No. 10-306 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

FOR FEDERAL PROPERTIES

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RECEIVED JUN 11 1979
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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC: The Historic Resources of the Charlestown Navy Yard. Partial Inventory: Historic and Architectural Resources.

AND/OR COMMON: The Boston Navy Yard
Boston Naval Shipyard

2 LOCATION

STREET & NUMBER: East side of Chelsea Street; the limits of the former Boston Naval Shipyard

__NOT FOR PUBLICATION

CITY, TOWN: Boston (Charlestown) __ VICINITY OF

CONGRESSIONAL DISTRICT: Eighth

STATE: Massachusetts CODE: 02129 COUNTY: Suffolk CODE: 025

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	X MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	X COMMERCIAL	X PARK
__STRUCTURE	X BOTH	X WORK IN PROGRESS	X EDUCATIONAL	X PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	X GOVERNMENT	__SCIENTIFIC
Multiple Resource	X BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER

4 AGENCY

REGIONAL HEADQUARTERS (*If applicable*): Department of the Interior
National Park Service
North Atlantic Regional Office

STREET & NUMBER: 15 State Street

CITY, TOWN: Boston __ VICINITY OF

STATE: Massachusetts 02109

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Suffolk Registry of Deeds

STREET & NUMBER: Suffolk County Court House

CITY, TOWN: Boston

STATE: Massachusetts 02109

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: National Historic Landmarks Survey,
National Register of Historic Places

DATE: 1964; 1966 X FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS: National Register of Historic Places

CITY, TOWN: Washington, D.C.

STATE:

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X_ORIGINAL SITE
X_GOOD	__RUINS	X_ALTERED	__MOVED DATE_____
X_FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Charlestown Navy Yard consists of 129.5 acres of industrial buildings, cranes, dry docks, slips, piers, residential structures, and military buildings spread along the southeastern Charlestown waterfront in Boston's inner harbor. It is largely built upon fill dredged from the harbor since the early 19th century. The overall aspect is that of a modern marine-oriented industrial site. Scattered throughout are several varieties of structures that are historically and architecturally significant. These include purely military structures such as quarters and armories, general industrial structures such as warehouses and power plants, specific industrial sites such as a rope-making complex and foundries, and marine structures such as dry docks, piers, and shipways.

Styles and Dates. Most of the yard's 86 major structures can be categorized by date of construction program, materials used, and architectural style. Beginning in the 1800s, two- and three-story Federal-style brick buildings were built (example: building 5, quarters B-G). In 1827 a master plan was designed by architect Alexander Parris (1780-1852) on the grand scale of Europe's royal navy yards. Buildings in the classical style, designed by Parris and built of finely dressed granite, were constructed from 1830 to 1851 (examples: buildings 34, 33, 38, 22, 58, and 60). Joseph Billings (1821-1880) studied under Parris and executed some of his later designs. Billings took over the position of chief architect vacated by Parris in 1842, serving to 1865. Work of his own design was of brick in the Georgian Revival style (examples: buildings 42, 31, and 32).

Major building activity quieted from 1865 to 1900 when the Public Works Office of the U.S. Navy began design and construction of large brick-veneer steel-frame factory buildings. These were ornamented with Colonial Revival and Renaissance Revival details (examples: buildings 103, 104, 105, 106, and 114).

From 1920 to 1936 a general depression prevented much construction from occurring at the navy yard. To increase employment and generally overhaul the yard, the Works Projects Administration (WPA) initiated work that continued until World War II was declared. It constructed factory and warehouse buildings in an unornamented style, primarily concrete frame and brick infill with industrial sash. Some buildings that evidence conscious use of the International (unornamented) style are buildings 197, 199, 104, and 195. Construction of buildings at the navy yard during World War II was limited primarily to frame or concrete additions to existing factories and shops and a large number of additional office space (examples: buildings 39, 24, and 58). A few complete buildings, called "semipermanent structures," were built of brick or frame. These include all of the industrial services buildings, such as the piers and buildings 198, 200, and 206.

Administration. The 130-acre navy yard contains the 86 buildings, 416 miles of railroad, and numerous docks and piers. The Charlestown Navy Yard (Boston National Historical Park) consists of approximately 27 acres of this land, 20 of the buildings, one of the dry docks, three piers, and an assemblage of artifacts, including a large collection of navy documents relating to the history of the

facility. This zone includes gate 4, building 136, and the marine railway, as well as all land to the west.

Approximately 103 acres of land at the navy yard are under the management of agencies other than the National Park Service. This portion of the yard has been divided into four use zones: public park, historic, residential, and light industrial. The first two zones have been transferred to the Boston Redevelopment Authority (BRA) for development and preservation purposes. Application for transfer of the latter two zones has been made by BRA.

Services and Systems. At the height of its productivity, 1941 to 1944, the yard accommodated a work force of 47,000 persons (40 percent women by 1944) on a continuous schedule. All surviving structures are very well built and represent over 3½ million square feet of floor space.

Most of Charlestown Navy Yard is constructed on filled land. Most older buildings are supported by driven wood pilings, while the more modern buildings utilize concrete caissons or steel pilings as foundations.

Topographically the yard is generally level except for the northwestern corner. The mean high water mark is approximately 110 feet. Extreme high water reaches First Avenue (116 feet). Few buildings south of First Avenue have basements, but they are generally connected to the utility lines that are also connected to dry docks 1 and 2 and are now subject to corrosion leakage and flooding.

The shipyard contains three dry docks, a marine railway, and two shipbuilding ways. There are 11 piers: two represent the solid earth-filled types and five consist of wooden decks on wood pilings, which show varying degrees of deterioratio

Electricity had been provided to the navy yard by Boston Edison Electric Company through underground access at gate 4. A major utility tunnel runs the length of First Avenue as the trunk line carrying electric power, oil, oxygen, sewer, telephone, and fire alarm lines, as well as water mains. This tunnel is being phased out because it presents a safety hazard. A buried power line of 13,000 volts runs to a new substation in building 22 and feeds the remaining naval wiring system, an obsolete, 2,400-volt system.

Street lighting includes florescent, incandescent, and mercury vapor fixtures. The largest systems are the banks of incandescent pier lights on steel towers, which allowed for around-the-clock work shifts during World War II.

Two underground fuel oil and water storage tanks in the vicinity of quarters G [redacted] necessary for the operation of a central power plant, building 108.

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MULTIPLE RESOURCE
The Historic Resources of the Charlestown Navy Yard. Partial Inventory: Historic and Architectural Resources.

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

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

Railroad service to the shipyard is currently provided by a Boston and Main spur track to the area of gate 1. Discontinuous standard gauge railroad tracks run throughout the ship yard. A separate system of crane tracks exists around the dry docks and piers, which includes one operable, traveling overhead crane.

Archeological Remains. Although a number of sites in the navy yard acquired their significance as sites of recently removed structures, the sites of potential cultural resources below the surface of the Charlestown Navy Yard have not been inventoried. Throughout its history, the yard has witnessed countless documented alterations in its physical parameters, as well as in the structures and activities it supported. It is highly probable that much archeological evidence of these earlier activities and structures still exists below the surface of the yard. These resources are as potentially significant to the interpretation of the history and evolution of the navy yard as any ongoing activities or extant structur Since the significance of these potential resources is derived from the overall significance of the yard, the resources below grade assume the same significance and deserve the same degree of protection afforded the surface sites and extant structures.

An analysis of existing historical data on the evolution of the navy yard is currently underway. This analysis will ultimately predict the probable existence and relative significance of buried sites in the navy yard. The predictive study will outline areas where known disturbances reflect a minimal sensitivity to archeological resources, as well as those areas probably retaining significant resource integrity. Until this study is completed, the entire subsurface area must be considered archeologically sensitive. It is appropriate that a qualified archeologist be on site to record all exposed data during any subsurface disturbanc With the completion of the predictive study, addenda will be made to this nominatio form to include archeological resources.

Buildings Inventory. The attached buildings inventory includes a description of all the numbered structures at Charlestown Navy Yard, the site on which each is built, its designer, and the dates of construction and major alterations; a statement of significance accompanies each description. Please see attachment 7a for inventory data.

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Attachment: Buildings Inventory

Quarters A, the gatekeeper's house--built in 1820 and demolished in 1958. It was constructed of brick, and a portion of its wall remains at gate 1. It is significant primarily as an archeological site of long habitation, with a primary association with navy yard life.

Quarters B, C, D, E, F, or building 265, the officers' quarters--built in 1833. Constructed of brick, this rowhouse contains five two-story units with dormered attics and basements, each with 5,297 square feet of usable space.

The five units are significant primarily because of the naval personnel who lived there and their long association with management of the yard.

When built, these units served as the warrant officers' quarters. In the 1860s and 1870s they were modernized. Charles Waldo lived in one and kept a yard journal or diary from 1816 to the 1830s, giving a good record of life at the yard. M. C. Perry also lived here while stationed at Boston.

Quarters I, the marine barracks--begun in 1810 and altered in 1862, 1900, and World War II. It is brick and is four stories high with a hipped slate roof. It totals 27,000 square feet of usable space.

The structure has exceptional significance to the history of the U.S. Navy and Marine Corps as the nation's oldest surviving Marine barracks and as the protective unit of the navy yard since its establishment.

Built in 1810-11, the center section was razed and rebuilt in 1862 with an addition to the north elevation and remodeling of interiors in the brick wings. In 1900 a top story was added. The porches across the facade were built during World War II, and later enclosed. The Shinto torii was erected in the 1950s.

