A.02. The National Park Service has developed four pillars that form the foundation for making decisions about climate change responses for cultural landscapes (Preserving Coastal Heritage Summary Report 2014, 7).

data and understand and anticipate climate change impacts on the site (Table A1 and Figure A.04). The park will identify character defining features that are likely to be impacted and evaluate alternative futures and adaptation approaches for these resources. This section describes seven adaptation approaches to address climate change and sea level rise and their potential impacts on the park's resources. Further study is needed to examine opportunities and constraints, funding, priorities, personnel, available knowledge, and associated criteria for decision making. The following is an overview of the history of Derby Wharf and its defining features and seven alternative approaches to longer term treatment.

Climate Change Response Strategy (National Park Service, 2010); *Using Scenarios to Explore Climate Change: A Handbook for Practitioners* (National Park Service, 2013); "Preserving Coastal Heritage, Summary Report" (National Park Service, April 2014); and "Climate Change and Cultural Landscapes: Research, Planning, and Stewardship," (Robert Melnick et. al., draft February 2015). Collectively, the approaches described in this section seek to incorporate an adaptation strategy that aligns with current guidance.

The National Park Service's Climate Change Response Program recommends that each park undertake a scenario planning exercise to identify key indicators of change, promote adaptation strategies, and implement resiliency measures.⁴ Climate change work groups have defined four pillars of climate change response as science, adaptation, mitigation, and communication (Figure A.02).⁵ Closely aligned with the four pillars of response, the cultural landscape response strategy requires research, planning, and stewardship to implement the appropriate action for vulnerable resources (Figure A.03).⁶ Expertise from a wide range of disciplines is needed to identify the most appropriate action for vulnerable resources before the threat from climate change becomes acute.

In the years ahead, Salem Maritime National Historic Site will continue to gather climate change

THE CULTURAL LANDSCAPE RESPONSE TO CLIMATE CHANGE

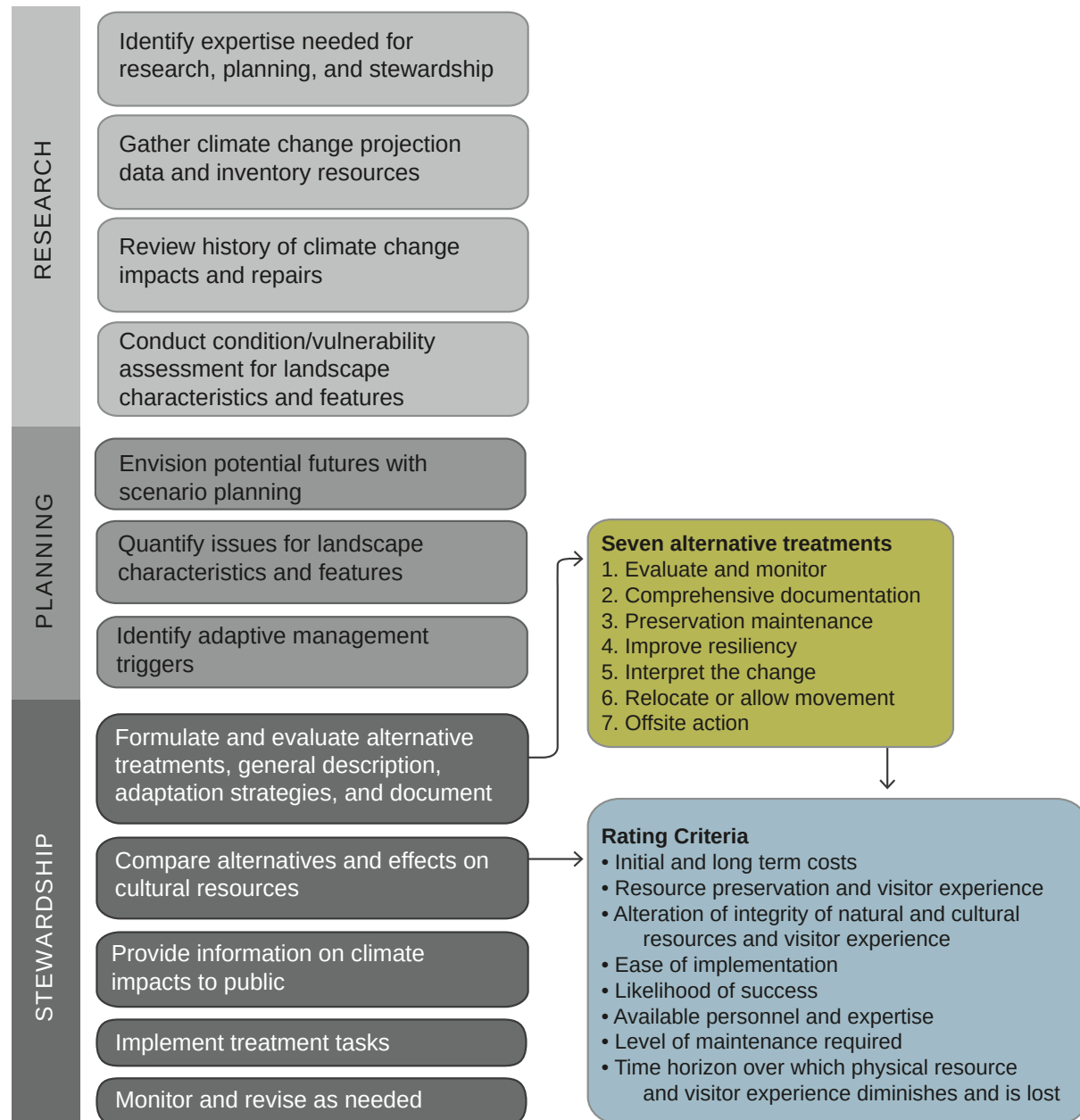
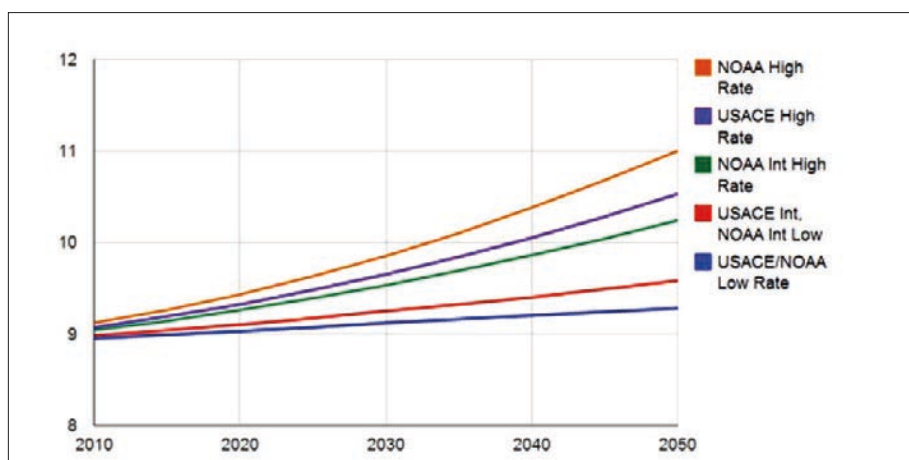


Figure A.03. Diagram of research, planning, and stewardship tasks that inform alternative treatments and rating criteria for making decisions about climate change responses to cultural landscapes (adapted from Melnick, 9 and Preserving Coastal Heritage summary Report 2014, 7, 31).

TABLE A1. STORM SURGE WITH USACE AND NOAA SEA LEVEL RISE SCENARIOS

Return Period (Annual Percent Chance)	Current	USACE/NOAA Low	USACE Intermediate/ NOAA Intermediate Low	NOAA Intermediate High	USACE High	NOAA High
10 percent	7.7	8.18	8.48	9.14	9.43	9.90
2 percent (50-year storm)	8.5	8.98	9.28	9.94	10.23	10.70
1 percent (100-year storm)	8.8	9.28	9.58	10.24	10.53	11.00
0.2 percent (500-year storm)	9.6	10.08	10.38	11.04	11.33	11.8

Figure A.04. Sea level rise and storm surge analysis based on U.S. Army Corps of Engineers and National Oceanic and Atmospheric Administration projections, CDM Smith compiled a vulnerability assessment for the City of Salem and found the NOAA Intermediate high sea level rise projection appropriate for Salem. USACE curves computed using criteria in EC 1165-2-212 (CDM Smith Memo 2013).



DERBY WHARF AND CLIMATE CHANGE

In the mid eighteenth and early nineteenth century the wharves extended into Salem Harbor to meet the needs of the booming maritime economy. During the peak of maritime trade, the wharves and waterfront area were covered by warehouses and storage areas. By the early nineteenth century Derby Wharf extended 2,045 feet into the harbor. The wharf was timber-cobb construction for the majority of the structure with a solid timber pier at the south end. Derby Wharf was faced with stone seawalls during 1824–25.

By the time the park was designated in 1938, all of the waterfront buildings and structures were gone and Derby Wharf was in poor condition. In 1938–39, the park completed extensive rehabilitation work on the wharf as part of the initial master planning efforts. Much of the original granite walls were rebuilt and seal concrete was poured behind many sections of the bulkhead. The level of the western wall was also raised by three feet by placing timber crib walls on top of the existing stone walls.

The bulkhead walls were constructed of large granite dry-laid stones with a battered profile, approximately three feet thick at the top and between six and eight feet at their base. The heavy, interlocking stones and the battered configuration were designed to resist shifting and movement from waves and effectively retain the weight of the wharf fill. The un-mortared spaces between the

stones were intended to allow water to quickly drain from the wharf fill, reducing the outward force of water weight that often leads to bulkhead failure. The top layer included “hairpins”—steel rods drilled into adjacent granite blocks that act as staples (Figures A.05 and A.06).

Subsequently, the park has repaired, stabilized, and raised sections of the seawalls that retain the earthen wharves. In 1958, concrete was added to the southern tip of the wharf around the Derby Wharf Lighthouse. In 1991–94, the park again rehabilitated Derby Wharf.⁷

Despite the stabilization efforts by the park in the past several decades, coastal sites like Salem Maritime National Historic Site are particularly vulnerable to climate change impacts. Of primary concern is Derby Wharf, which currently exhibits damage and deterioration from erosion and storm events. Sea level rise, surges from coastal storms, erosion, increased inundation by saltwater at high tide, and ocean acidification all have the potential to damage cultural resources. Predicted sea level rise will increase the incidence and severity of these impacts,

Figure A.05. Photograph of steel rods that act as staples to hold together the top course of the granite seawall, also referred to as “hairpins,” June 2015 (OCLP).



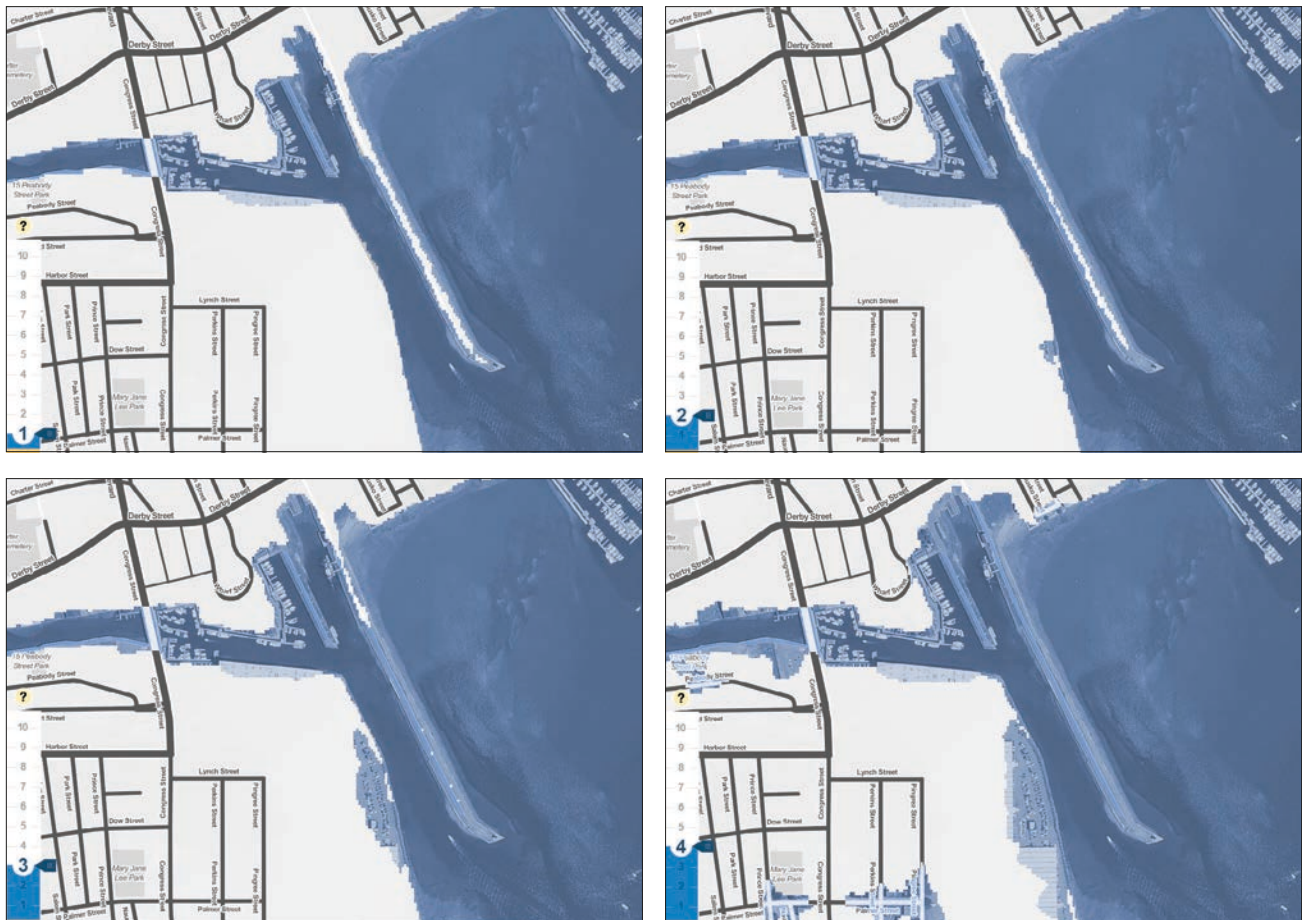
Figure A.06. View looking west of granite blocks pulled out of Derby Wharf seawall by storm waves in section that is 700 feet from Derby Street. The top course remains intact due to the steel pins, June 2015 (OCLP).



