# THE PEDRICK STORE HOUSE

## HISTORIC STRUCTURE REPORT

Salem Maritime National Historic Site
Salem, Massachusetts

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# I. INTRODUCTION

# EXECUTIVE SUMMARY

## Purpose and Scope

The Pedrick Store House, a late 18th-century timber-frame structure formerly situated near the foot of Ferry Lane in Marblehead, Massachusetts, was acquired by the Salem Maritime National Historic Site (Salem Maritime NHS, part of the National Park Service) in July 2003. Previously owned by the Town of Marblehead, the building had been slated by the town for immediate demolition to make room for the construction of a new harbor master's office. The Friends of Tucker's Wharf, a local ad-hoc committee, had lobbied for the structure's preservation and adaptive use. Prior to Salem Maritime's involvement, the Friends had succeeded only in securing commitments from the town that representative building artifacts would be salvaged and incorporated into the new structure. However, in 2003 Town Meeting voted to raze the building. Salem Maritime NHS then offered to document the dismantling of the building, and to remove and store the structural frame and any historical artifacts for future use at the park. Because of the imminent threat to the building, it was disassembled and removed prior to the completion of the usual formal historic structure report. However, field drawings and photographs of its in-situ condition were compiled, as well as detailed physical documentation of each discrete element of historic fabric. The purpose of this project was to prepare an incremental historic structure report that would contain a "Historical Background and Context" section and a "Chronology of Development and Use" section, incorporating archival research, physical research, and a determination of character-defining features.

## Historical Overview

The Pedrick Store House was constructed ca. 1770 by local merchant Thomas Pedrick. From its 18th-century construction on the wharf until its disassembly in 2003, the building was an important part of the working harbor environment. The building is significant due to its association with prominent Marblehead families and business enterprises, through its role as a Revolutionary War privateering base, and for its continuous use that reflected the changing maritime economy. Its evolution included numerous uses: as a mercantile warehouse, a store house for salt and goods tied to the cod fishery, a sail loft, a repair shop, a ship chandlery for a yachting clientele, a recreational auxiliary structure of the New Fountain Hotel, and as the center of operations of the Marblehead Transportation Company and Harbor Master. This history attests to the consistent importance of the structure to the enterprises along Marblehead Harbor.

Date of significance: 1770-1850

- As built, an important part of the transatlantic American colonial mercantile economy; an essential building type.
- Association with well known 18th- and early 19th-century schooners and brigs.
- Association with prominent seafaring families, especially Pedrick, Broughton, Girdler, Glover, Stacey, and Story.
- Association with Revolutionary War and War of 1812 privateering vessels.
- The sail loft and riggers loft of Ashley Bowen, a Marblehead rigger and sail maker who left invaluable journals about his work.

Date of significance: 1850-1900

- Mid 19th-century change in economy: decline in cod fishery.
- Emphasis on small craft boating and recreational yachting.
- Housed the well-known working sail loft of the Graves family from 1850 to 1902.
- Functioned as a maintenance and support facility to boats.
- Point of departure of first ferry service for Marblehead Neck, from this site and the immediately adjacent Tucker's Wharf.
- Most photographic documentation is from this period.

Date of significance: 1910-1968

- Home to the Marblehead Transportation Company (a fixture of Marblehead Harbor throughout most of the 20th century).
- Auxiliary structure for New Fountain Inn (tourism).
- Association with boat trade/repair/outfitting/gas station, etc.
- Only fuel stop on the harbor.
- Harbor master operated from this building and wharf ca. 1930-1973.

## Research Conducted

The level of investigation for this project as defined in the Project Agreement was a "Thorough Investigation." For this historic structure report, "thorough investigation" is defined as:

> Research in selected published and documentary sources of known or presumed relevance that are readily accessible without extensive travel and that promise expeditious extraction of relevant data.[1]

Research for this report was therefore not exhaustive, and "thorough investigation" was made difficult by the lack of published sources, and by the commonplace nature of the building as a functional support structure. Much of the early history of the building is dependent upon primary documents such as probate records, tax lists, account books, manuscripts, and ship logs. Time constraints dictated that primary sources be examined on a cursory basis. With the exception of land deeds and probate, cursory examination of manuscripts and records in the following collections turned up very little information specific to the Pedrick Store House. It is recommended that – should funding become available – future research be carried out in order to more thoroughly examine primary source documents, including ship logs, Pedrick family papers, ship impost records, period newspapers, and court records.

[1] *NPS 28 Cultural Resource Management Guideline* (National Park Service, Department of the Interior, 1997), Chapter 2, p. 18.

Repositories visited:

- Abbott Public Library, Marblehead, MA
- Essex South Registry of Deeds, Salem, MA
- Phillips Library of the Peabody Essex Museum, Salem, MA
- Marblehead Museum and Historical Society, MA
- Massachusetts State Library, Boston, MA

Interviews:

- Robert Booth, historian and Marblehead resident, member of "Friends of Tucker's Wharf.
- Bruce Greenwald and Peter Sorlien, Founders of the "Friends of Tucker's Wharf."
- William E. Conly, Marblehead Historical Commission, former employee of Marblehead Transportation Company and local source of 20th-century history of site.

A collection of Sanborn Fire Insurance Maps in the Massachusetts State Library were extremely helpful in tracing the development and use of the site. This report contains numerous details of these maps illustrating the immediate area around the store house. However, full images of all of the Sanborn Maps used are included in Appendix D of this report.

## Major Research Findings

Site was used in fish production as early as 1710.

Thomas Pedrick purchased site in December 1770.

Ashley Bowen's reference to loft in diary entry

First mention of store house in deed 1803.

Store house and stage (wharf) were essential structures for the fishing business. Very common building type. Dotted the shoreline all along Marblehead Harbor.

The store house maintained a consistent presence and footprint at the same location since its construction ca. 1770 until it was disassembled in 2003.

The building had remarkably few owners. The building was owned by: (1) the Pedrick family; although Thomas Pedrick died in 1803, the property remained in the extended Pedrick family until 1852; (2) the Graves family of sail makers; and (3) the Marblehead Transportation Company.

The three principal periods of ownership reflect five distinct branches of the maritime economy in Marblehead: cod fishery, mercantile trade, privateering, small-boat fishing and recreational yachting, and tourism.

It is likely that the Pedrick Store House and wharf serviced several well-documented privateering vessels during the Revolutionary War, since Thomas Pedrick, his brother Captain John Pedrick, and his nephew-in-law Nicholson Broughton III were owners of private and commissioned privateering vessels.

The building experienced very little exterior change until the 20th century.

The parcel of land on which the structure stood remained consistent from the early 19th century through the 20th century.

## Recommendations for Treatment and Use

The proposed treatment for the Pedrick Store House involves the reconstruction or restoration of the building in a maritime setting for use as an interpretive site, and as a maintenance facility for the replica of the sailing vessel *Friendship*, which is docked at Derby Wharf at the Salem Maritime National Historic Site (NHS). While not identical in form to the warehouses that once stood on Derby Wharf, the Pedrick Store House is nevertheless reminiscent of some of the smaller structures extant on Derby Wharf in the early 19th century. It is the goal of Salem Maritime NHS that – in fulfilling its direct role as a support structure – the building will also provide an opportunity to help interpret the maritime warehouse activity that once occurred not only on Derby Wharf, but also in its original Marblehead context.

Alterations to the building dating from 1906 through 1973 significantly changed the appearance of the building, but maintained the 18th-century frame of the building on the interior. The structure had already experienced all of the major changes to the interior and exterior by the time it was listed as a contributing element of the 1984 National Register District (based on the bounds of the 1968 Marblehead Historic District). When dismantled in 2003, all surviving historic building fabric was documented and saved. Most of the missing historic fabric was lost or discarded between 1906 and 1974 (prior to listing on the National Register). The effort to reconstruct the Pedrick Store House on Derby Wharf will consist largely of new construction. The treatment of the building – whether it be reconstruction or new construction – should follow the Secretary of the Interior Standards where applicable, and should be clearly identified as a contemporary re-creation.

Substantial documentary evidence (photographs, maps, and artists' renderings) of the building as it appeared ca. 1880-1906 was discovered during the course of this project. Any reconstruction should focus on the documentary evidence dating to this period (ca. 1880-1900) for the most accurate understanding of the appearance of the building on its original site. Although it is believed that the building changed relatively little over the years, the physical appearance of the building prior to ca. 1880 is largely conjectural.

*Editor's Note:*

*Since this report was written, Salem Maritime NHS has initiated the reconstruction of the Pedrick Store House on its Derby Wharf property. Documentation of historic building materials as they were removed from storage and used in the reconstruction provided new information about the structure. Some of the new information contradicted assumptions that had been made in this historic structure report, written prior to the availability of actual fabric to study. Most of these contradictions have been corrected. However, this report does not chronicle the reconstruction project, a complex and lengthy process still underway. This work will be the subject of a completion report prepared by the Architectural Preservation, Engineering & Maintenance Division of the Construction & Facility Maintenance Directorate, Northeast Region, National Park Service.*

*Sharon K. Ofenstein*

# ADMINISTRATIVE DATA

## Name of Structure

The Pedrick Store House

## Locational Data

This structure was originally located on Marblehead Harbor at the foot of Ferry Lane, just north of the rocky shoreline of Crocker Park (formerly Bartoll's Head). The immediate threat to this building required its disassembly and removal prior to completion of a formal historic structure report. To date, field drawings and photographs of its in-situ condition have been compiled, as well as detailed physical documentation of each discrete element of historic fabric. (See the "Physical Description" section of this report.) All surviving historical components of the building, as well as building-related artifacts retrieved from its cellar, are currently in storage awaiting conservation treatment and relocation to Derby Wharf in Salem, Massachusetts.

## National Register of Historic Places

Originally located in the Marblehead Local Historic District (created in 1968).

Contributing structure of the Marblehead National Historic Register District, entered into the Register January 1, 1984. (The National Register District follows the boundaries of the 1968 Local Historic District.)




**Figure 1.** Schematic map showing the boundaries of the Marblehead Local Historic District (1968) and the National Historic Register District (1984). Location of Pedrick Store House noted with star.

Proposed location is within the Salem Maritime National Historic Site National Register District (NR # 6600048) and within the Derby Wharf/ Custom House Local Historic District.



**Figure 2.** Photograph showing proposed location of the store house on Derby Wharf. View is looking west down Derby Wharf towards the Custom House. *Friendship* docked at left. Proposed location of Pedrick Store House is indicated with a star.

## Proposed Treatment

Reconstruction in new location
Source documents: NPS 28
DOI Standards
Salem Maritime NHS General Management Plan (GMP)

## Related Studies

Robert A. Booth, Jr., historian and member of "The Friends of Tucker's Wharf" (a local ad hoc committee) wrote a report based on primary-source documentation. No additional related studies specific to the property have been discovered to date.

Robert A. Booth, Jr., "A Study of the History and Significance of the Building Formerly the Office and Store of the Marblehead Transportation Company." Report produced for the Friends of Tucker's Wharf, March 2003.

Several publications about the general history of Marblehead and Salem were helpful in providing a historical context for the building.


William Hammond Bowden, "The Commerce of Marblehead, 1665-1775" (*The Essex Institute Historical Collections*, April 1932, pp. 117-146). Salem, MA: Essex Institute Publishers, 1932.

Mary Jane Brady and Richard Geiser, *Historic Structures Report, Relocated Front Street Warehouses, Architectural Data, Salem Maritime National Historic Site, Massachusetts* (Denver, CO: Denver Service Center, National Park Service, 1977).

David K. Goss, *Maritime Salem in the Age of Sail*. Prepared by the National Park Service, in cooperation with the Peabody Museum and the Essex Institute (Washington, D.C.: Division of Publications, National Park Service, 1987).

Priscilla Sawyer Lord, *The Spirit of '76 Lives Here: Marblehead* (Radnor, PA: Chilton Book Company, 1972).

Samuel Roads, Jr., *The History and Traditions of Marblehead* (Marblehead, MA: N. Allen Lindsey & Co., 1880, 1890, and 1897 editions).

Philip Chadwick Foster Smith (ed.), *The Journals of Ashley Bowen (1728-1813) of Marblehead*, Vol. I & II (Salem, MA: Peabody Museum of Salem, in cooperation with the Colonial Society of Massachusetts, 1973.

# II. DEVELOPMENTAL HISTORY

# HISTORICAL BACKGROUND AND CONTEXT

## General History of Marblehead

The roots of a fishing economy were already established in Marblehead by the late 17th century. The ebb and flow of the growth of the industry was dependent upon the season, the market, and any number of natural phenomena (both detrimental and beneficial). For example, a storm at sea at the height of a fishing voyage or a smallpox outbreak on shore could decimate the economy for the year. Alternately, fair weather at sea and population growth on shore was a boon to the economy. By 1714 a new age of prosperity was launched based upon the fishing industry's new markets in Europe and the West Indies.[1] In addition, the development of a faster fishing boat, the schooner, saw its first prototype built and launched from Gloucester in 1713, revolutionizing sailing and fishing and cutting trip times significantly.[2]

The industry was based upon one specific fish – the cod. Shore men (catchers and curers of fish), ship captains, and merchants (engaged in trade beyond the sea) formed the professional triangle around which the industry cycled. The lines of commerce included coastal trading domestically and foreign trade to the Caribbean and Europe. Both lines of commerce depended upon an initial cargo of salted cod fish. A load of salt cod would be traded in the West Indies for rum, sugar, coffee, and molasses, or in Europe for salt, fruit, wine, and textiles. Return trips would often make stops in the southern states for cotton, timber, and produce, in Philadelphia for flour and bread, in Connecticut for naval stores and produce, and in Maine for firewood and timber.[3]

Therefore, a trading voyage was generally not a trip to one destination for a 1:1 exchange of cargos, but rather a journey to many ports with a constantly changing cargo. Although the outgoing cargo from Marblehead was always quintals of salted cod fish, the contents of the cargo on the return voyage was fluid right up until a ship put into its home port. Ship manifests surviving in the collections of the Phillips Library/Essex Institute reveal the variety of items numerous ships brought through customs from many different ports of call.

From the Caribbean and West Indies came the raw plantation resources such as brown and white sugar, molasses, rum, coffee, and salt. From southern Europe came luxury items such as wine, brandy, raisins, olive oil, lemons, and marble. From northern Europe and Russia came manufactured commodities such as sail cloth, cordage, window glass, textiles, and bar iron. The ships of several owners of the Pedrick Store House were found in the Impost Books and reflect the prevailing trade patterns. Each left Marblehead with a cargo of salt cod and returned with the items identified in the lists of imported merchandise. Captains Thomas Pedrick, William Story, and Nicholson Broughton 3rd (all owners of the store house) owned schooners and brigs between the years 1800 and 1840 that carried, for example: linens, window glass, and velvets from Hamburg; cordage, sailcloth, and feathers from St. Petersburg; cocoa, iron, and salt from Bilbo; wine, brandy, and lemons from Lisbon; brown sugar, molasses, and rum

[1] William Hammond Bowden, "The Commerce of Marblehead, 1665-1775" (*The Essex Institute Historical Collections*, April 1932), p. 125.

[2] Mark Kurlansky, *Cod, A Biography of the Fish that Changed the World* (London, England: Penguin Books, 1997), p. 83.

[3] Bowden, pp. 126-127.

from Trinidad; and silk, almonds, raisins, marble, and olive oil from Gibraltar.[4] The manifests reflect exactly what historian Mark Kurlansky found during his research on the cod industry. He reports that:

> The first draw of the Caribbean for New Englanders was the salt from the Tortugas. But soon ships were coming back with not only salt but indigo, cotton, tobacco, and sugar. Only twenty-five years after the Pilgrims first landed, New Englanders were doing a triangulated trade. The best fish was always sold in Spain. Bilbao, with its wine, fruit, iron, and coal, became a major trading partner with Boston. The New Englanders then sailed to the West Indies, where some Spanish goods along with the cheapest cod were sold, and sugar, molasses, tobacco, cotton, and salt were purchased. The ship would return to Boston with Mediterranean and Caribbean goods. They had made money at every stop.[5]

In 1727 the merchants and fishermen of Marblehead petitioned the General Court for defense of their harbor, citing that the fleet of "twenty sail of ship of trade besides more than 100 sail of fishing vessels" required protection.[6] With a fleet of 100 fishing vessels, the fishing industry was obviously well established in Marblehead at this time, augmented by a growing number of trading vessels to facilitate the trade of the town's dominant commodity – fish. The petition was granted.[7] Several quotes from visitors to 18th-century Marblehead capture the rugged but vibrant realities of a maritime power on the rise. A decade after the petition for defense of the harbor, Dr. Alexander Hamilton (in 1744) described the town as follows.

> At one o'clock I arrived at Marblehead, a large fishing town, lying upon the sea coast, built upon a rock, and standing pretty bleak to the easterly winds from the sea. It lies eighteen miles northeast from Boston, and is somewhat larger than Albany, but not so neatly or compactly built, the houses being all of wood and the street very uneven, narrow, and irregular. It contains about 5,000 inhabitants and their commodity is fish. There is round the town above 200 acres of land covered with fish-flakes, upon which they dry their cod. There are ninety fishing sloops always employed, and they deal for L34,000 sterling prime cost value in fish yearly, bringing in 30,000 quintals, - a quintal being one hundred-weight dried fish, which is 3,000,000 pounds' weight, a great quantity of that commodity.[8]

[4] Impost Books. Abstract of Merchandise Imported and Duties Paid. October 1796-June 1911. Microfilm in the collection of the Phillips Library, Peabody Essex Museum.

[5] Kurlansky, *Cod*, p. 81.

[6] Bowden, p. 118.

[7] Bowden, p. 118.

[8] Philip Chadwick Foster Smith, ed., *The Journals of Ashley Bowen (1728-1813) of Marblehead*, Vol. I. (Salem, MA: Peabody Museum of Salem in cooperation with the Colonial Society of Massachusetts, 1973), p. 138.

Several years later (in 1750), Francis Goelet of New York visited Marblehead and made the following observations.

> …the Towne of Marblehead, has abt 450 Houses all wood and Clapboarded the Generality Miserable Buildings, Mostly Close in with the Rocks, with Rockey foundations Very Cragy and Crasey. The whole Towne is Built upon a Rock, which is Heigh and Steep to the water. The Harbour is Shelterd by an Island [Marblehead Neck], which Runs along Paralell to it, and brakes to the Sea, Vessells may Ride here Very safe, there is a path or way downe to the wharf which is but Small and on which is a Large Ware house, where they land their Fish &c. From this heigh Cliffty Shore it took its name, I saw abt 5 Top-sail Vessells and abt 10 Schooners and Sloops in the harbour, they had then abt 70 sail Schooners a Fishing, with abt 600 Men and Boys imployd in the Fishery, they take vast Quantitys Cod, which they Cure here Saw Several Thousand Flakes then Cureing.[9]

The fishing industry and its attendant network of commercial activity flourished in Marblehead until the eve of the American Revolution. The Pedrick Store House was built as a result of this prosperous economy. As a building type, maritime store houses were essential to both the fishing and commercial elements of the economy. They were a revolving clearing house for the triangular trade of salt cod – storing items necessary for fishing voyages such as salt, rope, food staples, barrels, hooks, and line, as well as storing cured fish for export after a catch was processed, and then holding the commodities received in exchange for the cured fish from foreign and coastal trading voyages.

However, beginning around 1765, the British began to increase enforcement of restrictive trade laws such as the Stamp Act (1765), the Townshend Acts (1767), and the Intolerable Acts (1774-1775), all requiring the collection of onerous import taxes and imposing more British control on American trade. The Boston Port Act (one of the Intolerable Acts) shut down Boston Harbor to all incoming and outgoing vessels unless they were British. In addition, the 1775 Restraining Act restricted New England trade to ports in England and barred New England fishermen from the Grand Banks fishing grounds. By this time, relations with Britain were openly hostile, and the American Revolution under way.[10]

During the revolutionary and post-revolutionary periods (from about 1775 until 1783), commerce and fishing suffered greatly from the restrictive trade laws, the shrinking war-time market, and the threat of capture and harm by British ships. While large fortunes were made by merchants and sea captains willing to privateer,[11] the general population of fishermen, shore men, shopkeepers, and tradesmen suffered deep economic setbacks during the war. The interdependent nature of 18th-century commerce could not sustain an interruption in one of its principal elements – salt-cod fish production.

[9] Smith, p. 139.

[10] Kurlansky, *Cod*, p. 97. Also the website *www.ushistory.org*, copyright 1999-2006.

[11] Privateers were privately owned vessels armed with guns that operated in time of war against the commerce of the enemy. They ranged from private vessels devoted exclusively to warlike operations to armed trading vessels that were authorized to capture enemy ships.

In 1783 the Treaty of Paris was signed, formally ending the United States War for Independence and recognizing the United States as a sovereign power. Ratified in 1784, the treaty included a hard-fought provision that secured New England fishing rights on the Grand Banks. Article 3 of the treaty was included explicitly to ensure the continued growth of the New England fisheries. Article 3 reads:

> It is agreed that the people of the United States shall continue to enjoy unmolested the right to take fish of every kind on the Grand Bank and on all the other banks of Newfoundland, also in the Gulf of Saint Lawrence and at all other places in the sea, where the inhabitants of both countries used at any time heretofore to fish. And also that the inhabitants of the United States shall have liberty to take fish of every kind on such part of the coast of Newfoundland as British fishermen shall use, (but not to dry or cure the same on that island) and also on the coasts, bays and creeks of all other of his Brittanic Majesty's dominions in America; and that the American fishermen shall have liberty to dry and cure fish in any of the unsettled bays, harbors, and creeks of Nova Scotia, Magdalen Islands, and Labrador, so long as the same shall remain unsettled…..[12]

At the same time, however, Britain continued to bar the Americans from trade with the British West Indies – a huge commercial loss for New England (Massachusetts in particular).[13] Therefore, a diminished cod-fish industry slowly resumed in Marblehead, only to be interrupted again by the War of 1812. In addition, the emancipation of slaves in the British West Indies in 1834, the French Antilles in 1848, and the Dutch Antilles in 1849 significantly reduced the demand for salted cod, especially the "Jamaco" fish (the cheaper, lesser quality of salt cod) that had been the main staple of the slave diet.[14] The introduction of shoe manufacture to Marblehead in the 1850s further changed the economy and gave former fishermen and shore men safe, steady employment.

## Cod Fish Trade

For a Marblehead fisherman, the cod fish industry consisted of three main fishing expeditions to the Grand Banks annually. These fishing expeditions were called "Fares." The fares were as follows: Fall Fare (Sept.-Dec.); Spring Fare (March-May); and Summer Fare (May-Sept.). Generally, the entire fishing fleet of the town would travel out to the fishing banks together, fish together, and return close together. The departure and arrival of the fall or spring "fares" fleets were often documented in the local news as well as in surviving journals of local residents. The movements of the fishing fleet, and associated trading voyages, provided the underlying rhythm to all aspects of life in 18th- and early 19th-century Marblehead.

[12] A Chronology of U.S. Historical Documents, website of the University of Oklahoma College of Law (*www.law.ou.edu*).

[13] Kurlansky, *Cod*, p. 100.

[14] Kurlansky, *Cod*, p. 102.

A nephew of Thomas Pedrick's – John Pedrick 3rd – penned a manuscript about the cod and mackerel fish industry in ca.-1804 Marblehead. He writes:

> The spring fish is landed early in May and makes the Best fish for the table… fish being light salted have a very red cherry colour and a fine flavour and furnish a most desirable food for consumption at home. …The second fare is commenced in the latter part of May and then arises the name Summer fish which is heavyer Salted and the fair being protracted until Sept. the fish is not so sweet and fine flavoured as it is very warm & fogey. This has two qualities Mercht. & Jamaco, more salt is carried out & other articles of supply in proportion to its length. Then the fall and last trip is commenced for the year and many disasters happen as high winds prevail in September & October at the end of the Hurricane months and about the Equinox and our fishermen consider it far more boysterious of any in the period of their nine months voyages.[15]

In *Cod*, historian Mark Kurlansky thoroughly researched the cod industry from its origins in the 1500s to its demise by overfishing in the late 19th century. He describes the fishing grounds that formed the base of the Marblehead fishing economy for more than 100 years as follows:

> Cod feed on the sea life that clusters where warm and cold currents brush each other – where the Gulf Stream passes by the Labrador Current off North America, and again where it meets arctic currents off the British Isles, Scandinavia, and Russia. …From Newfoundland to southern New England, there is a series of shallow areas called banks, the southernmost being Georges Bank off of Massachusetts, which is larger than the state. Several large banks off of Newfoundland and Labrador are together called the Grand Banks. The largest of the Grand Banks, known as the Grand Bank, is larger than Newfoundland. These are huge shoals on the edge of the North American continental shelf. The area is rich in phytoplankton, a growth produced from the nitrates stirred up by the conflicting currents. ….And it is this rich environment on the banks that produces cod by the millions. …the North American banks, where the waters of the Gulf of Mexico meet the arctic Greenland waters, had a greater density of cod than anything ever seen in Europe.[16]

The market for dried cod fish included the Catholic populations of Europe, the slave populations of the Caribbean and Mediterranean Islands, and ship crews (especially the English Navy). John Pedrick 3rd identified the following markets in his memoirs:

> Table fish suitable for the European markets in the Bay of Biscay as Bilboa, Corunna, Vigo, Lisbon & in the Medeterenan Sea Allicant, Barcelona and Malaga as well as French & Italian ports…Jamaco fish always for the different Islands in the West Indies or on the Main Continent Cayenne, Demerarary, Spanish Islands, Trinidad &c…[17]

Cod was an ideal food. As Kurlansky explains, "Cod meat has virtually no fat (.3 percent) and is more than 18 percent protein… And when cod is dried, the more than 80 percent of its flesh that is water having evaporated, it becomes concentrated protein – almost 80 percent protein."[18] The cod was known as the "beef of the sea."

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[15] John Pedrick 3rd was the son of Richard Pedrick (brother of Thomas) and Elizabeth Carder. Manuscript. "Recollections of the fishing industry and growing up in Marblehead." Marblehead Museum and Historical Society, catalog #0000.892, p. 23.

[16] Kurlansky, *Cod,* pp. 43-44.

[17] John Pedrick 3rd, p. 23.

[18] Kurlansky, *Cod,* p. 34.

The production of marketable fish involved hauling in a catch, storing it on board in a salt bulk (a large stall filled with salt), and bringing it back to the home port to complete the drying and curing process. Basic gutting and cleaning was carried out on board ship. The recollections of John Pedrick 3rd provide an excellent account of the process from his experience as a shore man on early 19th-century fishing voyages:

> A book is kept by the skipper of all the fish as the shoremen haul the cod in, unhook and throw them on the main deck…one lad cuts the throat and takes out the liver to make oil which he puts into a tub, and then takes out the entrails of the fish and breaks off its head and all is thrown on the main deck. The Cod's tongue and sound, found on the back bone, is well scraped washed and salted in Barrels and is very fine food boiled or fryed. The next process is salting under deck as the fish are split they are thrown down a scuttle on the quarter deck and are dropped into the hold sub divided by planks…they are stowed as compactly as possible to the ends of the cross bulkheads.[19]

A "salt room" holding up to 60 bushels of salt was located below decks as well. Buckets of salt from the salt room were carried to the salt bulk and layered over the fish. The fish, thus split and gutted, were stowed in the hold in a heavily salted condition without being dried or cured, the salt acting as a dehydrating preservative. Fish were tightly packed so as to insure that they did not roll around in the hold while being transported home.

Once the crew arrived home in port, the drying and curing of the fish, which constitute the final process, continued. A description of the process was found on a Newfoundland heritage website:

> When the fish was taken from the salt bulk it was then washed of excess salt and film that had formed during the curing process. The salted cod was then transported to the fish flakes by two men carrying a barrow. The fish was then spread out in a very neat and tidy order by placing them alternately heads and tails. These were first laid face-up, which is flesh side exposed to the sun. As the fish dried it was then flipped over to dry the back side of the salted cod. Before nightfall when the air became damp the fish was gathered up and placed in neat piles called faggots to minimize the exposed area of the fish. As the fish became dry enough for marketability it was then stored in the fish store until most if not all of the seasons harvest was dried in this fashion. The drying of fish may have taken up to a week to completely dry. The whole process of drying the complete season catch may have taken a month or two as space and manpower permitted.[20]

The historical description of John Pedrick 3rd indicates that the process was similar in Marblehead ca. 1810. He writes of a fall fair brought in to Marblehead:

> After washing on the beaches with salt water, so as to make the fish free from dirt or slime it is then piled up to drain, and if a few days of fine cold NW wind prevail it is spread on the flakes and towards eve is piled up in small piles called fagots and piled before much rain falls, as the sun shines so feeble it drys very slow and before Christmas, we are very glad to put it into the House to drain of the pickle if any remains until March as the sun is higher in the Zenith and the winds very drying then it is carried on the left shoulder and again spread on the flakes and dryed and when the NW wind ceases and it looks like rain it is again

[19] John Pedrick 3rd, pp. 19-20.
[20] Fish drying process (*www.heritage.nf.ca/dictionary/azindex*), 1999.

> housed and this process is continued until it is hard as a pine board and fit to cull for Merchantable.[21]

After the fish was thoroughly dried and cured it was culled, or organized into categories according to quality. Merchantable fish was the best grade, followed by Madeira grade, and finally Jamaco at the low end of the quality range.

Essential structures related to the fish industry are referenced in period documents and were established elements of the landscape in all fishing villages, including Marblehead. The fish stage, fish store, and fish flakes are described subsequently. (All were present at some time on land surrounding the Pedrick Store House parcel, and are mentioned in the early deeds.)

Fish stage:

As early as 1693, stages in Newfoundland were described as follows:

> The stages are begun on the edge of the shore, and built out into the sea, a floor of round timber, supported with posts, and shores of great timber. The boats lie at the head of them, as at a key, and throw up their fish, which is split, salted, &c.

A description from 1819 reveals that the fish stage remained similar in appearance and function:

> The place where the operation of curing the cod-fish is performed, is a stage or covered platform erected on the shore. The stage, a long low building of fir poles and branches, is perched on the rocks, so as to project over the sea. It is like a long windowless house on a wooden pier.[22]

The stage functioned primarily as a storage and processing shed for salt bulk fish in the summer, and nets and gear in the winter.

Fish store:

The fish store wards similar to the fish stage, but located away from the shore in proximity to the drying yards and fish flakes. The construction was generally two-story and large enough to accommodate a season's voyage of fish on the top level. The top level of the store was an open structure that could be sectioned off. At the start of the drying season, the fish would be carried to the flakes and spread out for drying.[23] (It is important to remember that the Pedrick Store House was not constructed specifically as a fish store, but as a commercial store house that probably held dried and culled fish ready for shipment.)

Fish flakes:

The fish flake was a structure that was a distinct part of the landscape of a fishing village. The flake was built up off the ground, and consisted of a horizontal framework of small poles covered with spruce boughs or nets and supported by upright poles. Here the cod were spread out to bleach in the sun and air. During the process the fish required constant attention.

[21] John Pedrick 3rd, p. 24.
[22] Website (*www.heritage.nf.ca/dictionary/azindex/pages/225*, 2006).
[23] Website (*www.heritage.nf.ca/dictionary/azindex*, 2006).

When thoroughly dried, salted cod fish were stacked in tight packets called faggots and culled – sorted by quality for markets at home and abroad.[24]

The earliest identified function of the Pedrick Store House is as a "sail maker's loft, store and small wharf," according to Thomas Pedrick's 1802 inventory. By 1803 it is identified as the "Salt Store," and remains so-called throughout the deeds of the 19th and 20th centuries. As a store house for salt, the building was clearly associated with the cod fish economy. Salt was an essential element of the cod fish industry. Without salt to cure and preserve the fish, there could be no trade. Salt itself was a very valuable commodity. Americans depended upon Britain for their salt supply throughout the 18th century, although they occasionally imported salt from other countries such as southern Spain (Cadiz) and Portugal (Lisbon). Custom records reveal that ships of Thomas Pedrick did indeed import salt from Spain in 1800 and 1801. American salt production, particularly on Cape Cod and in upstate New York, began in earnest in the early 1800s and prospered into the 1850s.[25]

[24] Website (*www.heritage.nf.ca/dictionary/azindex*, 2006).
[25] Mark Kurlansky, Salt, A World History (New York: Penguin Books, 2002), pp. 238-256.

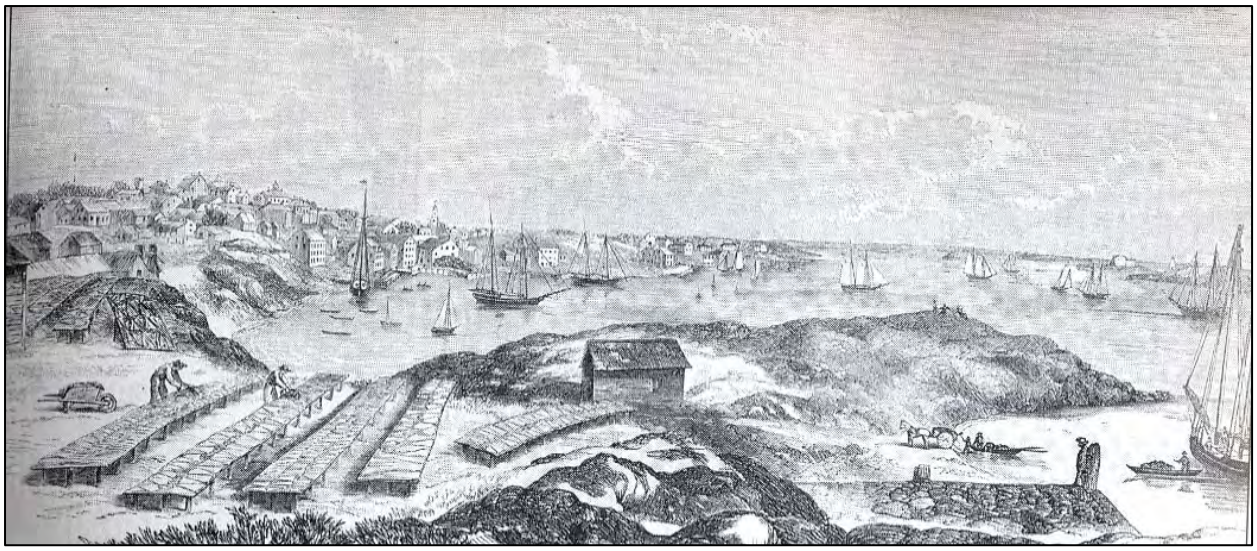


**Figure 3.** View of the Town of Marblehead, 1854. View from Skinner's Head, looking north towards the Pedrick Store House site. Marblehead Neck at the right. Fish flakes and fish stores cover the rocky shoreline.

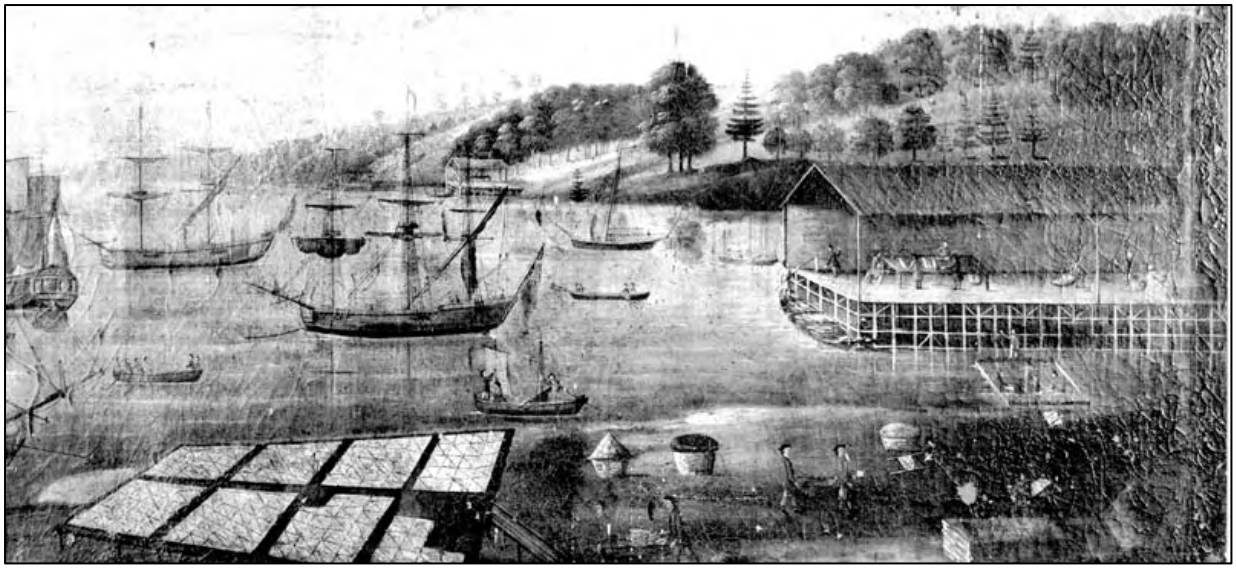


**Figure 4.** Eighteenth-century salt room (at right) and fish flakes (at left). Location unknown.



**Figure 5.** Pronging fish from a dory up onto stage for splitting and cleaning.

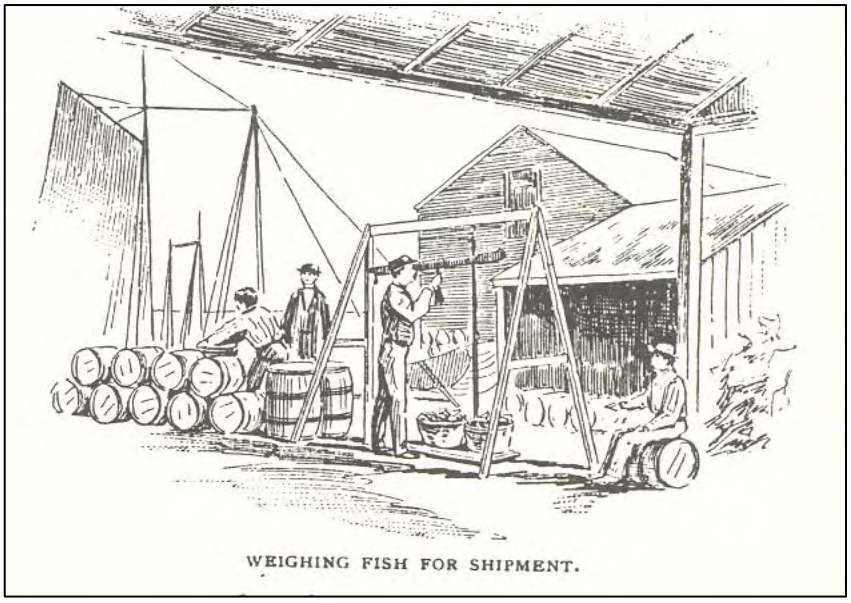



**Figure 6.** Weighing fish on the wharf for shipment, ca. 1850.



**Figure 7.** Fish stages, store houses, and cod drying on the rocks of a fishing village in Newfoundland, ca. 1900.



**Figure 8.** Fish yard adjacent to dwelling with flakes, stage, wharf, curing sheds, and schooners at anchor. This figure captures what life at Codner's Cove would have been like in the early 18th century, with the industry permeating all aspects of life.



**Figure 9.** Fish stage and flakes along the rocky coast of Newfoundland, 1938.



**Figure 10.** Logy Bay-Outer Cove, Newfoundland: old stages, wharves and flakes, ca. 1900.



**Figure 11.** Fish flakes laid out along the shore, where drying fish being stacked into faggots, Conception Bay North, Newfoundland, ca. 1900.



**Figure 12.** Culling and stacking fish, Ferryland area, Newfoundland, ca. 1930.



**Figure 13.** Culling fish, Ferryland area, Newfoundland, ca. 1935.

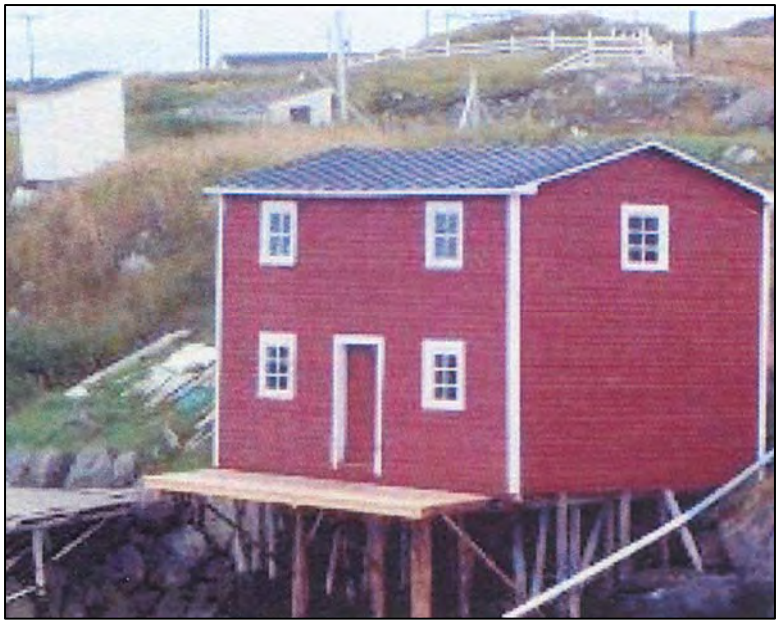


**Figure 14.** The John Whitt Stage and Store, Change Islands, Newfoundland. Illustrates how the foundation of Pedrick Store House probably looked before any infill and wharf were added ca. 1810.



**Figure 15.** Torraville Fishing Stage, built in 1900, Change Islands, Newfoundland. Another example of a stage and wharf, common building types seen in fishing villages essential to the fishing industry.

## Sailing Vessels

A variety of sailing vessels plied the sea and filled the harbors during the 18th and 19th centuries. Below are examples of some of the ship types that frequented Salem and Marblehead harbors, and may have docked at the Types of vessels that would have used the wharf during the 18th and early 19th centuries and wharf.

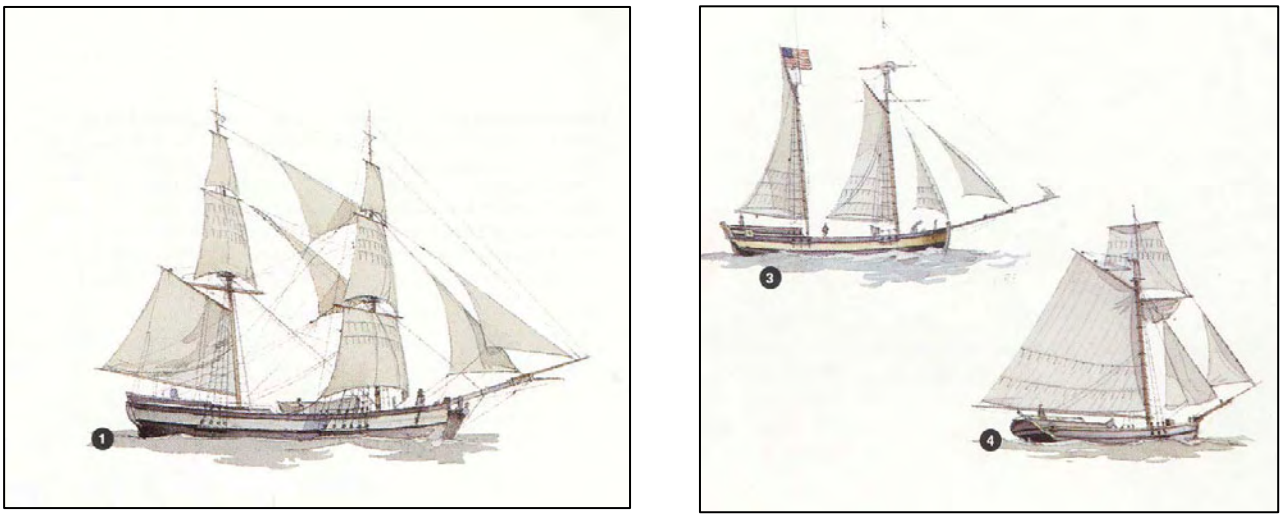



**Figure 16.** Types of vessels that would have used the wharf during the 18th and early-19th centuries: (1) two-masted brig; (3) schooner, coastal or deepwater traders; and (4) sloop, served as small fishing boat and short-run carrier.

In 1713, the first schooner was built and launched from Eastern Point, Gloucester. It was a "small, sleek, two-masted vessel with fore-and aft rigging and the ability to put a tremendous amount of canvas in top sails." The two-masted schooner became the most popular of all vessels for fishing voyages and coastal trading, as well as for longer voyages involving foreign trade throughout the 18th century.[26] Schooners were generally medium-sized vessels weighing 45-60 tons and 40-60 feet in length.

[26] Kurlansky, *Salt*, p. 38.



**Sloop** A fore and aft rigged vessel with one mast is a sloop. In the early 1800s some large sloops traded with the West Indies, but most sloops in the 19th century were small inshore fishing vessels. In the 20th century, sloops became the most popular rig for yachts.



**Grand Bank Fishing Schooner** Schooners have two or more masts with fore and aft sails. Similar to the famous Bluenose, our example, in addition to all the normal lower sails, carries a main gaff topsail and a fisherman's staysail set between the masts.



**Two Masted Fishing Schooner** in winter rig. Her topmast and all light upper canvas have been struck, and sent ashore.



**Square Topsail Schooner** a combination of fore and aft sails and small square sails. They were popular for coastal trading in the early 1800s. Prince Edward Island built a number of topsail schooners and many were sold in Great Britian. A version with raked masts, called the Baltimore Clipper, was much favoured by privateersmen



**Coastal Schooner**, the work horse of our coastal trade. She was probably not much more than a hundred tons, and carried everything from timber and coal to bricks, general cargo, and a load of hay to offshore island communities. Our schooner is shown with only a main topmast, but many also carried a fore topmast. Note the yawl boat towing astern.



**Brig**, a two masted vessel square rigged on both masts. The brig is a very old and efficient sailing rig, and the class was still in use up to the very end of commercial sailing ships. Only a few brigs were built in Nova Scotia yards, but they were very common in European waters.



**Barquentine**, a vessel with the foremast rigged square, and the other masts rigged fore and aft. Our vessel is similar to the Maid of England of 750 tons built at Grosses Coques in 1919. She was the last Canadian commercial vessel to carry a square rig, being abandoned at sea in 1928. Only a small number of this type were built locally.

**Figure 17.** Types of sailing vessels common to Salem and Marblehead harbors during the late 18th and 19th centuries. These sailing vessels would have been outfitted and maintained at local wharfs.

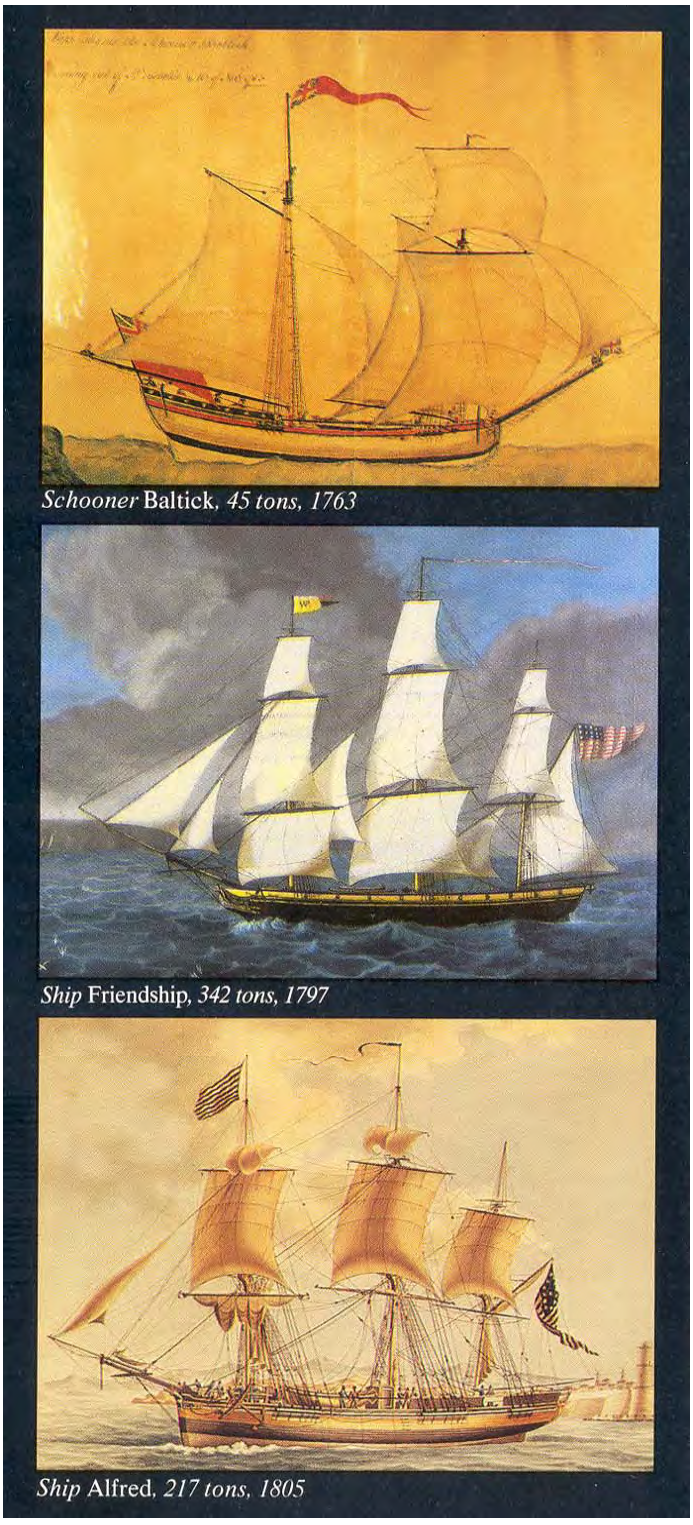



**Figure 18.** Images of historic ships from Salem and Marblehead.

## Sail Making and Rigging

All of the sailing vessels of the 18th and 19th centuries required many yards of sails and thousands of feet of rigging to insure safe, swift passage to fishing and trading destinations. Outfitting these sailing ships were a small army of tradesmen – most important among them the sail maker and the rigger.

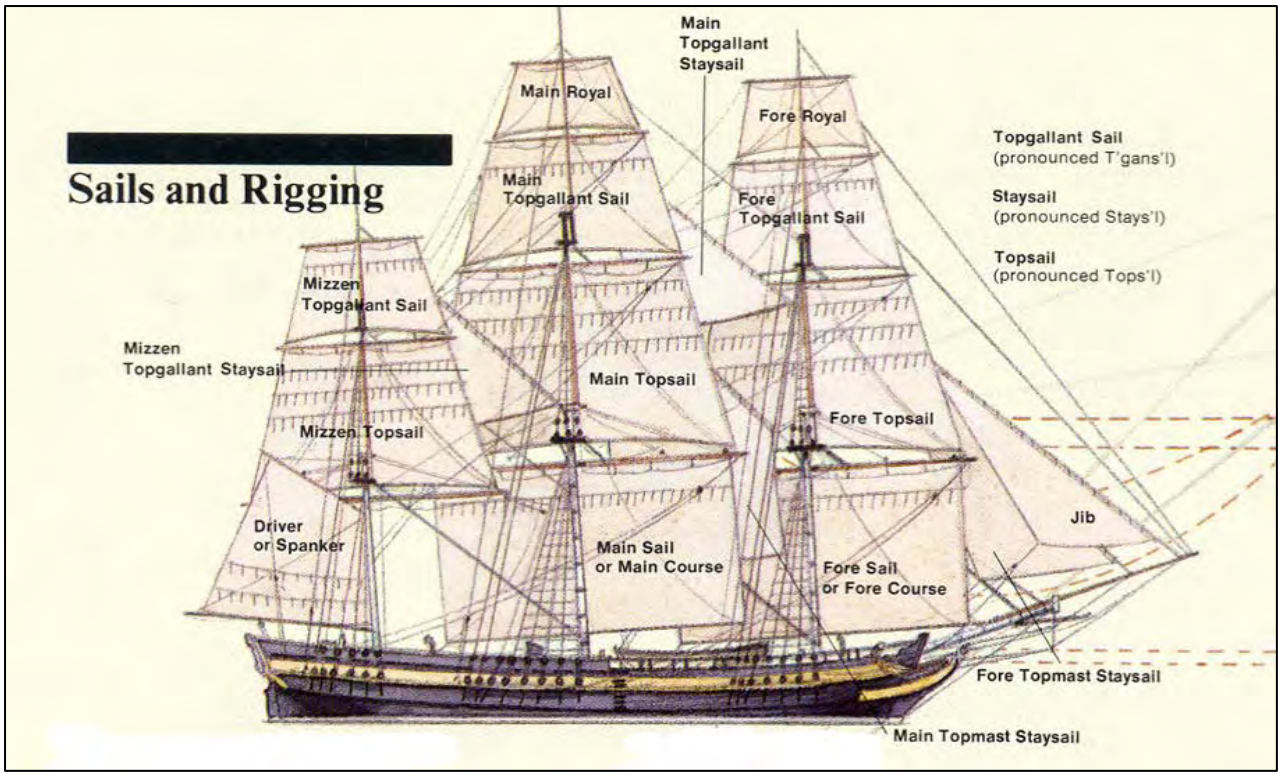



**Figure 19.** Illustration of a three-masted sailing vessel with sails and rigging labeled.

Work on sails and rigging took place along the waterfronts often in the second story of store houses such as the Pedrick Store House. Rigging is the system of wires and ropes that make the sails work properly. The journals of Marblehead rigger and sail maker Ashley Bowen provide most of the subsequent information about the workings of sail and rigging lofts in Marblehead during the 18th and early 19th centuries.

It appears that sail-making lofts were often established and maintained in the same location over many years, while riggers frequently moved from loft to loft. A local ordinance designed to reduce the risk of fire forbade anyone to improve or occupy any building for riggers' or sail makers' lofts without permission from the Selectmen.[27] The ordinance seemed to favor the more permanent arrangement of the sail makers. In addition, it was the practice of the time for sail makers to refer their client to a rigger of their choice, who then came to their sail loft to do the rigging work, paying loft rent in the process.

[27] Smith, p. 140.

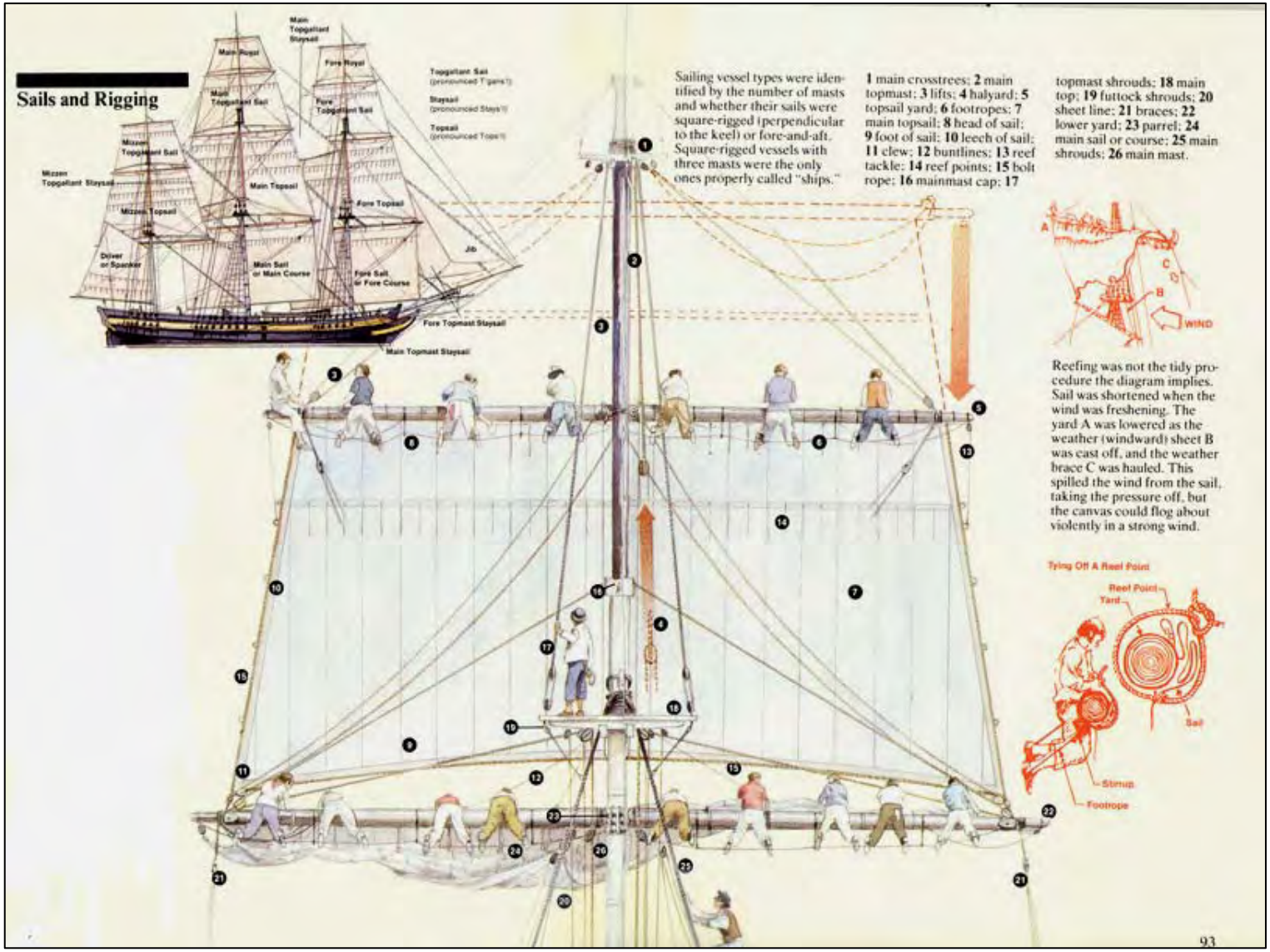



**Figure 20.** Detail of a top sail on the main mast of an 18th-century sailing ship with parts and pieces identified.

The editor of Bowen's journals explains his circumstances in 1764-1767 as follows:

> He had no rigging loft of his own. The sail makers, by custom, provided the riggers for their clients; when employed, therefore, he was forced to haul his gear from one sail loft to another. When not employed at rigging but when seeking out a slender existence by mending sails, the sail makers took half his earning for rent.[28]

Bowen himself states in 1766:

> This year I have as much business at rigging on shore as I could do under the unhappy burden of not having a rigging loft, for as our customs was for the sail makers to find a rigging loft that should make their sails, and when I should have employ to fix sails I was obliged to allow the sail maker one-half for loft rent.[29]

Again in 1767 he complains that:

> I am the chief rigger in Marblehead, but under so great a disadvantage darst not engage a suit of rigging without asking who makes the sails, for our merchants will not let me have a loft to myself as long as they can get jobbers to fix their rigging free of loft rent, and between jobbing at rigging and my wife's making color[s] we touch and go.[30]

Despite his complaints, his journal is full of entries noting work done "at the loft." This suggests that if he did not have a specific loft of his own, he was moving about to the many different loft locations along the harbor, depending on the job. For example, an entry in October reads: "I went to Ingalls's loft and fixed a mainsail and foresail for schooner Dreadnought, Captain Bubier."[31] Lofts also seem to go in and out of use; they became cluttered, and then were cleared out for new rigging work or sail work. Bowen frequently notes that he "Cleared loft in order for rigging."[32]

Lofts were located in unheated utilitarian structures. The need for natural light required a large number of windows, which in turn made the loft colder in winter. Location of lofts by the water – to serve clients best and allow for hauling the heavy sails and complicated rigging a minimum distance – also exposed structures to weather more than inland locations. Bowen's winter months include many notations about freezing temperatures prohibiting work. For example, in 1768-69 the winter must have been particularly severe: many days of work were lost to the cold.

> December 14. Smart cold. Do but little at the loft.
> December 21. So cold I could not work in loft.
> December 22. Smart cold. Some snow. Do nothing at loft.
> December 24. Do nothing at loft.
> January 3. At work in loft.
> January 4. At work some in loft.
> January 5. At work some in loft.
> January 9. At work in the loft. Fixed a mainsail for Mr. Hooper.
> January 24. Smart cold. No working in loft.
> January 25. Smart cold. No working in the loft.

[28] Smith, p. 140.
[29] Smith, p. 142.
[30] Smith, p. 149. Entries: Oct. 1766 – "Cleared loft in order for rigging"; Jan. 1767 – "Much snow. I did nothing at the loft," p. 151.
[31] Smith, p. 167.
[32] Smith, October 1767, p. 147.

> January 26. Smart cold. No working in loft.
> Feb. 2. Much snow. Employ fixing the ship in house.
> Feb. 3. Smart cold, wind easterly. Employed at home with work.
> Feb. 7. So cold could do nothing in loft.
> Feb. 8. Ditto, cold. No work in loft.
> Feb. 9. Ditto, cold. No work in loft.[33]

Considering Bowen's constant refrain of cold in the lofts during winter employment, it is unlikely that the Pedrick Store House (or any store house) was equipped with any type of heat at initial construction ca. 1770. A wood-burning stove was added sometime in the 19th century. A brick chimney was in place by 1864, servicing a first- or second-story stove.

Use of a loft for rigging may have been somewhat seasonal. Bowen seems to mention working in a loft far less often during the mild calendar months (April-September). Many more entries about working in a loft or wishing he had his own loft are found in the colder months of October through March. Using a loft, therefore, may have been somewhat of a seasonal concern for a rigger. Riggers may have worked outside and on ships as much as possible in the warmer months. Quite often he writes of working "on board" a particular ship. These entries tend to be found in the months between April and August.

Ashley Bowen's main clients were Colonel Jeremiah Lee, Colonel Orne, King Hooper, Joseph Pedrick, Captain John Pedrick (and occasionally Thomas Pedrick), Captain Thomas Gerry, and Captain Jonathan Glover. Dozens of other names fill the journal entries, but these particular names represent his primary customers in 1767-1780. Employment for Bowen consisted of a wide array of jobs, including sail repair and rigging work. As a maritime historian explains:

> Rigging transformed a naked hull into a graceful sailing vessel. Given a skillful crew, a captain could play the aerial maze of sails, spars, and lines like an instrument, tuning his vessel to weather and sea conditions, capturing as much wind as he dared without overstraining the masts.[34]

There was standing rigging (tar-coated fixed lines) and running rigging (un-tarred lines that passed through the blocks, adjusting the sails). Basic components of rigging included:

- halyards – lines used to hoist sails
- blocks – nautical term for a pulley
- shrouds – pieces of standing rigging from mast to sides, which held the masts up from side to side
- stays – pieces of standing rigging from mast to hull fore and aft along the center line of the vessel, holding the mast in place from end to end

These basics were complemented by a wide variety of secondary pieces such as:

> backstay/ boom vang/ braces/ buntlines/ cleat/ clevis pin/ clew lines/ cunningham/ downhaul/ forestay/ gasket/ gooseneck/ guy/ mainstay/outhaul/ peak/ preventer/ ratlines/ shackle/sheet/ stay mouse/ stays/ throat/ trapeze[35]

[33]Smith, pp. 201-202.
[34] David Goss, *Maritime Salem in the Age of Sail* (Washington D.C.: National Park Service, Division of Publications, 1987), p. 92.
[35] Wikipedia, the free encyclopedia (*http://en.wikipedia.org*).

A web site of Mystic Seaport, Connecticut, provides a brief description of a rigger's occupation:

> The work of the rigger was another shipbuilding trade that was of utmost importance in the age of sail. All of the lines and ropes on a vessel – for supporting the masts or for raising the sails – were installed by the rigger. Working from plans or dimensions supplied by the designer, the riggers worked in the loft, while the ship was being built. There they made up the miles of standing (permanent) and running (movable) rigging required. Until 1850 natural fibers – hemp and manila – were used to make the rope of various types and sizes which they worked with. After that date, wire rope and chain were increasingly used, especially for standing rigging where greater strength was required.[36]

A review of Bowen's work done in 1766 included: sewing "shrouds", fixing sloop rigging, fixing small schooner's rigging, overhaul sloop rigging, fixing a jib stay, making ship flags, fixing a mizzen-topsail, fixing a foresail, fixing a mainsail, and fixing longboat sails for a brig.[37] Frequent tasks also included tarring parceling,[38] cutting parceling, sorting rigging, making shrouds, and fixing and strapping blocks. He was therefore engaged in both rigging work and sail repair. Bowen's tempo of work during busy times is astonishing. He worked on more than one job at a time in varying locations, and delivered all of his own work himself. For example, entries for the month of July 1767 are as follows:

> July 1. This day received form Colonel Orne a pattern for two pair of shrouds and a coil of 3-yarn spun yarn.
>
> July 2. At work on Colonel Orne rigging.
>
> July 3. At work on Colonel Orne's rigging.
>
> July 4. Finished Colonel Orne's shrouds.
>
> July 5. Received from Captain Picket a mainstay for Guardoqui. Ditto a bucket of tar and some ratline for worming &c. from Colonel Lee's. Ditto an old ensign and a pattern of a new one for schooner Joseph, W. Stuart.
>
> July 7. Delivered Captain (Nicholas) Gordon two single shrouds and pendent for Guardoqui mainmast. Ditto finished a mainstay for Guardoqui and Captain Dixey's Jack a-lending a hand.
>
> July 8. Delivered Guardoqui mainstay to Captain Gordon. Ditto received 25 yards of parceling for new Hooper. Ditto delivered an ensign and pendent for schooner Joseph. Ditto received ten yards of parceling from Colonel Orne's.
>
> July 9. Sorted a suit of rigging for a Providence man. Ditto received a coil of shrouding from Mr. Hooper's for Smith and Rogers. Ditto some cordage and spun yarn and tar from Colonel Orne. Tarred some parceling for Mr. Marston.
>
> July 10. Received from Mr. Clark's the greater part of Colonel Orne's blocks. Ditto received a suit of rigging from Knott Martin Junior for sloop, Higgins.

---

[36] Information from Mystic Seaport web site (*http://mysticseaport.org*, 2005).

[37] Smith, p. 143.

[38] Parceling: to wind protective strips of canvas around rope. Much of the nautical rope on board a sailing vessel was parceled to protect the rope and extend the life of the cordage in a harsh ocean environment. In addition, parceled rope of the standing rigging was tarred to help waterproof it. Wikipedia (*http://en.wikipedia.org*).

July 11. Delivered Higgin's two stays to Captain Roads, to be returned. Received the hooks and thimbles from Mr. Foster's for Colonel Orne's schooner. Ditto sloop, Higgins, some work. Ditto received a pattern of a pendent for a small shallop for making said pendent.

July 13. Received a pattern of an ensign for Mr. Hooper's new brig. Ditto a bucket of tar from Colonel Lee's.

July 14. Received a bucket of tar from Colonel Lee's for sloop, Higgins. At work on Higgins shrouds.

July 15. Finished Higgins shrouds and boom pendent and hung them up. p.m. I went a-frolicking.

July 16. This day finished sloop, Higgins, bowsprit shrouds and the large straps &c.

July 17. At work on Colonel Orne's straps. Received some small cordage from Colonel Orne's warehouse and some spun yarn.

July 18. Strapped the large blocks for Colonel Orne.

July 20. This day a.m. delivered Colonel Orne's shrouds and stay, bowsprit shrouds, horses, ties and straps for masthead to Captain Stickney. P.m. delivered all the blocks except boom tackle, tack tackle, and brails nor boom pendent. Ditto at the New Meeting House assisting Mr. White fitting a purchase to raise the steeple.

July 21. At work on sloop, Higgins, straps &c. Much rain.

July 22. Received the sloop, Higgins, blocks from John Homan. Strapped some for to raise the tower at Meeting.

July 23. At work on sloop, Higgins, blocks.

July 24. Received two stays from Captain Roads for sloop, Higgins.
July 25. At work on stays half a day.

July 28. At work on Smith and Rogers shrouds. Ditto received from Mr. Marston a bucket of tar.

July 29. Fixed a clew of a mainsail for Captain Hinds. Deliver what parceling I had to Mr. Marston's to himself.

July 30. At work on Smith and Rogers shroud.

July 31. a.m. fixed a mainsail for Captain [John] Pedrick, Philip LeGrow.[39]

Sail making and repair, like rigging work, involved a multitude of sail types and intricate related pieces in order to out fit a sailing vessel of the period. Each sail had a specific shape, location, and function (see figure 19). Sail types included the course, drive, extra, genoa, gennaker, jib, lateen, mainsail, moon sail, spanker, spinnaker, staysail, studding, tallboy, topgallant, topsail, and trysail. Sails were attached by the rigging to a variety of masts or spars, including the boom, bowsprit, fore-mast, gaff, jigger-mast, jury rig, main-mast, mast, mizzen-mast, masthead truck, spinnaker pole, and yard.[40]

[39] Smith, pp. 158-160. July 1767.
[40] Wikipedia (*http://en.wikipedia.org*).