Quarters G, the commandant's house--designed in the style of Bullfinch and built in 1809. It is brick and is three stories high with a metal roof (10,400 total square feet, two floors).

The structure served as the commandant's house for 165 years. It has significance to the history of the American navy because many famous naval officers lived here and many presidents and heads of state were entertained here. The representatives of business, politics, and the navy met to organize the growth of the U.S. Navy here.

Built for the yard's first commandant, Commodore Samuel Nicholson, this structure has evolved with the whims of commandants and their wives and with the constraints of federal budgets.

Quarters L, M, N, O, the officers' quarters in the lower yard--built in 1826-29 and altered in 1833, 1839, 1880s, and 1930s. The row house is brick and is two stories high with a slate roof. Each unit totals 6,505 square feet.

The quarters are significant to the history of the American navy because of the prominence of many of the senior officers who lived here while assigned to the yard. These included Thomas Selfridge, William B. Shubrick, Josiah Tattnall, and Lawrence Kearny.

When the officers' quarters were built in 1826-29, they faced east. Their orientation was changed in 1833-34 when the front doorways were put on the redesigned back of each. They were altered again in the 1880s (east extensions) and in the 1930s by the WPA (modernization).

Quarters P, also part of the lower yard officers' quarters--built in 1913. It is two stories high and constructed of brick (5,474 total square feet).

Significant only as part of the naval complex, this structure was built and served as living quarters for the chief of staff.

Building 1, the garage and gatehouse--built in 1941. It is brick and concrete and is one story high with a flat roof. It is 2,482 total square feet.

The construction of this gatehouse represented the need for more access and greater control of the yard during World War II.

Building 1 is built on the site of the old water tank storage shed. Water was carried in wooden casks until the late 1820s, when galvanized tanks began to be used. The tank house disappeared in 1870, and the site was used as gardens until building 1 was constructed in the 1940s as part of the war effort.

Building 4, the chief petty officers' club--built privately as a storehouse by Oakman and Eldridge in 1827 and sold to the navy for the same use in 1862. It is brick and is two stories high with a slate roof. It is 5,688 total square feet.

The structure is significant to the history of the American navy and technology as a storehouse from the sailing ship era and as a petty officers' club in modern times.

This officers' club was used originally as a navy store (house) and oil store. In the 1930s, WPA workers remodeled the interior. Since the 1940s it has served as a petty officers' club.

Building 5, the officers' club and bachelor officers' quarters--designed and built in 1815-16 and altered in the 1840s, 1920s, 1930s, and 1950s. It is brick and is two stories high with a slate hipped roof. It totals about 33,658 square feet.

The structure is significant to the history of the American navy as a storehouse and later as naval quarters.

Part of the building is now called the officers' club. This building was built by the navy in 1815 and figured in navy yard history mostly as a storehouse and as the officers' and commandants' offices (second floor, original use). A library and a museum were installed on the second floor in the 1840s. In the 1920s a partial basement was dug. In the 1930s WPA workers remodeled the interior.

Building 10, the battery charging facility--designed by Billings, built in 1853, moved in 1900, and altered in World War I and World War II. It is brick and concrete and is two stories high (5,114 total square feet).

The structure has significance to the history of American technology and the navy as a paint house in the sailing ship era and as a battery charging facility and laundry during World War II.

Built as a pitch house, this building was relocated from the west to the east side of pier 2 in 1900-1901. It became a battery charging facility after modifications in World War I and World War II.

Building 19, the yard scale house--built in 1918 during World War I. It is brick and is one story high with a slate roof. It totals 443 square feet.

The structure is significant to the history of technology because it contains railroad car scales and truck scales important to management of the yard.

The first scale house, also called building 19, was built during the Civil War at the time the first railroads came into the yard, and it was located south of the first gun park near the present flag pole. The present scales and the house with its underground scales form the complex functioning on First Avenue.

Building 21, commandant's carriage house and stable--designed by Parris and built in 1823. It is granite and brick and is one story high (803 square feet).

The structure has significance to social and naval history as a piece of domestic architecture and as part of the commandant's house complex.

Built as a stables in 1823, it was the second project at the yard undertaken by Parris and was built in conjunction with the yard's granite wall. Since the late 19th century it has been used as a greenhouse and garage.

Building 22, the U.S.S. Constitution Museum (formerly the pumphouse)--designed by Parris and built in 1832. It is granite and is three stories high with a slate roof. It has 26,693 total square feet.

Significant to the history of engineering, architecture, and the U.S. Navy, this building is a part of the national engineering landmark, dry dock 1. Building 22 housed C. Laommi Baldwin's steam engine and pumps, designed to drain the dry dock and also adapted to operate a sawmill. Parris designed the classical structure, which was the first of the imposing granite buildings built at the navy yard.

Designed in 1827, the pumphouse was operational by June 1833. Of the new pumps installed here in 1856-57 (after the dry dock itself had been extended 65 feet seaward), "twelve hogshead of water are said to be thrown off at one stroke, and the time occupied in pumping out the dock is about six hours." The carpenter shop function was added to this building in 1839 to utilize the steam engine there. All pumps were removed in 1905 with the construction of building 123. Building 22 served in World War II as an electrical substation and an industrial hygiene laboratory. It was modified in 1957 and 1976 and is now operated under cooperative agreement with the National Park Service as the U.S.S. Constitution Museum.

Building 24, the riggers' shop--designed as a carpenters' and joiners' shop in 1847 by Billings and built in 1847-51. It is constructed of granite-faced brick on wood piles and is two stories high. A wood-frame addition built in 1900 doubled the building's area (69,900 total square feet).

The structure is significant to the history of American naval technology and architecture. The design has been attributed to Parris, who influenced its designer, Billings. It was used as a refitting loft for both rope rigging and carpentry repair and now serves as the maintenance shop for the U.S.S. Constitution.

The first major alterations to building 24 came in 1890 when the joiners moved to building 114. Riggers and refitters began use of the structure. A steam engine used by the carpentry shops was modified to operate as a steam hoisting engine and run the 2,000-ton marine railway, operational in 1919. These engines were replaced with electric hauling engines. The monitor or ventilated roof was a modification of the early 1900s. Frame additions during World War II doubled the bulk of this structure, necessitating the removal of buildings 180 and 23. (Building 23 was the second location of the chapel; see building 143.)

Building 28, the regional conservation lab--designed by Billings and built in 1849-50. It is brick and is two stories high with a slate roof; it includes 8,160 total square feet.

This building is significant to the history of architecture and technology at the site because of its industrial design and long use for specific technical purposes.

Built on the site of a coal shed and perhaps used as a coal house, its history nonetheless illustrates the conversion of the navy to steam power. It became a tinners' and plumbers' shop by 1870 (a Civil War modification). By 1890 it was used by plumbers only. In World War II it became an industrial hygiene lab, instrument calibration lab, and reference standards lab. It now serves as an architectural conservation laboratory for the North Atlantic Regional Office of the National Park Service (1975).

Building 31, the muster house and telephone exchange--designed by Billings and built in 1852-54. It is constructed of brick with a concrete-frame and brick addition. It totals 6,157 square feet of usable space.

This building is significant as a surviving octagon building, as the civilian workers' mustering post, and as the naval constructor's office. Its later use as a hearing clinic represented the responsibility taken by employers for worker health and safety. Hearing damage was common as a result of work in the forge shops (see building 105).

Designed by Billings, 1852, this octagonal brick building, with surrounding porch, was of the same design as one in the Brooklyn Navy Yard. A similar building at the Washington, D.C., Navy Yard was copied from this one. Its function was to muster civilian workers at the beginning and end of the day for roll call. The naval constructor had his office here as well. This man was in charge of ship design and building at the yard and the most important civilian employed at the navy yard. Famous persons who held this post were Josiah Barker, Samuel Pook, and Edward H. Delano. In the 1870s

an additional story was added to the muster house, with the cupola and dormer windows reused. By 1901 it was the office of the captain of the yard. During the 1920s the surrounding porch was removed. In World War II a concrete-frame and brick addition was added, and the building was used as the telephone exchange and hearing clinic.

Building 32, the bank and credit union--designed by Billings and built in 1849-50. It is a one-story brick building of 4,423 square feet.

This structure is significant to naval history as an ammunition store and to social history as an employee credit union.

Building 32 was constructed in 1849-50 as a shell house (ammunition store). Additions built during the Civil War were removed in the 1880s. A second larger shed existed in 1865-68 only. In 1893 this became the commandant's office. (The adjoining shot park then became a tennis court.) During World War I a temporary addition on the north elevation was built. During World War II a brick addition extended the west elevation and contained a bank vault. It then became a bank and credit union. It is now used as offices by the Boston Redevelopment Authority.

Building 33, the Fraiziar barracks--designed by Billings in the classical style and built in 1850-52. It is a three-story, granite building of 59,589 square feet.

Building 33 is significant to naval history primarily as a storehouse and barracks for crews of ships at the yard for refitting.

Designed by Billings after the style of Parris and built in 1850-52, this was a cable and cordage storage building. By 1852 it was used also as a sail loft (and for that function exclusively by the Civil War). By 1870 a small addition was added to the north and was used for general storage (removed ca. 1910). It became an enlisted men's barracks and mess hall in World War I, when the floating receiving ships were phased out. During World War II a small brick addition was appended to the north.