straining maintenance resources and threatening the structural integrity of the wharf. Other wharves and the beach area will face similar issues of erosion and inundation. Data for nearby Boston, recorded since 1900, and more recent data for Salem show that local sea level is rising at a rate of about one inch per decade. Based on projections by the US Army Corps of Engineers (USACE) and National Oceanic and Atmospheric Administration (NOAA) the rate will increase in the decades ahead and the frequency of 100-year storms will also increase (Figures A.01 and A.04). Based on the Climate Central Surging Seas analysis, a four foot storm surge would inundate most of the waterfront area south of Derby Street (Figure A.07) and a Category 4 Hurricane could inundate the entire park area (Figure A.08).⁸

Figure A.07. Climate Central combines sea level rise projections with historic flood statistics to estimate flood risk. Climate Central projects 3.8 feet of rise locally by 2100. The upper left image shows a tidal surge of one foot, the upper right shows a surge of two feet, lower left shows a surge of three feet, and lower right shows surge of four feet (Climate Central 2014).

To better understand the existing condition of Derby Wharf, the research team documented the wharf surface and walls with photographs and prepared sections to illustrate current construction methods and materials. A plan and photographs show the current condition of the wharf and the location of documented sections (Figures A.09 and A.10). The sections illustrate three construction methods and materials and varying degrees of erosion along the wharf and on the east and west sides, with the greatest erosion occurring in the two outer sections on the east side of Derby Wharf (Figures A.11, A.12, and A.13). Photographs of the east and west seawalls show where granite blocks have fallen out of the wall due to wave



action and illustrate the effectiveness of the iron and steel “hairpins” that hold the upper tier of the east facing seawall in place. Serving as large staples, the pins have held adjacent blocks in place, while wave action has pulled out blocks below them. Some pins have rusted through and been replaced with steel pins. Generally where one block has fallen out, others follow. The greatest number of fallen blocks occurs in the outer third on the east side of Derby Wharf.

A gravel bar, possibly a breakwater installed in the 1970s, is evident to the east of Derby Wharf. Generally, the breakwater has been eroded by wave action and no longer protects the face of the seawall from storm damage. During severe storms with waves that over-wash Derby Wharf, much of the gravel applied to the wharf surface is washed into the South River channel to the west of the wharf.

Figure A.08. Map showing zones of hurricane inundation for the Salem waterfront. During a Category 1 storm half of Salem Maritime National Historic Site could be flooded. During a Category 4 Storm, the entire park could be flooded (Worst Case Hurricane Surge Inundation Zones GIS data, USACE).

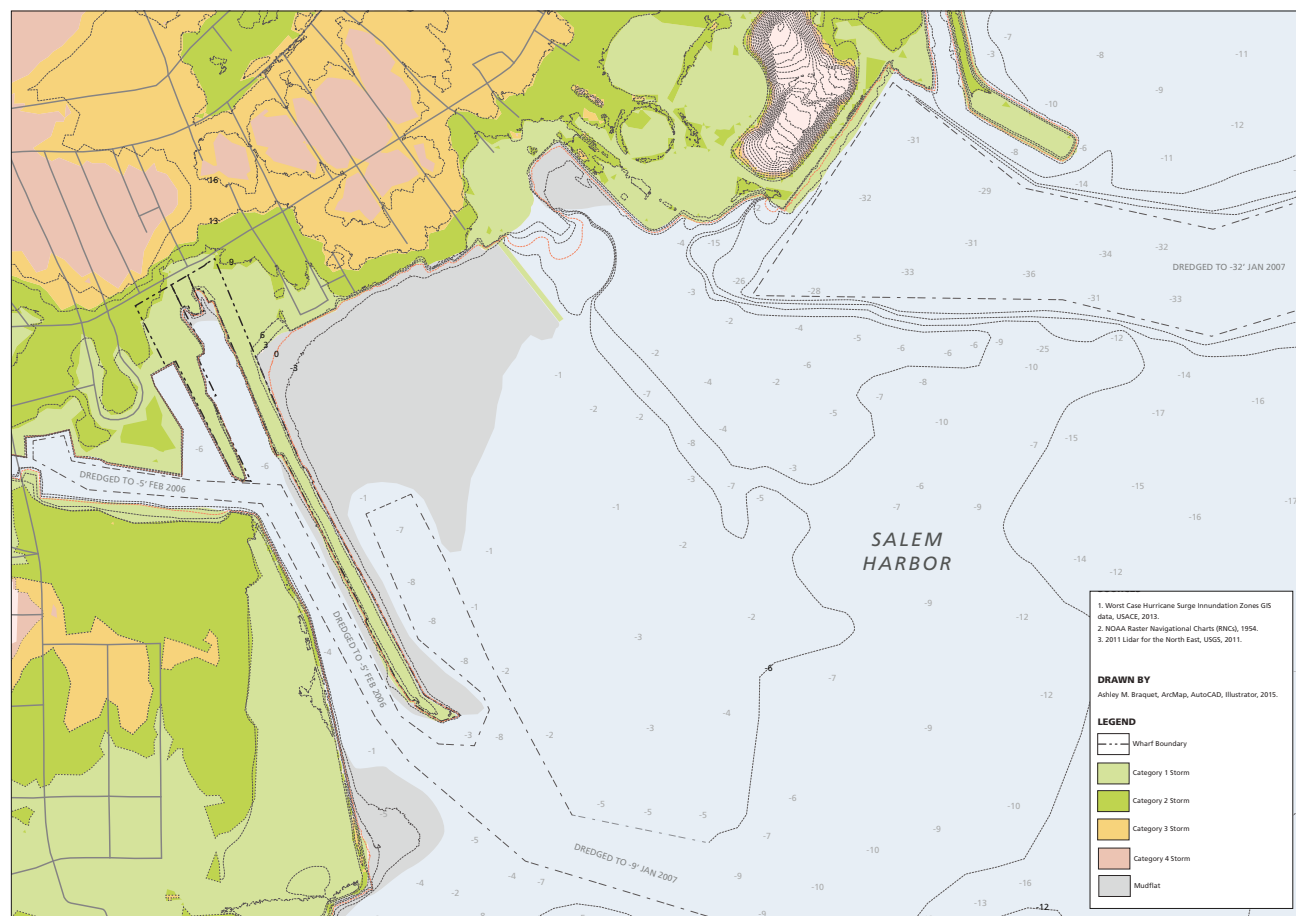




Figure A.09. Aerial photograph with overlay showing one hundred foot intervals along the length of Derby Wharf. Photographs at intervals are shown in Figure A.10. Three sections indicated above are illustrated in Figures A.11, A.12, and A.13 (OCLP).



Figure A.10. Photographic sections illustrate the slight variations in construction methods along Derby Wharf. Markers along the right edge of the diagram correspond with interval markers in Figure 110 (OCLP).

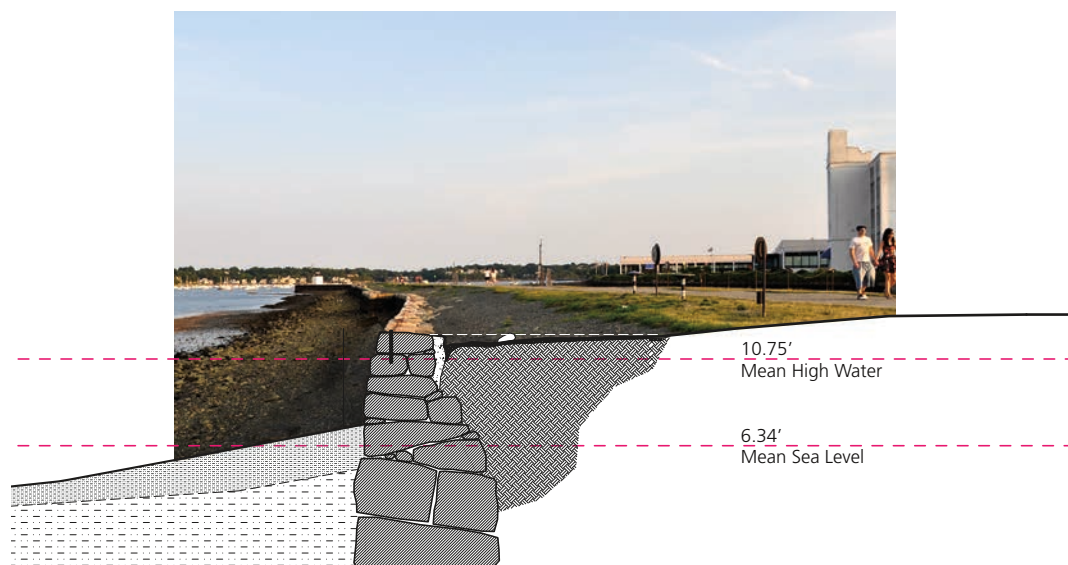


Figure A.11. Section 1 depicts Derby Wharf at 600 feet from Derby Street looking south. The east wall is granite block construction. The west side includes a concrete foundation, a portion of granite block wall, and timber cribbing used to elevate the wharf by approximately 3 feet (OCLP).