Historians at Mystic Seaport in Connecticut provide a brief explanation of the sail making process in the early 19th century. The Mystic Seaport website includes the following description:

> Beginning in the 1870s, blueprints which included the sail area were supplied by a ship's designer. Prior to that time (and frequently even after that date), sail makers were of necessity their own patternmakers. After measuring the masts and yards of the ship, the sail maker made a paper pattern, generally using 1/8" to the foot as a scale, and then sketched in the outline on the floor of the loft…After the canvas was cut to the pattern on the floor, it was sewn together and bolt rope was stitched on the edges. Fittings for attaching the sail to the yard or mast were then added. Stitching the pieces of cloth together could be done by machine beginning around the middle of the 19th century, but adding the bolt rope and fittings continues to be handwork on canvas sails.[41]

Therefore, the sail loft on the second story of the Pedrick Store House would have been an uninterrupted open space maximizing working space on the floor as much as possible. Sail patterns were chalked on the floor and the canvas cut to size. Stitching and fitting work would have been done in front of one of the many windows (with shutters open for light). Sails were rolled up and lashed to the framing beams when not in use (see Figure 50).

Much of Bowen's sail work consisted of repair and maintenance. He was constantly "fixing" a main sail, top sail, steering sail, or jib sail. When he repaired sails, it seems that he first retrieved the requisite tools from the ship owner's sail maker of choice. The July list of work reflects this common practice, when on July 11 Bowen was provided the "hooks and thimbles from Mr. Foster's for Colonel Orne's schooner."[42] Bowen and his wife made the small ensign flags for ship owners, and occasionally he received an order for a small sloop sail or pendant, but the bulk of his work was in rigging and sail repair. It is likely that Ashley Bowen worked in the sail loft of the Pedrick Store House during his 40-plus-year career as a rigger in Marblehead. Bowen lived near the "new wharf" in close proximity to the store house location. His journals record that he did significant amounts of work for the Pedrick family; his son Nathan sailed on one of Thomas Pedrick's schooners; and in 1788 he notes that he "cleared Captain Pedrick upper loft out," but does not specify what employment may have followed.[43] Given Bowen's profession, his documented comings and goings in the lofts and on board the ships around the harbor, and his business associations with so many ship captains and merchants of Marblehead (including John, Richard, Thomas, and Knott Pedrick), his presence in the loft of the store house is assured.

[41] Information from Mystic Seaport web site (*http://mysticseaport.org*, 2005).

[42] Smith, p. 159. Many entries over the year record where Bowen retrieves or is provided with hooks, thimbles, and other sail making/repairing tools for a job.

[43] Smith, p. 562. July 29, 1788.

## Store House and Warehouse Building Type

The Pedrick Store House falls within the typical construction and appearance of the store house building type as researched and documented by Mary Jane Brady and Richard Geiser in the 1977 *Historic Structure Report for the Relocated Front Street Warehouses* at the Salem Maritime National Historic Site. The authors included a section on the historical context of the building type in New England in order to determine consistent and repeating elements of store house construction. In the historical context section, they examined eight warehouses/store houses extant at the time of the report dating from 1705 to 1812, including three structures from Derby and Central wharves in Salem. Updated research concerning surviving store house structures in the region would be a valuable addition to this report in the future.

The following information is taken from the Brady and Geiser historic structure report (HSR). The information reflects how the 18th- and early 19th-century store house was a specific building type constructed within the tradition of domestic architecture. The description and chronology of the Pedrick Store House in the following sections of this report reveal that the structure is clearly an example of the building type identified by Geiser and Brady, and shares many similarities to the stores and warehouses that they discovered in the course of their research.[44]

[44] Mary Jane Brady and Richard Geiser, *Historic Structures Report Relocated Front Street Warehouses, Architectural Data* (Denver, CO: Branch of Cultural Resources, Denver Service Center, National Park Service, 1977), pp. 7-54.

DESCRIPTIONS OF BUILDINGS IN 1977 HSR:

- Warehouse buildings were essentially built with the materials and methods used by all house wrights using available building technology (p. 7).

- "Most of the buildings serving the harbors were timber frame and many had mixed uses" (p. 8).

- "Stylistically, warehouses built late in the eighteenth century or early in the nineteenth all exhibit the same geometric massing and classical proportions that are seen in the domestic architecture of the Georgian and Federal periods" (p. 10).

- Many changes occurred in waterfront building at the turn of the 19th century. The rapid growth of commercial interests required extensive storage areas near docks and forced residences further from waterfront (p. 11).

- In addition, government regulations to build in brick along the waterfront because of the threat of fire became common place. Few wooden maritime warehouses survive because of fire threat and restrictions put on timber construction (p. 11). *Pedrick Store House therefore rare surviving example of type.*

- Jefferson's Embargo 1807 and War of 1812 were disastrous to maritime trade (especially smaller ports); older wooden buildings fell into disrepair and disuse and allowed to degenerate. Recent urban renewal along waterfronts also has claimed significant numbers of dilapidated maritime structures (p. 12). *Pedrick Store House therefore rare surviving example of type.*

- Most buildings built to serve maritime interests were built as close to the sea as possible. This often meant they were built on filled land, piles, or on the wharves themselves (p. 27). *Pedrick Store House foundation rested upon ledge at rear and piles forward.*

- Early foundations often rested upon "cobbwork," "a grillage of logs patched together to form a cribbing that would accept ballast and other fill. This method was used throughout New England to build wharves, fill land and stabilize mud flats in order to provide a firm foundation for buildings" (p. 13). *Possible that earliest wharf at Pedrick site was built upon a timber cribbing*.

- Irregular fenestration commonplace. Fenestration often gives exterior expression to the function of the structure and use of interior spaces (p. 17). *Applies to the Pedrick Store House.*

- "The placement of windows and doors was logical and often symmetrical. Blank bays in an otherwise regular façade were a common concession to the functional nature of the building. Windows and doors had simple moldings" (p. 53). *Applies to the Pedrick Store House.*

- More windows on second floor than first, trimmed in simple flat boards. *Applies to the Pedrick Store House.*

- Loading doors of different sizes commonplace (p. 35). *Applies to the Pedrick Store House.*

- Board and batten doors with strap hinges typical of early 19th-century warehouse. Simple flat board trim at windows. Simple moldings at windows and cornice if any (p. 19). *Applies to the Pedrick Store House.*

- Frequently enlarged window openings that served as loading doors, heavily framed openings w/heavy doors (p. 20). *Applies to the Pedrick Store House.*

- "Many warehouses had interior hoist ways as well as large loading doors. Two types of hosting mechanism were common in New England ware houses. The first was a hoisting wheel (iron or wood). The second type of hoisting mechanism was a beam that extended out over the loading bays. A pulley would be attached to the beam to haul goods to the upper floors" (p. 54). *No exterior evidence at the Pedrick Store House, although interior floor framing suggests an interior hoist way of some sort between first and second stories.*

- Interior and exterior stairways. *No evidence of stairways detected at disassembly of Pedrick Store House; however, sail loft was entered via a gangway from adjacent ledge.*

- The gable roof was most common in warehouses (p. 50). *Applies to the Pedrick Store House.*

- Sometimes had chimneys in original construction indicating presence of a stove (especially if a counting room present, or if public store). *No chimney at the Pedrick Store House until mid-19$^{th}$ century.*

- Some warehouses have plaster on lath walls in portions of floor plan (indicating an office or counting house function). *No evidence of plaster or lath found at Pedrick Store House. Remained an unfinished interior.*

- Framing members scribed with Roman numerals. Mortise and tenon joints secured by wooden pins. Splayed corner posts to receive girts/beams. Rising braces used post to girt and post to beam. *Applies to the Pedrick Store House.*

- "The basic timber frame consisted of a heavy timber sill resting upon a foundation of stones, timber piles, or cobwork. Posts were framed into the sills as were studs. All joints were mortise and tenon and most were secured with oak pegs. Sometimes posts were splayed. … Sometimes the framing timbers were given a slight chamfer. Frequently a warehouse frame was braced at the posts, at the roof line or in the floor system" (p. 51). *Applies to the Pedrick Store House.*

- "The number of intermediate posts varied with the size of an individual warehouse and posts and beams did not always correspond. In all but a few cases the beams, framed into girts, carried floor joists which supported the flooring above. Studs provided nailing surfaces for the buildings' horizontal exterior sheathing in almost all cases. Wide horizontal sheathing boards were nailed to studs. Clapboards or shingles could then be nailed to this surface" (p. 52). *Applies to the Pedrick Store House.*

- "The roof system most common in warehouses consisted of purlins framed into rafters. Vertical sheathing boards were applied to the purlins providing a surface to which to fasten wooden shingles or slates….Simple roof trusses supported the roof so that it could span the full width of the building with no other interior support. Gable roofs were most common with hipped roofs gaining favor in the early-nineteenth century" (p. 52). *Roof framing removed from Pedrick Store House in 1906, roof flattened.*

DIMENSIONS OF BUILDINGS IN 1977 HSR
*With Pedrick Store House added in time line*

| | |
|---|---|
| 20 x 54 | ca. 1705 (Sheaf's Warehouse, Portsmouth, NH) |
| 24 x 26 | ca. 1750 (John Hancock Warehouse, York, ME) |
| 27 x 40 | ca. 1760 (Bates' Warehouse, Cohasset, MA) |
| 25 x 45 | ca. 1770 (PEDRICK'S) |
| 30 x 45 | ca.1780 (Gerrish Warehouse, Kittery Point, ME) |
| 25-2 x 59-9 | ca. 1794 (Nathaniel West Store, Salem, MA) |
| 30 x 40 | ca. 1800 (Central Wharf Warehouse, Salem, MA) |
| 25 x 36 | ca. 1815 (Derby Wharf Warehouse, Salem, MA) |
| 25 x 55 | ca. 1812 (Shaw's Warehouse, Portsmouth, NH) |

As illustrated above, the Pedrick Store House shared many of the qualities and characteristics of the warehouse/store house building type identified by the National Park Service's Brady and Geiser in their 1977 HSR. The Pedrick Store House was a rare surviving example of an 18th-century maritime building type. Reconstructed on Derby Wharf in Salem according to its historic 19th-century appearance and specifications, the Pedrick Store House will continue to represent this building type once so common to the harbors and wharves of New England.

## People and Events Associated with the Site

Thomas Pedrick and Family:

The Pedrick family was a large and prosperous family in 18th-century Marblehead. Patriarch John Pedrick arrived in Marblehead from England in 1660. Thomas Pedrick's father Joseph Pedrick was born in Marblehead in 1703. He was a shore man and married into the well-connected merchant-class family of Joseph Swett through marriage to Swett's niece Sarah Martin. By the 1740s, Joseph Pedrick, Sr., was one of the leading shore men and fish yard operators in Marblehead. He eventually became a ship owner and merchant. As historian Robert Booth writes, "His children all were raised to take their places in the town's new "codfish aristocracy."[45] Throughout the 1750s and 1760s, the combination of a booming fishery with colonial and foreign trade led to an era of prosperity, and made Marblehead one of the largest and wealthiest towns in the colonies. The 12 children of Joseph and Sarah Pedrick, with their widespread connections through marriage, became integral parts of this mercantile economy. They were employed in all aspects of the local economy, as fishermen, sea captains, merchants, shore men, lawyers, and bankers. For generations, the Pedrick family was woven into the commercial and civic history and fabric of Marblehead.

Ashley Bowen:

Ashley Bowen (1728-1813) was one of the principal riggers and ship-flag makers in Marblehead during the 18th and early 19th centuries. He left a detailed journal of his daily life in Marblehead from 1757 to 1820 that provides a remarkable insight into the people, shipping news, economy, weather, and daily events of Marblehead over a lengthy span of time. Bowen was employed by many of the merchants and ship captains who were peers, friends, and acquaintances of Thomas Pedrick. He worked quite

[45] Robert Booth, Jr., "A Study of the History and Significance of the Building Formerly the Office and Store of the Marblehead Transportation Company." Report produced for the Friends of Tucker's Wharf, March 2003, p. 5.

consistently for Thomas Pedrick's brother Captain John Pedrick, and there are several notations documenting work for Thomas Pedrick himself. It is likely that Bowen was using the loft in the Pedrick Store House ca. 1785.

William Story:

Captain William Story (1774-1864) was born in Marblehead to Dr. Elisha Story, originally of Boston, and Ruth Ruddock. Soon after his birth, his mother Ruth Ruddock Story died, and his father Dr. Elisha Story married Marblehead native Mehitable Pedrick – daughter of Major John Pedrick and niece of Thomas Pedrick. Their first child Joseph Story (born 1779) graduated from Harvard College and became a brilliant lawyer. He was a Congressman representing Massachusetts 1808-1812, and was eventually appointed by President James Madison to the U.S. Supreme Court. William Story did not follow the collegiate path of his step-brother. Instead he turned to the sea, and became a shipmaster of great renown. He sailed out of Salem and was engaged in the lucrative trade with the Orient.[46] Captain William Story commanded many voyages on well-documented vessel such as the *Friendship*, the *Marquis de Somerulas*, and the *Oriental*. He likewise became an active player in privateering ventures out of Salem and Marblehead during the War of 1812. After the war he returned to trade voyages to the East Indies and eventually became entered federal service in the Custom House in Salem.[47]

Nicholson Broughton 3rd:

Nicholson Broughton 3rd was born in Marblehead in 1790. He was the son of Captain Nicholson Broughton 2nd and Susanna Glover. Captain Nicholson Broughton 2nd was the son of Sarah Pedrick (Thomas Pedrick's sister), who married the first Nicholson Broughton in 1749. Local historian Robert Booth identifies Nicholson Broughton 3rd as "one of the great merchants of his day in Marblehead." He commanded many well-documented ships on voyages to the West Indies, Europe, South America, and the Orient. In 1826 he was able to retire from the dangers of seafaring and set himself up as a merchant in Marblehead. The Pedrick Store House was the center of his operations, although he expanded his waterfront holdings considerably. His expanded interests became known as Broughton's Wharf. Broughton was married first to Deborah Hooper and then to her sister Nancy Hooper. Booth ventures that "Capt. Nicholson Broughton probably did more than any other man to keep Marblehead engaged profitably in foreign trade through the 1830s and 1840s." In 1846 he moved his business to Boston, leaving the wharf property in the care of his daughter Susan Glover Broughton.[48]

Eleazer Graves and Family:

The Graves family was long associated with sail-making in Marblehead. References in Thomas Pedrick's account book suggest that John Graves (Eleazer's father) was providing sail-related items to ship captains as early as 1770, through the firm of Pierce & Graves. John Graves was born in 1752, and he married Mary Hendly in 1775. As a young sail-maker he would have been apprenticed to a master sail maker such as John Ingalls and his partner Henry Lane. Only one of John's sons became a sail maker – Eleazer (1793-1893). Eleazer and his son Phillip continued the family sail making business in the second-story loft of the Pedrick Store House even as the wharf and store changed hands. Finally, in 1852 Eleazer and Phillip Graves bought the property for themselves. They continued making and repairing sails here until the 20th century.

[46] Booth, p. 22.
[47] Booth, p. 23.
[48] Booth, pp. 25-28.

# CHRONOLOGY OF DEVELOPMENT AND USE

## Time Line of Site Deeds

| DATE | GRANTOR | GRANTEE | REFERENCE | DESCRIPTION |
|---|---|---|---|---|
| March 28, 1710 | John Codner | Daughter Deliverance Gale & her children: John, Ambrose, Benjamin, Samuel, Mary, Elizabeth & Deliverance. Daughter Joan Blacker's children: William, John, Elias & Elizabeth | Last Will & Testament-Essex Co. Probate, Bk. 310, pp. 212-214 | Mansion House, dwelling house, orchard, garden, stage & flakeyards with the buildings, farm land, land on the Neck, leases in Cove |
| March 3, 1724 | Estate | John Codner's Blackler grandchildren & Gale grandchildren (listed above) | Commission for Division of John Codner Estate – Essex Co. Probate-Book 313, pp. 318-20 | Property divided equally into 7 pieces for Gales and 7 pieces for Blacklers-Gales receive "The **Eastermost Division or Quarter** of the foresaid Fish Yard…also the South halfe of the Stage & Warehouse…" |
| Dec. 2, 1732 | Samuel Gale | Samuel Holman | Mortgage Bond<br><br>[for 20 shillings-improves/works property for several years] | All my share (being one fourth part) of a certain flakeyard …at a place then called Codner's Cove..by the name of the **Eastermost Division**…with the Southern half of the Stage and warehouse now Standing thereon… |
| Jan. 18, 1732 | William Blackler, John Blackler Jr., Mary Blackler MacColley | John Blackler Senr. | Indenture of Partition of John Codner – ED Book 105:54 *(re-dividing Blackler inheritance)* | "the **Southernmost part** of the Fish fence with a quarter part of the Stage and Warehouse *(in eastern most quarter)* with the Privilidge of the Passage or way from the Stage to said Part" |
| Jan. 2, 1733 | John Blackler Senr. | Samuel Brimlblecom | ED 65:162<br><br>[for £ 100] | "A certain piece of land or fish fence…near to a place commonly called Codners Cove being the **Southernmost part** of sd fish fence…together with a quarter part of the Stage and Warehouse…with the privilege of passage way of Six feet wide from the Stage and Warehouse to sd part of fish fence" |

| DATE | GRANTOR | GRANTEE | REFERENCE | DESCRIPTION |
|---|---|---|---|---|
| Dec. 7, 1738 | Samuel Gale | Samuel Hollman | ED 79:88<br>(for L 150) | "the Eastermost division ...the fourth part of said Flake yard Stage & Warehouse & Lands & premises" |
| June 13, 1755 | Samuel Hollman | Samuel Brimblecom | ED 128:78<br><br>[for L2 S 8] | A small piece of the **Easternmost Quarter** – "being part of the Fish Fence formerly called Codners…" bounded on south by Great Harbor, *(NO stage or warehouse)* |
| Dec. 8, 1770 | Samuel Brimblecom | Thomas Pedrick | ED 130:53<br><br>[for L10] | "A Certain Piece or parcel of Land …it being part of the yard Formerly called Codner's Fish Fence" *[no Stage or Warehouse part of property]* |
| Sept.23, 1802 | Thomas Pedrick | Mrs. Sarah Pedrick Broughton | Inventory of Estate – Probate Case #2111, 12 Oct. 1802, Essex Co. | Capt. Thomas Pedrick left no will, and had no children. His estate went to his surviving siblings and the heirs of his siblings who had died. To the heirs of his deceased sister, Mrs. Nicholson (Sarah Pedrick) Broughton, went – by a family agreement that was not recorded in the Registry of Deeds or in the Thomas Pedrick probate file)<br>"a certain building called the "Salt Store" with the rocks and lands belonging." |
| March 24, 1803 | Nicholson Broughton & Joseph Proctor | Samuel & Eleanor Broughton Horton | ED 176:123<br><br>[for $1.00] | Wharf property divided in half. Samuel Horton & wife Eleanor Broughton Horton received "western end" of a certain building called the Salt Store" |
| March 24, 1803 | Nicholson Broughton & Others | Joseph and Anna Broughton Proctor | ED 186:190<br><br>[for $1.00] | Wharf property divided in half. Joseph Horton and wife Anna (nee Broughton) received "eastern end." |
| Aug. 11, 1809 | Joseph & Anna (nee Broughton) Proctor | William Story<br>(Cousin by marriage to Broughton children) | ED 187:239<br><br>[for $425.00] | The Proctors sold their western half – "one moiety of a certain building called the salt Store, with all the one moiety of the wharf, rocks and land to the same Store belonging…f |
| Sept. 17, 1817 | William Story | Stephen White & William Fettyplace (brothers-in-law of Story) | ED 213:187 Mortgage deed [for $10.00 and payment of promissory notes due] | His house in Marblehead and "the one moiety of a certain building called the Salt Store with the moiety of the wharf, rocks and land to the same Store belonging…" western half |

| DATE | GRANTOR | GRANTEE | REFERENCE | DESCRIPTION |
|---|---|---|---|---|
| April 26, 1820 | William Story | Stephen White & William Fettyplace | ED 222:245 [for $4,000 bill owed, $181.54 bill owed & other promissory notes] | Story proved unable to repay his debts. Sold all rights in the properties to avoid foreclosure |
| 1821? | Messrs. White and Fettyplace | Capt. Leavitt Kingsbury | Unrecorded Deed –connection to Pedricks unknown | East and west portions apparently together again – conveys whole wharf and building to Kingsbury – a shipmaster and merchant of Glover Street (disappears from M'head with whole family by?. |
| April 15, 1826 | Assignees of Leavitt Kingsbury Estate (bankrupt) | Nicholson Broughton (one of assignees) | ED 244:2 [for$130.00] | "a certain building called the salt store together with the wharf, rocks and land thereunto belonging…" (Also received 2 additional parcels from Kingsbury's estate in wharf area-enlarging holdings on waterfront) |
| Feb. 18, 1829 | Nicholson Broughton | Susan Glover Broughton (10 yr. old daughter) | ED 251:285 [for $5,000] | Land with dwelling house and buildings, land on Great neck w/flakes & bldgs.…ALSO "one other certain parcel of land with the wharf and building thereto belonging" (wharf complex enlarged – now made up of 3 parcels) |
| Oct. 25, 1842 | Nicholson Broughton | Petition for Bankruptcy granted | ED 346:226 | Bankruptcy documented in a deed of adjoining wharf parcel. |
| Aug. 5, 1844 | John Knight & Susan Glover Knight (nee Broughton) | Nancy H. Broughton (Susan's mother) | ED 346:227 [for $500.00] | "All that Northeasterly one third part of that piece of Real Estate known by the name of Broughton Wharf together with all the land and Rocks belonging to said one third part thereof and the two story store or Building standing on said Northeasterly one third part of said wharf…NOT OUR SITE |
| Jan. 30, 1845 | John Knight 3d & Susan G. Knight (nee Broughton) | Nancy H. Broughton (Susan's mother) | ED 352:3 [for $1,500.00] | "All that Southwesterly two thirds part of Real Estate known by the name of Broughton Wharf together with the store, wharf, rocks and land thereto belonging…" |
| Feb. 15, 1847 | Nicholson & Nancy H. Broughton | Marblehead Grand Bank | ED 378:198 [for $500.00] | "A certain building called the Salt Store together with the wharf in front and the land and rocks under and adjoining the same…"wharf frontage 67 ft. 4 in., road to sail loft on NW side and cart privilege on road leading from Front Street to wharf. |

| DATE | GRANTOR | GRANTEE | REFERENCE | DESCRIPTION |
|---|---|---|---|---|
| Nov. 12, 1847 | Nicholson & Nancy H. Broughton | William Fabens Esq.& Joseph R. Bassett, Trader<br><br>(Joseph Bassett married to Louisa Proctor, 2nd cousin to Susan G. Broughton Knight) | ED 390:212<br><br>[for $1,000]<br><br>subject to $500 mortgage held by Grand Bank | "A certain building called the Salt Store with the land, rocks, and wharf under and adjoining the same"<br>Bounds same as previous. Mentions "**Stone** wharf measuring about 68 feet"<br>""use & privilege of road from Front Street to said Salt Store and wharf"<br>"Use and privilege of the 13 feet way from said road…usually called the road leading to the sail loft in said store" |
| Jan. 14, 1852 | William Fabens Esq. & Joseph R. Bassett, trader | Eleazer & Philip Graves,<br>Sail makers | ED 455:251<br><br>[for $200]<br>still subject to $500 mortgage | "a certain building called the salt store together with the wharf in front and land and rocks under adjoining the same…" |
| Feb. 2, 1867 | Eleazer Graves | Philip Graves, sail maker | ED 719:19<br><br>[for $250]<br><br>$500 mortgage paid off | Sold to his son Philip E. Graves, 44, sail maker, "one half of a certain building called the Salt Store together with one half the wharf in part and the land and the rocks under the adjoining the same" |
| Sept. 15, 1903 | Philip E. Graves | Everett Paine | ED 1716:561<br><br>[for $1.00 & other valuable considerations] | "a certain parcel of land, wharf and rocks with the store building commonly called the salt store…"<br>Graves Sail Loft and Graves Wharf (same size parcel & bounds) |
| April 7, 1904 | Everett Paine | Marblehead Transportation Co. | ED 1736:278<br><br>[for $1.00 & other valuable considerations] | Same parcel, no changes |
| Sept. 8, 1951 | Mariners Lane Corp. | Marblehead Transportation Co. | ED 3845:75<br><br>[for less than $100] | Small slice of land – 192 sq. feet – behind building in exchange for the piece below. |
| Sept. 11, 1951 | Marblehead Transportation Co. | Mariners Lane Corp. | ED 3845:73<br><br>[for less than $100] | Small slice of land on NW side of property – 153 sq. feet-sold to abutter behind, with rights to repair and maintain retaining wall and drain pipes and downs spouts |
| July 5, 1978 | Marblehead Transportation Co. | Tucker's Wharf Limited Partnership | ED 6559:239-245<br><br>[for $600,500] | 5 parcels altogether<br>4th Parcel-"land together with the wharf and rocks with the building thereon commonly called the "Salt Store" |

| DATE | GRANTOR | GRANTEE | REFERENCE | DESCRIPTION |
|---|---|---|---|---|
| March 30, 1995 | Tucker's Wharf Limited Partnership | Town of Marblehead | ED 12970:127<br><br>[for $695,000] | 4 Parcels<br>2nd parcel – the land together with the wharf and rocks and the building commonly called the "Salt Store" |
| 2003 | Town of Marblehead | Salem Maritime National Historic Site, National Park Service | Contract of Agreement?? | Dismantled building for future reconstruction |

# The Site 1700-1770

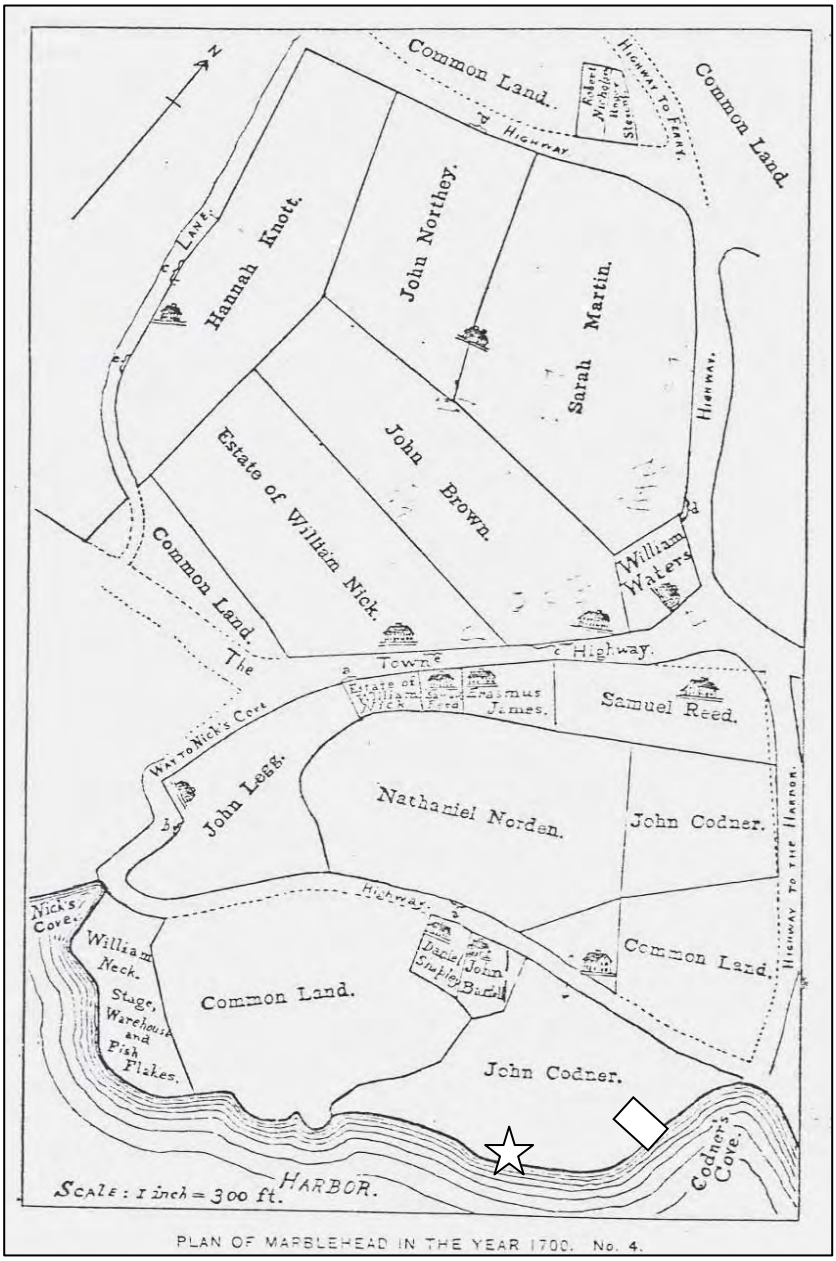



**Figure 21.** Detail of "Plan of Marblehead in the Year 1700," by Sidney Perley. Star represents approximate location of future wharf and store house of Thomas Pedrick, 1770-1995. Red box represents location of John Codner's stage and store, ca. 1700 -1732.

The Thomas Pedrick Store House site was located in an area early known as Codner's Cove.[1] The site was owned by John Codner (ca.. 1680-1709) and was used as a fish yard for fish curing. Fish were landed at the fish yard, washed, split into fillets, salted, and laid out on "fish flakes"[2] or "fish fences" to dry in the wind and sun until hard and "cured." Once cured, the fish was a saleable commodity for coastal and overseas trade. The cured fish was stacked in large flat packets and stored in a store house. Probate documents reveal that a stage[3] and store house[4] were located on the westerly shore of the cove, and that fish flakes covered the rocky land owned by Codner by the late 17th century. The value of the fish yard at Codner's death in 1709 – 250 pounds – suggests that the fish yard was well established, fully functioning, and productive.

John Codner, fisherman of Marblehead, died in1709 leaving both a will and an inventory.[5] (See Appendix B for complete copies of the documents.) The property of Codner included land on the north and south sides of the "highway" (present-day Front Street), land on the great neck, shares for cow pasturage in the town's common lands, and some farmland in Manchester. Land on the south side of the highway made up the fish yard, including "Stage and flake yards with buildings." Both of the family homes were located on the north side of highway. A meadow for each dwelling was located to the rear of the dwellings. The property was divided into two equal portions for his two daughters – Joan Blackler and Deliverance Gale – and their children. Joan Codner Blackler was apparently deceased by this time and her portion was bequeathed directly to her children.

Codner's will and inventory are very specific about the disbursement of his two residential properties, but all other holdings are lumped together as the "Remainder of my Estate both Reall & Personall," with the direction that one half be given to daughter Deliverance Gale (and at her death to her seven children), and the other half to his four Blackler grand children (their mother being deceased).

To Deliverance Gale and her children went the "Dwelling House" where Codner "now lived in." This site included an orchard and "workhouse adjoining." This is referred to as the "Mansion House," both here and several years later in the itemized division of the estate. Deliverance Gale was married to Benjamin Gale, who was described by Codner as "my loving Son In Law," and who was chosen by him as sole executor of the will. Deliverance and Benjamin Gale had seven children: John, Ambrose, Benjamin, Samuel, Mary, Elizabeth, and Deliverance. The Codner estate would pass down through the real estate transactions of these grandchildren and their Blackler cousins.

The "House of my Son In Law William Blackler now lived in" was bequeathed to the "the Children of my Daughter Joan Blackler." The house included a barn and a garden, and several years later was described as the "Homestead," suggesting that this dwelling was the original (and thus older) home of the Codner family. The "Grand Children Blackler," as they were referenced in the will, were William, John,

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[1] Codner's Cove was the future location of the New Wharf constructed in 1723 at the foot of State Street.

[2] A fish flake is a platform built on poles and spread with boughs for drying cod fish. They were built several feet above the ground to allow air to circulate beneath. The cod were spread out to cure in the sun and air for several weeks under a heavy spreading of salt. From Wikipedia, the free on-line encyclopedia (*www.heritage.nf.ca/dictionary/azindex)*.

[3] A stage is a typical structure found in fishing villages. It is a covered, elevated platform on the shore with working tables, sheds, etc. where fish are landed and processed for salting and drying. Stages were usually built with one end hanging over the water above the high tide line. They were long low simple wooden structures often perched on the rocky shorelines *(www.heritage.nf.ca/dictionary/ - Newfoundland and Labrador Heritage - Dictionary of Newfoundland English).*

[4] The store house in a fish yard was called a fish store. It was generally located in close proximity to the fish flakes. A fish store was generally of two story construction and large enough to accommodate a season's voyage of fish on the top level. The lower level held the gear that was used for fishing. From Wikipedia, the free on-line encyclopedia *(www.heritage.nf.ca/dictionary/azindex/).*

[5] Last Will and Testament, John Codner, January 19, 1709 – Essex County Probate, BK 310: pp 212-214. Inventory of John Codner, March 28, 1710. Essex County Probate, BK 310, p. 214.

Elias, and Elizabeth. Although their father William Blackler did not inherit any property himself, the children were instructed to permit him to live out his life in house.[6]

The brief inventory included at the end of John Codner's last Will and Testament is included in full below. It illustrates very simply the basic structures of life for the first generation of fishermen in colonial Marblehead. Shelter, sustenance, and a means to an income were the dominant concerns for fishermen such as John Codner. Despite its brevity, Codner's inventory reveals that at the end of his life, he was well in control of taking care of basic necessities, and had indeed moved beyond a simple subsistence level of survival towards modest affluence.

*Reall Estate*

| | *de* | *£* | *S* |
|---|---|---|---|
| *To his Mansion House that he Lived In* | *70,,* | *00* | *0* |
| *To Orchard adjoyning said House* | *25,,* | *00* | *0* |
| *To a Little Workhouse adjoining to said house* | *02,,* | *00* | *0* |
| *To a Barn 5de to the house Blacker lived In 60de* | *65,,* | *00* | *0* |
| *To the Garden next Blacker's house* | *03,,* | *00* | *0* |
| *To a Little Orchard next Bartolls 14de To the Marsh 25de* | *39,,* | *00* | *0* |
| *To Stage & flake yards with the buildings* | *250,,* | *00* | *0* |
| *To Land on the plaine farm* | *25,,* | *00* | *0* |
| *To land at the Neck 12 de To three Cow Leases 24de* | *36,,* | *00* | *0* |
| | *£515* | *00* | *0* |
| *Personall Estate as a parshall Inventory on file* | | | |
| *Need Less to Record amounting in all* | *49,,* | *03* | *0* |
| *The Said Estate is Debted* | | | |
| *To My Wives past Funerall Charges* | | | |
| *& Charges in Sickness, - Court Charges* | | | |
| *In all as the particulars already on File* | *23,,* | *06* | *0* |

*Essex Ss. Ipswich March 28, 1710.*

At his death, John Codner owned two house sites complete with domestic outbuildings and outlying meadows [*shelter*]; two orchards, a garden, and cow pasturage in Marblehead, and farmland in Manchester, to provide ample food and drink for the livestock and family [*sustenance*]; a large fish yard, including the structures necessary for processing, storing, and ultimately trading large catches, and an independent income from the lease of his sheltered cove property to other fishermen and shore men [*means to an income*].

[6] Unusual probate, in that John Codner left all of his estate directly to his daughters or their children. No husbands were bequeathed any property or power of attorney. Codner also specifically provided that the Blackler children take care of their father and sister at penalty of losing their inheritance.

Codner's inventory reveals that his fish yard was his most valuable asset. Given a value of 250,, 00 0 pounds sterling, the fish yard represented nearly half the entire value of his 515-pound estate. The fish yard covered the area south of the highway from the eastern curve of Codner's Cove to the beginnings of the rocky ascent of Bartoll's Head (eastern half of present-day Crocker Park). The fish yard (including the future site of the Pedrick Store House) was divided into four quarters or divisions by the heirs of John Codner in 1724.

A Commission for Division of the John Codner Estate provides the first good description of the Codner's Cove area and how the land was laid out and divided. Although the abutters and actual shapes and sizes of the parcels may not be completely accurate, overlaying the parcel descriptions from the 1724 land-division document onto Sidney Perley's schematic map of the area in 1700 allows us to understand the ownership of the site at this time. (See Figure 22.)

The Codner estate was divided into 14 separate parcels of like size and type: seven parcels for the Gale grandchildren, and seven parcels for the Blackler grandchildren. The equity of the division is evident in the chart provided subsequently. At the time of the division, several of the Codner grandchildren were already deceased. John, Ambrose, Benjamin, and Mary (Gale) Dodd were all dead, leaving Samuel, Elizabeth (Gale) Carder, and Deliverance (Gale) Knight surviving. The heirs of Mary Gale Dodd are noted in the division, but no mention is made of issue of John, Ambrose, or Benjamin Gale, suggesting that they remained either unmarried or without children. It appears that all four of the Blackler grandchildren – William, John, Elias, and Elizabeth – were alive in 1725 when the commission of division was approved and entered into the Register. (The complete probate document is provided in Appendix B.)

Several important items are evident from the division document of 1724:

1) the future site of the Pedrick Store House is a part of the Eastermost Division or Quarter of the fish yard as inherited by the Gale grandchildren;

2) a stage and store were still present in the Eastern Division facing Codner's Cove along the northern edge of the parcel; and

3) the passage from Front Street (present-day Ferry Lane) was laid out in 1724 as a part of the division.

**Division of John Codner's Land Between**
**Blackler grandchildren and Gale grandchildren**
**1724**

| BLACKLER<br>(William, John, Elias, Elizabeth) | GALE<br>(Samuel, Deliverance, Elizabeth & the heirs of John, Ambrose, Benjamin, Mary all deceased) |
|---|---|
| **1A** - The Northern Division of the fish yard. | **1B** -The Eastermost Division or Quarter of the foresaid Fish Yard. |
| **2A** - The Southern Quarter or Division of of the said fish yard | **2B** - The Western and remaining Quarter or Division of the foresd. Fish yard Excepting a Small Slip of Land of Thirty feet wide Lying on the Eastern Side of the Said Western Quarter of the fish yard between itt and a passage Way hereafter named together with a Small Orchard adjoining to the said Western Division of the sd. Fish yard. |
| **3A** - The Eastern halfe of the Lande belonging to the Homestead. | **3B** - Forty feet front of the Homesteed the Western part and three Poles and a halfe in the Rear...Halfe the Cow Comonage in the Second or Middle Division of the Commons… |
| **4A** - A Cow Commonage in the middle Division of the Common being the Easternmost… | **4B** - The Mansion House with Thirty Three feet in front of the Homesteed & twelve poles in the Rear…with the other halfe of the cow commonage last mentioned. |
| **5A** - One halfe Part of the three acre Lott on the Great neck… | **5B** - The other halfe of the forementioned Meadowe [6A] bounded Easterly on Nordens Lane… |
| **6A** - One halfe of the meadow fronting on the North east on Nordens Lane being the Southern halfe …. | **6B** - The Quarter part of the fifteen acres Lott at the Ferry being the Easter most Quarter, … together with the Remaining part Of the three acres Lott on the Great Neck. |
| **7A** - One halfe part of the fifteen acre Lott at the Ferry being the Western … | **7B** - The other Fourth part of the foresd Fifteen acres Lott at the Ferry being the Same Dementions with the last mentioned Quarter together with the aforementioned slip of Land of Thrity Feet Wide: Furthermore for the accommodation of the two Southern Divisions of this afrsd. Fish Yard we have Layd out a passage Way of Twelve Feet wide Running from the High Way along between, the two Front or Northern Divisions so as to accommodate both of them. |

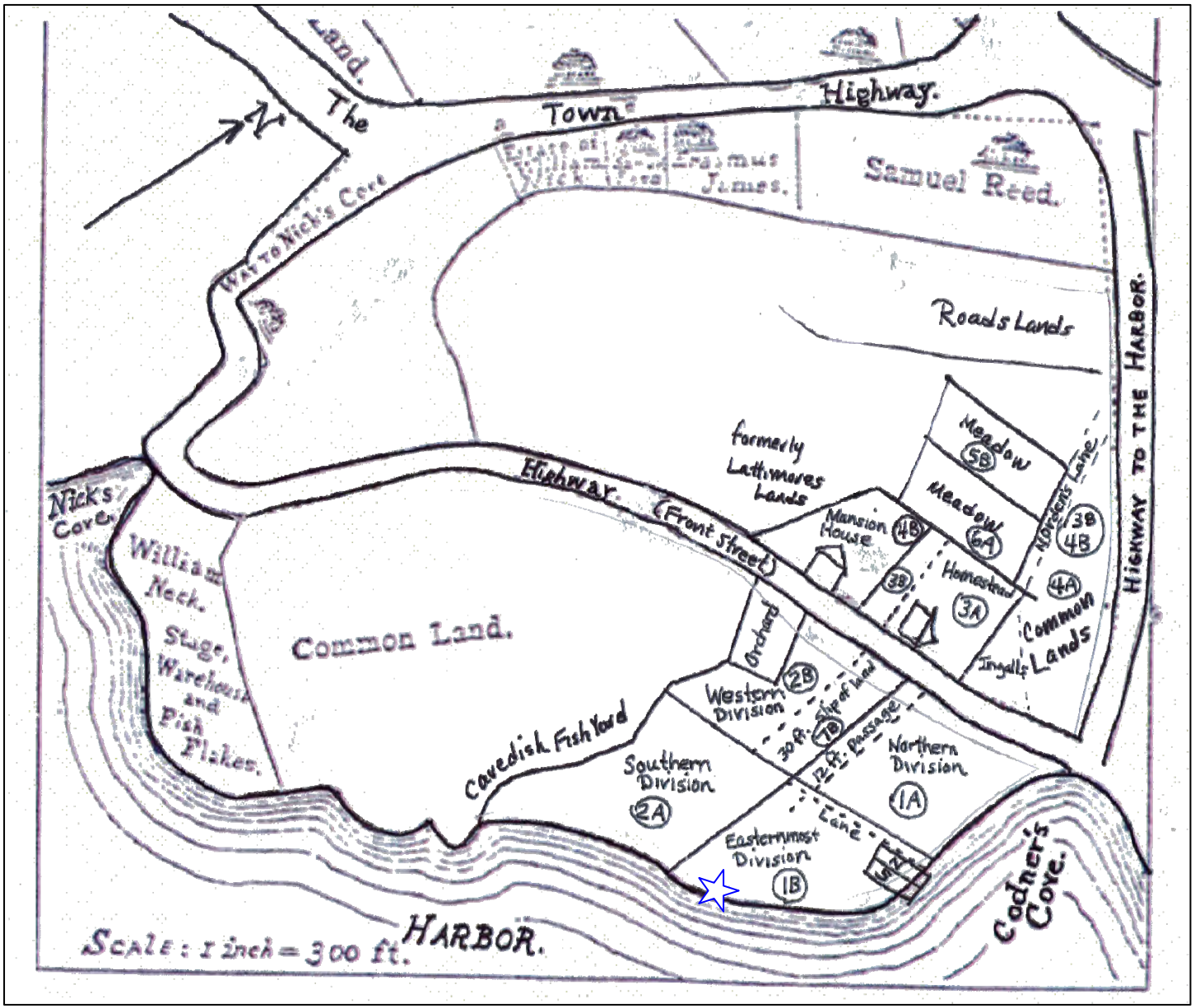



**Figure 22.** Detail of "Plan of Marblehead in the Year 1700," by Sidney Perley, showing the division of John Codner's estate into seven equal parcels. "A" parcels represent the Blackler properties. "B" parcels represent the Gale properties. (Blue star added by author indicates future site of Thomas Pedrick Store House.)

Less than 10 years later, the Blackler heirs redivided their portion of the John Codner Estate. On January 18, 1732, an "Indenture of Partition of John Codner Estate" was submitted to the registrar by John and Elias Blackler (surviving grandchildren of John Codner) and by "William Blackler junr., John junr. and Mary Blackler MacColley (heirs of William Blackler recently deceased)." This redivision concerns the northern and southern divisions/quarters of the fish yard.

Although the parcels under consideration by the Blacklers do not include the future Pedrick site, the description of the parcels indicates that the estate was being slowly broken up. Several changes of note included: a new dwelling house in the Northern Division of the fish yard (Blacker); the replacement of the Mansion House with more orchard (Gale); the sale of portions of the Western Division of the fish yard, indicated by a John Allen now abutting the Southern Division on the northwest (Gale); and the dispersal of some of the Commonage north of Front Street into common lots by the town of Marblehead. Several things remained unchanged. Samuel Gale continued to own and run the fish fence in the Eastern Division of the fish yard. Thomas Cavendish still owned the fish fence to the west of the Codner estate (present-day Crocker Park). Codner's Stage and Warehouse were still in use and were held in one-quarter parts by the Codner heirs. (A complete copy of the Partition Document can be found in Appendix B.)

The Indenture of Partition by the Blackler heirs seems to be the immediate precursor to bigger changes and transfers of the property. At the end of the same year, in December 1732, Samuel Gale enters into a mortgage bond with Samuel Holman for the Easternmost Division of the fish yard. The description of the property makes it clear that **this Easternmost Division is the site upon which the Thomas Pedrick Store House will be built**. It is described in the following manner:

> All my Share (being one fourth part) of and in a certain flakeyard in Marblehead aforesd at a place then called Codners Cove which formerly belonged to One John Codner Decd. Which fourth part was Set out and Allotted to me upon the Division of the sd Codners Real Estate by the name of the Eastermost Division & is bounded Easterly on the sd Cove, Southerly on the great harbour from sd Cove to a great Gully Westerly and Northerly on another part of the sd flakeyard laid out to the Blacklers with the Southern half of the Stage and warehouse now standing on premises.[7]

The bond gave Samuel Holman the use and improvement of the property in consideration for £140 pounds sterling, with the condition that Samuel Gale repay £70 pounds with interest in one year to maintain ownership of the property. This arrangement between Gale and Holman is evidenced in a deed of January 1733, in which John Blackler sells the adjoining Southern Division of the fish yard to Samuel Brimblecom. In this description of the southern parcel, the northeasterly boundary is identified as "that part of said fish fence belonging to Samuel Gale and now in the improvement of Samuel Holman…."[8] Therefore, Gale owns the property, but Holman is running the fish yard. Samuel Gale must have fulfilled his mortgage obligation each year, because in 1738 he was still the owner of the property. Finally, a deed dated December 7, 1738, records the sale of the property to Samuel Holman for £150-00-0. After six years of working and improving the site, Holman was now the owner. The description of the parcel is largely the same as it was at the first division in 1724. The parcel is called

> by the name of the Eastermost division and is bounded easterly on said Cove Southerly on the Great harbour from said Cove to a Great Gully Westerly from said Gully on land of Samuel Brimblecomb to the Center of a Passage way of Twelve feet Northerly on Blacklers land being the Northward part of said Flake

[7] Samuel Gale to Samuel Holman, Mortgage bond for £140-00-0 pounds. Essex County Deed, Book 68:122, December 2, 1732.

[8] John Blackler to Samuel Brimblecom, Essex County Deed, Book 65:162, January 2, 1733.

> yard with the Southern half of the Stage or Bed and Warehouse now standing on the premises…[9]

Therefore, by 1738 the four quarters of John Codner's fish yard were owned as described subsequently. The Northern Division was still held by the Blackler heirs. The Easternmost Division was owned by Samuel Holman. The Southern Division was owned by Samuel Brimblecom. The Western Division was owned by John Allen. Thomas Cavendish's fish yard still abutted the western side of the property. The 12-foot passage from Front Street towards the harbor side of the fish yard, and the 6-foot passage from Codners Cove to the center of the property, were both clearly present. The stage and warehouse on the cove in the Easternmost Division were still extant and in use. The areas were then known as Brimblecom's Fish Yard and Holman's Fish Flakes. Although the immediate vicinity of the harbor saw great change by the mid-18th century, probate records (or the lack thereof) suggest that there was little change in ownership of these two properties for nearly 15 years.

According to historian Phillip Chadwick Smith, by the mid-18th century, Captain Thomas Gerry had a large warehouse and wharf constructed along the western shoreline of Codner's Cove, preceded by construction of the "New Wharf" at Codner's Cove in 1723. The new wharf was built to supplement the old Town Wharf at Nick's Cove. Fisheries and commerce jostled for space along this section of Marblehead's waterfront. Warehouses belonging to such mercantile giants as Robert Hooper, Azor Orne, and Thomas Gerry were built on or adjacent to the "New Wharf," immediately adjacent to the fish curing and processing yards that still occupied large areas of the rocky shoreline. The busy harbor was evident in town records, which recorded a number of ordinances passed during this period to expedite the lading and unlading of vessels in Marblehead harbor, including ordinances to ensure quick turnaround at the wharves. Historian Smith writes:

> In 1765 the wharves had become so congested that the town was forced to take steps. As the improvements had been made for the unlading of coasting vessels bringing in wood and lumber and as very often laded vessels had been obstructed from coming in and so had gone to other towns to dispose of their cargoes, it was ordered that no vessel could be suffered to lay at any of the wharves beyond the first tide after their cargo had been discharged.[10]

[9] Essex County Deed, Book 79: 88. December 7, 1738. Samuel Gale to Samuel Holman.

[10] Philip Chadwick Foster Smith, ed., *The Journals of Ashley Bowen (1728-1813) of Marblehead* (Salem, MA: Peabody Museum of Salem in cooperation with the Colonial Society of Massachusetts, 1973), p. 150. Town Records, Town Meeting March 23, 1765.

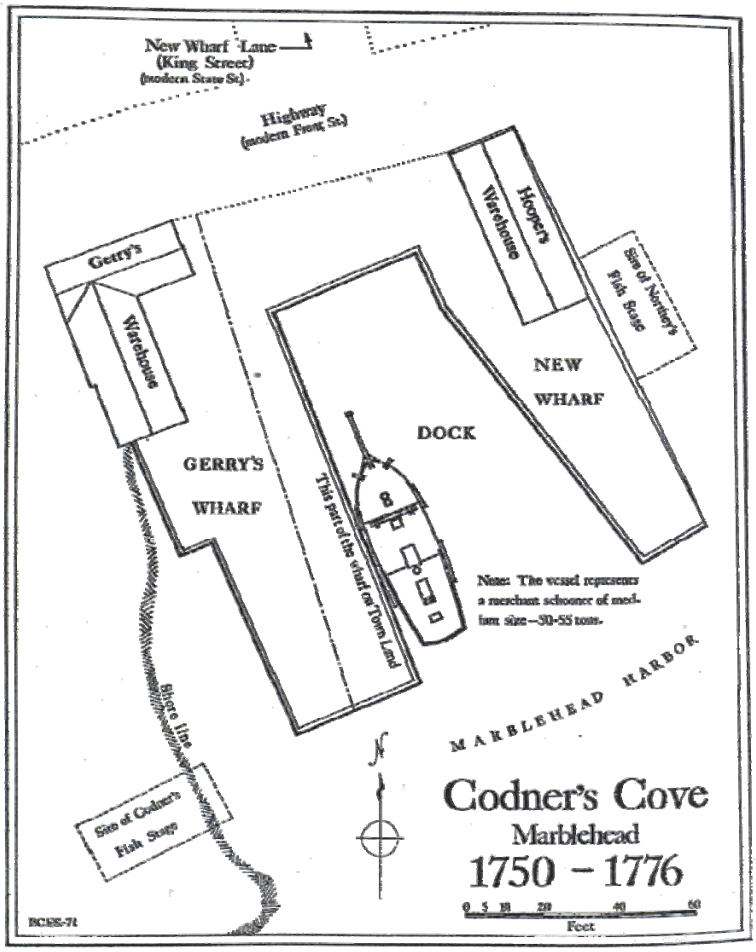



**Figure 23.** "Map of Codner's Cove, Marblehead 1750-1776," by Phillip Chadwick Smith, showing commercial development just east of the Pedrick Store House site ca. 1750.

In June 1755 Samuel Holman sold a small portion of his property to Samuel Brimblecom, Jr. (son of Samuel Brimblecom). The parcel was in the southwest corner of Holman's property, abutting the Brimblecom holdings. The parcel was therefore in the southwest corner of Codner's "Eastermost Division". The parcel was the future site of the Thomas Pedrick Store House. The cost of the lot to Samuel Brimblecom was two pounds eight shillings. The lot was completely unimproved, with no buildings or appurtenances noted in the deed. The dimensions of the lot are unknown, although it is believed that this parcel represented the approximate 40-by-60-foot area immediately around the store house that remained consistent well into the 20th century.

> One Messuage or Tract of land Scituate Lying and being in said Marblehead in the County aforesaid it being part of the Fish Fence formerly called Codners be it more or less Butted and bounded as Followeth viz. from the watter side on the Northeast of Mr. Samuel Brimblecom's Fish yard and so Extendeth up to the head of the crossway to a certain rock Marked BB and then Extendeth from thence SEBE Nineteen Feet to the South East of said Hollmans Fish Flackes to a certain Rock there marked SW and then Runeth upon an ENE course sixteen Feet to Bound mark WB and Turneth upon a South South East course in the harbour…[11]

[11] Samuel Holman to Samuel Brimblecom Jr. for 2 pounds 8 shillings, June 13, 1755. Essex County Deed, Book 128:78.

Although the intentions of the Brimblecoms when purchasing the lot are unknown, the value of a small waterfront lot may be understood in the context of the evolution of the area around the harbor. By 1755, Codner's Cove had changed dramatically from simply a fish processing area to a bustling wharf. One of the important aspects of this small parcel of land was its proximity to the busy wharves to the north, as well as the long-established passage leading from Front Street down towards the harbor and straight into the rear (north) side of the this little corner parcel of the Eastermost Division of John Codner's estate. The Brimblecoms may have used the parcel as a simple extension of their fish yard, and as a connecting piece of property to the passage to Front Street. They did not build any permanent structures on the site, since there was no mention of any improvements when they sold the lot to Thomas Pedrick in December 1770.

On December 8, 1770, Thomas Pedrick, Gentleman, purchased the small parcel formerly of the Eastermost Division of the John Codner Estate from Samuel Brimblecom for "Ten Pounds Lawful Money." The description in the deed is unchanged from the 1755 deed between Holman and Brimblecom, except for the identification of abuttors. The fish yard to the northeast of the site is now called Collyer's Fish Yard. Sometime between 1755 and 1770, Samuel Hollman had sold his fish yard to Samuel Collyer. All other details remain consistent with the 1755 deed. It reads:

> A Certain Piece of parcel of land situate in the said Marblehead, it being part of the yard Formerly called Codner's Fish Fence be it more or less Butted and bounded as Followeth Viz. from the water side on the Northeast of said Brimblecome fish yard and runs upon that line to a Rock Marked B B and then Extendeth from thence S E B E nineteen feet to the Southeast of Saml. Colyer Fish yard to a certain Rock there marked S W and from their turneth upon an E N E course sixteen feet to a boundary mark W B and from their turneth South South East in to the Harbour.[12]

# The Building and Site 1770-1802

## *Thomas Pedrick and Family*

Thomas Pedrick (1736-1802) was a member of a large Marblehead family. His great-grandfather John arrived in Marblehead from England in 1660. Thomas, the son of Joseph and Sarah Martin Pedrick, was the fifth of 12 children, and he grew up in the house at 74 Washington Street (still standing). (See the genealogy charts in Appendix A.[13]) His father Joseph Pedrick was well-connected by his marriage to Sarah Martin, a niece of Joseph Swett, who with his son-in-law Robert "King" Hooper dominated the field of foreign trade in Marblehead during the 1730s-40s. [14] This connection would particularly benefit the children of Joseph and Sarah. By the 1740s, Joseph Pedrick was one of the town's leading shore men and fish yard operators in Marblehead. He eventually became a ship owner and merchant. As historian Robert Booth writes, "His children all were raised to take their places in the town's new 'codfish aristocracy'."[15] Throughout the 1750s and 1760s, the combination of a booming fishery with colonial and foreign trade led to an era of prosperity, and made Marblehead one of the largest and wealthiest towns in the colonies.

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[12] Samuel Brimblecom to Thomas Pedrick for "Ten Pounds lawful Money." Essex County Deed, Book 130:53.

[13] Marblehead Births and Deaths Records; Genealogy File of Pedrick Family (Marblehead Museum and Historical Society, Marblehead, Massachusetts.)

[14] Robert Booth, Jr., "A Study of the History and Significance of the Building Formerly the Office and Store of the Marblehead Transportation Company." Report produced for the Friends of Tucker's Wharf, Marblehead, MA, March 2003, p. 5.

[15] Booth, p. 5.

The children of Joseph and Sarah Pedrick flourished in this economic boom. They married into the wealthiest and most influential families in Marblehead, and several became successful merchants and sea captains themselves. For example, Mary Pedrick married Captain Robert Girdler in 1750, and Sarah Pedrick married Captain Nicholson Broughton in 1749. These connections are important to the store house site, because although Thomas married twice (to Mary Peach in 1762 and Emma Nicholson in 1782), he had no children of his own. As a result, he was very close to his extended family, especially to his nieces and nephews. He became a guardian to the minor children of his brother Captain John and wife Mehitable (Joseph, Mary, and Ebenezer) after John's death by drowning in 1780.[16] The nieces and nephews of Thomas Pedrick will appear consistently in the ownership of the store house site after his death.

The Pedrick sons – John, Thomas, William, Richard, Samuel, and Knott – were likely brought up in their father's business as shore men, with aspirations to becoming merchants and ship owners themselves. Local historian Robert Booth reports that

> Of them all, the most notable was the eldest, Major John Pedrick (1733-1780), who married Mehitable Stacey in 1756 and soon had risen to become one of the town's leading ship owners and merchants, with a fleet of trading and fishing vessels and one of the finest mansions in town (at 52 Washington Street).[17]

Thomas Pedrick does not reach the social and economic position of his brother John until after John's death in 1780. However, a surviving account book of Thomas Pedrick indicates that at least by 1760 he had entered into business on his own. The account book meticulously covers the period of 1760-1796, and reveals that he was fully engaged in the overseas trade, exchanging salt cod for domestic and foreign goods. By 1770 he is listed in primary documents as a "gentleman." A "gentleman" was understood to mean a person in business for himself and an employer of others. Pedrick's accounts reveal that he was a merchant of rising stature, both in the volume of trade in which he engaged, and in his business associations with the established merchant class. In 18th-century Marblehead, a merchant was the highest-status occupation in town (with the exception of a minister and Esquire).

Booth clarifies that

> [a merchant's job] involved the import-export business and the ownership of trading and fishing vessels, fish-yards, wharves, and warehouses, and the employment of many of one's fellow townsmen.[18]

The years 1768 to 1770 were particularly hard for the fishing industry in Marblehead. Nineteen fishing schooners and four merchant sails were lost, and 162 citizens of the town were drowned. In addition, the British sent an army of occupation to Boston in 1770, and as a result, town members agreed to maintain a boycott on British goods.[19] This does not seem like the most opportune time for Thomas Pedrick to embark on expanding his commercial business. However, his personal situation made this exactly the right time to do so.

On January 1, 1770, family patriarch Joseph Pedrick died at the age of 66. His estate was to be administered by his son John Pedrick ("gentleman") with sureties Thomas Pedrick ("gentleman"), and Richard Pedrick ("shore man"). Booth notes that "Thomas and his siblings saw no need to divide their father's extensive property right away, and kept it intact for their common benefit."[20] However, it is clear

[16] Essex County Probate, Book 354, p. 420.
[17] Booth, p. 5
[18] Booth, p. 5.
[19] Smith, p. 231.
[20] Booth, p. 6.

that Thomas came into some type of inheritance or benefit at his father's death, because several months later, in the fall of 1770, a new schooner was being built for him in Newbury.[21] In addition, on December 8, 1770, he purchased the waterfront parcel of land, and on December 24, his new vessel – the "Polly" – arrived. A scribed date on one of the north wall posts of the store house reads "D 1770," suggesting that the store house was under construction by this date (see Figure 24). Therefore, within a year of his father's death, Thomas Pedrick had a new ship, a new wharf, and probably a new store house.



**Figure 24.** Location (at left, circled) of 1770 date inscribed on north-elevation post of the 18th-century framing of the Pedrick Store House. Detail of inscribed date (right) photographed after disassembly.

Although it is always problematic to use tax valuation records due to the fluctuations in monetary unit values, historic economic realities, and varying tax rates, a simple look at the Marblehead valuations for the years 1767-1776 show a distinct jump in the value of Thomas Pedrick's real estate holdings in the year 1770. He apparently owns very little real estate in 1767 and 1768, and no real estate at all in 1769. However, in 1770, he is taxed for real estate four times the value of previous years. Clearly the jump in taxable real estate is related to his purchase of the waterfront parcel.[22]

[21] Booth, p. 7. It is likely that Thomas Pedrick used a portion of his father's estate as collateral or surety for the business transactions that followed immediately upon his death. The estate therefore provided the financial backing without actually being liquidated or dispersed.

[22] Tax valuations, Marblehead, Massachusetts 1734-1776. Massachusetts State Library, Boston, Massachusetts, Microfilm Reel no. 471.

TAX VALUATIONS – Marblehead, Massachusetts

| | Poles | Real Estate | Personal Estate | Faculty | Money At interest | Total |
|---|---|---|---|---|---|---|
| **1767** | 1 | 4 | 12 | 150 | | 166 |
| **1768** | 1 | 4 | 12 | 100 | | 116 |
| **1769** | 1 | 0 | 12 | 0 | | 12 |
| **1770** | 1 | 15 | 12 | 80 | | 107 |
| **1771** | 1 | 12 | 22 | 80 | | 114 |
| **1772** | 1 | 15 | 23.10 | 60 | | 98.10 |
| **1776** | 3 | 30 | 1.10. | 100 | 12 | 143.10 |
| 1773 | 1 | Land &tc, 2 rooms, 2 negroes, 1 horse | | | | |
| 1776 | 1 | NB?, 2 negroes, 1 horse | | | | |

Deed evidence tells us that Thomas Pedrick paid 10 pounds for the parcel. According to the Essex County Registry Grantor/Grantee lists, he did not own any other property at this time, and city directories document that he lived with his mother in the family home on Washington Street his entire life. Therefore the real estate referred to in the tax records must be the waterfront parcel. The date found scribed on an original framing post (D 1770) suggests that the building may have been under construction very shortly after, or even before, the site was officially purchased. Likewise, tax records from the year of the purchase (1770) tax his real estate holdings for 5 pounds above the known purchase price, also suggesting that improvements were underway. Improvements probably included the addition of the store house and wharf to the waterfront parcel.

Further evidence of a 1770-71 date for the building is found in Thomas Pedrick's Account Book. The account book covers his business transactions 1760-1796. An examination of the entire account book revealed just a single mention of a store house. A ledger entry dating to September 16, 1771, mentions payments due to "Broughton et al" of the Brigantine Lydia, including the following:

*To 1 crew 18ʂ/ 1 year Storehouse for Salt £12* *£12-18-0*[23].

The entry is unfortunately not explicit about what service the crew performed for the store house. It is only clear that the crew of the Lydia provided some type of service for Thomas Pedrick at the store house. Perhaps the crew was working on the structure, or perhaps the crew was helping to load and unload cargo during the year. The amount paid to the crew (£12-18-0) was not insubstantial. Comparative values in the account book reveal that a crewman and shore man's share of a fall fare catch of fish was £9-9-0 (this for two or three months of hard work out on the Grand Banks hauling in fish). In reading the entry, one can surmise that the store house existed, that it was intended to store salt (and items related to the salt cod trade); and that it was in use by September 1771.

Thomas's real estate tax valuations take another jump between 1772 and 1776, when they double in value from 15 to 30 pounds. Although this may simply represent war-time inflation, it may also indicate that the Pedrick Store House site saw quick success as a mercantile enterprise, and that its value for tax purposes was greatly increased with the store house operation in place.[24] Thomas Pedrick owned the

[23] *Thomas Pedrick Account Book, 1760-1796.* Collection of the Marblehead Museum and Historical Society.
[24] The Revolutionary War period is a notoriously difficult time to interpret tax valuation rolls because of the

property by December 1770 and the property was improved with a wharf and store house probably shortly thereafter, but certainly by 1776.

A brief comparative look at the tax records available reveal that although Thomas Pedrick was not in league with the likes of Jeremiah Lee, or even his own brother Captain John Pedrick, he generally appears to be in the top quarter of assessed polls. An exception is found in the year 1769, when his value plummets from more than 100 pounds to just 12 pounds. Perhaps he suffered a loss of ships and cargo in the terrible season of 1768-1770 that required him to commission a new ship (i.e., the "Polly" in 1770), and to reevaluate his dependence on the property of others for portage and storage.

The account book reveals many other details about the business run by Thomas Pedrick. The ledger was a business document created for the purpose of tracking the value of goods sold to clients, and the fish and other products taken from those clients. The accounts are set up in the form of a balance sheet, with a page of debts (items purchased from the merchant), and the facing page registering payment of account (i.e., fish sold to the merchant). Accounts were paid, almost without exception, by a portion of a fare of fish. Very little actual cash money changed hands. The following account was for Thomas Pedrick's schooner Sally as it prepared to embark on a fishing trip. The items listed are those that Pedrick would have provided (fronted) to the captain for the trip, as well as the "salaries" owed the crew upon return. It is included as a representative example of his account book entries.

*1774 John Lewis and Company in the Schooner Sally*

To:

| | |
|---|---|
| 35 hogsheads of salt at 12/ | £21-0-0 |
| 4 barrils of Bate at 42/ | 8-2-0 |
| 2 pare of Mittings 1 pair of Gloves | 0-5-4 |
| 2 knives 16 doz. Of candles | 0-7-4 |
| 3 yds of Duck at 2/8 | 0-8-0 |
| To Stage hire Scales & Expenses | 2-0-0 |
| | 32-18-8 |
| | |
| Peter Culer ½ Single Tales | 6-15-2/2 |
| John Lewis Sons ½ Double Tales | 6-3-0/2 |
| Jack Collyer Servant ½ Swallow Tales | 3-19-6 ½ |
| Jonathan Thomson Son ½ Stump Tales | 3-8-6 ½ |
| | 20-6-3 |
| | |
| John Lewis Share | 9-9-4 |
| John Rowland Son share | 9-9-4 |
| William Trefory Share | 9-9-4 |
| Jonathan Thomson Son Share | 9-9-4 |
| Schooner 2 ¼ Share | 21-6-0 |
| Shore man Share | 9-9-4 |
| | 68-12-9 |
| TOTAL | **£121-07-8** |

instability of the economy and the shifting valuations of local currencies.

All debts were paid in fish upon the schooner's return, as follows.

Debts reconciled By:

| | |
|---|---|
| 77 ¾ of First Fare Fish at 10/[25] | 69-19-6 |
| 2 ¾ of Cullage Fish at 13/4 | 1-16-8 |
| 16 7/8 Jamaco Fish at 10/8 | 9-0-0 |
| 1 ½ of haddock at 6/ | 0-9-0 |
| | 81-5-2 |
| | |
| 12 ¾ First Fare Fish at 18/ | 11-9-6 |
| 4 ½ of Cullage Fish at 13/4 | 0-6-8 |
| 3/8 of Jamaco Fish at 10/8 | 1-13-4 |
| 7/8 of Haddock at 6/ | 0-0-9 |
| | 13-10-3 |
| | |
| 12 of Mercht. First Fare Fish at 18/ | 10-16-0 |
| 5 of Cullage Fish at 18/4 | 0-6-8 |
| 2 7/8 of Jamaco Fish at 10/8 | 1-2-8 |
| 7/8 of Haddock at 6/ | 0-0-49 |
| | 12-6-1 |
| | |
| 6 ½ of Mercht. First Fare Fish at 18/ | 5-07-0 |
| ¼ of Cullage Fish at 13/4 | 0-3-4 |
| ½ of Jamaco Fish at 10/8 | 0-16-0 |
| 7/8 of Haddock at 6/ | 0-0-9 |
| | L6-07-1 |
| TOTAL | **£121-07-8** |

The account balances to the penny, and vessel owner "T. Pedrick" receives the 2 ¼ owners share of a huge new load of cod to process and trade. He was also paid back (in fish) whatever his capital outlay for the voyage was at the start.[26] The fish would be weighed, cured, and bundled into stacks for storage awaiting transport (on the same schooners) to cod-fish markets in the West Indies and Europe.

Ships known to have been owned in full or part by Thomas Pedrick are listed below. Some, if not all, of these schooners would have been outfitted, supplied, and loaded from this site, and would have returned with cargoes from the Grand Banks (fish), Europe (manufactured goods, wines, and textiles), the West Indies (molasses, salt, rum, and sugar) and coastal American ports (wood, produce, and flour).[27] All were presumably unloaded into the store house under study.

