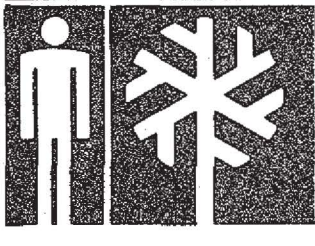
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master plan
may 1978

SALEM MARITIME



NATIONAL HISTORIC SITE / MASSACHUSETTS

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DENVER SERVICE CENTER
NATIONAL PARK SERVICE

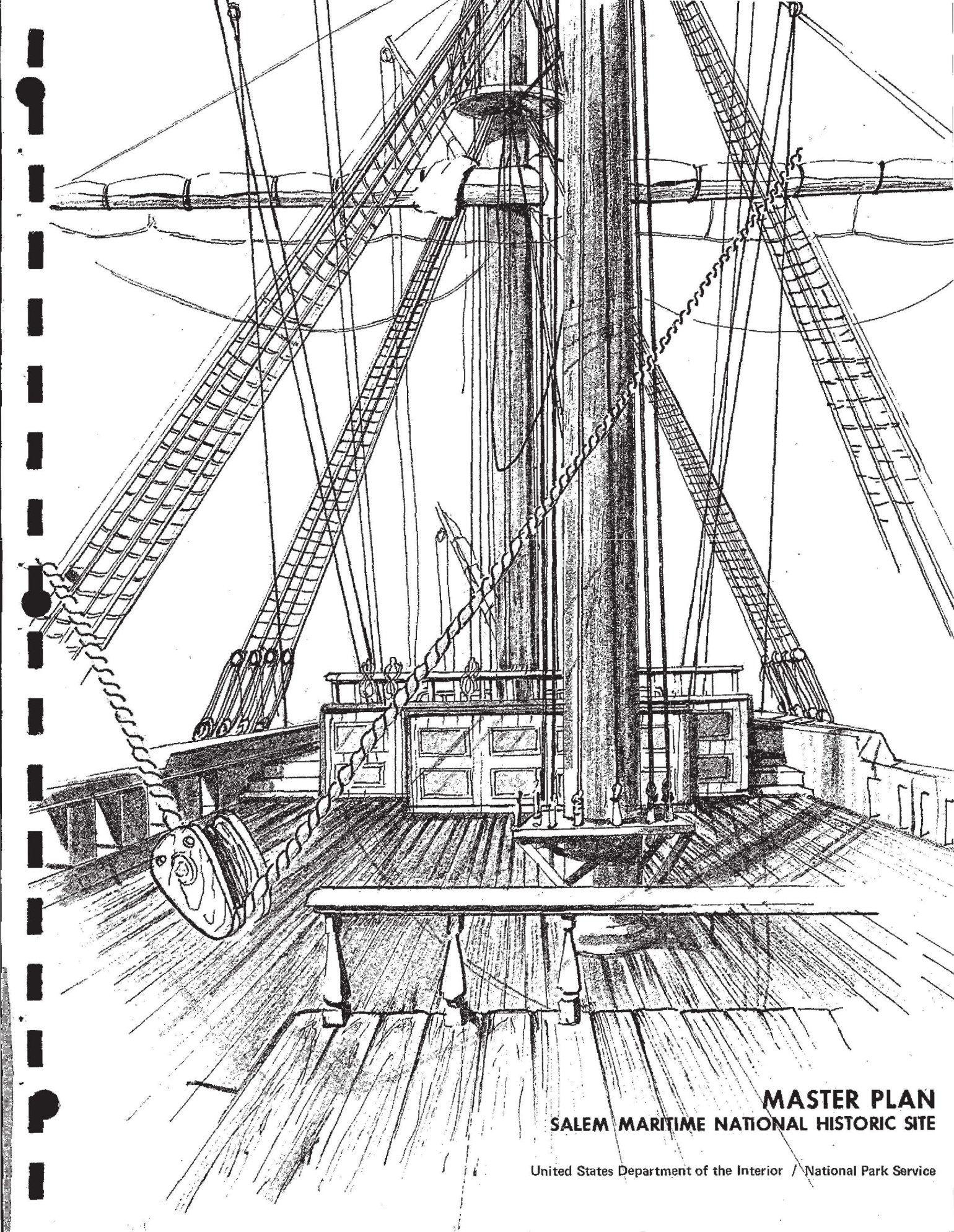
RECOMMENDED:

H. John Dobrovolny
Superintendent, Salem Maritime National Historic Site

APPROVED:

Jerry D. Wagers
Regional Director, North Atlantic Region

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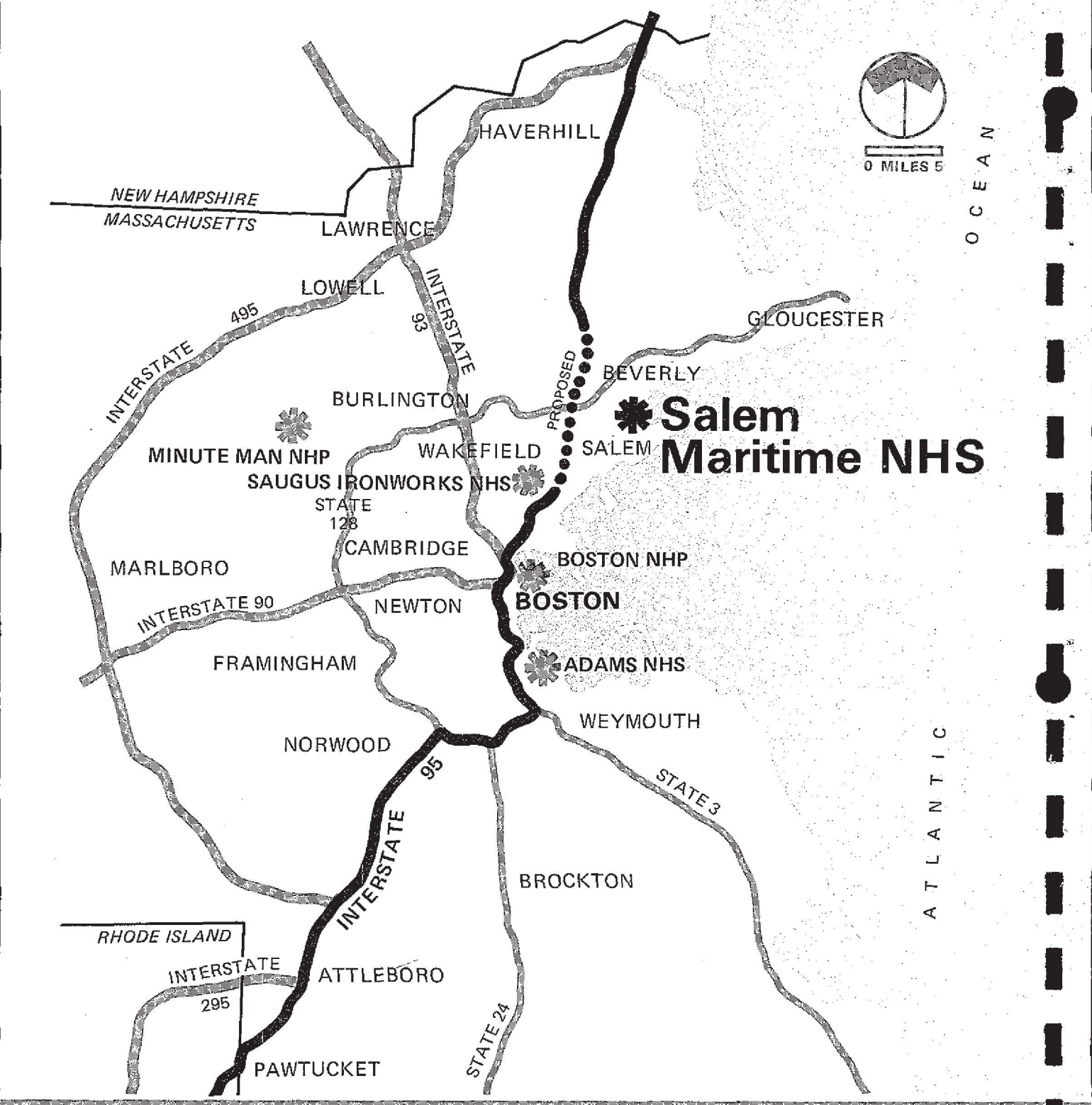


MASTER PLAN
SALEM MARITIME NATIONAL HISTORIC SITE

United States Department of the Interior / National Park Service

CONTENTS

INTRODUCTION	1
RESOURCES	2
History	2
The City	4
The Park	5
PROBLEMS AND OPPORTUNITIES	11
SOLUTIONS	13
Access and Circulation	13
Development and Interpretation	14
Protection of the Historic Environment	21
APPENDIXES	23
A: Visitation Trends	25
B: Management Statement	27
C: Copy of the "Proposal for Planning Study Harbor Area of Salem, Massachusetts"	33
D: Legislation	39
E: Selected Bibliography	41
F: Planning Team and Consultants	43



SALEM MARITIME NATIONAL HISTORIC SITE

REGIONAL MAP

United States Department of the Interior / National Park Service

373 | 20,000
DSC | DEC 74

INTRODUCTION

Salem Maritime National Historic Site will be developed as the foremost place where Americans come to appreciate the significance of maritime enterprise as a part of our national heritage.