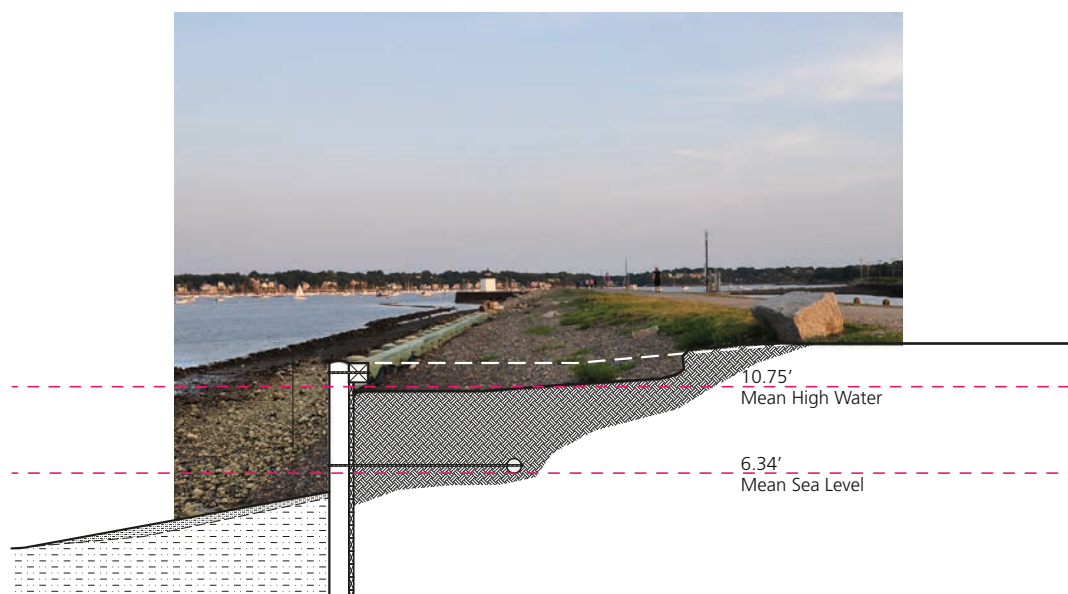
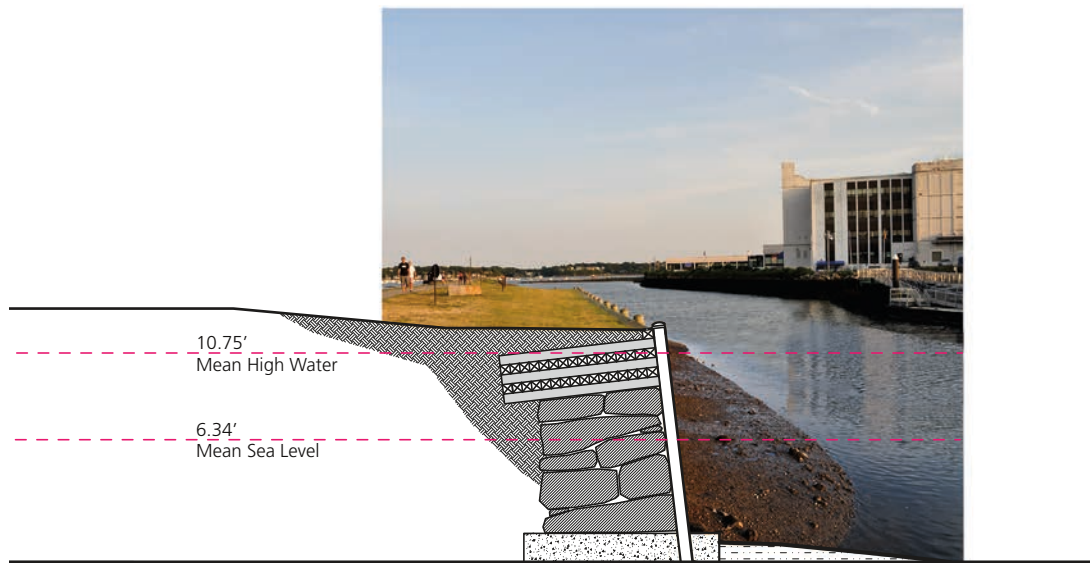
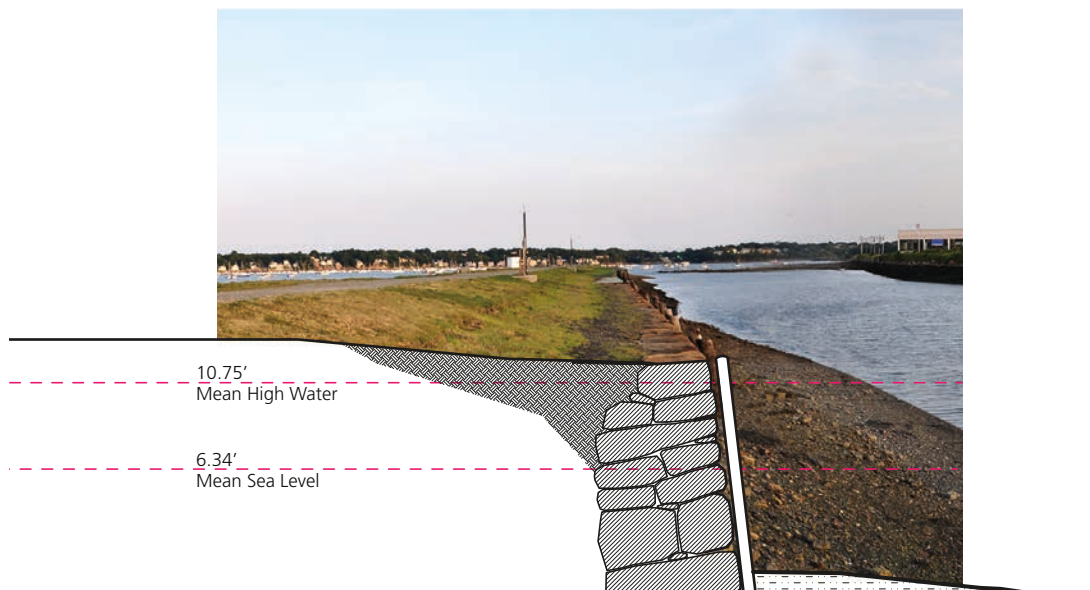


Figure A.12. Section 2 depicts Derby Wharf at 1,000 feet from Derby Street looking south. The eastern side timber bulkhead is severely eroded. The western side includes the original granite block wall braced by timber piles (OCLP).



Section 1, West wall



Section 2, West wall

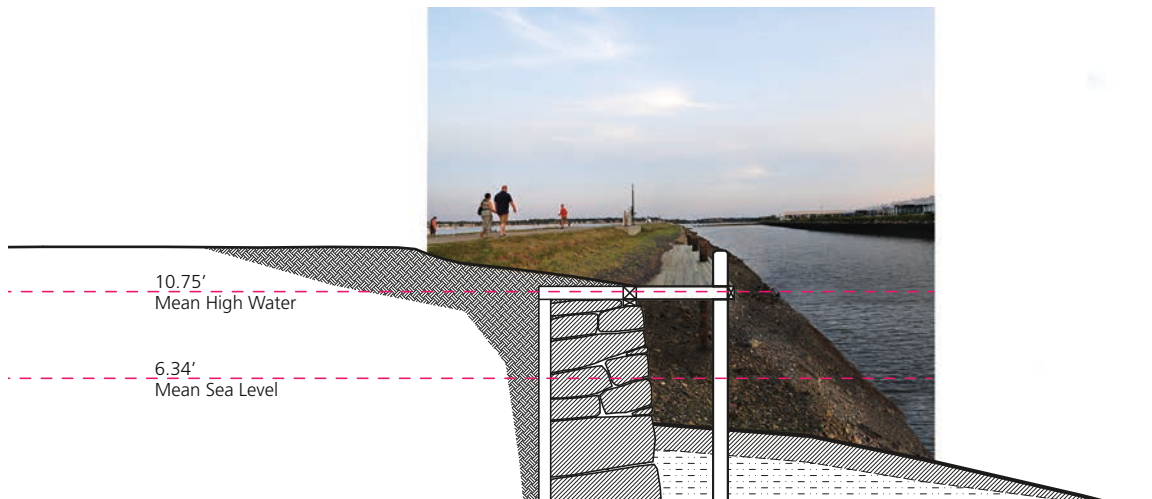


Figure A.13. Section 3 depicts Derby Wharf at 1,700 feet from Derby Street looking south. The western side consists of granite block and timber piles with decking. The upper red dashed line indicates the current mean high water line (1.75 feet above low tide) and the lower line represents mean sea level (6.34 feet above low tide) (OCLP).

ADAPTATION OPTIONS

In 2016, the National Park Service Climate Change Response Program completed a report outlining its strategy for responding to climate change as it relates to cultural resources. The Cultural Resources Climate Change Response Strategy describes seven alternative adaptation options that together offer a range of actions to address climate vulnerability of cultural resources. The options include many practices already employed in cultural resource management, but the list helps to categorize the actions and array them along a gradient from minimal intervention to destructive change. The options are not mutually exclusive, and they may be used individually, in combination, or in sequence.⁹

The following section applies these seven adaptation options to the management of Derby Wharf and the Salem Maritime waterfront in general (Table A2). The alternatives were developed using both the scenario planning process developed by the National Park Service in 2013, the Cultural Resources Climate Change Response Strategy decision-making framework developed in April 2014, and a research, planning, and stewardship strategy for climate change and cultural landscapes drafted in 2015.¹⁰ Each alternative includes a brief description of associated inputs of labor, funds, and materials; the short- and long-term implications for park resources integrity, visitor experience, and park management priorities; and the physical alterations necessary to implement the alternative. Following the seven adaptation options is a summary of recommended treatment actions from the treatment chapter of this report that respond to climate change.

1. No active intervention (maintain current conditions)

Option 1 involves no active intervention to respond to changing climatic conditions or to prepare for anticipated future conditions. This may be appropriate in situations where resources have low vulnerability or where technical or economic factors make intervention unfeasible. In the case of Derby

TABLE A2. ALTERNATIVE APPROACHES FOR CULTURAL LANDSCAPE CLIMATE CHANGE RESPONSE FOR SALEM MARITIME NATIONAL HISTORIC SITE

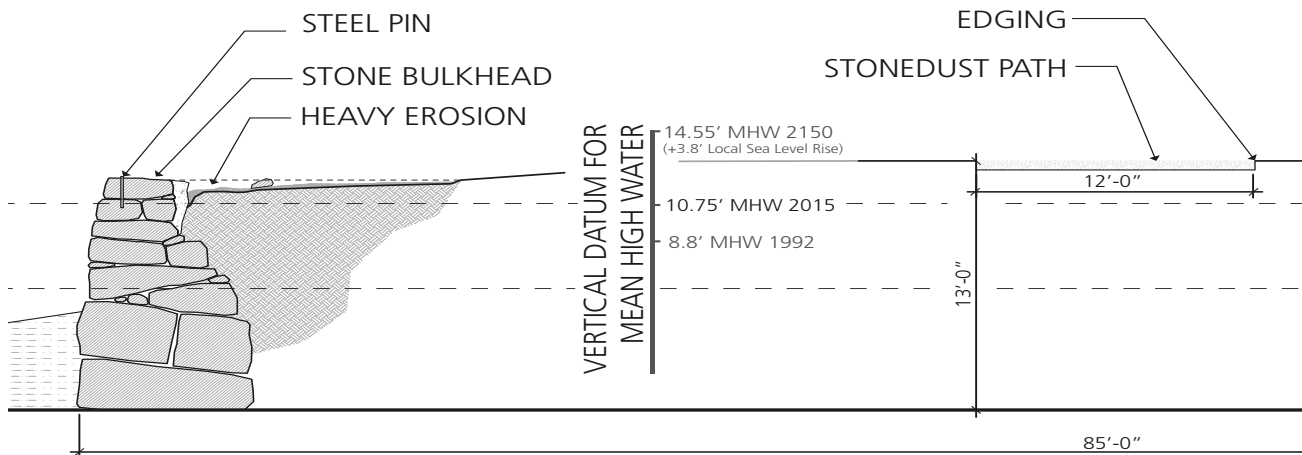
Adaptation Option	Inputs	Protection of Cultural Resources
1. No active intervention/continued preservation maintenance	High	Continued maintenance practices to perpetuate current conditions; no active intervention to respond to changing climate stressors.
2. Offset stress	Undetermined	Offsite structures or alterations to deflect or diminish stressors. Not considered in this CLR.
3. Improve resiliency	High	Alterations to site resources to better withstand stressors or quickly recover after disruption.
4. Manage change	Medium–high	Allow or effect change in the landscape that responds to climate change while preserving historic character.
5. Relocate or allow for movement	Undetermined	Actively relocate resources to a less vulnerable location. Not considered in this CLR.
6. Document and prepare for loss	Low	Comprehensive documentation of resources.
7. Interpret the change	Medium	Actively engage visitors in observing and understanding the effects of climate change on the resource.

Wharf and other waterfront resources, with their significant and ongoing impacts from the elements and from visitation, continued preservation maintenance will still be required to prevent the wharves from quickly deteriorating into a state of poor or hazardous conditions.

Preservation maintenance is the practice of monitoring the condition of features, controlling change, replacing deteriorated or missing features in-kind, and minimizing disturbances to historic resources. The focus of preservation maintenance is to ensure that features are not lost, and the historic character of the property is not compromised.

With a preservation maintenance approach, the park would continue to repair the wharves after storms. However, as the sea level continues to rise, the cost and labor expended would become increasingly temporary in nature—a ten year cycle of replacement would become an annual cycle of replacement because materials applied in one season could be displaced in the next.

Preservation maintenance of the wharf bulkhead walls is based on retention of the current construction materials and methods of dry-laid, battered stone walls. The primary measure to ensure the structural integrity of the walls is to maintain the walls in good condition, correcting small defects in a timely manner before they can cause larger structural issues (Figure A.14).



TYPICAL SECTION OF WHARF LOOKING SOUTH

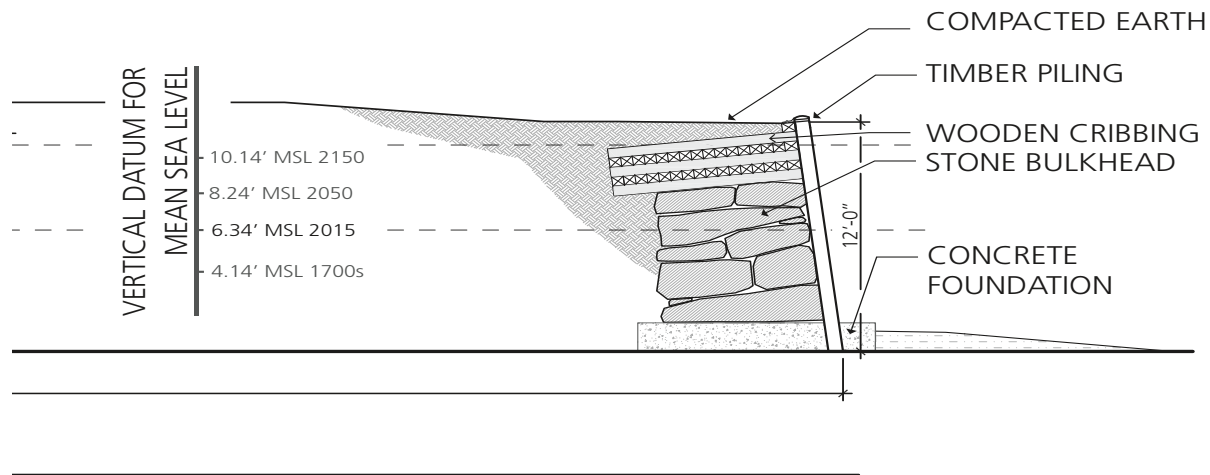
Figure A.14. Typical wharf section showing features that require ongoing monitoring and preservation maintenance (OCLP).