Building 34, the chemical materials and photo lab--designed by Parris and built in 1837-38 but never completed. It is granite and represents the first half of a great storehouse intended to have a central court. It totals 34,159 square feet of usable space.

This building is a significant classical design for industrial architecture expressive of a grand or European image for the young U.S. Navy.

Designed by Parris, it was his last design and project for the navy yard, and it was never completed according to the original plan, which called for an open central court (after the grand storehouse in Plymouth, England). It was used as a storehouse largely unaltered until World War II. (Then a brick administration/office building for the Public Works Office was added to the south--building 200; however, that structure does not touch building 34.) During World War II a chemical lab, blueprint lab, and photographic reproduction center were located here, but the building was little altered.

Building 36, the sail loft and/or joiners' shop--designed by Billings and built in the Civil War, completed in 1866. It is a three-story, granite building with a slate roof, and it totals 73,309 square feet.

Building 36 is significant primarily to architecture and technology as a working place and warehouse of classical influence.

For the joiners' shop, power was supplied by a boiler house to the south (of the same date and style and with a large brick chimney). In 1893 an electric light plant was added to the east elevation but later removed during the construction of building 15 (building 195 itself was removed in 1977). Building 36A is a World War II electric power substation built at the southwest corner. An addition to the southeast corner was also present by World War II.

Building 38, the enlisted men's club--appears to have been a joint design of Parris and Billings and was built in 1854. It is three stories tall and constructed of brick faced with granite, and it totals 25,505 square feet.

Building 38 is significant primarily for its long service as the navy's prison and as part of Parris's original organizational scheme.

Designed and built as a cooperage and packing house for supplying sailing ships, it remained unchanged until 1890 when it became the navy prison. In 1924 the building was remodeled to serve as a recreational facility with a bowling alley. The building officially became the enlisted men's club in 1940. It included a movie theater, PX, and library when vacated in 1974. The building burned in January 1978, leaving only the granite shell.

Building 39, the ordnance and administration building--designed by Billings and built in 1866. It is a three-story brick structure, with 148,167 square feet of usable space.

This building is significant primarily as a central navy ordnance administration building from the end of the Civil War through World War II.

Built in 1866, as an ordnance storehouse, by the 1900s a small addition was put on the east elevation. In 1940-41, a frame addition was built on the northeast corner of the building. The building remained the central armory (with related offices) through World War II, when significant additions to the north were built, spanning Second Avenue (frame and covered in red brick patterned asphalt shingles). This building was used for administration after World War II until all ordnance activities were moved to Hingham, Massachusetts.

Building 40, the central tool and temporary service shop--designed by Billings to house the heavy hammer shops and built in 1863. It is two stories tall and constructed of brick; it has 59,943 square feet of usable space.

Building 40 is significant to the history of technology and the navy as the place where the first wooden ships were armored with iron plate.

It was designed by Billings during the Civil War as a heavy hammer shop (for hammering and punching holes in armor which was anchored with drift pins to both wood and iron ships during the Civil War). By 1880 it had become a rolling mill. From 1900 to 1910, major additions were made, leaving only the west and north facade intact. During World War I, it was used for a mold loft and bending lab, for plate and angle storage, and for floor laying. It then had railroad access into the building on all sides. In 1939-41 the west elevation of the building was demolished for the construction of building 42A, an extension of the machine shops.

Building 42, the machine shop and steel foundry--initial portions designed by Billings and built in 1853-58. It is constructed of brick and now contains 351,841 square feet of factory space.

Building 42 is significant in social history as the major working place or shop at the yard and in the history of technology and the navy for the major role it played in converting the U.S. Navy from wind to steam power and subsequent roles in developing a nuclear navy.

It stands on the site of an 1820s blacksmith shop. It was used originally as a machine shop, foundry, and smithery. The Billings plan enclosed a quadrangle in which was located the "crystal palace," an artistic but leaky glass, frame, and brick structure built over a modern steam power plant. Adjacent was a handsome 239-foot-tall brick smokestack. The

shops, steam plant, and smoke tower are all of the same date. Engines for the U.S.S. Hartford, launched in 1859, were assembled here. Later during the Civil War, the two wings of the quadrangle were connected with an additional shop, and cookery ovens were added on the east elevation. In 1901 the "crystal palace" was removed and the powerhouse rebuilt. The tower was removed between 1900 and 1910, and two small additions were attached to the powerhouse. During World War I, the quadrangle was filled with a skylighted factory building, and a portion of the west facade was removed and reconstructed as part of the enlarged factory building, which also obscured a portion of building 40. The world's first 1,000,000-volt X-ray testing lab was installed in World War II to inspect castings and welds. Following that war, sonar domes were developed here for attachment to existing ship hulls. The building is now functionally divided into a machine shop (A and B), foundry (C), boiler and blacksmith shop (D), tool shop (E), and copper and pipe shop (F). It also includes a brass foundry and torpedo testing room.

Building 58, the ropewalk--part of a complex of buildings designed by Parris and built in 1834-38 (buildings 58, 60, and 62, later supplemented by buildings 79 and 96). It is constructed of granite-faced brick with a slate roof for fireproofing. The building is 1,360 feet long, 45 feet wide, generally two stories tall, and totals 140,815 square feet devoted exclusively to rope making.

This exceptionally significant building is this country's only surviving ropewalk not significantly altered or moved from its original site. The building and its function are associated with major political debate over private/government production and manufacturing and with major technical advancement in rope and cord manufacture through the inventions of Daniel Treadwell, engineer. For 132 years this ropewalk produced the U.S. Navy's rope, a vital role in the days of sail. Henry Wadsworth Longfellow romanticized this factory building in a poem. Building 58 is the principal part of the ropewalk complex--buildings 58, 60, 62, 79, and 96.

The ropewalk was built in 1834-38 from a design by Parris. The machinery for spinning rope was designed by Daniel Treadwell (1791-1872), along with the boilers and engines in the three-story head house. When constructed, this costly federal project represented both a significant technical advance over totally handcrafted rope and rope-walking and a significant new posture for the federal government, which involved itself directly in production that had been strictly the province of private enterprise. The government eventually also began farm subsidies to provide quality hemp to this installation.

Gate 4 was opened in 1853 for pedestrians, and a guardhouse was added at the west end of the ropewalk. By 1890 new spinning machinery had been designed and installed by the Walton Company of Patterson, New Jersey. A boardwalk called "flirtation walk" was landscaped and maintained along the south wall of the ropewalk during the late 19th century. During World War I a bridge was constructed to building 62, a hemp storage house. That hemp house was enlarged at the time. A coal hopper and tipple to serve building 108 was constructed along the south facade in the 1920s. Prior to World War II, a bridge to building 60 was constructed. During World War II a frame structure was added to the west elevation at the south end, which housed the labor board, personnel office, and administrative apprentice school. An ambulance garage was also constructed here. The daily surge of workers during the World War II effort caused the ropewalk to be shortened by 20 feet at gate 4, accommodating a pedestrian ramp and turnstyles for time card punch in and out. In the 1950s, gate 4 was used for vehicular access to the yard. (Original drawings of this building and its machinery are in the National Archives, Washington, D.C.)

Building 60, the tar house--designed by Parris as part of the ropewalk complex and built in 1836-37. It is also constructed of granite-faced brick and is two stories high, with 8,958 total square feet.

Building 60 is significant primarily as part of the unique ropewalk complex. It housed machinery for tarring the rope designed by Treadwell.

It is among the least changed buildings at the navy yard. In the 1870s a shed was added at the south end. An accompanying tar pit was in use from the 1860s to 1880. Building 115 was built near the south end of building 60 in the 1880s and demolished during World War II. (This was a separate building used for testing electrical cable.)

Building 62, the hemp house and rope test lab--initial parts designed by Parris and built in conjunction with the rest of the ropewalk complex, 1836-37. It is constructed of granite-faced brick, with an addition in brick, and totals 34,279 square feet of usable space.

Building 62 is significant primarily as part of the unique ropewalk complex.

Designed by Parris, it was in use by 1837 as a hemp storage house. By 1839 a main beam had broken and the building was structurally remodeled. Just before World War I an angled addition onto the south end of this building doubled its size, and a bridge was built to connect buildings 58

and 62. Although several buildings at the yard were used to store hemp, this structure has the most direct association with the ropewalk. The building still retains its original iron doors and shutters.

Building 75, the timber storehouse or pipe storage shed--designed by Parris either in concept or detail and built between 1832 and 1848 (available data is conflicting). It is a linear, granite, one-story storage house (27,045 total square feet).

Possibly a single surviving example of this type of storehouse, it is the only one of the five storehouses constructed at the navy yard to remain (buildings 63, 64, 76, and 77 removed). Its significance to the navy and technology stems from its use as a storehouse for special timbers, spars, knees, blocks, etc.

It was built in 1830-32 (NPS data) as a timber storage house in a program of construction that began in 1828 and finished with work by Billings in the 1850s.

Two other storehouses (buildings 63 and 64) were razed for the World War I construction of building 149 (1917-18). Building 187, which is largely an iron truss roof, was built during World War I between buildings 76 and 75 as a covered storage yard. Building 75 was used for storage of pipes and bar iron; interior modifications were made during the war. Building 76 was razed to make way for building 199 in World War II, but building 187 remained. Some original doors and iron work remain intact on building 75.

Building 77, a garage and the boat storage building--built in 1937, altered in 1942. It is a one-story brick building of 3,567 square feet.