[25] Fish was measured by quintals. A quintal was a unit of mass used for fish equal to 112 pounds (the British hundredweight). Merchantable fish referred to the best quality fish – usually the largest fish with a high-quality cure. Cullage fish referred to a lower grade of fish, usually that had been damaged in some way (i.e., sunburn, prong holes, salt burn, or slime). Jamaco Fish referred to the lowest grade of fish – generally the grade of fish shipped to the slave populations in the West Indies.

[26] Thomas Pedrick Account Book, 1760-1796.

[27] Thomas Pedrick Account Book, 1760-1796; also the Impost Books from Salem Custom House. Phillips Library, Peabody Essex Museum, Microfilm.

Vessels in which Thomas Pedrick held an interest included:

| | |
|---|---|
| *Charming Molly* | 1765-1768 |
| *Polly* | 1770-71, 1776-78 (ordered by, built for Thomas Pedrick; served as a privateer) |
| *Lydia-* | 1770-71 |
| *Sally* | 1773-74 |
| *Spring Bird* | 1778 (served as a privateer) |
| *Elizabeth* | 1781-83 |
| *Diana* | 1781, 1783, 1786 |
| *Laurel* | 1781 |
| *Washington* | 1785 |
| *Dolphin* | 1782-84 |
| *Emma* | 1786 (ordered by, built for Thomas Pedrick) |
| *Fox* | 1787, 1790-1791 (ordered by, built for Thomas Pedrick) |
| *Reward* | 1788 |

Among the biggest customers and business associates in the accounts were Thomas's brothers Captain John Pedrick, Knott Pedrick, Richard Pedrick, and Captain William Pedrick, as well as brothers-in-law Robert Girdler and Nicholson Broughton. Sail makers Robert Pierce (1787), and John and Eleazer Graves (1783-84) of Marblehead, appear in the accounts, as does master rigger Ashley Bowen (1787)[28] and blacksmith Ebenezer Graves (1787).

The Thomas Pedrick Account Book covers an extraordinary stretch of time, beginning in the heady days of Marblehead's preeminence as a colonial port, through the trials of the Revolutionary War, and continuing through post-war hardships. Despite the troubling political realities of events leading up to and continuing after war-time, Thomas Pedrick maintained ownership in a number of ships, including several new vessels he had built. He also continued to be active in the West Indies trade even after the British began to crack down on the trade of colonial merchants. Historian Phillip C.F. Smith describes the local effects of war politics on Marblehead. He writes

> Even before the commencement of hostilities, British Admiral Samuel Graves pursued a course calculated to threaten or to starve the local seaports into subservience. For seven months of the year, Marblehead harbor was blocked up with British sloops of war. . . . All vessels bound in with arms, provisions, grain, flour, molasses, or salt were taken into custody.[29]

By the summer of 1775, foreign trade had come to a standstill, and the fisheries had ground nearly to a halt. Just before the war, Marblehead had employed about 150 fishing schooners, which in turn employed between 1,000 to 1,500 men and boys (one-quarter of the population), and produced an annual gross revenue of some £116,250. Boats, fish stages, fish houses, and land carried a value of nearly £195,000 when in operation.[30] That those who could afford to turned to privateering is no surprise in such an economically critical time.

> Privateers were privately owned vessels armed with guns that operated in time of war against the commerce of the enemy. They ranged from private vessels devoted exclusively to warlike operations to armed trading vessels that were authorized to capture enemy ships. Such vessels operated independently, though

[28] In addition, Ashley Bowen's journals have numerous entries of work done for Thomas and Capt. John Pedrick as early as 1769.

[29] Smith, p. 422.

[30] Smith, p. 423.

> the government - through formal documents called letter of marque and reprisal, which licensed them to take prizes - commissioned them. In return, the owners of such vessels were required to post bonds to insure the good behavior of their privateers. When a privateer captured an enemy vessel (a prize), it returned the captured ship to port where, if normal procedures were followed, a hearing was held in a special court (the Admiralty Court) to decide the legitimacy of the capture. If the court ruled that the prize was legitimate, the ship and its cargo were sold and the new proceeds (the prize money) split among the privateer's owners and its captain and crew according to a formula established by contract before the privateer sailed.[31]

Nearly 800 vessels were commissioned as privateers during the American Revolution, which were credited with capturing or destroying about 600 British ships. In addition, about 1,700 Letters of Marque, issued on a per-voyage basis, were granted.[32] However, privateering required an outlay of capital, and not many in Marblehead had the means to outfit a privateer vessel at this time. Many of the prominent merchants of wealth and status were either aged or dead (Jeremiah Lee, Thomas Gerry, and Jacob Fowle); loyalists in exile (Robert King Hooper, Benjamin Marston, and Thomas Robie); or serving in the government or military (John Glover, Jonathan Glover, and Elbridge Gerry).[33] Official home ports in Massachusetts for vessels operating as privateers and Letters of Marque included Boston, Salem, Beverly, and Newburyport. Marblehead was not designated as a home port, meaning that any privateers out of Marblehead that captured a prize had to bring the prize into Salem for processing.[34] Although many Marbleheaders sailed on Salem privateers, Thomas Pedrick was one of just a few merchants who commissioned a privateer themselves.

Historian Robert Booth has carefully documented the privateering history of the site during the Revolutionary War. Exploring the history of specific ships associated with the site was not within the scope of this project. Therefore, Booth's well-written section on Thomas Pedrick and his privateering connections is included in full below. The account brings the wharf and site to life.

> Marblehead's privateering was important to the overall war effort, in that private armed warships could play havoc with British supply lines and forced British naval vessels to loosen their blockade of the coast. During the years 1775 and 1776, the rebels sailed out mainly in state-owned or Continental vessels, but by 1777 the war at sea was being carried on primarily by privately owned vessels that the states commissioned as "privateer" warships. . . . Privateering began with a ship-owner who was willing to take the risk of converting his vessel into an armed war-ship, and outfitting her with guns, munitions, and supplies for a battle cruise. For his investment and risk, the privateer owner received half of the value of all prize vessels and cargoes, while the crewmen got the other half, apportioned in shares from the captain down to the ship's boy.
> Of all of his family members, Captain Thomas Pedrick is the only one known to have owned a privateer. Thomas Pedrick was a part-owner of the privateer sloop Polly during the years 1776-1778. The Polly was among Marblehead's first privateers, and may well have sailed from this wharf. On September 6, 1776, with 12 guns and 18 swivels, and a crew of 100 over-crowded men, she was state-commissioned as a privateer under Captain Nathaniel Leech of Marblehead. The Polly soon put out in search of the enemy; and on September

[31] Michael J. Crawford, "The American Navies and the Winning of Independence." *The Real Story of the American Revolution*, sponsored by the Sons of the American Revolution (*www.rsar.org.military*).

[32] John Frayler, "Privateers in the American Revolution," Salem Maritime National Historic Site. National Park Service, *The American Revolution, Lighting Freedom's Flame* (*www.nps.gov/revwar/about_the_revolution/privateers.html).*

[33] Smith, pp. 470-471

[34] Frayler.

> 29th Captain Leech was lost at sea, whether killed in battle or drowned by accident is not clear. She kept cruising, evidently under Capt. Isaac Collyer, and took at least one prize.
>
> While the names of some of Capt. Pedrick's vessels in 1777 are unknown, there is no doubt about his famous privateer schooner, Spring Bird, armed with four cannon and ten swivel guns. She made at least three cruises against the enemy in 1778, and at least two more in 1779 – more known cruises than any other Marblehead privateer during the war. Spring Bird was owned by Thomas Pedrick (heading the list) with John Dixey, Pickering Collins and other Marbleheaders, when, on 10 March 1778 she was first commissioned as a private warship commanded by Capt. James Dennis with a crew of thirty and Samuel Horton (Capt. Pedrick's nephew-in-law) as her sailing master. The Spring Bird was probably outfitted here at Capt. Pedrick's wharf with the four heavy guns, the ten smaller swivel guns, powder and shot.
>
> The men of the Spring Bird ventured forth on the March breeze, and soon captured a 20-ton shallop. They detached a small "prize crew" that sailed her in with prisoners. After more cruising, they captured the brigantine Adventure, 100 tons burthen, the snow Dolphin, 100 tons burthen, and an 18-ton shallop. It is not known whether any of these vessels put up a fight. All were sent in as prizes and arrived safely (see Boston Gazette & Country Journal newspaper, 15 June 1778 and 20 July 1778). The Spring Bird was back in Marblehead by June 29, 1778, when she was commissioned under Capt. Nathaniel LeGrow, with a 35-man crew. Once more, she sailed out to attack enemy shipping. Capt. LeGrow and his crew took the brigantines Willcom, 30 tons, and Durell, 120 tons, and they arrived safely in port under prize crews (ibid, 7 August 1778). Spring Bird's next cruise began in late August, 1778, under Capt. William Dennis, again with 35 men, and they teamed with the privateer Raven, Capt. John Brown, in capturing the 40-ton sloop Bird (ibid, 12 October 1778). During these three cruises, Captain Thomas Pedrick is listed as the primary owner of the vessel.
>
> It is likely that Capt. Pedrick owned shares in other privateers during the war, but the sparse records shed no light on this. He may have sent vessels out to trade and fight under Letters-of-Marque. He was involved in some form of shipping during the balance of the conflict, 1780-1783.[35]

The 1780s were a disaster for most of the inhabitants of Marblehead. Historian Smith provides some alarming statistics, when he writes that Marblehead was

> all but consumed by the Revolution, not only in losses of men and wealth, but when ancient houses, stores, fish houses, and fish stages were pulled down for fuel. In 1780 there were 831 men living in the town, more than half of whom were unemployed, 166 others were in captivity, and 121 were missing. Of 1,069 women at that time, 378 were widows; of 2,242 children, 672 were fatherless. The total tonnage of shipping owned by residents after the war was about 12 percent of the prewar peak.[36]

Slowly the fishing industry resumed, as did foreign and coastal trading. Residents such as Thomas Pedrick, who had maintained (or even improved) their holdings and capital, were essential to the regrowth of the commercial base of the town. The list of ships owned in full or part by Pedrick is longer in the

[35] Booth, pp. 7-10. Sources cited for this excerpt include *Massachusetts Soldiers & Sailors in the Revolutionary War* [1896], *Boston Gazette & Country Journal* [1777-1783], *Thomas Pedrick Account Book* [1765-1796], and *The History and Traditions of Marblehead*, by Samuel Roads, Jr. [1880].

[36] Smith, p. 551.

post-war years than before. Typically a merchant owned at least two schooners, one with which he caught fish, and one with which he marketed the fish. Pedrick far surpassed this basic requirement. He was part owner of the ship *Diana* (1783), captained by Thomas Martin, that sailed once again to the West Indies. The same year he was co-owner of the schooners *Elizabeth* and *Laurel*, as well as the schooners *Dolphin* and *Molly*. In 1786 he could afford to have a new schooner built at Amesbury (the *Emma*), and in the same year he was part owner of the schooner *Reward*. Another vessel was built for him at Newbury in 1767, the schooner *Fox*.[37]

In addition to his growing fleet of shipping vessels, Pedrick began trading in real estate during the 1790s. Prior to 1791, the only Thomas Pedrick entry in the Registry was his 1770 purchase of the store house site. However, between 1791 and 1801 he purchased at least seven properties, and also inherited his mother's house at 74 Washington Street. His real estate holdings as documented in the inventory probated at his death in 1802 reveal a large estate. He apparently owned three dwelling houses, five lots of land in Marblehead (one with fish flakes), six lots of pasture, two commercial lots in town, two farms in Danvers, salt marsh in Lynn, four lots of unimproved land in Danvers, a parcel of swamp in Wenham, part of a store [in Marblehead] as well as the sail loft, store, and small wharf under the same, with a block makers shop "adjoining & back of Pedricks Store."[38]

The "sail maker Loft store and small wharf under the same" with the "Block makers shop land under adjoining & back of Pedricks Store"[39] would have been an integral part of the mercantile enterprises of Thomas Pedrick. His schooners and brigs would have been outfitted from the store at the beginning of a voyage, and filled with trade commodities upon the return. Sails and rigging could have been repaired and refurbished on the site, as well.

Voyages by these ships are occasionally documented in the impost books of Salem,[40] which provide an idea of what types of goods passed through the store house. For example, the schooner *Fox* (owned by Thomas and his brother Richard) completed a voyage in September 1791 with a cargo of molasses, sugar, rum, and gin.[41] In 1792 his schooner *Emma* voyaged to Cadiz, Spain, and returned in July with a cargo of wine, sherry, brandy, turpentine, and salt.[42] A trip to Spain in 1794 saw the *Emma* returning loaded with salt, sherry, wine, raisins, lemons, and brandy. In June 1800, Pedrick's schooner *Emma* returned from Turks Island loaded with "Bushills of salt," and in October of the same year, she returned from Cape Francoise loaded with brown sugar, coffee, 10 tons of mahogany, and 3 tons of fustick (another valuable wood). In 1801 the *Emma* returned again from the Caribbean with 28 casks of rum and bushels of salt.[43] Outgoing ships would have held quintals of dried cod from the spring and fall fishing fares.

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[37] Booth, p. 12.

[38] Inventory of Thomas Pedrick, December 10, 1802. Essex County Probate, Book 370:101-103. Phillips Library, Peabody Essex Museum.

[39] Inventory of Thomas Pedrick, December 10, 1802. This is the Pedrick Store House property. Reference to the block makers shop is intriguing, and suggests an additional shop in the immediate vicinity of the store house. A block maker produced the wood pulleys through which all sail lines were threaded to raise and lower the sails.

[40] William Hammond Bowden, "The Commerce of Marblehead, 1665-1775," *The Essex Institute Historical Collections* (April 1932), p. 127. Virtually all customs records disappeared during the American Revolution. Fragments of commerce are preserved in court records and brief listings such as those provided in the extant impost records.

[41] Booth, p. 13. [From Francis C. Bradlee, compiler, *Marblehead's Foreign Commerce, 1789-1850*, The Essex Institute, Salem 1929, p. 5.]

[42] Booth, p. 13. [*Marblehead's Foreign Commerce*, p. 8]

[43] Impost Books, Abstract of Merchandise Imported and Duties Paid, October 1796-1911. Microfilm Reel. (Phillips Library, Peabody Essex Museum.) See also Booth, p.14.

Even from this small extract of custom house records for just two of Pedrick's schooners, it is evident that he was a busy merchant. Upon the return to port of his ships (both fully owned and partly owned), the store house would have played a pivotal role in the lading and unlading of his schooners. Pedrick's entire mercantile operation appears to have operated out of this store house, and another store in which he had only a part interest, located "between Goodwin & Martin Store."[44] Real estate holdings in his inventory were extensive, but listed only the "sail maker loft store and small wharf" valued at $1,000, and the "part of a store" valued at $333.33, as properties that would have been used to house trade-related activities and goods.[45]

The post-Revolutionary years held moments of personal sorrow as well as happiness for Thomas Pedrick. In the decade between 1780 and 1790, he lost his brother and business partner Major John Pedrick to a drowning accident (1780), and his mother Sarah Martin Pedrick to illness at age 83 (1788). He married for the second time in 1782 to Emma Nicholson (age 41) a cousin of his first wife, Mary Peach, and sister of Captain William Nicholson. Unfortunately Emma died just seven years later, in 1790. Pedrick never married again. During this period, historian Booth reports that Captain Thomas Pedrick used his money and energy to try and revive Marblehead's fishing industry and prosperous port economy.[46]

Childless and unmarried for most of his life, Thomas Pedrick was an extremely involved bachelor uncle to the children of his brothers and sisters. (See Appendix A for genealogical information.) It seems that he was particularly close to his brother John's children (and was made guardian of those underage at the time of John's death), as well as to the children of his sisters Sarah (married to Nicholson Broughton) and Mary (married to Captain Robert Girdler). Not only do the names of his nieces and nephews appear and reappear in deed transactions, but many nephews, grand-nephews, and nephew-in-laws captained his ships and managed his fishing voyages (e.g., nephew Capt. Joseph Girdler, nephew Capt. Nicholson Broughton, and nephew-in-law Captain Samuel Horton).

Thomas Pedrick died in 1802 at the age of 66. The eulogy written for him and published in the Salem *Register* suggests that he was well loved and remembered in Marblehead with gratitude and respect. It is included in full here.

> In the death of this worthy man, the community has experienced the severest loss. Benevolent, humane, and affectionate, he dispensed his bounty with a hand liberal but just, and a kindness uniform and impressive. His virtues were less ostentatious than useful – they were the regular effect of a pure heart and a clear mind, operated upon by principle, and secured in integrity. To console the unhappy, to sustain the weak, to comfort the despondent, and to relieve the poor, were the sole employments of his latter years. And it is not too high a eulogium to declare that, in these respects, he attained the highest moral perfection. Ye widows, come and weep over his fate, for he was your benefactor – Ye orphans, pour the heartfelt tears, for he was father to the fatherless – Ye poor and despondent, strew round his grave the melancholy flowers, and tell with holy reverence all ye feel, for he was your ministering angel. Adieu, venerable shade: "Each lonely scene shall thee restore, For thee the tear be duly shed; Belov'd till life can charm no more, And mourn'd till pity's self be dead.[47]

[44] It is believed that the store in which he had a part interest was located just north of the site being studied. A warehouse labeled with the name S. Martin shows up on an 1852 map of Marblehead, and a Samuel Martin is mentioned in a deed of Nicholson Broughton, purchasing some of his larger wharf holdings that were located north of the store and wharf built by "T. Pedrick."

[45] Inventory of Thomas Pedrick.

[46] Booth, p. 12.

[47] Booth, p. 15. Salem *Register*, September 30, 1802. Salem Public Library.

Captain Pedrick died intestate (without a will). An inventory compiled after his death indicates that he left behind an extensive estate. The total estate was valued at $33,152.15. His real estate totaled $14,508.33, and his personal estate $18,643.82. Nephews John Pedrick Jr. (son of brother John) and John Pedrick 3rd (son of brother Richard) were assigned as administers of the estate. For a complete list of his property, the inventory is reproduced in full in Appendix B. With the exception of this detailed inventory, there is scant documentation of the dispersal of the large inheritance that his surviving siblings (or their heirs) must have received. Later deeds suggest that the store and wharf site was inherited by the children of Thomas Pedrick's sister Sarah Pedrick Broughton through an unrecorded family agreement.

## *Physical Construction and Use*

The Pedrick Store House was a typical utilitarian structure, and like other warehouses built in the late 18th or early 19th century, it stylistically exhibited the same geometric massing and classical proportions seen in the domestic architecture of the Georgian and Federal periods.[48] Many changes occurred in waterfront building during this period. Most importantly, "The increase in trade required extensive storage areas near the docks and forced residences further from the waterfront."[49]

The Pedrick Store House was originally a timber-framed building two and one-half stories high, standing partly on ledge and partly on freestanding wooden piles sunk into the harbor floor. It hugged the rugged coastline, and was entirely oriented towards the water. The building measured roughly 25 x 44 feet with a simple gable roof. Framing consisted of large-dimension, hand-hewn principal framing pieces with sawn joists and braces.

The front (south) and rear (north) elevations were each framed with seven two-story wall posts, all of the same dimension. The gable ends each incorporated one additional two-and-a-half-story post situated at the respective mid-points. Wall posts were connected by short intermediate girts on the exterior elevations, and by larger transverse girts (spanning south to north) at each of the three interior floor levels. Simple rising and falling braces, extending from the respective wall posts, were liberally distributed on all four elevations.

Wall studs were placed approximately 20 inches on center; floor joists, running east to west between the respective transverse girts, were generally laid 21 inches on center. All joints were mortised and tenoned, with those of principal members secured by wooden trunnels. Although the roof framing was removed ca. 1906, fragmentary evidence suggests that it most likely incorporated a series of principal and common rafters, augmented with purlins, diagonal bracing, and collar ties. Bark and tool marks are still visible on surviving framing members. Other extant physical evidence suggests that a number of cedar posts were installed for additional support for the second and third stories.[50]

[48] Mary Jane Brady and Richard Geiser, *Historic Structures Report Relocated Front Street Warehouses, Architectural Data, Salem Maritime National Historic Site*, Massachusetts (Denver, CO: Denver Service Center, National Park Service, 1977), p. 10.

[49] Brady and Geiser, p. 10.

[50] Evidence of supplementary cedar-post support ("ghosts" and indentations) was found on surviving original pieces during the reconstruction process.

The exterior walls were probably clad with untreated clapboards or shingles (shingles were cheaper), and allowed to weather. The earliest image (1864) of the building shows clapboards in place. Clapboards or shingles were nailed to horizontal wide-board sheathing. Simple flat trim boards (evident in the earliest images of the structure) were probably used at the rake and corners of the building to weather-tight the clapboard sheathing.[51] Also as a weatherproofing measure, "parceling" may have been used to fill gaps in the framing, particularly around window and doorway openings, at gaps in the sheathing, and at the rafter plate. Parceling was tarred sailcloth sometimes wound around rope coils. Ashley Bowen's journal documents that parceling was used extensively in ships' rigging, as well as in the construction of warehouses and residences alike.[52]

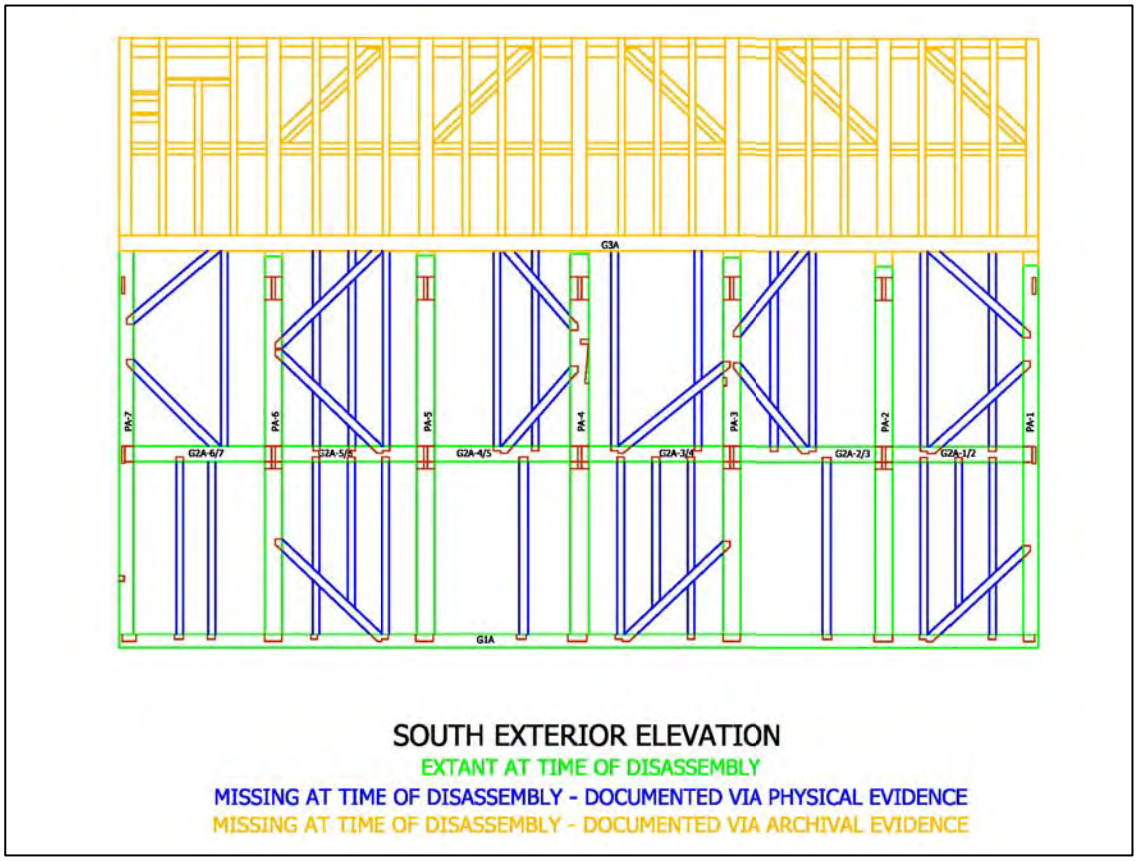



**Figure 25.** Framing of the south elevation, based on evidence documented at disassembly in 2003.

[51] Indeed, an interior photograph of the second-story sail loft taken in the late 19th century shows the walls still rough and unfinished with wide-board sheathing exposed and no trim on the window. Framing is completely exposed as well. A 1955 interior photograph of the first story illustrates that the principal framing timbers remained exposed.

[52] Smith, October 4, 1766: "At work for Colonel Lee at tarring parceling for the top of his new house a day"; October 6: "At work in fitting parceling for Colonel Lee"; October 9: "Finished covering Colonel Lee house with parceling" (p. 146); May 1767: "Cut and tarred parceling for Colonel Lee's warehouse." "Finished the parceling for Colonel Lee's warehouse" (p. 156).

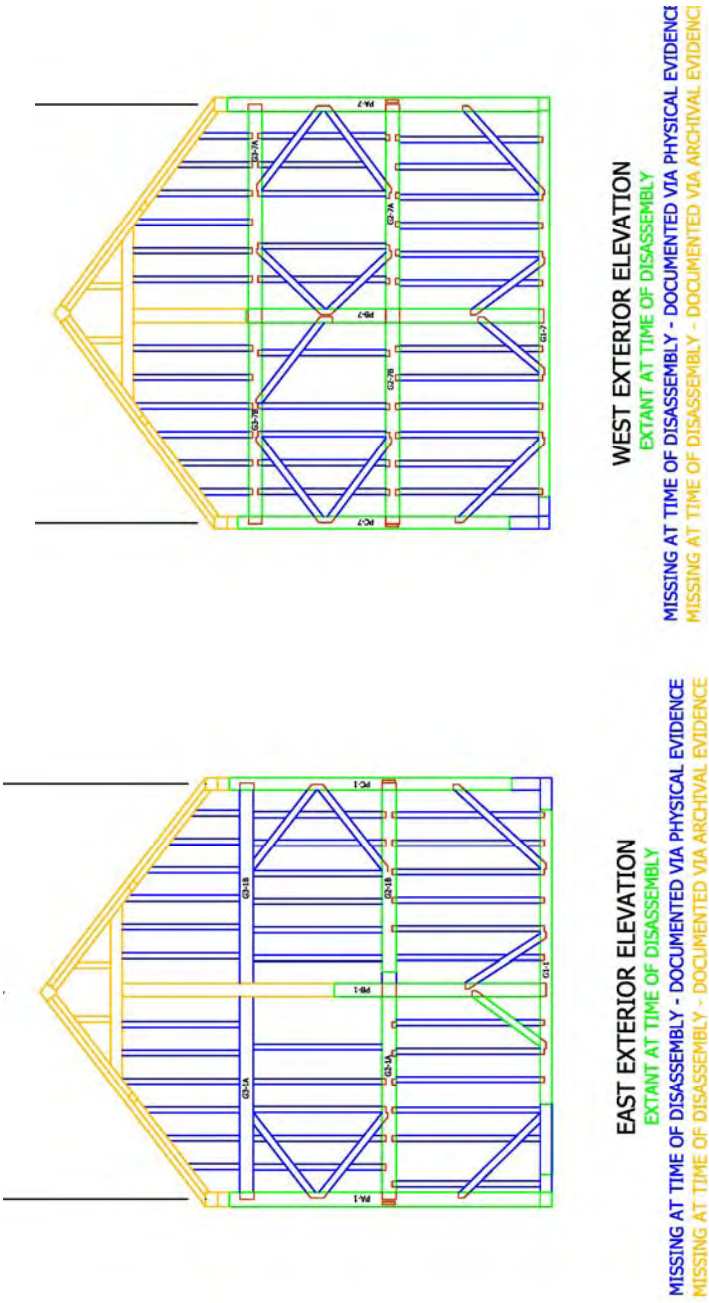



**Figure 26.** Framing of the east and west elevations, based on evidence documented in disassembly in 2003.

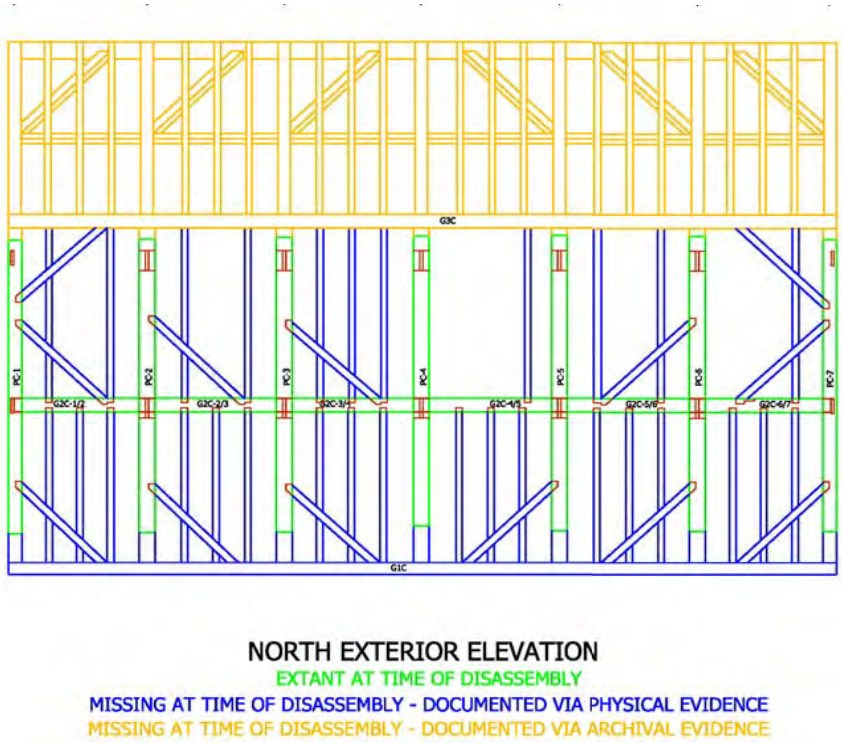



**Figure 27.** North framing elevation from evidence documented at time of disassembly, 2003.

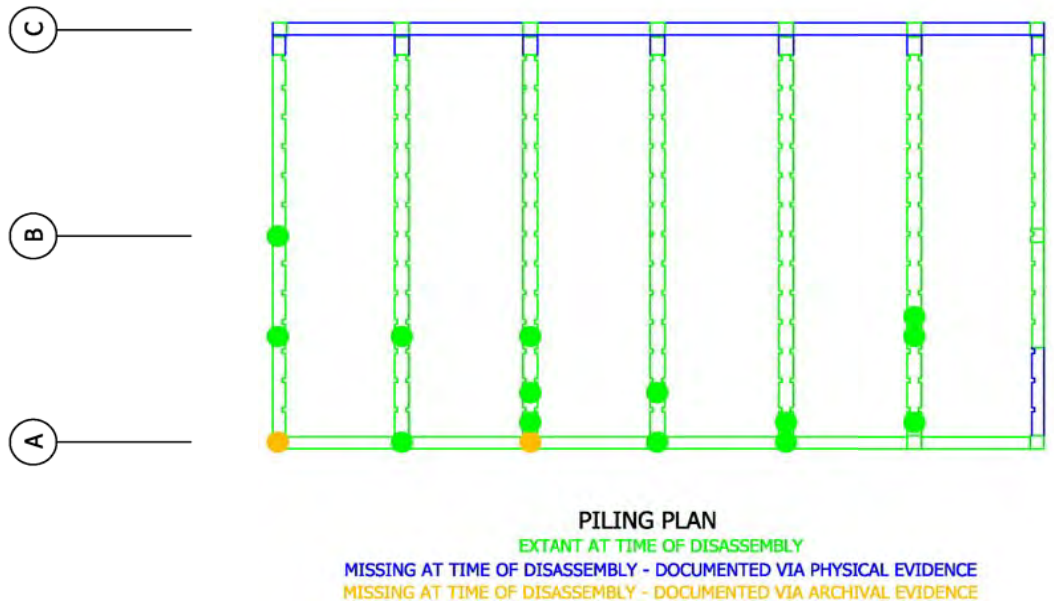



**Figure 28**. Partial piling plan from evidence documented at disassembly in 2003.

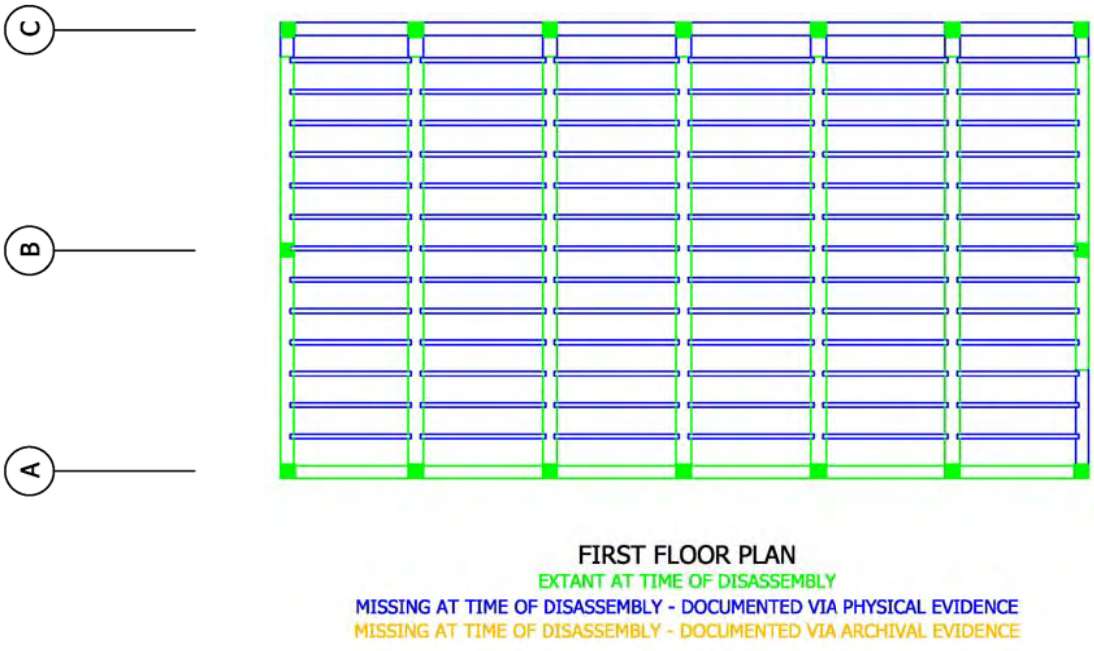



**Figure 29**. First-floor framing plan from evidence documented at disassembly in 2003.

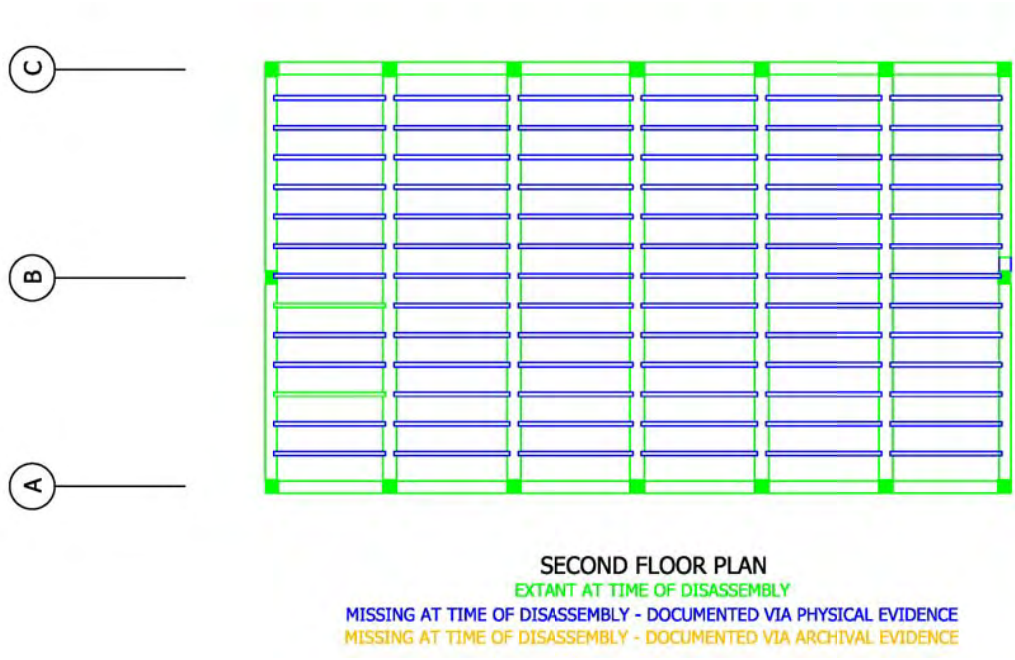



**Figure 30.** Second-floor framing plan from evidence documented at disassembly in 2003.

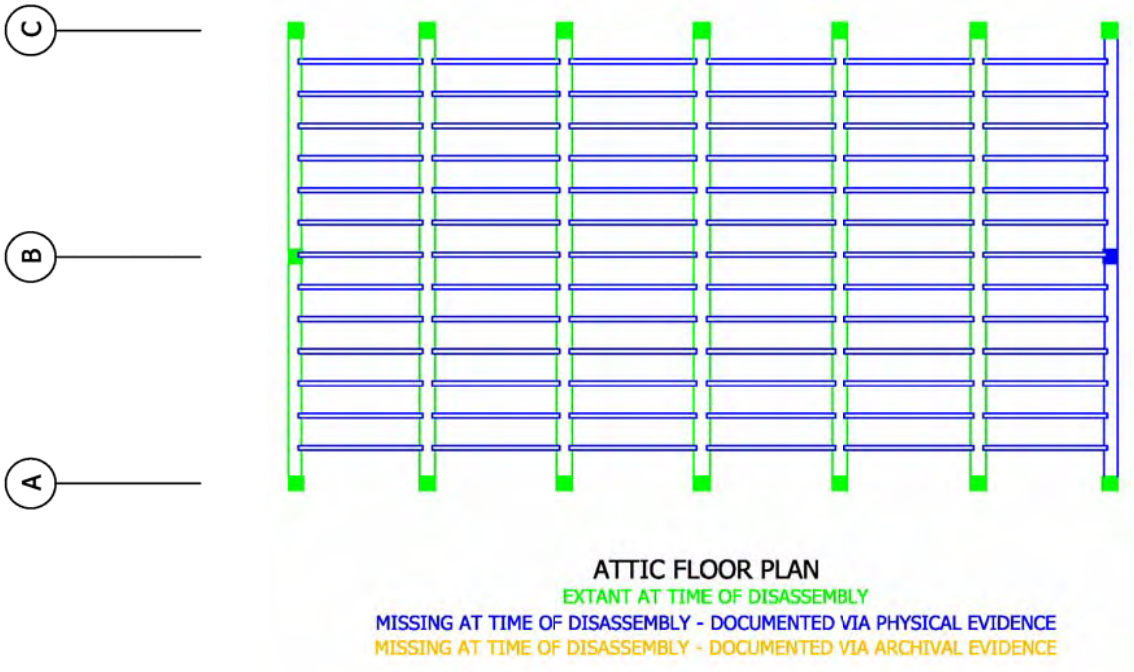



**Figure 31.** Attic-floor framing plan from evidence documented at disassembly in 2003.

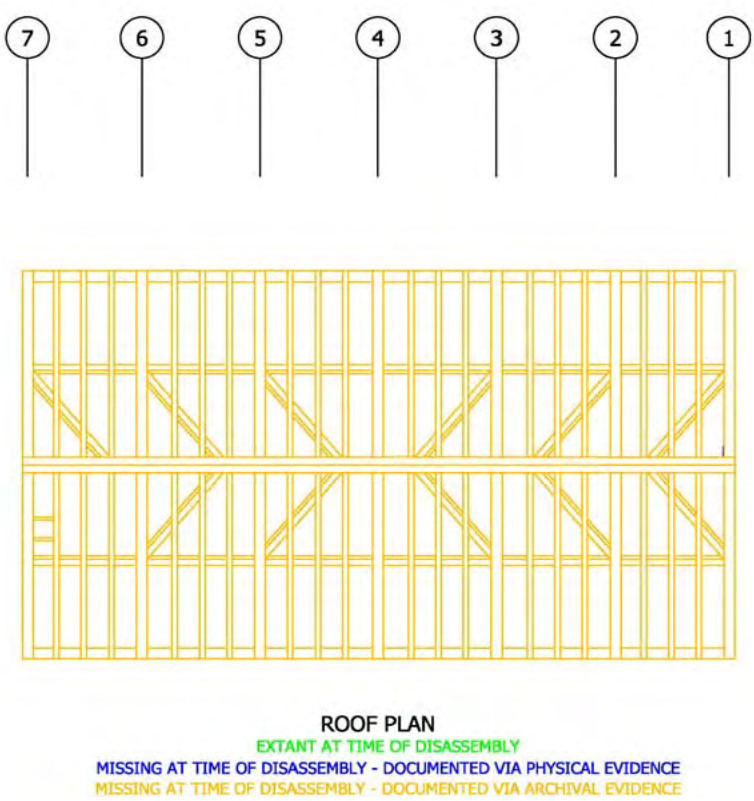



**Figure 32.** Roof framing plan from evidence documented at disassembly, 2003.

Windows were framed into vertical studs. Fenestration followed the function of the interior spaces and was therefore not symmetrical. Windows held either 12-over-12 or six-over-six light wood sashes. (The 1864 painting shows 12-over-12, double-hung sashes.) The windows probably had wooden board and batten shutters for protection.[53] It is unlikely that windows and doorways were trimmed with only the most basic flat-board casings.

The original organization of the fenestration is unknown. However, after examining physical evidence on the surviving framing members, as well as the earliest images of the building, some reasonably well-informed guesses can be made. It appears that the first story had only two windows, which reflected its role as a place for storage. These were at the west end of the front elevation, and at the south end of the east elevation. It is unlikely that windows were included on the rear (north) elevation of the building at this level, since this elevation backs right up against the rocky ledge.

The second story was used as a working sail loft and rigging loft, which required plenty of natural light. It probably featured at least one, and possibly two, windows on each gable end, as well as four windows across the front elevation, and perhaps three windows on the rear elevation. These window openings may also have been slightly longer than the window openings at the first-story level. The third level of the building was probably lighted by a double window in each gable end.

[53] Board-and-batten shutters appear on some of the windows in the earliest image of the building (1864), and continued to be a feature into the late 19th century.

The first level could be entered through either of two doorways located in the approximate center of the front (south) elevation. The second story had an entry doorway on the north (back) elevation, which was accessed from the rocky ridge behind the building via a wooden gangway. Framing evidence is more ambiguous about the existence of an original second-story loading doorway on the front elevation. However, the 1864 painting shows one located just north of the center, and late 19th-century photographs clearly show a loading doorway on the front elevation of the second story. Through this doorway, items for storage, and sails and rigging, could be loaded straight from a schooner into the second-story sail and rigging loft. Photographs document that a tall, wide board was affixed to the front elevation of the building below the second-story loading doorway to avoid damage to the clapboards. The protective board appears to have been in place from the mid-19th century until major alterations in 1904. The second-story door was equipped with a full-sized window that could be closed over the opening. All doorway openings probably featured heavy board-and-batten doors with strap hinges. Prevailing against severe weather in this harbor-side location required sturdy, tight construction. Heavy board-and-batten doorway (and window) coverings would have provided extra protection against the elements.

The organization of the interior space is unknown. However, it is likely that each of the three stories (first, second, and attic) consisted of a large open space with exposed framing. Fragmentary evidence found in the debris during the disassembly of the building revealed rough floorboard planks that would have been laid on joists running east to west. Flooring therefore ran north to south. The first floor of the building was used from the start as a store for imported goods and supplies for fishing voyages, including salt. As historian Robert Booth writes

> While the building was known later as the "salt store" it was in fact a ware house for all of the goods involved in overseas commerce, ranging from export "salt fish" to large quantities of imported rum, coffee, lumber, salt, iron, sugar, molasses, sail cloth, and hemp for cordage.[54]

The second story was used as a sail loft and rigging loft. Ships required constant maintenance of rigging and sails each time they came in from a voyage. The use of the third level is unknown; perhaps it housed more sail or rigging maintenance activities, or more storage.[55] Uninterrupted floor space would have been necessary to maximize both storage space and open areas for chalking out sail patterns and working with rigging.

Surprisingly, no evidence was found upon disassembly to suggest that stairways ever connected the levels in the building. However, various anomalies in the floor framing evidence suggested that trap doors or hatches may have been employed at each gable end. Ladder stairways may have been in place at these openings.

The building does not appear to have had an office component on site, and it would have been unlikely to have been used for retail trade, given its situation far from the "fore street."[56] A deck or stage would have extended from the front elevation over the water on wood piers to facilitate loading and unloading of ship cargoes. Although no physical evidence of hoists or pulleys has been found to date, some sort of system for loading items into the second story and loft must have been in place. A tall pole with some type of pulley located on the southwest corner of the wharf appears consistently in images from the 1864 painting until ca. 1900.

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[54] Booth, p. 3.

[55] An entry in Ashley Bowen's journals dated to July 29, 1788 (p. 562) records that "This day I cleared Captain Pedrick upper loft out. Mr. Griste took his old shrouds out." This suggests that the upper loft, or third floor, held rigging at this time.

[56] Booth, p. 3.

An invoice found in the Pedrick Papers dating to 1796 records that 28 men were involved (and paid) for "an account of labour in Loading Brig."[57] Although this particular invoice may not have been from a ship berthed at the store house wharf, it is reflective of the level of activity surrounding just one ship preparing for an ocean voyage. In good times, the areas in and around the store house would have been teeming with activity. As historian Booth describes:

> The work of unloading and storing the imported goods was done by laborers and the sailors, who probably winched up the barrels from the vessel's hold to the store using block-and tackle equipment. When the goods were sold, they were either lowered into a coasting vessel to be carried away, or moved by "carters" working with wagons and horses or oxen, and taken up the passageway to Front Street, and on to their destination.[58]

In examining the account book of Thomas Pedrick, one can determine items that were apparently used on board for every fishing voyage. These included salt, cider, hooks, lines, knives, molasses, mittens, wood, bait, candles, soap, flour, barreled pork, pepper, brushes and brooms, and duck cloth. Items such as these represent just some of the types of items that came and went through the store house. Items from trading/marketing voyages – such as salt, coffee, rum, sugar, lemons, wine, raisins, textiles, bar iron, and olives – represent the full complement of goods that came into the store house.

This miscellaneous assortment of goods is reflected in the inventory of Thomas Pedrick's property recorded at his death in 1802. The inventory is not divided room-by-room; however, it is clear in the listing where the contents of the store house begin. The contents reveal a wealth of information about the use of the building, and clearly document that the building was actively used. When inventoried in 1802 the building contained:

| | |
|---|---|
| *a parcel of blocks &c $5—old Iron $5—lantern $1—1 ct. of box Glass $6* | *17.00* |
| *large Beam scales & Wts. $20—3 ¾ m. shingles $9* | *29.00* |
| *pr. Hogshd. Sugar 600lb. $60—pr. Ditto of Rum 85 Gallons $63.45* | *123.75* |
| *Parcel of old Casks & Barrels &c $4* | *4.00* |
| *1 grapeling $5—small anchor $2.50—old Iron $30—2 Iron bars &c $4* | *41.50* |
| *4 bundles net twine $10.—3 ½ ream writing paper 10.50—4 do. Little do. $20* | *40.50* |
| *9 casks W. I. Rum contg. 929 Gall. @ 75c per Gall.* | *696.00* |
| *5 Cask Coffee---ditto 1789 lbs. @ 17c per lb.* | *304.13* |
| *15 galln. Train oyl $6—2 Bbl linseed do. 55 Gall. @ $1.25—$68.45* | *74.45* |
| *brass scales and wts. 1.25—Grapeling $2--empty cask $2--1 m. pine boards $10* | *15.25* |
| *To. Shingles $25--sloop m. Sail $15---old Rigging $3---old Iron & blocks $3* | *46.00* |
| *Old jack Screw $1—113 hogshd. Salt @ $4.50 pr. Hogshd. $508.50* | *509.50* |
| *Parcel old Iron $9---fish screws $10---Iron bar $2* | *21.00* |

[57] Pedrick Papers, Box 2, Folder 8A, 1796. Marblehead Museum and Historical Society.
[58] Booth, p. 3.

| | |
|---|---|
| *2 ½ m. shingles boards and Joists $10* | *10.00* |
| --- | |
| *One Moeity[59] of a fishing schooner & appurtenances $725 – old fish flakes $45* | *$700.00* |
| *One third of the Brigg Fox & appurtenances as she came from Sea* | *$1,000.00* |
| *1/3 of 4 pair 4th cannon with the apparatus & all the Implements to said Brig belonging $90* | *$90.00* |
| *Ditto 3 ½ bbl. Beef---1 ½ do. pork $20 – cash came home for Brig Fox Cargo $4,581.22* | *$4,601.22[60]* |

In organizing the inventoried items left in the store house by type, several patterns concerning the use of the building and activity in and around the building are evident.

Items in the inventory that represent the actual commercial process of unloading/loading and accounting include:

- brass scale and weights,
- large beam scales and weights,
- 3 ½ reams writing paper (for accounts),
- parcel of old casks and barrels (containers for items), and
- grapeling (for handling large parcels and maneuvering ships to wharf).

Items in the inventory that represent foreign trade engaged in by Pedrick ships include:

- 600 pounds sugar,
- 85 gallons rum,
- 9 casks West Indies rum containing 929 gallons,
- 5 casks of coffee containing 1,789 pounds,
- 2 barrels and 55 gallons linseed oil, and
- one third of the brig Fox.

Items in the inventory that represent intercoastal trade include:

- pine boards,
- shingles,
- boards, and
- joists.

Items in the inventory that represent activities associated with the fishing industry include:

- fish screws (used to compact parcels of flat dried cod),
- old jack screw,
- 4 bundles net twine,
- 113 hogshead of salt,
- 15 gallons train [fish] oil,
- one moiety (part) of a fishing schooner,
- old fish flakes, and
- 1 lot of land with buildings and fish flakes called Dolibers point.

[59] A "moiety" is a term commonly used in 18th-century documents describing property. A "moiety" is a portion or part of something.

[60] Inventory of Thomas Pedrick, December 10, 1802. Essex County Probate, Book 370:101-103 (Phillips Library, Peabody Essex Museum).

Items in the inventory related to the sail loft and rigging business on the premises include:

- sloop main sail,
- parcel of blocks,
- old rigging, and
- old iron and blocks.

Items in the inventory related to privateering include:

- ½ of four pair 4th cannon with the apparatus & all the Implements to said Brig *(Fox)*.[61]

The store house function of the building has been addressed in the previous discussions. The sail loft in the building is well documented, beginning with the inventory of 1802, where it is specifically described as a "sail loft and store." However, it is clear from entries in the journals of a local master rigger (Ashley Bowen) that the loft was in use by riggers and sail makers at least by the 1780s. Given the appearance of the building, with the largely enclosed first story (few windows, double loading doors), and the open, well-lighted second story, it is likely that the building was intended from the beginning to function as a store with sail loft above. Such an arrangement was a sound business decision. Sail makers paid rent for their lofts and so provided a steady source of income, as well as providing services and goods necessary to every ship that sailed. Ashley Bowen's journals are full of comments about lofts in stores and warehouses, further suggesting that it was common practice in the 18th century to have sail making and rigging employment in combination with store house facilities. The following entry indicates the variety of jobs and services that a rigger might perform at a maritime store house. This particular entry includes work for Thomas Pedrick's brother Captain John, with whom he was in business with at this time.

> This morning I fixed a mainsail for Captain John Pedrick, Philip LeGrow, and sorted Captain Roger's running rigging at Colonel Lee's warehouse and delivered all Roger's standing rigging with block &c. to Captain Samuel Jameson by Colonel Lee's orders and 6 yard of parceling, which makes him 54 yards in the whole. Received all schooner Samuel blocks except four from Mr. Clark. Lent Captain Pedrick 3 yards of parceling and delivered all Mr. Elbridge Gerry blocks and some spun yarn and the remainder of his shrouding &c.[62]

In building the store house with a sail loft, Thomas Pedrick insured the availability of ship maintenance at his own wharf in his own building. When the building was constructed, there were four sail makers working in Marblehead: John Ingalls, Henry Lane (John Ingalls' partner), William Courtis, and Thomas Porter, with his apprentices John Graves, Robert Pearce, and William Courtis, Jr.[63]. Historian Booth suggests that the sail loft was first occupied by John Ingalls and his partner Henry Lane. His research revealed the following:

> John Ingalls was connected to the property in December, 1770, as a witness of the deed by which Thomas Pedrick bought the property. John Ingalls died in 1772, after which Henry Lane continued the business on his own. At that time, the sail makers would have been making and repairing sails for smallish (60-80 tons burthen) brigs and schooners engaged in overseas trade, and for slightly smaller fishing schooners, as well as for small craft like sloops and shallops. Their sail-cloth was imported, primarily from the Baltic, where the Russians, Swedes and Germans provided most of the heavy duck cloth that was used in the

[61] Inventory of Thomas Pedrick, December 10, 1802. Essex County Probate, Book 370:101-103. (Phillips Library, Peabody Essex Museum.)

[62] Smith, p. 185. Shrouds are the set of ropes stretching from masthead to the sides of the ship to support the mast. Parceling is tar covered rope wrapped in sheeting.

[63] Booth, p. 4.

> making of sails. A suit of sails for a sizable vessel could weigh thousands of pounds, so the sail loft had to be very stoutly constructed in order to carry the weight of the cloth.[64]

Following the war, the sail loft may have been occupied by Robert Pearce and John Graves of the firm Pearce and Graves. Pearce and Graves appear in the Pedrick account book several times for services rendered. Indeed, Captain Thomas Pedrick owed the firm a modest sum at his death in 1802.[65] John Graves (1728-1839) was a soldier, tent maker, sea coast guard, and a privateer during the Revolution. He returned to sail-making after the war in partnership with Robert Pearce. His son Eleazer was the only son to follow his father into sail making. Eleazer probably took over the family business during the 1820s as his father aged. Eleazer Graves finally purchased the property when it passed out of the hands of Pedrick heirs in 1852. Until 1852, the Graves family rented the loft from the owners (extended Pedrick family members). By this time, however, the sail loft had long been known as "Graves Sail Loft," and would remain so into the 20th century. [66]

Between the years 1770 and 1789, Ashley Bowen (Marblehead master rigger and flag maker) identified in his journals a series of lofts in which he worked, or with which he was familiar. These included Ingall's loft, Porter's loft, Mr. Benjamin Marston's loft, Mr. Hooper's loft (1770), Nick's loft, Courtis's loft, J. Collyer's loft (1789), Shirley and Lyons loft (1789), and Pearce and Graves loft (1789). Sometimes Bowen refers to a loft by the occupant (such as sail maker Courtis), and sometimes by the owner (such as Mr. Hooper). Although he did much work for the Pedricks (John, Thomas, and Richard in particular), he refers only once to the loft in the journals, where he noted: "This day I cleared Captain Pedrick upper loft out." This specific entry is dated July 29, 1787.[67] Despite this single entry, the journals make it clear that Ashley Bowen worked on and off for Captains John Pedrick and Thomas Pedrick, beginning in 1768 and continuing until about 1790. Surely some of this work took place in the building being studied.

Riggers such as Ashley Bowen (1728-1813) were more transient workers than sail makers, moving from place to place. His journals are full of entries about clearing out a loft for work, and it is evident that he was employed in many different locations. These included – in nice weather – on the sloops, schooners, and brigs themselves.[68] While in a loft, a rigger or sail maker worked for many different clients, and paid a fee to the owner. In addition, riggers had to pay any sail maker who was also working there. Bowen was often working on items for four or five clients in quick succession while "at work in loft."[69] Although a rigger probably had some type of work kit, Bowen's journals make it clear that very often the tools to fix the rigging and sails were delivered to him with the rope, sail, and materials. Each vessel may have had a set of rigging and sail mending tools that were used during maintenance and then stored on board ship[70]

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[64] Booth, p. 18.

[65] Booth, p. 20.

[66] Booth, p. 20.

[67] Smith, p. 562.

[68] Smith, many examples throughout journals. "After breakfast I went to Ingall's loft and fixed a mainsail and foresail for schooner *Dreadnought*, Captain John Bubier" (1766, p. 164); "cleared away the loft for rigging" (1768, p. 181); "This day employed in clearing Mr. Hooper loft in order for me to fix his brig rigging in" (1769, p. 228); "clearing out the loft to fix rigging in" (1771, p. 264).

[69] Smith. During just one week in December, while "employed in Mr. Hooper's loft," Bowen carried out work for Thomas Boyles, Mr. Orne, Captain Knott Martin, Mr. Hooper, Captain William Coles, Colonel Lee, and Captain Daniel Glover. Work included rigging and block work, cleaning loft, and fixing sails (pp. 228-229).

[70] Smith. Example from April 1769: "…received a pattern for four pair of shrouds from Captain John Pedrick for brig *Lydia*. Received some old canvas and 4 large thimbles 4 hook and &c from Captain MacFarlane" (p. 207); September 1770: "Received the hooks and thimbles from Mr. Foster for small sloop" (p. 254); March 1772: "This day received the hooks and thimbles from Captain Holman for his schooner" (p. 299).

The Pedrick Store House represents a utilitarian structure of domestic scale that would have been a common and essential part of the maritime landscape. Entirely oriented toward the water, the store house maintained its basic form and footprint from construction in 1770-1771 until modifications in 1906 altered its appearance forever. Over time, slight changes in the fenestration, foundation, floor plan, and roof details (e.g., chimney added) occurred, but the original siting, footprint, and shape remained remarkably intact. Likewise, until the 20th century, the building was in consistent use as a ship store and sail loft.

# The Building and Site 1803-1850

## *1803 – Anna Proctor and Eleanor Horton*

Upon his death in 1802, Thomas Pedrick left no will. His extensive holdings must have been distributed according to undocumented family agreements. Deeds at the Registry dating to 1803 suggest the store house site was inherited by the children of Thomas Pedrick's sister Sarah Pedrick Broughton, who had married Captain Nicholson Broughton in 1749 and was deceased by the time of her brother Thomas's death. Two deeds dating to March 24, 1803, formalize this portion of the estate division and name her children Nicholson (Jr.), Anna, and Eleanor as the owners of the property. The deeds divided the property in half between Anna Broughton Proctor (and husband Joseph), and Eleanor Broughton Horton (and husband Samuel). Brother Nicholson appeared to release his share in the property to his sisters at this time, since he is listed in the deeds only as a grantor and not as a grantee. Thus, a year after his death, the store house remained in the hands of the Pedrick family under the ownership and operation of the first in a long line of Thomas Pedrick's nieces and nephews.

The deed between Nicholson Broughton and Samuel Horton to Joseph Proctor and wife (Anna Broughton Proctor) describes the property being transferred as

> all the one moiety of a certain building called the Salt Store with all the one moiety of the wharf rocks & land to said Store belonging being the Western End thereof, the same is situate near the New Wharf so called in said Marblehead and bounded in the whole as follows, from the water side on the northeast of Brimblecom fish yard and runs upon that line to a rock marked B.B. and then extendeth from thence S.E.B.E. nineteen feet to the south east of Samuel Collyers fish yard to a certain rock there marked S. H. and from thence turneth upon an E. N. E. course sixteen feet to a bound mark H.B. and from thence turneth South, Southeast in to the harbor…[71]

The Proctors, therefore, inherited the western half of the building and wharf. In the second 1803 deed, Nicholson Broughton and Joseph Proctor convey to Samuel Horton and wife (Eleanor Broughton Horton) the eastern half of the building and wharf. Both transactions were carried out for the "sum of one dollar," indicating that basically no cash changed hands – this was a family affair. The description of the property's location and bounds in the 1803 deeds is unchanged from the original 1770 deed from Samuel Brimblecom to Thomas Pedrick, with the exception of the presence of the "Salt Store" and wharf. The 1803 deeds are the first documents to specifically identify the presence of these improvements at the site. Abuttors to the store house continue to be the fish yards of Samuel Collyer on the north and Brimblecom on the west, although the main description of the property as being "situate near the New Wharf so called in said Marblehead" suggests that the wharf activity in this area of the harbor was of equal importance.

[71] Nicholson Broughton & Samuel Horton to Joseph Proctor & wife, March 24, 1803. Essex County Deeds, Book 186:198.

In the deeds, Joseph Proctor is described as a mariner and Samuel Horton as a shore man. Both men therefore were involved in maritime trade, and would have used the store house and wharf for their merchant businesses. In the journals of Ashley Bowen, both are identified as captains, and their voyages are noted. Booth states that as a young man, Captain Samuel Horton was the sailing master on the first cruise of Thomas Pedrick's privateer *Spring Bird* (March 1778).[72] Both men probably owned trading vessels that docked at the wharf site for loading and unloading. It is recommended that an examination of old shipping records be done to determine the names and voyages of ships owned by Proctor and Horton.

Unfortunately for Captains Horton and Proctor, foreign commerce was suspended in 1807 when President Jefferson and the U.S. Congress passed the Embargo Act. The Embargo Act prohibited all United States vessels from trading and warring with European nations during the Napoleonic Wars. The Act was passed to protest British and French interference with neutral American shipping, and in response to the British impressments of American sailors into the Royal Navy. The attempt to use economic pressure to force change was not successful. New England's fishermen, sailors, and merchants were hit hard by the port closures, which lasted for more than a year. Booth characterizes this period in Marblehead as "ruinous." Clearly the fortunes of Captains Horton and Proctor were affected by the cessation in trade. In March 1809, the Embargo Act was superseded by the Non-Intercourse Act, which allowed resumption of all commercial activity except with Britain and France. This measure was not enough to alter the critical economic condition of many merchant seamen.[73] There followed several years of on-and-off trade restrictions culminating in the War of 1812. In August 1809 Joseph and Anna Proctor sold their western half of the store and wharf to Anna's cousin by marriage, William Story. The Hortons apparently were able to hold on to the eastern half of the property. There followed several years of high-risk trade that would end with the War of 1812.

## *1809 – William Story*

Captain William Story (1774-1864) was the step-son of Thomas Pedrick's niece Mehitable Pedrick Story (daughter of Captain John Pedrick). Mehitable Pedrick married Dr. Elisha Story in 1778 at age 20. Elisha Story had moved to Marblehead from Boston shortly before the Revolutionary War. William Story, a son from his first marriage to Ruth Ruddock, would have been just four years old at the time of his father's marriage to Mehitable Pedrick. He was brought up with the large clan of siblings and half-siblings born to Mehitable and Elisha Story. The Story children were the grand nieces and nephews of Thomas Pedrick.

Anna Proctor and Eleanor Horton – owners of the store house – were the daughters of Sarah Pedrick Broughton (Thomas's sister). They were cousins to Mehitable Pedrick Story (William's step-mother), and first cousins once removed to the Story children, including William.

[72] Booth, p. 17.
[73] *Http://encarta.msn.com.*

On August 11, 1809, William Story purchased the western half of the store and wharf property from his cousin Anna (and husband Joseph) for $425. He was 33 years old, and was identified as a "merchant." The description of the site in the deed is unchanged from the 1803 divisional deeds. It is clear that he is purchasing just the Hortons' half share in the property. The deed reads that the Proctors give grant sell and convey

> one moiety of a certain building called the salt Store, with all the one moiety of the wharf, rocks and land to the same Store belonging situate near the new wharf so called in said Marblehead[74]

The timing of the purchase coincided with the lifting of the Embargo Act of 1807, the passage of the Non-Intercourse Act in 1809, and the resumption of trade. The new Act was passed in March 1809; William Story purchased his share in the store and wharf in August of that same year.

Story continued to be optimistic about the commercial possibilities of the site, and in May 1810 he and his partner/co-owner (and cousin by marriage) Samuel Horton placed an advertisement in the *Essex Register* newspaper for the construction of a wharf in Marblehead. The advertisement read

> WANTED, some person to build a WHARF – please apply to WILLIAM STORY and SAMUEL HORTON, of Marblehead.[75]

It is likely that this advertisement represents the date for the construction of the wharf apron consisting of granite walls and earth-and-rubble fill that is visible in the earliest images of the property. Prior to the construction of this extension, the wharf would have consisted of a simple wooden deck on pilings. Figure 33 illustrates the simple type of stage/wood deck on pilings that probably characterized the store house wharf until the more substantial rock-faced seawall and rubble-filled addition was constructed. The newspaper advertisement strongly suggests that this wharf improvement can be attributed to the ownership of William Story and Samuel Horton in 1810.



**Figure 33.** Fishing village, Nova Scotia, ca. 1900. Photograph shows early style of simple wharf of wood platforms on pilings.

[74] Joseph Proctor & wife to William Story, August 11, 1809. Essex County Registry, Book 187: 239.

[75] Newspaper advertisement, *Essex Register*, May 19, 1810. Microfilm copy from the Salem Public Library, generously provided by historian Robert Booth.



**Figure 34.** Pedrick Store House and wharf, looking east from Bartoll's Head, ca. 1875. Photograph shows the dressed stone wharf with rubble infill thought to date to 1810 (at rear). In front is a later, narrower section of rubble stone and timber, with a wooden deck.

Booth documents that Captain Story sailed out of Salem and was engaged in the highly lucrative trade with the Orient (China, Sumatra, and other Indian Ocean ports). He began as a ship captain. His ocean voyages were so profitable that by 1807 he was able to retire from the sea and enter into business as a merchant ship-owner. In 1797 he married Elizabeth Patten, daughter of Captain John Patten of Marblehead. In 1804 Story purchased a home on Washington Street where the family resided.[76] Therefore, William Story was an established merchant at the time that he bought the store house share (1809). The Marblehead site would have been an extension of Story's business, perhaps conveniently away from the eyes of the federal custom officials in Salem.[77]

Story was part or whole owner in the vessels listed subsequently. Interestingly, the number of ships in which he held an interest increased dramatically in the year that he purchased the wharf and store in Marblehead.

| | |
|---|---|
| *Friendship* – | 1803-04 (Master, not owner) |
| *Ruthy* | 1805 |
| *Marquis de Somerulas* | 1806 |
| *Robert* | 1809 schooner |
| *Sally* | 1809 |
| *Molly* | 1809 schooner |
| *Albion* | 1809 schooner |
| *Union* | 1810 |
| *Oriental* | 1810, 1822 brig |
| *Cygnet* | 1822, brig (Master, not owner) |
| *Franklin* | 1823, brig (Master, not owner) |
| *Susan and Sarah* | 1823, brig (Master, not owner) |

Perhaps Story over-estimated the opportunities for profit in an unpredictable economy. Although the Embargo was lifted in 1809, and three years of trade and fishing commenced, the British continued to prey on American ships; in June 1812, war with Britain was declared.[78] By 1811, William Story was in debt and borrowing money from his brothers-in-law Stephen White (married to half-sister Harriet) and

[76] Booth, pp. 21-22.

[77] On July 31, 1789, President Washington signed legislation that established the U.S. Customs Service, created primarily to generate much-needed revenue for the new government. Initially there were 59 customs districts set up in 11 states. Between 1798 and 1809, the U.S. Customs Service enforced the various embargo laws and issued regulatory documentation (Mystic Seaport, G.W. Blunt White Library website).

[78] Booth, p. 22.

William Fettyplace (married to half-sister Mehitable). On July 28, 1811, he signed two promissory notes (each for $317.57) for cash received from Stephen White.[79]

With the declaration of war, privateering vessels were once again commissioned; four were outfitted in Marblehead, and 40 in Salem that were manned largely by Marbleheaders. Their success, however, was limited. As Booth writes:

> At sea, Marblehead's privateers had some success, but often they were captured, and their men imprisoned or killed. After almost three years, the war was bleeding the town dry, and the men-folk were disappearing. More than 700 Marblehead men and boys were imprisoned in British prison-ships and at Dartmoor Prison in England.[80]

Story may have tried to pull himself out of debt by privateering, although documentary evidence to that effect has not yet come to light. He stayed in business with loans from his family and held on to the property despite his financial problems – perhaps because it was family (half-sisters and their husbands) holding his debts. However, he was unable to sustain a profitable business and repay his debts. In September 1817, for payment of his promissory notes and $10, he mortgaged both his house on Washington Street and his half of the store house and wharf to his brothers-in-law Stephen White and William Fettyplace. As the deed reads, William Story and wife Betsey put up "certain parcels of estate" as security for "certain sums of money owed"[81] He was unsuccessful in maintaining the mortgage obligations and on April 26, 1820, sold all of his rights in the properties to White and Fettyplace.[82] The extent of his debt was considerable, and included:

> a certain bill of exchange dated at London the 21 day of August 1818 in favour of Hottingeur & Co. at sixty days sight for Four thousand dollars, also a certain other bill of exchanged dated the 22 day of August 1818 in favour of Wills Williams and Green at sixty days sight for one hundred and eighty one dollars and fifty four cents.[83]

Story acknowledged that "…the above sums together with certain promissory notes…remain due from me and unpaid greatly exceed the value of the estates conveyed and granted in mortgage to them by the deed aforesaid." Therefore, he continued:

> it is my wish to convey to them the equity of redemption in the same estates so as to extinguish the same and to save the trouble and expence of a legal foreclosure and suit of the same and that they may be enabled to sell the same estates for cash as soon as may be conveniently done on their own sole account and in fulfillment of the condition of said mortgage.[84]

Apparently, White and Fettyplace were doing Captain Story quite a favor (as only family will) in paying off debts that far exceeded the value of the properties they received in exchange. The description of the store house property remains simply

> one moiety of a certain building called the Salt Store with the moiety of the wharf rocks and land to the same Store belonging situate near the new wharf so called being the same piece of real estate which I purchased of Joseph Proctor

[79] William Story to Stephen White et al. (references July 28, 1811 promissory notes still owed), September 17, 1817. Essex County Registry of Deeds, Book 213:187.
[80] Booth, p. 23.
[81] Essex County Registry of Deeds, Book 213:187.
[82] William Story to Stephen White et al., April 26, 1820. Essex County Registry of Deeds, Book 222:245.
[83] Essex County Registry of Deeds, Book 222:245.
[84] Essex County Registry of Deeds, Book 222:245.