Figure A.15. View looking north on Derby Wharf about 600 feet from Derby Street. Wooden edging aids in holding the gravel surface material, but the material is still washed away during heavy storm surges as illustrated in the next two figures, June 3, 2015 (OCLP).



Preservation maintenance practices may include:

- Replenish surface gravel and stone dust walkway material after storms.
- Reinstall edging along walkway to aid in retaining material (Figure A.15).
- Add a heavy planting soil (with a high percentage of clay) in areas where soil has washed away, plant with salt tolerated grasses with vigorous root structure, and cover the area with erosion matting.
- Mow or trim vegetation regularly to stimulate root growth.
- Repair steel pins in top layer of seawall: Many of the pins have rusted through. Ongoing preservation maintenance is evidenced by the number of new pins.



The installation of new pins should continue.

- Reset granite blocks that collapse from walls and insert chinking stones, mortar bags, and filter fabric: The un-mortared stone construction of the wall allows waves to backwash during storms, dragging materials through gaps. Reducing the gaps will aid in retaining wharf materials.
- Avoid patches with concrete: In an effort to reduce erosion of the wharf surface and to anchor the stones, concrete was added to the bulkhead walls several times from the 1950s onward. Much of this is as a small, irregular apron on the wharf surface behind the top of the seawall. These applications of concrete have not succeeded in preventing erosion, and may exacerbate it, as water is accelerated around the hard material and cavities form under and around the concrete.
- Conduct maintenance dredging in boat channels around wharves to remove relocated wharf surface materials (Figures A.16 and A.17).

2. Offset stress

This option involves removing or deflecting the environmental stressor by taking action outside park boundaries. Offsite action can enhance resiliency while minimizing changes to physical materials or setting of the resource. However, the action is likely to impact surrounding resources such as natural habitat or infrastructure. Some examples might include installing jetties, retaining walls, breakwaters, or floating structures. Off-site interventions would involve coordination through partnerships with other entities, including adjacent landowners and other governmental agencies.

Figure A.16. View looking south along west side of Derby Wharf about 1,500 feet from Derby Street. Timber piles aid in retaining the granite block retaining wall. Gravel washed from the access road during storm surges settles above the wall, June 3, 2015 (OCLP).



Figure A.17. View looking north on the west side of Derby Wharf about 1,800 feet from Derby Street. Gravel washes from the access road during storms and collects below the wharf, June 3, 2015 (OCLP).



For Salem Maritime, offsite environmental stressors are sea level rise and intense wave action during storms. Remnants of an offshore breakwater are evident to the east of the outer portion of Derby Wharf and visible at low tide. While offshore breakwaters, floating structures, walls, or jetties could reduce the wave action, they could potentially increase sedimentation in the harbor, deflect stress to other shorelines, or create navigational hazards. In addition, such actions would require an Environmental Impact Statement or Environmental Assessment. At this time, the Cultural Landscape Report will recommend treatment actions that are within the park boundary.

3. Improve resilience

This option involves rehabilitating or modifying the resource itself to better withstand the stressor or impacts. The modifications would preserve or moderately impact the integrity of the resource. Examples include relocating

resources or elevating resources, changing plant species, and treating structural materials to better withstand increased moisture, wind, and storm action.

For Salem Maritime, considerations include improving the resiliency of the wharves, the *Friendship of Salem*, the buildings along the shoreline, and vegetation within the flood zone to withstand storms, waves, and high tides. Actions require expenditures for longer term benefit than preservation maintenance. Rehabilitation actions include raising the elevation of the walls and wharf surface; adding floating structures; adding stronger structural materials to the walls and surfaces of the wharves including steel walls, mortar, filter fabric, and bolts; and introducing salt tolerant vegetation for erosion control.

Specific rehabilitation tasks include:

- Raise the seawall for sections of the wharf as was already done for a portion of Central Wharf.
- Insert sheet pile along the bulkhead and surface with granite blocks that are bolted to the sheet pile to improve resilience and retain historic appearance. Alternatively use sheet pile without stone facing for less visible sections of the wharf, such as the outer half of Derby Wharf. This treatment is used for Central Wharf.
- Armor the surface of the wharf with large granite blocks, timber piles, and steel pins. Incorporate barriers to minimize erosion of underlying soil and gravel in heavy wave action including over-washing and back-washing (Figures A. 18, A.19, A.20, and A.21).
- Install a more durable edging along the wharf walkways to aid in retaining materials during heavy wave action.
- Establish vegetation test plots in eroded sections of the wharf. Based on findings, install plants with vigorous, salt-tolerant root systems (Figures A.22 and A.23).
- Harden walkways with durable material such as concreted or asphalt (recognizing that these will be lifted, cracked, undercut and need to be replaced at a higher cost than stone dust).
- Add steel pins to anchor blocks within the seawall.
- Raise the elevation at the head of Derby Wharf by raising the seawall or adding a terrace. Alternatively, add bollards and chains or a low fence to redirect foot traffic.

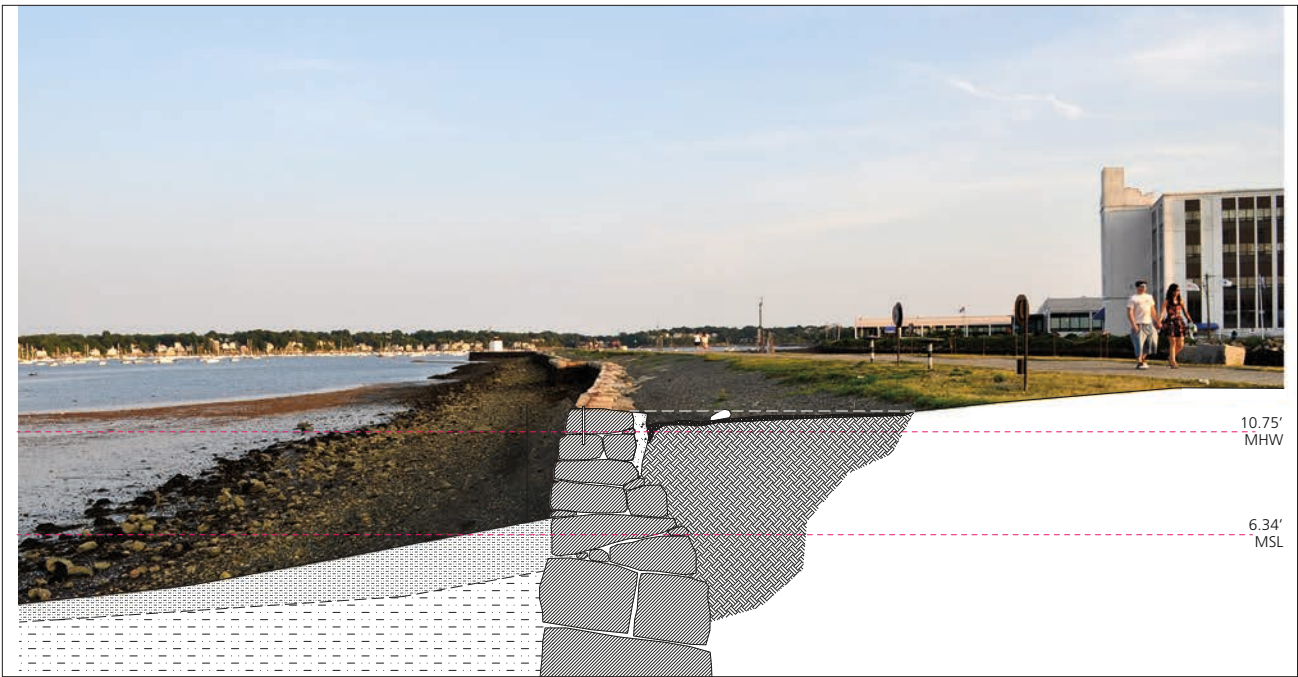


Figure A.18. Section of existing bulkhead walls with visible erosion between the granite block wall and walkway (OCLP).

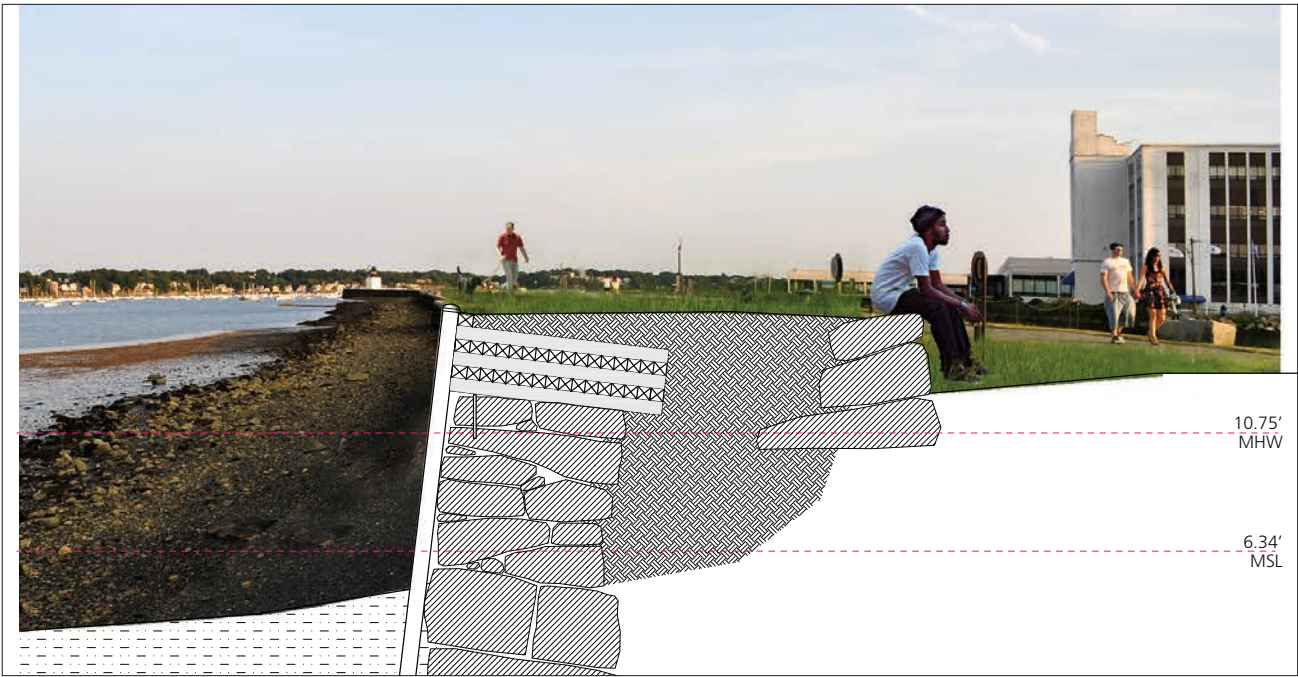


Figure A.19. Photo simulation of bulkhead elevated with timber piles and cribbing, and interior retaining wall (OCLP).

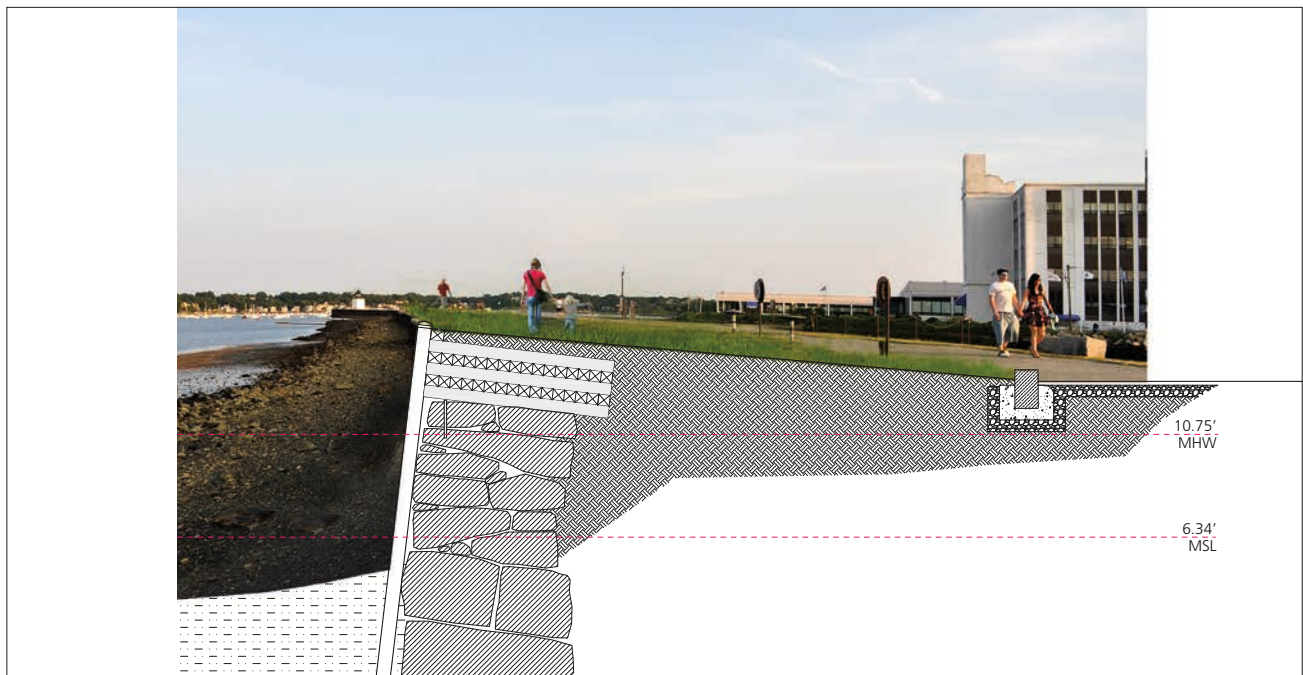


Figure A.20. Photo simulation of additional timber piles to stabilize the granite block wall and timber cribbing above the granite block wall to raise the height of the wharf to reduce over-washes. The elevation of the wharf slopes westward and includes a granite curb to help hold the gravel walkway surface (OCLP).