Building 79, the storehouse and liquor store--designed in 1857 by Billings as a boiler house to replace a frame building of the same function built in 1837-38. It is two stories tall, constructed of brick, and totals 14,620 square feet of usable space.

Building 79 is significant primarily as part of the unique ropewalk complex and because it represents an intermediate stage in the technical improvements to powering the spinning machinery.

A frame building was constructed on this site in 1837-38 and faced the head house of the ropewalk; it had two of the three steam engines at the yard at that date (the third was at dry dock 1). In 1854 an associated coal shed was razed along with this frame boiler building. The present

c coal house/boiler house, building 79, was completed here in 1857. It was built of brick after designs by Billings. By 1880 the boilers in building 79 were outdated, so the building was converted to a wire-rope shop; building 96 was constructed to house the new boiler plant for the ropewalk. The old Treadwell machinery was replaced by Walton Company machinery, which was replaced by equipment that served until 1970. Also in the 1880s, a stone-and-wood coal storage, building 78, was constructed to the north, but it was demolished during World War II to make way for gate 5 pedestrian turnstyles.

Building 96, the forklift repair shop--the most recent boiler house for the ropewalk, built in the late 1870s. It is constructed of brick, is one story, and totals 5,430 square feet.

This structure is significant as part of the ropewalk complex and as the last operating power station for that complex (see building 79).

It was begun in the late 1870s as a boiler house to replace building 79. It was enlarged to the east in the 1890s, at which time the chimney also was relocated. During the 1920s an electrical substation was located to the south of building 96 (removed in the mid-1930s). Building 207 was constructed against the south wall of building 96 in the 1930s by the WPA. Its use was to house disaster control equipment.

Building 103, the sheet metal shops--designed by the navy and built in 1903-04. This is a two-story, brick building of 63,424 square feet.

Building 103 is significant as a major shop or work area in which sheet metal fabrication and assembly took place for shipbuilding at this yard.

It was built in 1903-04 as an electric supply and chain and anchor storage house. During World War I, the southeast corner ell was removed to make room for enlarging shipway 1 and for introducing four stationary hammerhead cranes and surrounding railroad tracks along the way. The function of building 103 had changed to a sheet metal shop by World War II. This structure served as the principal shop for fabricating the hulls of ships built in shipway 1.

Building 104, the pattern shop and mold loft--designed by Billings and built in 1903-04. It is brick and contains 145,848 square feet of usable space in its three stories.

Building 104 is significant to the industrial functioning of the navy yard. Here the molds required for casting all metal parts of ships not otherwise supplied to the yard were cataloged and kept ready for recasting at the yard's several foundries.

Built in 1903-04 as a mold loft and pattern shop, it was parallel to, and as long as, building 103. A WPA project added a small shed to the northeast in the 1830s. However, in World War II, when shipway 2 was rebuilt, the south two thirds of building 104 was demolished. At this time the extension to the northeast was built to maintain the bulk and square footage of building 104, which became a structural steel shop in addition to a mold storage loft. Platforms were constructed east of building 104 during World War II and, along with the areas to the south, were used for storage of steel plate.

Building 105, the chain forge and roundhouse--a two-story forge shop with an attached locomotive and crane house, built in 1904-05. It is brick veneer on steel frame and totals 60,937 square feet of usable space.

Building 105 is significant because it houses a monumental assemblage of machinery and forges that served the navy's shipbuilding efforts for 70 years. As well as being the site of technical developments, the building contains many rare and unique foundry machines, several of which were prototyp

It was built in 1904-05 as a forge, with the western portion serving as an electrical power substation. In 1926 die-lock chain was developed here by A. M. Leahy and Charles G. Lutts and was put into production. While the chain was itself a significant invention and was important to the navy, it also represented the vital role this building played in innovative design and production for the modern navy and for foundry technology. Several shed additions were constructed on the north in an area used for steel storage. The power substation function was phased out as building 108 (built 1904-20) became a central power source. The south end, the locomotive roundhouse portion, was remodeled and a new interior built by WPA workers. An addition to the north was also done by WPA.

Building 106, the boiler shop and die-sinker shops--part of the major construction that began in 1903, when this steel-frame and brick-veneer structure was erected and completed (78,684 square feet).

Building 106 is significant primarily as a major fabrication and assembly shop.

Built in 1903-04 as a boiler shop and die-sinker's shop, the building housed a copper working shop during World War II. A steel storage yard was located between buildings 106 and 75. This area was roofed in World War II, but that steel-frame cover was removed shortly after the war. In the 1950s an extension to the south was made.

Building 107, the public works maintenance shop--built between 1903-04. This two-story brick building contains 65,911 square feet of usable space.

The history and significance of this building relates primarily to the maintenance of the shipyard itself.

Built at the same time as the connected building, building 108 (1903-04), it was constructed on the site of an earlier barn and sheds. It was built to house offices and shops for the Bureau of Yards and Docks, which supervised yard maintenance. This maintenance function stayed here until World War II, when it was moved to building 200. (In the second decade of the 20th century the bureau was renamed the Bureau of Public Works.) During World War I, the northern elevation received several metal storage sheds, which included the building trades shop, a battery charging station, and a printing office.

Building 108, the power plant--an electric power plant constructed in 1903-04. This brick and concrete structure was subject to continual technical modification and enlargement and now totals 46,667 square feet.

Building 108 is significant as the centralized steam, electricity, and compressed air plant for the shipyard.

During World War I, additions were made to the north side of the building to accommodate technological innovations. The building operated with its original brick chimney until World War I, when another was built to the southwest. During World War II, when building 117 (built 1903-04) was incorporated to the north of building 108, the chimney built during World War I was demolished. Building 108 was again enlarged in the 1930s. Another chimney, water tank, and ash silo were added during World War II. In the 1950s, a cooling tower was the last addition to building 108.

Building 109, the pilot house or waterfront operations building--located at the end of pier 1 and built in the 1930s; added on to until 1944. It is a concrete and frame structure of 6,668 square feet.

This building is significant to naval and technological history of the site because from the penthouse a waterfront manager controlled and directed movement of ships about the navy yard.

A coaling station had been built in 1904-06 on the site of earlier coaling stations along pier 1. This 1906 structure of frame and metal was razed by WPA workers in the 1930s when the area was given over to a plate, chain, and anchor storage yard. Building 109 was built by the WPA as a waterfront office, and there were several small additions during World War II. Also

located here was a small emergency generator house. A portable tool house, of a type once common (constructed from World War I through World War II) and now almost all lost, rests adjacent to the building.

Building 110, the lead room or shop 72--design attributed to Billings and built in 1907. It is a one-story brick structure of only 282 square feet.

Although it may have been constructed for another purpose, this building housed lead and lead wool essential to the weighting and balancing of submarines that were constructed and refitted nearby.

Building 114, the woodworking and boat shop--a three-story brick building built in 1904 that contains 79,943 square feet.

Building 114 is significant to the production of small boats, lifeboats, and mine sweepers as well as a great deal of ships' rigging that continued to be made of wood.

The building was built in 1904 on the site of the mast shop and the spar and mast shed, both of which were frame buildings designed by Parris and built in 1820. The building included sawmill, boat shop, and spar mill functions, which continued through World War II until the yard was closed.

Building 120, the dispensary and dental clinic--built in 1905. The two-story brick structure, after several additions, now contains 25,686 square feet.

Building 120 is significant to social history in that it illustrates an increasing governmental concern for the welfare of the naval and civilian workers. Just as hearing loss was a major hazard for civilian factory workers for which the government felt itself responsible, dental care was a major need among sailors for which the navy yard took responsibility.

The structure was built in 1905, and two wings were added on the east and west sides of the north face of the building by the WPA. During World War II the northern wing was expanded, and the building was almost doubled in size by a south wing. In the 1950s another addition was tacked on to the previousl extended rear wings. The additions served to provide medical care for the expanding number of yard workers.

Building 123, the pumphouse or pump well house--a round, one-story, brick building built in 1903. It covers 1,585 square feet and contains a well connected to tunnels for draining dry docks 1 and 2 and an electrical substation added in World War II.

Building 123 is significant as part of the dry 2 complex, which itself is significant for technical advancement, its fine granite construction, and its unaltered condition.

The building is patterned after a similar one at the navy yard in Portsmouth, New Hampshire. It has a tunnel to dry dock 1 that passed under dry dock 2. In 1905 the pumps in building 22 that had served dry dock 1 were abandoned for new electric centrifugal pumps in its pump well. A power station was added to the building in World War II.

Building 125, the paint shop--built in 1905. This two-story brick and concrete structure totals 10,186 square feet.

Here the navy made the paints vital both in construction and refitting, used in all phases of naval production.

Built in 1905, this shop has been altered only by small additions. In World War I a small addition was made to the north elevation. Floodlight towers were erected to the north and south of this building in the 1950s. It is now used by the National Park Service for curatorial storage.

Building 131, flammable materials storage building, also called an oil barrel storage and acid storage building--built by 1910. This three-story brick building has a total of 43,363 square feet of usable space.

This structure has some significance technologically because of its specific function.

This three-story structure was built before 1910 in a remote portion of the yard on landfill that had been the old northern wet basin. The area continued to be used as a dump, and in World War I the building was enlarged to the north and south. During the WPA, it was enlarged to the east and west. During World War II, a wing to the north doubled its size, and an oil barrel storage yard was established to the south and acid storage to the north.