> and Anna his wife by deed dated the 11th day of August A.D. 1809 and bounded in the same deed as particularly described…[85]

Boundaries of the property are therefore unchanged from the 1809 deed (which in turn were unchanged from descriptions in the 1802 and 1770 deeds). The building remained in divided ownership (Story's portion being the western half).

Booth reports that Captain Story and his family moved to Salem, where he resumed command of vessels on voyages to the East Indies. After a second career as a ship master, he entered federal service in the Custom House in Salem, where he remained employed until 1853 (his 80th year), living with his Harvard-educated son Augustus, the president of an insurance company.[86]

William Story's plight was not uncommon. The War of 1812 decimated the New England economy. Between the embargos and the war, U.S. exports fell from $108 million to $22 million, and U.S. imports declined from $138 million to $56 million. Such a dramatic decline indicates a truly stagnant trade cycle. Scholars at James Madison University explain that:

> New England experienced very little actual war within its borders, yet it felt its pressure heavily in the paralysis of its peculiar industries, the continual drain upon its wealth of men and money, and the wasting excitement caused by constantly impending menaces and a sense of insecurity. From the spring of 1813, until the close of the contest, British squadrons were hovering along our coasts, and threatening the destruction of our maritime cities and villages. The year 1814 was a specially trying on for New England. The British government had determined and prepared at the beginning of that year, to make the campaign a vigorous, sharp and decisive one on land and sea.[87]

At the close of the war in 1814, fishing and commercial industries were in a shambles; many of the mercantile profession, as well as fishermen, were bankrupt or in straightened circumstances. It would take several years for Marblehead to rebuild its economy. New markets for salt cod in Ohio and points west via Albany helped to restore some of the traditional fishing industry.[88]

## *Circa 1820 – Leavitt Kingsbury*

White and Fettyplace acquired the store house and wharf property in April 1820. Given the circumstances, it is likely that they sold it as quickly as possible to realize some capital after paying William Story's extensive debts. Unfortunately, no deed was recorded for the transfer of the property to a Captain Leavitt Kingsbury. Kingsbury was a merchant and shipmaster originally from Walpole who married Hannah Hooker of Marblehead in 1802. Very little is known about him. He owned at least three ships: the schooner *America* (1820-21), the brig *Alexander* (1821), and the schooner *Five Sisters* (1822). All three ships were involved in the West Indies trade, bringing back molasses, sugar, coffee, rum, olive oil, tamarinds, and claret wine.[89] These items may have been stored in the building during Kingsbury's ownership.

[85] Essex County Registry of Deeds, Book 213:187.
[86] Booth, p. 23.
[87] James Madison Center, James Madison University (*www.jmr.edu*).
[88] Booth, p. 24.
[89] Booth, p. 24. From *Marblehead's Foreign Commerce, 1789-1850*, The Essex Institute, Salem, 1929.

Kingsbury went bankrupt in 1825-26. He had 10 children ages 2-22, but no second generation is listed in vital records, indicating that he left town and took his entire family with him.[90] Since his deed was not registered, it is unclear how, and for how much, Kingsbury purchased the property from White and Fettyplace. This is the first time that the property left the Pedrick family network (if only for a short while). It is likely that there existed some type of connection to Pedrick family members through the complicated web of commercial interests, or the similarly intricate network of marriages and alliances. This connection has not come to light in recent research, and so remains a mystery. It is possible that Captain Kingsbury was simply the highest bidder for the property. The deed immediately following Kingsbury's ownership lists the parcel as one undivided piece (no more references to "one moiety"); therefore, the eastern half of the building and wharf owned until now by Samuel and Eleanor Horton must have been reunited to the western half in an additional unrecorded transaction between Kingsbury and Pedrick heirs.

## *1826 – Nicholson Broughton 3rd*

Upon the bankruptcy of Leavitt Kingsbury, a group of merchants were assigned as the trustees for his creditors. These merchant trustees were "duly authorized" to "sell and convert into money at public or private sale, all the real and personal estate of the aforesaid Leavitt Kingsbury for the purpose of trust aforesaid."[91] Captain Nicholson Broughton III (grand-nephew of Thomas Pedrick, and grandson of sister Sarah Pedrick Broughton) was one of the court-appointed merchants assigned as trustee to the Leavitt Kingsbury estate. He was assigned to disperse Kingsbury's estate to pay creditors. It is unclear whether Broughton was appointed because he was one of the creditors himself. However, on April 15, 1826, he purchased the store house and wharf from the estate for just $120, returning it to Pedrick family ownership. The deed included the following:

> …a certain building called the salt store together with the wharf rocks and land thereunto belonging, situate near the new wharf so called in said Marblehead and bounded in the whole, viz., beginning at the southern corner of the said wharf and land thence running a northwesterly course bounded partly by water and partly by Brimblecom's Fish yard to a westerly course bounded partly by water and partly by Brimblecom's Fish yard to a rock marked B.B. thence, running S.E. by E nineteen feet to the S.E. of Samuel Collyer's fish yard to a rock marked S.H. thence running E.N.E. sixteen feet to a bound marked H.B. thence running south S.E. into the harbour bounded on Collyer's land thence running S.W. to the point first mentioned and bounding on the Harbour together wit h the privileges and appurtenances thereto belonging.[92]

The modest purchase price suggests that Broughton may have held bills of Kingsbury's that were forgiven or paid as a part of the trustee transaction. On the other hand, Broughton may have been shrewdly taking advantage of the opportunity to bring the property back into the Pedrick family.

The description of the property reflects little change in the area from the transfer of the property in 1802. It is stilled abutted on the southwest by Brimblecom's fish yard (or Brimblecom heirs), and on the northeast by Collyer's fish yard (or Collyer's heirs). The use of the building remained as a store house for mercantile commodities, including salt and salt fish, and the second story as a sail and rigging loft.[93]

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[90] Marblehead Vital Records. Marblehead Museum and Historical Society.

[91] Jesse Blandchard et al Trustees to Nicholson Broughton, April 15, 1826. Essex County Registry of Deeds. Book 244:2.

[92] Essex County Registry of Deeds, Book 244:2.

[93] Booth, p. 25. Graves' sail loft in operation here, making sails and employing a total of 12 -20 hands. Marblehead *Messenger*, article about Marblehead in 1825, March 19, 1897.

Shortly after acquiring the store house site, Broughton purchased adjoining parcels to enlarge the commercial wharf property. In March 1828, he purchased a parcel from Collyer heirs on the northeast fronting 185 feet on the harbor (the eastern end of this becomes Blackler's Wharf). At the same time, he purchased the rocky land to the southwest of the store house from a Brimblecom heir (Nicholas Tucker) fronting 230 feet on the harbor. The extended wharf property became known as Broughton's Wharf. [94] Both of these parcels had briefly been a part of Leavitt Kingsbury's estate, and which reverted to the original (previous) owners when he went bankrupt.

Nicholson Broughton III (born 1790) was the son of Thomas Pedrick's nephew Nicholson Broughton (son of Sarah Pedrick Broughton). His aunts, Eleanor Pedrick Horton and Anna Pedrick Proctor, initially inherited the store house and wharf upon his great-uncle Thomas Pedrick's death in 1802. His father Nicholson Broughton, Jr., had also inherited a share in the parcel but waived his rights in the interest of his sisters. His grandfather Nicholson Broughton (married to Sarah Pedrick, sister of Thomas Pedrick) partnered on many a trading voyage with Thomas Pedrick himself. The firm of Girdler and Broughton (his grandfather's business) appears frequently in the Thomas Pedrick Account Book. Therefore, the Broughton family had a long history of business in and around this site, and Nicholson Broughton III was bringing the harbor front property back into the Pedrick/Broughton family.

Like so many successful merchants, Broughton began his life at sea as a shipmaster in foreign trade. He made many successful voyages to South America, St. Petersburg, France, China, and the Caribbean. Following is a list of the known ships on which Broughton. He owned, in full or in part, all of the ships except where noted. The book *Old Marblehead Sea Captains and the Ships in Which They Sailed* documents that "from 1825 to 1835 Nicholson Broughton had built for him by Jackman & Currier, of Newburyport, 32 ships, brigantines, and schooners, many of them sailing from what is now the Marblehead Transportation Company's wharf, on foreign voyages."[95]

SHIPS –

| | |
|---|---|
| *Saratoga* | 1806 (sailing master, not owner) |
| *Jefferson* | 1815, schooner (sailing master, not owner) |
| *Caesar* | 1815 (sailing master, not owner) |
| *Union* | 1818, brig |
| *Java* | 1818, 1819, 1820, 1827 |
| *Five Sisters* | 1826, schooner |
| *Alpha* | 1827, schooner |
| *Friendship* | 1826, 1827 schooner |
| *Union* | 1828 schooner |
| *Prudent* | 1829 |
| *Cherub* | 1828, 1829, 1830 brig |
| *President* | 1830, brig |
| *General Glover* | 1835, brig |
| *Antares* | 1835, brig |
| *Nathaniel Hooper* | 1840 |
| *Saratoga* | 1840, large schooner |
| *Burlington* | 1841, large schooner |
| *Zotoff* | 1841, 1842 brig[96] |

[94] Booth, p. 25.

[95] Benjamin J. Lindsey, compiler, *Old Marblehead Sea Captains and the Ships in Which They Sailed*, (Marblehead Historical Society, 1915; 2nd ed. Legend Publications, 1981). As quoted in Booth, p. 26.

[96] Booth pp. 25-26, and Francis Bradlee, *Marblehead's Foreign Commerce, 1789-1850*. (Phillips Library, Peabody Essex Museum.

Items carried by these ships included: sail cloth, hemp, bar iron, tarpaulin cloth, raven duck, and feathers from Russia; silks and other textiles, Hyson tea, and chinaware from Canton, China; molasses from the Caribbean; and brandy from France. An examination of the impost lists for the years from 1826 forward (the years that he was operating from the store and wharf in Marblehead) reveals the following sampling of the voyages and goods arriving and departing from "Broughton's Wharf":

| | |
|---|---|
| 1826 | schooner *Friendship* from St. Petersburg<br>hemp, iron, cordage, brown sheeting, Raven Duck |
| May 1827 | schooner *Friendship* from Gibraltar<br>raisins, wine |
| June 1827 | schooner *Alpha* from St. Thomas<br>brown sugar, coffee |
| Oct. 1827 | brig *Java* from Holland<br>tarred cordage, sheet iron, sail duck |
| 1828 | brig *Java* from Marseille<br>salt, olives, oil, corks, wine |
| Feb. 1828 | schooner *Union* from Haiti<br>coffee, leaf tobacco, chain cable |
| April 1829 | brig *Cherub* from St. Petersburg<br>raven duck, tarred cordage, sail duck, quills |
| 1842 | brig *Lotoff* from Cadiz<br>olives, salt[97] |

Booth states that a highly successful trip to Canton, China in 1818-1819 made Broughton a rich man, and by 1826 (the year he purchased the store and wharf), he was able to retire from seafaring and set himself up as a merchant conducting his business from the enlarged wharf complex.[98]

On February 18, 1829, Broughton sheltered his real estate holdings, including the Broughton Wharf site, by selling it to his daughter Susan Glover Broughton. Susan, the only child from his first marriage to Deborah Hooper, was 10 years old at the time. The property is one of three parcels included in the deed (see Figure 35), and is described very generally as:

> ALSO one other certain parcel of land with the wharf and building thereto belonging situate in said Marblehead, and bounded Southeasterly by Marblehead harbour, Southwesterly by land of Quiner, Northwesterly by land of Tucker and Reed, and Northeasterly by land of Francis Blackler, the premises being the same as conveyed to me in three deeds by assignees of Leavitt Kingsbury's estate Nicholas Tucker and Nicholas Quiner and wife….[99]

[97] Microfilm. Impost Books. Abstract of Merchandise Imported and Duties Paid, October 1796-June 1911. Phillips Library, Peabody Essex Museum.

[98] Booth, p. 26.

[99] Nicholson Broughton to Susan Glover, February 18, 1829. Essex County Register of Deeds, Book 251:285.

Broughton's holdings reflected in the deed (residence, wharf complex, and fish yard on Great Neck) were quite valuable. Susan "purchased" them for $5,000 provided by her guardian, Nicholson himself.

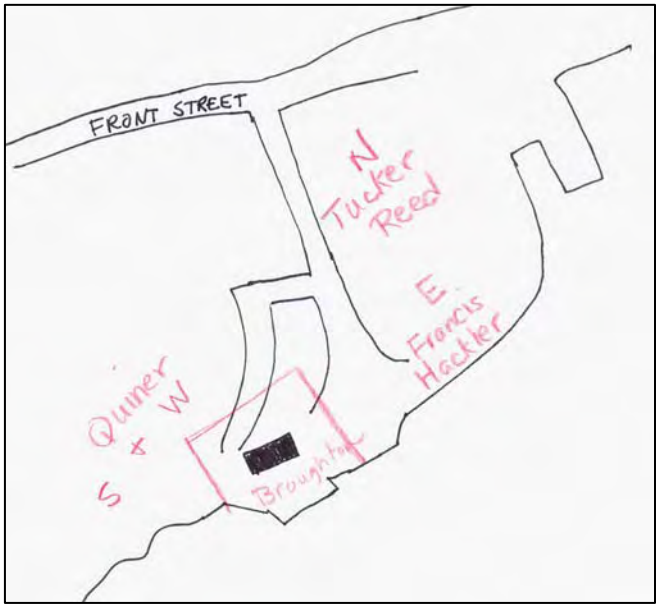



**Figure 35.** Schematic plot plan of store house property in 1829 with abutters identified, based on deed information.

Booth credits Captain Nicholson Broughton with keeping Marblehead engaged profitably in foreign trade through the 1830s and 1840s. He did this despite changing national trends that centered around: (1) new trade routes defined by the railroads and canals; (2) a population moving westward; and (3) by the rise in the production of American goods and decreasing need for imports.[100] The changing economy must have taken a toll even on Broughton's business, though, for on October 4, 1842, he petitioned the court for bankruptcy. A Decree of Bankruptcy was awarded on October 25, 1842, and on January 24, 1843, Deputy Sherriff Samuel Bowden, Jr. (court assignee to the estate), was authorized to sell the estate for cash at public auction.[101]

Broughton's Wharf consisted of four distinct parcels – three along the shore of the harbor, and one behind the waterfront parcels at the northeast end of the complex (see Figure 36). The three waterfront parcels were already protected from bank seizure by the 1829 transfer of property to Susan Glover Broughton. On February 21, 1843, Susan Glover Broughton purchased the fourth parcel of the wharf complex at public auction for $30. Therefore, all of the principal wharf parcels were owned by Susan G. Broughton shortly after Captain Broughton was declared bankrupt.[102]

[100] Booth, p. 27.

[101] In an effort to protect his estate, Broughton was very likely taking advantage of the new federal statute passed by Congress on August 19, 1841, entitled "*An Act to Establish a Uniform System of Bankruptcy throughout the United States.*"

[102] Broughton bankruptcy Assignee (Samuel Bowden Jr.) to Susan Glover Broughton, February 21, 1843. Essex County Register of Deeds, Book 346:226.

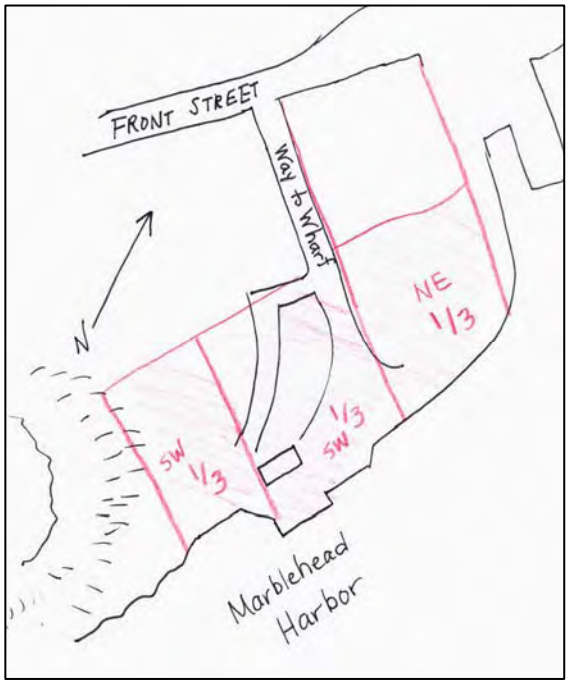



**Figure 36.** Schematic plot plan of store house property in 1843 with abutters identified, based on deed information.

The following year a newly married Susan Glover Broughton and husband John Knight,[103] a shore man of Marblehead, sold the northeast third of the part of the wharf to Nancy H. Broughton (step-mother and wife of Captain Broughton). They sold the parcel for $500. It is described as

> …All that Northeasterly one third part of that piece of Real Estate known by the name of the Broughton Wharf, together with all the land and Rocks belonging to said one third part thereof and the two story store or Building standing on said Northeasterly one third part of said wharf …[104]

The wharf was accessed by way of a road leading from Front Street (present-day Ferry Lane) to the water. This is the same 12- foot way set out in the 1733 division of the Codner estate. The 6-foot way, likewise set out in the Codner division, which connected Ferry Lane to the cove on the north, was also still extant. It was mentioned in this deed as

> reserving also to ourselves the free use of a right of way…to the hill or head and land in rear of the same said premises being subject to a six feet passageway from said Wharf of Adams, to land of Tucker aforesaid.[105]

The northeast third part of the wharf was directly adjacent to the Pedrick Store House site. This 1844 deed illustrates that Broughton's improvements and expansions at the wharf included the addition of at least one two-story building. Given the traffic of incoming and outgoing vessels, additional warehouses would have been necessary.

[103] Susan Glover Broughton married John Knight 3rd on May 6, 1843. Marblehead Vital Statistics, Marriages (on-line search).

[104] John Knight & wife to Nancy H. Broughton, August 5, 1844. Essex County Registry of Deeds, Book 346:227.

[105] Essex County registry of Deeds, Book 346:227.

On January 30, 1845, Susan Glover (Broughton) Knight deaccessioned several more pieces of property that had been placed under her name by her father Nicholson Broughton III. These included the remaining two third parts of the wharf and the fish yard on the Great Neck. Mrs. Knight and her husband John Knight sold the property to her step-mother Nancy H. Broughton for $1,500. The description of the property is as follows:

> All that Southwesterly two thirds part of the Real Estate known by the name of Broughton Wharf together with the store, wharf, rocks and land, Thereto belonging, bounded Southeasterly by the Marblehead Harbour. Southwesterly by Land of Henry N. Quiner. Northwesterly by land of Nathaniel Brimblecom partly and partly by land of Bowler. Northeasterly by the other one third part of wharf of land and wharf conveyed by deed August fifth 1844 to said Nancy H. Broughton by us….This conveyance includes the road way leading from Front Street to said wharf to be subject to the free use of passage

Also mentioned was a 12-foot passageway from the road to Front Street (Ferry lane) along the back (or southeast) boundary of the Front Street house parcels. It was described as

> Free use of passage through and by the south easterly margin of Bowler's land of a twelve feet passage way to the barn and Estate of William W. Johnson.[106]

This passage was intended to access outbuildings of the Front Street home lots; however, it is from this passageway that a way was made to the back of the sail loft along the rocky ridge behind the building. This is the first time that a passage running behind the store house is specifically mentioned in a primary document, although access to the sail loft along the ridge must have existed from an early date. The passage described here is evident in the earliest map of the area dating to 1850 (see Figure 37).

The mention of the store, **wharf,** rocks, and land is significant, because although the northeast part of the wharf complex had an additional ware house, no other portion of the Broughton property was described with a distinct wharf except this "southwesterly two thirds part" – the Pedrick Store House site. All Broughton's ships coming into Marblehead Harbor must have tied up right at this wharf, or else used the berths of adjacent wharves belonging to fellow merchants.

By 1845, all of the Broughton Wharf properties were back in the hands of Nicholson Broughton via his wife Nancy. Sometime in 1845 or 1846, the Broughtons moved to Boston. In February 1847, they (now both "of Boston in the County of Suffolk) mortgaged a portion of the wharf property to the Marblehead Grand Bank for $500. The portion of the wharf complex that is contained in this deed is the store house and wharf and the area immediately around the building, with a right of way to Front Street and to the back of the building via a passage to the second-story sail loft.

[106] Essex Registry of Deeds, Book 352:3.

The description of the parcel is very specific, and provides for the first time an understanding of the size of the building. The mortgage is for

> A certain building called the Salt Store together with the wharf in front and the land and rocks under and adjoining the same situate in Marblehead aforesaid bounded as follows, beginning at a point twenty feet from the South west end of said Salt Store and running Southeasterly on a line parallel with said South West end, twenty feet distant and by the land recently conveyed by us to William W. Johnson to the harbour, thence Northeasterly to the harbour and along the wharf about sixty seven feet four inches, thence Northwest in a strait line to pass three feet distant and parallel with the North east end of said store and measures sixty seven feet, thence running Southwesterly in a line parallel with the North West side of said Store about twenty feet distant to reach the land lately sold Johnson and measures about forty eight feet, thence Southerly to the point of beginning with the privilege of the road leading to the sail loft on the N. West side and also a cart privilege leading from the Main Street to reach the western part of Broughton Wharf in front of said store.[107]

The dimensions of the parcel are approximately 68 feet square. The building measured approximately 25 by 44 feet; it was set northwest of center on the plot, with 20 feet of land on the back (northwest) side, 20 feet of land on the southwest end, 17 feet of wharf along the front (southeast) side, and just 3 feet of land along the northeast end of the building. These dimensions are extrapolated from a careful examination of the boundaries provided in the previously cited deed.

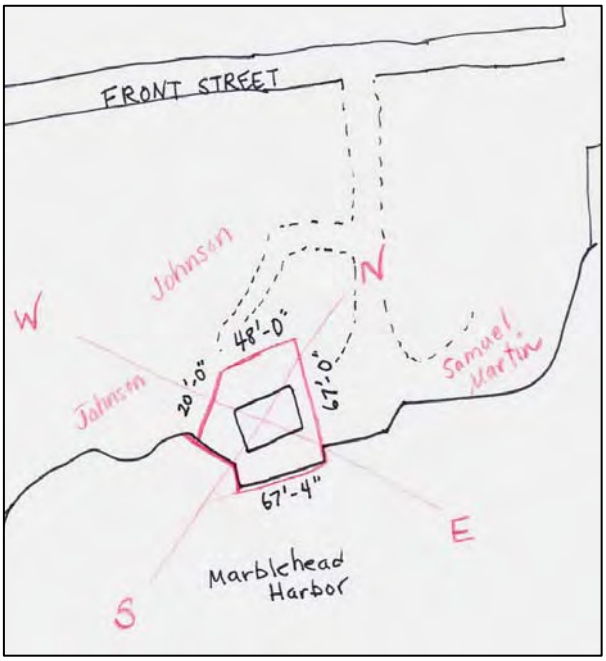



**Figure 37.** Schematic plot plan of store house property in 1847 with abutters identified, based on deed information.

This deed holds other important details. The access to the sail loft is specifically mentioned for the first time as the "privilege of the road leading to the sail loft on the N. West side." The length of the wharf is identified for the first time: 67 feet 4 inches. The property included a cart privilege from in front of the store to the main street that was also specified. The use of the building continued to be as a store house with a sail loft above.

[107] Nicholson Broughton et Ux. to Marblehead Grand Bank, February 15, 1847. Essex County Registry of Deeds, Book 378:198.

## *1847 – William Fabens and Joseph R. Bassett*

Nicholson and Nancy Broughton sold the wharf and store on November 12, 1847, for $1,000. Half of the purchase price was applied to the $500 mortgage still held by the Grand Bank, discharging the Broughtons from responsibility. The site was purchased by William Fabens and Joseph Roundey Bassett. In the deed they are identified as an attorney (Fabens) and a trader (Bassett). Bassett has also been identified as a cordwainer (shoemaker) in primary documents.

William Fabens Esq. was from Salem, a newcomer to Marblehead who had married the daughter of a Marblehead physician. No connections to the Broughton or the Pedrick families have surfaced in recent research. Marblehead Vital Records have only a short list of Fabens, and all of the birth, death and marriage dates significantly predate the 1848 deed.

Joseph R. Bassett, on the other hand, was a Marblehead resident who in 1848 married Louisa Proctor. Louisa Proctor was the daughter of Joseph (son of Anna[108] and Joseph Proctor) and Polly Proctor. Louisa Proctor was the second cousin of Susan Glover Broughton Knight. Louisa married Joseph Bassett in 1848 – just a year after he purchased the property from Nicholson Broughton III (Louisa's first cousin). Surely the transaction – involving once again the heirs of Thomas Pedrick – was not a simple coincidence.

> A certain building called the Salt Store with the land, rocks, and wharf under and adjoining the same, situated in Marblehead…together with the use and privilege of the road from Front Street (leading to my wharf lately sold to Samuel Martin Jr.) to said Salt Store and wharf aforesaid – Also the use and privilege of the thirteen feet way from said road by the S. East part of Bowlers land and the N. East part of Johnsons land to the N. West part of said Store usually called the road leading to the sail loft in said store.[109]

The deed also describes the wharf area as consisting of a stone portion for the first time. The boundary along the harbor is described as "…thence Northeasterly by the harbour on the front of said wharf to the N.E. part of Stone wharf and measuring about sixty eight feet." The stone portion of the wharf was evidently that built for William Story and Samuel Horton in 1810. Nicholson Broughton III probably improved and enlarged the wharf as well. The Broughton wharf business complex on the harbor was more extensive than for previous owners, and the ships loading and unloading there grew increasingly larger in length and tonnage. A map in the 1850 McIntyre atlas delineates a squared, built-out wharf directly in front of the store house, with obviously manmade sea walls (indicated by straight angled edges) to the immediate north and south of the projecting wharf (see Figure 38).

[108] Anna Broughton Proctor was the daughter of Thomas Pedrick's sister, Sarah Pedrick Broughton. Anna Broughton Proctor inherited a third part of the store house and wharf at Thomas Pedrick's death in 1802, along with her sister Eleanor Broughton Horton and brother Nicholson Broughton II.

[109] Nicholson Broughton et al. to William Fabens et al., November 12, 1847. Essex County Registry of Deed, Book 390:212.




**Figure 38.** Detail of map of Marblehead, 1850, showing squared, built-out wharf and flanking manmade seawalls.

Fabens & Bassett are identified as the owners; however, survey preparation for maps often preceded the publication of a finished map by as much as a year or two. Therefore, the 1850 McIntyre atlas could reflect the general site plan of the store house and wharf in 1847 at the time of purchase by Fabens & Bassett. The 13-foot-wide road to the sail loft leading from the road to Front Street, and the 12-foot passage from the wharf up to Front Street, are clearly laid out on this 1850 map. The McIntyre map represents the first primary source image of the site.

Fabens and Bassett probably purchased the site with the intention of using it in relation to the growing shoe manufacture industry in Marblehead. During the 1840s, an industrial boom involving the manufacture of shoes had begun in Marblehead. Several technical advances in the shoe industry came into use around this time. For example, the rolling machine for pounding sole leather came into use in 1845, followed by Elias Howe's invention of the sewing machine in 1846, and in 1858 the invention of a machine that could stitch the soles of shoes to the uppers.[110] The cottage industry of shoe stitching, which had been one of the winter employments in the town even in the 18th century, became big business in the mid-19th century. Marblehead became known as one of the "Massachusetts shoe towns," along with Lynn and Haverhill. In 1846 a storm on the Grand Banks (the "Great Gale") hit the Marblehead fishing fleet. Eleven vessels were lost, and 65 Marblehead fishermen were drowned. The growth of the local shoe industry provided welcome employment to the residents, safe from the uncertainties and hardships of fishing.

[110] "Shoes of the 19th Century" (*www.shoeinfonet*).

Fabens and Bassett purchased the site the year after the Great Gale, perhaps anticipating that more and more of the work force would turn to the growing shoe business, and that the wharf property could be used for the importation of leather and the export of Marblehead shoes. These two gentlemen were involved in developing the industrial downtown of Marblehead, and also many of the new residential neighborhoods. As Booth reports, "Joseph R. Bassett and others built factories near the new railroad station (on Pleasant Street) and soon Marblehead was a major shoe-producing center, with a specialty in ladies' and children's shoes."[111] The shoe industry was a productive one until two fires – in 1877 and 1888 – destroyed much of the business district.

Samuel Roads spent considerable time in his 1890 edition of *The History of Marblehead* extolling the industrious endeavors of Joseph Bassett. He wrote that:

> With the opening of the railroad to Salem, in 1839, an impetus was given to the manufacturing interests of the town, and an era of prosperity began. One of the first to avail themselves of the advantages presented by this means of transportation by rail, was Mr. Joseph R. Bassett, an energetic and enterprising young man who had established himself in the shoe business a few years before. As his business increased he built a factory near the depot…He made use of every new invention as it appeared, and the effect was soon apparent in the increasing proportions of his business…[112].

In the early 1840s Bassett purchased large tracts of land, laid out streets (Reeds Hill, Commercial Street, and Prospect Street), and erected reasonably priced houses for his workmen. In 1847 – the same year that the store house and wharf were purchased – Bassett erected a steam sawmill on the shore in the section of Marblehead known as the shipyard (located some distance west along the harbor from the store house). The saw mill was for the manufacture of wooden shoe boxes. Perhaps the steam saw mill and wharf properties were intended to complement one another for the packaging and shipping of finished shoes.[113]

The promise of establishing a viable wharf presence for the shoe industry apparently did not come to fruition. Fabens and Bassett held the property for just five years before selling it to resident sail maker Eleazer Graves for $200, and a responsibility to pay the $500 mortgage still held by the Grand Bank of Marblehead. The property was therefore sold at a loss for Fabens and Bassett. No further research was conducted to determine the fate of these two Marblehead businessmen, although Roads documented that "During the great panic of 1857 he [Bassett] was the only manufacturer who did not close his factory." Indeed, it seems that he hired those workers who lost their jobs, and employed 700 hands at work by 1860.[114]

[111] Booth, p. 30.
[112] Samuel Roads, *The History and Traditions of Marblehead* (Marblehead, MA: N. Allen Lindsey & Co., 1890), pp. 358-359.
[113] Roads, p. 359.
[114] Roads, p. 361.

# The Building and Site 1852-1903

## *Graves Sail Loft*

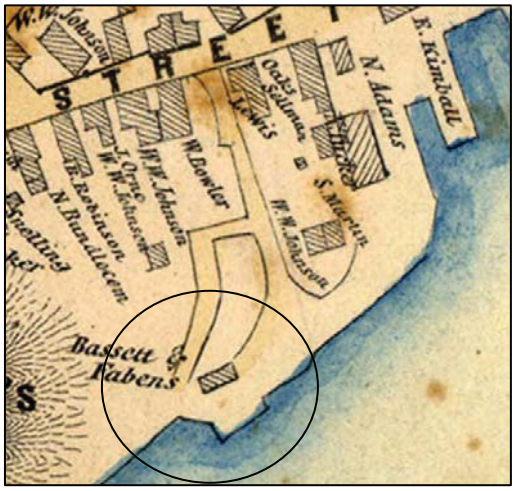



**Figure 39.** Map of the site in 1852.

On January 14, 1852, Fabens & Bassett sold the property to Eleazer Graves and his son Philip E. Graves, sail makers. The Graves sail making family is believed to have been employed in the sail loft of the building for many years prior to this purchase. Eleazer Graves was the son of John Graves of the firm Pierce and Graves, which appears in the account books of Thomas Pedrick, and to whom Pedrick owed money upon his death. A long association is therefore probable between the Graves sail making business and this site. The deed of transfer states simply that they purchased "a certain building called the salt store together with the wharf in front and the land and rocks under adjoining the same situate in Marblehead and described in a certain deed from Nicholson Broughton and wife to President Directors and Co. of the Grand Bank."[115] Therefore the property boundaries and description were consistent with those in 1847, which in turn had remained the same since the parcel was set off from one of the quarters of the John Codner estate by Samuel Hollman to Samuel Brimblecom in 1755. Although parcels around the store house were added and subtracted and evolved through different ownership, the Pedrick Store House site has had remarkable consistency. The site as it appeared in 1852 was recorded in the 1850 MacIntyre Atlas (Figure 39).

Eleazer and Philip Graves used the building as a sail loft throughout the rest of the 19th century. As joint owners of the site, they probably rented out the first story as store space and received income from fishermen, traders, and yachtsmen for use of the 68-foot wharf as well. The continued identification of the building in the deeds as a salt store suggests that it still maintained an association with the fishing industry while functioning as harbor-front storage. Whether it continued to store salt is unknown. The Graves family era was not researched in depth for this historic structure report.

In 1867, Eleazer (now age 75) sold his "one half of a certain building called the Salt Store together with one half the wharf in part and the land and the rocks under and adjoining the same situate in Marblehead" to his son Philip (age 44) for $250.[116] Already a half-owner of the property, Philip became the sole owner with this deed.

[115] William Fabens et al. to Eleazer Graves, January 14, 1852. Essex County Registry of Deeds, Book 455:251.
[116] Eleazer Graves to Philip Graves, February 2, 1867. Essex County Registry of Deeds, Book 719:19.

The appearance of the building at this time is represented in an artist's view of the wharf by marine painter John Amory Codman dating to 1864 (Figure 40). The painting, owned by the Corinthian Yacht Club in Marblehead, is an extremely rare illustration of a utilitarian building along the working harbor. It is unknown who commissioned the painting, but it is clear that the painting was intended to document this particular building. The building is not simply a part of a larger landscape painting, nor is it the backdrop for a sailing vessel. Sailing vessels are included in the painting, but do not distract from the depiction of the wharf and store house. Although romanticized, the painting is a portrait of the building in 1864 – complete with a clear date on the gunnel of the dory in the foreground. The identity of the three women in the painting is unknown.





**Figure 40.** The Pedrick Store House, as seen in an oil painting by John Amory Codman, 1864 (above). Detail of painting below. Painting reproduced with the permission of the Corinthian Yacht Club of Marblehead.

The painting provides a wealth of information about the wharf, the west gable end, and the south front elevation. The building stood on freestanding wharf piers with considerable crawl space beneath the building. There appear to be at least six piers supporting the front sill, four along the end sill, and many more below the other main-floor framing units.

The building is clapboarded with flat corner boards. Clapboards appear riven and well weathered. Second-story windows appear to hold 12-over-12 wood sashes in deep plank frames. Fenestration has changed significantly since construction ca. 1770. The west gable end reveals no openings on the first story, two windows with sashes on the second story, and a wide, double, shuttered window in the gable. The front (south) elevation is pictured with a small shuttered window at the southwest corner, and two loading doors with vertical-plank doors located in the approximate center of the building. Two loading doors insured an uninterrupted flow of foot traffic into and out of the building.

The second story featured an oversized loading door in the approximate center of the building (not original), flanked on the west by two windows with 12-over-12 sashes (not original location), and on the east by one window with 12-over-12 sashes (not original location). A door is covering the loading doorway in the painting. No ramp or gangway is visible in the painting, nor are hoistways or outriggers for pulleys.

The roof is a medium-pitched gable form with flat rake boards and very little overhang along the front and rear elevations. A brick chimney is being built or repaired at the west end of the roof on the south slope, indicating that by 1864 a stove had been added to heat a portion (probably the sail loft) of the building.

A fisherman's shanty was located just west of the structure on a platform supported by pilings. A shanty remained at this location through the 1940s. Poles and floats near the shanty and a drying fish net attest to the continued association to the fishing trade.

The building is pictured at low tide in order to showcase the finished stone seawall and wharf structure. The wharf is seen to consist of two distinct entities. A squared rubble-stone area extends from the southwest corner of the building. Four interlocking, lap-jointed wood timbers encase the top of the wall and provide a buffer for incoming vessels. Although the painting does not show it, a wood deck topped this portion of the wharf. An earlier (ca. 1810) dressed stone wharf with wide granite coping stones projects beyond the small wharf area at the southwest corner, and extends across most of the front of the building. This portion of the wharf was filled with hard-packed earth and rubble. The painter's attention to detail of the walls and configuration of the wharf suggest that it reflects the true appearance. Photographs taken some 10 years later show a similar, but more dilapidated, version of the same.

In 1873 Eleazer Graves died at age 80. His son continued to practice sail making in the sail loft. The art of sail making changed dramatically during the tenure of the Graves family. The type of sails changed from the huge square sails needed for the square-rigged vessels that sailed to the West Indies and Europe, to the large oblong sails of the fishing schooner, to the much smaller sails for recreational yachts and work boats.[117]

[117] Booth, p. 31.

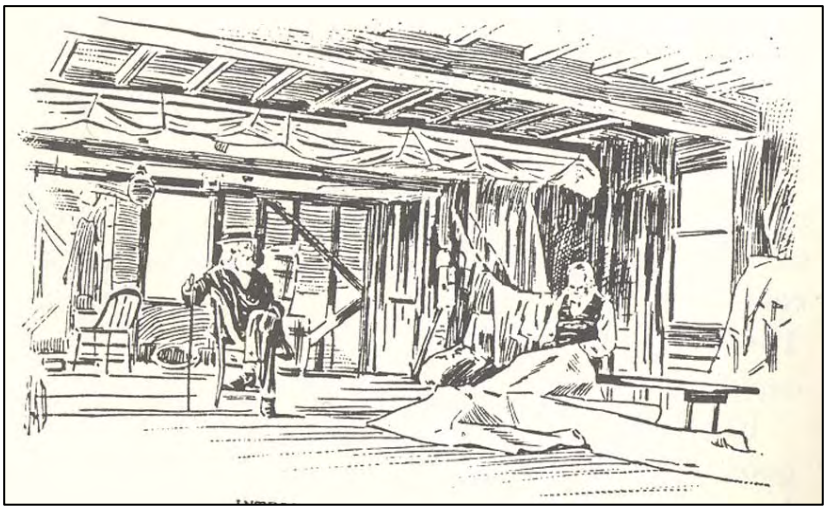


**Figure 41**. Drawing of "Graves Sail Loft," from Roads' *History of Marblehead*, 1890 edition.

In the late 19th century, Marblehead became a seaside resort and tourist destination. In 1870 a new road over the causeway protected by a new seawall was constructed and fostered the development of Marblehead Neck with large summer homes rented to Bostonians. The population increased 25 per cent between 1850 and 1870, and previously open land began to be developed for speculation. A spur railroad line from Lynn to Marblehead was built by the Eastern Railroad.[118] The late 19th century saw a significant rise in the popularity of day trips to the seaside and family vacations to enjoy the ocean air. Locales such as Marblehead experienced a surge in tourism, with a growth of associated businesses such as restaurants, guest houses, hotels, ice cream parlors, and beach-side shops.

Likewise, beginning in 1870, a growing list of yacht clubs were established in Marblehead, including the Eastern Yacht Club [1870]; the Corinthian Yacht Club [1885]; the Pleon Yacht Club [1887]; and the Burgess Yacht Club [1894]. The Boston Yacht Club joined with the Burgess Yacht Club in 1902 and began the competition known as "Race Week," eventually making Marblehead the "Yachting Capital of the World."[119] Marblehead became known internationally for its sailing championships, innovations in yachting trends, patronage of outstanding naval designers, and elite club memberships.[120] Seasonal visits of the New York fleet beginning in 1884 became the highlight of the summer. Businesses supporting the yachting population flourished, including outfitters, ice suppliers, sail lofts, and carpenters.

In 1878, fisherman Philip B. Tucker (1835-1900) began a ferry business to Marblehead Neck, running sailboats and dories from a wharf adjacent to the old Pedrick Store House (then the Graves Sail Loft). The wharf was located east of the sail loft at the foot of Ferry Lane. In 1880, a Captain E. Allen Pitman established the first steam ferry for carrying passengers. Meeting passengers at the train depots, Pitman ran the steam ferry trips to the Neck until 1882, at which time Phillip Tucker took over the ferry in addition to his sail boats and dories.[121]

[118] Bill Purdin, editor, "Marblehead Magazine –History Timeline" (www.legendinc.com).
[119] Purdin, "Marblehead Magazine – History Timeline."
[120] Priscilla S. Lord, *The Spirit of 76 Lives Here: Marblehead* (Radnor, PA: Chilton Book Company, 1972), pp. 205-206.
[121] Roads, p. 441.

Tucker's ferry business continued for 23 years, and was incorporated as the Marblehead Transportation Company in April 1901. Booth records that "During all of that time, the 1770 Thomas Pedrick wharf and building were known as Graves' Wharf and Graves' Sail Loft."[122] However, a ca.-1882 photograph (Figure 46) shows a steam ferry boat docked in front of the Pedrick wharf. In addition, the earliest available Sanborn Fire Insurance map (1885 – Figure 42) indicates that the first story of the store house was used as a "Ferry House."[123]

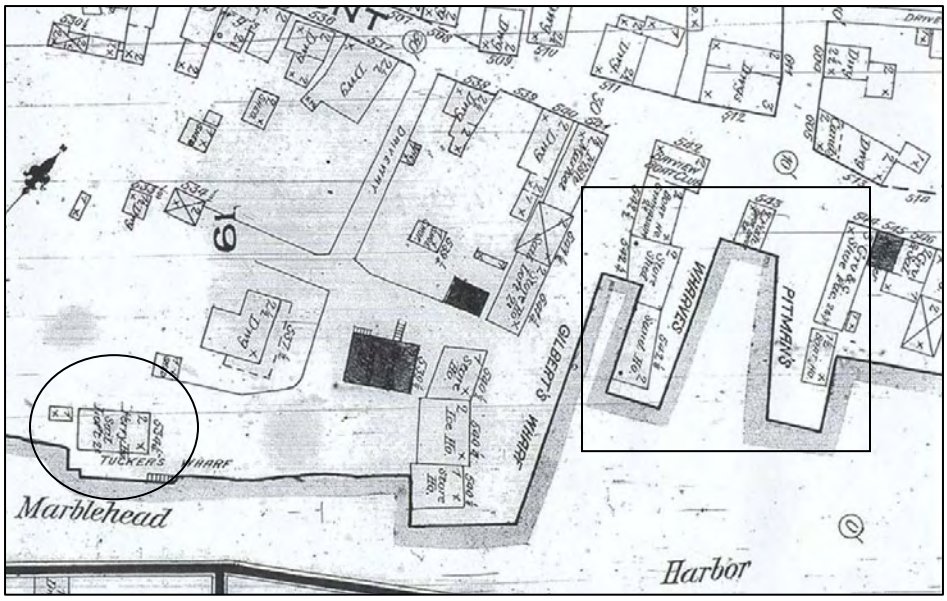



**Figure 42.** Detail of 1885 Sanborn Fire Insurance Map, annotated by the author to show the Pedrick Store House/Tucker's Wharf (circled) and Pitman's Wharf (boxed).

It seems that initially, Tucker rented/used the first story of the store house for his ferry operation. By 1890, however, Tucker had built his own small single story Ferry House on his wharf to the east (see Figure 53).

Figure 43 dates to ca. 1875. The building appears much as it did in the 1864 Codman painting. Changes are noted on the following detail of the photograph. This image is identified as the earliest photograph of the building, because it is the only photographic image that includes the shed-roof shanty. All other photographs show the gable-roof shanty that replaced this little outbuilding by ca. 1880.

[122] Booth, p. 32.

[123] Sanborn insurance maps showing the site in the text are generally selected details of the area from larger images. Larger images of all Sanborn maps used in this report are included as Appendix D.

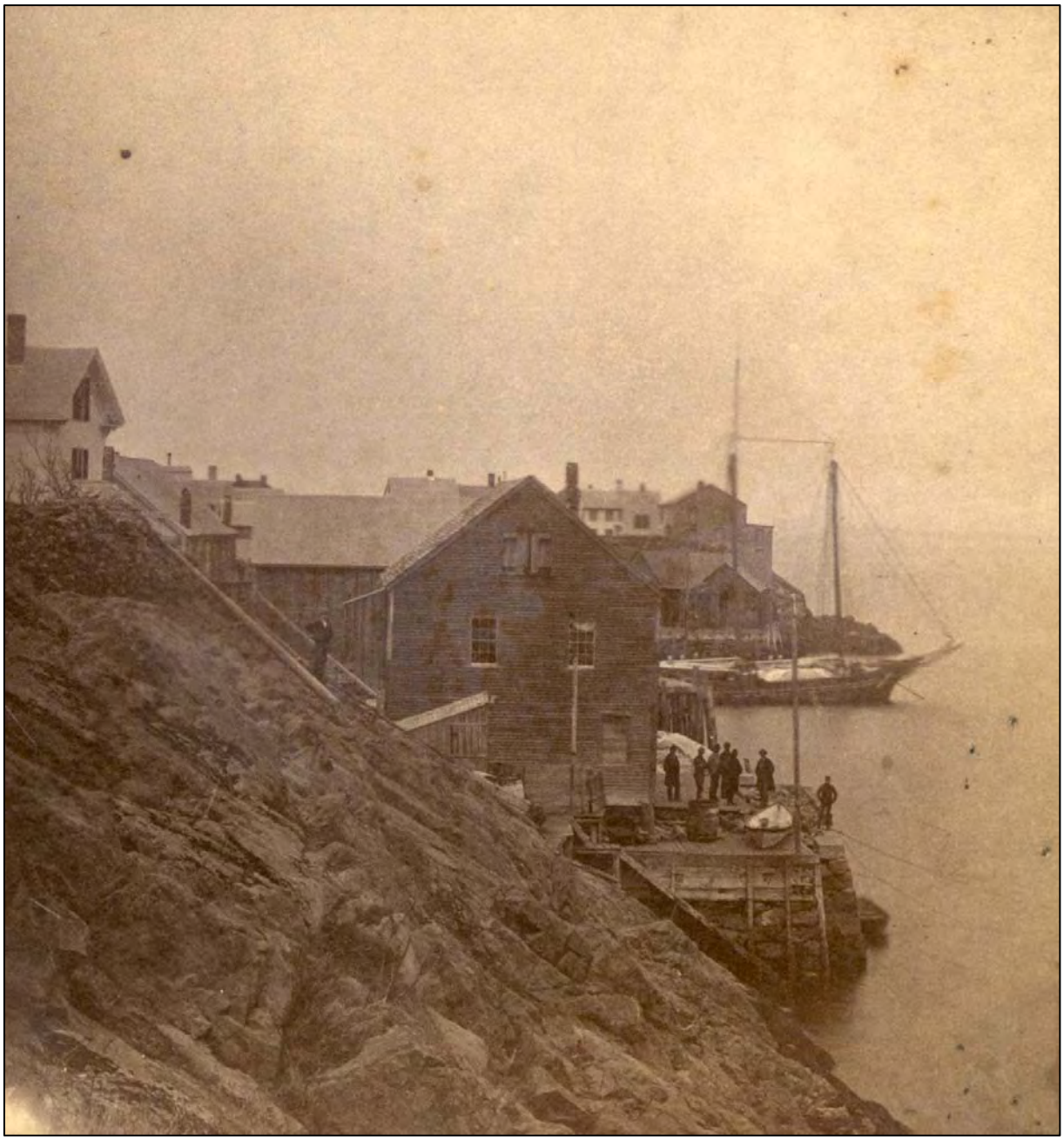


**Figure 43.** View of the store house and wharf, ca. 1875. Note covered cat walk into sail loft at rear of building, and shed roof shanty next to building.

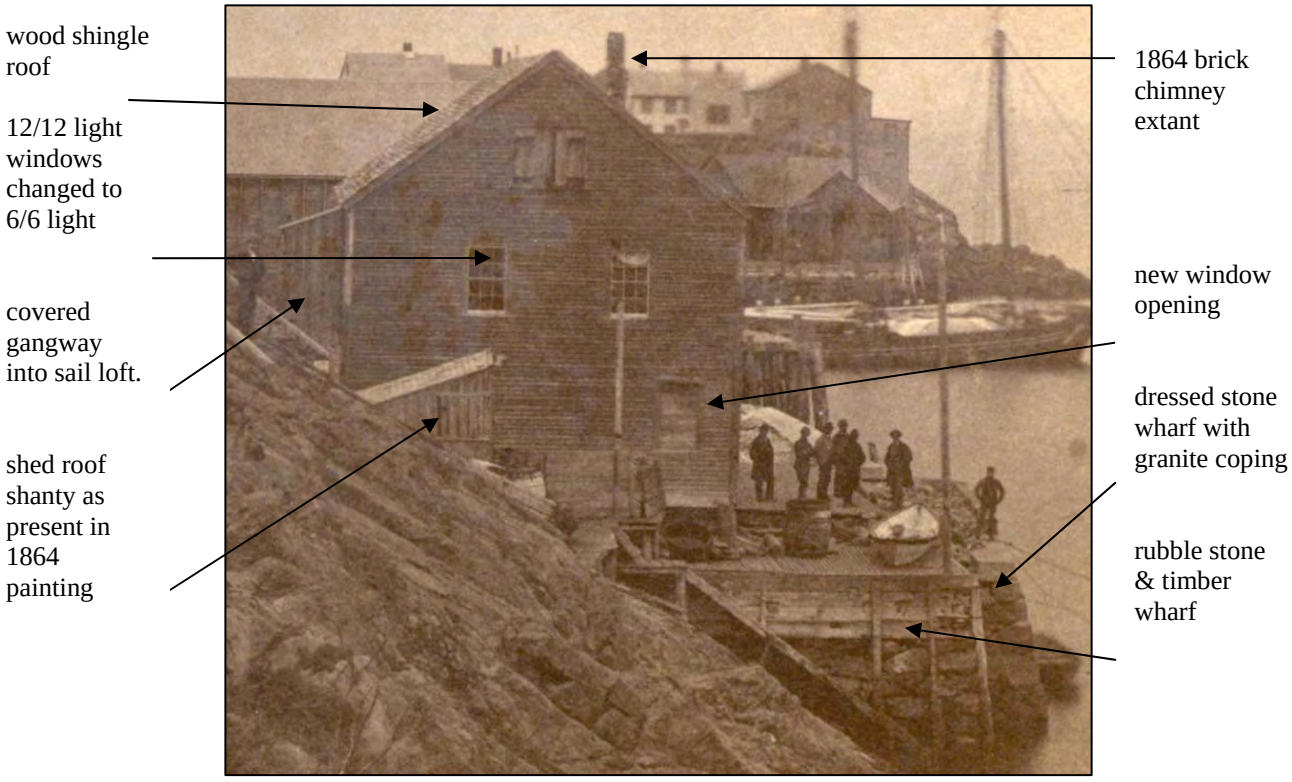



**Figure 44.** Detail of Figure 43, showing the wharf.

A photograph from the 1880 edition of Roads' *History of Marblehead* (Figure 45) represents the earliest photographic view of the front elevation of the building, and gives a close-up view of the materials used in the wharf area. A wood deck creates an apron immediately along the building's front. A step-down wharf area fronts this deck along the water (west and south sides) with timbers lashed to the edges and wood boards laid lengthwise on the surface. The earth and rubble fill stone wharf is just visible in the foreground of the photograph.



**Figure 45.** Wharf and store house, looking west, ca. 1879.

**Details of the ca.-1879 photograph**






A photograph dating to ca. 1882 (Figure 46) shows the wharf bustling with activity. A steam ferry boat is pulled up to the corner of the wharf. A second ferry boat is visible to the east. A large pile of crates and bundles is dumped on the wharf, perhaps awaiting delivery to Marblehead Neck. The gable-roof, wood-shingled fisherman's shanty is in place and appears quite new, but is already loaded with lobster traps, sail boat spars, barrels, floats, and other debris. Small dories are pulled up on the wharf as well as surrounding the wharf in the water. A scrap wood sign has been tacked to the southwest corner of the building. No words are legible, although an artist's sketch of the building – clearly based on this photograph – reveals the word on the sign is "FERRY." The building is still is raised on wharf piers with little evidence of infill at the foundation.

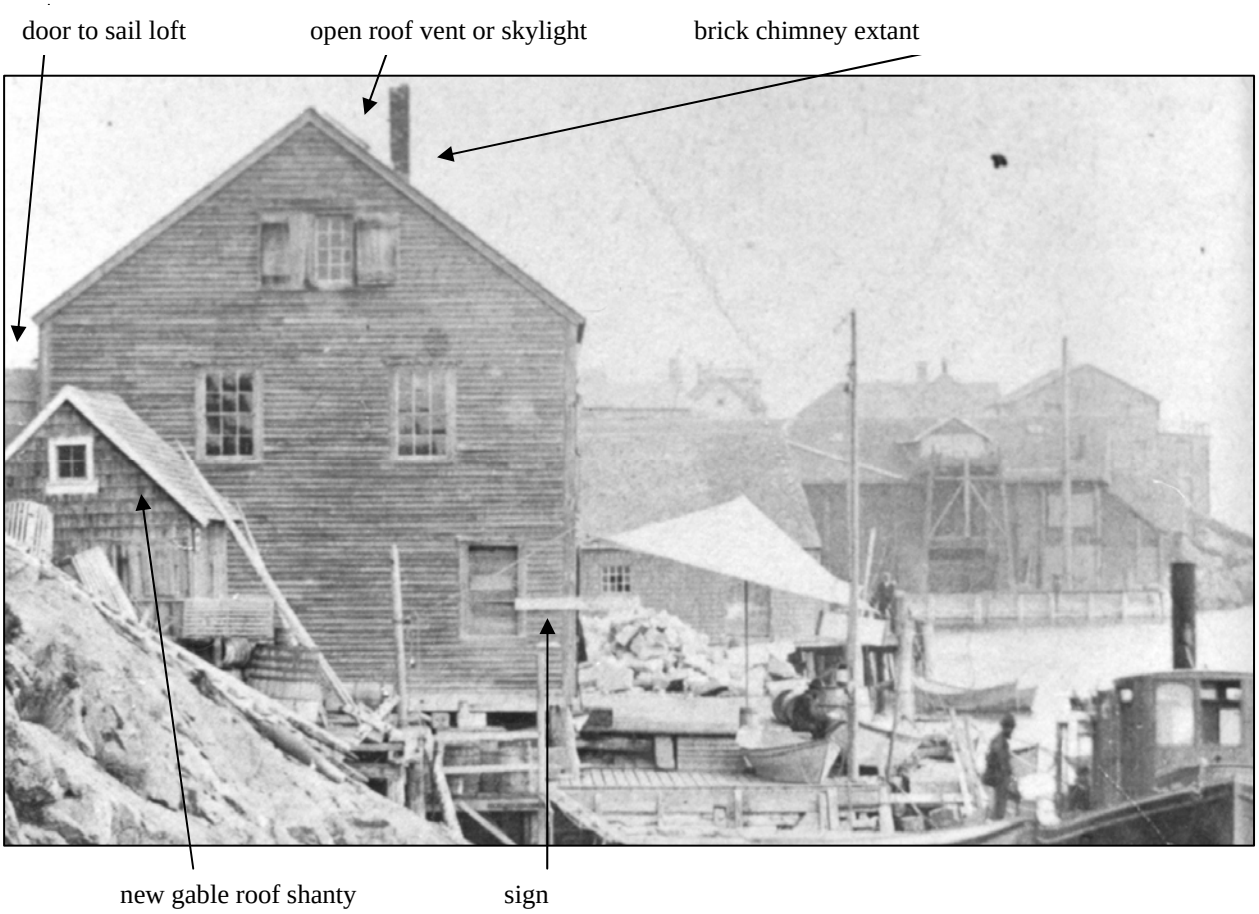



**Figure 46**. View of store house and wharf, looking east, ca. 1882. The ferry at the wharf is the "Brunette," acquired by Tucker in 1882.

A drawing of the building believed to have been inspired by the above photograph was done by local artist Hendricks A. Hallett in 1896 (Figure 48). The engraving is one of the first examples of the romanticized version of the site, even as it continued to be a working sail loft and busy stop for fishermen and ferry travel. The tumbled-down, ramshackle appearance of the building invoked sentiments of nostalgia and historical association. The choice of the site indicates that it was a well-known location on the harbor – a location with which Marbleheaders identified. This continued to be true through the 20th century.

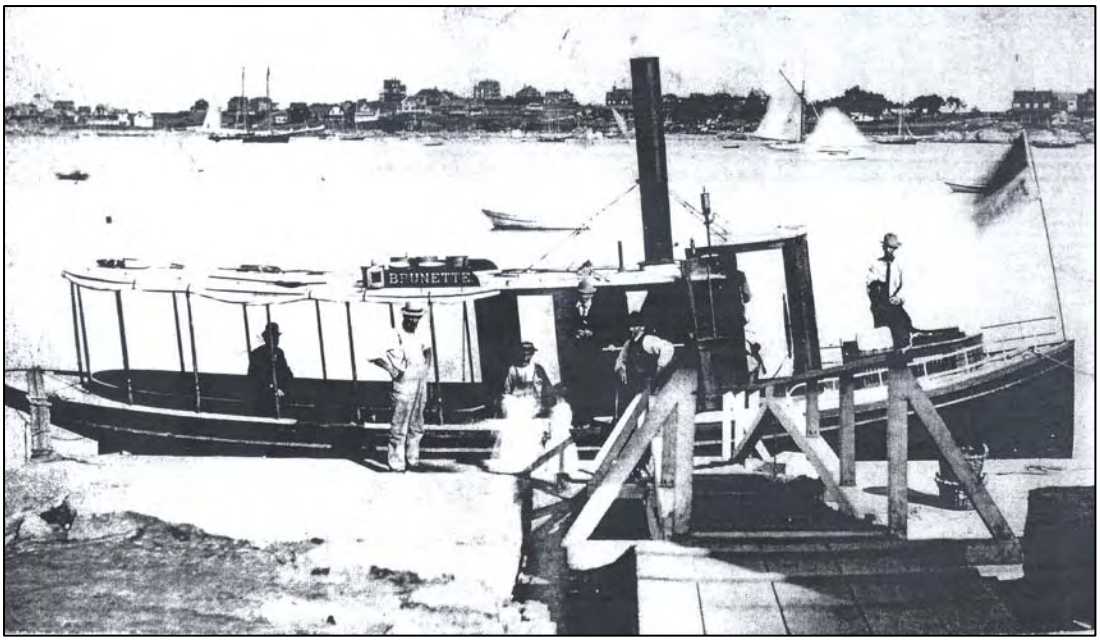



**Figure 47.** The ferry "Brunette" pulled up at "Tucker's Wharf," ca. 1882.

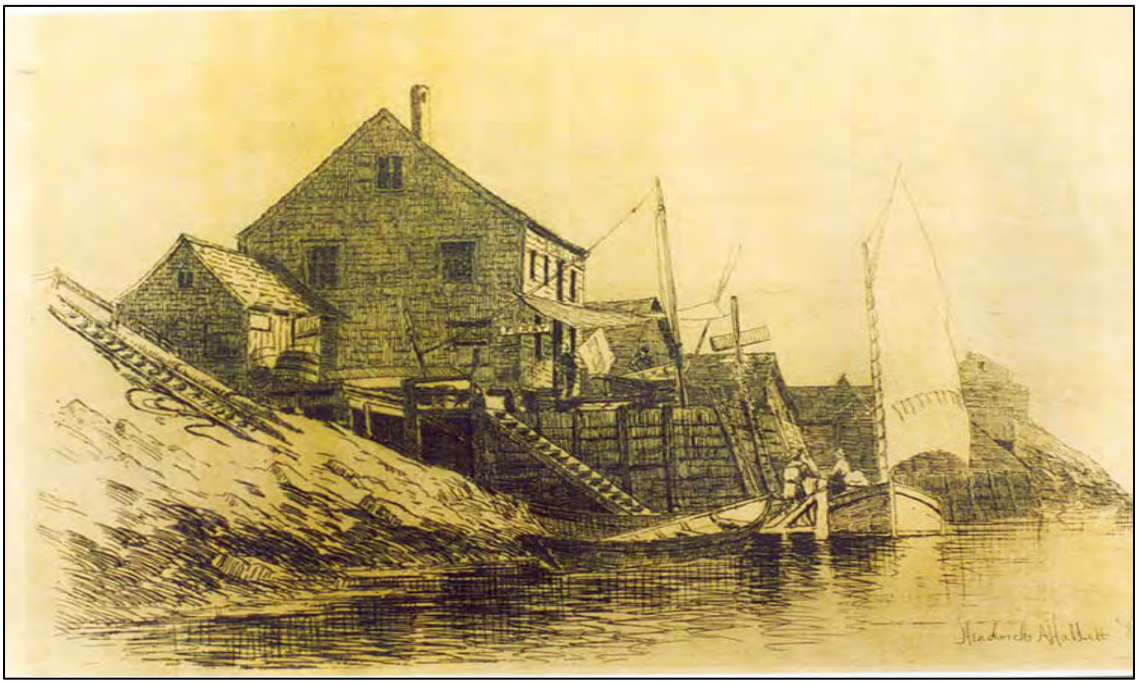


**Figure 48.** Pen and ink drawing of the Pedrick Store House and wharf, by Hendricks A. Hallett, 1896. The building is identified here as a ferry stop and sail loft.

Two additional photographs of the site date to ca. 1880-85 (Figures 50 and 51). They are very similar but were taken from slightly different angles; they show much the same view and details. They are dated to ca. 1880-85 because they both include the gable-roof shanty (therefore post-dating the 1875 photograph).

Both photographs indicate that the enclosure of the gangway into the sail loft has been removed, leaving just the bridge and loading doorway. The enclosure may have been removed as part of a larger improvement campaign that included replacing the old shanty with the new, larger, gable-roofed structure and replacing the roof. The roof shingles, roof ridge, and rake boards look new, and there are new raised square vents or hatches in both the north and south slopes of the roof. One of the photographs shows a part of the rear elevation of the building for the first time, revealing two windows with wooden sashes at the second-story level at the east and center bays. The west bay contained the sail loft door. A close examination of the second-story windows reveals the addition of window caps. Coursing of the clapboards remains consistent with the 1875 image, suggesting that although the window frames may have been changed, the size of the openings did not, and the old clapboards were maintained.



**Figure 49.** Detail of Figure 50, a ca. 1880-85 photograph, showing window caps added to the Pedrick Store House.



**Figure 50.** View of the Pedrick Store House and wharf, looking east, ca. 1880-85. Detail is seen below.



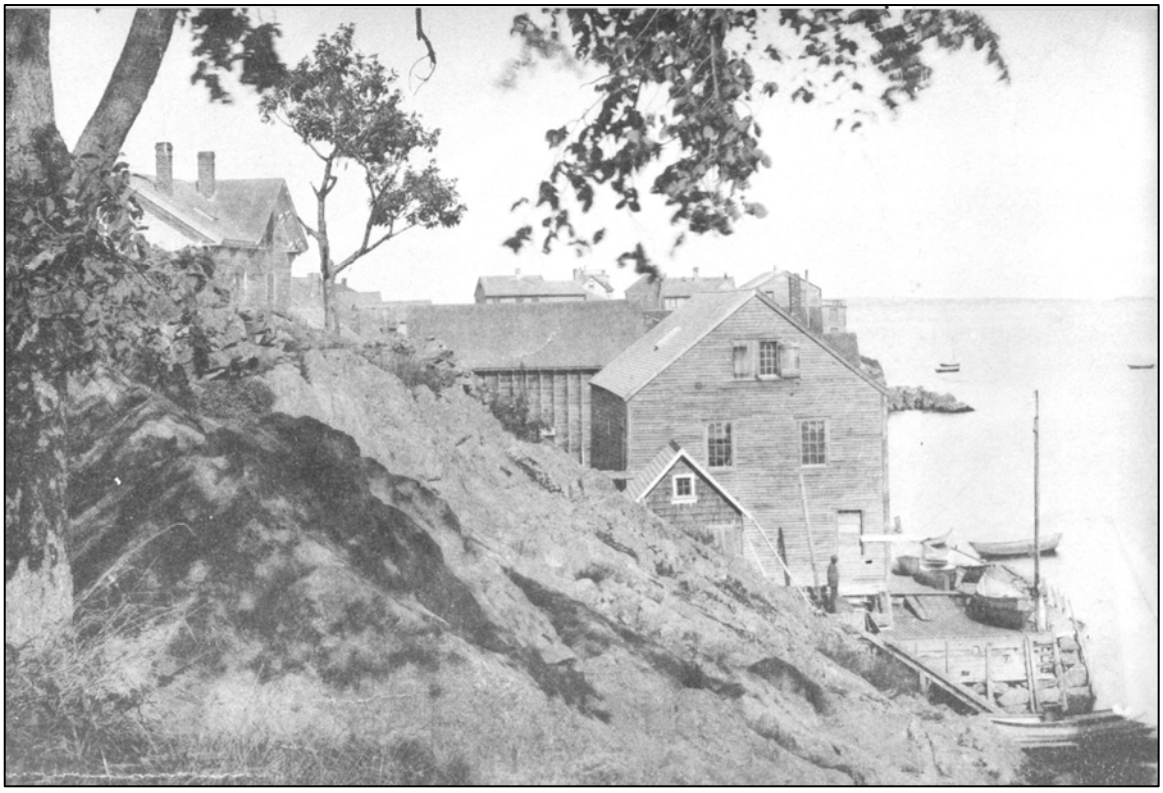
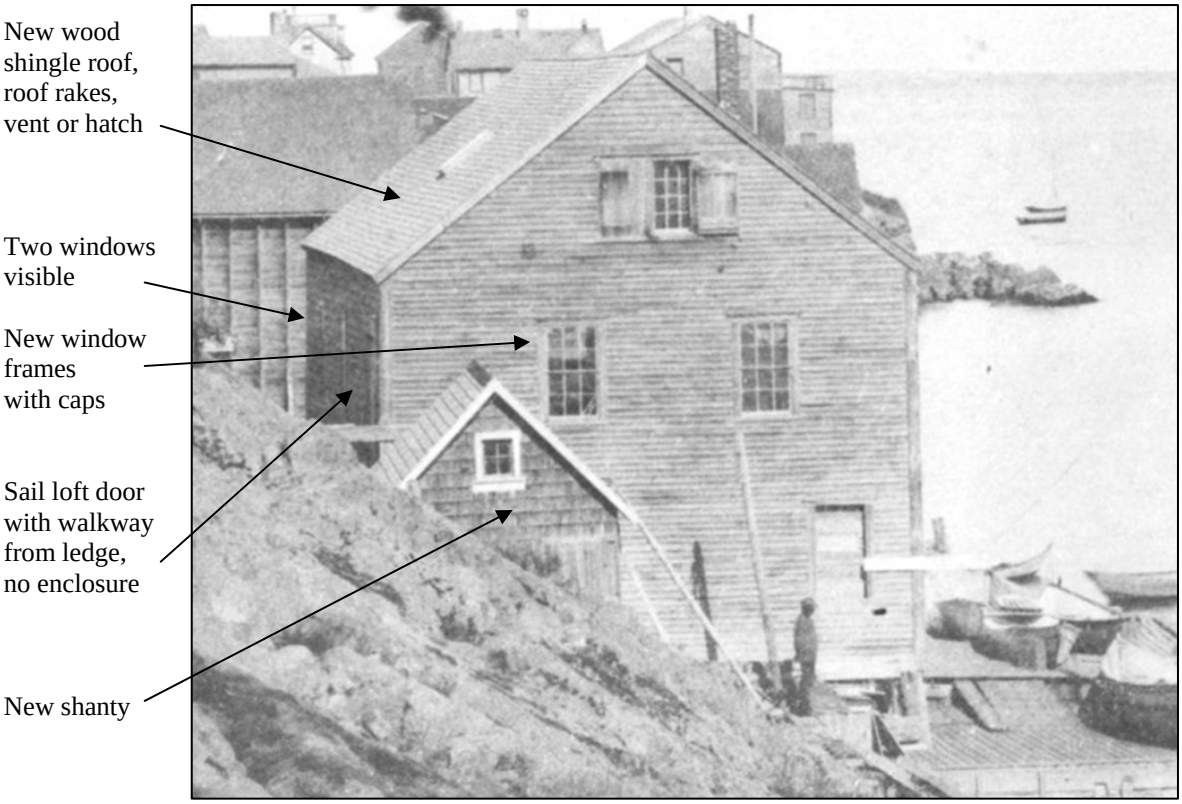


**Figure 51.** View of Pedrick Store House, looking east, ca. 1880-85. Detail is seen below.



The 1885 Sanborn Fire Insurance Map (see Figure 52) indicates that the store house was being used at this time as a ferry house and a sail loft. (The entire wharf is incorrectly identified as Tucker's Wharf. The Graveses still owned and worked in the building until 1902.) A dwelling house appears behind the building along Ferry Lane. The dwelling was built between 1850 and 1872, since it does not show up on the 1850 McIntyre Atlas, but is present on the 1872 D.G. Beers & Co. Atlas of Essex County. The dwelling faced Ferry Lane, but was built along the passage to the sail loft. The passage to the sail loft is truncated on the 1885 map, and is not shown continuing on to the back of the building. However, the entry to the sail loft continued to be from this ledge via a second-story doorway and cat walk on the rear elevation.