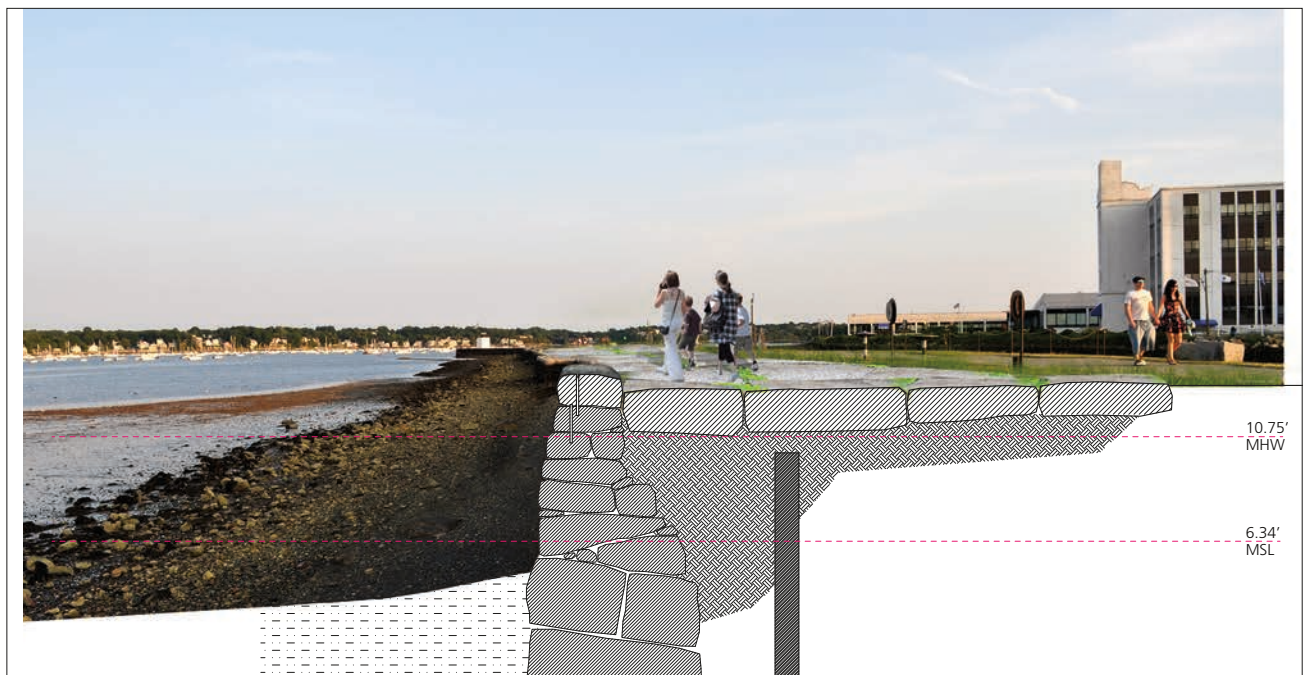


Figure A.21. Photo simulation of the surface of the wharf armored with large granite blocks. To improve resilience, steel pins are used as staples (OCLP).



Figure A.22. Existing condition of eastern side of Derby Wharf showing erosion (OCLP).



Figure A.23. Photo simulation of Derby Wharf with granite block edges and deep rooting grasses to prevent erosion and to prevent material from washing into harbor (OCLP).

4. Manage change

The goal of historic preservation is generally to preserve the design and material of contributing resources and perpetuate the essential qualities of the landscape's historic character. Many times, however, change cannot be avoided and must be incorporated and managed to minimize the impacts to historic integrity. This option involves clearly defining the essential qualities that must be preserved for the resource to retain integrity while allowing or effecting change to contributing materials or design characteristics.

The waterfront area of Salem Maritime National Historic Site is subjected to destructive forces from wind, waves, and tide. As sea levels continue to rise,

Figure A.24. View of Derby Wharf Lighthouse during high tide, February 2013 (OCLP).



ongoing maintenance to preserve historic qualities of the wharves will become increasingly ineffective or unfeasible. Changes to the structure of the wharves will eventually be necessary to ensure their continued survival. These changes may include raising the height of the bulkheads, installing stabilizing structures behind the stone bulkheads, such as sheet piles or concrete, and changing the surface material of the wharves. Alterations to historic fabric should be the minimum necessary to achieve the desired goal and should be carried out in such a way as to preserve the historic character of the resource.

5. Relocate/facilitate movement

This option involves actively relocating some or all resources to a less vulnerable location either within or outside park boundaries. The resource may be actively relocated through intervention (such as raising or relocating a lighthouse) or passively by natural processes (such as by wave action).

At Salem Maritime, resources that could be potentially relocated or raised include the Derby Wharf Lighthouse, the *Friendship of Salem*, the warehouses, and other park structures. The entire cultural landscape would be impossible to relocate, but portions of the landscape would be relocated by wave action. At this time the threats to resources are not significant enough to merit relocation or raising the elevation of buildings and structures. In the future, the Derby Wharf Lighthouse can be raised (Figure A.24).

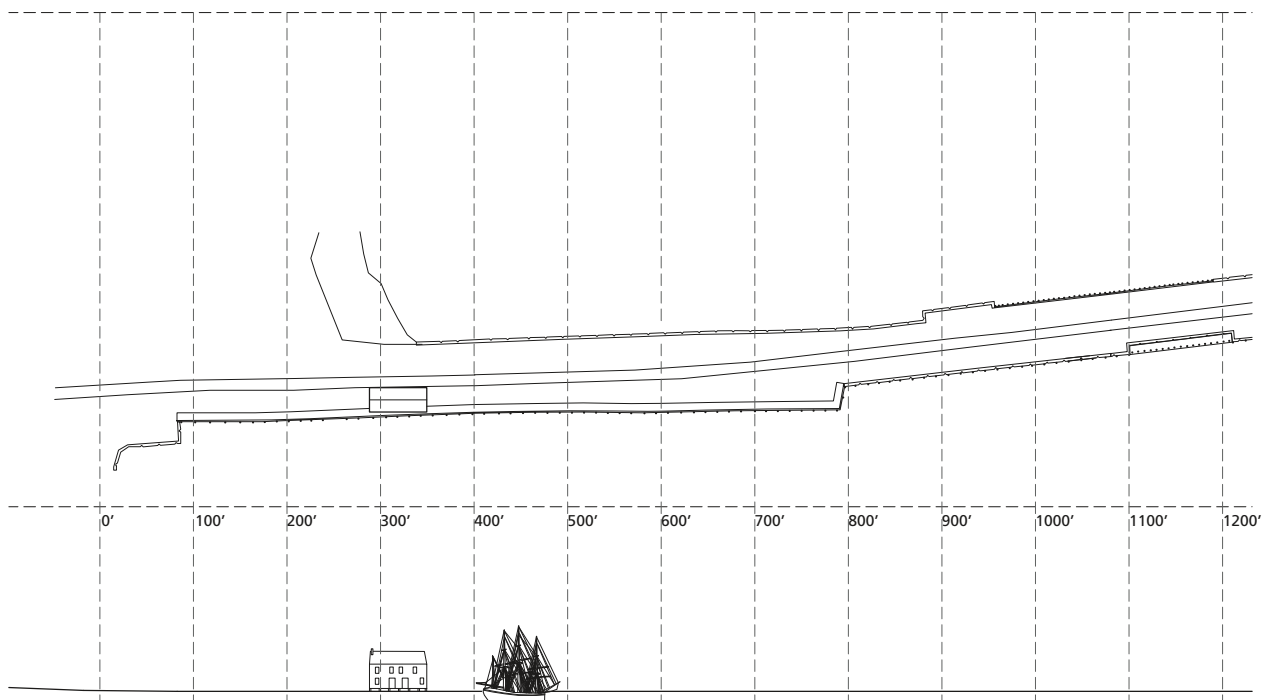
6. Document and prepare for loss

Similar to the first option, this approach involves compiling a complete record of the resources and allowing the resources to undergo the full effects of environmental stressors or other forces. Ultimately, the forces are likely to destroy or remove the resource.

For Salem Maritime, this option for comprehensive documentation and discontinued maintenance would be necessary for the wharves if no funds are available for stabilization. Sea level rise and storms are actively dismantling and eroding the wharves, hence without action, the forces will continue to destroy and remove the resource. In addition to general evaluation and monitoring, this option would include documentation based on the methodologies of the Historic American Engineering Record (HAER), Historic American Buildings Survey (HABS), and Historic American Landscapes Survey (HALS). Documentation would include measured drawings in plan, profile, and section, and comprehensive photographs of all waterfront resources.

The resource will be understood and documented, allowing the park to understand the change in resource condition and to revisit the management approach at a future point in time. Once comprehensive documentation is complete, the input of labor, funds, and materials would be minimal (unless the management approach changes). Deterioration would be documented annually. Treatment actions include the installation of caution signs and educational and interpretive information on the park's comprehensive documentation. Figure A.25 depicts the Derby Wharf in plan and in section with markers for photo and monitoring points at 100 foot intervals along the length of the wharf. Figure A.26 depicts the appearance of Derby Wharf in the early 1930s when the wharf was not actively maintained and Figures A.27 and A.28 show current erosion.

Figure A.25. Wharf plan and elevation. The markers below can be used to identify monitoring points at 100 foot intervals along the length of the wharf. At selected intervals and after major storms, documentation would include photographs and measurements to record change (OCLP).



Specific tasks include:

- Gather HABS, HAER, HALS documentation
- Post signs to educate visitors on the reasons for lack of maintenance and the potential safety concerns

7. Interpret the change

This option recognizes that climate change is part of our history and should be incorporated into interpretation and educational programs. The option involves identifying the effects of climate change and its impact on resources in a way that engages park visitors. This option is not exclusive of the other options.

At Salem Maritime, possible interventions include adding interpretive markers that show the change in water lines, interpreting climate-change related impacts and alterations, and actively documenting and sharing changes through social media.

The park has already embraced the educational aspects of this option and is actively engaging visitors in the changes visible in the waterfront landscape. For example a time lapse video recorded during Winter Storm Juno in January 2015 shows the high tide surge extending over the seawalls and has received over fifteen thousand views.¹¹ A nearby webcam allows viewers to watch storm events and their impact on the wharves.¹²

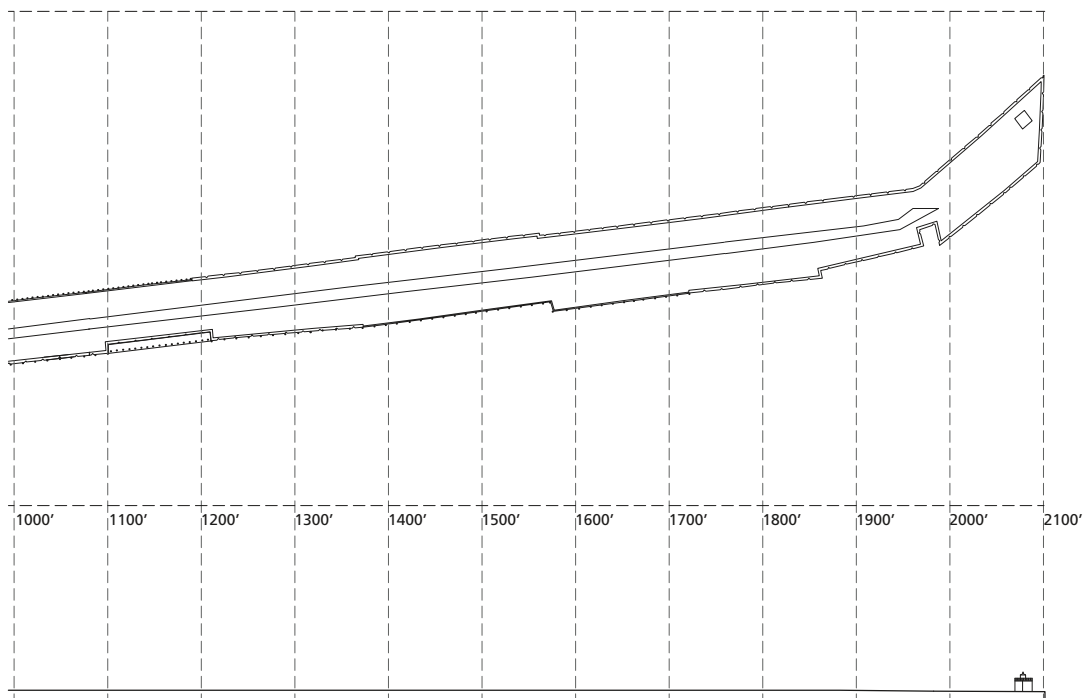


Figure A.26. Looking south at Derby Wharf in poor condition in April 1937 prior to rehabilitation by the National Park Service in 1938–39. Without maintenance or rehabilitation, the wharf will return to this condition (Allan Rinehart, National Park Service Collections, SAMA 14B-003).