Building 136, the administration building for the Marine Corps detachment (now the National Park Service offices)--a three-story brick building built in 1909 and 1936, with 12,000 square feet of usable space. It borders the marine parade ground.

It is significant to the Marine Corps and the history of the navy yard as administrative offices.

Built in 1907 as the administration building for the Marine detachment stationed for protection at the navy yard since 1800, it was doubled in size, with an addition to the south in 1936 by the WPA. The addition copied the architectural detail but in a concrete frame instead of wood frame structure. It now serves as the National Park Service headquarters for the Charlestown Navy Yard.

Building 143, the chapel--built as a storehouse and converted after several years to a chapel in 1917. It is a one-story structure of stone, brick, and stucco, totaling 1,090 square feet.

Religious services were always available to ship crews and navy personnel at the yard, but always in makeshift quarters because construction of a special building would infringe on the separation of church and government.

The first chapel at the yard was located in a converted steam box building, building 23, south of building 22. (Prior to this, the chapel was in the navy store, building 5. In 1906 crane tracks obliterated the site of building 23, and the building was moved east of building 24. Building 23 was demolished in World War II.) Both Catholic and Protestant services were held in building 143.

Building 149, the supply warehouse and general storehouse--design (1917) attributed to Albert Kahn, or at least built in the style of that Detroit architect in 1919, with an unornamented, reinforced concrete frame expressed with brick infill panels and steel sash. It is ten stories tall with a central light well and has 692,533 square feet of warehouse space.

Built on the Parris 1827 grid, this building introduced a new scale to the yard. The building is little changed and illustrates an early and innovative use of reinforced concrete.

The warehouse was built on the site of timber houses 63 and 64. A two-level pedestrian bridge to building 199 was built over 13th Street when building 199 was constructed during World War II. A vertical stair tower was added shortly after World War II.

Building 150, the power plant and yard garage--built in World War I. It is a two-story brick structure of 14,405 square feet.

Generally significant as an auxiliary power plant during World War II, the construction of the building denoted the end of the horse era and a total reliance on automotive machinery at the navy yard.

It was built during World War I as an automotive machinery garage on the sites of a cart shed (building 55), a horse barn (building 56), and a machine shed (building 54). (Buildings 54 and 55 were demolished in the 1880s, building 56 in 1908.) In the 1920s the Edison Auxiliary Substation filled the area between buildings 150 and 38, connecting the two buildings. In the 1950s a pedestrian way connected the additions to building 37 over Second Avenue. The whole of building 150 served as an auxiliary power plant during World War II.

Buildings 165, 165A, and 165B, the gas cylinder storage building and oxyacatylene generating plant--built in 1937. It is a one-story brick structure with 3,601 square feet.

Situated in a remote section of the yard because of the explosives it contained, this storage and generating facility supplied all welding operation at the yard. Built on fill in the old west basin, it was constructed during World War I. In the 1930s oxygen and acetylene storage tanks were constructed A WPA project rebuilt building 165 as a structure with two wings (165A and 165B).

Building 196, the test plant--built in 1936. This is a one-story brick building of 13,124 square feet that served as a test plant for overhauled machinery.

WPA work in the 1930s built this testing shop. During World War II a one-story addition was built on the south (in the 1950s this addition was designated building 227 and housed a fire pumphouse).

Building 197, the electrical shops--a seven-story concrete and brick building in the International style, built in 1941-42 and containing 198,338 square feet of offices and electrical shops. This actually was the Bureau of Steam Engineering building where the navy handled electrical design and production.

Building 197 is significant to the history of American technology because here much of the technical evolution of electrical engineering to electronics took place under the encouragement of the navy. Major advances in communications, guided missile technology, and sonar were made here.

Built in 1941-42 as shops and offices for the Bureau of Steam Engineering, it received a stair tower on the southwest elevation in the 1950s.

Building 198, a warehouse--built in 1941 as administrative and general storage. It is a three-story wood frame structure with 60,225 square feet of usable space.

The building is significant to social and naval history as part of the continual building at the yard, and as a "semipermanent" structure dating from World War II. The first floor was used for storage; second, offices; third, barracks. The first navy Waves barracks were on the third floor.

Built in 1941, this frame warehouse had two barracks structures added on the roof in 1945 that were used by the navy Waves as their first barracks. In the late 1940s and 1950s, the barracks were used by the U.S. Navy band. An eye clinic was located in the east section of the first floor, and the post office in the west section. The second floor was used as an electronics school after the war, and a gymnasium was installed in part of the first floor.

Building 199, the warehouse and assembly building or general warehouse (includes a cold storage area)--built in 1941-42. It is a nine-story concrete frame and brick building with 554,954 square feet of usable space.

Built 23 years after building 194, this building is of similar scale and structural concept.

It was built during World War II on the site of buildings 76 and 77, the mold loft and timber storage buildings. As a major materials storage depot, railroad tracks ran through this building to serve the rest of the yard. It is connected by a pedestrian bridge to buildings 149 and 62.

Building 200, the security office--built in 1942 and adjacent to, but not touching, building 32. It is a three-story brick building with 27,532 square feet of usable office space.

Although built as the security office in 1942, this structure most recently housed the police and fire security offices and station for the yard. It also housed the Bureau of Yards and Docks (Bureau of Public Works) when that bureau was moved from building 107.

Building 203, the incinerator and sand blasting facility--built in 1942 and consisting of a small brick building, two adjacent chimneys, a truck ramp to load the fire box, and an all-metal building. The building is one story tall and has 7,877 square feet of total usable space.

Building 204, the garage or motor pool--a three-story building built privately in 1927 and purchased and modified by the navy in 1942 (38,831 square feet).

This building was bought during the height of the World War II construction and manufacturing activities. It continued to be used by the navy, which placed the offices of industrial management here in the 1960s.

Building 207, the disaster control equipment storage building--a one-story brick building built in 1942 and containing 2,569 square feet (see building 96).

Building 220, the underground oil storage tank (also called a water storage tank for war-time security reasons)--constructed of concrete in 1943 with a 2 million gallon capacity.

This tank fed the power plant, building 108, by an 8-inch pipe under Second and Third avenues and was filled from a tanker dock and pumphouse on pier 1.

Buildings 221 and 223, underground water storage tanks--concrete structures built in 1942, one under the marine parade and one under the tennis courts, building 237.

Building 222, an underground water storage tank (called a reservoir and a cistern)- in use since before 1870, serving the boilers of the ropewalk complex.

Buildings 234 and 235, the truck scales (part of building 19)--built in 1957. These scales were as important to the management of the yard as the railroad scales had been a few decades earlier.

Building 236, the tennis and basketball courts--built in the 1940s when building 198 was constructed over previous courts. The area on which they were built had been grassed since World War I, when it had been a lumber yard. From the 1830s to the 1880s this area had been a gun park, and a shot park was immediately to the east.

Building 237, the tennis courts between quarters P and L--constructed in the 1940s over a water storage tank built in 1942 (see building 223).

Buildings 238 to 240, 246 to 255, light towers--thirteen structures erected during World War II. These banks of incandescent and mercury vapor lights illuminated the piers and shipways for around-the-clock construction. There were also many portable banks of lights that together used so much power to light a vast area that they reportedly took the chill off the night.

Building 242, the flag pole--erected during World War II. A flag pole has been in this location since the 1830s.

Buildings 243 and 244, the gatehouses at gates 5 and 4 respectively--built before World War II to primarily control the pedestrian traffic of factory workers.

Building 245, a garage (called ground equipment storage building)--built in 1929 as a temporary building. It is a one-story wood frame building of 256 square feet.

Building 258, a police shelter at the foot of pier 1--built in 1958 primarily to serve visitors to the U.S.S . Constitution.

Building 259, a sand hopper west of dry dock 1--built in the mid-1950s. It provided sand for safety on icy piers and streets in the winter.

Building 261, the saluting battery at the end of pier 1--built in the 1940s. It is a concrete platform that until 1974 had guns mounted to be used for courtesy and ceremonial firing. The previous saluting battery had been at the foot of pier 5. (See pier 5 and building 47.)

Building 262, tracks for a bridge crane over the steel yards south of building 104--constructed as a WPA project in the 1930s.

Building 263, the pickling tanks south of building 104--a WPA project of the 1930s. Pickling is the term generally used for cleaning metal parts with acids or alkalines.

Building 264, a cooling tower--erected in the 1950s. This is the last major addition to the power plant complex, building 108.

Building 265, see quarters B, C, D, E, and F.

Building 266, see quarters L, M, N, and O.

Building 267, gatehouse--constructed in 1959 to replace building 97, the main gatehouse at gate 1. The previous gate had been built in 1901 in a Beaux Arts style.

Building 268, ash silo--served the power plant, building 108. Structure built in World War I.

Building 269, a five-bay garage east of building 204--constructed in 1941. It is a brick building of 1,407 square feet.

Buildings 178, 193, 187, 210, 217, and 218, wood scrap and metal scrap storehouses--the first three built in 1918 and the last three during World War II. They each relate to an area of wood or steel fabrication.

Buildings 191, 191A, 227, 229, and 232, saltwater pumphouses and associated intake and screen houses--located at the base of the piers to extinguish either ship fires, pier fires, or factory fires in the area. They served, respectively, piers 8 and 9, wharf 11, and piers 6, 4, and 7.

Buildings 124, 127, and 206, public toilets (civilian workers, men only)--separate brick buildings located over water. Building 127 had the distinction of also being the incinerator for classified materials and documents with associated toilets for disposal of ashes.