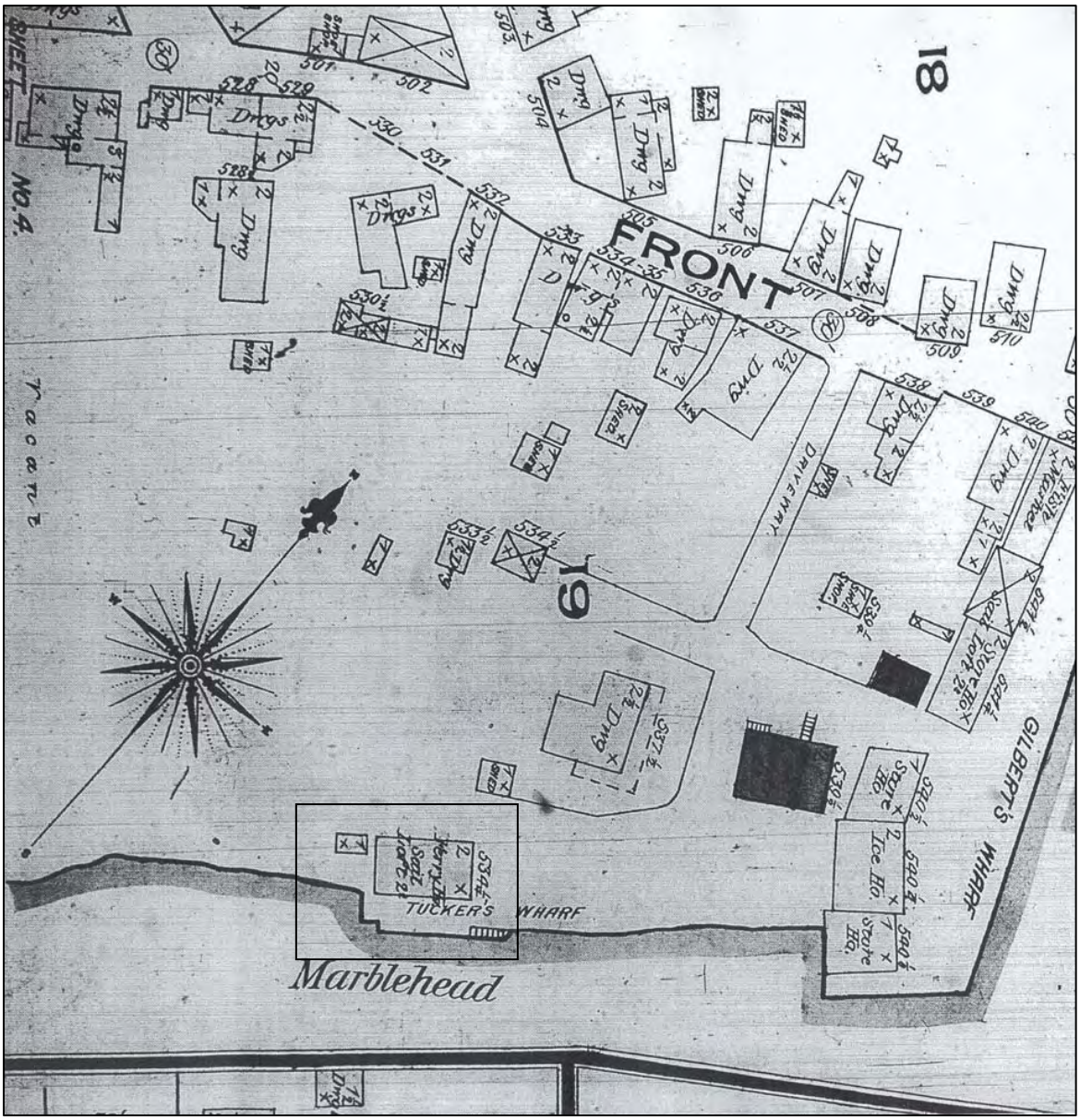



**Figure 52.** Detail of Sanborn Fire Insurance Map, Marblehead, August 1885; no ferry building is seen.

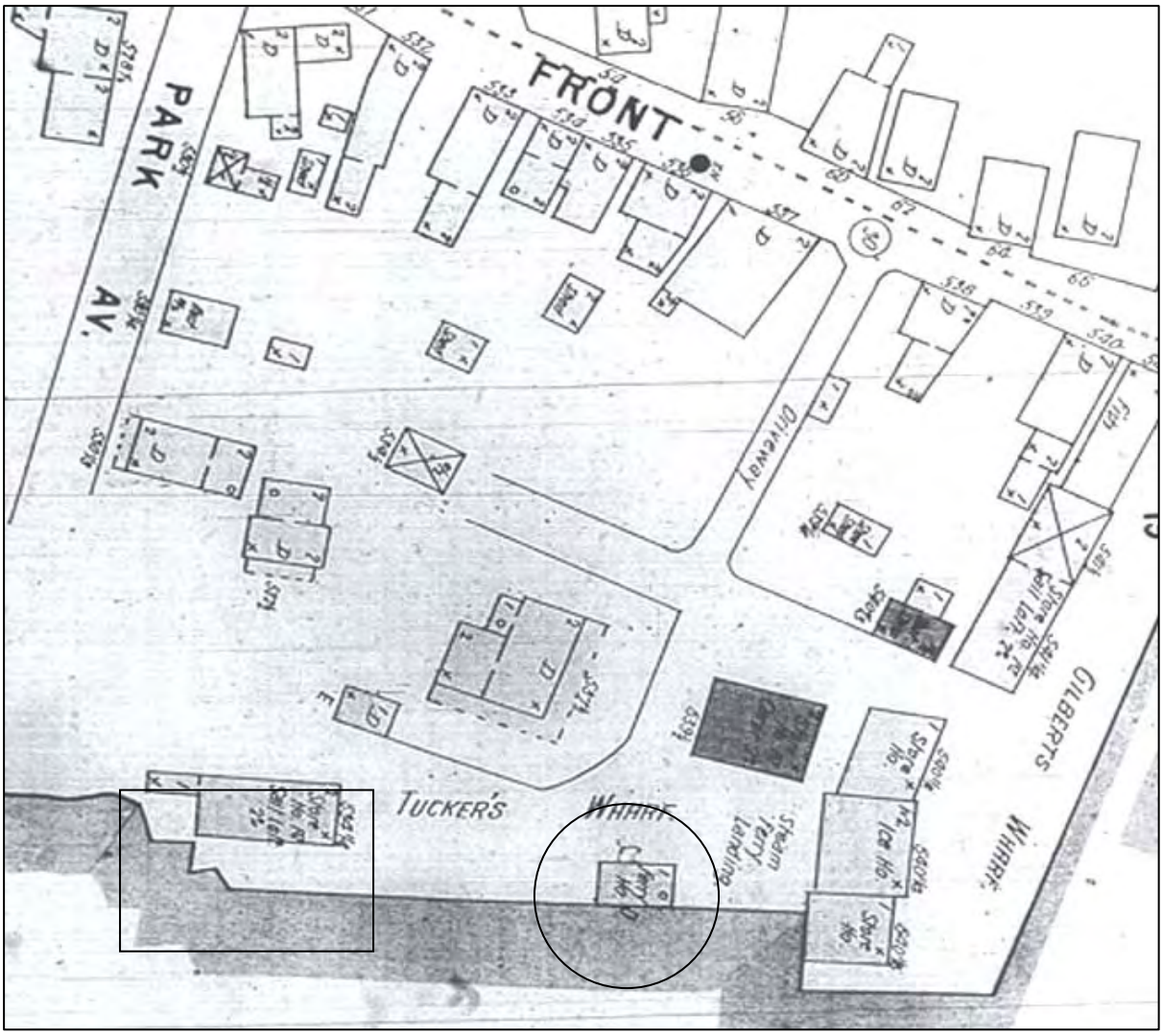



**Figure 53.** Detail of Sanborn Fire Insurance Map, Marblehead, February 1890; shows new ferry office building on wharf (circled) and Pedrick Store House (boxed).

Between 1885 and 1890, Philip Tucker built a small building to serve as a waiting area and ticket sales office for his ferry service. The building first appears on an 1890 Sanborn Insurance Map (Figure 53). The first story of the store house reverted to storage use, as indicated on this map.

The little ferry building may be used as a marker in helping to determine the dates of the late 19th-century historic photographs. Several other markers that aid in dating the photographs are the appearance of the Snow family houses and retaining wall north of the site (ca. 1885), the establishment of Crocker Park (ca. 1886), the advent of a small marine railway east of Tucker's Wharf (constructed by 1901 and dismantled by 1908), and the construction of the Boston Yacht Club (1902). Knowing these dates allows us to bracket the time period for a number of images. Several photographs of the site date between 1890 and 1900, and show changes to the site. The photographs are included subsequently and are annotated with comments. During this period, the building and the wharf – although heavily used – appear to become increasingly dilapidated and worn out. By 1900 clapboards are missing and very worn, window glass is broken, roof shingles are stained, some shutters are missing, and stones of the sea wall are sagging.



**Figure 54.** Ca.-1890 view of the harbor and the Pedrick Store House and wharf, looking west towards Bartoll's Head.

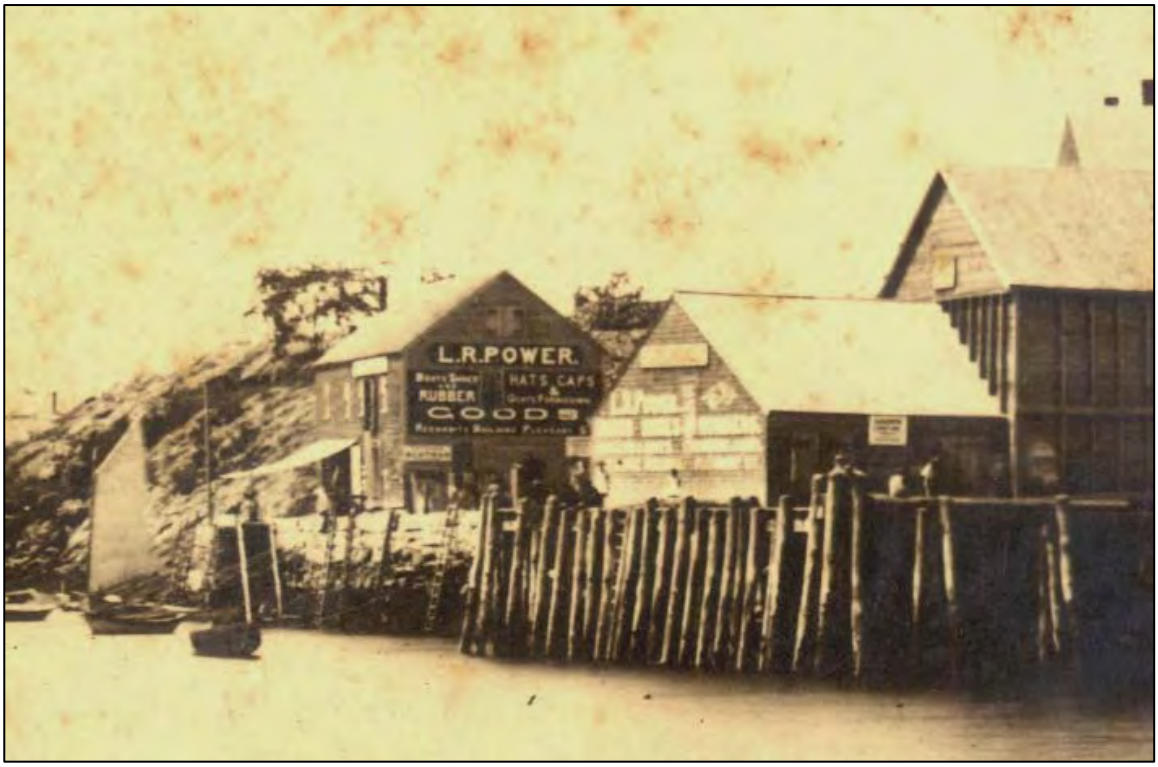



**Figure 55.** Detail of Figure 54, showing advertisement on east end wall of the store house. Advertisement is for the Rechabite Building, constructed in 1889.

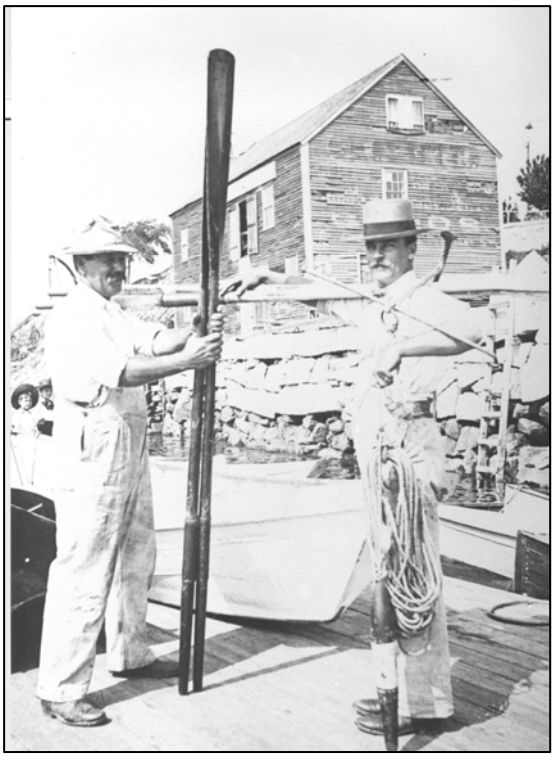




**Figure 56**. View of Pedrick Store House, looking northwest, ca. 1900. Note missing clapboards, painted advertisements, missing windows in the gable, and sagging stones of seawall. Pictured are harbor master Stacey Clark and Jack Snow.



**Figure 57.** Interior view of the sail loft, looking towards east gable end of the building. Russell family reunion, ca. 1900. Note tied- up sail, rough board floors, hand-hewn framing members, and unfinished interior.

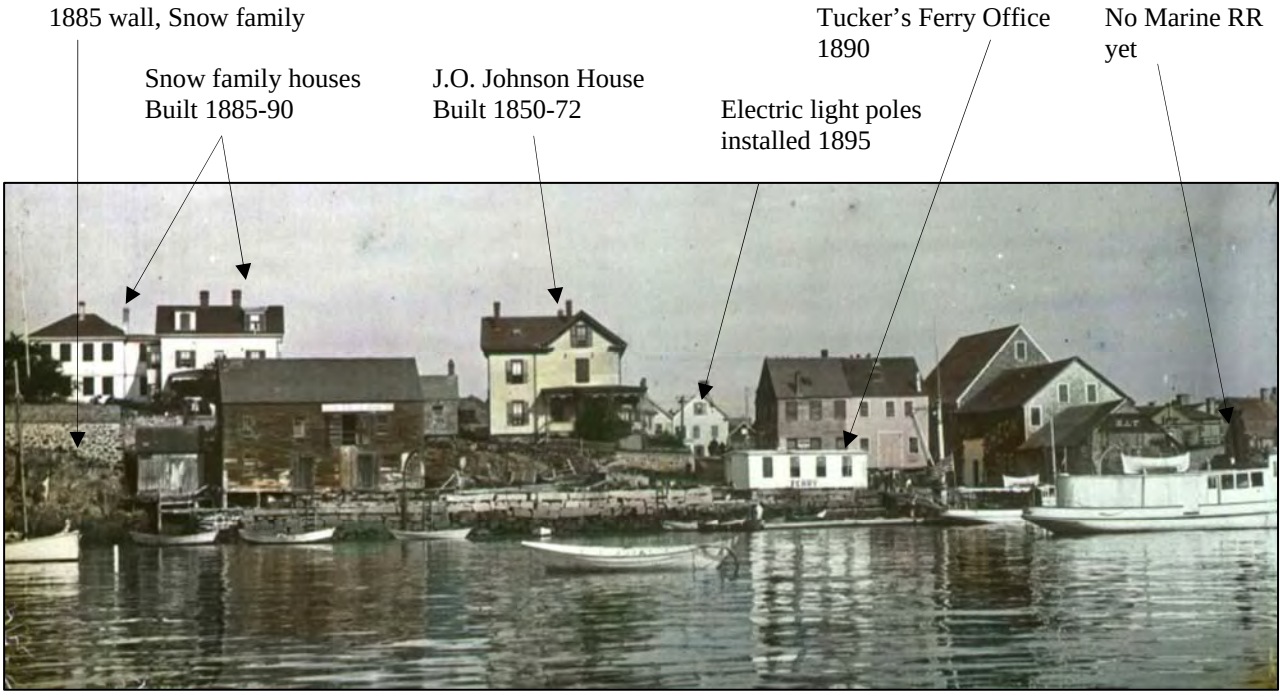



**Figure 58.** Hand-colored panorama of the Tucker's Wharf area, including the store house and ferry operations, ca. 1900. Detail of Pedrick Store House is seen below.

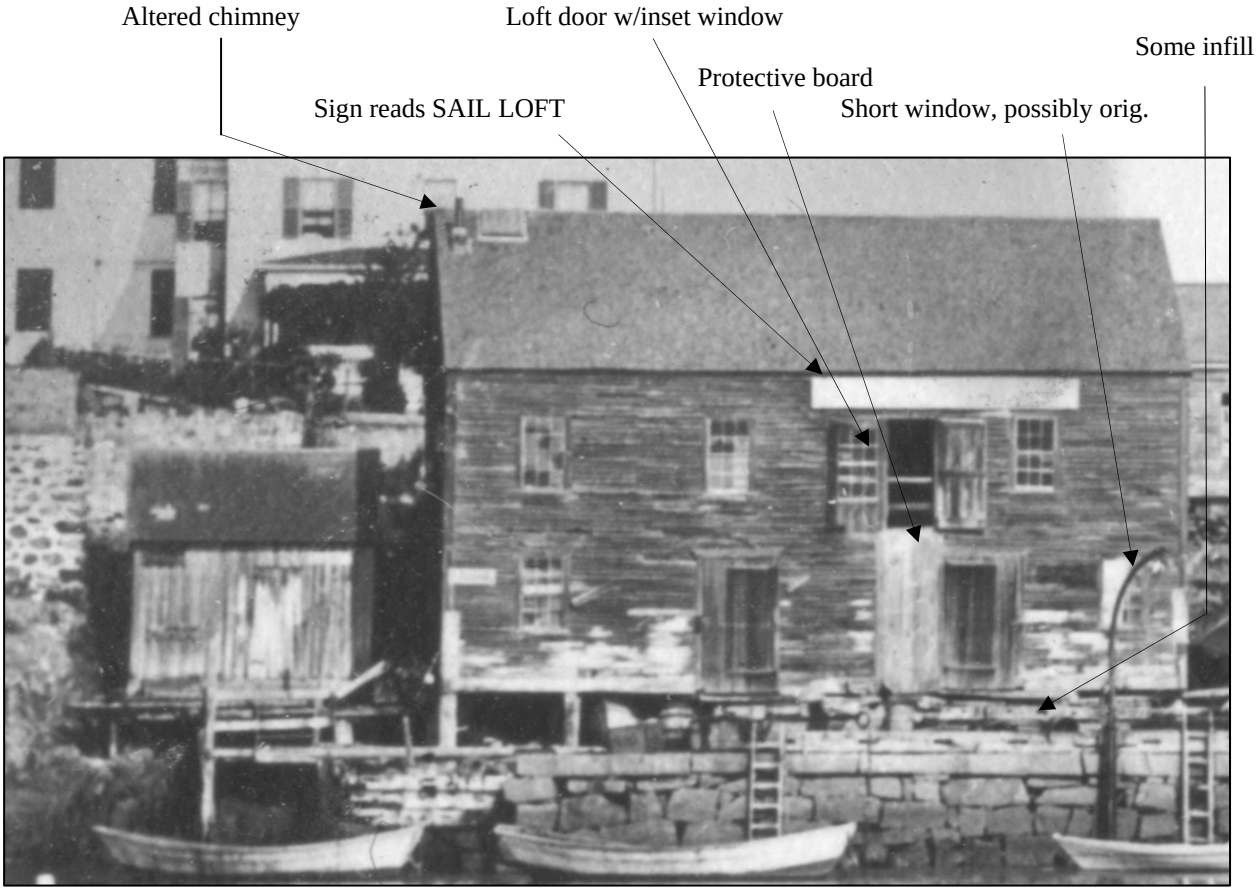





**Figure 59.** View of the harbor, looking west towards Abbott Hall, 1890-1900. Detail of store house is seen below. Note the generally dilapidated condition. The container to the right of building may be a coal bin for steam ferries. Crocker Park, created 1886, is marked by a star.

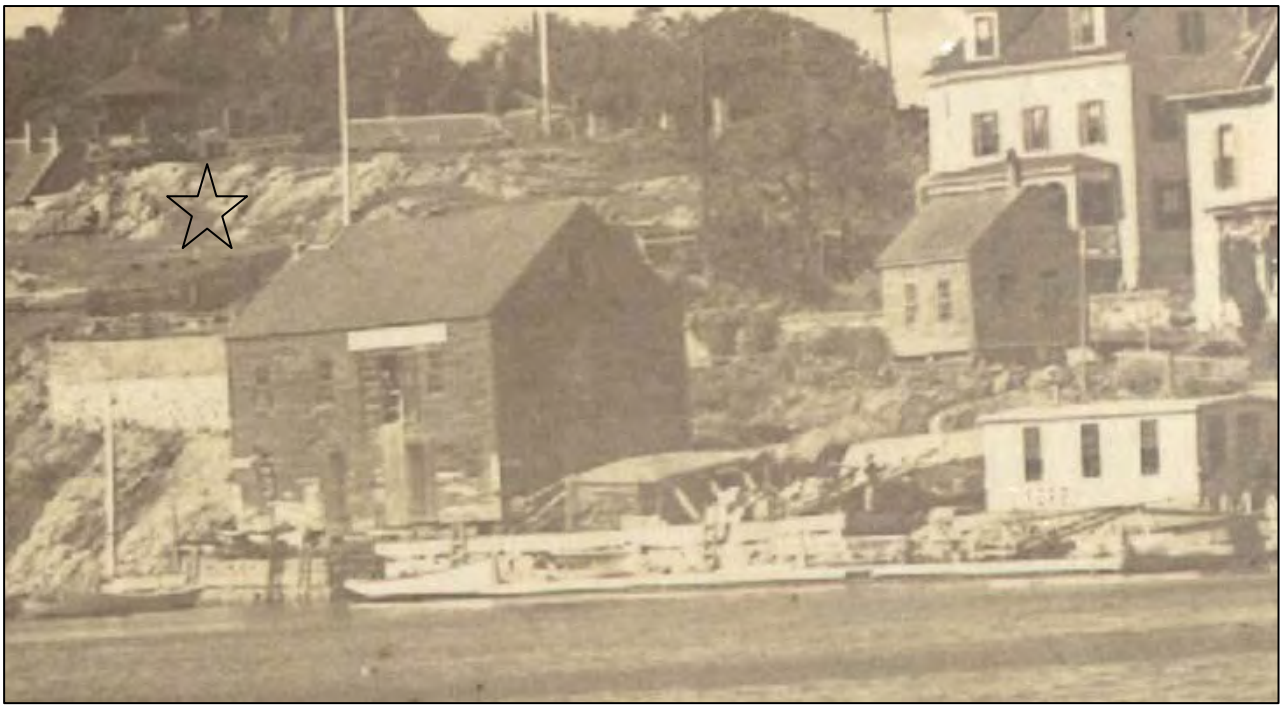




**Figure 60.** View of the store house and wharf, looking east, ca. 1901; shows retaining wall erected and marine railway in place. Detail is seen below.



Figure 60 displays a view of the building around 1901. The photograph takes that date from the appearance of the marine railway that was added to the wharf before 1901. (The railway first appears on the Sanborn map of 1901 – Figure 61). The marine railway was short-lived, disappearing from the maps by 1908. Additionally, the Boston Yacht Club does not appear to be constructed by the time that the photograph was taken. The Boston Yacht Club was built in 1902 on an infill and extension of the old Pittman Wharves (Figure 62).

The building was still owned by Philip E. Graves, and continued to be identified on maps as a store house on the first story with a sail loft above. Although the 1897 town directory lists Philip as "sail maker, Tucker's Wharf," his son Arthur, formerly a fourth-generation sail maker at Graves Sail Loft, had become a letter carrier for the U.S. Post Service. Philip Graves was 76 years old in 1900. He retired from the sail-making business in 1902.[124] Therefore, a nearly 150-year-long family tradition and business closed its doors. The ca.-1901 photograph of the site reflects the decline of the business. The wharf is in terrible shape. The building has boarded-up windows and gaps in the siding. Debris surrounds the building, blocking access and suggesting that the building is vacant. One interesting element is that the enclosure of the gangway into the sail loft from the ledge behind the building has been enclosed once again (not present in 1880-1890 images).

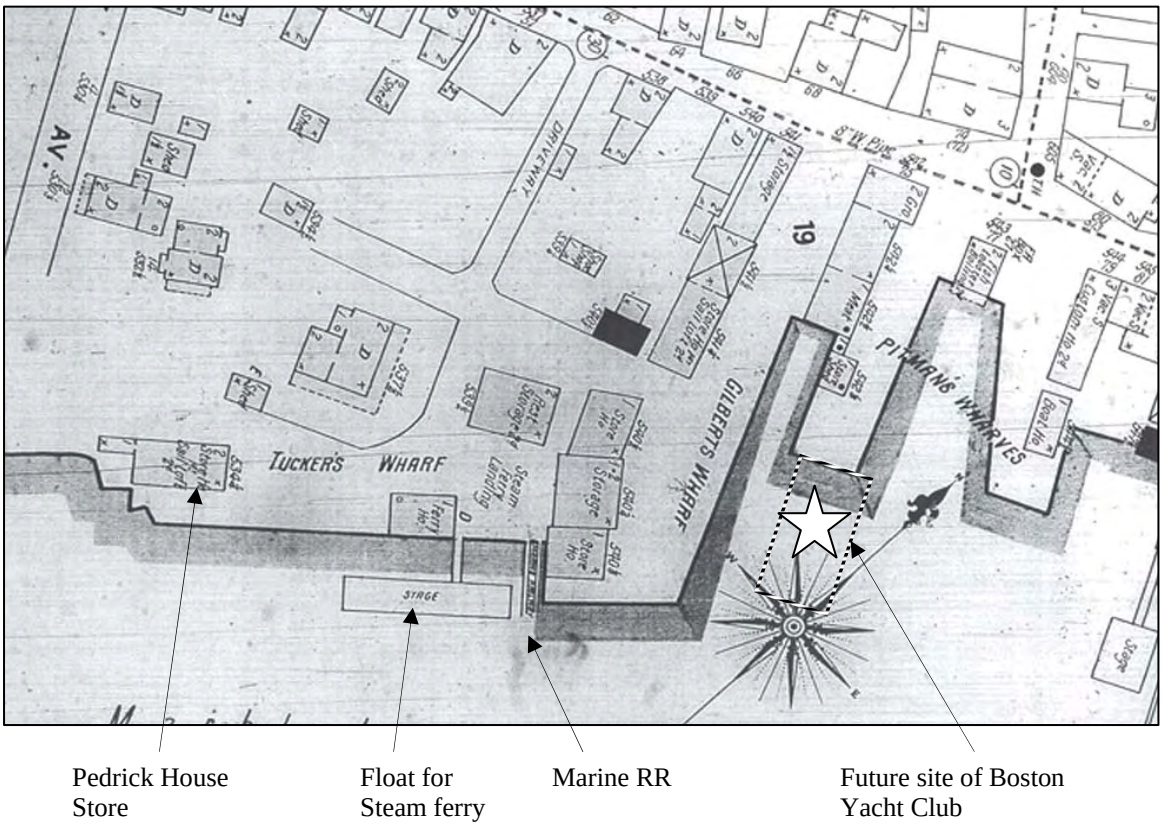



**Figure 61.** Detail of Sanborn Fire Insurance Map, Marblehead, September 1901, showing Tucker's Wharf area.

[124] Booth, p. 33.



**Figure 62.** Detail of a larger photograph of Marblehead Harbor, view looking east, ca. 1902. Portions of the Pedrick Store House and wharf are seen at left, and newly constructed Boston Yacht Club is visible behind the marine railway.



**Figure 63.** Detail of a 1905 postcard view of the wharf area, looking west. The newly constructed Boston Yacht Club (1902) is seen in the foreground; the Pedrick Store House is visible in the background. Wharf continued to deteriorate.

By this time, Philip Tucker was deceased (1900), and in April 1901 his wharf and ferry operation were incorporated as the Marblehead Transportation Company.[125] In September 1903, Philip E. Graves, age 79, sold the Pedrick Store House property to Everett Paine, the manager of the National Grand Bank, for $1.00 and "other valuable considerations." The "other valuable considerations" were not detailed and remain a mystery. The property is described exactly as it has been since 1847:

> …a certain parcel of land wharf and rocks with the store building thereon commonly called the salt store, situated in said Marblehead bounded beginning at a point twenty feet distant south west from the westerly corner of said store and running southeasterly by land now or formerly of W. W. Johnson and in a line parallel with and at a distance of twenty feet from the south west end of said store to the harbor, thence northeasterly by the harbour on the front of said wharf to the north east part of said wharf and measuring about sixty eight feet thereon, thence northwesterly in a line parallel with the northeast end of said store and three feet distant there from about sixty feet, thence in a line parallel with the northwest part of said store and twenty feet distant there from to land now or formerly of Johnson about fourty four feet thence southerly to the point of beginning.[126]

The legal boundaries continue to describe a parcel approximately 68 feet by 44 feet, as well as the use and privilege of passages to Front Street (down Ferry Lane), and from Ferry Lane to the sail loft in said store. Paine held the property in trust for over a year before selling it on April 7, 1904, to the Marblehead Transportation Company.[127] Figure 63 shows the property in 1905.

[125] Booth, p. 33.

[126] Philip E. Graves to Everett Paine, September 15, 1903. Essex County Registry of Deeds, Book 1716:561.

[127] Everett Paine to the Marblehead Transportation Company, April 7, 1904. Essex County Registry of Deeds, Book 1736:278.

## Table of Known Changes to the Building in the Period 1852-1903

| DATE | ITEM/ALTERATION | SOURCE |
|---|---|---|
| By 1864 | New locations of windows; sashes changed from 12/12 to 6/6. Oversized loading doorway (with door containing a window) on front elevation of 2nd story | Painting |
| 1864 | Brick chimney under construction, stove added to interior | Painting |
| By 1872 | North (rear) elevation: sail loft doorway location moved from center of building to west bay. New window locations as well. | |
| 1864-1872 | Abutter-dwelling added at rear along Ferry Lane | Map comparison |
| 1864-1875 | Window added, 1st floor, west elevation, south corner | Photograph |
| 1875-1880 | Enclosed sail loft gangway removed | Comparison of photographs |
| 1864-1880 | Short window at west end of front elevation changed to 6/6-light sashes | Comparison of painting and photograph |
| 1880-1885 | New gable-roof shanty. New roof, with vents/hatches added to north and south slopes. New window caps on west elevation of 2nd story | Comparison of photographs |
| 1885-1890 | Two new houses and stone/brick retaining wall erected by the Snow family to the north behind store house, adjacent to newly established Crocker Park | 1885 and 1890 Sanborn maps<br><br>"Marblehead Magazine –History Timeline" (www.legendinc.com) |
| 1885-1890 | Tucker's flat-roof ferry building erected east of store house | 1890 Sanborn map |
| 1900-1901 | Chimney removed and rebuilt as small brick base with pipe at west gable end. | Comparison of photographs |

## The Building and Site 1904-1995

*The Marblehead Transportation Company*

Author's note:

The following section of the building chronology is not comprehensive, since the emphasis for this historic structure report as defined in the project agreement was to determine the early appearance and use of the building. The 20th-century chronology is thus based on a brief review of the available deeds, photographs, and previous reports, as well as on the collection of a very limited amount of oral history. No research was done to trace any of the adjoining parcels along the wharf into the 20th century. The institutional history of the Marblehead Transportation Company was likewise not examined. Further research in both areas is recommended for any interpretation of the building in its 20th century manifestations. Local sources such as newspapers, town records, private collections, and additional interviews with long-time Marblehead residents should be further investigated.

*********

The Marblehead Transportation Company purchased the Pedrick Store House property on April 7, 1904. They annexed the land, wharf, and building to their existing "Tucker's Wharf" holdings to the northeast. Booth writes that "They used the site in connection with its ferry service and boat-rental, yacht-supply, and marine fuel and storage business."[127] The company had four steam ferries; the *Blonde* (1880), the *Brunette* (1882), the *Queen* (1904), and the *Delta* (1904). The *Penguin*, a "Day Launch," was a 40-foot open double-ender built by Lawley boat builders in 1908 in East Boston, which was converted by Marblehead Transportation into a water- and gasoline-delivery boat. It had a 500-gallon water tank and a 250-gallon gasoline tank, and took ice, coal, and other supplies to the big boats that could not get into the wharf. The *Kelpie* (a small ferry with standard engine) and the *Hornet* (a delivery/work boat) were added to the fleet in 1910.[128] Ferries initially made two stops at landings on the Neck, but when they converted to steam, they began offering Marblehead excursions around the harbor and trips to nearby Salem Willows and Beverly.[129] The Marblehead Transportation eventually had 14 boats under its control. In addition, other ferries from Boston, Salem, and Gloucester occasionally tied up at the site.

The general deterioration of the building and wharf, so evident in period images, changes swiftly and dramatically with the development of the area as a hub of seasonal resort activity and centralized harbor management.[130] Shortly after purchasing the property in 1904, the Marblehead Transportation Company petitioned the town to be allowed to build a sea wall to replace the old wharf. The petition was granted, and the stone walls and rubble infill of the old wharf were incorporated into a new sea wall with a smooth concrete face and pipe railings along the perimeter (see Figure 64). The new sea wall created much more surface area between the building and the water.[131]

[127] Booth, p. 33.

[128] William Conly, in typed editorial notes to David Bittermann, NPS.

[129] John Hardy Wright, *Marblehead Volume II-Images of America* (Charleston, SC: Arcadia Publishing, 2000), p. 33. Dates of boats at Tucker's Wharf from interview with William Conly.

[130] The harbor master began to operate off of this wharf about this time. Duties such as checking floats and assigning moorings were carried out from the Marblehead Transportation Company site until 1973.

[131] Booth, p. 1.

By 1904, business entrepreneur Heinrich Unverhau had purchased several lots behind the store house bounded approximately as follows: west by Crocker Park; north by the back yards of Front Street residences; east by Ferry Lane (and Marblehead Transportation property); and south by the rocky ridge running behind the store house (Marblehead Transportation Company property).

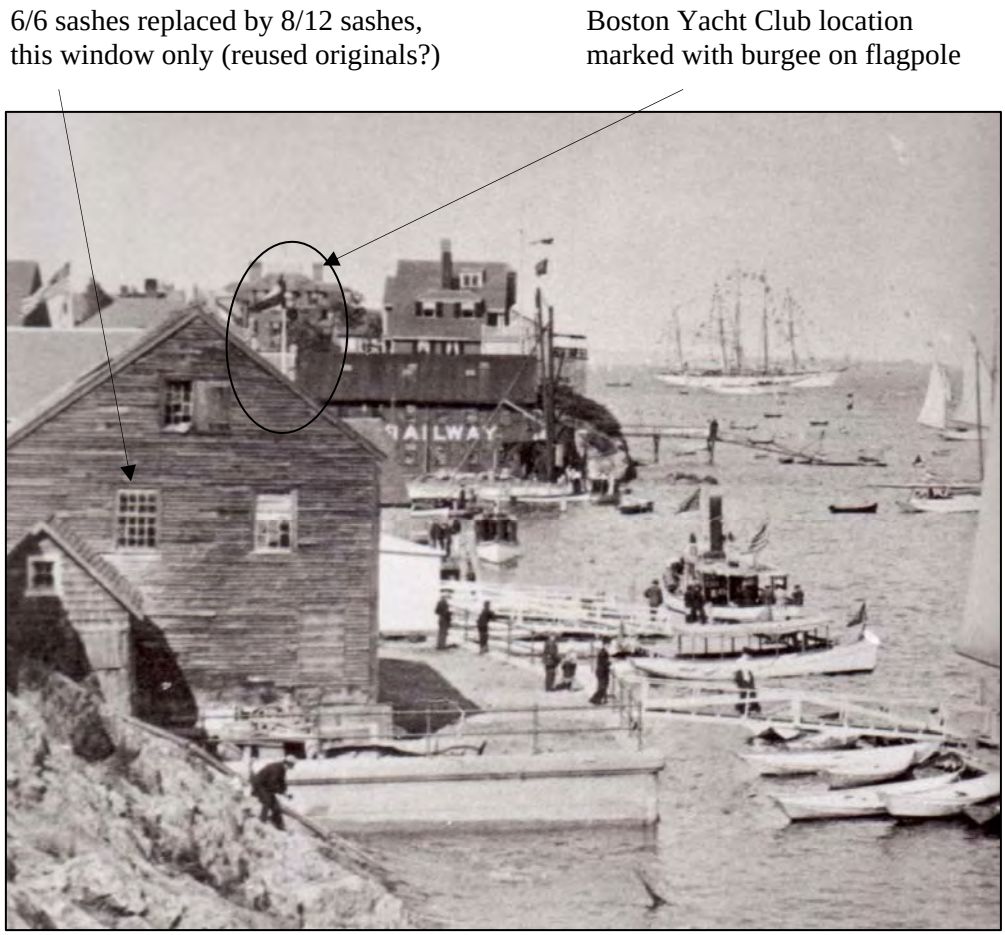



**Figure 64.** View of the store house and wharf, looking east, 1904; new concrete sea-wall is in place. Wharf in front of building now one level height. Foundation pilings partially infilled to make level. Appears to be tamped earth or gravel surface. Harbor is active with steam boat ferries, regatta yachts, small skiffs, and sail boats.

Heinrich Unverhau built the New Fountain Inn on this site in 1906. Unverhau prepared the site by removing the J.O. Johnson house and shed (see Figure 65), leveling the grade, and incorporating the rocky ledge at the southern edge of the property into the front elevation of the main inn building. A large gambrel-roofed building appears in Figure 66 on the site of the Johnson House; it may have been the first phase of construction for the hotel. It became "Cottage #1" of the New Fountain Inn complex, according to a 1908 map, and was connected to the main inn building by a screened passageway even in the earliest views. At the same time, the old Pedrick Store House (Figure 67) underwent dramatic alterations. Much of the original fabric was lost in the course of these alterations.

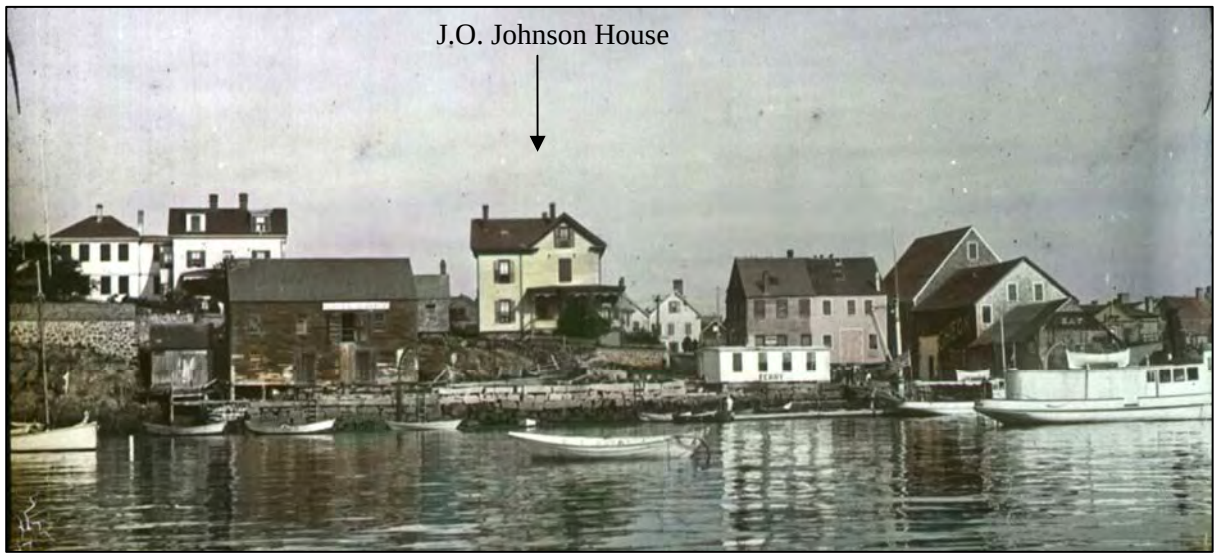



**Figure 65.** View of Tucker's Wharf area, ca. 1900. Same as Figure 58; repeated here to facilitate comparison with Figure 66, a ca. 1904-05 view of same area (below).




**Figure 66.** View of Tucker's Wharf area, ca. 1904-05. New concrete sea wall is in place, and large new gambrel-roof building sits on the hill behind the Pedrick Store House.

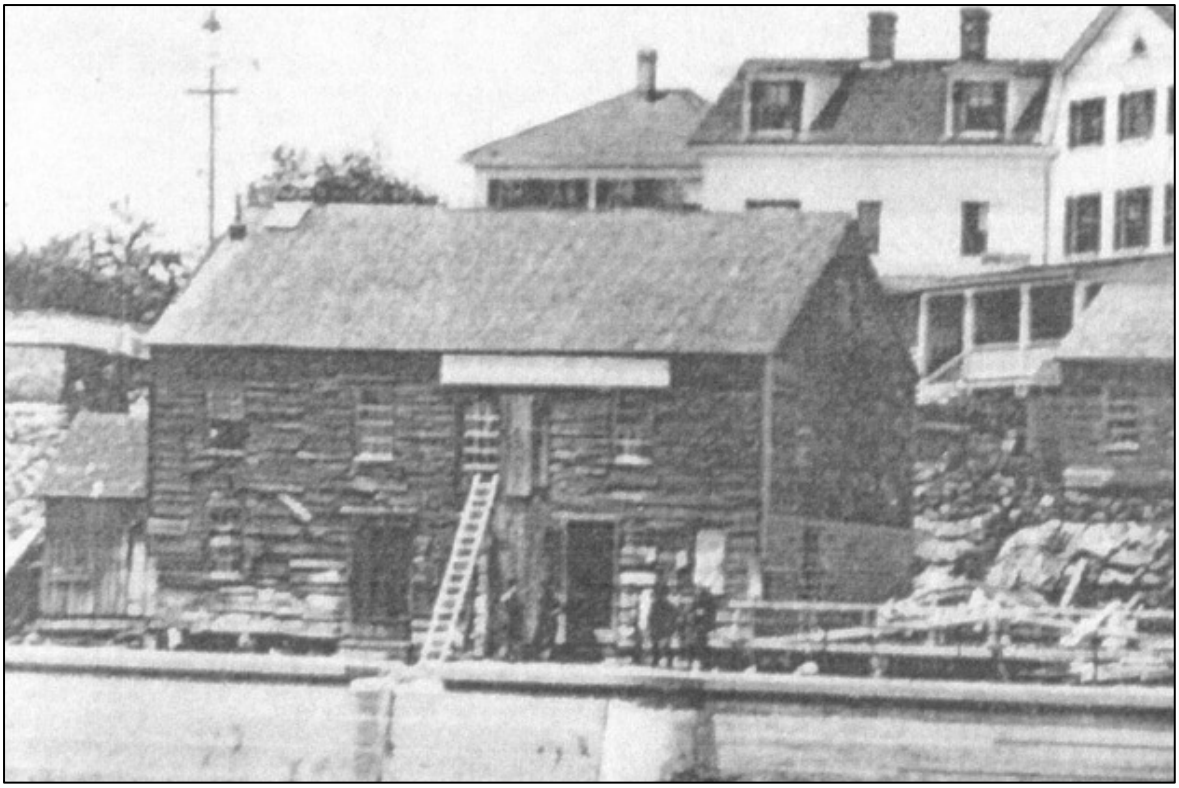


**Figure 67.** Detail of Figure 66, showing dilapidated condition of Pedrick Store House ca. 1904-05, just before alterations began.

A business connection between the Marblehead Transportation Company and Heinrich Unverhau has not been found to date. However, the improvements and changes to the area between 1901and 1906 were closely related, as follows:

1901 – Marblehead Transportation Co. takes over the Tucker's Wharf ferry business.
1903 – Heinrich Unverhau begins to purchase parcels behind the store house.
1904 – Marblehead Transportation Company purchases store house and wharf.
1904 – New sea wall replaces old wharf in front of store house and ferry landing.
1904 – Cottage #1 of the New Fountain Inn is constructed by Unverhau.
1905-06 – New Fountain Inn constructed by Unverhau.
1905-06 – Store house altered for use by hotel and Marblehead Transportation Co.

The relationship between the Marblehead Transportation Company and the New Fountain Inn appears to have been mutually beneficial. The removal of the Pedrick Store House's third story and gable roof (see Figures 68-69) provided unobstructed views of the harbor from all ocean-fronting hotel rooms, as well as an open-air viewing deck for hotel visitors to enjoy directly from the hotel property. The reorganization of the fenestration and replacement of clapboard siding with shingles, and the installation of new windows and a decorative roof balustrade, brought what must have been considered a fresh new look to the formerly picturesque but ramshackle building. It is likely that interior changes were made as well that related to the building's use as a store for boat supplies and administrative headquarters for the company. For the Marblehead Transportation Company, the construction of the hotel insured that the number of customers using the ferry service and boat supply businesses would increase.

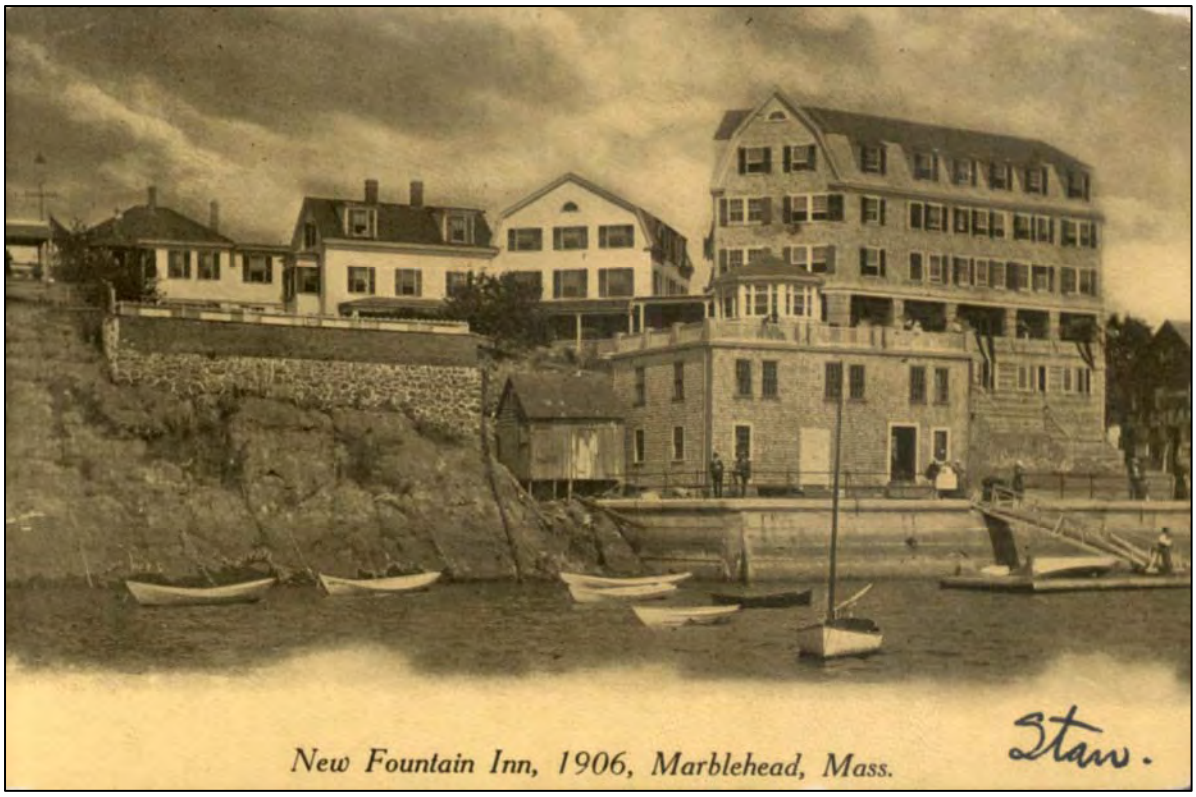



**Figure 68.** Postcard view of the wharf area, 1906, showing the newly constructed New Fountain Inn behind the dramatically altered Pedrick Store, 1906.

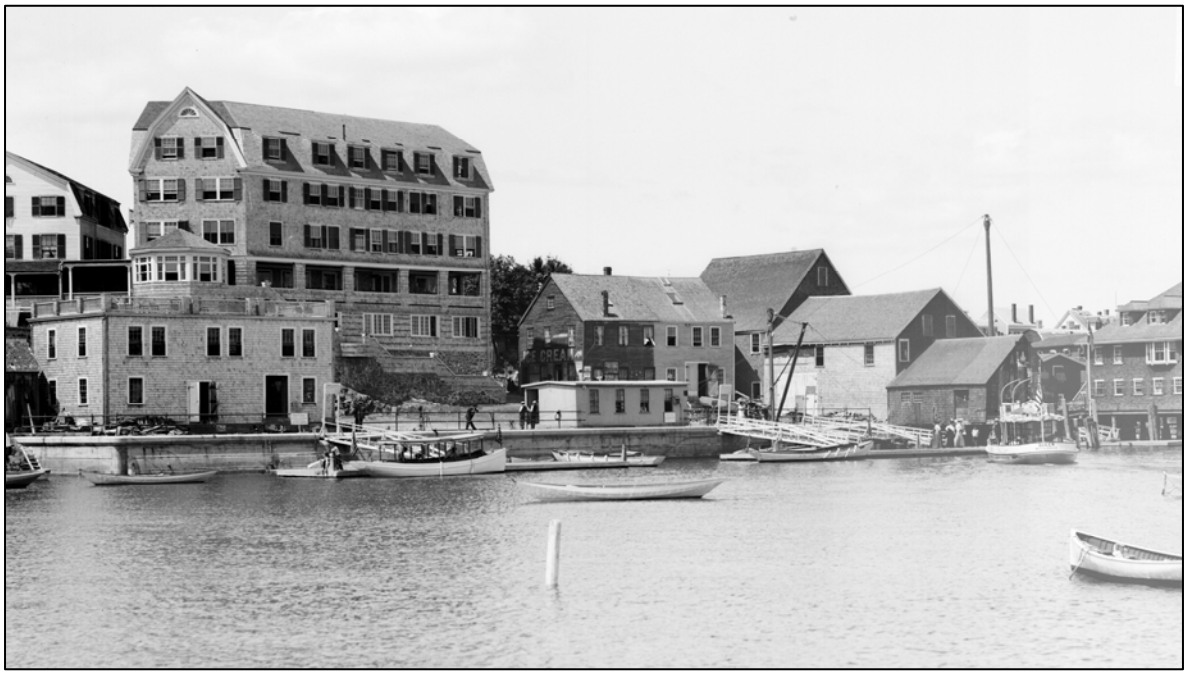


**Figure 69.** View of the wharf area, 1906. New Fountain Inn complete; Pedrick Store House remodeled; and Marblehead Transportation Company using store house and running ferry line.

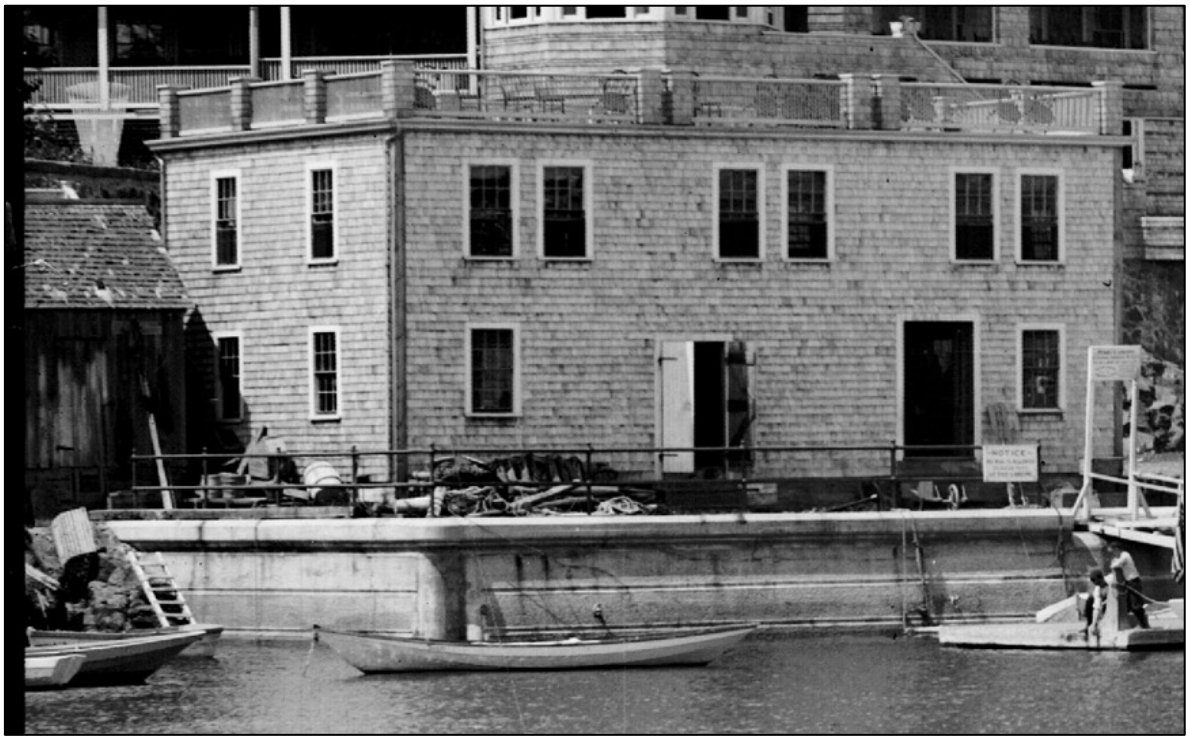


**Figure 70.** Detail of Figure 69, showing remodeled Pedrick Store House.

1906 Alterations to the Building

- attic story removed
- gable roof removed
- flat roof installed
- balustrade with shingled piers and square balusters installed on roof
- clapboards replaced with wood shingles
- new wide corner boards installed
- drain pipes added at corners of roof
- foundation now infilled completely
- windows added to front elevation and east and west ends to create symmetrical fenestration
- new window frames installed
- new six-over-six-light sashes installed in windows

Curiously, the fisherman's shanty at the west end of the building was left intact and unchanged. It is unknown why this remnant of the past history of the building was left undisturbed. It remained in use until the 1950s, when it was removed to make way for rest rooms.

An 1908 Sanborn map (Figure 71) indicates that the first story of the building was then being used for storage, and the second story as a billiards hall. The veracity of the label is not clear. However, if the second story was being used for billiards, it may have been for hotel patrons or for visitors to the Boston Yacht Club, which added a billiard room to their operation by 1915. A 500-gallon underground gasoline tank had been added to the wharf site. This is an important development, since the Transportation Company was the only fuel depot on the harbor. They had a monopoly on fuel for boats from this time forward. The Ferry Office building is identified on the map as selling marine supplies.

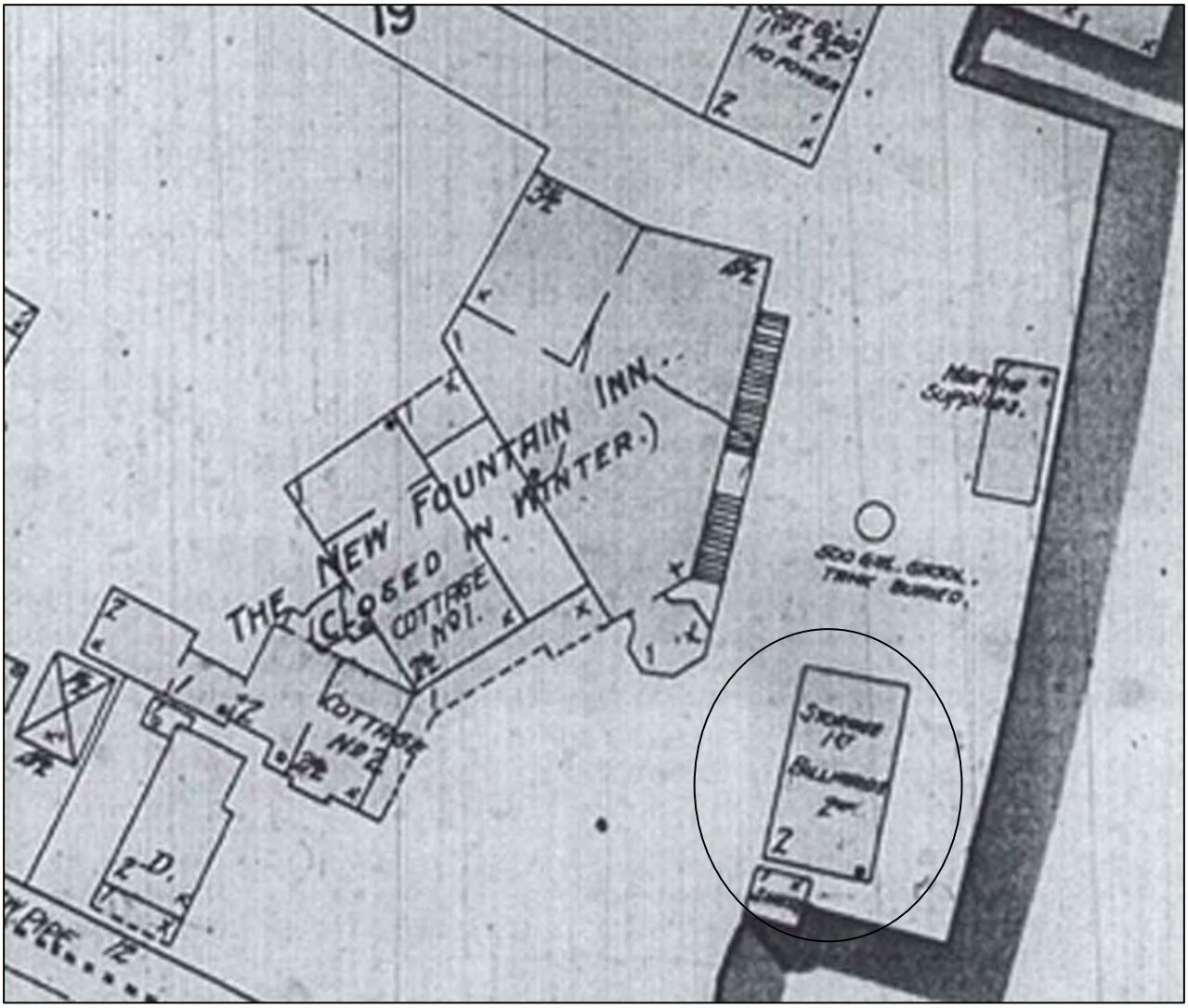



**Figure 71.** Detail of Sanborn Fire Insurance Map, Marblehead, February 1908; shows usage of Pedrick Store House, and New Fountain Inn.

Many postcards depict the site during this period. Figures 72 and 73 are two that show interesting perspectives of the building.

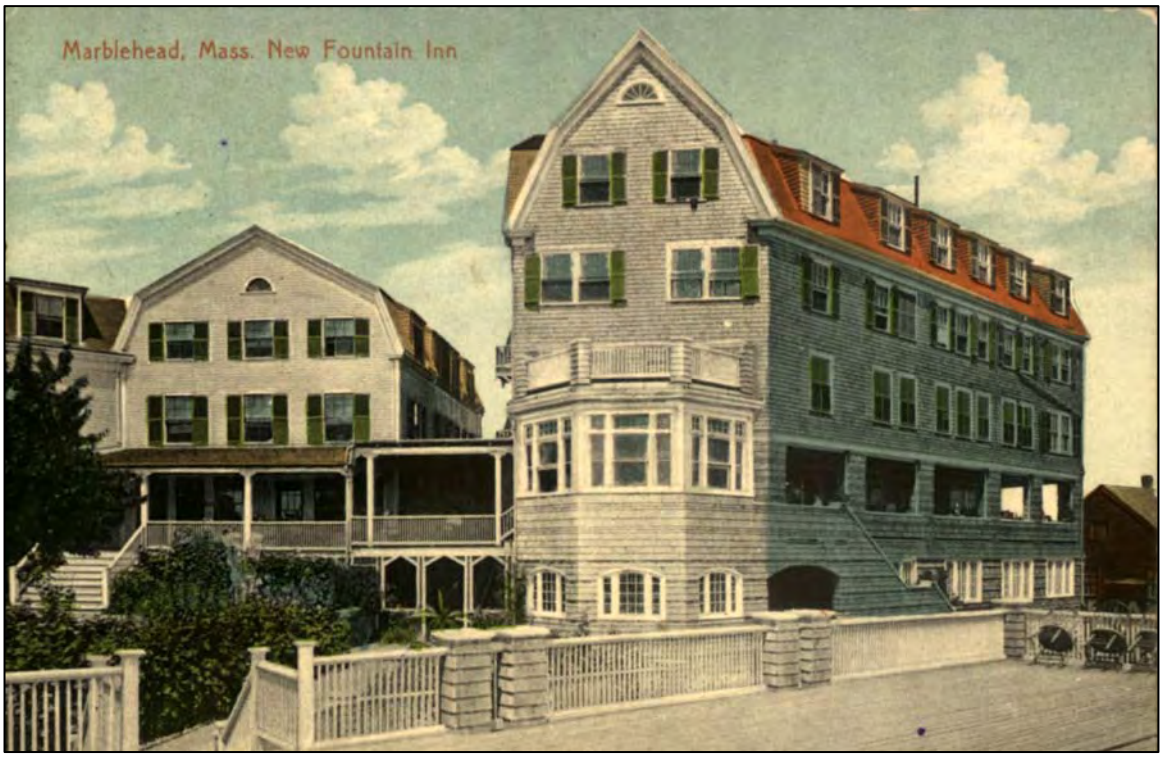



**Figure 72.** Postcard view of the New Fountain Inn, seen from the roof deck of the altered Pedrick Store House, ca. 1910; shows access to the inn property via a stairway at the northwest corner.




**Figure 73.** Postcard view of the Tucker's Wharf area, looking east, ca. 1910; shows the New Fountain Inn and the altered Pedrick Store House.

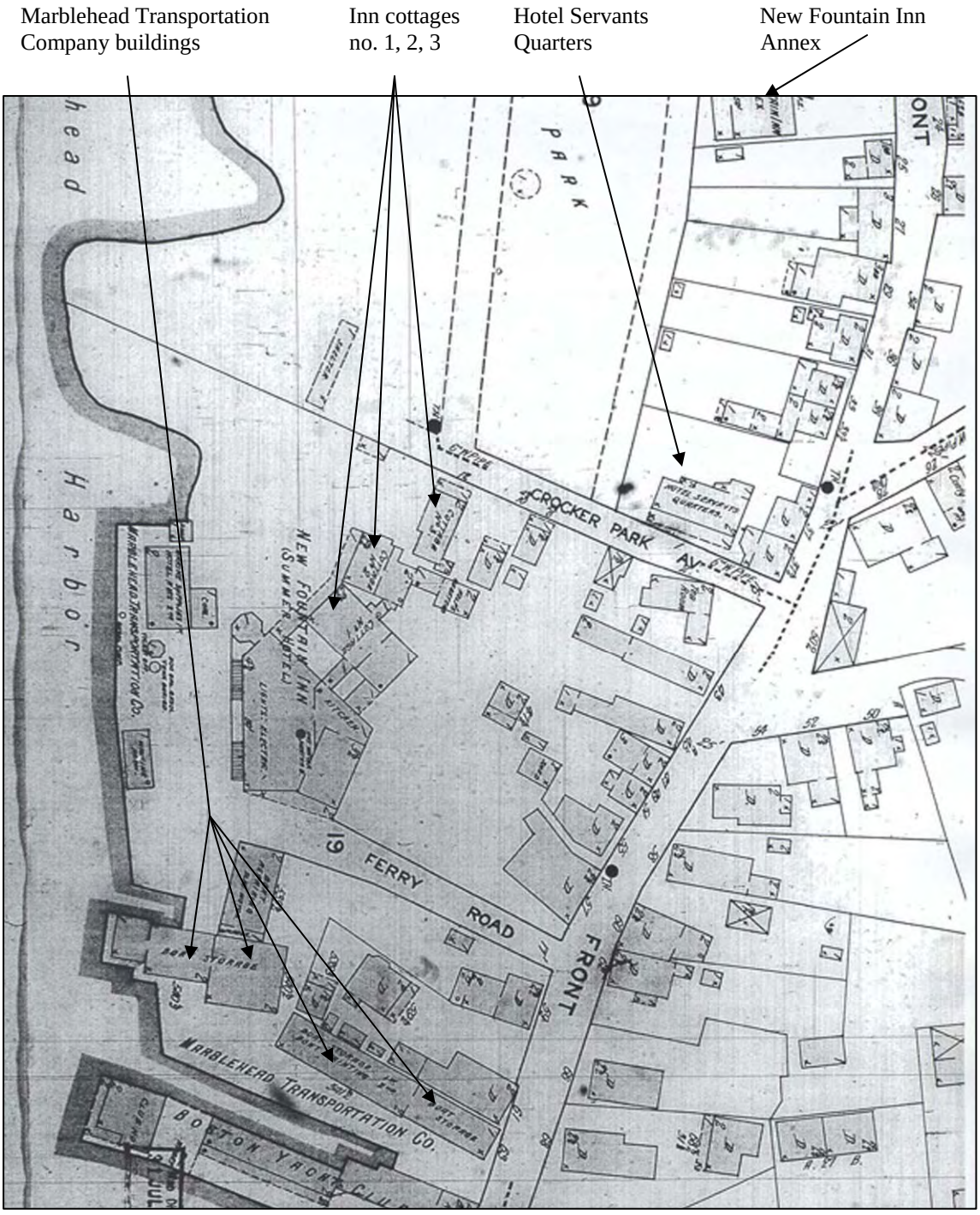



**Figure 74.** Detail of Sanborn Fire Insurance Map, Marblehead, June 1915; shows extent of New Fountain Inn and Marblehead Transportation Company operations.

The 1915 Sanborn map suggests that business was flourishing for both the hotel and the Marblehead Transportation Company (see Figure 74). The inn was expanded to include three "cottages" as well as the main building. By 1912, Mr. Unverhau had purchased most of the lots along Front Street. The 1915 map shows a large "New Fountain Inn Annex," as well as a house that had been converted to "Hotel Servants Quarters"; both were located on the perimeter of Crocker Park.[132] Marblehead was certainly experiencing a boom in the tourist trade.

The Marblehead Transportation Company likewise shows expansion. The 1915 map includes no less than five warehouses for boat storage and boat painting, as well as a separate building for boat repair. The ferry office building was now listed as a "waiting room." A fuel pump had been added to the edge of the wharf in front of the store house. A coal shed was constructed at the east corner of the rear elevation. A small octagonal building was located at the southeast corner of the building for a ticket office.