Figure A.27. Looking south at erosion and over-wash damage on the eastern side of Derby Wharf, June 2015 (OCLP).



Figure A.28. Looking south at erosion and over-wash damage on the eastern side of Derby Wharf near the lighthouse during an exceptionally high tide, February 2013 (OCLP).



Future actions associated with interpreting the change may include preserving a portion of the wharf, constructing a boardwalk above a portion of the existing wharf. The boardwalk would allow visitors to see the resource below them and experience the maritime setting.

Related tasks include:

- Add interpretive exhibits about climate change and gather tidal and storm surge data and post data for visitors in the waterfront area.
- Preserve a portion of the upper wharf by improving resiliency as described in Approach #4.
- Construct a boardwalk above the existing wharf and allow the wharf to deteriorate (Figures A.29 and A.30).

Figure A.29. View looking south toward the Derby Wharf Lighthouse showing deterioration of Derby Wharf due to lack of maintenance, April 1937 (Allan Rinehart, National Park Service Collections, SAMA 14B-003).



Figure A.30. Photosimulation of a boardwalk constructed over the deteriorating wharf to interpret the history of the waterfront and the effects of climate change (Allan Rinehart, National Park Service Collections, SAMA 14B-003, adapted by OCLP).



SUMMARY OF CLIMATE CHANGE TREATMENT RECOMMENDATIONS

The impacts to Derby Wharf and other waterfront resources at Salem Maritime National Historic Site are critical enough that ongoing preservation maintenance alone will not be enough to prevent significant deterioration of the resources. Direct intervention will be needed in the near future to protect the wharves and waterfront areas from the effects of higher sea levels and frequent storms. The adaptation options above provide a framework for generating recommended treatment tasks for the waterfront resources that take into account the site's significance, integrity, and existing conditions, while preparing for anticipated future conditions.

The two primary impacts that are already causing damage on Derby Wharf and adjacent waterfront areas are the damage and deterioration of the stone and timber bulkheads that hold the wharf together and the extensive erosion and repeated inundation of wharf and waterfront surfaces. The following treatment actions, presented in more detail in the treatment chapter of this report (see Tasks W-08 and W-09), are intended to correct ongoing issues, improve resiliency of waterfront resources, improve visitor experience, and ensure the long-term integrity of the Salem Maritime cultural landscape.

Recommended treatment actions fall primarily into the category of improving resiliency to better withstand climate change impacts. The treatment approach recognizes that some degree of change is required to protect the resources, recommending actions that maximize resource protection while retaining the landscape's essential qualities.

Recommended treatment tasks included in the treatment chapter of this report include:

- Complete a comprehensive inspection and repair of stone bulkheads to identify and correct the most critical condition issues.
- Increase the elevation of bulkhead walls to reduce the frequency of tidal and storm inundation and over-wash.
- Install filter fabric behind bulkhead walls to retain wharf fill and reduce the loss of small stones in the bulkhead walls.
- Anchor small chinking stones to prevent them from being dislodged and destabilizing the bulkhead walls.
- Remove concrete from wharf bulkheads to reduce erosion.

- Rehabilitate the soil on wharf surfaces and waterfront areas to withstand erosion and support vegetation growth.
- Install mechanical soil stabilization in areas of worst erosion.
- Plant stabilizing vegetation on wharf surface.

ENDNOTES

- 1 National Park Service. *State of the Park Report* (April 2013), 1, 46-47; *Long-Range Interpretive Plan* (2001), 9.
- 2 Thomas F. Stocker, et. al. (eds.), *Climate Change 2013, the Physical Science Basis* (Working Group I Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change), 124.
- 3 National Park Service, *Climate Change Response Strategy*, 2010.
- 4 National Park Service, *Using Scenarios to Explore Climate Change: A Handbook for Practitioners*, National Park Service Climate Change Response Program, Fort Collins, Colorado, 2013, iv. (www.nps.gov/climatechange)
- 5 National Park Service, “Preserving Coastal Heritage, Summary Report” April 2014.
- 6 Climate Change and Cultural Landscapes: Research, Planning, and Stewardship,” draft Feb 2015.
- 7 NR 2011, 12; NPS Denver Service Center, “Salem Maritime National Historic Site Park General, 1443IB160092905, Rehabilitation of Wharves, SAMA-188, July 24, 1992.
- 8 <http://sealevel.climatecentral.org/surgingsseas/place/cities/MA/Salem?lookup=42.521406%2C-70.89864#center=12/42.5214/-70.8986&show=cities> (accessed June 17, 2015).
- 9 Marcy Rockman, Marissa Morgan, Sonya Ziaja, George Hambrecht, and Alison Meadow, *Cultural Resources Climate Change Strategy* (Washington, DC: Cultural Resources, Partnerships, and Science and Climate Change Response Program, National Park Service), 2016.
- 10 Key sources include: National Park Service, *Climate Change Response Strategy*, 2010; National Park Service, *Using Scenarios to Explore Climate Change: A Handbook for Practitioners*, 2013; National Park Service, “Preserving Coastal Heritage, Summary Report” April 2014; and “Climate Change and Cultural Landscapes: Research, Planning, and Stewardship,” draft Feb 2015.
- 11 “Timelapse of Winter Storm Juno at Salem Maritime National Historic Site.” <https://www.youtube.com/watch?v=LPRCBGjVRhI> (accessed Jun 18, 2015).
- 12 <http://www.salemweb.com/guide/> (accessed June 18, 2015).

APPENDIX B: PROPERTY NAMES, REFERENCE CODES, AND PARCEL SIZE

Reports use different numbering systems to trace the history of the parcels. Appendix A lists the various numbering systems. Sources include the park's numeric system from the 1974 NPS Division of Land Acquisition Base Map and data gathered by Historian Amy Friedlander in 1991 and by NPS Historian Charles Snell in the 1970s. Friedlander's system correlates with current tract numbers, from 01-101 to 01-113. Snell's numbering system is more complex, but aids in tracking the subdivisions and aggregation of parcels within the park over nearly four hundred years of Euro-American history. For example Snell's Lot 1 corresponds with the Derby House; Lot 2A, 2B, and 2C with the Hawkes House; Lot 3A, 3B-1 and 3B-2 with the Custom House; and Lot 9 with the Narbonne House. Lots A and B are the lawn area east of Derby Wharf, Lot C is Derby Wharf, and Lots D, E, E-1, E-2, and F consist of the area east of Derby Wharf, including Central Wharf. The lots are summarized in Table 9.

Property Name and Address	Lot # NPS Landsnet 2015	Lot # NPS Acquisition Parcel map 1974	Lot # Snell 1979	Size (acres)
Narbonne House 71 Essex Street	01-101	01-101	9	0.19
Custom House 176 Derby Street	01-104	01-104	3A: Custom House front east 3B-1: North of Scale House (non NPS) 3B-2: Custom House front west 3B-3: Scale House/ middle lot	0.32
Hawkes House # Derby Street Derby House Interpretive Garden Back of # Derby Street West India Goods Store 164 Derby Street Central Wharf # Derby Street Derby Wharf lawn area 175-77 Derby Street	01-103	01-103	1: E. H. Derby House lot (front and back) 2A: Hawkes front lot 2B: Hawkes middle lot 2C: Hawkes back lot	4.01
Derby House and east side yard 168 Derby Street	01-102	01-102	1: E. H. Derby House lot (front and back)	0.14
St. Joseph Hall 160 Derby Street	01-113	01-113	Not assigned	0.07
St. Joseph Hall right of way strip	01-114	01-114	Not assigned	0.00
Central Wharf		01-105	E	
Derby Wharf		01-106	B and C	
Hatch's Wharf		01-107	D	
Hatch's Wharf and eastern side of Central Wharf	01-107	01-107	D	0.67
Portion of Derby Wharf beach area	01-105	01-105	A and B	0.14
Derby Wharf	01-106	01-106	C	3.31

Property Name and Address	Lot # NPS Landsnet 2015	Lot # NPS Acquisition Parcel map 1974	Lot # Snell 1979	Size (acres)
Lots on Kosciusko Street within the administrative park boundary	01-108, 01-111, and 01-112	01-108, 01-111, and 01-112	K	0
Portion of Tucker Wharf	01-109	01-109	A and K	0.06
Derby Wharf Lighthouse	01-110	01-110	C	0.02
Not part of study area: Armory Parcel, Salem Armory Visitor Center	01-115	01-115	n/a	0

APPENDIX C: SHADE AND FRUIT TREES AT SALEM MARITIME NATIONAL HISTORIC SITE

Tree ID #	Map code	Species and Location	Origin and Condition	Treatment Notes
WATERFRONT AREA				
1-1-1 thru 1-1-7	Fag eu	<i>Fagus sylvatica</i> 'Asplenifolia' Fern-leaved beech South of public restrooms	Added in the late early 1990s. Not part of the 1939 Plan.	Fair condition, intolerant of drought and salt. Replace with salt tolerant species and improve soil with rich humus and compost.
CUSTOM HOUSE- PUBLIC STORES YARD				
2-1-1	Cor fl	<i>Cornus florida</i> Flowering dogwood Near east fence and redbud	Original species specified in 1939 Plan. Former tree had old tree tag #1. Replaced in circa 2013	Good condition, tolerates shade, susceptible to anthracnose. Should persist for several decades. If tree fails, improve soil with rich humus.
2-1-2	Cor fl	<i>Cornus florida</i> Flowering dogwood Near north fence and redbud	Original species specified in 1939 Plan. Replaced.	Good condition, tolerates shade, susceptible to anthracnose. Should persist for several decades. If tree fails, improve soil with rich humus.
2-1-3	Ulm am	<i>Ulmus americana</i> American Elm	Original tree present in 1930s with a DBH of 32 inches. Subsequently removed. Replanted in about 2013.	Maintain replacement elm, protect from mower and string trimmer damage.
2-1-4	Ulm am	<i>Ulmus americana</i> American Elm	Original tree present in 1930s with a DBH of 26 inches. Subsequently removed. Replanted in about 2013.	Maintain replacement elm, protect from mower and string trimmer damage.
2-1-5	Ulm am	<i>Ulmus americana</i> American Elm	Original tree present in 1930s with a DBH of 31 inches. Subsequently removed. Replanted in about 2013.	Maintain replacement elm, protect from mower and string trimmer damage.
2-1-6	Cor fl	<i>Cornus florida</i> Flowering dogwood At northeast corner of Public Stores	Specified in 1939 Plan, but cannot be replanted due to hardscaping, fence, and proximity to building.	Do not replant.
2-1-7	Cer ca	<i>Cercis canadensis</i> Redbud	Original species specified in 1939 Plan. Replaced in circa 2010	Good condition, tolerates shade, likes moisture. Should persist for several decades and may outgrow space. If tree fails, improve soil with rich humus.
HAWKES HOUSE YARD				
3-1-1	Ulm am	<i>Ulmus americana</i> American Elm Southwest corner of front yard	Original species specified in 1939 Plan, with an option to substitute red maple. Replaced in 1980s with a Liberty Elm, which died in 2014.	Replant with red maple as specified as an alternate species on 1939 Plan. Protect tree trunk from mower and string trimmer damage with mulch circle and stake for first year. Thin bark is susceptible to cracking. Replacement tree should be 2" DBH or less to minimize transplant stress.
3-1-2	Cra la	<i>Crataegus laevigata</i> (fmr. <i>oxyacantha</i>) English hawthorn	Original species specified in 1939 Plan and provided by Kelsey Highland Nurseries as 15 foot tree. Replaced in 1980s or 90s	Good condition, prefers full sun and will benefit from loss of large elm.
3-1-3	Cor fl	<i>Cornus florida</i> Flowering dogwood Rear yard, northwest corner of house	Original species specified in 1939 Plan. Original tree with tag #6.	Preserve tree, tolerates shade, monitor for decay. Future replacement tree should be 2" DBH or less to minimize transplant stress.