Buildings 192, 192A, 224, 275, and 278, electrical substations (partial listing). Many others are located within other buildings or in attached sheds. They date from World War II to the 1960s and were required because the navy produced power of different wattage and voltage than most industrial machines were designed to use.

Buildings 270 and 276, designations for memorial plaques. The first is in front of quarters G and was erected along First Avenue in the 1950s; the second labels the U.S.S. Constitution from a vantage point on pier 1.

Buildings 211B, 215B and C, 226, 228, 230, and 233, industrial services buildings--erected on piers 5, 10, 11, 6, 4, and 7, respectively. They were generally constructed in the late 1950s to replace temporary or portable buildings in the same location since World War II. Their function was to house the office of a superintendent of construction ongoing at that pier and tools, supplies, and plans necessary for that work.

Dry Docks

Dry dock 1 is a structure of exceptional significance to the history of American technology and to the navy because of its early date and continued use at the navy yard.

Begun in 1827 and completed in 1833, dry dock 1 was designed by Laommi Balwin (1780-1838, the father of American Civil Engineering Society). It was one of the two first dry docks built by the federal government. The Charlestown Navy Yard dry dock and its sister at the Norfolk Navy Yard in Virginia were the most costly federally funded improvements to date. The first vessel docked here was the U.S.S. Constitution, and the U.S.S. Independence was converted here from a ship of the line into a razee (a wooden sailing ship cut down to increase its speed and refitted to increase its armaments). In 1851 the dry dock was fenced, following several fatal accidents. In 1857-58 it was extended 65 feet inland to accommodate the longer, new, screw-power steam vessels. In 1901-02 a new metal caisson was built and installed.

In 1947-48 the dry dock was further extended a few feet south and the approach altered to accommodate the sonar domes being attached to ship hulls. (See also building 22.)

Dry dock 2 was built on the site of timber dock 91 (a wet dock) and is significant to the history of American technology and the navy because of the technical advances it represented when built, its continued service to the yard, and its unaltered condition.

Construction began in 1898 by O'Brien and Sheehan and was completed in 1905. It is largely unaltered since it was designed to handle the largest battleships being built at that time, and the United States, emerging as a world power, was then building its modern navy. This naval expansion is expressive of, and thus coincides with, the acquisition of Puerto Rico and the Philippine Dry dock 2 was normally used for refitting, but during World War II it was used as a building facility where as many as four destroyers could be built at one time. This was also true of dry docks 3 and 4 at the South Boston Navy Yard and dry dock 5 at the east end of Charlestown Navy Yard.

Dry dock 5 is located at the northeast end of the yard. It was built of steel short piles during World War II. It had a gate type caisson that sank into a well when flooded and floated into place when pumped dry.

Shipways

Shipway 1 was a site of continuous shipbuilding since before the federal government bought the Charlestown property until the navy yard stopped constructing ships in 1956. It is, therefore, the single most significant shipbuilding site in America and has an association with famous ships that made their history at abstract sites on the open sea.

Shipway 1 is the site of shiphouse H, the navy yard's third covered way, which was built in 1823-24 for the construction of the U.S.S. Cumberland (launched 1842). The shiphouse was enlarged in 1855-56 for the building of the U.S.S. Merrimack, launched in June 1855 (the Merrimack, renamed the Virginia, sank the Cumberland in March 1862). The U.S.S. Hartford was launche from this way in November 1858 (Admiral D. G. Farragut's flagship and the navy's most distinguished warship). The shiphouse was again enlarged at its north elevation (by a small shed to accommodate the bow of the ships) for the construction of the monitor, U.S.S. Oregon. Relabeled shiphouse 68 in the late 1870s--this shiphouse was torn down in 1904-05; the shipway and its approach, however, remain.

The only ship built at Boston for the World War I effort was built here, a fuel ship or tanker. At this time the shipway was modernized and four

hammerhead cranes were built along it. These were major technical advances in their day and ushered in a new scale of iron ship construction.

In the 1930s the building of destroyers and destroyer escorts was begun at this shipway. The work continued through World War II.

The more sophisticated LST and destroyers developed by the navy were constructed here, as intensive use of this site continued through World War II to 1956. The last ship launched at the Boston Navy Yard was the U.S.S. Suffolk County, in 1956.

The portion of the shipway incline that sinks below the level of the adjacent piers has since been buried in fill and the resulting flat area used for parking.

Shipway 2 was also the site of a shiphouse built in 1822-23, the second shiphouse at the yard and built for the construction of the U.S.S. Virginia. In 1827, it was designated shiphouse I. The Virginia was broken up unlaunched in 1875-76. Until that time the site had remained inactive. The shiphouse, then numbered building 71, was razed in 1904-05. The inclined way, however, was retained. In the 1920s this area became a steel storage yard.

In World War II, shipway 2 was reinstated and relocated a short way east of the old shiphouse, and on the site of part of building 104, which was partiall demolished at this time. Six hammerhead cranes served this area. Shipway 2 was used to build destroyer escorts during most of World War II.

Piers

Pier 1 was developed as a pile wharf and timber dock, which was the location of the yard's first covered way or shiphouse in 1813. It was built for construction of the U.S.S. Independence, 1814, the first ship of the line built by the U.S. Navy. In 1822 the shiphouse was rebuilt, and the keel of the U.S.S. Vermont was laid. In 1828 the shiphouse was redesignated shiphouse G. The pile wharf was enlarged and then became referred to as a sheer wharf. In 1848 the U.S.S. Vermont was launched and shiphouse G was demolished.

In 1862 the Okeman property, including Binni's Wharf outside of gate 1, was bought by the navy and granite bulkheads were built in the area with granite from Gloucester, Massachusetts. (Architectural building quality granite at the navy yard came from Quincy, Massachusetts.) By the 1870s a launching slip and coaling sheds had been built here.

Shiphouse 72 was built on pier 1 in 1875, but no ship was constructed there; it was demolished in 1894. Work on the bulkheads of pier 1 as they are today

began in 1901. By 1905 work had largely been completed, and a new coaling station had been built.

During World War I one of two experimental wireless communications masts was built on pier 1 and proved successful (one was west of dry dock 1 and the other was in the commandant's yard). Here the first ship-to-shore communication was received and an answer transmitted. A diesel fueling station along pier 1 for the new diesel ships was constructed for World War II.

At the end of pier 1 is a hookup to the oil tanks south of quarters Q, which hold over 2 million gallons of oil to serve the power plant, building 108.

Pier 2 was begun with the construction of dry dock 2. The original pier 2 was incorporated into pier 1, and the present pier 2 designation dates from renumbering done in 1874. Originally called the "pile wharf," this pier was enlarged by partial filling of a timber dock in 1854. It was then called the "angle wharf" because of its irregular shape. In the 1860s a large number of bollards were installed to assist mooring of ships entering dry dock 1. Ships were also readied (stripped) here before dry dock work, and railroad cars on the newly laid trackage carried off heavy machinery for overhaul. With the construction of dry dock 2 in 1898, the coffer dams used for that work established the present shape of piers 2 and 3. By 1902-05 that work had been completed, and the extended pier 2 took on its present appearance.

Pier 3, built in connection with dry dock 2 in 1903-05, has remained unchanged except for the configuration of tracks for cranes and trains. It is a wood pile pier now in deteriorated condition.

Pier 4, built in connection with dry dock 2 in 1903-05, was extended into the Charles River channel in the summer of 1948, thereby doubling its length. At this time the "commissioner's line" or water boundary of the navy yard was changed to the present line.

Pier 5 was begun as part of the World War I effort. Late in the 1940s the pier was rebuilt and doubled in width. Two cranes could then do heavy work simultaneously on ships moored to each side of this pier. Redesignation of piers northeast of pier 3 was done in 1948, when this pier, until now called pier 4A, was redesignated pier 5.

Pier 6 was built during World War I. Railroad tracks were added in the 1920s. This had been pier 5 and was redesignated pier 6 in 1948. In the 1950s crane tracks replaced the railroad tracks.

Pier 7 was built in 1903-05 (without railroad tracks). Originally called pier 6, it was rebuilt, extended, and redesignated as pier 7 by 1948. In the

1950s the pier was made double width, and two sets of crane tracks were installed.

Pier 8 was built in the area of shiphouses H and I (later called shipways 1 and 2). This and pier 9 were called sheer wharfs until the 1880s, when with some alteration they were renamed piers 4, 5, and 6 (later redesignated piers 7, 8, and 9). From 1904 to 1907, the present configuration of piers was established, which combined piers 4 and 5 into a single pier. When the "commissioner's line" was extended during World War I, pier 9 was extended into the channel to meet it. Pier 7 was removed to make way for shipway 2 expansion and realignment. During World War II, both the present piers 8 and 9 were extended.

Pier 9 is discussed under pier 8.

Pier 10 was built during World War I as a narrow dock. During the 1930s it was widened. With the construction of dry dock 5 during World War II, this pier assumed its present configuration.

Pier 11, also called wharf 11, was built during World War II as a staging and readying station. It was rebuilt in the 1950s so aircraft carriers could be berthed, at which time crane tracks were added.

The Marine Railway

The marine railway was built along pier 2 and had its associated hauling engines located in building 24. It was designed by James L. Crandall in 1917 and was operational by 1918. It had a 2,000-ton ship capacity, a cradle 363 feet long, 53½ feet wide, and a way or ramp fitted with railroad tracks extending 652 feet into the water.