Wharves, buildings, collections, and grounds will provide the backdrop for a setting that will transport the spirit of man back to the time when Salem was a bustling international seaport. Within this setting, visitors will see, hear, smell, and feel recreated activities that occurred in Salem and similar ports. Inviting visitors to actively participate will increase their enthusiasm for passive explanations about what these activities meant to us as a new nation: investment capital, tariff dollars for our federal treasury, exotic goods for our fancy, growth of our influence around the world, and vessels of war for our struggle for independence.

Critical to creating this atmosphere are effective dialogue and cooperation between the National Park Service, city officials, and private and public organizations in and around Salem.

RESOURCES

Many historic structures remain on Salem's waterfront. Their relationship to the maritime history of New England and the nation led to the establishment of the national historic site by order of the Secretary of the Interior in 1938. In 1963, Congress expanded the site to include the 17th-century Narbonne-Hale House.

HISTORY

Salem's maritime history recalls man's skill, dedication, and ambition in putting the wind and the sea to work for him. For nearly two centuries, the men of Salem built and manned their vessels, sailing across the world in pursuit of trade and wealth.

Salem's beginnings in 1626 antedate the Massachusetts Bay Colony. Roger Conant, an Anglican entrepreneur, established the first settlement as a combined fishing and agricultural venture. Its success ensured steady growth: the town was chartered in 1629, and America's first congregational church was organized there the same year. As outlying centers developed, they too became towns, in time fixing the present city boundaries.

Because fishing the cod banks required vessels that were built of the materials generously supplied by the New England forests, shipbuilding and shipping soon came to the fore in Salem. Through the 17th and 18th centuries, the town enjoyed excellent advantages within the British Empire, supplying the West Indies with produce and dried fish, and transporting surpluses from one point to another within the Western Hemisphere. Trade with other points in the empire, and with Europe as well, was also undertaken, subject to restraints. Spurred on by the colonial wars of the 1700s, Salem in the pre-Revolutionary War period chafed under the mercantile restrictions enacted by successive British ministries. Yet, despite the pressures Salem labored under during this time, the town was on the verge of half a century of greatness.

As events led toward armed conflict, first crown officials, then revolutionary councils, chose to meet in Salem. One of the centers of minuteman activity, Salem nearly precipitated the first armed encounter at her North Bridge in February 1775, two months before it occurred at Lexington and Concord. Although Salem maintained a militia regiment under arms during the war, her greatest contribution to victory was 158 privateers. From their exploits flowed the ordnance and other supplies needed by the Continental Army, while their far-ranging cruises to Britain's shores raised spirits at home and cast down those of George III's ministers. Together, these ships took 445 prizes. Many of the 50 privateers kept constantly at sea were fitted out at Salem's Derby Wharf.

After peace was established in 1783, the coastal trade was resumed, and the *Grand Turk* and other big vessels originally commissioned for war carried Salem's trade to the sea's far reaches. Although these ships generally carried but half the burden of other vessels serving deep-water Atlantic ports, their shallower drafts and greater maneuverability gave them competitive advantages in other ways, including an increased ability to meet various sailing conditions. Salem's persistent shipmasters pioneered sea routes around the Cape of Good Hope to Arabia and Batavia — a Derby ship reached Japan by 1799. They maintained what amounted to a squadron in the Salem East Indies. Sumatra pepper and like articles, exotics among them, now made up the cargoes. Denied equal access to Europe's ports, Salem's vessels pushed through the Baltic to Russia and Sweden. One voyage's stops and transshipments might take a Salem vessel first to Europe and then to the Orient before returning home, involving 3 years of constant trading. Although the great volume of direct trade across the Atlantic stayed under the control of merchants in the eastern seaboard's larger towns, Salem was well represented everywhere, and her merchants predominated in the more picturesque fields. The French Revolution and the Napoleonic era brought the Derbys and Crowninshields their greatest profits, large and richly furnished houses, and unmatched prosperity.

President Jefferson's embargo of 1807 halted trade, and not even the privateering during the War of 1812 or the later extension of trade to such markets as Zanzibar and Madagascar could bring back prosperity to equal that of the turn of the century. Although Salem vessels were ready when the forty-niners boarded ship for California's goldfields, the advent of the clipper ships ended the great little port's hopes. Salem Harbor was too shallow to accommodate clipper ships. Derby and Central Wharves became a

coal pocket for transshipment of that fuel, and manufacturing increasingly took the place of shipping as the city's commercial mainstay.

Long before that day, the waterfront had taken on a melancholy air. Nathaniel Hawthorne recorded in his preface to *The Scarlet Letter* that the "dilapidated wharf," once Salem's pride and joy, was "burdened with decayed wooden warehouses," exhibited "few or no symptoms of commercial life," and presented a "not very enlivening prospect." The Custom House pavement had "grass enough growing in its chinks to show it has not, of late days, been worn by any multitudinous resort of business." And Salem's merchants scorned their home port "while their ventures go to swell needlessly and imperceptibly, the mighty flood of commerce at New York and Boston."

THE CITY

Salem Maritime National Historic Site is an integral part of the city, and one of numerous cultural and historical attractions that draw visitors to Salem.

The city is situated on Massachusetts Bay, 16 miles north of Boston. It grew and became prosperous because of maritime enterprise; however, with the decline of its overseas commerce, economic survival became dependent upon the manufacture of textiles and leather goods. The city now has a population of about 40,000 and is the Essex County seat. Today, some 70 small industries operate in Salem. Although the growth of suburban shopping centers has reduced the city's influence in retail trade, it still remains the county's leading retail trade center.

Salem faces the typical problems of older cities; the increasing demand upon municipal services has contributed to higher property taxes and has forced the city fathers to seek new ways to expand the economic base. An urban renewal project designed to revitalize the city and stimulate economic growth is currently underway in the central business district.

The city is fortunate in having a large number of high-quality buildings of various architectural periods and styles. Noteworthy are the nine 17th-century, 90 pre-Revolutionary, and 500 Federalist-period structures -- the last being the largest number for any American city. In some sections of the city exceptional examples of large mansions from the Colonial and Federalist periods can be found that bear witness to the affluence of the successful merchants, shipowners, and businessmen who built them.

These homes generally continue to serve as one-family or two-family residences and are well maintained. Other sections contain the structures and grounds that held the workshops/residences of mechanics and tradesmen. With the decline in maritime trade, these simpler buildings were converted into multifamily dwellings, and the surrounding yards became filled with tenements, often to house laborers employed in the emerging small industries. These buildings often show the need for maintenance, and the general impression they give is one of drabness and sad neglect. However, interspersed among these buildings are the restored and well-maintained buildings that demonstrate the potential for improvement of the entire neighborhood.

The 17th-century "House of Seven Gables," made famous by Nathaniel Hawthorne's novel, is situated only four blocks from the national historic site, and Hawthorne's birthplace is also nearby. The Bowditch Home, the Peirce-Nichols House, Hamilton Hall, the Gardner-White-Pingree House, and the Ward House, all national historic landmarks, are located within the city.

Two world-famous organizations are located in Salem. The Peabody Museum, a national historic landmark, holds a huge amount of artifacts and documents related to maritime enterprise, the sea, and South Pacific ethnology. The museum is undergoing an ambitious expansion, which will markedly increase its ability to accommodate the present demands upon its facilities. The Essex Institute is the repository for a large number of documents related to Essex County. Research by interested scholars and students is constantly in progress at the institute. Many of the Port of Salem's customs records are held there.

A recent report on tourism prepared by the Commonwealth of Massachusetts lists the city as the commonwealth's fourth greatest tourist attraction. Salem has an outstanding opportunity to capitalize more fully on its historical and cultural assets. Many citizens see this potential and are struggling to demonstrate it to the rest of the city.

THE PARK

The park faces Salem Harbor in what was once the main waterfront section of the city and is now a densely settled residential/commercial area. Some surrounding industrial and utility buildings represent a dominant intrusion on the historic panorama because their mass and scale bear little relationship to the historic scene.

Most of the existing park structures, described below, are typical of the historical period and echo part of the original maritime scene.