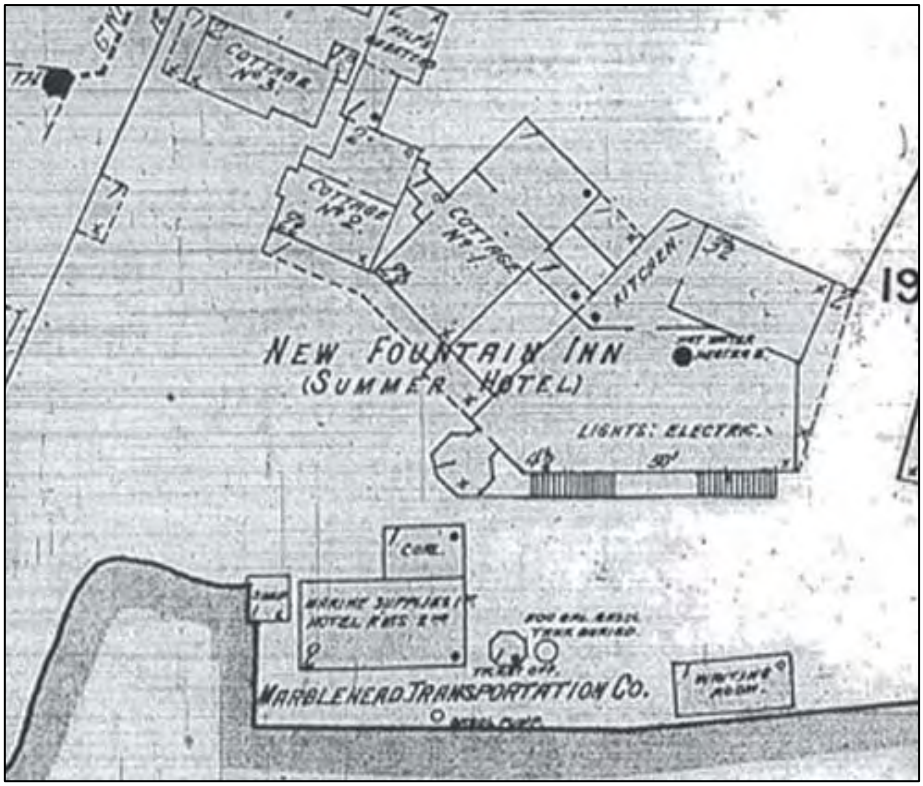



**Figure 75.** Detail of Sanborn Fire Insurance Map, Marblehead, June 1915; shows usage of Pedrick Store House.

An even closer view of the 1915 map (Figure 75) indicates that the old Pedrick Store House was then being used for marine supplies on the first story and hotel rooms on the second story. It seems a strange combination, but – given the booming tourist trade and the need for extra rooms – the inn's converting the second story of the adjacent waterfront store house may have made sense.

[132] *Atlas of the Town of Marblehead, Massachusetts*, Plate 2 (Boston, MA: Walker Lithographic & Publishing Co., 1912). At the Abbott Library, Marblehead, MA.

The 1926 Sanborn map (Figure 76) suggests that prosperity continued in only a slightly diminished manner for the hotel and transportation business. Local history reports that business suffered for the German national Heinrich Unverhau during World War I, and that he was forced to sell his holdings in Marblehead. The veracity of this oral history has yet to be determined, but it is clear from the 1926 map that Unverhau's holdings along Front Street were by then in different hands. The New Fountain Inn Annex was now the "Snow Crest Inn," and the building that housed hotel servants has disappeared from the map altogether. As seen in Figure 77, the Pedrick Store House was identified as a shop or store with "help's rooms" on the second level. Perhaps the hotel servants were moved to this location with the new ownership. The operations of the Marblehead Transportation Company were largely unchanged. The octagonal ticket office, gas pump, and waiting room were still present on the wharf, as were the boat storage, boat painting, and boat shop buildings to the east of the site.

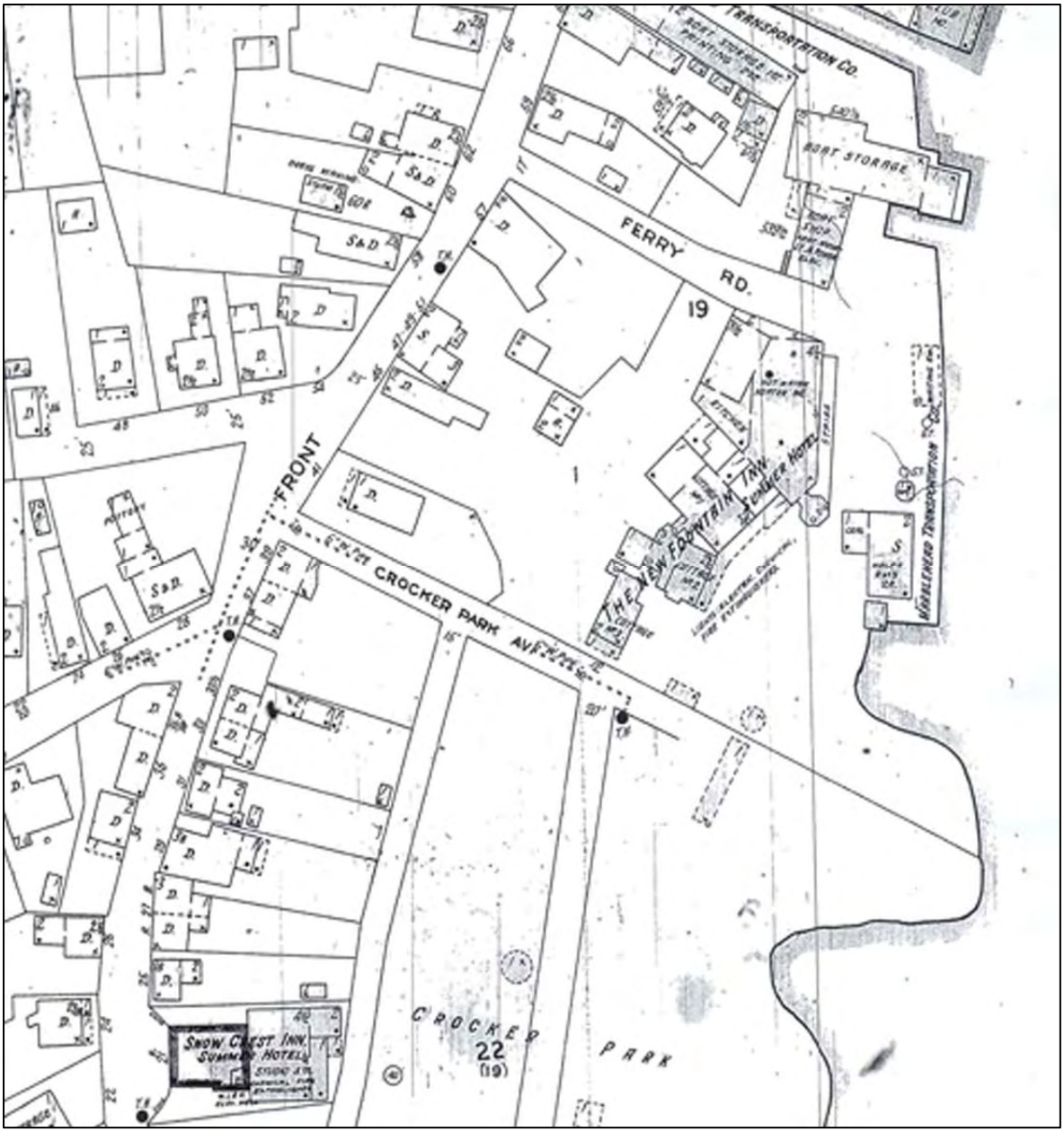



**Figure 76.** Detail of Sanborn Fire Insurance Map, Marblehead, August 1926; shows ownership changes for New Fountain Inn, and Marblehead Transportation Company operations.

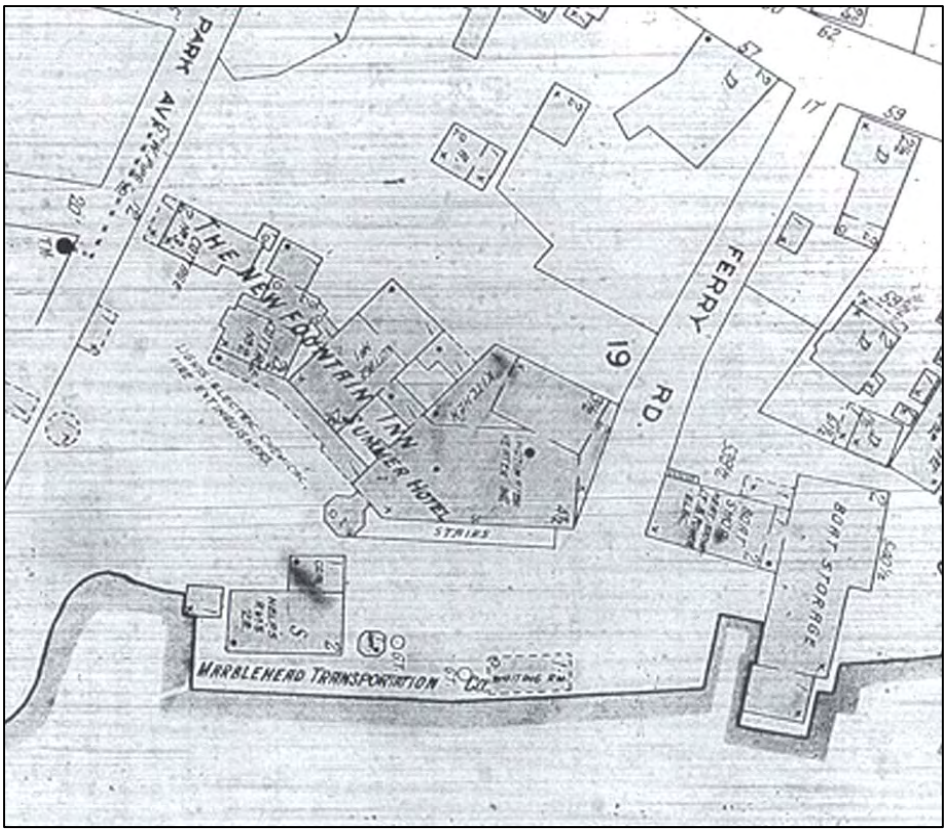



**Figure 77.** Detail of Sanborn Fire Insurance Map, Marblehead, August 1926; shows usage of Pedrick Store House.

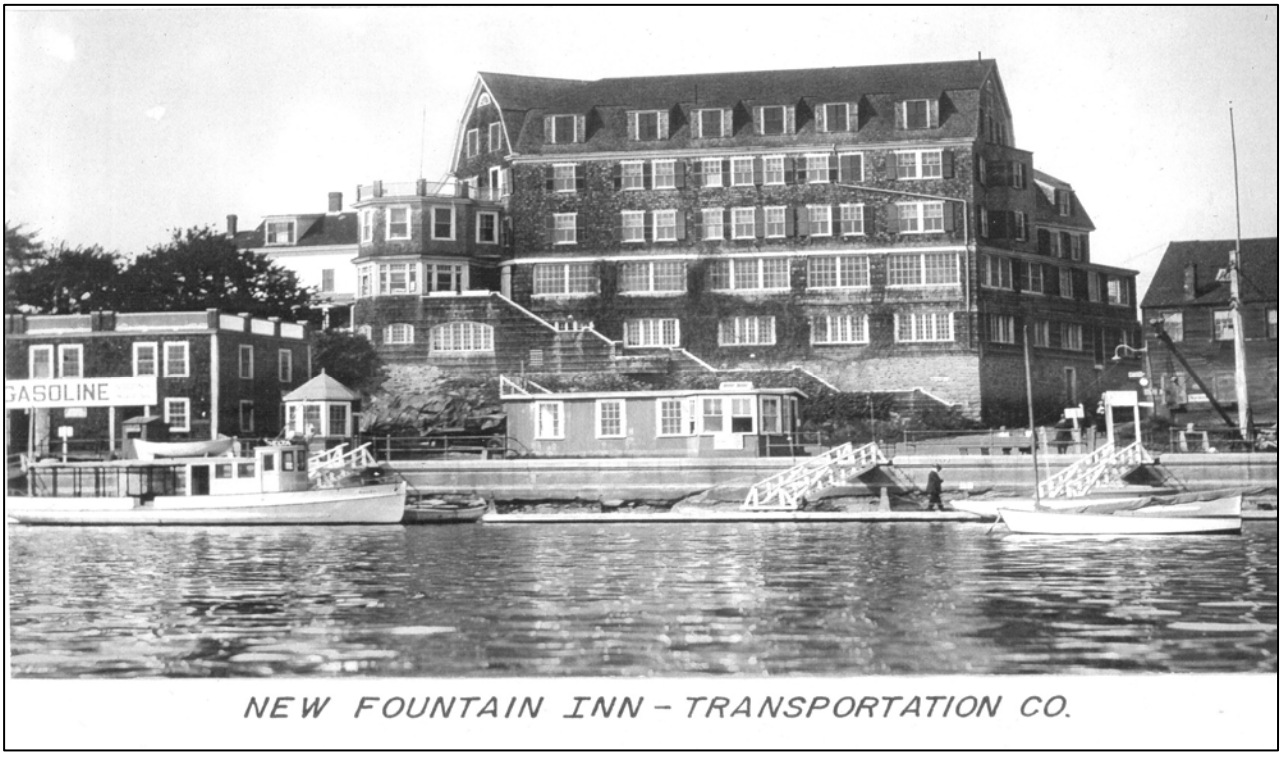



**Figure 78.** View of the New Fountain Inn and wharf site, ca. 1925, with Pedrick Store House partially visible at the left, and ferry house in center foreground.

Figure 78 shows a prosperous, well-maintained waterfront business ca. 1925. The sea wall is in good condition; three ramps lead to floats at which are tied various boats; the buildings are in good repair; and the site is clear of debris. The store house building has been stained brown with bright white paint on all trim. A large white sign advertising GASOLINE has been hung above the front doorways. All other elements of the building appear to be unchanged from the alterations made in 1906.

The activities of the Marblehead Transportation Company during the intervening years – between the Great Depression and the end of World War II –are not documented in this report. The next major period for which documentation of the site was found is approximately 1950-1973. Much of the information came to light through discussions with former Marblehead Transportation Company employee and local resident William E. Conly. Mr. Conly generously provided photographs and extensive oral history of the site for use in the report. It is clear from the information contributed by him that the Transportation Company site continued to be an integral part of the character and economy of Marblehead harbor.

A bird's-eye view of the wharf area dating to ca. 1950 shows the store house and the New Fountain Inn shortly before the hotel was demolished. Figure 79 focuses on the store house; Figure 80 depicts the inn.

Figure 79 shows the sea wall in a deteriorated condition. (It was repaired by 1955.) The coal bin at the rear of the store house remained in place. The fish shanty at the west was replaced with a shed-roof addition housing bathrooms. The front elevation had been altered in several ways. Two large picture windows were placed on either side of the eastern front doorway. A new sign running the length of the front elevation was added at the cornice. A wooden belt course was added, visually dividing the first and second stories. The wooden balusters and handrail from the roof balustrade were gone; only the square piers remained, supporting a thin metal railing. Two gas pumps remained flanking the ramp in front of the building. The Tucker's Ferry office has been removed, and the octagonal ticket booth moved to its new location farther east.




**Figure 79.** Detail of bird's-eye view, showing the Pedrick Store House and wharf, ca. 1950.

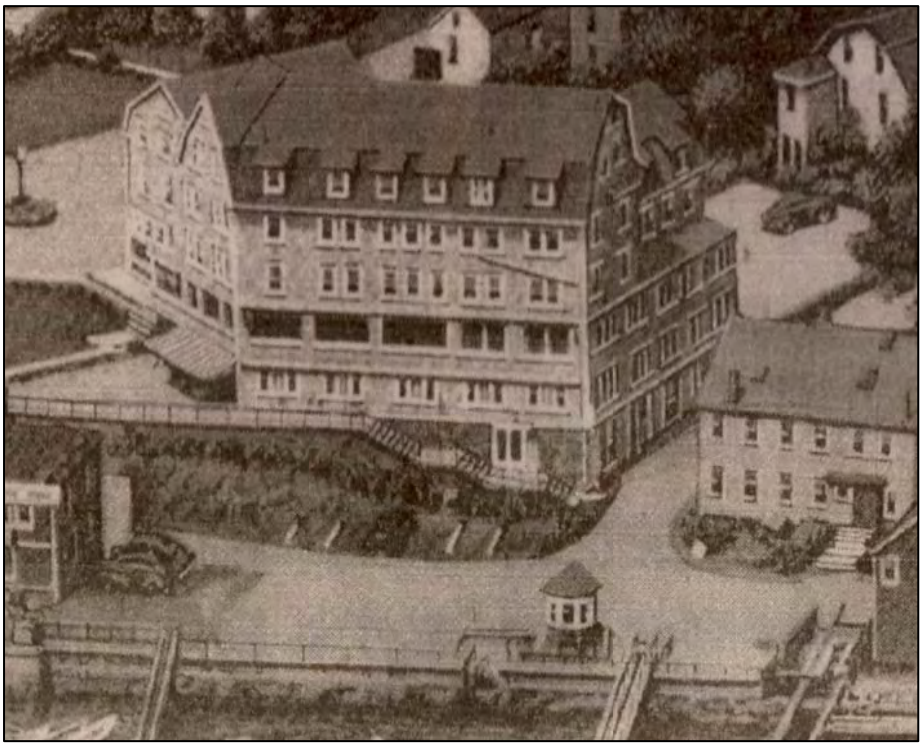


**Figure 80.** Detail of bird's-eye view, showing the hotel building and ferry landing, ca. 1950. Corner of store house visible at left.

Figure 81 provides a detailed view of the newly constructed bathroom addition. The thin metal railing around the roof of the store house is just visible between the piers. The aging picket fence visible on the retaining wall behind the building at the left suggests that the apartments erected in this area in 1951-52 are not yet present. A new white fence was installed at the time of their construction.

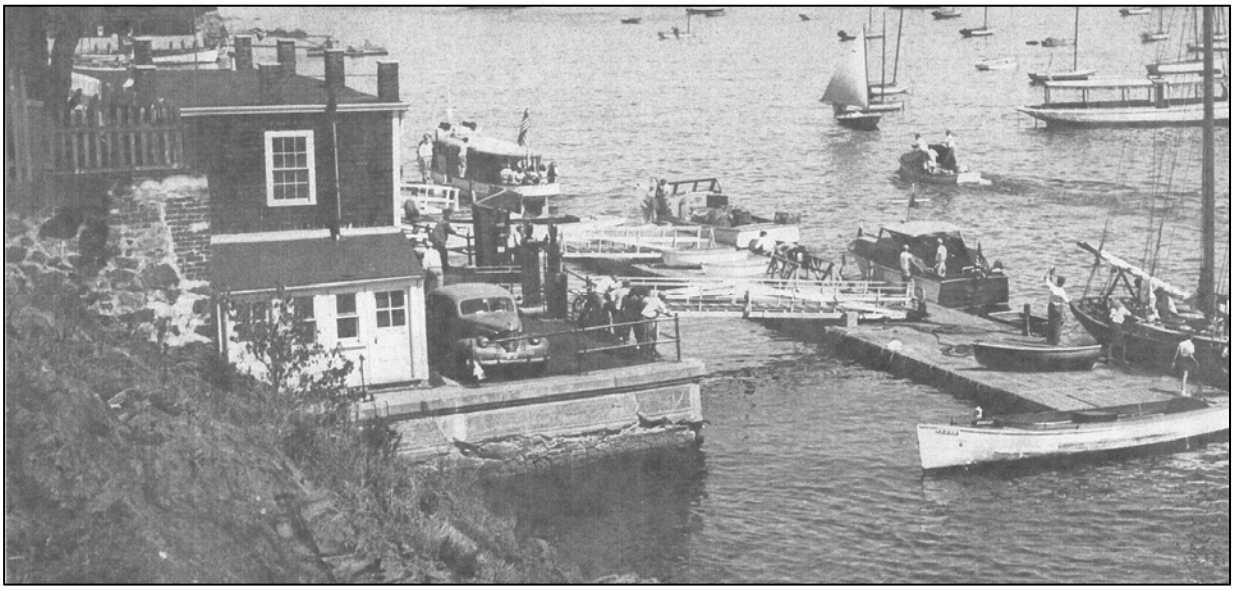


**Figure 81.** View of west end of store house and busy wharf, ca. 1950, showing details of bathroom addition.

In two deeds dating to September 8 and September 11, 1951, the Marblehead Transportation Company and the Mariner's Lane Corporation swap small slivers of land (ledge) from the north (rear) side of the property. The reason for this exchange was to permit the Mariner's Lane Corporation to build apartments to the west and north of the store house site, in the vicinity of where the hotel once stood. The Mariner's Lane piece of property comprised just 153 square feet; the Marblehead Transportation Company's piece was 192 square feet. The conveyance price for each was $100 – an even swap. Both grantor and grantee retained the right to "go upon the premises hereby conveyed for the purpose of maintaining and making repairs to the retaining wall."[133] The apartments were probably constructed shortly after the transaction. They appear in the background of Figure 82 (below). A neat, new, white picket fence is located along the top of the leveled retaining wall in front of the apartments.




**Figure 82.** View of front (south) elevation of the store house, ca. 1954, showing new apartments behind and to left of building. Stairway present at east rear side of building. Fenestration and signage changes are clearly shown.

Figure 82 also shows the changes made to the front elevation quite clearly. Wide window openings added on either side of the eastern front doorway received stationary, five-over-one-light picture windows. The western front doorway was fitted with a wood door with a two-over-two-light window. A stairway was added at the rear (east) corner, suggesting that a new doorway had been created at the second-story level on the rear of the building. (A stairway from this location would not have reached to the old sail loft doorway at the far west end of the rear elevation.) The shed-roof bathroom addition against the west elevation was in place. The harbor sea wall continued to show cracks and significant loss of the concrete surface coat.

[133] Mariners Lane Corp. to the Marblehead Transportation Company, September 8, 1951. Essex County Registry of Deeds, Book 3845:75.



**Figure 83.** View of the store house, looking west, ca. 1954; shows new apartments to west and north of site, and new rear stairway.

Mr. William Conly began working summers at the Marblehead Transportation Company as a teenager in 1947. At the time, the company manager and the town harbor master was Phillip T. Clark (see Figure 84). Ferries were seasonal from early May to September. The ferries toured around the harbor, and also picked up passengers on the Neck each morning with a return trip in the evening. The steam-engine ferries had just been converted to standard gasoline engines. Shore fishing was gone, with the exception of a few local lobstermen.

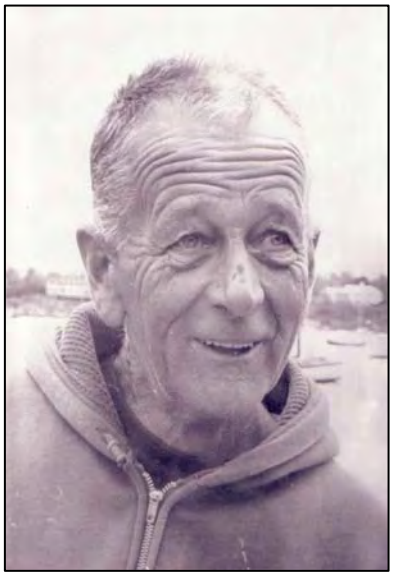


**Figure 84.** Phillip T. Clark, harbor master and manager of Marblehead Transportation Company 1945-1968.

Conly started his employment collecting fares for the ferry. As he reported, if you were good enough, you graduated to working on the floats servicing boats. All boats and yachts that entered the harbor would come in for water, gas, ice, marine supplies, coal, and kerosene. As the only fuel stop on the harbor, the Transportation Company was the "only show in town." Fuel and ice were the main essential items for every boat. A huge ice box that held 300-pound bars of ice was located on a concrete pad in the northeast corner of the building; the bars had to be chipped into smaller quantities for customers. Ice was the only refrigeration for provisions on board the yachts and smaller boats. This freezer was moved out of the building to provide more room in the store during the early 1950s. The coal shed that appears at the back east side of the structure on the 1915 and 1926 Sanborn maps was converted by 1947 into a garage, and by the early 1950s housed the ice freezer.[134]

[134] Written notes and comments on draft HSR by William Conly to David Bittermann, NPS.




**Figure 85.** Young employees and customers on the float gangway in front of the store house, ca. 1950. Bill Conly at right.

During the 1950s there were about 500 moorings in the harbor (compared to 1,500 in 2005). The harbor master and his crew at the Marblehead Transportation Company serviced all of these moorings – checking them twice a year, putting winter buoys on the moorings, and maintaining the lines. Generally a crew of about four, as well as some part-time hands, worked for the company. The Harbor Patrol police boat also worked off the wharf, manned by shore-duty policemen in the winter and Transportation Company employees in the summer. During the winter months, in addition to maintaining the moorings, crews worked in the adjacent shops painting and repairing the 20-plus dories owned by the company.

Mr. Conly recollects that the manager's office was located on the second story of the building, with the store on the first story. The store included plenty of area for sitting, shelving along the walls stocked with basic marine supplies, a kerosene-burning stove, and soda coolers. The store sold small snacks such as candy bars, chips, and gum. Oars, life jackets, rope, floats, buckets, and batting for ship caulking and other basic provisions were stored overhead in the ceiling framing. Some of the walls were finished with bead-board, but much of the timber framing remained exposed. Tongue-and-groove floorboards had been laid over original rough-board flooring. Behind the counter, on the outside wall, was a large icebox with entry from the exterior only.[135] A series of interior photographs of the crew during the 1950s provides invaluable information about the appearance of the interior of the building. With the exception of the ca.-1900 sail loft photograph, they are the only images of the interior discovered to date.



**Figure 86.** Interior view of the first-story store, looking at southeast corner, 1953. Shown are cash register, counter, shelving, and Buddy Clark, store manager.

[135] Visible seams in the flooring run conversely to known direction of original joists.



**Figure 87.** Interior view of the store, showing east end wall, 1953. Stove is visible in northeast corner. Shown are lobsterman Joe Walker and Marblehead Transportation employees Bill Conly, and Arthur Pierce.



**Figure 88.** Interior view of the store, showing north rear wall, 1953. Shown are fisherman Watson Curtis (sitting on sail makers bench) and Arthur Pierce, Marblehead Transportation Company employee.

**Figure 89.** Interior view of the store, showing east end wall, 1956. Shown are Jack Carpenter, "Catboat" owner; lobsterman Joe Walker; and William H. Goodwin, Harbor Patrol.





**Figure 90.** Interior view of the store, looking south at front counter and register, 1956. Shown are Phil Clark and Red Garniss.

Bill Conly graduated from ticket-taking on the ferries to being one of the steady crew for 15 years during the summers and weekends. During this period, Marblehead Transportation company was the "backbone of New England yachting." The company prospered through the 1960s, but declined in the 1970s under new management. The harbor master's headquarters was moved from the site to Cliff Street in the late 1970s.[136]

By 1968, residential development had almost completely surrounded the site (see Figure 91).

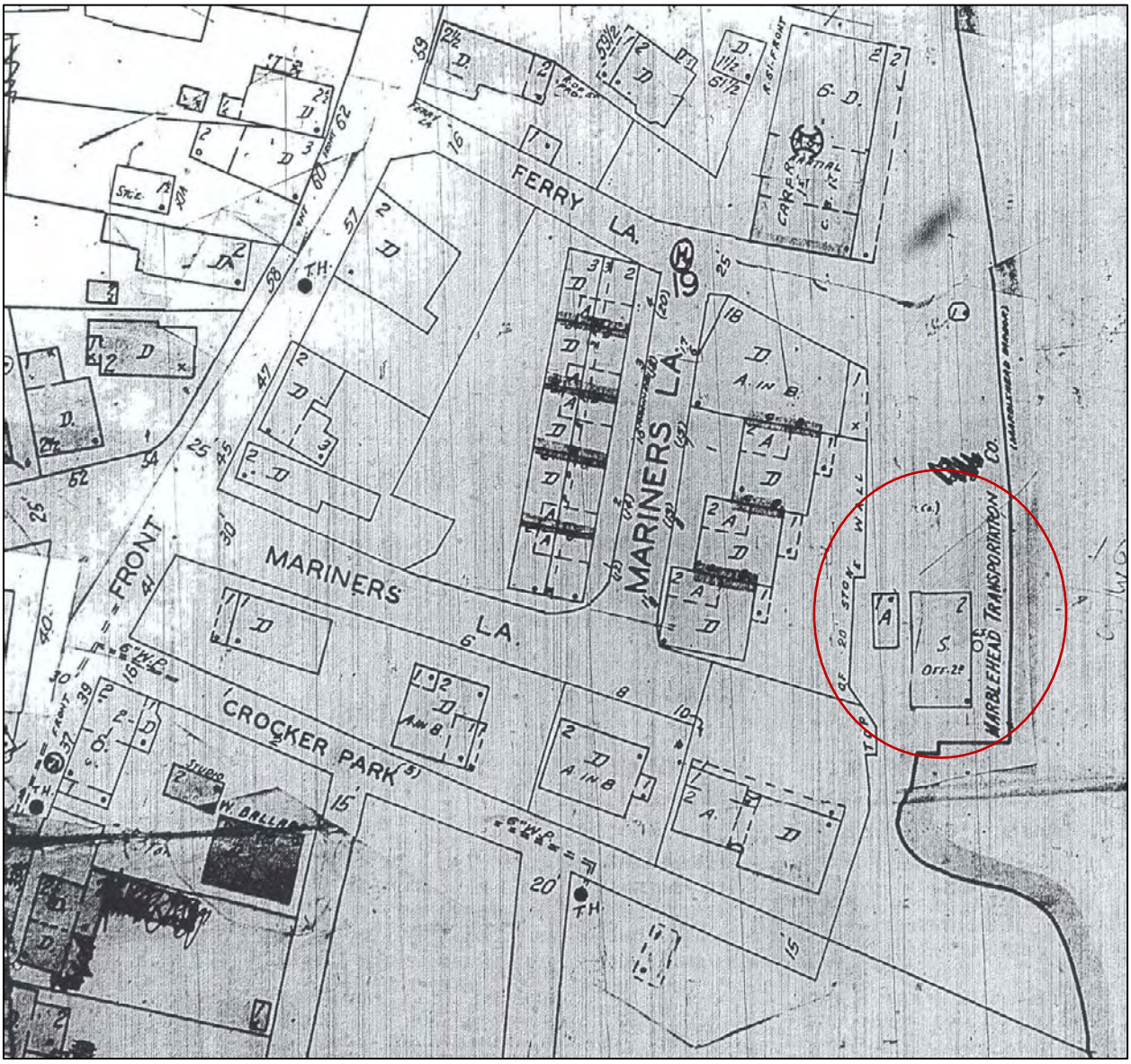



**Figure 91.** Detail of Sanborn Fire Insurance Map, Marblehead, June 1968; shows store house and wharf area. The "D" designation on map means a "Dwelling."

[136] All of the information about the store house during the 1950s and 1960s was provided by William E. Conly during an interview in March 2006.

In December 1973, major renovations were carried out that further altered the appearance of the old Pedrick Store House, and which removed still more of the original building fabric. Shingles were replaced; sills were replaced and reinforced with concrete; and fenestration was changed, including the installation of large picture windows across the front at first-story level and on the east elevation. A comparison of Figures 92 and 93 illustrate some of these changes. The interior was essentially gutted.




**Figure 92.** View of front (south) elevation of the store house, ca. 1954.



**Figure 93.** View of front (south) elevation of the store house, ca. 1990, showing 1973 alterations.

The Marblehead Transportation Company and its holdings were sold in 1978 to Tucker's Wharf Limited Partnership. The property consisted of five separate parcels. The store house site was identified as the Fourth Parcel, and its description is unchanged from previous deeds. The deed even includes the old language found consistently in the primary documents concerning this building – i.e., "the wharf and rocks with the building thereon commonly called the "Salt Store."

> Beginning at a point 20 feet distant Southwesterly from the Westerly corner of said Store and thence running Southeasterly by land now or formerly of W. W. Johnson in a line parallel with and at a distance of 20 feet from the Southwesterly corner or end of said Store to the Harbor; thence running Northeasterly by the Harbor on the front of said wharf to the Northeasterly part of said wharf, and measuring about 68 feet thereon; thence running Northwesterly in a line parallel with the Northeasterly end of said Store and 3 feet distant there from about 60 feet thence running in a line parallel with the Northwesterly part of said store and about 20 feet distant there from to land now or formerly of Johnson, about 44 feet thence Southerly to the point of beginning. Excepting, however, from this parcel that portion thereof conveyed to Mariners Lane Corp.[137]

The Tucker's Wharf Limited Partnership tried unsuccessfully to gain permission from the town to develop the site for residential housing. By 1992 the company was bankrupt, the lot was contaminated with oil and gasoline, and the seawall was crumbling. A brief synopsis of the very recent history of the site is outlined as follows:

1993 – Town bought Tucker's Wharf for $695,000. In addition, $425,000 was appropriated for rebuilding of the seawall.

1996-1997 – additional sums for clean-up were approved.

1998 – seawall repair and clean-up finished; architect hired to draw up plans for renovation.

1999 – Town Meeting voted to appropriate $450,000 for "remodeling, reconstruction and extraordinary repairs." This effort did not come to fruition.

2000 – Citizens group (Friends of Tucker's Wharf) formed to try and preserve the building.

2001 – Town-wide debt-exclusion override was proposed to approve additional funds to save the building. Override request failed: close vote, low voter turn-out.

March 2003 – National Park Service provided $25,000 to dismantle the building and remove it to storage for eventual reconstruction.

August 2003 – Building disassembled and stored.

[137] Marblehead Transportation Co., Inc., to Tucker's Wharf, July 5, 1978. Essex County Registry of Deeds, Book 6559:240.

## Table of Known Changes to the Building in the Period 1904-2003

| DATE | ITEM/CHANGE | SOURCE |
|---|---|---|
| 1904 | New concrete sea-wall | Photograph and Booth |
| 1906 | Roof removed | Photographs |
| | Flat roof installed w/decorative railing | |
| | Fenestration altered – east, west, and south | |
| | New windows and frames installed | |
| | Sail loft doorway, 2nd-story front elevation removed | |
| | Clapboards removed/shingles applied | |
| | Foundation filled in | |
| 1908 | 2nd story used for billiards | Sanborn map |
| 1915 | Coal bin added to rear east corner | Sanborn map |
| 1915 | Underground gas tank added | Sanborn map |
| 1915 | 2nd story used for hotel rooms | Sanborn map |
| 1915 | Above-ground gas pump added | Sanborn map |
| 1915 | Octagonal ticket booth added | Sanborn map |
| Ca. 1925 | Shingles stained brown; trim painted white | Photographs |
| Ca. 1925 | Large GASOLINE sign added above front doorways | Photographs |
| 1926 | 2nd floor used as lodging for hotel help | Sanborn map |
| Ca. 1945 | Ice box on concrete pad added in southeast corner of building | |
| Ca. 1950 | Shanty removed; bathroom addition constructed on shanty site | Photograph, oral history |
| | Picture windows added to first story of front elevation | Photographs |
| | Sign at cornice running length of building added | Photographs |
| | Wood balusters and hand rail of roof balustrade replaced with thin metal; square posts retained | Photographs |
| By 1953 | Exterior stairway at back added | Photograph |
| | Apartments built on ledge behind | Photograph, deeds |
| By 1953 | East-elevation fenestration altered, doorway added at 1st-story south corner. Double window added at 2nd-story south corner | Photograph |
| 1955 | Seawall repaired | Oral history |

| | | |
|---|---|---|
| 1973 | North sill replaced, concrete floor poured under west end of building, floor framing replaced, auxiliary supports added beneath building. Most fenestration altered, interior gutted and new partitions installed | Friends of Tucker's Wharf files |
| 1998 | Sea wall repaired, chemical clean-up completed | Public record |
| 2003 | Building dismantled and documented | Public record |

# III. PHYSICAL DESCRIPTION

By David Bittermann, Historical Architect

Architectural Preservation, Engineering & Maintenance Division
Construction & Facility Maintenance Directorate
Northeast Region, National Park Service

# EXISTING CONDITIONS
# AT THE TIME OF DISASSEMBLY,
# 2003

The following illustrated narrative and architectural drawings describe the condition of the Pedrick Store House, after its acquisition by the National Park Service, in August 2003.



**Figure 1**. Building as acquired in 2003.



**Figure 2.** Early bulkhead construction.

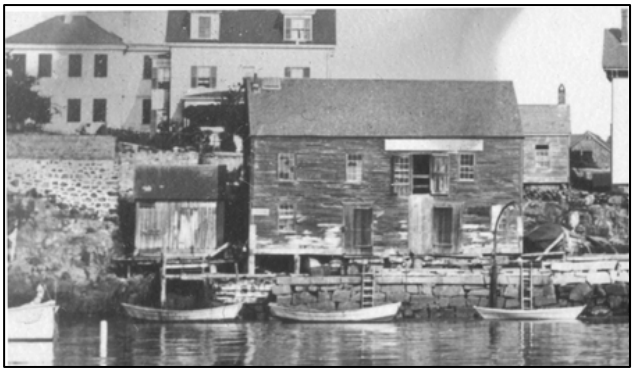


**Figure 3.** Open crawlspace visible beneath structure on left.

### *Form and Orientation:*

The 2 ½-story wood-framed gable-roofed structure was oriented with its long front façade facing the harbor, looking southeast (called south for purposes of this report). Its original 25' x 44' footprint had survived intact on its original site, even though both envelope and form had evolved substantially. The gable roof was removed in 1906 and replaced with a flat roof. A 25' x 9' lean-to was added at the west end of the building in 1950, which was in turn rebuilt to cover approximately 25' x 16' by 1973 (Figure. 1).

### *Site / Foundations:*

Although originally constructed on wood pilings driven to a ledge descending into the harbor, the store house was surrounded by timber and stone masonry wharf construction by at least 1864 (Figure 2). The wharf bulkhead was situated roughly 16' south of and parallel to the front wall of the store house, returning to the descending ledge roughly 12' west of and parallel to the gabled end wall. The wharf was decked with wood planking, although at an elevation substantially lower than the floor of the store house. This left the store house structure to project above on its pilings, with an open crawlspace beneath (Figure 3). In 1904, the wharf bulkhead received a concrete facing and cap (Figure 4).

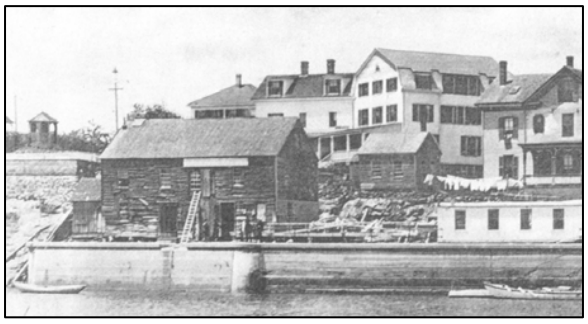


**Figure 4**. Bulkhead concrete facing and cap.



**Figure 5.** Concrete footing in southeast corner.



**Figure 6.** 1973 concrete foundation on ledge and footings for auxiliary supports.



**Figure 7.** Floor slab of 1973 lean-to.

By 1950 any surviving plank wharf decking had been filled to an elevation of approx 1'-8" below the level of the store house's first floor. To enclose the crawlspace beneath the building and prevent the wharf fill from entering, loose mason rubble (mortared only above grade) was laid beneath the sills along the south, east, and west elevations of the building, completely encompassing its outermost row of supporting timber pilings. In the southeast corner of the foundation, a concrete footing was poured, measuring approximately 7' square, to support a first-story walk-in ice box (Figure 5).

In 1973, a concrete foundation was poured along the north building elevation, bearing directly on the descending ledge (Figure 6). A new concrete floor slab was poured abutting the west wall of the original building, expanding the footprint of the earlier 1950 lean-to (Figure 7). In the crawlspace, five concrete footings 36" square were added to provide bearing for modern auxiliary supports (Figure 6). The wharf fill was eventually capped by a bituminous pavement, and a brick stoop was added at the single doorway remaining on the south elevation of the original structure (Figure 5).

Throughout these alterations, at least 14 pilings had survived in-situ, although none were serviceable for reuse (Figures 8 and 19).



**Figure 8.** Wood pilings remaining in-situ with 1973 auxiliary support between.



**Figure 9.** 1973 north foundation and sill replacing original lowermost structure.

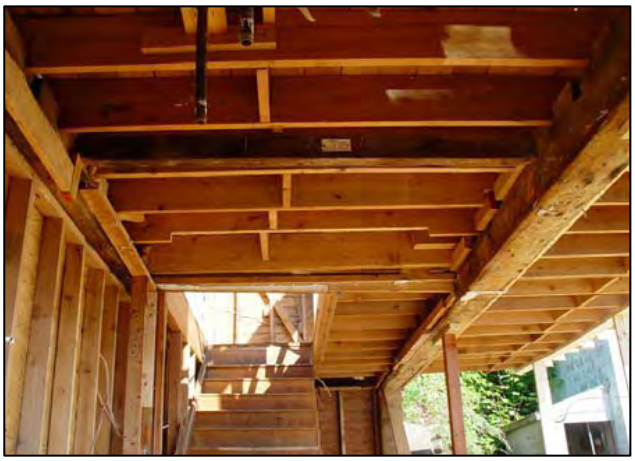


**Figure 10.** One of two surviving original floor joists.

### *Timber Frame:*

The principal members of the original timber frame (posts, girts, beams, and sills) have survived substantially intact, except for those members removed in 1906 to create a flat roof. The surviving heavy framing elements include 16 wall posts, 18 wall girts, 15 transverse floor beams, and three sills (Figures 15-23). The 1973 renovations entailed removal of the north sill (and the northernmost 14" of the east and west sills respectively, along with the bottom 21" of the corresponding north wall posts) to install the concrete foundation (Figure 9). These renovations also saw removal of all but one original diagonal brace.

### *Flooring:*

All but two surviving original floor joists were removed during the 1973 renovations, and replaced with modern dimension lumber (Figure 10). All surviving original floor planking was removed during the 1973 renovations. On the first story, new materials consisted of plywood sub-flooring, underlayment, and resilient tiles; on the second, modern tongue-and-groove floor planking supported a plywood underlayment and wall-to-wall carpeting (Figures 11-14).

### *Cladding:*

All exterior wall studs, wall sheathing, and exterior cladding were removed during the 1973 renovations. Exterior walls were henceforth framed with modern dimension lumber, sheathed with plywood, and clad with new wood shingles (Figures 11-12).

### *Roof Rafters, Sheathing, and Cladding:*

The entire roof was reframed and sheathed during the 1973 renovations. New framing was of dimension lumber that was in turn sheathed with plywood and clad with a built-up bituminous roofing membrane (Figures 11-12).



**Figure 11.** 1973 roof, wall, and floor framing elements engaging original timber frame.



**Figure 12.** Original framing elements supporting 1973 construction.

### *Windows, Doorways, and Exterior Trim:*

All windows, doorways and doors, and exterior trim were replaced with new materials during the 1973 renovations (Figure 1).

### *Interior Partitions:*

All interior partitions were replaced with new materials in new locations during the 1973 renovations (Figure 13).

### *Miscellaneous Elements:*

Numerous historic materials removed during or prior to the 1973 renovations, were found on the premises. Many of these had been reused in various capacities, including repairs to principal framing members, as concrete forming materials, or as ad-hoc structural supports. Others were left to accumulate in the crawlspace (Figure 14). Examples of these historic materials include fragments of original roof purlins, rafter plates, rafters, wall sheathing, clapboards, window casings, doorway and scuttle frames, and floor planking.