Tree ID #	Map code	Species and Location	Origin and Condition	Treatment Notes
3-1-4	Que ru	<i>Quercus rubra</i> Red oak Rear yard, northwest of house	Original species specified in 1939 Plan and provided by Kelsey Highland Nurseries as 25 foot tree, 6 inch caliper. Original tree with tag #7.	Preserve tree, trim to keep from touching house, monitor for decay, protect tree root zone during construction projects. Future replacement tree should be 2" DBH or less to minimize transplant stress.
3-1-5	Que ru	<i>Quercus rubra</i> Red oak Rear yard, northeast of house	Original species specified in 1939 Plan and provided by Kelsey Highland Nurseries as 25 foot tree, 6 inch caliper. Original tree with tag #10.	Preserve tree, trim to keep from touching house, monitor for decay, protect tree root zone during construction projects. Future replacement tree should be 2" DBH or less to minimize transplant stress.
3-1-6	Ace ru	<i>Acer rubrum</i> Red maple Rear yard, north of house	Original species specified in 1939 Plan and provided by Kelsey Highland Nurseries as 30-35 foot tree, 8 inch caliper. Original tree with tag #8.	Preserve tree, monitor for decay, protect tree root zone during construction projects. Future replacement tree should be 2" DBH or less to minimize transplant stress.
3-1-7	Que co	<i>Quercus coccinea</i> Scarlet oak Rear yard, northeast of Comfort Station (now maintenance bldg.)	Original species specified in 1939 Plan and provided by Kelsey Highland Nurseries as 20-25 foot tree, 4-5 inch caliper. Original tree removed before 1992. Missing.	Replant scarlet oak. Protect tree trunk from mower and string trimmer damage with mulch circle and stake for first year. Replacement tree should be 2" DBH or less to minimize transplant stress.
DERBY HOUSE AREA				
4-1-1	Aes hi	<i>Aesculus hippocastanum</i> Horse-chestnut Front yard, southwest corner	Original species specified in 1939 Plan. Possibly a replacement tree, date unknown.	Preserve tree, monitor for decay, Replant in kind when tree outgrows space. Replace when 4-1-2 is replaced so that two trees are the same size.
4-1-2	Zel se	<i>Zelkova serrata</i> Japanese zelkova Formerly <i>Aesculus hippocastanum</i> Horse-chestnut Front yard, southeast corner	1939 Plan specified horse-chestnut. Zelkova planted in circa 1990.	Replant as horse-chestnut when 4-1-1 is replaced so that two horse-chestnuts are the same size.
4-1-3	Cra la	<i>Crataegus laevigata</i> (fmr. <i>oxyacantha</i>) English hawthorn	Original species specified in 1939 Plan (<i>C. oxyacantha</i>) and provided by Kelsey Highland Nurseries as 15 foot tree. Replacement tree, date unknown.	Good condition, prefers full sun and will benefit from smaller horse-chestnut.
4-1-4	Pru ce	<i>Prunus cerasus</i> Sour cherry Formerly <i>Pyrus communis</i> Common pear	Pear specified on 1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 2 'Seckel' and one 'Endicott' pear trees for the Derby House Interpretive Garden. The pear was replaced with another pear in the 1980s, then replaced with cherry, date unknown.	Newton specified "early nineteenth century fruit varieties." Preserve cherry but replace with pear, which generally survives longer and is less susceptible to pests and diseases.
4-1-5	Pru ce	<i>Prunus cerasus</i> Sour cherry	Cherry specified on 1939 Plan. NPS Jr. Landscape Architect Edward Nash correspondence specified colonial variety such as Morello, Portugal Common Black, Ox Heart, May Duke, or Common Black. Source and variety chosen is unknown. Replaced with cherry, variety unknown, in 1980s, possibly replaced again more recently.	Preserve cherry and replace in kind with fruiting cherry.

Tree ID #	Map code	Species and Location	Origin and Condition	Treatment Notes
4-1-6	Pru ce	<i>Prunus cerasus</i> Sour cherry Formerly <i>Pyrus communis</i> Common pear	Pear specified on 1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 2 'Seckel' and one 'Endicott' pear trees for the Derby House Interpretive Garden. The pear was replaced with another pear in the 1980s then replaced with cherry, date unknown.	Newton specified "early nineteenth century fruit varieties." Preserve cherry but replace with pear, which generally survives longer and is less susceptible to pests and diseases.
4-1-7	Pru ce	<i>Prunus cerasus</i> Sour cherry	Cherry specified on 1939 Plan. Architect Edward Nash correspondence specified colonial variety such as Morello, Portugal Common Black, Ox Heart, May Duke, or Common Black. Source and variety chosen is unknown. Original in 1992.	TBD
4-1-8	Pyr co	<i>Pyrus communis</i> Common pear	Pear specified on 1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 2 'Seckel' and one 'Endicott' pear trees for the Derby House Interpretive Garden. Original pear still present but in poor condition.	Preserve as long as possible and replace in kind. Propagate and replicate form of original tree (U-shaped branching) through annual pruning.
4-1-9	Mal do	<i>Malus domestica</i> Apple	Apple specified on 1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 'Maiden Blush' apple 10-12" caliper. Replacement apple still present.	Initial design intent was to install colonial variety of apple. Short list of possible varieties included RI Greening, Spitzenberg, Newtown Pippin, Sweet Bough, Smokehouse, Black Apple, Early Coddling, Golden Pippin, House Apple, Pearmain, Red Streak, Swaar, Golden Reinette, English Coddling, Early June Eating, Fall Pippin, Roxbury Russet, Bell Flower, Yellow Everlasting. Kelsey Highland Nurseries could not supply any of the colonial varieties, and instead supplied 'Maiden Blush.' When future replacement is needed, determine which of the above listed varieties requires the least care for overall tree health.
4-1-10	Mal do	<i>Malus domestica</i> Apple	Apple present in 1939.	Apples of unknown varieties grew in the garden area. When replacement is necessary, see note above about colonial varieties.
4-1-11	Pru ce	<i>Prunus cerasus</i> Sour cherry	Existing cherry noted on 1939 Plan. Replacement present.	An existing cherry of unknown variety grew in the garden area. For additional cherry trees, NPS Architect Edward Nash correspondence specified colonial variety such as Morello, Portugal Common Black, Ox Heart, May Duke, or Common Black. When replacement is necessary, use one of these colonial varieties.
4-1-12	Mal do	<i>Malus domestica</i> Apple	Existing apple tree noted on 1939 Plan. Replaced prior to 1990s.	Apples of unknown varieties grew in the garden area. When replacement is necessary, see note above about colonial varieties.
4-1-13	Mal sp.	<i>Malus species</i> Crabapple	Apple specified on 1939 Plan. Likely a Siberian crab supplied by Kelsey Highland Nurseries, but may not have survived due to crowding. Removed prior to 1992 inventory. Still missing in 2014.	Do not replant because of inadequate space.
4-1-14	Mal do	<i>Malus domestica</i> Apple	Existing apple noted on 1939 Plan. Pre 1990 replacement present.	Apples of unknown varieties grew in the garden area. When replacement is necessary, see note above about colonial varieties.

Tree ID #	Map code	Species and Location	Origin and Condition	Treatment Notes
4-1-15	Mal ba	<i>Malus baccata</i> Siberian crabapple	Siberian crabapple specified on 1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied five trees ranging from 8 to 14 feet height. Original present into 1990s with old tree tag #23. Replaced.	Determine species of replacement. When replacement is necessary, replace with Siberian crabapple.
4-1-16	Mal ba	<i>Malus baccata</i> Siberian crabapple	Siberian crabapple specified on 1939 Plan. Replaced pre -1992, lots of persistent fruit	Replacement, pre-1992 has lots of persistent fruit
4-1-17	Mal ba	<i>Malus baccata</i> Siberian crabapple	Siberian crabapple specified on 1939 Plan. Original present into 1990s with old tree tag #25. Replaced in 2000s?	Determine species of replacement. When replacement is necessary, replace with Siberian crabapple.
4-1-18	Mal ba	<i>Malus baccata</i> Siberian crabapple	Siberian crabapple specified on 1939 Plan. Original present into 1990s but no tree tag. Replaced in 2000s?	Determine species of replacement. When replacement is necessary, replace with Siberian crabapple.
4-1-19	Que ru	<i>Quercus rubra</i> Red oak Side yard east of house	Original species specified in 1939 Plan. See notes for red oaks above. Replaced in 1980s.	Preserve tree, trim to keep from touching house, monitor for decay, protect tree root zone during construction projects.

APPENDIX D: LIST OF SHRUBS AT SALEM MARITIME NATIONAL HISTORIC SITE

Tree ID #	Map Code	Species and Location	Origin and Condition	Treatment Notes
WATERFRONT AREA				
1-2-1 through 1-1-15	Ros ru	<i>Rosa rugosa</i> Salt spray rose, white flowering Two clusters of eight plants near picnic area and restrooms	Added in the 1990s, not part of 1939 plan.	Good condition, tolerant of drought and salt.
HAWKES HOUSE YARD				
3-2-1	Myr ca	<i>Myrica carolinensis</i> Bayberry Front yard, southwest corner	1939 Plan. Present in 1992, still present in 2015.	Preserve mature multi-stemmed bayberry clump
3-2-2	Syr vu	<i>Syringa vulgaris</i> Common lilac Front yard, southwest corner house foundation	1939 Plan. Present in 1992, still present in 2015.	Now a single cluster of purple flowering common lilac. There should be two clumps—one on each side of the Hawkes House southwest foundation corner.
3-2-3	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom West side yard, south of door	1939 Plan. Present in 1992, may now be Japanese quince.	Replace quince with downy pinxter bloom.
3-2-4	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom West side yard, north of door	1939 Plan. Present in 1992, may now be Japanese quince.	Replace quince with downy pinxter bloom.
3-2-5	Kal la	<i>Kalmia latifolia</i> Mountain laurel West side yard, south of door	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. Not present in 1992, still missing in 2015.	Replant mountain laurel.
3-2-6	Kal la	<i>Kalmia latifolia</i> Mountain laurel West side yard, north of door	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. Not present in 1992, still missing in 2015.	Replant mountain laurel.
3-2-7	Kal la	<i>Kalmia latifolia</i> Mountain laurel Rear yard, northwest corner house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. The laurel was still present in 1992, but missing in 2015.	Mountain laurel survived at least fifty years in this location. Replant mountain laurel.
3-2-8	Kal la	<i>Kalmia latifolia</i> Mountain laurel Rear yard, northwest corner house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. Not present in 1992, still missing in 2015.	Replant mountain laurel.
3-2-9	Kal la	<i>Kalmia latifolia</i> Mountain laurel Rear yard, northwest corner house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. Not present in 1992, now a mockorange.	Replace mockorange with mountain laurel.
3-2-10	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom Rear yard, northwest corner house foundation	1939 Plan. Present in 1992, still present in 2015.	Preserve downy pinxter bloom.

Tree ID #	Map Code	Species and Location	Origin and Condition	Treatment Notes
3-2-11	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom Rear yard, northwest corner house foundation	1939 Plan. Present in 1992, gone by 2015.	Replant downy pinxter bloom.
3-2-12	Jun co	<i>Juniperus communis</i> Common juniper Rear yard, northwest corner house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied the two upright junipers, about four feet in height, with a spread of 4 to 5 feet. Not present in 1992, still missing in 2015.	Sun-loving species would require replanting every year to survive in this location.
3-2-13	Jun co	<i>Juniperus communis</i> Common juniper Rear yard, northeast corner house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied the two upright junipers, about four feet in height, with a spread of 4 to 5 feet. Not present in 1992, still missing in 2015.	Sun-loving species would require replanting every year to survive in this location.
3-2-14	Jun pr	<i>Juniperus communis depressa</i> Prostrate juniper Rear yard, northwest corner house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied the six <i>J. communis depressa</i> junipers, with a spread of 3 to 4 feet. Not present in 1992, still missing in 2015.	Sun-loving species would require replanting every year to survive in this location.
3-2-15	Jun pr	<i>Juniperus communis depressa</i> Prostrate juniper Rear yard, northeast corner house foundation	1939 Plan. Not present in 1992, still missing in 2015.	Sun-loving species would require replanting every year to survive in this location.
3-2-16	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom Rear yard, northeast corner house foundation	1939 Plan. Present in 1992, gone by 2015.	Replant downy pinxter bloom.
3-2-17	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom Rear yard, northeast corner house foundation	1939 Plan. Not present in 1992, replanted by 2015.	Preserve downy pinxter bloom.
3-2-18	Kal la	<i>Kalmia latifolia</i> Mountain laurel Rear yard, northeast corner house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. Present in 1992, gone in 2015.	Mountain laurel survived at least fifty years in this location. Replant mountain laurel.
3-2-19	Syr vu 'a'	<i>Syringa vulgaris alba</i> White flowering common lilac Rear yard, northeast corner house foundation	1939 Plan. Present in 1992, now a mockorange shrub.	Replant white flowering common lilac.
3-2-20	Myr ca	<i>Myrica carolinensis</i> Bayberry East side yard, north of door	1939 Plan. Present in 1992, still present in 2015.	Preserve very mature bayberry.
3-2-21	Myr ca	<i>Myrica carolinensis</i> Bayberry East side yard, south of door	1939 Plan. Present in 1992, replaced in about 2013.	Preserve replacement plant.
3-2-22	Hib sy	<i>Hibiscus syriacus</i> Shrub althea Front yard, southeast corner	1939 Plan. Present in 1992, still present in 2015.	Preserve shrub althea.
3-2-23	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom East side yard, along fence, north of east-west section.	1939 Plan. Not present in 1992, still missing in 2015.	Replant downy pinxter bloom.