CENTRAL WHARF was constructed about 1789 and operated by Simon Forrester, who served on ships during the Revolutionary War and was later an influential merchant. This structure was operated in the 19th century by John Bertram, a significant figure in the maritime trade with Zanzibar and East Africa. The wharf has deteriorated badly and is in immediate need of repair.

The **DERBY HOUSE,** an excellent example of Colonial-period architecture, is the oldest brick residence remaining in Salem. It was constructed in 1761-62 by Richard Derby for his son Elias. A new kitchen was added later; recent research by Charles Snell indicates that it may have been added around 1790. The house has been restored and is furnished to reflect the way of life of a wealthy Salem merchant.

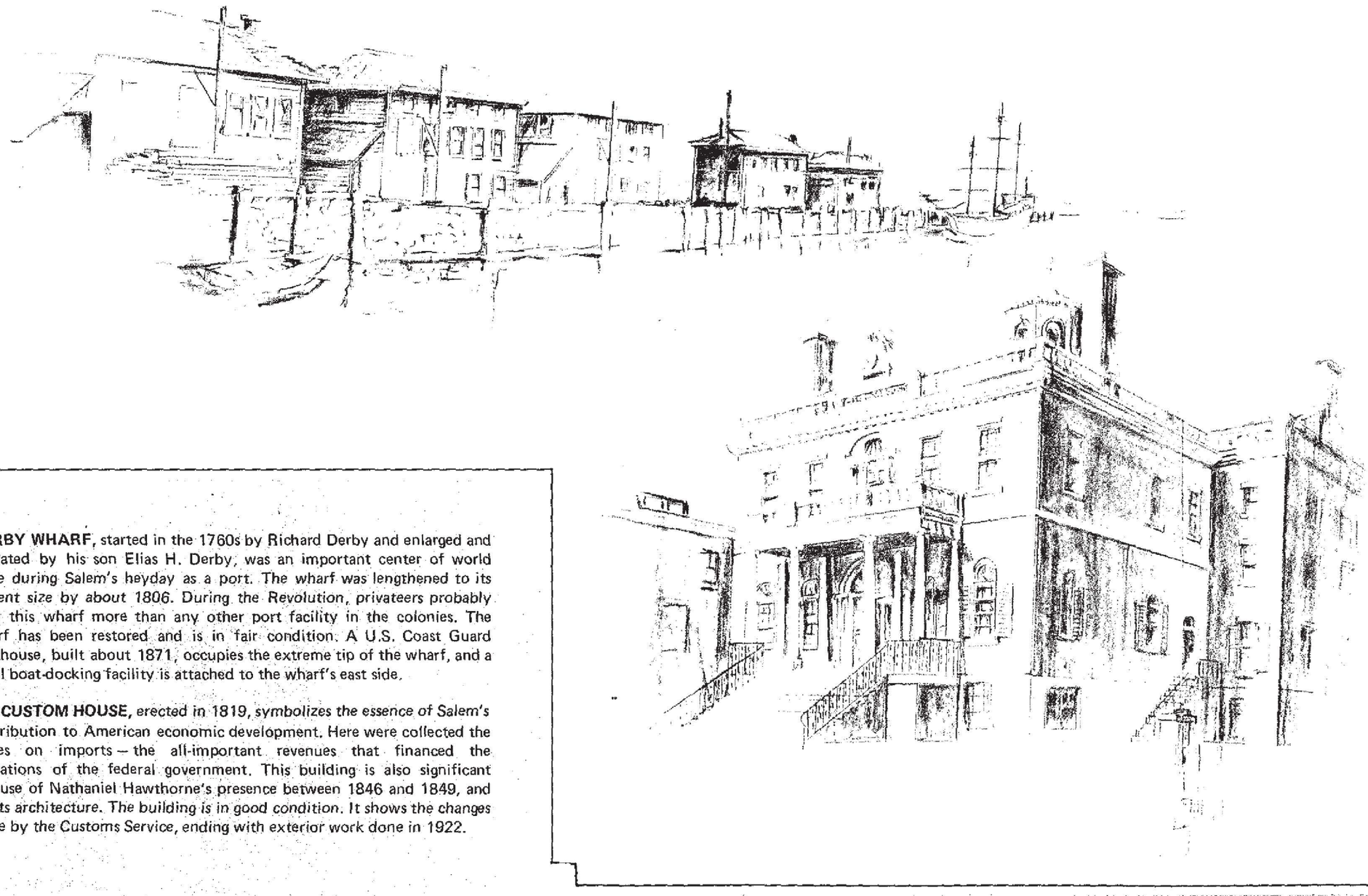
The **BONDED WAREHOUSE**, at the rear of the Custom House, focuses attention on the warehousing aspect of the Customs Service. Its spacious size is impressive, indicating the volume and nature of Salem's trade. This structure is in good condition.

The **SCALE HOUSE,** built in 1829, served as a storage place for the weighing apparatus and represents another technical operation of the Customs Service. This building was restored in 1965 and is in excellent condition.

The **HAWKES HOUSE**, named for Benjamin Hawkes, a prominent local shipbuilder and enterpreneur, was begun in the mid-1770s and was remodeled and completed in 1801. Restoration of the house was partially accomplished during 1938-39 and was completed in 1959. The house is in good condition.

The **WEST INDIES GOODS STORE,** an authentic physical reminder of Salem's historic waterfront, is typical of the commercial buildings that lined the harborside streets in the beginning of the 19th century. It was built before 1815. The structure is in good condition and is currently being used to house an antique-sales concession.

The **NARBONNE-HALE HOUSE,** still a rare example of 17th-century architecture, although somewhat altered in detail, is one of the oldest houses in Massachusetts. The original portion, erected about 1670, reflects the way of life of a family of modest means. Later occupants expanded the house to its present size. The house is in very poor condition. In 1973, badly needed research leading to stabilization and rehabilitation was begun.



DERBY WHARF, started in the 1760s by Richard Derby and enlarged and operated by his son Elias H. Derby, was an important center of world trade during Salem's heyday as a port. The wharf was lengthened to its present size by about 1806. During the Revolution, privateers probably used this wharf more than any other port facility in the colonies. The wharf has been restored and is in fair condition. A U.S. Coast Guard lighthouse, built about 1871, occupies the extreme tip of the wharf, and a small boat-docking facility is attached to the wharf's east side.

The **CUSTOM HOUSE**, erected in 1819, symbolizes the essence of Salem's contribution to American economic development. Here were collected the duties on imports – the all-important revenues that financed the operations of the federal government. This building is also significant because of Nathaniel Hawthorne's presence between 1846 and 1849, and for its architecture. The building is in good condition. It shows the changes made by the Customs Service, ending with exterior work done in 1922.

The site's museum collection consists of some 3,000 antiques and artifacts valued at more than $75,000. These items include Derby House furnishings, Custom House furnishings, and the exhibits in the Custom House museum room.

The historic structures, furnishings, and grounds combine to provide historical authenticity and integrity within the landward portion of the park. They share the 8.8-acre site with a modern comfort station in the rear of the Hawkes House and a 20-car parking lot near Derby Wharf.

The terrain of the park is flat and subject to occasional flooding by high tides. Vegetation is fairly sparse.

Three types of people come to the park: out-of-towners attracted by the park's historical significance, schoolchildren on field trips to study history, and local neighborhood residents enjoying the park's recreational opportunities.

Most out-of-town visitors arrive by automobile. They can travel a limited-access highway to within 3½ miles of the city; then they must turn onto two-lane state roads. Persistence is required by visitors navigating the circuitous route through city streets to one-way Derby Street and the parking lot located in the park's historic core. Visitors must then cross heavy traffic on Derby Street to reach the orientation facilities and the developed portions of the park.

Some visitors walk to the site after parking on city streets or in the municipal parking lot half a mile west of the park. Very few tourists arrive by public transportation.

About 64,000 people visited the Custom House in 1973, of which 12,000 were in school groups and 2,000 were in adult groups. The park encourages history field trips by schoolchildren. The 12,000 that came in 1973 came in 370 groups, most of them arriving by bus. Special programs and equipment are necessary in order to give proper service to this type of visitor.

The numbers of tourists and schoolchildren visiting the park will undoubtedly increase rapidly with a significant amount of development on the waterfront. Records at the House of Seven Gables and the Peabody Museum indicate that each of these two facilities is visited by five times the number who enter the park's visitor center.

Local neighborhood residents depend upon the park's open spaces and water for recreation. A beach area is maintained jointly by the park and the city. The grassed area near Derby Wharf is used for sunbathing and ballplaying. Derby Wharf itself is used by fishermen and strollers. There is no indication that this demand will change significantly in the future.