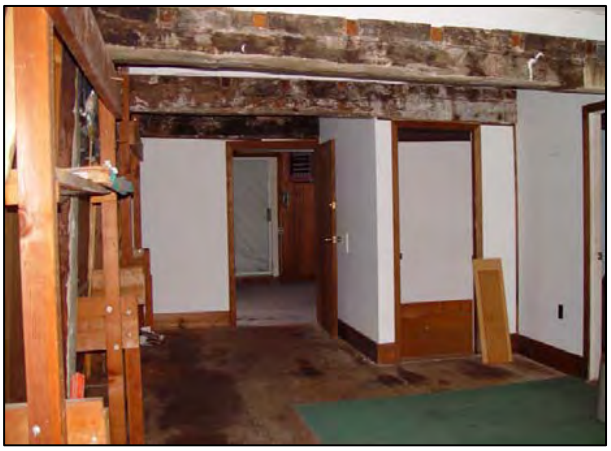


**Figure 13.** 1973 second-floor interior partitions and finishes.



**Figure 14.** Early building debris left to accumulate in crawlspace.

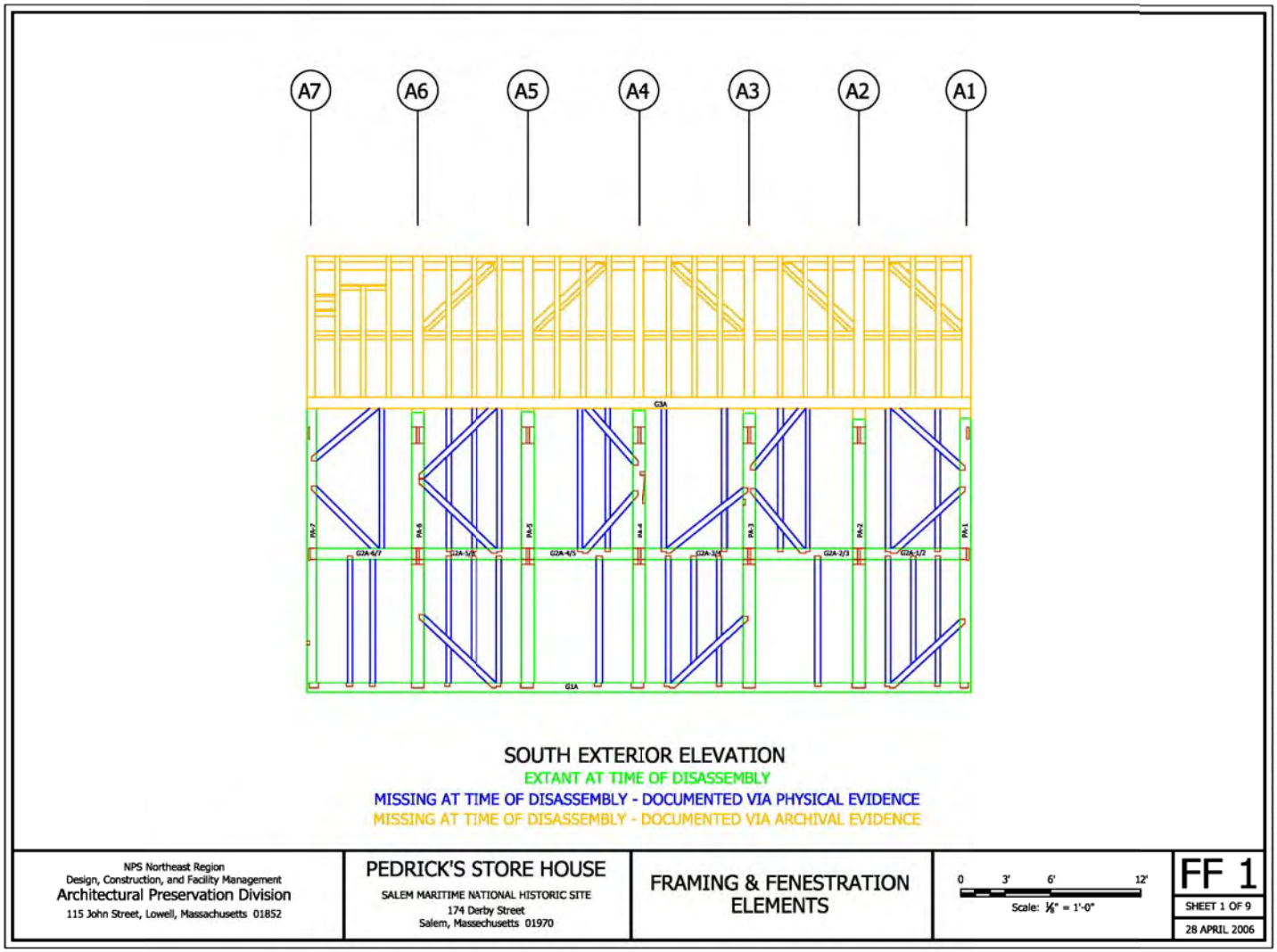



**Figure 15.** Measured drawing of framing and fenestration elements: South exterior elevation.

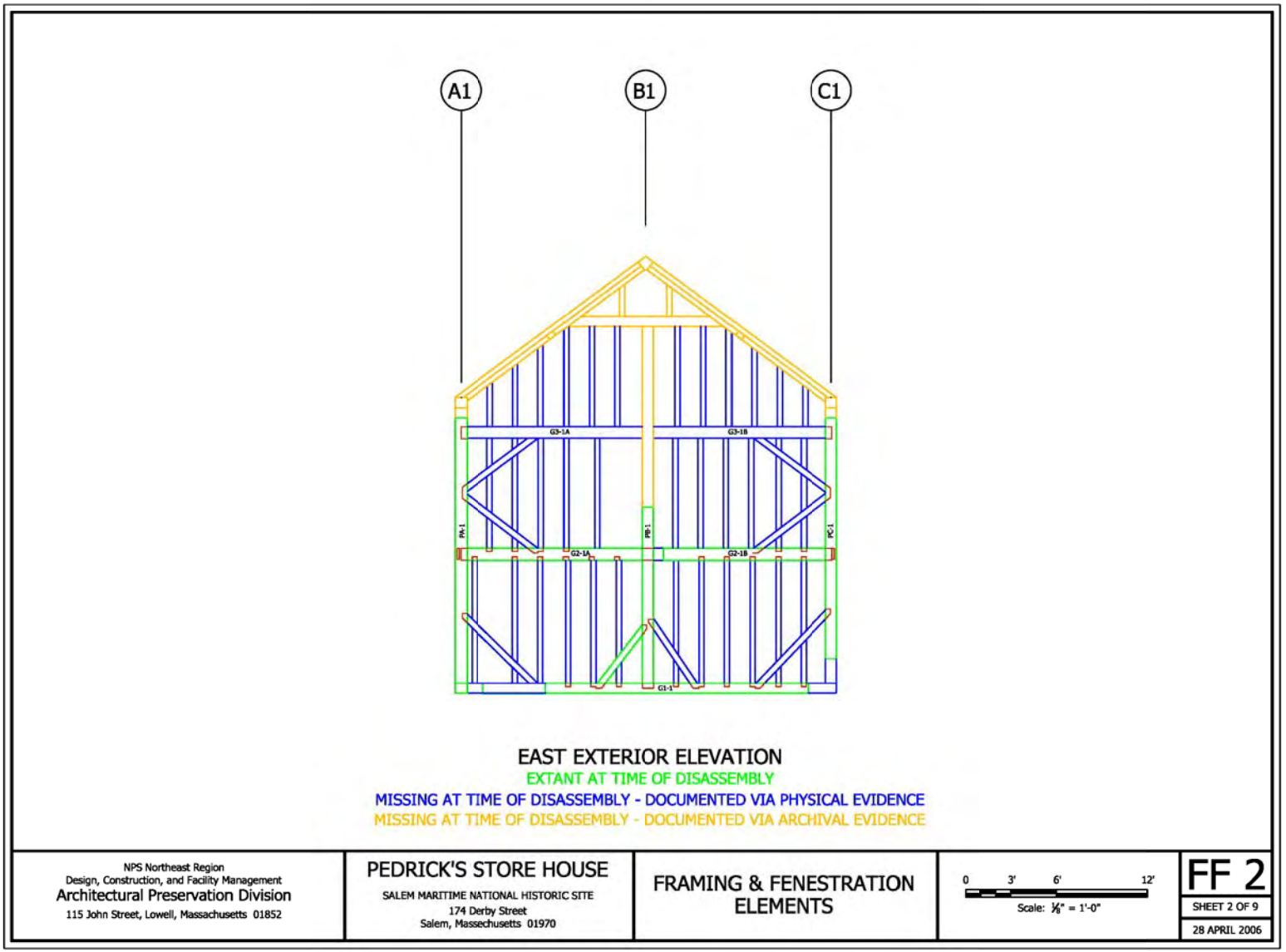



**Figure 16.** Measured drawing of framing and fenestration elements: East exterior elevation.

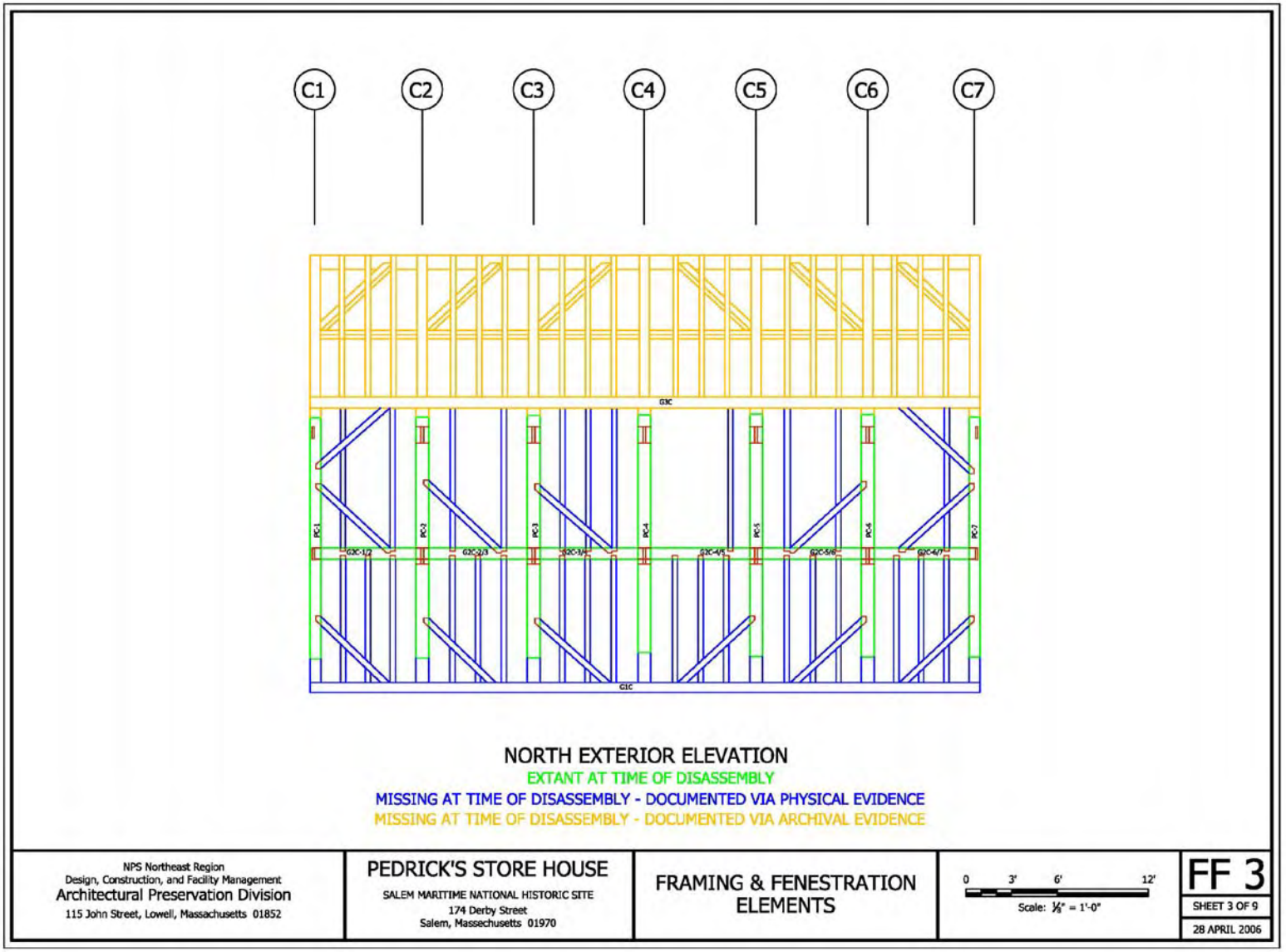



**Figure 17.** Measured drawing of framing and fenestration elements: North exterior elevation.

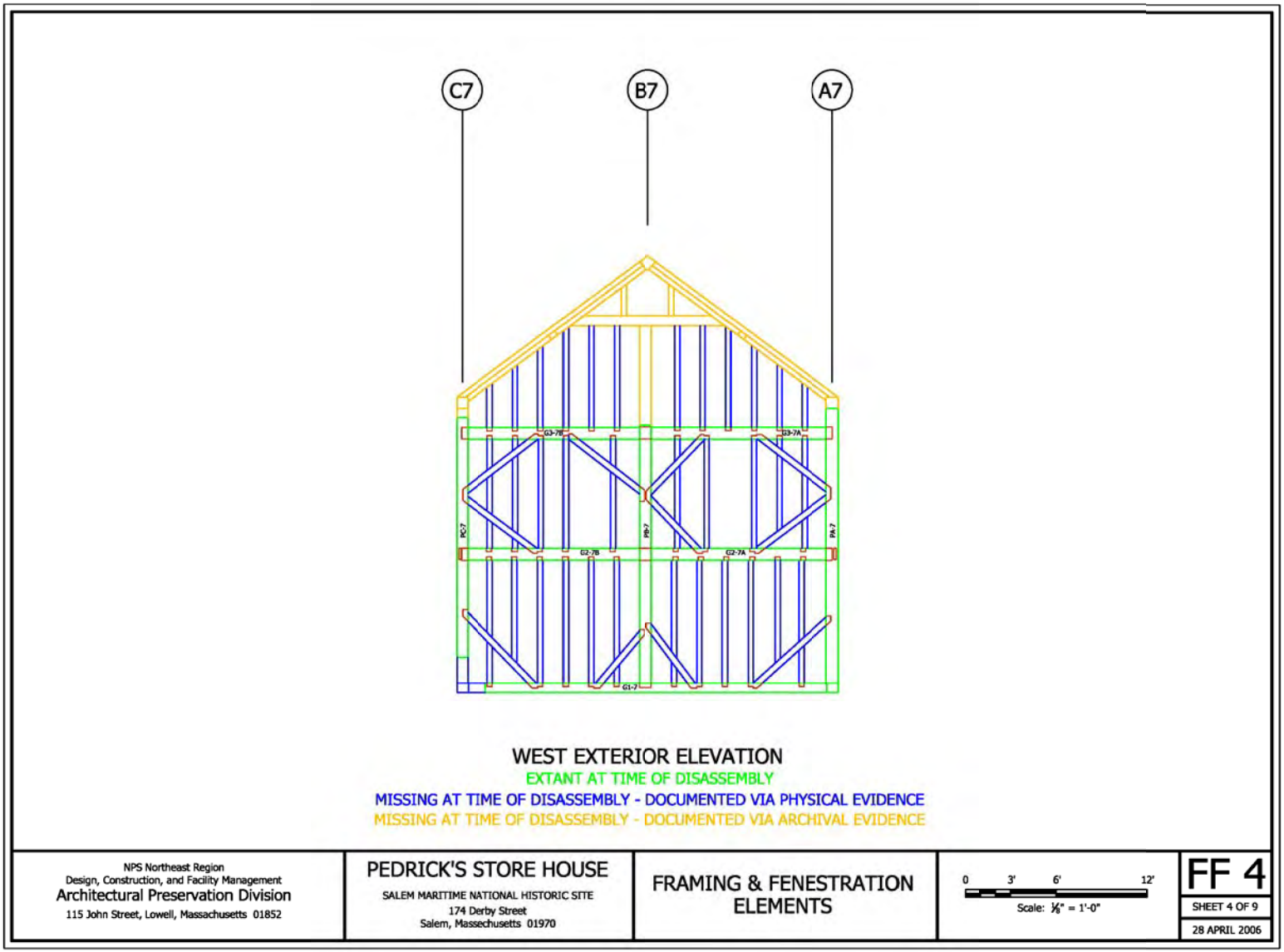



**Figure 18.** Measured drawing of framing and fenestration elements: West exterior elevation.

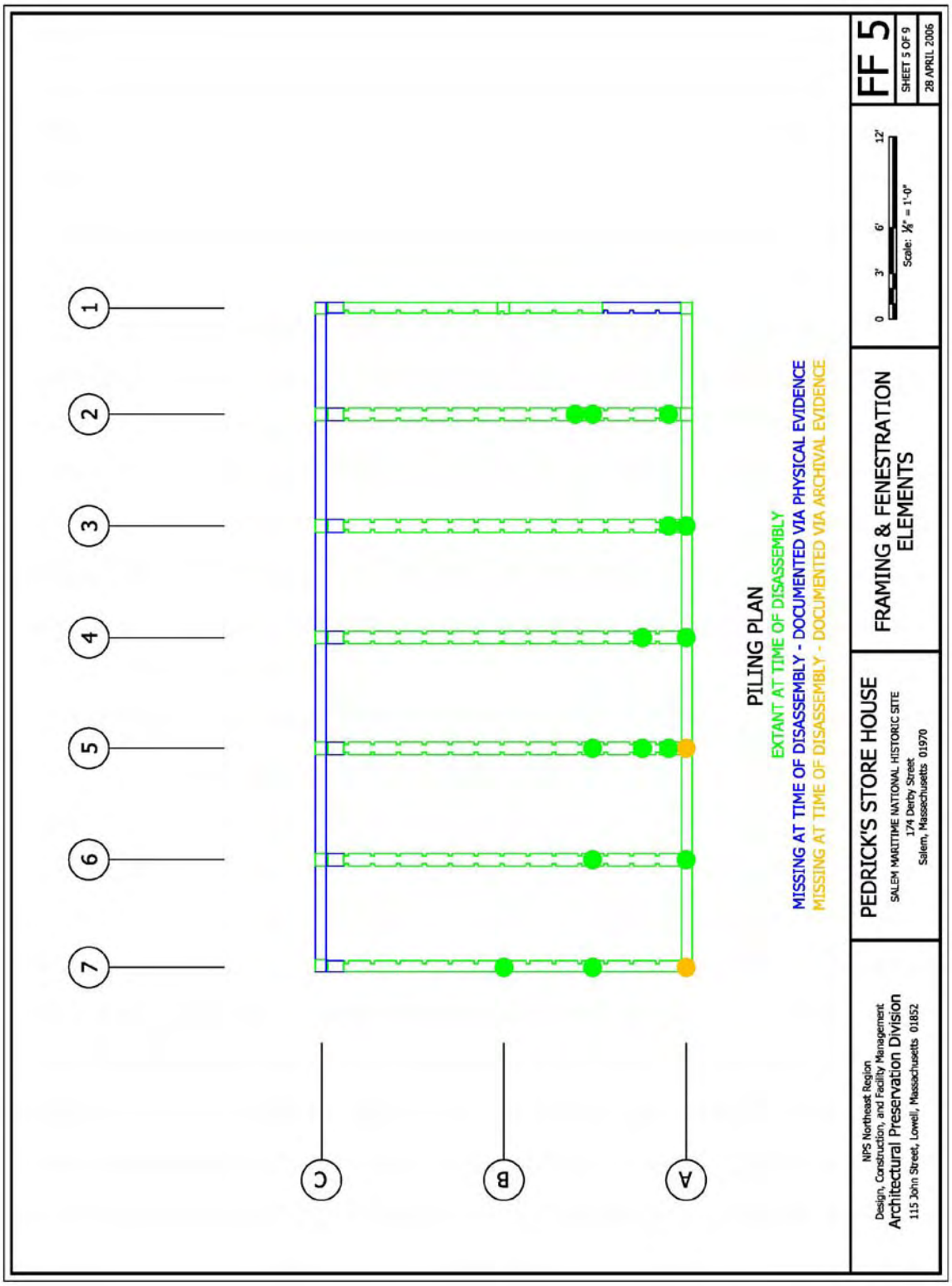



**Figure 19.** Measured drawing of framing and fenestration elements: Piling plan.

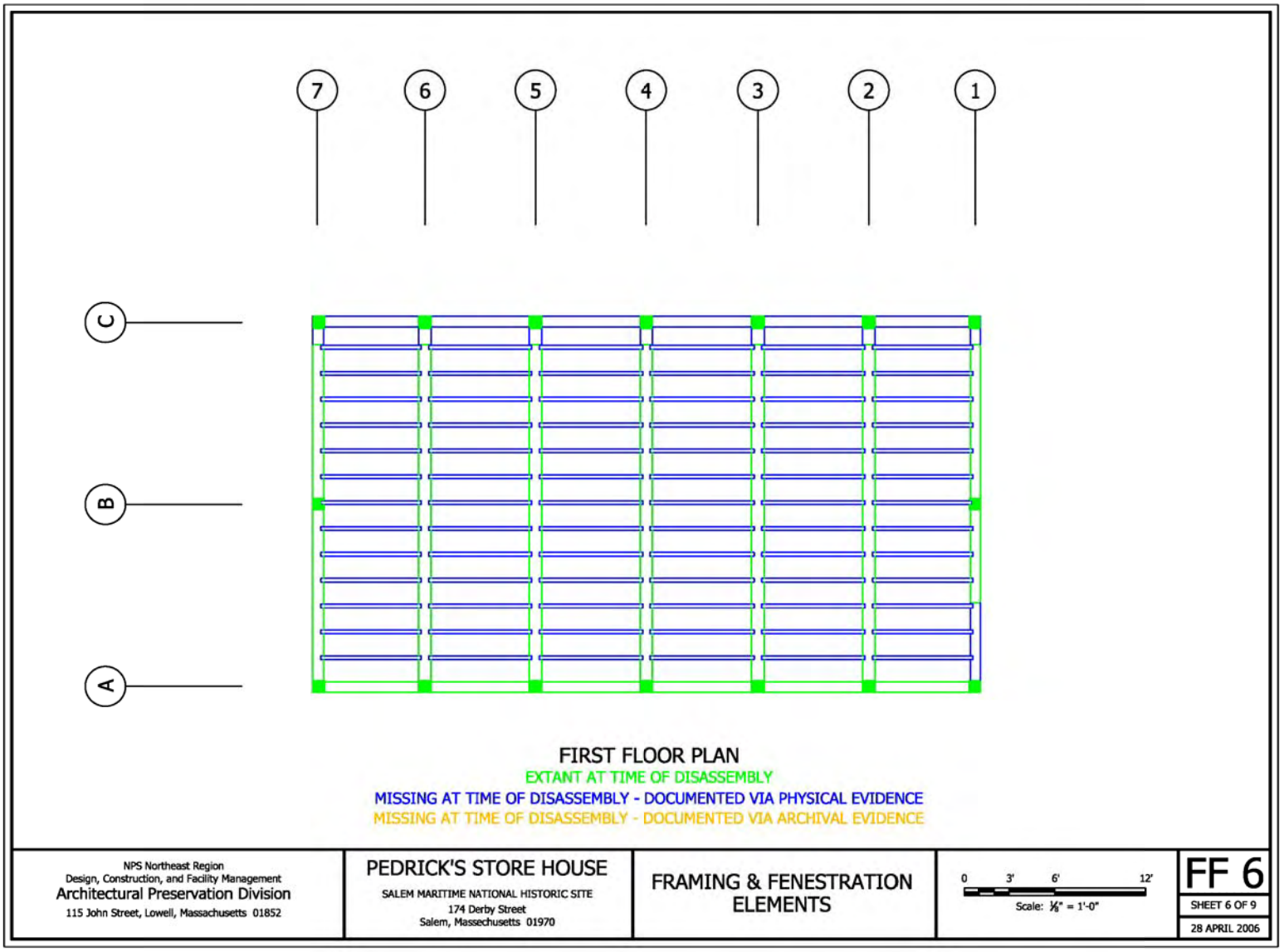



**Figure 20.** Measured drawing of framing and fenestration elements: First-floor plan.

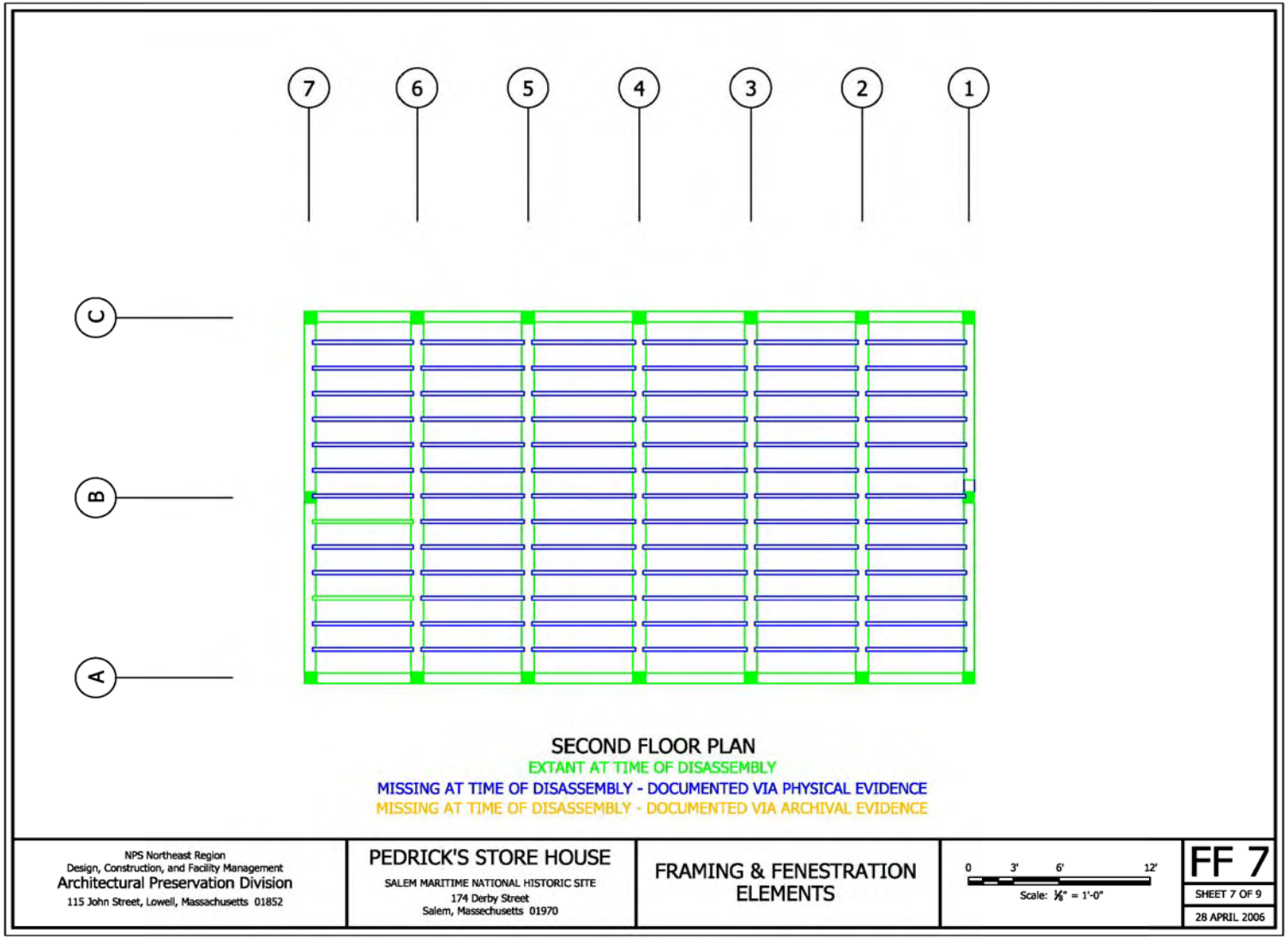



**Figure 21.** Measured drawing of framing and fenestration elements: Second-floor plan.

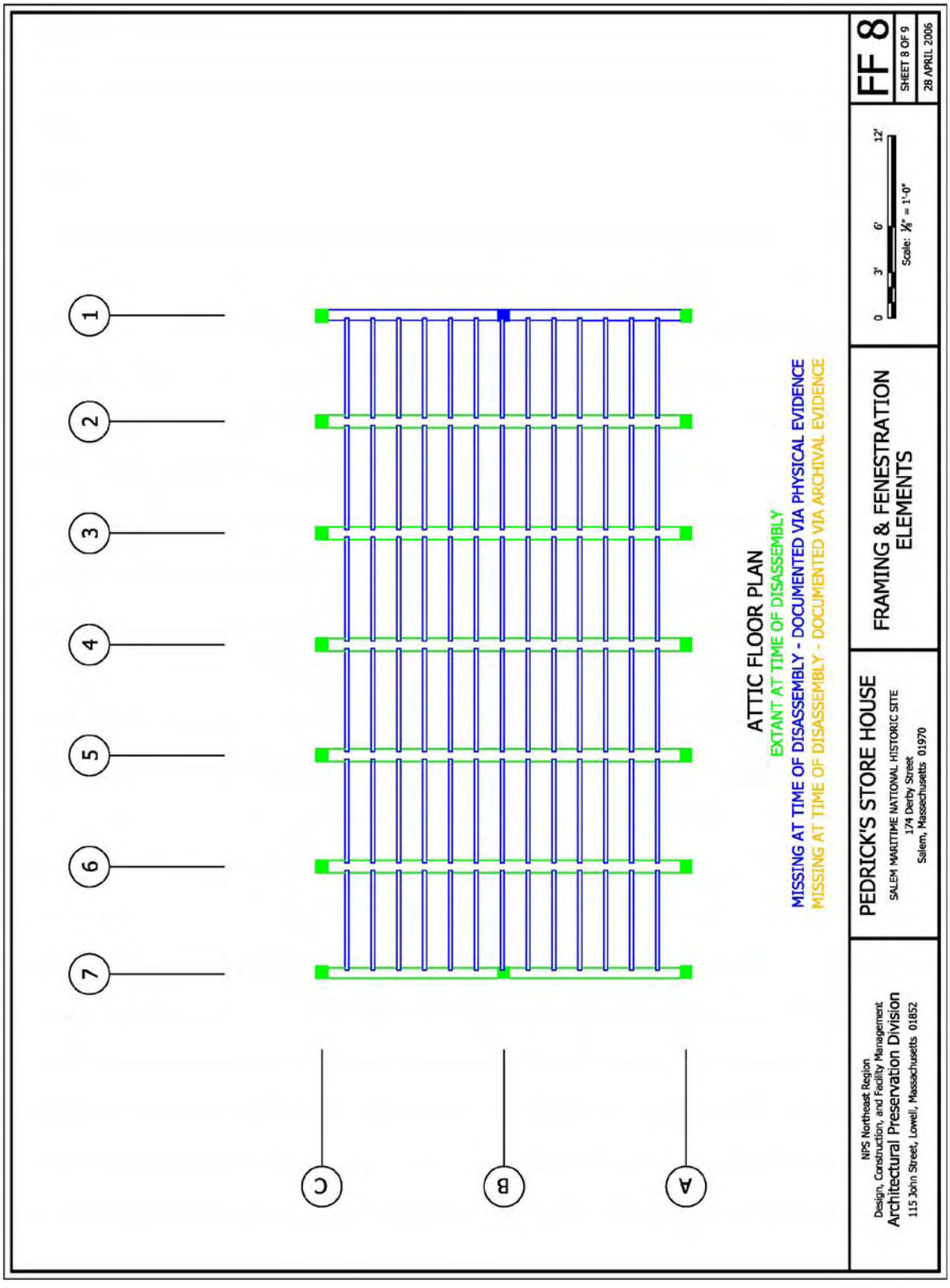



**Figure 22.** Measured drawing of framing and fenestration elements: Attic-floor plan.

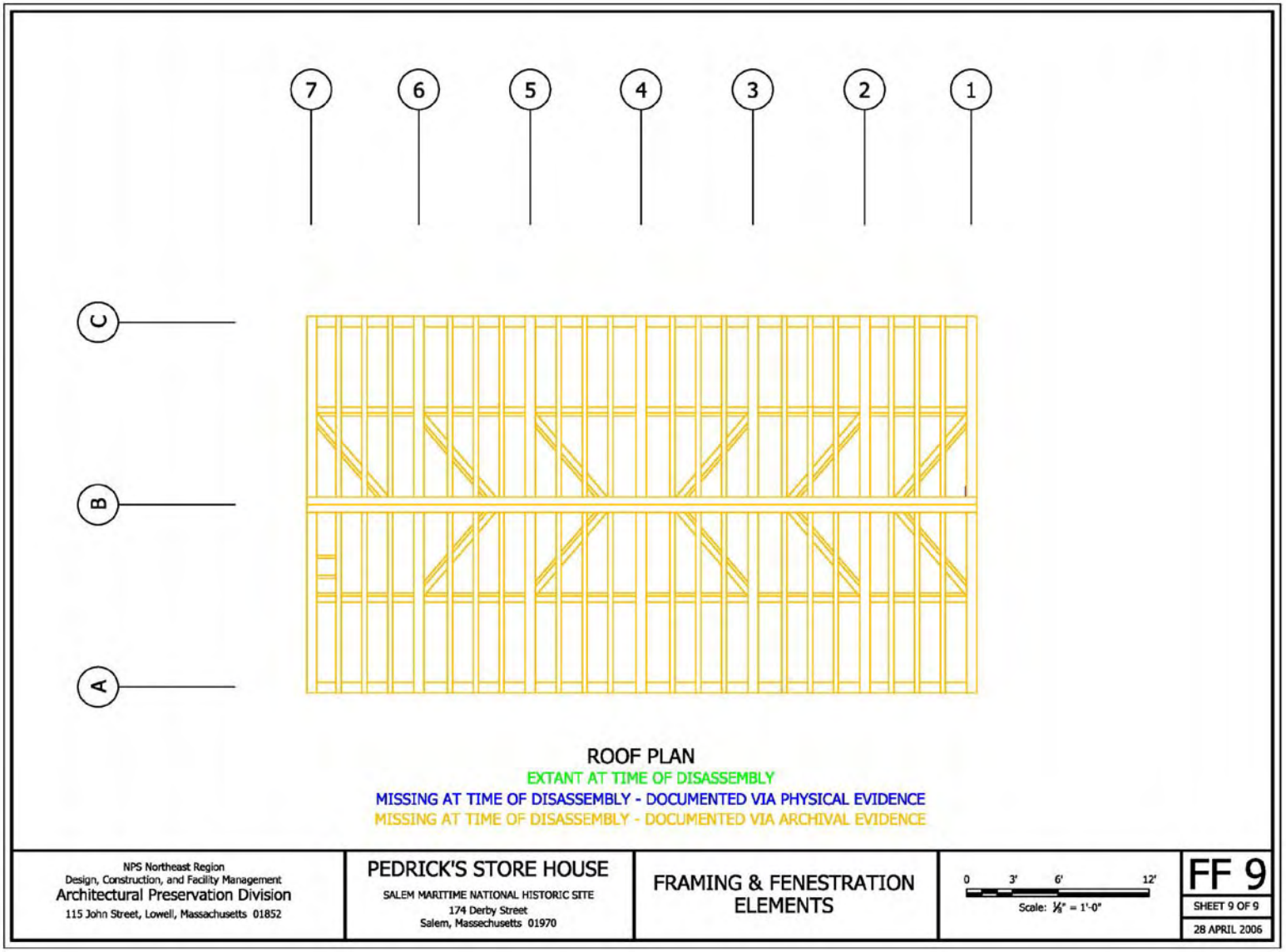



**Figure 23.** Measured drawing of framing and fenestration elements: Roof plan.

# DISASSEMBLY OF THE BUILDING, 2003



**Figure 1.** South elevation, looking west.



**Figure 2.** South elevation, looking east.



**Figure 3.** South elevation, west lean-to doorway.



**Figure 4.** East elevation at south corner, ca.-1960s concrete auxiliary building at rear.




**Figure 5.** East elevation of building.



**Figure 6.** Northeast corner of building, showing stairway in rear and ca.-1960s concrete-block auxiliary building.



**Figure 7.** First-story interior, looking west, showing 1973 partition walls and finishes.



**Figure 8**. First-story interior, 1973 framing against original ca.-1770 beam with joist pockets visible.



**Figure 9.** First-story interior, looking southeast, showing extensive 1973 alterations adjacent to original ca.-1770 framing posts.



**Figure 10.** First-story interior, detail view of the southeast, showing extensive 1973 alterations adjacent to original ca.-1770 framing posts.



**Figure 11.** First story, 1973 floor framing above abutting original framing elements.



**Figure 12.** First story, 1973 alterations around original framing elements.




**Figure 13.** Disassembly of east elevation.




**Figure 14.** Disassembly of east elevation.




**Figure 15**. Disassembly of east elevation, northeast corner. Newer framing dates to 1973 alterations.



**Figure 16**. Disassembly of east elevation, southeast corner.



**Figure 17.** Disassembly of east elevation.



**Figure 18.** Disassembly of east elevation.



**Figure 19.** Disassembly of south elevation, looking west; west-end lean-to visible.



**Figure 20.** Disassembly of south elevation; original post at west end.



**Figure 21**. Disassembly of south elevation; view of second-story southeast corner, looking out front window openings to the harbor.

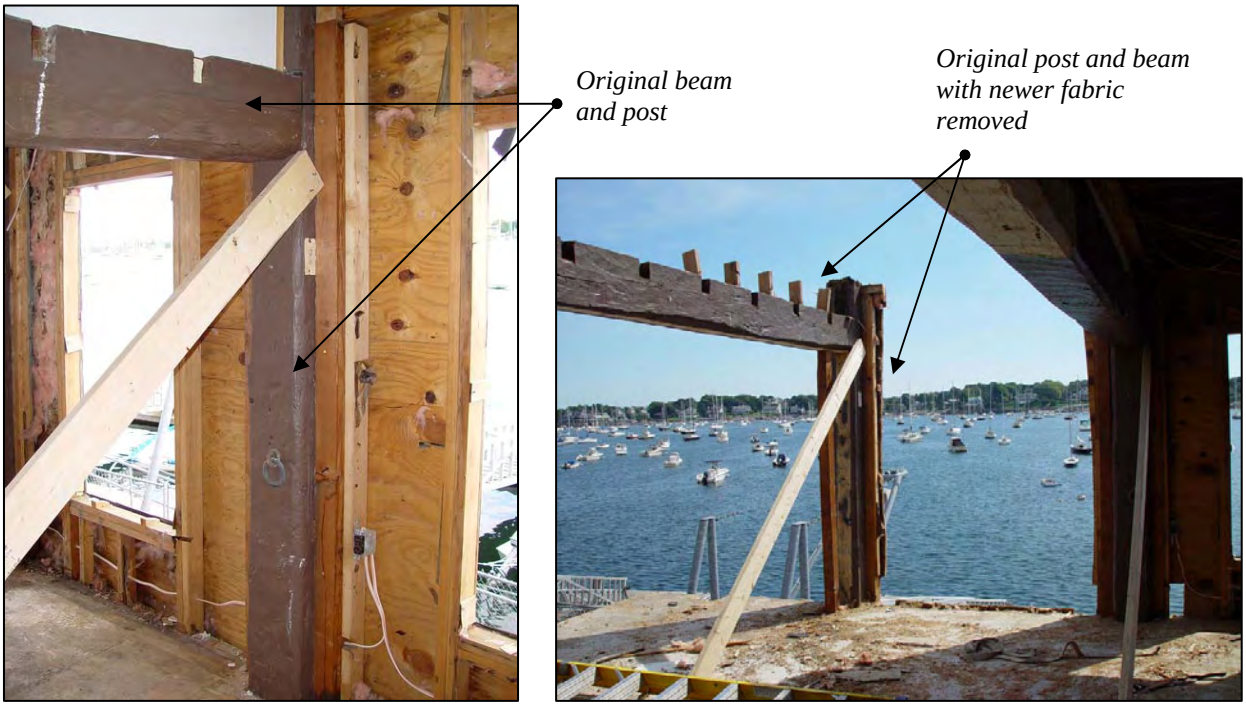



**Figure 22.** Disassembly of south elevation. Shown at left is original post and beam in place surrounded by 1973 plywood and dimensioned lumber (left). Shown at right is same area with newer fabric removed.



**Figure 23.** Disassembly, looking west. East half of building removed.



**Figure 24.** Disassembly, looking west. West wall and lean-to addition still standing.



**Figure 25.** Disassembly of southwest corner, looking south towards harbor.



**Figure 26.** Disassembly, west wall removed; lean-to addition still standing.

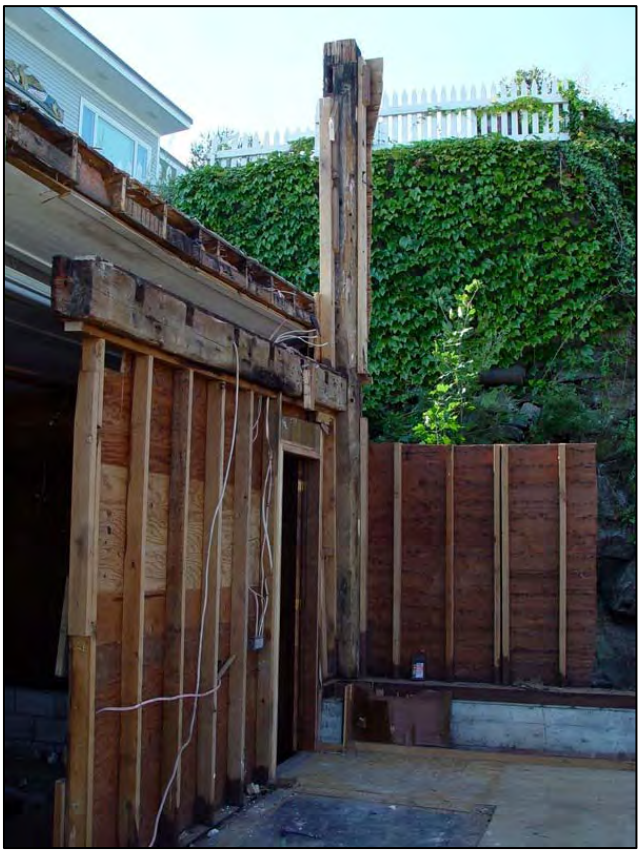


**Figure 27.** Disassembly of west end wall, with northwest corner post still standing.



**Figure 28.** Disassembly of lean-to addition at west end of building; remnants of original west-wall end girt still in place.



**Figure 29.** Disassembly of north (rear) wall, looking west. Modern shingles on plywood.



**Figure 30.** Disassembly, north (rear) wall, looking north.



**Figure 31.** Disassembly of south elevation, showing southwest corner post and original sill on infill rubble-stone foundation.



**Figure 32.** Disassembly of southeast corner, showing original sill and corner post resting on modern concrete foundation.



**Figure 33.** Disassembly of south elevation, showing joint of original girt and post.



**Figure 34.** Disassembly of north elevation; shows original floor framing beam joined to structural post with wooden pins, augmented with modern steel braces.



**Figure 35.** Disassembly, view of building sill and foundation, looking west.



**Figure 36.** Disassembly, remains of building, looking north towards rear concrete foundation. Crawlspace under floor filled with historic debris.



**Figure 37.** Disassembly, pilings and rubble in the crawlspace beneath the building. Pilings originally supported the sill and main timbers of the first-floor framing.



**Figure 38.** Disassembly, first-floor framing beam resting on a shimmed piling and augmented with rubble fill.



**Figure 39**. Disassembly, details of foundation system; shows combination of older pilings, new concrete footings for auxiliary supports, principal beams sistered with 1973 lumber, and rubble infill.



**Figure 40**. Disassembly, view of south foundation wall with historic pilings and modern floor framing.

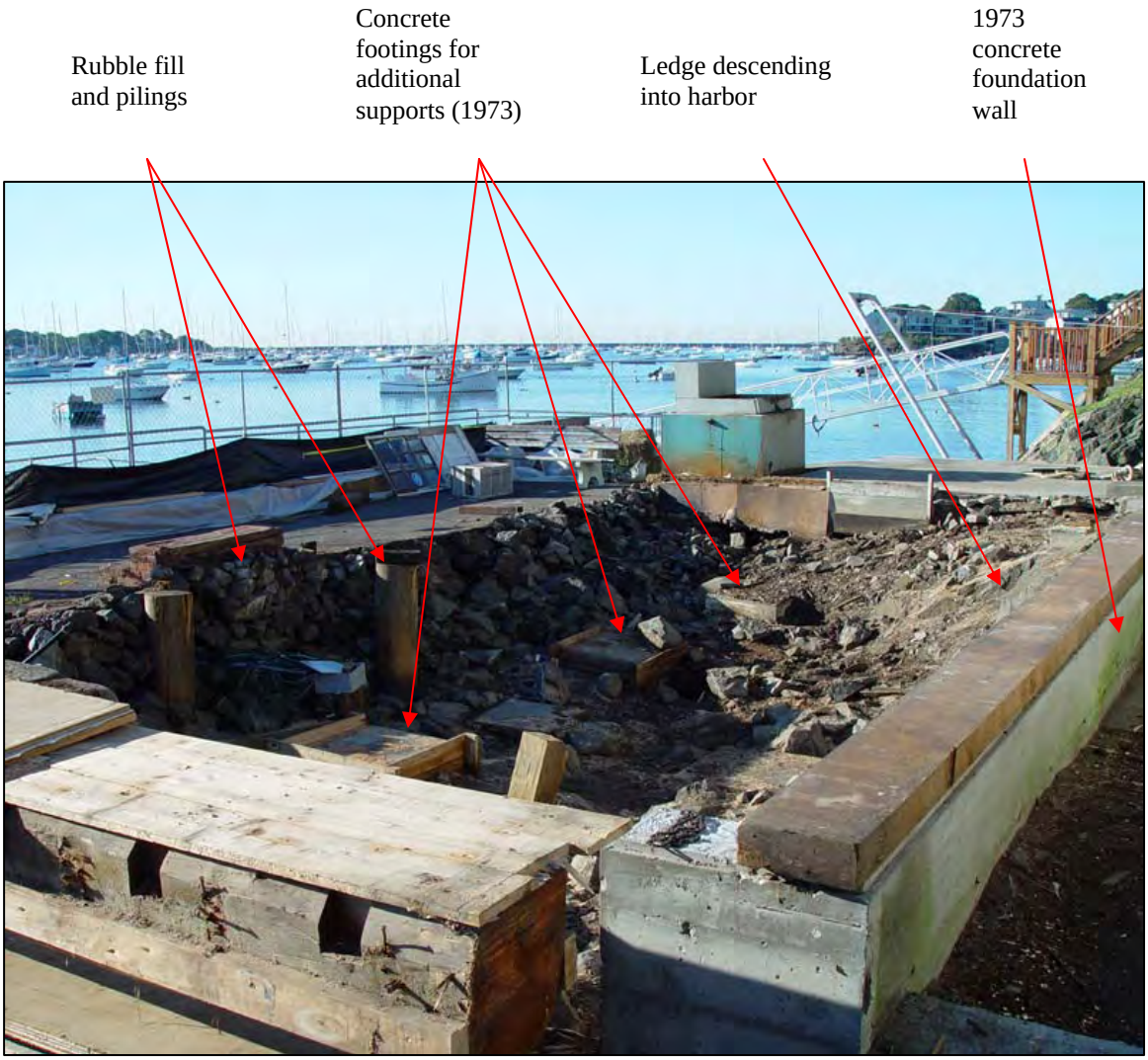



**Figure 41.** Disassembly, view of foundation and crawlspace, looking southwest. Floor framing removed.



**Figure 42.** Disassembly, view of foundation and crawlspace, looking northeast.



**Figure 43.** Disassembly, view of crawlspace and foundation, looking at south (front) wall and southwest corner.



**Figure 44.** Former site of the Pedrick Store House, Marblehead Harbor. New harbor master building is in place.

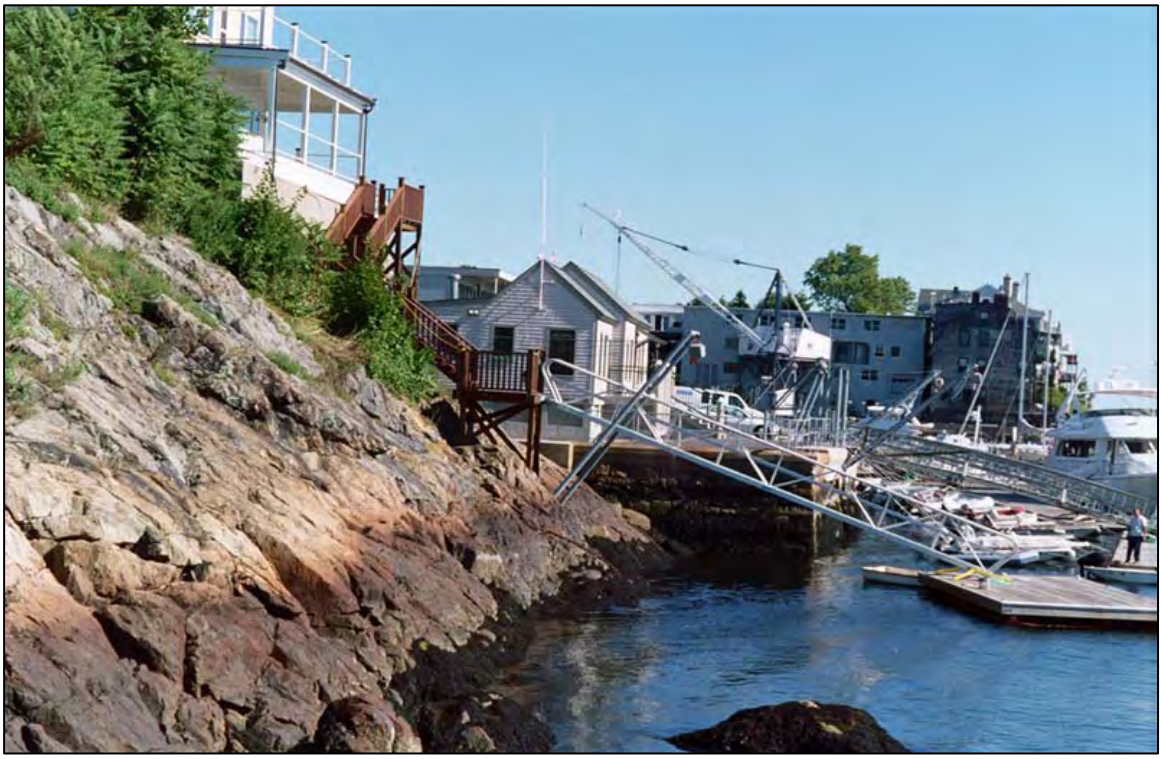


**Figure 45**. Former site of Pedrick Store House, Marblehead Harbor. New harbor master building is in place.



**Figure 46**. Former site of Pedrick Store House, Marblehead Harbor. New harbor master building is in place.

# IV. CONCLUSIONS

# CHARACTER-DEFINING FEATURES

The *Secretary of the Interior's Standards for the Treatment of Historic Properties* focus on two major goals: (1) to preserve historic materials, and (2) to preserve a structure's distinctive character. Identifying the character-defining features (CDFs) of a historic structure is the first step in realizing these goals. Determining CDFs is a critical element in the planning process for the continued use and preservation of historic properties.[1]

A character-defining feature of a historic structure may be described as an element or treatment that imparts a certain quality of distinction to the structure, and without which the architectural or historical integrity of that structure would be diminished or lost. According to *Preservation Briefs 17: Architectural Character – Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character*, a CDF may relate to the overall shape of the structure, its materials, craftsmanship, decorative details, or interior spaces and features, as well as the various aspects of its site and environment.[2] A CDF may be solely of an architectural nature, or have historical association with a particular event, person, or context. Therefore, a CDF may date to the initial construction of a particular structure or to a later alteration.

To identify those materials, features, and spaces that contribute to the visual character of a structure, one must first examine the structure from afar to understand its overall setting and architectural context, then move up very close to appreciate its material, craftsmanship, and surface finishes. Interior examination of spaces and details should be made when possible as well.

In the case of the Pedrick Store House, which has been dismantled for transport and reconstruction in a new location, determination of the CDFs depended upon visits to the original site, historic photographs and images, and examination of the surviving physical material. Renovations prior to removal (dating from 1906 to 1973) had caused significant changes to the building. When included as a contributing element of the National Register District in 1984, all major alterations had already occurred, leaving significant portions of the structure's 18th-century "bones" within the existing 20th-century shell. Therefore, when the building was dismantled and removed for storage in 2003, virtually no historic building fabric was lost, since much of this was already gone. What was lost was the historic context of the building as an integral part of this site on Marblehead harbor.

[1] *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings* (Washington, D.C.: Preservation Assistance Division, National Park Service, U.S. Department of the Interior, 1995).

[2] Lee H. Nelson, *Preservation Briefs 17 – Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character* (Washington, D.C.: Preservation Assistance Division, National Park Service, U.S. Department of the Interior, 1988).

The purpose of this examination was to identify those elements of the original structure that are essential to the character of the building, and that should be included to the maximum extent possible in the reconstructed version of the store house structure. As *Preservation Brief 17* concisely explains:

> If the various materials, features and spaces that give a building its visual character are not recognized and preserved, then essential aspects of its character may be damaged in the process of change.[3]

Buildings can be studied and understood in many different ways. They can be seen as examples of a particular building type, such as a school, courthouse, church, or factory. They can be examined as an example of a particular architectural style within a historical period, or as examples of the use of specific building materials. Buildings have facets apart from their functional type and construction style as well. For example, feelings evoked by a sense of time and place in a longstanding landmark such as the Pedrick Store House are essential elements of the site's significance. Due to the nature of this project as a relocation and reconstruction effort, associative properties of the original site and structure – as well as the surviving visual and tangible elements – will be considered here as character-defining aspects of the building.

The character-defining features will also be considered in the context of the structure's new setting on Salem's Derby Wharf, as an auxiliary structure to the replica sailing vessel *Friendship*.

## Setting

- Proximity to ocean.
- Part of a larger working harbor setting.
- Tucked into the rocky shoreline/rugged coastline (not possible on Derby Wharf).
- Integral wharf directly in front of structure.
- Building oriented lengthwise with front elevation facing water's edge.
- Association with fishing and boating industry of locale.

## Shape

- Simple rectangular shape with gable roof.
- Historically consistent dimensions (44 x 25 feet).

## Foundation

- Combination of materials.
- Use of wood piles with some rock infill.

[3] Nelson, p. 2.

- Foundation dictated by topography of rocky coastline.
- Open area beneath building accommodating flood tides.

## Walls

- Flat uninterrupted surfaces punctuated only with window and doorway openings.
- Use of wall surface for painted advertising (in the 19th century).
- Corner boards and rake boards and casings as only articulation of wall surface.
- Weathered untreated appearance of clapboards.

## Openings

- Irregular fenestration, not symmetrically placed on elevations.
- Location of openings determined by function, not aesthetics.
- Openings of different sizes according to use of interior spaces.
- Six-over-six-light wooden windows sashes.
- Oversized loading doorways in approximate center on first and second stories.
- Vertical board-and-batten doors.
- Vertical-board shutters on several openings (gable-end windows).

## Roof and Related Features

- Simple gable roof.
- Gable windows to light attic space.
- Simple rake board.
- Wood shingle roof covering.
- Single tall, slim brick chimney located at west end of roof near gable peak on south slope of roof (chimney truncated and stove pipe added ca. 1900.)
- Square ventilation hatches added ca. 1885 in approximate middle of north and south slopes of roof.

## Materials

- Clapboards.
- Wood shingles.
- Hand-hewn principal framing timbers.
- Sawn joists and braces.
- Reused lumber from ships (i.e., ship masts for pilings)
- Loose rubble stone fill, mainly under east end of building.
- Iron strap hinges and hardware.

## Craft Details

- Window and doorway shutters.
- Flat trim boards at corners, and as rakes and window casings.
- Hand-hewn principal framing members.
- Protective board below loading doorway, second-story front elevation.
- Door with window at loading doorway, second story, front elevation.

# TREATMENT OPTIONS

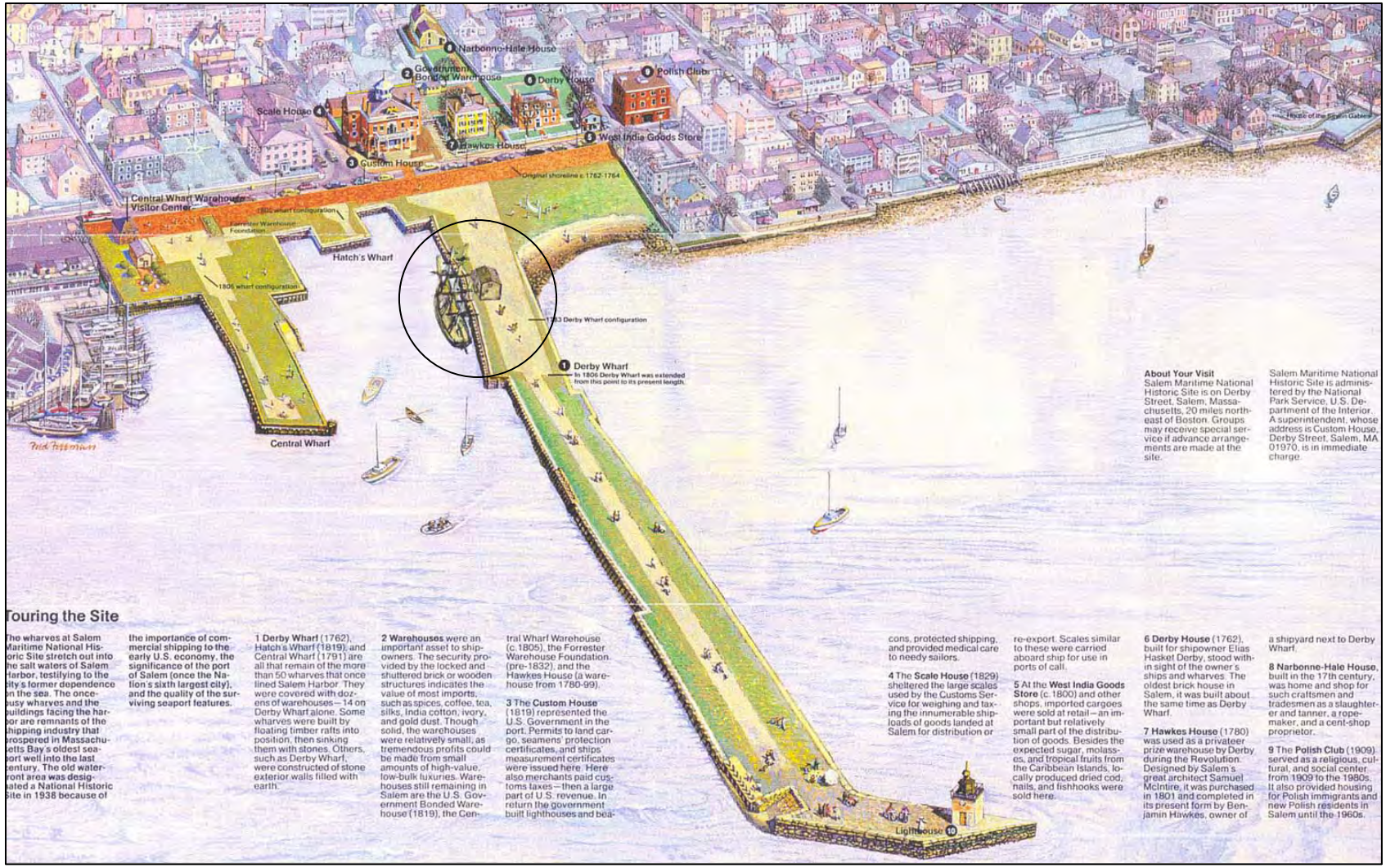
To be determined (as informed by this document and planning considerations).

Suggested Treatment:

> Reconstruction of the building using surviving original fabric combined with new materials to complete structure according to the appearance of the building in the late-nineteenth century.

# DERBY WHARF PLANS

The proposed location for the reconstruction of the Pedrick Store House is adjacent to the ship *Friendship* on Derby Wharf at Salem Maritime National Historic Site. Plans are currently underway addressing compliance and construction concerns. Design drawings are being prepared by the architects of the Architectural Preservation, Engineering & Maintenance Division, Construction & Facility Maintenance Directorate, Northeast Region, National Park Service. All salvaged framing elements of the historic structure were conserved during the winter of 2004-2005. Design work for the landward foundations and the site utilities commenced in the spring of 2006, and it is anticipated that construction of these elements will be underway by late autumn. Reconstruction of the above-ground superstructure is expected to begin in the summer of 2007.




Proposed location of the reconstructed Pedrick Store House on Derby Wharf, Salem Maritime National Historic Site, adjacent to the ship *Friendship*.



Two schematic image overlays of proposed location for reconstructed Pedrick Store House on Derby Wharf, Salem Maritime National Historic Site, adjacent to the ship *Friendship*.



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Essex County Registry of Deeds

Essex County Probate Records

Marblehead Museum and Historical Society Collections

- Pedrick Family Papers
- Ashley Bowen Manuscripts
- Photograph and Printed Images collection
- Marblehead Vital Records – Births, Deaths and Marriages

Massachusetts State Library

- Sanborn Fire Insurance Maps of Marblehead 1885-1968
- Marblehead Tax Valuations – 1734-1776 (Reel 471)
- Salem Gazette (selected years briefly examined)
- Boston Gazette (selected years briefly examined)

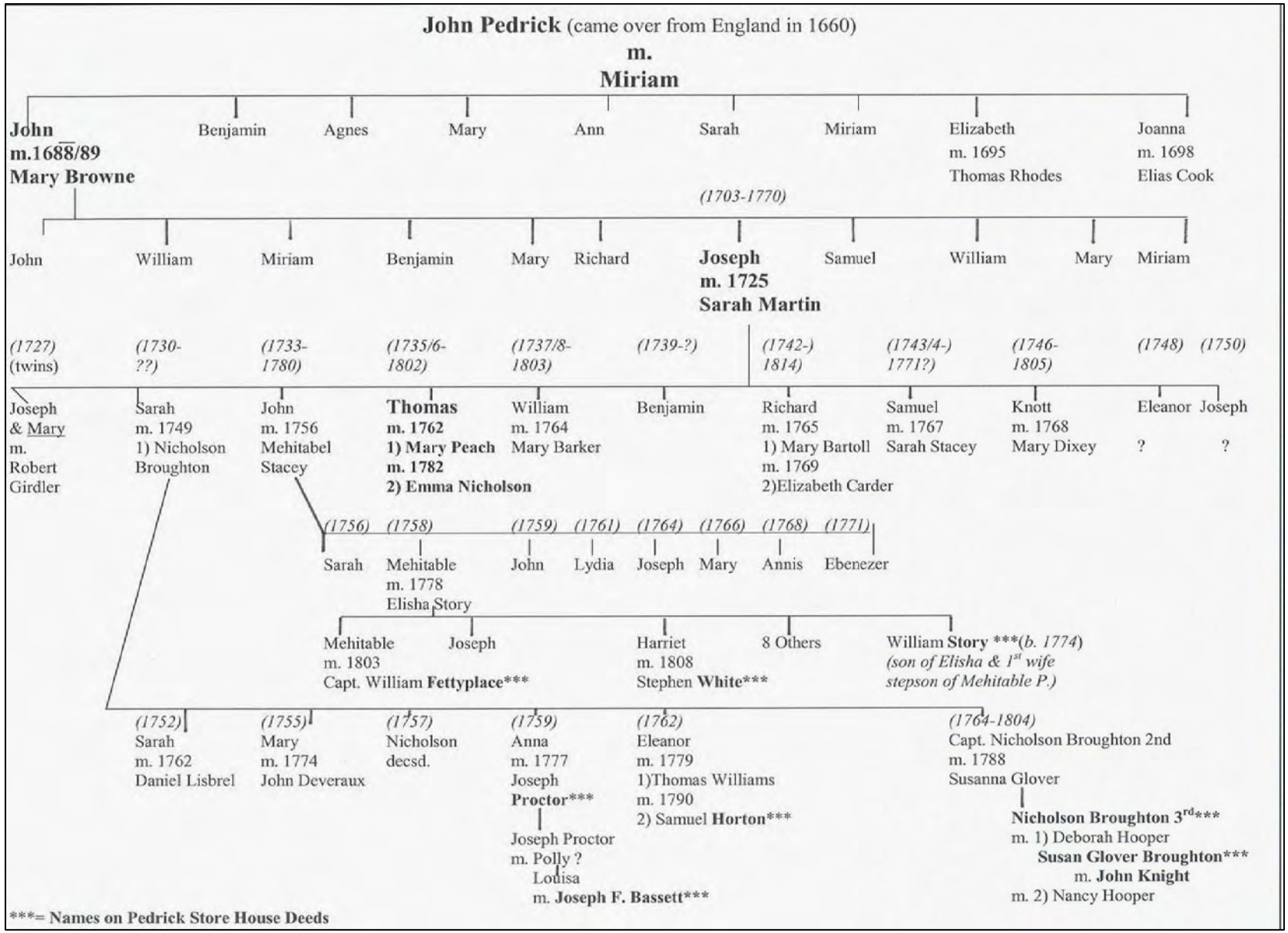
Phillips Library, Peabody Essex Museum Collections. Impost books/microfilm. Probate Documents. Essex Institute Historical Collections, bound volumes

Provincial Archives of Newfoundland and Labrador (PANL) and The Centre for Material Culture Studies (CMCS), Canada's Digital Collections – online source of images relating to cod fishing operations (http://collections.ic.ge.ca/fisheries, 1999)

# VI. APPENDICES

# APPENDIX A.

# Pedrick Family Genealogy


John Pedrick (came over from England in 1660)
m.
Miriam
John
m.1688/89
Mary Browne
Benjamin
Agnes
Mary
Ann
Sarah
(1703-1770)
Miriam
Elizabeth
m. 1695
Thomas Rhodes
Joanna
m. 1698
Elias Cook
John
William
Miriam
Benjamin
Mary
Richard
Joseph
m. 1725
Sarah Martin
Samuel
William
Mary
Miriam
(1727)
(twins)
(1730-
??)
(1733-
1780)
(1735/6-
1802)
(1737/8-
1803)
(1739-?)
(1742-)
1814)
(1743/4-)
1771?)
(1746-
1805)
(1748)
(1750)
Joseph
& Mary
m.
Robert
Girdler
Sarah
m. 1749
1) Nicholson
Broughton
John
m. 1756
Mehitabel
Stacey
Thomas
m. 1762
1) Mary Peach
m. 1782
2) Emma Nicholson
William
m. 1764
Mary Barker
Benjamin
Richard
m. 1765
1) Mary Bartoll
m. 1769
2)Elizabeth Carder
Samuel
m. 1767
Sarah Stacey
Knott
m. 1768
Mary Dixey
Eleanor
?
Joseph
?
(1756)
(1758)
(1759)
(1761)
(1764)
(1766)
(1768)
(1771)
Sarah
Mehitable
m. 1778
Elisha Story
John
Lydia
Joseph
Mary
Annis
Ebenezer
Mehitable
m. 1803
Capt. William Fettyplace***
Joseph
Harriet
m. 1808
Stephen White***
8 Others
William Story ***(b. 1774)
(son of Elisha & 1st wife
stepson of Mehitable P.)
(1752)
Sarah
m. 1762
Daniel Lisbrel
(1755)
Mary
m. 1774
John Deveraux
(1757)
Nicholson
decsd.
(1759)
Anna
m. 1777
Joseph
Proctor***
(1762)
Eleanor
m. 1779
1)Thomas Williams
m. 1790
2) Samuel Horton***
(1764-1804)
Capt. Nicholson Broughton 2nd
m. 1788
Susanna Glover
Joseph Proctor
m. Polly ?
Louisa
m. Joseph F. Bassett***
Nicholson Broughton 3rd***
m. 1) Deborah Hooper
Susan Glover Broughton***
m. John Knight
m. 2) Nancy Hooper
***= Names on Pedrick Store House Deeds

SARAH PEDRICK (1730-?)
[Sister of Thomas Pedrick]

## Sarah Pedrick
## m. 1749
## Nicholson Broughton

(Thomas Pedrick's nieces & nephews)

**Sarah**
*(b. 1752)*
m.
Daniel
Lisbrel

**Mary**
*(b. 1755)*
m. 1774
John
Deveraux

**Nicholson**
*(b. 1757)*
died early

**Anna**
*(b. 1759)*
m. 1777
Joseph
Proctor

**Eleanor**
*(b. 1762)*
m. 1779
1) Thomas Williams

m. 1790
2) Samuel Horton

**Nicholson**
*(b. 1767)*
m. 1788
Susanna Glover

*(Thomas Pedrick's great-nieces & nephews)*

Sarah *(1772)*
Nancy *(1775)*

John *(1775)*
Lydia Newhall *(1776)*
Mary *(1778)*
Joseph *(1779)*
Hannah *(1781)*
Sarah Pedrick *(1783)*
Eleanor *(1785)*
Nicholson (1785)

Anna *(1778)*
Joseph *(1783)*
Priscilla *(1785)*
John *(1791)*
Nicholson *(1788)*

Nelly *(1791)*
Samuel *(1792)*
Sarah B. *(1795)*
Hannah *(1797)*
Anna *(1798)*
William *(1800)*

Nicholson Broughton 3rd
*(1790))*
m.1) Deborah Hooper

Susan Glover
Broughton
*m. John Knight*

m. 2) Nancy Hooper

MARY PEDRICK (1727-1801)
[Sister of Thomas Pedrick]

**Mary Pedrick**
**m. 1749-50**
**Captain Robert Girdler**

(Thomas Pedrick's nieces & nephews)

| Robert | Sarah | Mary | Eleanor | Margaret | Robert Jr. | Joseph | Thomas |
|---|---|---|---|---|---|---|---|
| (1750) | (1752) | (1754) | (1756) | (1759) | (1761) | (1763) | (1766) |
| died young | died young | m.1774 | m. 1774 | | | m. 1788 | |
| | | Joseph Eaton | John Harris | | | Rebecca Lewis | |

*(Thomas Pedrick's great-nieces & nephews)*

Thomas m. Mary Peach

Samuel m. Sarah Stacey

Joseph m. Mary Besson

CAPTAIN JOHN PEDRICK (1733-1780)
[Brother of Thomas Pedrick]

**John Pedrick**
**m. 1756**
**Mehitable Stacey**

(Thomas Pedrick's nieces & nephews)

| Sarah | Mehitable | John | Lydia | Joseph | Mary | Annis | Ebenezer |
|---|---|---|---|---|---|---|---|
| *(b. 1756)* | *(b. 1758)* | *(b. 1759)* | *(b. 1761)* | *(b. 1764)* | *(b. 1766)* | *(b. 1770)* | *(b. 1771)* |
| m. 1771 | m. 1778 | m. 1786 | m. 1780 | | m. | ? | ? |
| Samuel Waite | Elisha Story | Sarah Raddan | Michael Marr | | 1)Stephen Blaney | | |
| m. 1782 | | | | | 2)Thomas Fuller | | |
| Benoice Johnson | | | | | | | |

*(Thomas. Pedrick's great-nieces & nephews)*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Jeremiah | Mehitable | John | Michael | unmarried | no children | died young | unmarried |
| Betsey | m. | Sally | Nancy | | | | |
| | Capt. William | | John | | | | |
| | Fettyplace | | Lydia | | | | |
| | | | Thomas | | | | |
| | Joseph | | Frederick | | | | |
| | Harriet | | | | | | |
| | m. | | | | | | |
| | Stephen White | | | | | | |
| | 8 others | | | | | | |

*William Story (son of Elisha Story's 1st wife)*

CAPTAIN WILLIAM PEDRICK (1737-1803)
[Brother of Thomas Pedrick]

## William Pedrick (1737-1803)
## m. 1764
## Mary Barker (1743-1815)

(Thomas Pedrick's nieces & nephews)

| Joseph | William | Ruth | John | John Barker | Hannah | Benjamin | George |
|---|---|---|---|---|---|---|---|
| *(1763)* | *(1768)* | *(1769)* | *(1770)* | *(1780)* | *(1785)* | *(1787)* | *(1789)* |
| m. 1787 | m.1809 | | m. 1802 | | m. 1802 | | |
| Mary Besome | 1) Rebecah Holman | | 1) Sukey Cloutman | | Elijah Roberts | | |
| | m. 1831 | | m. 1804 | | | | |
| | 2) Nancy Jackson | | 2) Mary Martin | | | | |

*(Thomas Pedrick's great-nieces & nephews)*

1) Rebecca *(1796)*
Sarah *(1798)*
William *(1804)*
Samuel *(1807)*
Mary Ambler (1809)

2) Rebecah *(1832)*
George *(1836)*
Lydia Ann *(1840)*
Adelaide Lousia *(1842)*
William Edward *(1848)*
Mary A. *(1852)*

RICHARD PEDRICK (1742-1814)
[Brother of Thomas Pedrick]

**RichardPedrick**
**m.**
**1) Mary Bartol - 1765**
**2) Elizabeth Carder - 1769**

(Thomas Pedrick's nieces & nephews) thru Richard and **Mary Bartol** — *Thos. Pedrick Great-nieces & nephews*

Mary (1765)
m.
1) Jonathan Thompson → Jonathan

2) Michael Green → Joseph, Hannah, Harriet, Sarah

Sarah (1767)

---

(Thomas Pedrick's nieces & nephews) thru Richard and **Elizabeth Carder**

| Richard | John 3rd | Joseph | Elizabeth | Benjamin | Hannah |
|---|---|---|---|---|---|
| m. | m. | | | | |
| Elizabeth Bartlett | Elizabeth Fettyplace | | | | |
| | m. 1769 | | | | |
| | Eilzabeth Carder | | | | |

*(Thomas Pedrick's Great-nieces & nephews)*

John
William Henry Fettyplace
Elizabeth
John
Richard
Edward

KNOTT PEDRICK (1746-1805)
[Brother of Thomas Pedrick]

**Knott Pedrick**
**m. 1768**
**Mary Dixey**

(Thomas Pedrick's nieces & nephews)

| Knott Jr. | Mary | Sarah | Joseph | John | Nancy | Eleanor | Emma | Tabby | Benjamin | Isabel |
|---|---|---|---|---|---|---|---|---|---|---|
| *1768* | *1770* | *1772* | *1777* | *1780* | *1784* | *1787* | *1789* | *1792* | *1796* | *?* |
| m. | | m. | | | m. | | | | | m. |
| Mary Salter | | Edmund Bray | | | Samuel Russell | | | | | John Russell |

*(Thomas Pedrick's great-nieces & nephews)*

Sarah Vickery (m. Thomas Martin)
*1781*
Mary Dixey
*1792*
Joanna
*1795*
Benjamin
*1796*
Knott
*1800*

# APPENDIX B.

# Probate Records

**ESSEX COUNTY PROBATE** **MARCH 28, 1710**
**BOOK 310, pp. 212-14**

**John Codner – Last Will and Testament**

---

In the Name of God Amen, the Thirteenth Day of January In the year of Our Lord One Thousand Seven hundred & nine. Ten I John Codner of Marblehead In the County of Essex in New England fisherman being very sick & weak in Body, but of perfect Mind & Memory. Thanks be given to God therefore Calling to Mind the Mortality of my Body & knowing that God appointed for man once to Dye Doe make & Ordeine this my Last Will & Testament ---

First of all I give & recommend my Soul Unto the hands of God that gave it mee hoping Through the Merritts Death & passion of my Savior Jesus Christ to have full free pardon of all my sins & to Inherit Everlasting Life and my Body I commit to the Earth to be Decently buryd att the Discretion of my Executor hereafter Named. Nothing doubting but att the generall Resurrection I shall receive the same againe by the Mighty power of God and expounding?? such worldly Estate which it hath pleased God to bless mee in this Life – I give Demise Bequeth & Dispose of the same in the following Manner & Forme.

Item. I will Bequeath & Dispose of the halfe of my Land in Manchester to my four GrandChildren the Children of my Daughter Joan Blackler widow? John Elias & Elizabeth Blacker to be Enjoyed equally by the four their Heirs & Assignes for Ever

Item I will & Bequeath to my Daughter Deliverance Gale a Mourning Suite through out of my Estate before any Division is made as also my gret gold Ring to be Delivered Her by my Executr. Hereafter named.---

Item I Will & bequeath out of my Estate to Mary Courey the Wife of John Courey In Marblehd. Forty Shillings In passable Money of New England before any Division In Some Convenient Time after my Decease by my Exect. Hereafter named.

Item. I Will that all just Debts & Duties that I doe owe any person or persons to be payd In the first place out of my Estate In Convenient Time after my Decease by my Executd. Hereafter named.

Item. I Will & Dispose of my Dwelling House now lived in to my Daughter Gale during her Life & after Decease to her Children John, Ambrose, Benjamin, Samuel, Mary, Elizabeth & Deliverance Gale her children she & they allowing proportionally for the same as the rest of my Estate…

Item. I Will & Dispose the House of my Son In Law William Blackler now lived in shall be that part of my beforesaid Grand Children Blackler to witt William John Elias & Elizabeth Blackler. They allowing proportionally for the same out of my Estate only they are to permitt their said Father Wm. Blacker my Son In Law & their sister Elizabeth to live & enjoy the great lower Room during his & her naturall life.

Item I Will & Dispose of the all the Remainder of my Estate both Reall & Personall the One Moiety & halfe to my Daughter Deliverance Gale during her naturall Life & after her Decease to be equally divided amonst her Children John Ambrose Benj. & Samuel Mary Elizabeth & Deliverance Gale, Their heirs & Assignes. Only the three daughters are to allow out of their parte Seven pounds a piece they having received so much in my Life Time.

Item I will bequeath & Dispose of the other half or Moiety of my said real and personall Estate to my four Grand children William John Elias & Elizabeth Blacker & only the said three Brothers Wm John & Elias are to Maintain their said sister Elizabeth out of ther part during her Naturall Life. Upon the penalty of loosing their interest in the Whole or in part thereof and after her Decease to be Equally Divided among them their heirs and Assignes.

Item. I Constitute & appoint my only & Sole Executor of this my Last Will and Testament my loving Son In Law Benjamin Gale and I doe hereby utterly Disallow Revoke & Disavow All and every other Will Testament Legacies Bequeaths & Accounts by Mee or my Wife before this Time named Willed & Bequeathed Receiving & Confirming this & no other to be my last Will & Testament.

In Witness whereof I have hereunto sett my hand & Seale the Day and year above written.
His Mark John X Codner

Essex Ss. Ipswich March 28 Anno Do. 1710 Before the Honble. John Appleton Esq. Judge of the probate of Wills In Said County…
---

Upon which this Will is proved Approved & Allowed being presented by the Executor herein named who appeared & accepted said ??? & Exhibted An Inventory upon Oath…..

Reall Estate

| | | | *de* | *£* | *S* |
|---|---|---|---|---|---|
| To his Mansion House that he Lived In | | 70,, | 00 | 0 | |
| To Orchard adjoyning said House | | | 25,, | 00 | 0 |
| To a Little Workhouse adjoining to said house | | 02,, | 00 | 0 | |
| To a Barn 5*de* to the house Blacker lived In | 60*de* | | 65,, | 00 | 0 |
| To the Garden next Blacker's house | | | 03,, | 00 | 0 |
| To a Little Orchard next Bartolls 14*de* To the March 25*de* | | 39,, | 00 | 0 | |
| To Stage & flake yards with the buildings | | | 250,, | 00 | 0 |
| To Land on the plaine farm | | | 25,, | 00 | 0 |
| To land at the Neck 12 *de* To three Cove Leases 24*de* | | | 36,, | 00 | 0 |
| | | | 515 | 00 | 0 |
| Personall Estate as a parshall Inventory on file | | | | | |
| Need Less to Record | amounting in all | | 49,, | 03 | 0 |

The Said Estate is Debted
To My Wives *past?* Funerall Charges , Charges in Sickness,
Court Charges In all as the particulars already on File 23,, 06 0

Essex Ss. Ipswich March 28, 1710.

**ESSEX COUNTY PROBATE** **March 3, 1724**
**Book 313, pp. 318-20**

**Commission for the Division of the JOHN CODNER ESTATE**

---

Essex SS
By the Honble. John Appleton Esq. Judge of the Probate of Wills &ct in said County of Essex to Messr. William Stacy, John Bayley, John Stacy, Francis Bowden & Nthl. Bartlett all free holders in the Town of Marblehead. Inviting in your care Prudence and Fidelity I do by their Presence Impower you a Committee according to your Best skill and Judgement and Agreeable to the Path to which you are Sworn to make a just Division of all the Real Estate of John Codner Late of Marblehead Decsd. According to his Will and by your Division Setting out Each of the Divisions by butt and bounds and when you have completed the Same make Return thereof under your hands and Seales into the Acct. Office of the Court of Probate and this State be your Sufficient Warrant & Commission given under My hand and Seale of the Said Office this 3 Day of March Anno Dom: 1724 – Danel. Appleton Regr.
John Appleton
---

Pursuant to the Commission hereto Prefixd. Appointing and Impowering us the Subscribers to Make a True and Just Division of the Real Estate of Mr. John Codner late of Marblehead Decsd. We have come to the Division of/in the following Manner.

1. To the Children of William Blackler we have Sett out the one halfe part of the Said Estate which consists of the following Parcells. (1) The Northen Division of the fish yard, bounded Northerly on the Highway, there Measuring Nine Poles, Westerly on a Small Passage way, hereafter mentioned then measuring that is from said Highway to an heap of Stones in the Center of the Said fish yard Seven Poles and a halfe, Southerly on the Land of the Testator, by us now Divided and Easterly on the Cove. (2) The Southern Quarter or Division of the Said fish yard, bounded Eastwardly on the Land now under the Division-Running from the Said, heap of Stones in the corner of said fish yard Down to the Western side of the Gully, Southerly on the great Harbour, Westerly on Cavdishs Fish Yard thence Measuring from the harbour to the heap of Stones in a Brier Bush, Seven Poles or there abouts, Northerly on the Land now under Division, running from Said heap of Stones in the Brier Bush to Said Heap of Stones in the Center.

(3) The Eastern halfe of the Land belonging to the Homesteed, Bounded Southerly on the High Way, there Measuring Seven Poles from Ingalls walls, Westerly on the Land now under Division Northerly on the Land now under Division measuring One Pole from Ingalls corner, Easterly on Ingalls Land.

(4) A Cow Commonage in the middle Division of the Common being the Easternmost together with the Rights and Priviliges thereto belonging. (5) One halfe Part of the three acre Lott on the Great neck bounded Westerly on the Land of Capt. Trivitt, Northerly on the great harbour, Easterly on the Land under Division, Southerly on the great Bay. (6) One halfe of the Meadow fronting on the North east on Nordens Lane being the Southern halfe Measuring on Said Lane five Poles & a quarter South westerly, bounded on Land formerly Mess. Lattimor then measuring Seven Poles. (7) One halfe Part of the fifteen acre Lott at the Ferry being the Western halfe bounded Easterly on the Land under Division, Southerly on the Common Land then measuring twelve Poles Westerly on Land formerly Bartols, Northerly on the Salt Water or Salem Bay Which Seven parcels contain in our opinion the one halfe of Said Codners Real Estate for Quantity & Quality.

The other halfe we have laid in Seven Divisions in the following Manner.
(1) The Eastermost Division or Quarter of the foresaid Fish Yard, bounded Easterly on the Cove, Southerly on the great Harbor, Running from the Said Cove to the Gully Westerly on the Lane Laid out to the Blacklers, Northerly on the Land Layd out to the Blacklers, also the South halfe of the Stage & Warehouse.---

(2) The Western and remaining Quarter or Division of the foresd. Fish yard Excepting a Small Slip of Land of Thirty feet wide Lying on the Eastern Side of the Said Western Quarter of the fish yard between itt and a Passage Way hereafter named together with a Small Orchard adjoining to the said Western Division of the sd. Fish yarde.

(3) Forty Feet front of the Homesteed the Western part, and three Poles and a halfe in the Rear, bounded South Easterly on the Highway, Southwesterly on the Land formerly Allen  Northerly on the Land formerly Lattimers  Northeasterly on the land now under Division together wth. Halfe the Cow Comonage in the Second or Midle Division of the Comons in Marblehead wth the Rights Privilidges there to belonging.

(4) The Mansion House with Thirty Three feet of Land in the front of the Homesteed & twelve poles in the Rear bounded Southerly on the Highway Westerly, Northerely and Easterly on the land before Divided together with the other halfe of the cow commonage last mentioned.

(5) The other halfe of the forementioned Meadow bounded Easterly on Nordens Lane there measuring Five Poles & a Quarter, Southerly on the other halfe of the Meadow afore laid out, Westerly on the Land formerly Lattimers, Northerly on Roads lands.  (6) The Quarter part of the fifteen acres Lott at the Ferry being the Easter most Quarter, adjoyning to the Land of Richard Reith, Six Poles in breadth bounded Southerly on the common? Land, North Westerly on Salem Bay together with the Remaining part of the three acres Lott on the Great Neck.

(7) The other Fourth Part of the foresd. Fifteen acres Lott att the Ferry being of the Same Dementions with the Last mentioned Quarter together with the aforementioned slip of Land of Thirty Feet Wide: Furthermore for the accommodation of the two Southern Divisions of this afores. Fish Yard we have Layd out a passage Way of Twelve Feet wide Running from the High Way along between, the two Front or Northern Divisions so as to accommodate both of them.  Given under Hands and Seales the Twenty Seventh Day of November in the Twelfth year of his Majestyes Reign, Anno Domini 1725.  William Stacy. O. John Bayly O. Francis Bowden O. Nathll Bartlett O. John Stacy O:

*Essex SS* Marblehead Jan. 3 1725/6 having Examined the Foregoing Returne of the Committee for the Division of John Codner late of Marblehead Decsd. His Reall Estate I so accept thereof and Order the first halfe or Division to the Children of Joan Blackler as is sett forth by the aforsd. Return & the other halfe to the Children of Deliverence Gale as followeth.

No. 1 I Order to Samuel Gale only Surviving Son. No. 2 To the Heirs of John Gale  No. 3 To the Heirs of Ambrose Gale: No. 4 to the Heirs of Benjamin Gale. No. 5 to the Heirs of Mary Gale alias Dode. No. 6 to Elizabeth Gale alias Garden No. 7 to Deliverence Gale alias Knight.

Danel. Appleton Regr.  John Appleton

**Indenture of Partition of JOHN CODNER ESTATE**
**John Blackler Senr., and others**

---

This Indenture of partition made and Concluded on by and betwixt John Blackler Senr., Elias Blackler, and William Blackler, John Blackler Junr., Thomas Maccolley (and Mary his Wife, all of Marblehead in the County of Essex Fishermen: this Eighteenth Day of January in the Sixth Year of his Majesties Reigne Anno Do. 1732. Wittnesseth that the said John Blackler Senr. Elias Blackler William Blackler John Blackler Junr. Thomas Maccolley and Mary his Wife do now stand seized and possess of Certain Pieces of Land situate in Marblehead aforesaid and described as followeth Viz. the Northernmost part of a Fish fence with a House and half a Stage and Warehouse now standing thereon with the Southernmost part of said Fish Fence as by the Division between said Blacklers and the Heirs of Deliverence Gale will Appear the whole Bounded N. Westerly on the Street or highway. N Easterly on the Cove commonly called Codners Cove. S Easterly on the Great harbour and S Westerly on the Land or Fish fence of Thomas Candish. A Piece of Land being part or half of the land or Orchard **where formerly the Mansion House of their Grandfather Codner stood**. Bound S. Easterly on the Street or highway. S Westerly on the Land of John Allen. N Westerly on a marsh or Meadow belonging to said Estate and N Easterly on the Several Lotts formerly sold by the Commoners of Marblehead a piece of March or Meadow bounded N Easterly on a Street or lane formerly called Nordens Lane. S Easterly on the Lott of Mr. John Dulton Esqr. And the aforesaid Orchard. S Westerly on the Marsh or Meadow of Mr. George Bethune and N Westerly on Part of said Estate now belonging to the heirs of Richard Hayden Decd. With an Acre and half of Land on the Great Neck. A Cows commonage or Lease (with the Recompence Land on Rowlands hill) belonging to the Middle Division in Marblehead aforesaid. And being desirious to Make an equal division and partition of the said Piece of Land to and among each of them ?? Proportions so as that Each of the said parties may know have hold ?? and Injoy their Respective parts thereof in Particular Have Unanimously Agreed and concluded on the Division and Partition following Viz.

The heirs of William Blackler Decd. Being William Blackler, John Blackler Junr, Thomas Maccolley and Mary his Wife for themselves their heirs and assigns forever shall have hold posses and Injoy the Northernmost part of the Fish fence with the Dwelling House and one quarter part of the Stage and Warehouse standing thereon. Bounded N Westerly on the Street or highway. N Easterly on the Cove commonly called Codners Cove. S Easterly on that part of said Fish fence now belonging to Samuel Gale and there to leave a Passage or way of six feet wide the whole length of said part from the Stage for the Use and benefit of the Southermost part of said Fish fence and S. Westerly on a Way laid out between said Part and that now belonging to John Allen with a piece or part of the Garden on the other side of the Street or way beginning twenty feet measured on the Wall to the S Westward of a tree now standing in the Land belonging to or in the occupation and Improvement of the heirs of Joseph Breed Decd. And from thence to Bound N Eastward by said Wall on the lotts sold by the Commoners to the Great rock at the N West part of said Garden and there to Measure thirty feet and from thence to run on a Straight line to the place where first began. Together with half the Cow lease or Commonage in the Middle Division aforesaid.

John Blackler for himself his Heirs and Assigns forever shall have hold Posses and Injoy the Southernmost part of the Fish fence with a quarter part of the Stage and Warehouse with the Privilidge of the Passage or way from the Stage to said Part being Bounded-N Easterly on that part belonging to Samuell Gale. S easterly on the Great Harbour. S Westerly on the land or Fish fence of Thomas Candish and N Westerly on that part belonging to John Allen with all the Remaining Part or half of the Land or old Orchard bounded S Easterly on the Street or highway. Southwesterly partly on that part laid out to the

Gales and partly on the Land or Marsh of Mr. Bethune. N Westerly on the Marsh or Meadow/after laid out to Elias Blackler and N Easterly partly on the Lotts sold by the Commoners and partly on the piece of Garden laid out to the heirs of William Blackler and sd. Land is to run so Deep to the N Westward as the Westernmost corner of Esq. Dultons Lott and from thence to the S. Westward parallel with the line betwixt Hayden and the other part of the marsh or Meadow Together with the other Cows Lease or Commonage in the Middle Division

Elias Blackler for himself his heirs and assigns forever shall have hold posses and Injoy the marsh or Meadow Bounded N Easterly on the Street or lane formerly called Nordens lane. S Easterly partly on the Lot of Esq. Dulton and partly on the land laid out to John Blackler. S westerly on the Marsh or Meadow of Mr. Bethune and N Westerly on the land or Meadow belonging to the Heirs of Richard Hayden Decd. With the Acre and half of Land at the Great Neck together with the Recompence land/laid out to the Common Right/ on Rowlands hill.