It is significant as a major survivor of a wood-constructed marine railway.

The marine railway was invented in the 1820s as a far more economical way of getting ships to dry land for repairs than dry docking. The first marine railway was installed at Washington, D.C., Navy Yard. Boston's marine railway was constructed as part of the World War I effort at the yard, which consisted mostly of refitting and repairing vessels. This railway could haul or raise out of the water on a cradle a medium-sized World War II submarine, guppy class, of 306 feet, also S-boats and V-boats. Some ships were built on this cradle in World War II.

Timber Dock and Wet Dock Sites

In 19th century shipbuilding areas, tidal marshes were enclosed by a wharf or bulkhead in order to pond water called a wet dock or timber dock. Tidal gates

kept seawater in these basins sufficiently deep to float timbers, mostly oak brought for shipbuilding. (These timbers eventually sank, but building materials taken from the mud bottoms of these basins are perfectly usable.) Keeping timbers wet seasoned them slowly without allowing cracking or insect damage. Timbers removed from a ship being refitted or repaired were also stored at such sites to prevent shrinkage.

As the navy yard grew and diversified, special basin docks were used for spars, masts, and construction timbers (futtocks, ribs, knees, beams, posts, deadwood, and blocking).

These basins always evolved into made land (sped by the advent of the iron navy). It is expected that shaped timbers and parts of ships dismantled during refitting would be found, along with whatever fill material was used, if a timber dock area was excavated.

By 1823 there were timber docks adjacent to the site of shiphouse 1 on the present pier 1 for the storage of yellow pine timber. They remained until 1832. A new timber dock was built at the site of dry dock 1 in 1827. The old timber dock (estimated date, 1802-03) was on the site of building 195 and dry dock 2. By 1832 this dock had been enlarged by the construction of "quays" that followed the old line of eelgrass at the edge of the tidal flats. With the construction of building 42 in 1853-58, the basin was slightly filled on the north side. During the Civil War the basin was divided into four quadrants by causeways of fill. With the construction of dry dock 2, the entire area was filled and was not excavated for the dry dock. The open space was for storage yards and recreation (see building 195). By 1823 a new timber dock was constructed at the future site of buildings 42 and 103. By 1832 this site had been partially filled.

Also called a new timber dock was a basin constructed on the site of the present buildings 104 and 106. This dock served a new mast house and spar shed and continued to serve the carpentry shops and sawmill until building 114 was built on this site during World War I. In the 1840s this wet dock was enlarged to include the wetlands in the area of buildings 131 and 193, and it was partially filled in during the Civil War. In 1908-10 half of this timber dock was filled, and the remainder was called the west timber dock or knee and timber dock. By World War I, this area was completely filled, and no more timber docks remained at the yard.

Parks

A military definition of a park is a place to leave equipment, arrange supplies, store equipment and supplies. By 1830 a gun park occupied the area between 3rd and 4th streets and First and Second avenues. A shot park was located on the site of building 198 and an anchor park on the site of building 32 (see building 236, tennis courts).

During the Civil War, the shot park was expanded to include the site of the anchor park, and the anchor storage function was moved to an area on pier 1 south of building 5. By 1870 this anchor park was temporarily discontinued. During World War I, the pier 1 area was used for lumber storage, but after the war, it was grassed. By 1950 this area was completely blacktopped and used as a parking lot.

By the turn of the century, the eastern two thirds of the shot park were being used for tennis courts and building 236, and the remainder of the parks was turned over to open space and recreation.

During World War I, parks on both sides of 4th Street were used for timber storage, but they were returned to grass after the war, and five tennis courts were built to the northeast of 4th Street ca. 1930.

The Navy Yard Wall

Designed by Parris as his first project for the U.S. Navy, the navy yard wall was built between 1824 and 1826. Originally it extended from the Chelsea Street Bridge to the main gate on Water Street. The wall formed exedrae along the front drive to the commandant's house, where an iron fence with great double gates kept the line of Chelsea Street. Originally, gates were at the site of gate 1, the break in front of the commandant's house, the commandant's stable, the stable at the rear of the marine barracks, and the lower officers' quarters at gate 5.

An iron fence replaced the stone one in the 1830s in front of the lower yard officers' quarters when those buildings were altered to face Chelsea Street. In 1845 the wall was extended to the water from gate 1 (see commentary on pier 1).

In 1853 the present site of gate 4 was opened as an entrance for workers.

During World War I, the eastern length of the wall was removed (that portion parallel to the ropewalk, building 58), and the base of that granite wall was used to set an iron picket fence into. This provided much more light into the ropewalk's first story (by this time all intentions to add a second story to that building according to original plans had been abandoned).

In the 1920s a stone fence was built along Chelsea Street, blocking the commandant's drive, and a new automobile approach was paved in the south gardens from 3rd Street.

Trees and Gardens

The commandant's garden was a large yard of grass that surrounded the commandant's house since its construction in 1805. To the southwest a large vegetable and

flower garden occupied the line of the navy yard wall. By 1826 a large tank shed was built (see building 1), forming a new southwest boundary to the gardens. This is the present extent of the commandant's gardens. In World War I, with the closing of the Chelsea Street entrance to the house, a circular driveway was paved as the approach to the house from the west. West of this new driveway was an area then used as gardens, and the remainder of the surrounding area was lawn.

East of the officers' quarters the land had always been given over to grass yards, sometimes divided up to correspond to the five units and sometimes treated alike. Immediately behind each of the officers' houses was a strip of land that each could be put to individual use and that extended to 2nd Street, a service alley which was closed in the late 1950s and grassed as a common private yard. (The porter's house, the gatekeeper's residence, was aligned with the navy yard wall at gate 1 and was demolished in 1958. This is probably the date of the closure of 2nd Street).

The lower yard officers' quarters (quarters L, M, N, and O) probably have a history of grass yards and small gardens similar to quarters B, C, D, E, and F, but navy plats do not identify gardens until 1870, when a large common garden to the southwest was indicated. By World War I this area was given over to the construction of quarters P and grass lawns. Tennis courts were built between quarters P and L by the WPA.

Street Tree Planting

Begun during the second administration of the yard by Commodore William Bainbridge in 1823, Second Avenue was landscaped with elms. Landscaping was less plentiful along First Avenue. In the 1850s trees were planted south of and parallel to the ropewalk. Plantings were also extended further northeast along First and Second avenues, ending at 9th Street.

A boardwalk was built in the 1890s, which became known as "flirtation walk" and followed a line of trees south of the ropewalk. The trees were then almost 40 years old. This boardwalk was the connecting walkway between gate 4 and the lower yard officers' quarters. Flirtation walk remained until World War II, when building 31, 108, and 120 were expanded.

Parade Ground of the Marine Barracks

Built with the Marine barracks (building 136) in 1810-12, this was only slightly modified over the years. (The site of building 136 is not on the parade, but on a bank between the parade and a lower vegetable garden area.)

During World War II, a water storage tank (building 221) was buried under the parade ground. This required the modification of the retaining walls along Second Avenue and raising of the grade in order to sufficiently bury the tank.

Avenues and Streets

First Avenue was part of Parris's 1827 master plan for the Charlestown Navy Yard, patterned after classical city grids and the royal navy yards of Europe. His grand scheme included canals, basins, and dry docks that were never constructed. But the power of that grid with five broad avenues southwest to northeast and seven streets northwest to southeast has persisted to the present, dictating the scale and organization of all subsequent building.

First Avenue gained its greatest significance as the major axis of supply and production, with truck and railroad scales located at building 19, a railroad roundhouse in building 105, and railroad and crane trackage meeting at the heads of all three dry docks and shipway 1. A major utility tunnel runs the length of First Avenue as a trunk line carrying electric power (24,000 volts), oil, oxygen, telephone, and fire alarm lines, as well as water mains and sewers.

Second Avenue was the major 19th century southwest-to-northeast axis of the Charlestown Navy Yard. It had existed as a road along the general high water line of the land mass that the navy purchased. When Parris redesigned all the roads of the yard into a grid in 1827, Second Avenue became the major avenue of five parallel streets. The base line for measurements in the yard was the center of this avenue. In the 1820s this avenue was planted with elms that survived into the 20th century.

Third, Fourth, and Fifth avenues; and 1st, 3rd, 4th, 6th, 8th, 9th, 10th, 13th, and 16th streets survive from Parris's 1827 master plan. Now generally asphalt, the street system has been unpaved, macadamed, granite paved, wood-block paved, and brick paved at various times and places. Train tracks were introduced to most of the avenues, and nonessential streets were considered suitable building sites during World War II, when semipermanent additions were made to most navy yard buildings.

Sites of Previous Structures

Several historically significant structures no longer remain at the navy yard. Many are discussed in the buildings inventory section where an existing structure now occupies the same site. Some sites that bear mentioning are as follows:

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

MULTIPLE RESOURCE
The Historic Resources of the Charlestown Navy Yard. Partial Inventory: Historic and Architectural Resources.

Site of the Charlestown Naval Hospital, 1805-28, in the area of quarters L, M, N, and O. Separated from the rest of the yard by a wall, this early hospital treated communicable diseases, which were a chronic problem among sailing crews.

Wireless masts, 1905-20, in the area of quarters Q and pier 1. They were used to experiment with radio communications.

Radio net, 1941-48, along building 58. This horizontal transmitting antenna was part of a major World War II defensive alert communications system.