Salem Harbor is used for powerboating and sailboating, and a demand for marina facilities exists here. Private marinas provide a limited number of slips and moorings for private use. The city maintains a small docking facility attached to Derby Wharf, and small boats can tie up at this facility and along Derby and Central Wharves. In 1963, a planning firm under contract to the city recommended that a marina be built in the harbor about 800 feet east of Derby Wharf. The city is currently studying a second recommendation that would place facilities much closer to the wharf. The cultural values of the national historic site and the adjacent historic area along the waterfront should be considered when the final location for the marina is selected.

SALEM MARITIME NATIONAL HISTORIC SITE

GENERAL DEVELOPMENT PLAN

UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

373 | 20002A
DSC | FEB 78

ON MICROFILM

SUGGESTED HISTORIC DISTRICT (BY CITY OF SALEM MASSACHUSETTS)

ENGLISH STREET
BECKET STREET
BLANEY STREET
WHITE STREET
CARLTON STREET
TURNER STREET
HARDY STREET
BENTLEY STREET
DANIELS STREET
KOSCIUSKO STREET
PALFREY COURT
CUSTOM HOUSE COURT
ORANGE STREET
HODGES COURT
HERBERT STREET
UNION STREET
FORRESTER STREET
EAST STREET
ESSEX STREET
DERBY STREET
WASHINGTON SQUARE SOUTH

PARKING
PARKING
HOUSE OF SEVEN GABLES
PARKING
COMFORT STATION
CROWNINSHIELD HOUSE 1811
FORRESTER HOUSE 1771
POSSIBLE SUPPLEMENTAL PARKING THROUGH LEASE AGREEMENT
RICHARD DERBY HOUSE 1738
PARKING
BEACH
PUBLIC LANDING
FLOAT
FLOAT
U.S. COAST GUARD LIGHTHOUSE
DERBY WHARF
CENTRAL WHARF
SMALL BOAT FACILITIES
RIVER
CHANNEL
SOUTH DOCK

EXISTING

- NATIONAL PARK SERVICE BOUNDARY
- CONSTRUCTION

PROPOSED

- NATIONAL PARK SERVICE BOUNDARY
- CONSTRUCTION
- SCREEN & BUFFER ZONE PLANTING
- BELGIAN BLOCK PAVING
- TO BE OBLITERATED

SCALE IN MILES

100 0 100 200 300

PROPOSED INTERPRETIVE SETTING

1. WEST INDIES GOODS STORE — store operation
2. DERBY HOUSE — refurnished rooms
3. GROUNDS — restoration
4. HAWKES HOUSE — interpreted exterior/employee residence
5. GROUNDS — restoration
6. NARBONNE-HALE HOUSE — interpreted exterior
7. CUSTOM HOUSE / WAREHOUSE — refurnished rooms/exhibits/administration
8. GROUNDS — restoration
9. SCALE HOUSE — exhibits
10. SHIPBUILDING EXHIBIT
11. GROUNDS — restoration
12. 13. WAREHOUSES (tentative locations) — exhibits
14. RECONSTRUCTED SAILING VESSEL — exhibit
15. WAREHOUSE — orientation/interpretation
16. FORRESTER WAREHOUSE FOUNDATION — exhibit
17. WAREHOUSE — orientation/maintenance and storage
18. CENTRAL WHARF — walks
19. DERBY WHARF — exhibits/walks/seating

PROBLEMS AND OPPORTUNITES

A meaningful and satisfying visitor experience at the park depends greatly upon the quality of the visitor's experiences in the rest of the city. Because tourist access routes to the city's attractions are not adequately signed, visitors are sometimes confused and frustrated by the time they reach the park. A citywide effort to coordinate visitor orientation and services would facilitate a tour of the city and therefore result in more relaxed and more receptive participants.

The park is bisected by Derby Street, a major access to one of the city's recreational parks and to the industrial operation associated with the electric generating plant. Derby Street carries heavy traffic, particularly during the summer months. If this through traffic could be eliminated from the park, the historical integrity of the park's atmosphere would be greatly enhanced.

The park's main assets — the wharves and the views of the open sea — are not presented to advantage, nor can they be in their present circumstances. The entire park lacks a seaport feeling, and therefore visitors do not yet receive the impressions that would create a successful park experience.

Total reconstruction of an 18th-century seaport at Salem is neither economically nor physically feasible. Modern commercial development exists adjacent to the park's southwestern quadrant, and the chimneys, coal piles, and structures of a power plant protrude into a view from the historic core. 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.

Properties adjacent to the historic core must be preserved if the historical environment is to be maintained. Most important of these are the Crowninshield Mansion and the Forrester and Richard Derby Houses that lie along Derby Street outside the park's northwestern boundary.

East of the core, single-family and multifamily dwellings lie along the west side of Kosciusko Street. An unoccupied building at the seaward end of the street presents an eyesore to visitors and blocks the view from the historic core out to sea.

West of the park, along the waterfront, lies a property that is zoned for commercial use and is currently occupied by a retail petroleum outlet

and service station. The starkness and drabness of this property adds to the neglected appearance of the neighborhood and detracts from efforts to recreate the historical waterfront scene. This land could better serve some other function compatible with the historical land area adjacent to it; this matter is now under study by the city of Salem.

In order to solve these problems and take full advantage of the park's interpretive potential, nine basic planning objectives should be developed:

1. Preserve and/or reconstruct the historic scene of Derby Wharf and the adjacent waterfront.

2. Remove existing structures and terminate existing uses within the site's boundaries that compromise site integrity and thus prevent achievement of the site's purpose.

3. Complete the restoration of historic structures to first-class condition.

4. Ensure effective visitor orientation and participation, principally through imaginative interpretation, thus fostering understanding and appreciation of Salem's maritime history.

5. Encourage the development and implementation of an integrated, comprehensive citywide plan for the utilization of historical, cultural, and recreational resources of the city.

6. Work actively with the city and county to achieve a coherent, direct, and clearly identified access route that will facilitate use of all feasible transportation methods.

7. Cooperate with city and private agencies to develop transit and tour service, integrated with parking areas and access points, to ensure all visitors a convenient, comfortable, and rewarding visit.

8. Encourage the city to reroute traffic and reconstruct the historic appearance of Derby Street and encourage the utility company to relocate overhead wires in order to remove intrusions and distractions and thus heighten the visitor's awareness of a historic place.

9. Promote with other concerned agencies and individuals innovative and effective methods to ensure mutually beneficial use and development of adjacent lands.

SOLUTIONS

ACCESS AND CIRCULATION

Managers at Salem NHS will encourage the establishment of proper informational signing by the city — including limited-access highway signs informing travelers how to get to Salem and local signs directing them to the historic parts of the city — which would greatly improve visitor access to the park.

Managers will also support the establishment of a minibus tour from municipal and private parking lots to the city's historical and cultural attractions to improve the quality of a visit to Salem by eliminating the driving visitor's confusion and a large number of the cars that now intrude upon those scenes. This would also foster a more coordinated visitor-services program among the managers of the visited places.

The visitor-services function within the park will be transferred to a location along Derby Street. A parking area on Central Wharf will be constructed to enhance circulation by enabling visitors to proceed logically from their parked cars or the bus stop through the orientation/interpretation facilities to the waterfront and wharf. They can then tour the buildings and grounds on the other side of Derby Street. Before leaving the park, visitors will be offered the opportunity to relax on Central Wharf, take pictures, look out to sea, and ask questions in the orientation facility.

DEVELOPMENT AND INTERPRETATION

The National Park Service recognizes that Central Wharf is of primary significance and deserves careful preservation, and it will ultimately work toward the removal of all nonhistoric development there. The wharf will be repaired promptly — to avert complete collapse — and then be adaptively restored.

The Naval Reserve facility, a 1947 structure on Central Wharf, had structuraland flooding problems. Investing funds in such a structure would have been inadvisable since it had little to do with the park story; therefore, it has been removed.

The present parking lot on Derby Wharf is intrusive upon the historical scene. It will be removed, and a new parking lot will be provided on the landward end of Central Wharf. The wharf will also serve as a platform for observing activities on Derby Wharf, and it will contain a lunching area an; space for tying up small boats.

The majority of modern functions located in the Custom House will be removed, thus freeing this building for more appropriate interpretive use. The offices on the second floor of the Custom House will remain for administrative use, and space for a maintenance office will be adjacent to the administrative offices. However, the appearance of these offices will be kept in the context of the 1937 use.

Two 18th-century warehouses located on Front Street in Salem were donated to the National Park Service by the Salem Redevelopment Authority. The larger of the two has been located in the southeast corner of the park adjoining Derby Street. It will be used as a maintenance shop with storage space, and will contain a small orientation space.

The smaller warehouse has been located east of the Forrester Warehouse foundation at the head of Hatch's Wharf, since this is the most appropriate place for this type of structure. It will be used for interpretive purposes to bring emphasis to the privateering and trade aspects of the park story. Ultimately, construction of a new facility on Lot 3 suggesting the exterior appearance of the original warehouses of Derby Wharf will be accomplished. The interior structure will be for use for interpretive purposes and will contain program space for 50 people.