Tree ID #	Map Code	Species and Location	Origin and Condition	Treatment Notes
3-2-24	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom East side yard, along fence, north of east-west section, next to Derby southwest corner Derby house foundation	1939 Plan. Not present in 1992, still missing in 2015.	Replant downy pinxter bloom.
3-2-25	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom East side yard, along fence, north of east-west section, next to southwest corner Derby house foundation	1939 Plan. Not present in 1992, still missing in 2015.	Replant downy pinxter bloom.
3-2-26	Kal la	<i>Kalmia latifolia</i> Mountain laurel East side yard, along fence, north of east-west section, next to southwest corner Derby house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. Not present in 1992, still missing in 2015.	Replant mountain laurel.
3-2-27	Hib sy	<i>Hibiscus syriacus</i> Shrub althea East side yard, along fence, west of north-south section, next to Derby house foundation	1939 Plan. Present in 1992, gone by 2015.	Replant shrub althea.
3-2-28	Phi co	<i>Philadelphus coronarius</i> Sweet mockorange East side yard, along fence, west of north-south section, at northwest corner Derby house foundation	1939 Plan. Not present in 1992, still missing in 2015.	Replant sweet mockorange.
3-2-29	Cyd ja	<i>Cydonia japonica</i> Flowering quince East side yard, near junction of brick walkways, beyond northwest Derby house foundation	1939 Plan. Present in 1992, different quince species in 2015 (orange flowering <i>Chaenomeles speciosa</i> or <i>japonica</i>).	Replant with white-pink flowering quince (<i>Cydonia oblonga</i>).
3-2-30	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom East side yard, along fence, south of garden gate	1939 Plan. Not present in 1992, still missing in 2015.	Replant downy pinxter bloom.
3-2-31	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom Rear yard, north of garden gate	1939 Plan. Not present in 1992, still missing in 2015.	Replant downy pinxter bloom.
3-2-32	Phi co	<i>Philadelphus coronarius</i> Sweet mockorange Rear yard, along fence, east of comfort station	1939 Plan. Not present in 1992, still missing in 2015.	Replant sweet mockorange.
3-2-33	Phi co	<i>Philadelphus coronarius</i> Sweet mockorange Rear yard, along fence, east of comfort station	1939 Plan. Not present in 1992, still missing in 2015.	Replant sweet mockorange.
3-2-34	Phi co	<i>Philadelphus coronarius</i> Sweet mockorange Rear yard, along fence, northeast corner, east of walk	1939 Plan. Not present in 1992, still missing in 2015.	Replant sweet mockorange.
3-2-35	Phi co	<i>Philadelphus coronarius</i> Sweet mockorange Rear yard, along fence, northeast corner, east of walk	1939 Plan. Not present in 1992, still missing in 2015.	Replant sweet mockorange.

Tree ID #	Map Code	Species and Location	Origin and Condition	Treatment Notes
3-2-36	Phi co	<i>Philadelphus coronarius</i> Sweet mockorange Rear yard, along fence, northeast corner, west of walk	1939 Plan. Not present in 1992, still missing in 2015.	Replant sweet mockorange.
3-2-37	Phi co	<i>Philadelphus coronarius</i> Sweet mockorange Rear yard, along rear fence, north of comfort station	1939 Plan. Not present in 1992, still missing in 2015.	Remove forsythia and replant sweet mockorange, which is fairly shade tolerant.
3-2-38	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, along rear fence, north of comfort station	1939 Plan. Not present in 1992, still missing in 2015.	Remove forsythia and replant purple flowering lilac. Due to shade, the plant will need replanting about every five years.
3-2-39	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, along rear fence, north of comfort station	1939 Plan. Not present in 1992, still missing in 2015.	Remove forsythia and replant purple flowering lilac. Due to shade, the plant will need replanting about every five years.
3-2-40	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, along rear fence, north of comfort station	1939 Plan. Not present in 1992, still missing in 2015.	Remove forsythia and replant purple flowering lilac. Due to shade, the plant will need replanting about every five years.
3-2-41	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, along rear fence, northwest corner, northwest of comfort station	1939 Plan, present in 1992, gone in 2015.	Remove forsythia and replant purple flowering lilac. Due to shade, the plant will need replanting about every five years.
3-2-42	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, along rear fence, northwest corner, northwest of comfort station	1939 Plan, present in 1992, gone in 2015.	Replant purple flowering lilac. Due to shade, the plant will need replanting about every five years.
3-2-43	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, along rear fence, northwest corner, northwest of comfort station	1939 Plan, present in 1992, gone in 2015.	Purple flowering
3-2-44	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, along west fence, northwest corner, northwest of comfort station	1939 Plan, present in 1992, gone in 2015.	Purple flowering
3-2-45	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, along west fence, northwest corner, northwest of comfort station	1939 Plan, present in 1992, gone in 2015.	Purple flowering
3-2-46	For sp	<i>Forsythia species</i> Forsythia North, east and west of comfort station	Not specified on the 1939 Plan Added by park for screening. Three forsythias grow west of the comfort station in a row extending from the southwest corner. Five forsythias grow east of the comfort station in a row extending from the east side of the building. Three forsythias grow in a row from the northeast corner of the building and extend north.	Based on the plant cambium, this species is most likely <i>F. x</i> <i>intermedia</i> . Preserve plants to screen maintenance operations and rejuvenate as needed to maintain overall form.

Tree ID #	Map Code	Species and Location	Origin and Condition	Treatment Notes
3-2-47	Vib sp	<i>Viburnum</i> sp. Viburnum South of comfort station in two clumps	Not specified on the 1939 Plan. Two plants added by park to screen the comfort station, which is now used for maintenance operations.	The species is most likely <i>V. x burkwoodii</i> . Preserve plants and rejuvenate as needed to maintain overall form.
3-3	Lawn			
3-4	<i>Vinca minor</i> (periwinkle) in shrub beds surrounding Hawkes House, specified on the 1939 Plan			
DERBY HOUSE AREA				
4-2-1	Myr ca	<i>Myrica carolinensis</i> Bayberry Front yard, southwest corner	1939 Plan. Present in 1992, still present in 2015.	Preserve mature bayberry.
4-2-2	Kal la	<i>Kalmia latifolia</i> Mountain laurel Front yard, southwest corner of Derby house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. Not present in 1992, still missing in 2015.	Replant mountain laurel.
4-2-3	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom Front yard, southwest corner of Derby house foundation	1939 Plan. Not present in 1992, still missing in 2015.	Replant downy pinxter bloom.
4-2-4	Kal la	<i>Kalmia latifolia</i> Mountain laurel Front yard, southwest corner of Derby house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. Not present in 1992, still missing in 2015.	Replant mountain laurel.
4-2-5	Bux se	<i>Buxus sempervirens</i> Common boxwood South side Derby house, west of front door	1939 Plan. The park hoped to obtain by gift from Harlan Kelsey or other nurseryman. Present in 1992, still present in 2015.	Preserve boxwood, same size as 4-2-6.
4-2-6	Bux se	<i>Buxus sempervirens</i> Common boxwood South side Derby house, east of front door	1939 Plan. The park hoped to obtain by gift from Harlan Kelsey or other nurseryman. Present in 1992, still present in 2015.	Preserve boxwood, same size as 4-2-5.
4-2-7	Kal la	<i>Kalmia latifolia</i> Mountain laurel Front yard, southeast corner of Derby house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. Not present in 1992, still missing in 2015.	Replant mountain laurel.
4-2-8	Kal la	<i>Kalmia latifolia</i> Mountain laurel Front yard, southeast corner of Derby house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. Not present in 1992, still missing in 2015.	Replant mountain laurel.
4-2-9	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom Front yard, southeast corner of Derby house foundation	1939 Plan. Not present in 1992, still missing in 2015.	Replant downy pinxter bloom.
4-2-10	Kal la	<i>Kalmia latifolia</i> Mountain laurel Front yard, southeast corner of Derby house foundation	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied 18 mountain laurels that ranged from 3 to 5 foot spread. Not present in 1992, still missing in 2015.	Replant mountain laurel.

Tree ID #	Map Code	Species and Location	Origin and Condition	Treatment Notes
4-2-11	Syr vu 'a'	<i>Syringa vulgaris alba</i> White flowering common lilac Front yard, southeast corner of Derby house foundation	1939 Plan. Not present in 1992, still missing in 2015.	Replant white flowering common lilac (transplant root sprout from 4-2-12).
4-2-12	Syr vu 'a'	<i>Syringa vulgaris alba</i> White flowering common lilac Front yard, southeast corner of Derby house foundation	1939 Plan. Present in 1992, still present in 2015.	Preserve white flowering common lilac.
4-2-13	Syr vu 'a'	<i>Syringa vulgaris alba</i> White flowering common lilac Front yard, southeast corner of Derby house foundation	1939 Plan. Not present in 1992, still missing in 2015.	Replant white flowering common lilac (transplant root sprout from 4-2-12).
4-2-14	Syr vu 'a'	<i>Syringa vulgaris alba</i> White flowering common lilac Front yard, southeast corner of Derby house foundation	1939 Plan. Not present in 1992, still missing in 2015.	Replant white flowering common lilac (transplant root sprout from 4-2-12).
4-2-15	Ile ve	<i>Ilex verticillata</i> Common winterberry Front yard, southeast corner of property	1939 Plan. Not present in 1992, still missing in 2015.	Replant common winterberry with red persistent fall berries.
4-2-16	Ile ve	<i>Ilex verticillata</i> Common winterberry Front yard, southeast corner of property	1939 Plan. Not present in 1992, still missing in 2015.	Replant common winterberry with red persistent fall berries.
4-2-17	Myr ca	<i>Myrica carolinensis</i> Bayberry Front yard, southeast corner of property	1939 Plan. Present in 1992, now a Japanese quince.	Remove quince and replant bayberry (try dividing root sprout from 4-2-1). Likely too shady for bayberry, especially with mature Zelkova.
4-2-18	Myr ca	<i>Myrica carolinensis</i> Bayberry Front yard, southeast corner of property	1939 Plan. Present in 1992, gone in 2015.	Replant bayberry (try dividing root sprout from 4-2-1). Likely too shady for bayberry, especially with mature Zelkova.
4-2-19	Syr vu	<i>Syringa vulgaris</i> Common lilac East side yard, east of gate	1939 Plan. Present in 1992, still present in 2015.	Preserve purple flowering common lilac.
4-2-20	Syr vu	<i>Syringa vulgaris</i> Common lilac East side yard, southeast corner of side yard by east property fence	1939 Plan. Present in 1992, gone in 2015.	Replant purple flowering common lilac.
4-2-21	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom East side yard, east house foundation, north of steps	1939 Plan. Present in 1992, a sweetshrub in 2015.	Replace common sweetshrub with downy pinxter bloom.
4-2-22	Syr vu	<i>Syringa vulgaris</i> Common lilac East side yard, northeast corner of front part of house	1939 Plan. Present in 1992, a sweetshrub in 2015.	Replace common sweetshrub with purple flowering common lilac.
4-2-23	Cal fl	<i>Calycanthus floridus</i> Common sweetshrub Rear yard, northeast corner of Derby house foundation	1939 Plan. Present in 1992, still present in 2015.	Preserve common sweetshrub.
4-2-24	Cal fl	<i>Calycanthus floridus</i> Common sweetshrub Rear yard, east of rear door	1939 Plan. Present in 1992, still present in 2015.	Preserve common sweetshrub.
4-2-25	Cal fl	<i>Calycanthus floridus</i> Common sweetshrub Rear yard, west of rear door	1939 Plan. Present in 1992, still present in 2015.	Preserve common sweetshrub.

Tree ID #	Map Code	Species and Location	Origin and Condition	Treatment Notes
4-2-26	Aza ro	<i>Azalea rosea</i> Downy pinxter bloom Rear yard, north of garden gate	1939 Plan. Present in 1992, missing in 2015, a rose growing in its place that is in poor condition.	Replace rose with downy pinxter bloom.
4-2-27	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, northwest back corner	1939 Plan. Present in 1992, missing in 2015, a multiflora rose growing in its place.	Replace multiflora rose with purple flowering common lilac.
4-2-28	Vit la	<i>Vitus labrusca</i> Fox grape Rear yard, rear fence	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied the fox grape vines at \$1 each. Present in 1992, still present in 2015.	Preserve fox grape.
4-2-29	Vit la	<i>Vitus labrusca</i> Fox grape Rear yard, rear fence	1939 Plan. Harlan Kelsey of Kelsey Highland Nurseries supplied the fox grape vines at \$1 each. Present in 1992, still present in 2015.	Preserve fox grape.
4-2-30	Syr vu 'a'	<i>Syringa vulgaris alba</i> White flowering common lilac Rear yard, northeast back corner	1939 Plan. Not present in 1992, still missing in 2015.	Replant white flowering common lilac.
4-2-31	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, northeast back corner	1939 Plan. Not present in 1992, still missing in 2015.	Replant purple flowering common lilac.
4-2-32	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, northeast back corner	1939 Plan. Present in 1992, only stump remains in 2015.	Replant purple flowering common lilac.
4-2-33	Syr vu	<i>Syringa vulgaris</i> Common lilac Rear yard, northeast back corner	1939 Plan. Not present in 1992, still missing in 2015.	Replant purple flowering common lilac.
4-3	Lawn			
4-4	Perennial Garden	1939 Plan states "grass or Vinca minor now, vegetables and herbs later"		

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