Building 195, the shops building--built 1936-38. This building was demolished in 1977 for the shipyard park as part of BRA residential redevelopment; it was also the site of the west docks and timber docks. Building 195 was built as assembly and welding shops. It was the major construction project of the buildup for World War II ship production.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	X LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	X ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	X ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	X ARCHITECTURE	__EDUCATION	X MILITARY	X SOCIAL/HUMANITARI	
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION	
X 1900-	__COMMUNICATIONS	X INDUSTRY	X POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		X INVENTION			

SPECIFIC DATES 1800-1974 BUILDER/ARCHITECT Alexander Parris, Joseph Billi C. Laommi Baldwin, Daniel Tread

STATEMENT OF SIGNIFICANCE

Charlestown Navy Yard is nationally significant in illustrating the naval and industrial history of the United States. The shipyard's 174-year history and its buildings exemplify the industrial/technological revolution that established the United States as an industrial society and political world leader and the U.S. Navy as the world's greatest naval power. In addition, the yard has retained more of its architectural components--and hence its continuity--than any other major naval facility, and it therefore documents the full scope of this 174-year history.

The first name for this installation, Charlestown Navy Yard, was changed to the Boston Navy Yard by 1874 when Charlestown was annexed to Boston. The name was changed again on November 30, 1945, to the Boston Naval Shipyard, when command of the 1st Naval District became distinct from command of the yard. The historic name was restored by an act of Congress on October 1, 1974, with the establishment of Boston National Historical Park.

The founding of Charlestown Navy Yard was almost contemporary with the establishmen of the U.S. Navy. The yard served the country from well before the War of 1812 and, together with the Norfolk Navy Yard, was the most important facility of its kind in the United States until the Civil War. Major construction, shipbuilding, and technological advances took place at the yard during these 60 years, and sites and structures remain that attest both to the invention and drive of early naval administrators and local Bostonians, and to the support given their efforts by the U.S. governemnt.

One important shipbuilding innovation after the establishment of the yard was the design and construction of the first covered ways or shiphouses in the United States, which permitted year-round shipbuilding. The second shiphouse in the navy yard was built in 1813, on the site of the present shipway 1.

Dry dock 1, another important early structure, was designed by L. Baldwin in 1827. One of the first two built in this country, it indicates the growing national commitment to both technology and the young U.S. Navy during that time. The first large expenditures by Congress were for the Charlestown and Norfolk dry docks, which cost well over $600,000 each. Building 10 was built in 1853 near dry dock 1 for the storage of pitch and paint for the wooden ships.

Of even greater importance industrially and technologically was the ropewalk, which began operating in 1838. For the first time, the United States government

sponsored an industrial production activity. Alexander Parris completed the architectural design, and Dr. Daniel Treadwell, a professor at Harvard University, developed the industrial machinery. In the late 1830s the ropewalk represented production sophistication and quality control standards unsurpassed in the United States. In 1842, the federal government began subsidizing the production of hemp for use in this ropewalk.

Building 75, designed by Parris and built in 1832, was one of five timber storage buildings built in the era of wooden ships. It is the only one left at the yard and may very well be in a class with the ropewalk as the single surviving structure of its type. Other important structures from the early and middle 1800s include building 22, the old dry dock pumphouse and sawmill that Parris designed in 1830, and building 24, the ship joiners' and carpenters' shop that was designed by Joseph Billings in 1847.

The history of the change from wood and wind to iron and steam is well represented by facilities at the yard. The most important structures illustrating this revolution are buildings 40 and 42--the hammer, boiler, and machine shops. Built in the 1850s, they are associated with the navy's introduction of steam to power its ships. An important military development, the Bubier gun carriage, was introduced at the yard as the navy began converting from sail to steam.

After the Civil War, the nation cut its defense establishment and focused attention on reconstruction and western expansion. However, following the technological revolution that began in the 1880s and led to the development of a modern navy, the Boston Navy Yard again had an important role--in supply, equipment, and repair. Few navy yards had an important shipbuilding mission during this period, as large ships were generally built by private yards. Building 125, a modern paint shop, is associated with the building of the modern navy, as is building 103, where sheet metal was fabricated.

The yard's principal mission during the Spanish-American War was supply. During World War I the yard was a supply, equipment, and outfitting base for vessels engaged in convoying ships to Europe.

Another major technological advance--one of many industrial innovations that came out of the foundry operations at Boston Navy Yard--took place in 1926 when die-lock chain was invented and perfected for production. This specially designed, heavy, nonfouling anchor chain was used for all navy ships and was produced only at this installation. Building 105 today illustrates that aspect of the yard's production.

During the 1930s, the Boston Navy Yard began building ships again--this time, destroyers. Its operations became increasingly important as the United States braced for war. Many of the 50 over-age destroyers made available to Britain in exchange for long-term leases of bases in the western hemisphere were refitted here.

The yard reached its maximum importance beginning in 1939, when President Franklin Roosevelt secured approval for construction of a two-ocean navy, and its importance continued through World War II. Following Pearl Harbor the yard specialized in construction of destroyer escorts. More of these were built at the Boston Navy Yard and its South Boston annex than at any other shipbuilding facility. The Boston Navy Yard provided industrial muscle for the navy, symbolized by the die-Tock chain.

Building 197, erected in 1940-41, reflects both the emergence of the United States as a great naval power and the development of modern technology, which made the yard a major facility for naval electronics. After World War II, the yard played a major role in developing naval missiles and radar, sonar, and nuclear power systems.

Other elements at the yard, such as the railroad and crane tracks, are important too. Year after year, from the 1850s and until the mid-1860s, there were letters urging the extension of tracks into the yard. They played a vital role during the yard's great years, until the facility began to depend on trucking in the 1950s.

The military history of Charlestown Navy Yard is important primarily as it relates to operation of the yard. Many great men of early U.S. naval history served here: William Bainbridge, one of the fathers of the navy, was commandant three times; Isaac Hull, a captain of the U.S.S. Constitution, served in that post for almost nine years; William Sampson, a naval hero of the Spanish-American War, was also commandant. Almost all officers of significance up until the Spanish-American War served at the yard at some time--as commandant, chief of a bureau, or a junior officer. A small U.S. Marines detachment was stationed at the site, and commissioned and warrant officers were housed here. However, the major historical significance of the presence of these men at the site lay not so much in their qualifications or military accomplishments as in their influence on the building, supply, and administration of Charlestown Navy Yard.

The present national park boundary includes the administrative center of the yard, the part reserved for show: the area north of 1st Street and west of building 136. The nuts and bolts operations of the yard are south of 1st Street and and east of building 136. (Building 198 is the only building in this area that played a vital role during the yard's most significant period--World War II.)

Other structures associated with the park's military/administrative history include building 5, the old navy store that was a supply house, offices, and museum; building 265, which provided housing for the officers; and the commandant's quarters, a handsome building important throughout the history of administration of the yard.

The yard was a living organism that grew and developed as missions changed. Facades were altered and floor plans shifted as the yard evolved from its beginning in 1800 to its phaseout in 1974. The buildings tell long histories, and they cannot be restored to a particular historic period without destroying some part of their message or making the yard into something it never was. Its existence must be traced through to the end, as the living story it is.

The navy yard was not pretty and should not be portrayed as such. It was an industrial site. The only notable landscaping was some trees planted in the 1820s and a landscaped walkway along the ropewalk called "flirtation walk"; these were gone by 1974. That sort of attraction disappeared with the buildup necessitat by World War II.

Although the navy yard changed considerably between 1939 and 1945, not many alterations were made after 1945. A few sheds and a few different electrical substations were added, but changes primarily involved neglect of semipermanent structures. Building 198 is the only major remaining structure that reflects the "tempo" of the World War II period and should therefore be saved insofar as is possible.

The Charlestown Navy Yard today is essentially as it was in 1974, and its appearance that year in no way limits, but rather enhances, its ability to communicate the sweeping story of the development of the United States into an industrial giant that supports the greatest navy the world has ever seen.

Edwin C. Bearss
April 1978

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See attachment 9

10 GEOGRAPHICAL DATA

129.5 acres

ACREAGE OF NOMINATED PROPERTY _____

UTM REFERENCES

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A	19	331420	4693700	B	19	331100	4692720
C	19	330520	4692000	D	19	331050	4693860

VERBAL BOUNDARY DESCRIPTION

The Boston Naval Shipyard (Charlestown Navy Yard, historic name) is a federal reserve of 84 acres of land and 46 acres of water situated in the Boston inner harbor at the easternmost end of the peninsula that forms the city of Charlestown, in the metropolitan area of Boston, Massachusetts. The shipyard is bounded on the east and south by the confluence of the Mystic and Charles rivers and on the west and north by a granite wall built along the east side of Water Street and the south side of Chelsea Street (ca. 1822).

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
Not Applicable			

11 FORM PREPARED BY

NAME / TITLE

Edwin C. Bearss, Historian; Peter J. Snell, Historical Architect

ORGANIZATION — DATE

National Park Service, Denver Service Center — May 1978

STREET & NUMBER — TELEPHONE

755 Parfet Street, P.O. Box 25287 — 8-234-6112

CITY OR TOWN — STATE

Denver — Colorado 80225

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES____ NO____ NONE____

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is ___ National ___ State ___ Local.

FEDERAL REPRESENTATIVE SIGNATURE J. R. Holland

TITLE Asst. Dir., Cultural Resources — DATE 5/30/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: — DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

MULTIPLE RESOURCE
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