The warehouses and their contents will recreate the feeling of a busy commercial port and will keep interpretive attention focused on the

wharf — where it belongs — and away from the residences, which are secondary to the primary theme of ocean commerce.

Previous interpretive developments have focused too much on land-oriented structures. The physical features of the park need to be tied more closely to the sea. Emphasis will be placed on attempts to recapture the sights, sounds, and smells of Salem's great shipping and trading days.

Interpretation in the visitor facility will introduce visitors to both wharf-based and land-based features and will set the Salem story in the larger context of early U.S. maritime history. The focal point of the historic scene will be Derby Wharf where demonstrations by costumed personnel in the warehouse, on the wharf, and aboard ship will increase the visitor's understanding of the life and activities of a great seafaring people.

Developments on Derby Wharf will receive high priority in programming. Some structure work will be done to ensure the preservation of the basic structure of the wharf.

Efforts several years ago to interest shipbuilders in reconstruction of a period sailing vessel were unsuccessful; however, such efforts will continue. A reconstructed period sailing vessel adjacent to Derby Wharf would certainly add much to the historic waterfront scene. No other single exhibit could better strike the theme of maritime history. An added benefit would accrue if the historic vessel selected as a model had been used as a Revolutionary War privateer.

Historically, the water along the west bulkhead of Derby Wharf was about 6 to 8 feet deep at low tide. Silting caused by wharf construction and filling of Mill Pond and Central Harbor has substantially decreased the water depth. Periodic dredging between the wharves will probably be necessary to maintain the historic scene and a suitable water depth for a period sailing vessel docked between Derby and Central Wharves.

During the historic period, land between Derby Wharf and Derby Street was used as a shipyard. It is proposed that a shipbuilding exhibit be provided there, if feasible.

The Custom House will be selectively refurnished and interpreted to highlight its revenue-collecting function during the period 1790-1840, and even into the 1900s, and the importance of the revenue to the development of the United States. The later presence of Nathaniel Hawthorne

will also be interpreted. Exhibits in the Scale House will illustrate the weighing, measuring, and gauging functions of the Customs Service; the Bonded Warehouse will exhibit the cargoes and the transshipment nature of Salem's commerce.

The refurnished Elias Derby House will represent the life and times of a leading shipbuilder merchant in 1775; later additions to the house will be used to interpret post-revolutionary life and the association of Captain Henry Prince, a later occupant of the house, with Nathanial Bowditch, a famous mathematician and author of notable works on navigation.

The West Indies Goods Store will be operated as a store, selling items representative of Salem's trade.

These structures, along with the Hawkes House and the Narbonne-Hale House, also reflect an architectural theme. The Hawkes and Narbonne-Hale Houses will be interpreted from the exterior; they will not be open to the public except by special arrangement. The Narbonne-Hale House particularly needs repair in order to avert structural collapse. Partial rehabilitation can then be accomplished to allow interpretation for special-interest groups of the building's changes through time. The house will be used in its entirety as an architectural/archaeological in-place exhibit.

The Park Service suggests that the portion of Derby Street transecting the park be restored to a more historic appearance by such means as rerouting unnecessary traffic and removing overhead power lines. A change of pavement by exposing the Belgian block paving stones beneath the asphalt surface at the park entrances will make visitors immediately aware that they are entering the park and will help to pull together, into a single unique unit, the landward and the seaward park developments. Eventually all the asphalt paving on Derby Street within the park boundaries will be removed.

Development of the park will be accompanied by the granting of special-use permits and/or licenses to concessioners who are willing to offer services to the park visitor. Concessions will be appropriate to the basic maritime theme. A concessions-management plan will be prepared to study the feasibility and practicality of providing space in existing and proposed structures for workshops, arts-and-crafts shops, stores, storage, and any maritime-related activities that will increase the interpretive value of the park. Special consideration will be given to the contracting of a concessioner to provide or operate the period sailing vessel and to provide tour-boat services from a terminal on Central Wharf.

SALEM MARITIME NATIONAL HISTORIC SITE

LAND ACQUISITION PLAN

UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

373 | 30,000
DSC | JULY 75

SUGGESTED HISTORIC DISTRICT (BY CITY OF SALEM MASSACHUSETTS)

ENGLISH STREET
PLANEY STREET
RECKET STREET
WHITE STREET
CARLTON STREET
TURNER STREET
HARDY STREET
BENTLEY STREET
DANIELS STREET
ESSEX STREET
FORRESTER STREET
EAST STREET
DERBY STREET
KOSCIUSKO STREET
PARKING
PARKING
HOUSE OF SEVEN GABLES
PALFREY COURT
WEST INDIES GOODS STORE
DERBY HOUSE 1762
NARBONNE HALE HOUSE 1671
HAWKES HOUSE 1801
CUSTOM HOUSE COURT
CUSTOM HOUSE 1819
ORANGE STREET
HODGES COURT
FORRESTER WAREHOUSE
HERBERT STREET
UNION STREET
WASHINGTON SQUARE SOUTH
CENTRAL WHARF
DERBY WHARF
RIVER
SOUTH
CHANNEL

ZONE 1 *Public Use & Development*
Government to Acquire Ownership in Fee

ZONE 2 Preservation-Conservation
Government to Acquire Ownership in Fee

ZONE 2A Preservation-Conservation
No government acquisition contemplated if area is included in an historic district by the city of Salem and compatible use is maintained. If however, the city does not include the area in an historic district, or if compatible use is not maintained, the government will acquire sufficient interest in ownership to assure compatible use.

EXISTING NATIONAL PARK SERVICE BOUNDARY

PROPOSED NATIONAL PARK SERVICE BOUNDARY

SCALE IN MILES
100 0 100 200 300

ON MICROFILM

Recreation within the park and the surrounding waters that does not interfere with the purpose of the park will be actively encouraged. An especially appropriate recreational use of the park would be concessioner-operated sailing instruction offered at Derby Wharf. Space in one of the warehouses might be provided for boat storage and sailing program classrooms.

Recreational uses that interfere with the interpretation of maritime history will be relocated. The park will work with the city to ensure that those residents who have come to depend upon the site for recreation will be offered similar opportunities elsewhere.

PROTECTION OF THE HISTORIC ENVIRONMENT

The park boundary will be extended to include the adjacent properties that are identified on the Land Acquisition Plan. Acquisition of these properties will effectively exclude existing and potentially gross physical intrusions upon the immediate historical scene.

The Richard Derby, Forrester, and Crowninshield Houses contribute to the historical significance of the site because they were built and occupied by important shipowners and merchants. Although the houses are not needed for public use, their locations make them critical to the preservation of the park's overall historical atmosphere. The Derby and Forrester Houses are privately owned and occupied; the Crowninshield House is publicly owned and used as a home for the aged. Such uses are appropriate and should continue, under proper safeguards.

The private multifamily dwellings along the west side of Kosciusko Street also contribute to the park's historical atmosphere. About half of the structures date from the Federalist period, and one is probably a relocated pre-Revolutionary War house. Like the houses along Derby Street, the locations of these houses make their preservation critical to the overall preservation of the park's historical atmosphere. These houses have been included in a historic district by the city of Salem.

The above-mentioned dwellings on Derby and Kosciusko Streets will be included within the national historic site boundary with the clear understanding that the National Park Service does not intend to acquire them unless they are offered to the federal government or unless they are in danger of alteration or use in an incompatible manner that would affect the historic scene. In

the latter case, the government would acquire only sufficient interest to ensure continued compatible use.

The structure at the end of Kosciusko Street is in a bad state of repair and currently serves no useful purpose. It will be acquired and removed to open an excellent view from the historic core to the open sea, thereby strengthening the park's maritime theme. The adjoining vacant lot will be acquired to ensure preservation of the view. When the properties are acquired, the grounds will be developed to complement both the park and the adjacent residential area.

The Park Service will also acquire a half acre of the large unimproved lot lying west of the park along the waterfront side of Derby Street. The half acre will provide a buffer between the park and the fuel oil distributing business that occupies the lot.

A number of proposals to create historic districts around Salem's many historic properties are before the city council. The protection afforded by these districts – enabled by the commonwealth and effected by the city – would markedly increase the aesthetic, cultural, and economic values of these properties. Because a substantial majority of the buildings within the geographic area bounded by Herbert, Essex, Becket, and Blaney Streets and the harbor, including the park, were built during the Federalist period or before, it is hoped that a historic district such as indicated on the General Development Plan will be created soon. In December 1974 the city council did create a smaller Derby Street Historic District. It includes the facades of buildings along the north side of Derby Street beginning at Herbert and extending eastward along Derby Street beyond the national historic site boundary. On the south side of Derby the district begins at the historic site's western boundary and extends east to Turner Street. The protection includes only those parts of the buildings that can be seen from the street. In all cases plantings and sidewalks are not controlled. The only other street protected is the west side of Kosciusko from Derby Street to the harbor. Since the rear portions of the buildings on Kosciusko are visible from Derby Street, these are also protected. The Park Service will continue to advocate a larger district.

The city's concerned interest in its waterfront is also demonstrated by its submission of a "Proposal for Planning Study, Harbor Area of Salem, Massachusetts" (Appendix C) to the U.S. Department of Housing and Urban Development. This proposal directly affects Park Service interests, and the Park Service will actively support and encourage this and similar vital planning efforts and the subsequent implementation of proposals.

APPENDIXES

A: VISITATION TRENDS

B: MANAGEMENT STATEMENT

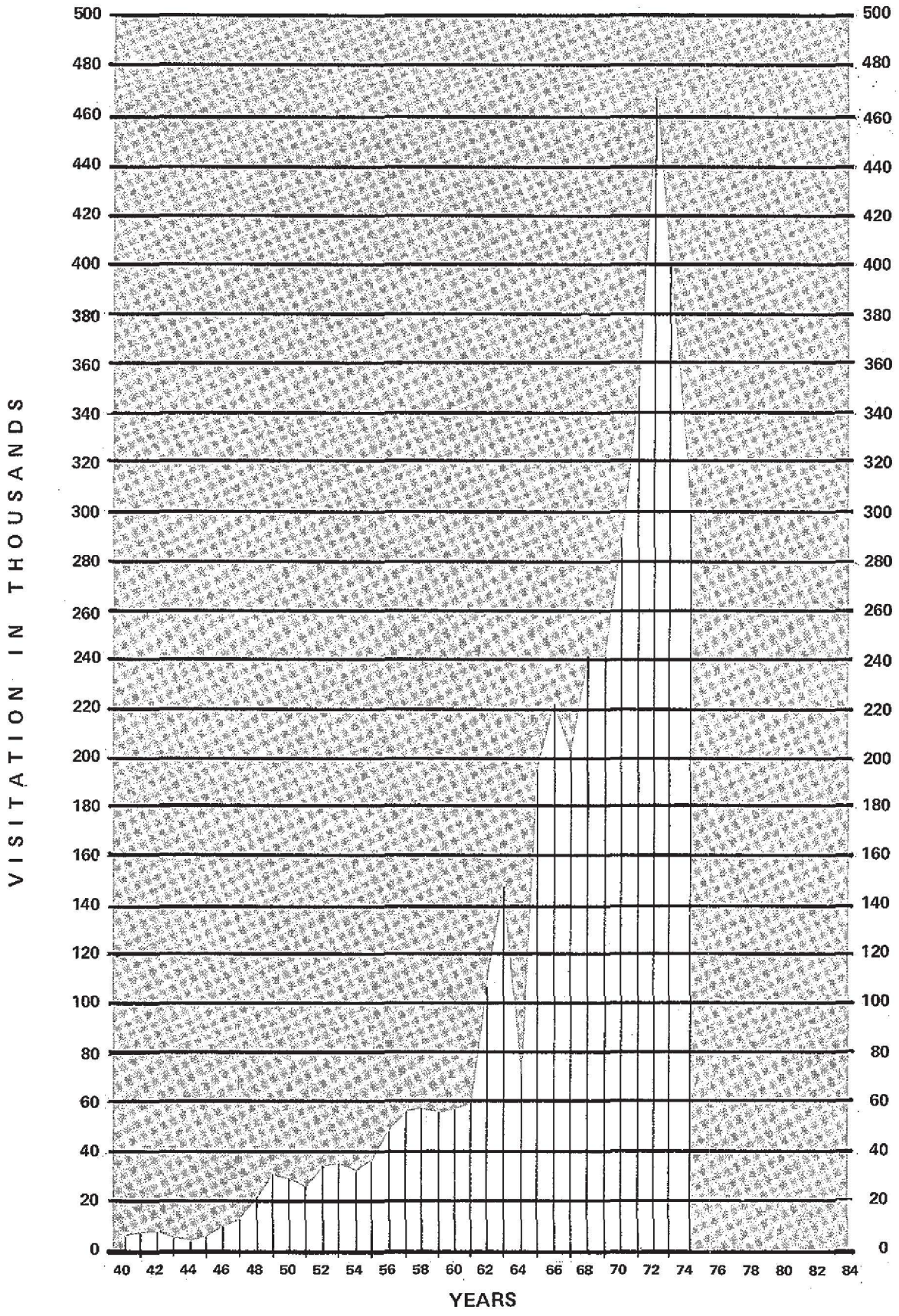
C: COPY OF THE "PROPOSAL FOR PLANNING STUDY, HARBOR AREA OF SALEM, MASSACHUSETTS"

D: LEGISLATION

E: SELECTED BIBLIOGRAPHY

F: PLANNING TEAM AND CONSULTANTS

A: VISITATION TRENDS



B: MANAGEMENT STATEMENT

The following statement by the superintendent of Salem Maritime National Historic Site reflects park management's needs and goals relative to this master plan.

PURPOSE OF THE PARK

Salem Maritime National Historic Site was created by Secretarial Order on March 17, 1938, to establish a park commemorating Salem's maritime importance as exemplified by Derby Wharf and certain surrounding structures.

BASIC DATA HIGHLIGHTS

Urban conditions completely surround the park (even on its water side), and the surrounding neighborhoods are zoned as industrial, business, and semiresidential. The park is located in a densely populated section of the city with many poorly maintained buildings.

In summer many of the older residents gather at the park to catch a harbor breeze and to relax. Swimming and boating are allowed as compatible uses.

The city maintains a baseball field a few blocks to the east of the park, a recreation park a mile to the southwest, an amusement park and beaches a mile to the east, and Salem Common two blocks north. The city licenses three bars within a block of the park, the patrons of which cause some difficulties. Vandalism and adverse uses take a high toll of manpower and physical resources.

A heavily used city street bisects the park east and west. The street is narrow and one-way throughout most of the distance in the park. It carries a heavy load of neighborhood residents, through traffic, and heavy

commercial vehicles. Street parking is limited to the south side and may be preempted by tractors and trucks.

Average precipitation is consistent, about 2.7 inches to 3.5 inches per month throughout the year. Snow reaches a peak in February, with an average for that month of almost 12.5 inches. The maximum rainfall recorded in the vicinity in one 24-hour period is 8.4 inches, and snowfall is 16.5 inches.

High tides pushed by strong winds or caused by the moon's gravitational pull cause serious damage to Derby Wharf. The sea regularly overflows the wharf in fall and winter, the sides of the wharf often wash out seriously, and new fill must be brought in to restore the loss and correct settlement. In addition, the regular extra high tides overflow the foot of Central Wharf.

Harbor waters are polluted, although not so badly as to prevent swimming. The harbor is heavily used and crowded in the summer by pleasure boats. Floating docks installed by the city alongside Derby Wharf have not, however, been utilized extensively by either pleasure boats or smaller boats.

Air pollution exists, but the problem is not yet severe. A certain amount of coal dust and fuel oil soot from the nearby electric power generating plant does contaminate some of the historic furnishings. An acrid odor permeates the park when the incinerator at the old Pequot Mills complex is burning, and diesel fumes from buses parked within the site soon enter several park buildings.

Virtually all visitors arrive at the park either by private vehicle, chartered bus, or school bus. Visitation records since 1940 indicate a definite overall increase, particularly after 1961. A 5 to 9 percent increase per year is anticipated in the future.

Construction of the Interstate 95 connector into Salem will make the city more accessible. All indications are that Salem and the entire north shore will see definite results in their efforts to tap the tourist industry.

Park facilities have been generally sufficient to handle normal park visitation, except for the parking lot. In 1972, when visitation to tthe Custom House peaked at 73,100, there were many weekends and holidays in the spring and fall and even weekdays in the summer when the parking lot was filled to capacity; the problem is somewhat reduced as visitation drops off. Formerly the Derby House was approaching maximum use. But since the Scale House, Bonded Warehouse, the second floor of the Custom House, and

the Cupola have been opened to visitation, the Derby House is no longer the central program area in the park. Visitation to the Derby House peaked in 1971 at 8,300, and in 1973 it was 3,200.

Swimming has long been an important use of the park by local residents, even though it is hazardous due to broken glass, rocks, and other trash on the harbor bottom. A nearby beach — a former dump — could be developed for the use of local neighborhood residents. However, such a development would require cleaning the harbor bottom, ensuring an adequate supply of sand, and providing a maintenance force capable of keeping it clean.

Grounds and historic buildings should be restored to more adequately reflect conditions of the Salem waterfront during its peak years. Nevertheless, limitations inherent in adequately restoring the park should be realized. First, structures in the park were built and/or finished as late as 1854, long after Salem's maritime greatness had passed; it would be unreasonable to tear them down. Second, certain conditions that existed during the historical period would be offensive in a late 20th-century city. Third, related to the second limitation, too many nonhistorical features crowd in too closely on the very small park area to permit the creation of a historical scene. Fourth, certain nonhistorical uses such as swimming, which will be allowed for the benefit of local residents, will prevent the restoration of certain historical structures. Fifth, not enough material is available to accurately recreate some of the historical appearance; some of the historical scene would be strictly conjectural, and therefore no more valid historically than a novel. Recent research by Snell has much expanded our understanding of the historic scene.

MANAGEMENT OBJECTIVES

General Management

Operate within the administration of the North Atlantic Regional Office, under the immediate supervision of a park superintendent.

Continue to maintain a complete set of management system documents to be used routinely in the management of the park.

Continue to use routinely the current-year operating program to identify alternatives when unanticipated programs are undertaken; adequately fund and staff highest priority programs and activities. Subject all programs and activities to analysis of costs versus benefits to the public;

discontinue programs and activities that lack strong justification for taxpayer support.

Maintain a written agreement between each permanent employee and his supervisor regarding planned employee development opportunities for the next 12 months.

Provide standard visitor services year-round, adjusted to seasonal visitation seven days a week.

Ensure that identified community organizations and individuals are regularly consulted and involved concerning park programs. Keep lines of communication open to facilitate participation in community and regional planning and cooperation in finding solutions to such mutual problems as zoning, traffic control, tourism, waterfront historic and recreational use, and pollution.

Prepare a long-range plan for the development and use of Central Wharf to eliminate intrusive additions and restore the historical appearance of both Central and Derby Wharves.

Recreate to the extent possible the open view of the harbor and ocean as historically seen from the Custom House.

Make fee collection for historic structures uniform, either all fee or none fee.

Resources Management

Provide effective day and night onsite protection of the physical resources of the park.

Develop a landscaped historical use plan of the park illustrating the shipping and maritime theme rather than land-based activities.

Establish regular building and grounds maintenance facilities and programs, periodic inspection, structural rehabilitation, and curatorial care. A historic resources management plan, approved in July 1976, will serve as the primary source of preservation activities in park operating programs.

Provide seasonal dormitory quarters for resources management personnel.

Encourage and assist all possible development of a beach and recreation area near Derby Wharf for use by local neighborhood residents.

Complete preservation, rehabilitation, restoration, and reconstruction work for all classified historic structures and furnish accordingly.

Plan and complete basic research on the park story to guide park development and management.

Convert the Rum Shop antique dealer concession for park-theme-oriented use (such as a West Indies goods concession).

Visitor Use

Emphasize visitor use of Derby Wharf for its maritime historical significance. Cooperate with the city to provide active recreation facilities off site.

Encourage the use of historic objects and research reports by qualified students of history.

Continue regular interpretive programs for local schools to acquaint the children with their historical heritage and related environmental conditions of the park.

Continue to offer well-rounded information and interpretive literature through an onsite sales program, preferably through a nonprofit association.

Make Derby Wharf safe for use after dark.

Provide adequate visitor parking in a location that will encourage use of the park facilities and yet not intrude into the historic scene. A parking fee should be considered.

Encourage broader use of the area. The small fall and winter staff cannot accommodate a few groups in the fall and winter nearly as well as a slightly larger staff can accommodate many groups in spring.

Develop among visitors a sense of the reality of a bustling international seaport in the days when wind-driven, canvas-clad sailing vessels were the sole carriers of our waterborne commerce and thereby deepen understanding, pride, and appreciation of the significant contribution made by Salem's maritime enterprise to the growth and development of the young American Republic.

Develop special activities and events utilizing park and regional resources and community and private resources as available for Bicentennial programs.

C: COPY OF THE "PROPOSAL FOR PLANNING STUDY, HARBOR AREA OF SALEM, MASSACHUSETTS"

PROPOSAL FOR PLANNING STUDY
Harbor Area of Salem, Massachusetts

INTRODUCTION:

Salem Harbor occupies a focal position in a complex of harbors and anchorages extending from Marblehead to Manchester, Massachusetts, a region of the Atlantic coast pre-eminent in maritime trading for over 300 years, and presently the center of yachting activities for the Northeast Region.

Salem Harbor, the largest and best protected in the area, was overtaken by Boston Harbor as a trading center only in the middle of the nineteenth century.

THE PROBLEM:

Despite its favorable location and physical circumstances, Salem Harbor today is virtually inactive for the following reasons:

1. Land uses adjacent to the harbor are in general unrelated to the water and are typically in conflict with one another. Derelict land, obsolete commercial and industrial facilities and deteriorated housing are characteristic of large portions of the abutting real estate;

2. Lack of suitable access and circulation patterns makes effective utilization of existing resources and development potential virtually impossible, and is a source of increasing frustration to tourists and citizens desirous of experiencing the historical and physical assets that the harbor offers;

3. Inappropriate zoning and land use controls, and a complete absence of planning guidelines and development goals have rendered impossible any meaningful expenditure of public or private investment to sustain and enhance the historical, physical and community development potentials of the district;

4. While a number of Federal Agencies run programs and retain an active interest in elements of the harbor, their activities have never been coordinated and oriented toward the fulfillment of its potential. Among the agencies involved are the National Park Service, United States Coast Guard, the Department of Defense, and the U.S. Army Corps of Engineers. Current conflicts between the City of Salem and Department of Defense over land use and program aims in the Winter Island area of the harbor underline the urgent need for planning and coordination in the district;

5. Utilization of the harbor itself has been minimized by excess silting and lack of adequate dredging and breakwaters construction.

THE POTENTIAL:

The district is rich in historical assets as well as environmental and development potentials:

1. The National Maritime site, administered by the National Park Service, and comprising a complex of the original Custom House, the Derby Mansion and Derby Wharf is regarded as one of the prime such sites in the Northeast Region; the National Park Service has recently indicated its serious desire to expand its real estate and its programs based upon this important historic resource;

2. The House of Seven Gables, one of the best-known historic landmarks in the United States, is currently visited by approximately 250,000 tourists per year, and has expanded its facilities several times to cope with the rapid growth of tourism;

3. Fort Pickering, one of the oldest established fortifications in the country, dating from 1680, is extant in all of its essential original form;

4. Fort Lee, commanding the heights of the peninsula, retains significant original construction;

5. Small enclaves of early 19th and late 18th century houses, the original settlements of the City of Salem, remain essentially intact although presently surrounded by deteriorating and obsolescent industry.

The presence and distribution of these historic/architectural assets together with large and available waterfront parcels for new development provide a unique opportunity for restructuring this portion of the City in a manner consistent with its origins and its physical potentials.

THE PROPOSAL:

At the present time the ingredients of a successful, comprehensive and integrated planning and development program exist in the Salem Harbor area. The harbor itself is the singular topographic and environmental asset of the City of Salem, and its proper utilization will materially and beneficially affect a large number of surrounding communities whose interdependence in sharing a regional history, resource and market is self-evident.

The existing historic maritime sites are a national resource, considered among the most important remaining in the New England Region. A successful plan and development program integrating these assets with community and recreational functions related to the water will have a major regional, if not national, impact.

The resolution of problems of access and circulation will require consonant decision in a regional context beyond the limits of local jurisdiction.

WE BELIEVE THAT THE FOREGOING STATEMENT OF CURRENT CONDITIONS, POTENTIALS AND IMPACT OF PLANNING AND DEVELOPMENT CLEARLY QUALIFIES A REQUEST FOR FUNDING UNDER THE PROVISIONS OF 701 (B), PLANNING DEMONSTRATIONS, UNDER THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

We further understand that the National Park Service will actively support the program envisioned, and recognizes the necessity and benefits of such an undertaking.

THE PLANNING AND DEVELOPING PROGRAM:

It is proposed that a Salem Harbor Development Corporation under Chapter 121(A) of the Massachusetts General Laws be established to engage in planning and development activities required to implement a major reintegration of Salem Harbor and its adjoining neighborhoods.

This corporation will be the vehicle through which a partnership of public and private management, investment and activity will be funneled and directed to control and coordinate the planning and development in this distinct ecological district.

Among the reasons for selecting this vehicle are its flexibility and its ability to receive private as well as public funding; its ability to achieve a broadly based citizen participation; to act directly as developer or to engage agents for its development programs; to act as co-sponsor for development in partnership with Governmental Agencies (including the National Park Service) and to trade in real estate with existing owners by acquisition, investment of property, exchange of property or (if conferred such rights by City Council and the Massachusetts Department of Community Affairs) to utilize powers of eminent domain to ensure the accomplishment of approved planning directives.

In order to proceed with the formulation of an integrated plan and development for Salem Harbor, the City of Salem, acting through the Office of the Mayor with the support of the Chairman of the Planning Board, hereby requests a grant of approximately $100,000 under the provisions of 701 (B) of the HUD Regulations for Planning Demonstrations.

This request is supported by the National Park Service whose parallel interest in achieving an integrated planning and development resolution will be documented separately.

Concurrent with the processing of this application, the Office of the Mayor intends to appoint directors of the proposed Salem Harbor Development Corporation, arrange for the preliminary filing of its papers of incorporation, and initiate private investment into the Corporation, to be later matched by funds to be requested from City Council. These latter fundings are considered seed money for development, the opportunity for which will be structured by the proper application of the planning funds requested.

Respectfully submitted,

Mayor Samuel Zoll
City of Salem

SUPPLEMENT: Characteristics of a Chapter 121 (A) Corporation

May be created under local and State supervision, with approvals required from local Planning Board, local City Council, and the Department of Community Affairs of the Commonwealth.

The public supervision required makes these corporations more appropriate vehicles for joint public-private planning and development than a privately formed corporation. In addition, 121 (A) Corporations seem preferable to the creation or the extension of redevelopment authorities already created since the redevelopment authority is primarily suited for situations where Federal funds are being used throughout the process, or where massive eminent domain takings are required. "Old style" local public agency Renewal has in general proven to be inflexible and cumbersome, especially in regard to the initiation and follow-through of development with local involvement.

The stock of a 121 (A) Corporation may be held for the benefit of the municipality, and may be made available for private investment on a very broad scale.

The statutory requirement that the project area be found "blighted" by the Planning Board and the City Council would not pose an obstacle in the Salem Waterfront Project, to the best of our current information.

Powers of 121 (A) Corporations:

121 (A) Corporations can, with the approval of the Department of Community Affairs of the Commonwealth, be given to power of eminent domain. They can enter into binding 40 year agreements on real estate taxes by the Council and can be given zoning and building code deviations. In addition, agreements between the Corporation and the City can spell out road, harbor and public improvements contemplated by the plan and establish commitments for their implementation.

12. Salem Maritime National Historic Site

Designation of certain lands to comprise the site: Order of March 17, 1938...

ORDER DESIGNATING THE SALEM MARITIME NATIONAL HISTORIC SITE, SALEM, MASS.

[March 17, 1938—3 F. R. 787]

WHEREAS the Congress of the United States has declared it to be 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, and

WHEREAS certain lands and structures in Salem, Massachusetts, including Derby Wharf, the Richard Derby House, and the Custom House, by reason of their relationship to the maritime history of New England and the United States, have been declared by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments to be an historic site of national significance, and

WHEREAS the Commonwealth of Massachusetts, the City of Salem, the Society for the Preservation of New England Antiquities, the Home for Aged Women, and certain citizens of Salem have made possible the donation of the necessary property to the United States;

NOW, THEREFORE, I, Harold L. Ickes, Secretary of the Interior, under and by virtue of the authority conferred by Section 2 of the Act of Congress approved August 21, 1935 (49 Stat. 666), do hereby designate the following-described lands, with the structures standing thereon, to be a national historic site, having the name "Salem Maritime National Historic Site":

PARCEL 1

Beginning at a point, the northeast corner of Derby and Orange Streets; thence N. 14°02′10″ W. 73.64′; thence N. 11°15′30″ W. 28.07′ to the northwestern corner of the Custom House; thence N. 7°57′20″ W. 95.79′; thence N. 78°01′10″ E. 6.36′; thence N. 76°48′00″ E. 20.45′; thence N. 83°38′10″ E. 56.93′; thence N. 5°45′30″ W. 48.44′; thence N. 5°03′50″ W. 21.41′; thence N. 86°09′30″ E. 44.63′; thence N. 86°19′30″ E. 42.92′; thence N. 82°57′50″ E. 52.66′; thence N. 81°34′40″ E. 25.61′; thence S. 7°18′30″ E. 11.32′; thence S. 9°07′50″ E. 40.39′; thence S. 7°18′50″ E. 85.71′; thence S. 7°00′30″ E. 31.65′; thence S. 7°08′20″ E. 68.84′ to a point, the N. W. corner of Polfrey Court and Derby Street; thence along the northern side of Derby Street S. 75°54′20″ W. 74.34′; thence S. 77°57′20″ W. 22.05′; thence S. 76°06′40″ W. 27.45′; thence S. 77°25′10″ W. 25.21′; thence S. 78°19′40″ W. 29.70′; thence S. 78°39′20″ W. 62.68′ to point of beginning.

PARCEL 2

Beginning at a point at south edge of Derby Street and east edge of 40 ft. right-of-way to Derby Wharf, shown as point A^2 on map "Land Takings for National Park Derby Wharf and vicinity, Salem, Massachusetts, scale 1″—20′, dated December 1936"; thence N. 75°25′50″ E. 31.05′; thence N. 79°00′20″ E. 15.99′; thence N. 78°44′40″ E. 6.2′; thence N. 77°53′00″ E. 43.83′; thence N. 74°03′50″ E. 17.05′; thence N. 78°21′10″ E. 30.37′; thence N. 73°17′00″ E. 15.09′; thence N. 71°17′00″ E. 19.26′; thence

652315° — 47 — 7

S. 6°56′30″ E. 31.36′; thence S. 7°11′00″ E. 88.84′; thence S. 6°26′50″ E. 23.51′; thence S. 7°19′10″ E. 53.93′; thence S. 9°40′00″ E. 39.85′; thence S. 7°15′30″ E. 40.84′; thence S. 6°32′30″ E. 38.89′; thence S. 7°01′10″ E. 34.77′; thence S. 8°51′20″ E. 40.99′; thence S. 81°52′30″ W. approximately 40′ to mean high water line; thence southwesterly along mean high water line approximately 42′ to property line of land formerly owned by East Massachusetts Street Railway Company; thence S. 6°23′30″ E. approximately 18′; thence S. 82°47′20″ W. approximately 12′ to mean high water line; thence southwesterly along mean high water line approximately 164′ to east line of Derby Wharf; thence southerly along east edge of Derby Wharf to the northerly corner of lighthouse property of the United States; thence westerly at right angles to wharf edge 26′ to westerly corner of lighthouse property of the United States; thence southeasterly parallel with east edge of Derby Wharf 22.5′ to south edge of Derby Wharf; thence westerly along south edge of Derby Wharf to an angle in Wharf; thence northerly along western edge of wharf to line of property, formerly owned by Association for Relief of Aged and Destitute Women; thence westerly along edges of Wharves to line of property formerly owned by Andrew J. Abdo, which is also east edge of Central Wharf; thence S. 10°43′40″ E. to channel; thence northwesterly along south edge of Wharf 146′ to a point; thence N. 9°46′00″ W. 474.0′; thence N. 11°04′40″ W. 120.22′; thence N. 8°47′10″ W. 145.83′ to a point on the south edge of Derby Street; thence along the south edge of Derby Street N. 76°21′10″ E. 301.22′; thence easterly approximately 40′ to point of beginning.

The administration, protection, and development of this national historic site shall be exercised by the National Park Service in accordance with the provisions of the Act of August 21, 1935.

Warning is expressly given to all unauthorized persons not to appropriate, injure, destroy, deface or remove any feature of this historic site.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the official seal of the Department of the Interior to be affixed, in the City of Washington, this 17th day of March 1938.

[SEAL]

HAROLD L. ICKES,
Secretary of the Interior.

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F: PLANNING TEAM AND CONSULTANTS

TEAM MEMBERS

Frank Barnes, Interpretation and Visitor Services Specialist
Northeast Regional Office
John F. Byrne, Team Captain, Engineer
Eastern Service Center
Orville W. Carroll, Historic Architect
Eastern Service Center
H. John Dobrovolny, Superintendent
Salem Maritime National Historic Site
David G. Henderson, Planner, Architect
Eastern Service Center
Dr. Alan E. Kent, Principal Interpretive Planner
Eastern Service Center
David E. Schmidt, Landscape Architect
Eastern Service Center

CONSULTANTS

Dr. John D. R. Platt, Historian
Eastern Service Center
Gengean Riley, Park Technician
Salem Maritime National Historic Site
Douglas Sabin, Park Technician
Salem Maritime National Historic Site
Edwin W. Small, Assistant to Director
Northeast Regional Office

The planning team appreciates the helpful advice voiced by the representatives of various private and public institutions of the city of Salem and of Essex County at the pre-planning meeting held at the Custom House in the spring of 1971.

Publication services were provided by the graphics and editorial staffs of the Denver Service Center. NPS 1300

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

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—777-094/8