To have and to hold the Several and Respective parts herein described butted and bounded or how otherwise soever Reputed to be bounded to the Several & Respective owners their heirs and Assigns severally forever In Wittness whereof the said Parties have hereunto sett their hands and seals the Day and Date first herein Mentioned.

| | |
|---|---|
| John Blackler | Elias Blackler |
| William Blackler | John Blackler jr. |
| Thomas Maccolley | Mary Maccolley |

**ESSEX COUNTY PROBATE** **December 10, 1802**
**Book 370, pp. 101-103**

**Inventory of THOMAS PEDRICK ESTATE**

---

An Inventory of the Estate of Thomas Pedrick late of Marblehead in the County of Essex deceased, taken upon Oath by us the subscribers duly appointed to that Service by the Honble. Samuel Holten Esqr. Judge of Probate of Will in aforesaid County.

| | | |
|---|---|---|
| *Real Estate,* | a dwelling house & Land under & adjoining called Chapmans | $1200.00 |
| 1-------ditto----------ditto--------called Richardsons | | 550.00 |
| 1-------ditto----------ditto--------called Legrows | | 500.00 |
| 1 Lot of Land with Buildings and fish flakes called Dolibers point | | 500.00 |
| 1 lot of land containing five acres near Treto's land | | 200.00 |
| 1 Lot -----ditto containing ten acres called Gales | | 600.00 |
| 1 Lot-----ditto containing two acres called Malcoms | | 100.00 |
| ½ small Lot near to Lefavour | | 75.00 |
| | | $3,725.00 |
| 3 ½ Cow Rights in lower division/ so called/ | | $350.00 |
| in do. Ditto in small pox pasture ditto | | 100.00 |
| 2 ditto in Russell's pasture/so called/ | | 200.00 |
| 1 ditto----------great neck--------/so called/ | | 100.00 |
| 3 ditto----------near to Samuel Brown | | 300.00 |
| 1/3 of a Lot containing 2 acres----ditto | | 100.00 |
| | | $1,150.00 |
| 2/3 ditto of Cheevers Lot/ so called / | | $150.00 |
| 1 Lot in back street Martins/ so called/ | | 300.00 |
| part of a store etc. between Goodwin & Martin Store | | 333.33 |
| sail maker Loft store and small wharf under the same | | 1,000.00 |
| Block makers shop land under adjoining & back of Pedricks Store | | 400.00 |
| | | $2,183.33 |

| | |
|---|---|
| a Farm containing forty five acres improvd. By Cutler | $2,500.00 |
| a Parcel of salt marsh containing Six acres at Lynn | 150.00 |
| a Farm containing seventy five acres at Danvers | 3,000.00 |
| | $12,708.33 |
| 1 Lot of land containing ten acres called Frarier's Lot Danvers | $260.00 |
| 1 ditto -ditto---ditto eight acres fifty poles called Webb Lott | 320.00 |
| 2 ditto ditto---eighteen acres forty eight pole (Brown Lot) | 500.00 |
| 1 ditto ditto----eight acres& one hundred thirty poles (Towns Lot) | 320.00 |
| 1 ditto ditto----five acres in Wenham Swamp | 150.00 |
| | $14,508.33 |
| Personal Estate &c | |
| 1 mahogany swell'd front desk $20—round Table $5------ | $25.00 |
| 1 three foot ditto $3--break fast do. $2--stand do. $4--6 blk walnut Chairs $15 | 24.00 |
| 1 Looking Glass No. 1. $20---1 do. No. 2. $20---cordial case $3--- | |
| 7 Glass Pictures $1.75 | 44.75 |
| small Handirons $1-Coffee boiler $1-basket 7 -26 wine Glasses $2 | 4.00 |
| 11 China Cups & Saucers $1.75--8 tea cups do.--2 tea pots 7 cream & Sugar do. $3 | 4.75 |
| server .50. c---2 China Bowls, 2 pudding dishes $2--- burnt do. Plates $1--- | 3.50 |
| 1 pudding dish & blue and white plates $1---20 yellow do. $1.50—5 oval dishes $2 | 4.50 |
| 4 round pudding dishes $1--Tureen 50. c. butter boat & 6 china cups & Saucers 91. c | 2.41 |
| glass Lantern $1--Gin Case & bottles $1--2 Stone Juggs 50.c--large China bowl $1 | 3.50 |
| beer glasses and Tumblers &c. 75. c.---glass Pistols 50.c---2 blue Ch. cups & powder flask 50. c. | 1.75 |
| Starck? 75. c. Tumblers---46 lbs. flax $5---4 Baskets 75. c. pt. of Box of glass .20 c. | 6.95 |
| Large Tumbler 12. c box of paints 50. c 12 roles of paper $4 | 4.62 |
| 6 pr. Cotton sheets $15---2 pr. Do. $4---2 Linen do. $2---1 ditto $2 | 23.00 |
| India Cotton $1---1 pr. Tow ditto $2---damask cloth $4---diaper do. $1 | 8.00 |

| | |
|---|---|
| 1 do. $1.50---1 pr. Cotton pillow Cases $5.50---3 Linen do. 75.c | 7.75 |
| 2 pr. Fine $2---10 damask Napkins $4—1 pr. Ditto $1---8 ditto Towels $2 | 9.00 |
| 1 pr diaper Towels 40.c 3 bolster Cases 50.c 6 1/2lb. cotton yarn $3.25 | 4.15 |
| a parcel of bottles $1.50---Chest & Tools $7---20 Crusables $1.25 | 9.75 |
| | $191.38 |
| 1 writing desk $1 basket 20.c 5 old Chairs $1.25 walnut table 25.c | $2.70 |
| meal chest 75. c finierd draws $4---chamber Table $6 | 10.75 |
| walnut Table $1.25 looking Glass No. 2 $20 small do. $4 | 25.25 |
| set Joiners Chairs $2.50 1 Case of Bottles $1 curtain rods 50.c 2 brushes 40.c | 4.40 |
| red Case and bottles $1 Bedstead $1 under Bed $1.75 1 pr. Sheets $2.50 | 6.25 |
| No. 1 Feather Bed, Bolster & pillows 70lb at 50. c. $35 Blanket 50.c green quilt $2 | 37.50 |
| No. 2 bed &c 58lb. a 30.c $17.40 1 pr Sheets $2.50 Blankets 50.c 4 pictures $1 | 21.40 |
| 4 Chairs $1.25 handirons shovel Tongs $2 2 Brushes 40. c | 3.65 |
| warming Pan $1 No. 3 Bed 2 bolsters 3 pillows 90bl a 25.c $22.50 | 23.50 |
| green Blanket $1---Couch $4 Blanket $1—callico quilt 1.50 | 7.50 |
| 2 green Chairs $2 Iron dogs $1 Iron Crow 75.c 40 case bottles $2 | 5.75 |
| Iron Coffee Mill $1 wood Ax $1 2 Copper measures $2 brass Scales & wts. $2 | 6.00 |
| 2 pr. Small scales &wt. $1 3 table Spoons $4 6 tea spoons $1.50 cream pot $3 | 9.50 |
| 75 lb. pewter $9 large brass kettle $8 4 Iron pots $6 2 dish kettles $1 | 24.00 |
| Fry kettle 50.c Skillet 25.c dripping pan 25. c flat Irons 20.c | 1.20 |
| Parcel Crockery Ware $1 brass Candlesticks 50.c Tin Ware $2 | 3.50 |
| Slice & Tongs 41 basket & crockery 7 glass ware 50.c 5 iron pans $1.25 | 2.75 |
| Windsor Chair $1 2 spits $1.50 16lb sole leather $3.20 10 deer skins $5 | 10.70 |
| Iron spade 50.c 24 ells Check $11.33 34 Ells ditto $11.33 | 23.16 |
| 9 yds Check $2.25 8 bundles pins $7 1 ½ lb. cold. Thread 75.c cod hooks 50.c | 10.50 |
| 19 ¼ yds Linen $17.30 4 pieces Handkrf. $16 3 Handkrf. $1.50 | 24.80 |
| 3 knives & forks 25. c 4 doz. Silk Handkrf. $24 bunch of silk $1 | 25.25 |

| | |
|---|---|
| 5 yds. Ducape $5  7 yds. Strip'd Holland $2.33  8 yds. Check $2 | 9.33 |
| 9 yards Taffity $4  1 Trunk No. 1 $1  2 pair silk Stockings $3 | 8.00 |
| 2 yds. Black silk velvet $8  3 pr Silk Stockings $4.50  25 yds Linen $25 | 37.50 |
| 3 yds. Holland check $1  4 ½ ditto $1  silk sash $3  old silk Stockings 33.c | 5.33 |
| 8 ½ yards cotton Cloth $2.75  4 ½ yds cord $2.25  2 yds shalloon 75.c  2 handkrf. $1 | 6.75 |
| 3 ½ yds blue shalloon $1.16  1 silk Handkrf 25.c  1 white ditto 50.c  5 yds cotton $1.66 | 3.57 |
| 36 yds. Copper Plate a 35.c  $12.60  9 ¾ yds muslin $9.75  Piece blk ribband $1 | 23.35 |
| 1 pr. Old Curtains 50.c  Trunk No. 2 $1 | 1.50 |
| | $586.72 |

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| | |
|---|---|
| Acct. forward | $586.72 |
| Green harrateen curtains $8  light green China curtains $6 | 14.0 |
| 5 flannel sheets $1  1 Blanket 50.c  1 Rheam of writing paper $3 | 8.50 |
| 8 vols. of Spectator  $6--- Gordon's Grammer 75.c---sundry Books $3 | 9.75 |
| 6 linen shirts $12---6 cotton do. $9 ---2 old do. $1.50  9 caps 90.c | 23.40 |
| 1 pr. Thread Gloves 20.c  2 Handkfr. 60.c  6 Waistcoats $2.50 Gown $1.50 | 4.80 |
| white small Clothes $1---velvet do. $3---dark velvet do. $2 | 60.00 |
| blue Pr Cloths $8---dark do. $5---scarlet do. $ $4  cotton denim $4 | 21.00 |
| brown Surcoat $1.50---great coat $1.50---green Cloke $6.00 | 9.00 |
| scarlet surcoats---ditto jacket $1.50---1 buff do. $2---brown do. $4 | 6.50 |
| 1 blue do. $1---corduroy do. $1---1 Silk do. $1---Linnen draws 50.c | 3.50 |
| knit shirt $1—woolen draws 20.c  baize gown $1—green do. $2 | 4.20 |
| 12 pr. Yarn Stockings $6—4 pr worsted do $2—3 old hats $1—cap 25.c | 9.25 |
| 1 Trunk $1—No. 5 do. $2—No. 6 do. $1.50  no. 7 do. $1.50—<br>No. 8 do. $1.50—No. 9 do 75.c | 8.25 |
| a parcel of blocks &c $5—old Iron $5—lantern $1—1 ct. of box Glass $6 | 17.00 |
| large Beam scales & Wts. $20—3 ¾ m. shingles $9 | 29.00 |
| pr. Hogshd. Sugar 600lb. $60—pr. Ditto of Rum 85 Gallons $63.45 | 123.75 |

| | | |
|---|---|---|
| Parcel of old Casks & Barrels &c$ | 4 | 4.00 |
| 1 grapeling $5—small anchor $2.50—old Iron $30—2 Iron bars &c $4 | | 41.50 |
| 4 bundles nettwine $10.—3 ½ ream writing paper 10.50—4 do. Little do. $20 | | 40.50 |
| 9 casks W. I. Rum contg. 929 Gall. @ 75c per Gall. | | 696.00 |
| 5 Cask Coffee---ditto 1789 lbs. @ 17c per lb. | | 304.13 |
| 15 galln. Train oyl $6—2 Bbl linseed do. 55 Gall. @ $1.25—$68.45 | | 74.45 |
| brass scales and wts. 1.25—Grapeling $2--empty cask $2--1 m. pine boards $10 | | 15.25 |
| To. Shingles $25--sloop m. Sail $15---old Riging $3---old Iron & blocks $3 | | 46.00 |
| Old jack Screw $1—113 hogshd. Salt @ $4.50 pr. Hogshd. $508.50 | | 509.50 |
| Parcel old Iron $9---fish screws $10---Iron bar $2 | | 21.00 |
| 2 ½ m. shingles boards and Joists $10 | | 10.00 |
| | | $2,648.00 |

| | |
|---|---|
| 1 large silver watch $2---1 ditto $6---gold wash'd do $10 | $26.00 |
| 1 pr. Gold sleeve Buttons $1.50—8 ditto Rings $8---old silver 22.1 | 31.55 |
| old Gold $6.78 | 6.78 |

| | |
|---|---|
| Cash on hand---160 11/16 pistoles 2,791,2 | 2444.74 |
| Ditto—15 pieces portoguese coin 142.4 | 126.36 |
| Ditto in dollars | 133.59 |
| State Notes $2000---1 ditto $297.54 | 2297.54 |
| | $5,066.56 |

| | |
|---|---|
| Sundry Notes do. John Devereux $80—Elisha Forbes bond $333.33 | $413.33 |
| Ebenr. Brown $10.50—Town of Marblehead $128.85—ditto $23.33 | 162.68 |
| John Pedrick 3d. $500—John Pedrick jr. $500—J. Girdler $500 | 1,500.00 |
| Knott Pedrick $398.50—Richd. Francis $20---E. Fettyplace $96.35 | 514.85 |
| Topham & Robinson $625—R. Hilton $15---Joseph Holt $100 | 740.00 |
| Wm Beam $278.30---Jacob Putnam $318.79---Elisa. Gilchrist $30.94 | 577.10 |
| Collins & Orne $50---I. Dixey $12.90---Benoice Johnson $70.50 | 133.40 |
| | 4041.27 |

Farming Utensils & Stock

| | |
|---|---|
| 1 Ox cart $40—Carriage $8---horse Traces $1---ox Plough $4 | $53.00 |
| Grindstone $1---breaking up Plough $6---2 iron chains $5 | 12.00 |
| Iron Barr $2---ox Yoke $2 | 4.00 |
| 4 oxen $120---6 Cows $120---9 sheep $30---horse $35 | 305.00 |
| 1 copper tea kettle $1.50---Bellows & Brush 30.c ---under Bed $1 | 2.80 |
| green Rugg $2---Blanket $1---2 Sheets $3---2 Tablespoons $3 | 9.00 |
| | $385.80 |
| Trunk and Sundries $4---28lb. Flax $3.36 | |
| Linen yarn $1.70---8lb. sheeps wool $3.30 | 12.26 |
| | $12,153.89 |
| A trunk containing womans apparel | 28.71 |
| | $12,182.60 |

Marblehead October 23d, 1802 Nathan Bowen
Joshua Prentiss
Joseph Hinckley Committee sworn

| | |
|---|---|
| One Moeity of a fishing schooner& appurtenances $725—old fish flakes $45 | $770.00 |
| One third of the Brigg Fox & appurtenances as she came from Sea | 1,000.00 |
| 1/3 of 4 pair 4th cannon with the apparatus & all the Implements to said Brig belonging $90 | 90.00 |
| Ditto 3 ½ bbl. Beef---1 ½ do. pork $20—Cash came home for Brig Fox Cargo $4,581.22 | 4,601.22 |
| | $18,643.82 |

Marblehead Decr. 10th 1802 Nathan Bowen
Joshua Prentiss
Joseph Hinckley Committee Sworn

John Pedrick Junr.
John Pedrick 3rd Adminstrs.
Essex SS. Salem January 11, 1803.

*Author's summary: Real Estate ($14,508.33) and Personal Estate ($18,643.82)*

*TOTAL $33,152.15 value Thos. Pedrick Estate*

**ESSEX COUNTY PROBATE** **March 29, 1803**
**BOOK 370:223-224**

**Accounting of Estate of Thomas Pedrick**[1]

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Essex, Ss The account of John Pedrick junr. And John Pedrick the 3rd, administrators on the Estate of Thomas Pedrick late of Marblehead in the County of Essex, Merchant. Intestate exhibited to the Hon. Samuel Holden Esq. Judge of Probate of Will etc. for said county the 26 day of March A.D. 1803.

The said estate is Creditor

| | | |
|---|---|---|
| By real Estate for Inventory | | $14,508.33 |
| By personal Estate for Inventory | | $18,643.82 |
| Nov. 1 | pot butter $1—1 Bunch silk 33c | $1.33 |
| | 1 piece silk $2---1 pot Butter $1.50 | 3.50 |
| | 1 Wheel barrow $4---1 iron Shovel & hoe 75.c | 4.75 |
| Nov. 6 | 1 barrell old molasses $5---pt. Barrel rum $5.58 | 10.58 |
| | 1 pt. barrel molasses 42.75---4 case Bottles 50.c | 2.75 |
| | 1 cask & Cotton $1.50---1 Salmon net $9.50 | 11.00 |
| Nov. 8 | 1 Gun $1.50---1 pr. Boots swiftors $1.58 | 3.80 |
| | Advance on Sloops m. Sail $16---Iron cambose $4 | 20.00 |
| Nov. 9 | old Wood $2.33---pt. Barrel oil $1.17.2006 | 3.50 |
| | Old brass Hooks $1.80 | 1.80 |
| Nov. 10 | 1 Cow sold Blanchard $13.50---1 do. W. Ped. $14.50 | 28.00 |
| Nov. 11 | 20.0.0 hay sold N. Broughton | 15.00 |
| | Butter sold R. P. 84.c—1 Pigg sold J. Ped. $11.50 | 12.34 |
| | 2 Barrals Cyder $5.16—Garden sauce 1.16 | 6.32 |
| Dec. 20 | 140lb. frask pork $9.71—1 Bushel Barley 75.c | 10.46 |
| | 1 ¼ Bushel Beans $1.87—11 ¾ lb. Butter $1.47 | 3.34 |
| 1803 | | |
| Jany. | Cash recd. Of John Pedrick Junr. & Co. for 288 ¼ | 840.71 |
| | Quintals fish sold them @ 17/6 | |
| | Cash recd for 67 ½ quintals @ 21/ | 236.25 |
| | Cash recd. As Schooner Miriam's Bounty | 264.0 |
| Jan. 11 | 2 feet wood delvd. James | 1.50 |
| Jan. 26 | 34 lb. veal @ 5 ½ | 2.60 |
| Jan. 28 | 1 Lot Lumber sold W. Pedrick | 17.00 |
| Feb. 1 | Cash recd. Of John Hines | 27.14 |
| March 2 | Cash recd. For Interest on Collins Note | 16.33 |
| March 9 | Cash recd. Of William Fowle | 35.00 |

[1] The accounting of the estate continued over a period of five years as the last bits of income came in from the estate and the final debts and expenses were paid. Through the year 1803 the executors were dispersing/selling off estate items including those that were added to the estate after Thomas Pedrick's death, such as ship bounties and quantities of fish that were in process at his death. Likewise, perishable items such as farm products had to be marketed until ownership of the farms went out of Thomas Pedrick's name. By 1806 accounting of the estate consisted mostly of paying expenses incurred by the administrators in carrying out their duties, and in paying bills owed from the estate to individual tradesmen, family members, and businesses.

| | | |
|---|---|---|
| March 24 | Cash recd. For one years Interest State Notes | 114.87 |
| | | $20,336.97 |

The sd. Estate is Directed. to your Accountants for sundry sums for which your Honour Allowance is pray'd viz.

| | | |
|---|---|---|
| 1802 Oct. 12th | To Letter Administration Bond & Warrant | $1.50 |
| | sundries of J. Williams & B.T. & Wm. Reeds for bill for | |
| | as mourning clothes &c. | 37.50 |
| | John Staceys bill $2—Phillips & Chase $3.50 | 5.50 |
| | Stageman 30.c---Joel Newhall Bill $2.08 | 2.38 |
| | Nurses attending funeral &c. | 5.00 |
| | Thos. Nicholson acct. $7.16---Joel Newhall $1.73 | 8.89 |
| | Harris & Appleton $10---Richd. James $2 | 12.00 |
| | Expences to Salem when after Doctr. | 00.46 |
| | Mrs. Patten making Bonnets &c | 00.59 |
| Oct. 15 | paid weighing old silver | 00.25 |
| | Journey to Salem to make Insurance | 00.62 |
| Oct. 20 | John Nickering Register deed pr. Bill | 7.90 |
| | Miss Wooldridge for Bread, House | 00.85 |
| | Osgood & Putnams bill | 9.00 |
| Nov. 6 | 1 pad Lock for store 50.c --Dec. 3d, Wm Bowens acco. $3 | 3.50 |
| | William Mansfield Tax bill | 1.20 |
| | Cash Pd. Peter Bartlet for Receipt | 20.80 |
| | Benjamin Webbs bill omitted Octr. 12th | 2.25 |
| | Small Book for a Ledger | 1.50 |
| | Samuel Turners bill Chaise hire | 2.00 |
| 1803 | | |
| Jan. 11 | Cash pd. The appraisers bill | 38.50 |
| | " " Register probate fees | 3.00 |
| | Journey Salem to return Inventory | 1.00 |
| Jan. 17 | Cash pd. George Francis for Receipts | 41.95 |
| | " " John Florence | 141.80 |
| Jan. 18 | " " Christopher Twisdon | 62.83 |
| | " " John Prichard | 80.97 |
| | " " James Grow | 93.53 |
| Jan. 20 | " " Nathl. Brimblecom | 38.40 |
| | " " Thomas Bowden | 52.23 |
| Jan. 21 | Passage Salem & back | 00.50 |
| | Cash pd. William Orne for Premium Note | 100.50 |
| | " " Joseph Peabody | 90.00 |
| | " " John Savage pd. Receipt | 120.60 |
| Jan. 26 | " " Joseph Morse | 154.84 |
| Feb. 2 | " " Joseph Girdler | 893.24 |
| Feb. 8 | " " Mercy Humphreys | 8.65 |
| | " " W. Orner for Premium Note | 20.50 |
| | " " Samuel Goldsmith for Receipt | 19.83 |
| | Loss on Gold deposited at the Bank | 53.00 |

| | | |
|---|---|---|
| Feb. 14 | Cash pd. Peter Waitt for Receipt | 1.67 |
| Feb. 15 | " " Valentine & Son | 29.71 |
| Feb. 19 | " " John Ridden for Receipt | 411.88 |
| | " " Benjamin Devereux | 16.95 |
| Feb. 21 | " " Nathl. Fowle | 27.50 |
| | " " Jerusabel Porter | 4.00 |
| | " " Susannan Dodd | 75.31 |
| | " " John Brown omitted jany. 27th | 7.20 |
| | " " James Ped. Labour | 1.13 |
| Feb. 23 | Horse and Chaise Salem & 2 dinners | 2.25 |
| Feb. 28 | Horse and Chaise Danvers to see Judge | 2.00 |
| March 1 | Passage Salem & back | 00.62 |
| | Cash paid Picering Collins for Receipt | 00.28 |
| | 1 passage Salem & back | 00.62 |
| March 2 | Cash pd. Joseph Pedrick for Release | 70.00 |
| | Thomas Fuller for Cash paid | 70.00 |
| | Ebenezer Pedrick for Cash paid | 70.00 |
| | Notes given up to Knott Pedrick | 398.66 |
| | Cash pd John pedrick junr. Pr. Release | 784.24 |
| | Fish Flakes given up to John Ped. Junr. | 45.00 |
| March 5 | Cash pd. John Drury pr. Receipt | 12.25 |
| March 7 | " " William Prescott Esq. & Journey | 5.62 |
| March 9 | " " Henry Rea Taxes pr. Receipt | 82.51 |
| | " " N. Broughton Journeys Salem | 2.25 |
| | " " drawing bill sale for B. Fox | 1.00 |
| | " " Knott Pedrick for Instrument &c | 7.00 |
| March 11 | " " Jesse Blanchards bill | 43.00 |
| | " " drawing bill sale Meriam | 1.00 |
| March 16 | " " William Nicholoson per Reciept | 5.44 |
| March 17 | " " John Williams & Co. Bill | 7.70 |
| March 18 | " " Journey Boston & Expences | 4.00 |
| March 24 | cash pd. Francis Boardmans Acco. | 23.00 |
| March 28 | Cash paid heirs of Majr. John Pedrick for one seventh | |
| | Part Webber's Farm | 357.14 |
| | Cash paid William Carltons Bill omitted | 5.25 |
| | Cash paid Susanna Dodd pr. Receipt | 676.00 |
| | | **$5,404.44** |

| | |
|---|---|
| To pd. Mercy Humphreys | 1.00 |
| To pd. For examining, allowing and recording this account | 2.00 |
| | **$5,407.44** |

John Pedrick junr.
John Pedrick tertias Administrators

Essex SS. Salem March 29th 1803. this account being examined & sworn to is accepted and allowed by me S. Holten J. Probate
Examd. Pr. Daniel Noyes Regr.

**Accounting of THOMAS PEDRICK ESTATE**

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| | | |
|---|---|---|
| 1803 -By foot of Credit in accnt. Rendered March 29th, 1803 | | $20,336.97 |
| May 11 | Cash recd. Of Sol. Cutter | $90.44 |
| June 8th | Mary Woolredge $4.50 | 94.94 |
| May 27 | Seventy seven new Emission Dolls. Turned in at the Treasurer's Office(& Int. and Note) | 46.11 |
| Aug. 5 | Cash recd of Joseph Gregory | 3.50 |
| Aug. 9 | Note Mary Burnham $94.44--10th cash Jesse Blanchard $12 Int. money of Topham & Robn. $9.48- | 106.44 |
| Aug. 16 | Cash recd. Of James Stone on acco. $40.24 | 129.72 |
| | Note Ditto for balance | 137.92 |
| | Rents recd. Of Joshua Meden $2 – Sept. 30th cash, Jno.D. Dennis $25.92 | 27.92 |
| Debts. Benjamin Smith #3.15—Edward Fettyplace junr. $6 | | 9.15 |
| Int. Jacob Putnam $3.68 one years Int. of ditto on Note $18 | | 21.68 |
| Note received of B. Johnson $136—B. Johnson & Appleton $42.41 | | 178.41 |
| | | **$21,092.76** |

The Said Estate is Dr. to your Accountants for sundry acco. For which your Honor's allowance is prayed, viz.

| | | |
|---|---|---|
| For foot of debt in account rendered as above | | $5,407.44 |
| Mar. 28 | 2 certificates $1—1/3 Bond pd. At the Collectors Office for duties on salt $271.13 | 272.13 |
| May 11 | cash paid Mary Peyton quitclaim $82.50—measuring salt $1.40 | 83.90 |
| May 28 | Nathl. Fowle pr. Rect. $9.42—June 8th Samuel Goldsmith $100 | 109.42 |
| May 23 | Cash pd. Jon Pedrick jun. & Company $74.43— | |
| May 28 | Robert Girdler for recd. $48.39 | 122.82 |
| | Registers fees, recording quitclaim Mary Peyton and journey | 1.50 |
| Aug. 5 | Balance of Topham & Robn. Acco. | 89.48 |
| Aug 13 | Cash pd. Phillips & Homan $11.80—Eben. Graves $65— Wm Parks rect. $30 | 42.45 |
| Aug 16 | Saml. Goldsmith $100—Pierce and Graves rect. $48.80 | 148.80 |
| Aug 23 | Nathaniel Devereux $1.49—26th B. Lynde Oliver acco. $2 | 3.48 |
| Aug 31 | Samuel Goldsmith's rect. $91.32— Octr. Sundries Jacob Putnam pr. Rect. $39.40 | 130.72 |
| B. Johnson's Note Int. given pr. Settlement | | 96.68 |
| Sept. 20 | 2 passages to Salem and expences | 00.62 |
| To paid for examining allowing and recording this acco. | | 1.25 |
| | | **$6,510.71** |

John Pedrick r., John Pedrick third Admin. sworn
Essex Ss, Salem October 10th 1803. This account being examined and sworn to is accepted and allowed.
S. Holten J. Prob.

# ESSEX COUNTY PROBATE October 14, 1806
# BOOK 374:325-326

**Accounting of THOMAS PEDRICK ESTATE**

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Essex, ss. A further account of John Pedrick junr and John Pedrick 3d administrators of the estate of Thomas Pedrick, late of Marblehead in said county, Merchant, deceased, intestate, exhibited to Samuel Holten Esq. Judge of probate for said county, this fourteenth day of October, A.D. 1806.

The said estate is Cr. Viz.

| | | |
|---|---|---|
| By foot of credit in former account allowed Oct. 10th, 1803 | | $21,092.70 |
| 1804 | | |
| Jan. 7 | By cash received on account of award in the Schooner Seaflower Eli Brown Sold Wm. Gray | 482.65 |
| | By interest on Joseph Holt's note | 26.74 |
| Jan. 20 | By 1 year's interest renewed on state note | 29.70 |
| June 22 | By interest recd. Of Topham & Robinson note | 15.75 |
| 1805 | | |
| May | By int. Endorsed on Topham & Robinson note | 27.29 |
| | By 1 year's interest received on state note | 23.76 |
| 1806 | | |
| Sept. | By 1 ½ years interest received on state note | 35.64 |
| | By cash received of William R. Lee | 47.61 |
| | | **$21,781.84** |

The said estate is Debtor to your accountants for sundry accounts for which your Honour's allowance is prayed, viz…..

| | | |
|---|---|---|
| To foot of debt in former account allowed as above | | $6,510.71 |
| 1803. Oct. 10 | To journey to Salem and expenses to the judge | 1.33 |
| | To expenses register fees of office | 1.25 |
| | To cash paid John Hutson pr. Receipt | 2.0 |
| | To cash paid Thomas Martin bill | 4.75 |
| Nov. 4 | To cash paid David Putnam pr. Receipt | 4.89 |
| Nov. 5 | To cash paid Robert Harris pr. Receipt | 46.31 |
| 1804. Jan. 7 | To cash paid Nathan Bowen Esq. pr receipt | 10.50 |
| | To 3 journeys to Salem and Milton & expenses | 6.00 |
| Jan. 20 | To 1 paper of ink powder | 0.12 |
| | To cash paid Thomas Nicholoson bill | 3.75 |
| Feb. 17 | To cash paid Samuel Goldsmith pr rect. | 0.50 |
| April | To cash paid Samuel Goldsmith pr. Rect. | 63.68 |
| | To proportion of expenses reference | 2.20 |
| | To Capt. Eli Brown expenses | 2.66 |

| | | |
|---|---|---|
| June 11 | To cash paid Capt. Thomas Martin bill | 25.73 |
| | To cash paid John William bill | 6.62 |
| | To cash paid John Harris acct. | 116.00 |
| | To cash paid Robert Harris pr. Rect. | 39.33 |
| | To cash paid John Brown for tax | 7.51 |
| | To cash paid Joseph Brown pr. Rect. | 0.75 |
| | To cash paid Joseph Story Esq. bill | 45.00 |
| 1805 May | To expenses to collect interest on state note | 1.75 |
| 1806 Sept. | To expenses to collect interest on state note | 1.50 |
| | To cash John Lefovour pr. Rect. | 10.44 |
| | To cash paid joseph Gregory pr. Rect. | 5.38 |
| | To Nathan B. martin $8.12-joseph Pedrick $114.31 | 122.43 |
| | | **$450.08** |
| To pd. For examining, allowing and recording this account | | $1.25 |
| | | **$7,093.84** |

John Pedrick junr
John Pedrick 3d Administrators

Essex,ss Salem, October 14th, 1806…This account, being examined and sworn to, is accepted and allowed,…. By me, S. Holten, J. Proba.

**Accounting of Estate of Thomas Pedrick**

---

Essex, ss. A further account of John Pedrick jr. and John Pedrick 3d administrators of the estate of Thomas pedrick, late of Marblehead in said county, merchant, deceased, intestate, exhibited to Samuel Holten esq. jude of probate for said county, this twentieth day of April, 1808—The said estate is Cr[edited] viz.

| | | |
|---|---|---|
| By amount of credit in account rendered October 14, 1806 | | $21,781.84 |
| 1807 | By cash received as interest on Forbes' bond paid | 103.28 |
| Oct. | By award received for the Peacock, W. Blaney | 393.57 |
| | By interest received on state note | 23.76 |
| | By dividend of James Scobie's estate | 86.66 |
| | By interest received of James Stone | 24.00 |
| | " do. Do. " on town notes | 66.21 |
| | | **$22,478.34** |

The said estate is Dr. to your accountants for sundry accounts, for which your Honor's allowance is prayed, viz.

| | | |
|---|---|---|
| To foot of debt in account allowed as above | | $7,843.55 |
| 1807 | Lock for burying ground | 0.62 |
| July 20 | Richard pedrick pr. Brigantine Fox's account | 177.84 |
| Aug. 21 | Do. Do. On land claimed by the heirs of Archelaus Brown, late of Danvers | 368.61 |
| | Richard Pedrick pr. Bill $13.95—Joseph Story esq. $5.75 | 19.70 |
| | Chaise hire several times probate, &c. | 9.50 |
| | Expenses collecting interest state note and dividend James Scobie's estate | 2.94 |
| | Expenses paid Samuel Putnam esq. for writs issued against Danvers farm | 44.00 |
| | John Devereux note not collected | 80.00 |
| | Richard Francis do. do. $20— | |
| | Ebenr. Brown's do. do. $10.50 | 30.50 |
| | Richard Hilton do. do.15.00 | $748.71 |
| | | **$7,842.55** |
| To paid for examining, allowing and recording this account | | $1.00 |
| | | **$7,843.55** |

Essex, ss Marblehead, April 20th 1808. This account being examined and sworn to is accepted and allowed----------…---------By me------S. Holten, J. Proba.

# APPENDIX C.

# Essex County Deeds

# ED 68:122 December 2, 1732
# Mortgage Deed
# Samuel Gale
# to
# Samuel Holman

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To all People to whom these Presents shall come, Greeting. Know ye, That I Sam Gale of Marblehead in the County of Essex Fisherman for and in Consideration of the Sum of Twenty Shillings to me in hand before the Ensealing hereof, well and truly paid by Sam Holman of Marblehead aforesd Shoreman. The Receipt whereof I do hereby acknowledge, and myself therewith fully satisfied and contented, and thereof, and or every part and parcel thereof, do exonerate, acquit and discharge him the said Samuel Holman his Heirs, Executors and Administrators for ever by these Presents: HAVE given, granted, bargained, sold, aliened, conveyed and confirmed, and by these Presents, Do freely, fully and absolutely give, grant, bargain, sell, aliene, convey and confirm, unto him the said Sam Holman his Heirs and Assigns for ever, all my Share(being one fourth part) of and in a certain flake yard in Marblehead aforesd. At a place then called Codners Cove which formerly belonged to one John Codner Decd. Which fourth part was Set out and Allotted to me upon the Division of sd Codners Real Estate by the name of Easternmost Division and is bounded Easterly buy said Cove. Southerly by the great harbour from sd Cove to a great Gully Westerly and Northerly on another part of the sd flakeyard laid out to the Blacklers with the Southern half of the Stage and warehouse Now Standing on the premises.

To have and to hold, the said granted and bargained Premises, with all the Appurtenances, Priviledges and Commodities to the same belonging, or in any wise appertaining to him the said Sam Holman his Heirs and Assigns for ever. This and their only proper Use, Benefit and behoof for ever. And I the said Sam Gale for myself and Heirs, Executors and Administrators, do Covenant, Promise and Grant to and with the sd. Sam Holman his Heirs and Assigns, that before the Ensealing hereof, I am the true sole and lawful Owner of the above-bargained premises, and am lawfully seized and possessed of the same in my own proper Right, as a good, perfect and absolute Estate of Inheritance in Fee Simple: And have in myself good Right, full Power, and lawful Authority, to grant, bargain, sell, convey and confirm, said bargained Premises, in manner as aforesaid: And that he the sd. Sam Holman his Heirs and Assigns, shall and may from Time to Time, and at all Times forever hereafter, by force and virtue of these Presents, lawfully, peaceably and quietly Have, Hold, Use, Occupy, Possess and Enjoy the said demised and bargained Premises, with the Appurtenances free and clear, and freely and clearly acquitted, exonerated and discharged of , from al and all manner of former or other Gifts, Grants, bargains, Sales, Leases, Mortgages, Wills, Entails, Joyntures, Dowried, Judgments, Executions, or Incumbrances of what name or nature so ever, that might in any measure or degree obstruct or make void this present Deed.

Furthermore, I the sd. Sam Gale for myself My Heirs, Executors and Administrators, do Covenant and Engage the above demised Premises to him the said Sam Holman his Heirs and Assigns, against the lawful Claims or Demands of any person or Persons whatsoever, for ever hereafter to Warrant, Secure and Defend by these Present provided nevertheless that whereas I by my *bond of Evendate*[1] herewith became bound to the sd Sam Holman in the penal Sum of One hundred and forty pounds conditioned for the payment of Seventy pounds with interest on or before the Second of December next (As by the sd Bond and Condition referenced thereto being had May more fully appear) If therefore I The sd Sam Gale my heirs Exectrs., Adminstrs. Shall and Do pay to the sd Samuel Holman or his heirs Execs. Adminstrs.

[1] "Bond of Evendate" simply means that the bond and deed contract are of the same date – in this case December 2, 1732.

Or Assigns the sd Sum of Seventy pounds in the Condition of the sd Bond mentioned with the lawful Interest for the Same at or before the Day therein Sett according to the forme and Effect thereof in full discharge of the same bond then this instrument to be Void and of None Effect. Anything herein contained to the Contrary Notwithstanding. In Witness whereof I have hereto Sett My hand and Seale the Second Day of December Anno Dom. 1732.

Discharge in margin:
*[I acknowledge that I have recd. Of Sam Holman Exec. Of the Test. Of his Father Saml. Holman mentioned in this Mortgage the sum of Seventy pounds with Interest according to the Condition of the Bond in this Mortgage mentioned and in full discharge as well of the sd Bond as this Mortgage and I do accordingly hereby discharge the same Bond & Mortgage Witness my hand May 30, 1740 – Sarah Holman.]*

**ED 65:162** **Jan. 2, 1733**

# John Blackler
# to
# Samuel Brimblecom

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…John Blackler of Marblehead in the County of Essex within his Majesties province of the Massachusetts Colony New England, Fisherman, for and in consideration of the Sum of One hundred pounds in good and lawfull public bills of Credit . . . .before terms in hand paid before Ensealing here of ? and truly by Samuel Brimblecombe of Marblehead before said Shoreman, the receipt Whereof I do hereby Acknowledge and myself therewith fully satisfied and contented and thereof and of every part and parcel thereof, do Exonerate Acquit and Discharge of sd Sam Brimblecombe his Heirs, Assigns ….

Do freely fully and absolutely give, express, bargaine, sell, convey and confirme unto the sd Samuel Brimblecombe . . . . A certain piece of land or fish fence Scituate lying and being in Marblehead aforesaid near to a place commonly called Codners Cove being the Southernmost part of sd fish fence Butted and bounded as followeth: Northeasterly on that part of said fish fence belonging to Samuel Gale and now in the improvement of Samuel Holman and Southeasterly on the great harbor of Marblehead aforesaid and Southwesterly on the land or fish fence of Thomas Cavendish and Northwesterly on that part now belonging to John Allen together with a quarter part of the Stage and Warehouse with the land or rock these parts stand on with the privilege of passage way of Six feet wide from the Stage and Warehouse to sd part of fish fence as was sett off to me by the Divisional Deed of and partition betweene me and my brother Dated Jan. the 18th last past will fully Appear To Have and to Hold these said granted and bargained premises with all the Appurtences and privileges and commodities to the Same, belonging or in anywise Appertaining to him the said Samuel Brimblecombe, his Heirs and Assignes forever to his and their only proper use benefit and behoof? forever and I the sd John Blackler for me my heirs Ext. and Administrators do Avouch myself to be the true and lawfull owner of all and every of the aforegranted and bargained premises at the time of the Ensealing and until the Delivery hereof and have in Myself good right, full power, and lawfull authority to grant, bargain, sell, convey and confirm the said. Granted and bargained premises in the manner as aforesaid and that the said Samuel Brimblecombe his heirs and Assignes shall and may from time to time, and at all time forever hereafter . . .

**ED 79:87-88** **December 7, 1738**

# Samuel Gale
# to
# Samuel Holman

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To all People unto whom this present Deed of Sale shall come-Samuel Gale of Marblehead in the County of Essex in the Province of the Massachusetts Bay in New England Shoreman sendeth Greeting. Know ye that the said Samuel Gale for and in Consideration of the sum of One hundred and fifty pounds in good publick bills of credit on the Province aforesaid to him in hand at and before the ensealing & delivery hereof well & truly paid by Samuel Hollman of Marblehead aforesaid Shoreman The receipt whereof the said Samuel Gale doth hereby acknowledge hath Granted Bargained Sold Aliened En? Released Conveyed & Confirmed and by these presents doth fully & absolutely grant Bargain Sell Alien Ent?? Release Convey Confirm unto the said Samuel Hollman his Heirs & Assigns forever All my Share being one fourth part of and in a Certain Flakeyard in Marblehead aforesaid at a place there called Codners Cove which formerly belonged to one John Codner Deceased which fourth part was set out and allotted to me upon the division of the sd Codner's Real Estate by the Name of the Easternmost Division and is bounded Easterly on said Cove Southerly on the Great Harbour from said Cove to a great gully Westerly from said gully on land of Samuel Brimblecomb to the Center of a passage way of Twelve feet northerly on Blacklers land being the Northward part of said Flake yard with the Southern half of the Stage or Bed and Warehouse now standing on the premises together with all the Rights Priviledges and Appurtenances any way thereunto belonging or in any wise appertaining TO HAVE AND TO HOLD the above granted fourth part of said Flake yard Stage & Warehouse & Lands, & premises with the Appurtenances unto the said Samuel Hollman his Heirs & Assigns to his & their only proper Use Benefit & Behoofe forever And the said Samuel Gale Doth Covenant & agree to and with the said Samuel Hollman his Heirs & Assigns by there presents in manner & form following that is to say that he the said Samuel Gale is the Sole & Lawfull owner of the above granted premises & hath of himself good Right full Power and lawfull Authority to Grant Bargain Sell & Assign the abovesd Premises and that the sd. Granted Premises are free from all Encumbrances whatsoever and Further that he the said Samuel Gale doth Bind himself his Heirs Exectr. Admr. & Assigns by there presents to Warrant & Defend the above granted land & premises with the Appurtenances unto the sd land. Hollman his Heirs & Assigns forever against all the Lawfull Claimes and Demands of all & every manner of Person or Persons whomsoever And shall & will give any other or more ample writing or Instrument for the more sure making the same IN WITNESS of all which the above named Saml. Gale (his the said Samuel Gales Wife Mary hereby also relinquishing & giving up her Thirds or Right of Dower) Hath hereunto set their hands & Seale the fifth day of December Anno Domini 1738 And in the Twelfth year of the Reign of King George the Second.

Signed Sealed & Dlvd in presence of me
John Baily John Pearce
Essex Ss Marblehead December 7th 1738
Before me –Joshua Orne – J. of Peace

**ED 128:78** **June 13, 1755**

# Samuel Hollman
# to
# Samuel Brimblecom Jr.

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To all People to whom these presents shall come greeting Know ye that I Samuel Hollman of Marblehead in the county of Essex Shoreman in the province of the Massachusetts Bay for & in consideration of the sum of two pounds Eight Shillings Lawfull Money to me in hand before the Ensealing hereof truly paid unto me by Samuel Brimblecom junr. Of Marblehead Shoreman in the County aforesaid the Receipt whereof I do hereby Acknowledge and my Self therewith fully Satisfied and contented and thereof and of every part and parcel Do accept and discharge the said Samuel Brimblecom his heirs Executors administrators For ever by these presents have given granted Bargained Sold aliened conveyed and confirmed unto the said Samuel Brimblecom junr. His heirs and assigns forever one Messuage or Tract of Land Scituate Lying and being in said Marblehead in the County aforesaid it being part of the Fish Fence formerly called Codners be it more or less Butted and bounded as Followeth viz. (from the watter side on the Northeast of Mr. Samuel Brimblecom's Fish yard and so Extendeth up to the head of the crossway to a certain rock Marked B B and then Extendeth from thence SEBE Nineteen Feet to the South East of said Hollmans Fish Flakes to a certain Rock there Marked SW and then Runeth upon an ENE course sixteen Feet to a Bound mark WB and Turneth of upon a South South East course in the harbour ) To have and to Hold the above said granted and bargained premises with all the appurtenances privileges and commodities to the same belonging or in any wise appertaining to him the said Samuel Brimblecom junr. His Heirs and Assigns forever to his and their only proper use benefit & behoof and I the said Samuel Hollman for me my heirs Executors administrators do covenant promise and grant to and with the said Samuel Brimblecom junr. His heirs Executors and Assigns that before the Ensealing thereof I am the true sole and Lawfull owner of the above Bargained premises and am Lawfully seized, and possessed of the same in mine own proper Right as a good perfect and absolute Estate of Inheritance in Fee Simple and have in myself good right full power and Lawfull Authority to grant bargain sell convey and confirm said bargained premises in manner as above said and that the said Samuel Brimblecom his heirs and assigns shall and may from time to time and [ ?] at all times forever hereafter possess and enjoy the said demised premises with the appurtenances Free and Clear and clearly Acquitted from all other grants bargains Sails Doweries and Incumbrances of whatsoever name Relating hereunto (Furthermore I the said Samuel Hollman for my Self my Heirs Executors administrators do covenant and engage the above demised premises to him the said Samuel Brimblecom junr his heirs and Assigns against the Lawful Claims or Demands of any Person or Persons whatsoever forever hereafter to Warrant Secure Defend in Testimony hereof I hereunto set my hand and Seal this thirteenth Day of June in the year of our Lord One Thousand seven hundred & fifty five) And likewise Mary Hollman the wife of me, the above said Samuel Hollman Doth by these presents freely willingly give yield up and surrender to all here Right of Dowry and power of [Thirds?] of in and with the above Demised premises unto him the said Samuel Brimblecom junr. His heirs and assigns forever In Witness whereof I hereunto set my hand & seal this thirteenth Day of June above named.

Signed Sealed & Recd. Samuel Holman
In Presence of us wittnesses
John Pearce
William Barker
Acknowledged the foregoing Instrument to be his Act and Deed
before John Tasker Just. Peace
Essex Ss Recd. On Record October 19th 1770 Entered & examd. By John Higginson.

**ED 130:53** **December 8, 1770**

# Samuel Brimblecom
# to
# Thomas Pedrick

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Know all Men by these Presents That I Samuel Brimblecom of Marblehead in the County of Essex Shoreman in consideration of the just Sum of Ten Pounds Lawful Money to me in hand paid before the Delivery hereof by Thomas Pedrick of said Marblehead Gentleman the Receipt whereof I do hereby acknowledge have given granted bargained and Sold and do by these Presents give grant bargain Sell aliene and fully freely and absolutely convey and confirm unto him the said Thomas Pedrick and his Heirs and Assigns forever A Certain Piece or Parcel of Land situate in the said Marblehead, it being part of the yard Formerly called Codner's Fish Fence be it more or less Butted and bounded as Followeth Viz. from the water side on the Northeast of said Brimblecome fish yard and runs upon that line to a Rock Marked B B and then Extendeth from thence S E B E nineteen feet to the Southeast of Saml. Colyer Fish yard to a certain Rock there marked S W and from their turneth upon an E N E course sixteen feet to a boundary mark W B and from their turneth South South East in to the Harbour. To have and to hold the said granted and bargained premises together with all their appurtenances free of all Encumbrances whatsoever to him the said Thomas Pedrick and his Heirs and assigns as an Absolute Estate of Inheritance in Fee Simple forever and I the said Samuel Brimblecome for my Self my Heirs Executors and Administrators do hereby covenant to Warrant and defend the aforegranted premises unto the said Thomas Pedrick and his Heirs and Assignes forever against the lawful Claims and Demands of all Persons whatsoever forever hereafter to Warrant Secure and Defend by these presents In Witness whereof I the said Samuel Brimblecome and Hannah my wife doth hereby relinquish yeald and give up her right of Dower and power of thirds in the above granted premises and have hereunto set our hands and Seal this **Eight Day of December Anno Domini One Thousand Seven hundred and Seventy** and in the Eleaven year of his Majestys Reign.
Signed Sealed & Del'd. In presence of

John Ingalls Nathl. Brimblecom

Saml. Brimblecom & Seal
Hannah Brimblecom & Seal

Essex Ss. the above named Samuel Brimblecom personally appeared and owned this Instrument to be his Deed **January 18th, 1772**.
Before Nathan Bowen Just. Peace

Essex Ss Recd. On Record **April 6th, 1772** & entered & examd.
By Wm. Higginson Regr.

**ED 176:123** **March 24, 1803**

# Nicholas Broughton & Joseph Proctor
# To
# Samuel Horton

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Know all men by these presents, that we Nicholson Broughton mariner, Joseph Proctor mariner & Anna his wife all of Marblehead in the County of Essex, in consideration of the sum of one dollar to us paid by Samuel Horton of said Marblehead in said County shoreman and Eleanor his wife and her heirs & assigns, the receipt whereof we do hereby acknowledge have remised, released, and forever quit claimed & do by these presents remise, release and forever quit claim unto the said Samuel Horton and Eleanor his wife, all our right & title, share, & interest of in & to all the one moiety of a certain building called the Salt Store with all the one moiety of the wharf rocks & lands to said store belonging being the eastern end thereof, the same is situate near the new wharf so called in said Marble head and bounded in the whole as follows from the water side on the Northeast of Brimblecom fish yard and runs upon that line to a rock marked B.B. & then extendeth from thence SEBE nineteen feet to the Southeast of Samuel ?? fish yard to a certain rock there mark 8H & from thence turneth up in an ENE course sixteen feet to a bound mark H.B. & from thence turneth South South east in to the harbour. Also one cow right on the great neck so called in said Marblehead being one moiety of Lot no. twenty six in the division of said neck and situate at the Southwesterly part thereof and originally laid out to the successors of John Pedrick dec'd and is bounded Northeasterly on no twenty five Southeasterly on the sea, Southwesterly on the western most part of said neck and Northwesterly on the way from the beach to said neck partly and partly on the harbour, or however otherwise bounded the aforesaid premises being a part of the estate of Thomas Pedrick late of said Marblehead dec'd and descended to us as heirs at Law in the division of said dec'd estate – To have to hold the same together with all the privileges & appurtenances thereof to him the said Samuel Horton & Eleanor his wife & her heirs & assigns forever so that neither we the said Nicholson Broughton, Joseph Proctor & Anna his wife nor our heirs nor any other person or persons claiming from or under us or them, or in the right of us or them shall by any way or means have claim or demand any estate, right, title or interest of in & to the above said premises with the appurtenances or any part or parcel thereof forever. In witness whereof we the said Nicholson Broughton, Joseph Proctor & Anna his wife have hereunto set our hands & seals this **twenty fourth day of March eighteen hundred & three**.

Essex Ss: **March 24 1803**. Then Nicholson Broughton, Joseph Procter & Anna his wife, severally acknowledged the aforewritten instrument by them subscribed to be their free act & deed. Before Me Nathan Bowen Justice of the Peace.

*Essex Ss: Recd.* ***May 27, 1805*** *& recorded & examined by John Pickering Regr.*

## ED 186:198 March 24, 1803

# Nicholson Broughton & Others
# To
# Joseph Proctor & wife

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Know all men by these Presents That we Nicholson Broughton mariner Samuel Horton Shoreman & Eleanor his wife all of Marblehead in the County of Essex In consideration of the sum of one dollar to us paid by Joseph Procter of said Marblehead mariner and Anna his wife, the receipt whereof we do hereby acknowledge have remised released and forever quitclaimed and do by these presents remise release and forever quitclaim unto the said Joseph Procter and Anna Procter his wife – her heirs and assigns forever, all our right, title, share & interest of in and to the following pieces or parcels of Real Estate viz. all the one moiety of a certain building called the Salt Store with all the one moiety of the wharf rocks & land to said Store belonging being the Western End thereof, the same is situate near the New Wharf so called in said Marblehead and bounded in the whole as follows, from the water side on the northeast of Brimblecom fish yard and runs upon that line to a rock marked B.B. and then extendeth from thence S.E. B.E nineteen feet to the south east of Samuel Collyers fish yard to a certain rock there marked S. H. and from thence turneth upon an E.N.E. course sixteen feet to a bound mark H.B. and from thence turneth South, Southeast in to the harbor , also one Cow right in the lower division of Common lands in said Marblehead being lot number twenty four which is bounded Southeasterly on the way to Reds Pond (so called) Southwesterly on Lot o. twenty three, Northwesterly on the way leading from the northerly part of said Marblehead to the ferry, Northeasterly on lot No. twenty five and extends to the way first mentioned, or however otherwise said Cow right is bounded or reputed be bounded with all the priviledges to said right and store above mentioned belonging, the above premises being part of the Estate of Thomas Pedrick late deceased. To have and to hold the same together with all the priviledges and appurtenances thereof to him the said Joseph Procter and his wife Anna and her heirs & assigns forever, so that neither we the said Nicholson Broughton Samuel Horton & Eleanor his wife nor our heirs nor any other person or persons claiming from or under us or them, or in the right of us or them shall by any way or means have claim or demand any Estate, right, title or interest of, in and to the aforesaid premises with the appurtenances or any part or parcel thereof forever, In Witness whereof we the said Nicholson Broughton, Samuel Horton and Eleanor his wife have hereunto set our hands & Seals this twenty fourth day of March A.D. eighteen hundred and three. N. Broughton, Saml. Horton, Eleanor Horton. Signed sealed & delivd.

In presence of us Eliza Bowen, Nathan Bowen, Thos. Williams.

Essex Ss. March 24, 1803.

Essex Ss. Recd. August 11, 1809. recorded & examined by Amos Choate Reg.

**ED 187:239** **August 11, 1809**

## Joseph Procter & wife
## To William Story

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Know all men by these Presents That we Joseph Procter of Marblehead in the County of Essex Mariner and Anna his wife in her right in consideration of four hundred and twenty five dollars to us paid by William Story of Marblehead aforesd. Merchant the receipt whereof we do hereby acknowledge do hereby give grant sell and convey unto the said William Story all the one moiety of a certain building called the salt Store, with all the one moiety of the wharf, rocks and land to the same Store belonging situate near the new wharf so called in said Marblehead & bounded as follows to wit-beginning at the southern corner of said wharf and land, then running a northwesterly and northerly course bounded partly by water and partly by Brimblecom's fish yard to a rock marked B.B. thence running southeast by east nineteen feet to the southeast of Samuel Collyer's fish yard to a rock there, marked S. H. thence running east north east sixteen feet to a bound marked H. B. Thence running south southeast into the harbor, bounding on Collyer's land, thence running southwest to the point first mentioned, and bounding on Collyer's land, thence running southwest to the point first mentioned, and bounding on the harbor, together with the priviledges and appurtenances to the same belonging; The premises being parcel of the real estate late of Thomas Pedrick decd. To Have and to Hold the aforegranted premises to the said William Story his heirs and assigns to his and their use and behoof forever. And we do covenant with the said William Story his heirs & assigns that we are lawfully seized in fee of the aforegranted premises, that they are free of all incumbrances, that we have good right to sell and convey the same to the said William Story to hold us aforesaid, and that we will warrant and defend the same premises to the said William Story his heirs and assigns forever against the lawful claims and demands of all persons. In Witness whereof we the said Joseph and Anna have hereunto set our hands and seals this eleventh day of August in the year of our Lord one Thousand eight hundred & nine. Signed sealed and delivd.
In presence of us. Nicholson B. Procter Anna Barns

Essex ss. Mbld. Aug. 16, 1809. Then the above named Joseph and Anna acknowledged the above instrument to be their free act & decd.
Before me Ralph H. French Just. Peace.

Essex ss. Recd. August 17, 1809 recorded & examined by Amos Choate Regr.

# ED 213:187 September 17, 1817

## William Story
## To Stephen White et Al.

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Know all Men by these Presents, That I William Story of Marblehead in the County of Essex and Commonwealth of Massachusetts Merchant in consideration of ten dollars to me in hand paid by Stephen White and William Fettyplace of Salem in said County Merchants and to secure to them and each of them respectively the payment of the sums and demands hereinafter mentioned the receipt whereof I do hereby acknowledge, do hereby give grant sell and convey unto the said Stephen White and William Fettyplace and their heirs and assigns forever the following parcels of real estate situated in Marblehead aforesaid in a certain messuage and dwelling house with the appurtenances situate on the main street and bounded northwesterly on said main Street fifty six feet northeasterly on land lately or now owned by the heirs of John Pedrick deceased one hundred and sixty nine feet southeasterly on land now or lately of the heirs of Messrs. Glover and One fifty six feet and southwesterly on land now or lately of Messr. Harris and Martin being the same parcel of land which I purchased of Joseph Swett and others by deed the 4th of October A.D. 1804. Also the one moiety of a certain building called the Salt Store with the moiety of the wharf rocks and land to the same Store belonging situate near the new wharf so called being the same piece of real estate which I purchased of Joseph Procter and Anna his wife by deed dated the 11 th day of August A.D. 1809 and bounded as in the same deed is particularly described together with all the privileges and appurtenances to all and singular the above granted premises belonging. To have and to hold the aforegranted premises to the Said Stephen White and William Fettyplace and their heirs and assigns to their use and behoof forever as tenants in common. And I do covenant with the said Stephen and William Fettyplace and their heirs and assigns, to their use and behoof forever as tenants in common. And I do covenant with the said Stephen and William Fettyplace their heirs and assigns, that I am lawfully seized in fee of the aforegranted premises; that they are free of all incumbrances, that I have good right to sell and convey the same to the said Stephen and William Fettyplace to hold as aforesaid. And that I will warrant and defend the same premises to the said Stephen and William Fettyplace and their heirs and assigns forever, against the lawful claims and demands of all persons. Provided Nevertheless That if the said William Story his heirs executors or administrators pay to said Stephen White and William Fettyplace or their heirs executors administrators or assigns all and every sum and sums of money which shall be paid by the said Stephen and William or either of them upon any bill or bills of exchange which have been or shall be drawn upon them or either of them in virtue of a letter of credit dated the thirteenth day of February last past or of any other letter of credit signed by the said Stephen White and William Fettyplace and authorizing the said William Story to draw such bill or bills of exchange on them, and shall also pay to the said Stephen the full amount of a certain promissory note dated the twenty eighth day of July A.D. 1811 and given by said William Story for the sum of three hundred and seventeen dollars and fifty seven cents payable to the said Stephen on order or demand with interest until paid and shall also pay to the said Stephen a certain other promissory note of the same date and for the like sum given by the said William Story and payable to Joseph White junior or order or demand which last note is now held by said Stephen as endorser, thereof in trust for the estate of said Joseph Then this deed shall be utterly void, otherwise it shall be and remain in full force and virtue. And Betsey wife of the said William in consideration of the premises and of one dollar to her paid by said Stephen White and William Fettyplace the receipt whereof she doth hereby acknowledge, doth hereby release and forever quit claim unto them their heirs and assigns all right of dower and power o thirds in and to the aforegranted premises. IN WITNESS whereof the said William and Betsey have hereunto set their hands and seals this seventeenth day of September A.D. one thousand eight hundred and seventeen.

Signed sealed and delivered in presence of us – Richard Homan junior, Nathan Bowen

Essex ss Recd. September 18, 1817 – 30 minutes past 10 O'clock A.M. recorded and examined by Amos Choate Reg.

# ED 222:245 April 26, 1820

## William Story To
## Stephen White, et al.

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To all Persons I William Story of Marblehead in the County of Essex, Merchant.

Whereas my wife Betsy Story as my attorney and by my authority did by deed dated the seventeenth day of September A.D. one thousand eight hundred and seventeen and recorded in the Registry of Deeds of said County Book 213 Leaf 137 grant and convey unto Stephen White and William Fettyplace of Salem in the same County Merchants for the consideration therein named to have and to hold to them and their heirs and assigns and in mortgage certain parcels of estate belonging to me and situate in said Marblehead as security for certain sums of money in the condition of said deed mentioned all which will more fully appear by said deed reference thereto being had and whereas the said Stephen White and William Fettyplace have accepted and paid the following bills of exchange drawn on them by me being the bills referred to in the same deed and intended to be comprehended in the condition Thereof, viz., a certain bill of exchange dated at Lawre? The 21 day of August 1818 in favour of Hottingeur & Co. at sixty days sight for Four thousand dollars, also a certain other bill of exchange dated the 22 day of August 1818 in favour of Wills Williams and Green at sixty days sight for one hundred and eighty one dollars and fifty four cents. And whereas the above sums together with certain promissory notes in the condition of the same deed mentioned all of which yet remain due from me and unpaid greatly exceed the value of the estates conveyed and granted in mortgage to them by the deed aforesaid and it is my wish to convey to them the equity of redemption in the same estates so as to extinguish the same and to save the trouble and expence of a legal foreclosure and suit of the same and that they may be enabled to sell the same estates for cash as soon as may be conveniently done on their own sole account and in fulfillment of the condition of said mortgage. NOW Know ye that in consideration of the premises and of the sum of one dollar to me in hand paid the receipt whereof I do hereby acknowledge I the said William Story do hereby grant release and convey unto the said Stephen White and William Fettyplace and their heirs and assigns all my right title interest and estate of every name and nature at law or in equity in and to the estates described and granted to them in and by the deed above mentioned and the appurtenances thereof. TO HAVD AND TO HOLD the same to the said Stephen White and William Fettyplace and their heirs and assigns, that I am lawfully seized and possessed of the above granted and released premises, that I have good right and title to convey the same in manner above mentioned and that I will warrant and defend the same to them and their heirs and assigns against the lawful claims of all persons whatsoever. And I, Betsy wife of the said William Story do hereby in consideration of one dollar to me paid the receipt whereof I do hereby acknowledge release to the said Stephen White and William Fettyplace and their heirs and assigns all my right of dower and thirds in and to the premises mentioned in the said deed first above mentioned and whereof the equity of redemption has been herein released by my husband the said William Story. IN TESTIMONY whereof we the said William and Betsy Story have hereunto set our hands and seals this twenty sixth day of April A.D. one thousand eight hundred and twenty.

**ED ????????** **ca. ???**
**Unrecorded Deed**

## Messrs. White and Fettyplace to Capt. Leavitt Kingsbury

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LEAVITT KINGSBURY holds just until 1826

# ED 244:2 April 15, 1826

## Jesse Blandchard et all Trustees
## To Nicholson Broughton

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Know all Men by these presents, That we Jesse Blanchard, Richard Homan and Nicholson Broughton of Marblehead in the County of Essex State of Massachusetts, merchants**, assignees of all and singular the goods and estate of Levett Kingsbury of Marblehead merchant, in special trust for his creditors who have become parties to said assignment**, being duly authorized by Said instrument of assignment to sell and convert into money at public or private sale, all the real and personal estate of the aforesaid Leavitt Kingsbury for the purpose of trust aforesaid, in consideration of the sum of one hundred and twenty dollars to us paid by Nicholson Broughton of Marblehead aforesaid, merchant, the receipt whereof we do hereby acknowledge , do give, grant, sell and convey hereunto the said Nicholson Broughton a certain building called the salt store together with the wharf rocks and land thereunto belonging, situate near the new wharf so called in said Marblehead and bounded in the whole, viz, beginning at the southern corner of the said wharf and land thence running a northwesterly course bounded partly by water and partly by Brimblecom's Fish yard to a westerly course bounded partly by water and partly by Brimblecom's Fish yard to a rock marked B.B. thence, running S.E. by E nineteen feet to the S.E. of Samuel Collyer's fish yard to a rock marked S. H. thence running E.N.E. sixteen feet to a bound marked H.B. thence running south S.E. into the harbour bounded on Collyer's land thence running S.W. to the point first mentioned and bounding on the Harbour together with the privileges and appurtenances thereto belonging. To have and to hold the granted premises with the appurtenances to the said Nicholson Broughton his heirs & assignes to their use and behoof forever. And we the said Blanchard, Homan, and Broughton Assignes for creditors heirs, executors and administrators, do hereby covenant with the said N. Broughton his heirs and assigns that we are lawfully seized in fee of the premises, that they are free of all incumbrances; that we have good right to sell and convey the same to the said Broughton and that we will and our heirs, executors and administrators shall, warrant and defend the same to the said Broughton his heirs and assigns forever, against the lawful claims and demands of any persons. And I Hannah Kingsbury wife of the said Leavitt Kingsbury hereby relinquish my right of dower in the premises. In witness where we the said Jesse Richard & Nicholson have hereunto set our hands and seals this Fifteenth day of April in the year of our Lord one thousand eight hundred and Twenty Six (1826). Signed, sealed and delivered.

Jesse Blanchard
Richard Homan
Nicholson Broughton
Hannah Kingsbury

Essex ss. Received February 14, 1827. – recorded and examined by Amos Choate Regs.

**ED 244:2** **February 12, 1827**

## William Hooper
## To
## Nancy H. Broughton/wife of Nicholson Broughton

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Know all Men by these Presents, that I William Hooper of Marblehead in the County of Essex merchant in consideration of Two hundred and ninety dollars paid me by Nicholson Broughton of said Marblehead and Nancy H. Broughton his wife the receipt whereof I do hereby acknowledge, do hereby give, grant, sell and convey unto the said Nancy H. Broughton her heirs and assigns forever, all that my undivided one moiety of a parcel of Fish fence land late of Benjamin Hines decd. And situate in said Marblehead, and near to second Cove, so called, bounded southwesterly by land of George Tucker deceased, southeasterly by Marblehead harbour, northeasterly by land of Oliver and others, northerly by Highway, and extends from said Highway to Marblehead Harbour aforesaid, with all the Buildings Fish Flakes and appurtenances thereon; or however otherwise the premises are bounded, meted and described, with all the privileges thereto belonging and appertaining T O HAVE AND TO HOLD the aforegranted premises to the said Nancy H. Broughton her heirs and assigns, to her and their use and behoof forever. And I for myself and my heirs executors and administrators, do covenant with the said Nancy H. Broughton her heirs and assigns, that I am lawfully seized in fee of the aforegranted premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said Nancy H. Broughton to hold in manner aforesaid. And that I for myself & my heirs, executors, and administrators, will warrant and defend the same premises to the said Nancy H. Broughton her heirs and assigns forever, against the lawful claims and demands of any persons. IN WITNESS whereof I the said William Hooper have hereunto set my ands and seal this twelfth day of February in the year of our Lord one thousand eight hundred and twenty seven.

Signed, sealed and delivered. William Hooper

*[this is not THE site, but may adjoin it]*

**ED 251:285** **February 18, 1829**

# Nicholson Broughton
# To
# Susan Glover Broughton

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Know all Men by these Presents that I Nicholson Broughton of Marblehead in the County of Essex and State of Massachusetts merchant, in consideration of Five thousand five hundred dollars to me paid by Susan G. Broughton of said Marblehead a minor by her guardian Nicholson Broughton, the receipt whereof I do hereby acknowledge do hereby give grant sell and convey unto her the said Susan the following described parcels of real estate to wit a certain lot of land with the dwelling house and all others buildings thereon, situate in Marblehead aforesaid, and bounded Southerly on the highway or Academy lane, Westerly on land of Benj. T. Reed, Northerly on land of Revd. John Bartlett, and easterly on land of the heirs of Cowell deceased, with all the privileges and appurtenances, the same having been conveyed to me by Abigail Fosdick in one deed of 24th October 1825 recorded in the Registry of Deeds for said County in Book 241 leaf 71. ALSO one other certain parcel of land with the wharf and building thereto belonging situate in said Marblehead, and bounded Southeasterly by Marblehead harbour, Southwesterly by land of Quiner, Northwesterly by land of Tucker and Reed, and Northeasterly by land of Francis Hackler, the premises being the same as conveyed to me in three deeds by assignees of Leavitt Kingsbury's estate Nicholas Tucker and Nicholas Quiner and wife. ALSO one other piece or parcel of land with the buildings and flakes thereon situate on the Great Neck so called in said Marblehead, bounded Westerly, Southerly, and Easterly by the stone wall as it now stands, and Northerly on Marblehead harbour, the premises being the same which were conveyed to me by William Hooper in one deed of 20 June 1826 and recorded in the Registry of Deeds for said County Book 242 leaf 138. TO HAVE AND TO HOLD all the above granted premises with the appurtenances to the said Susan her heirs and assigns to ___ their use and benefit forever, and I the said Nicholson for myself my heirs executors and administrator do hereby covenant with the said Susan her heirs and assigns, that I am lawfully seized in fee of all the above described premises, that they are free of all incumbrances, that I have good right to sell and convey the same to the said Susan, and that I will and my heirs executors and administrators shall warrant and defend the same to the said Susan her heirs and assigns forever against the lawful claims and demands of any persons. IN WITNESS whereof I the said Nicholson, together with Nancy my wife who hereby relinquishes all right of dower in and to the said premises, have hereunto set our hands and seal his eighteenth day of February in the year of our Lord one thousand eight hundred and twenty nine.

**ED 346:226** **February 21, 1843**

# Broughton bankruptcy Assigne (Samuel Bowden Jr.) To Susan Glover Broughton

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WHEREAS, Nicholson Broughton of Marblehead in the County of Essex and Commonwealth of Massachusetts was upon petition filed the 11th day of July A.D. 1843 declared Bankrupt pursuant to the act of Congress hereinafter mentioned, and by virtue of a Decree of Bankruptcy, of which the following is a copy, to wit:

District Court of the United States, Massachusetts District in Bankruptcy. October 4th, 1842. Upon the petition of Nicholson Broughton of Marblehead in said District of Massachusetts, filed on the eleventh day of July last past, praying to be declared a Bankrupt, and there being satisfactory proof that due publication of notice has been made to all persons to appear in Court and show cause why the prayer of the said petitioner should not be granted, and no sufficient cause being shown, it is ordered and decreed by the Court that the said Nicholson Broughton be and he is hereby declared and decreed a Bankrupt pursuant to the Act of Congress entitled "An Act to Establish a Uniform system of Bankruptcy throughout the United States," passed August 19th, 1841." AND WHEREAS, Samuel Bowden Jr. of Marblehead in the County of Essex and State of Massachusetts does subsequently appointed Assignee of the estate of said Bankrupt, pursuant to the said Act of Congress, and by virtue of an Order of said Court, as follows, to wit. District Court of the United States, Massachusetts District, In Bankruptcy October 25, 1842, In the matter of Nicholson Broughton who has be a decree of this Court been declared a bankrupt, it as ordered that Samuel Bowden Jr. of Marblehead in the County of Essex in the said District of Massachusetts be and he is hereby appointed Assignee of the Estate of the said Nicholson Broughton and it is further ordered that the said Samuel Bowden give security in a bond to the United States, with two sufficient securities to be approved by the Court, in the sum of five thousand dollars conditioned for the due and faithful discharge of all his duties as such Assignee (and also as Assignee of each and every other Estate of any Bankrupt of which he shall be appointed the Assignee by order of said Court, under and by virtue of an Act of Congress, entitled "An Act to establish a uniform system of Bankruptcy Throughout the United States Issued the 19th day of August, A.D. 1841") and his compliance with the orders and directions of the Court "AND WHEREAS the said Assignee, so appointed, has complied with the conditions of said order and given the bond required thereby: and the said Court afterwards, on the 24th day of January A.D. 1843 upon the petition of said Assignee duly presented and heard, did thereupon further order that the said Assignee be authorized and allowed to sell the Estate (herein after described,) as prayed for in said Petition, upon the terms following for cash at publick auction giving public notice of the time and place of sale by publication thereof twice in the Salem Register the first publication to be fourteen days at least, before the said sale and upon such sale and compliance of the purchaser or purchasers with the terms thereof to execute suitable deeds or other instruments of conveyance to the purchaser or purchasers in due form of law &etc. AND WHEREAS, the said Assignee, having given due notice of the time and place of sale agreeably to the directions of said Court: to wit-in the Essex Register as within named did, at Marblehead on the eighteenth day of February A.D. 1843 pursuant to said Order and Notice, sell, at Publick Auction, to Susan G. Broughton of said Marblehead single woman all the right title and interest that said Bankrupt had at the time of the filing of said Petition for a Decree of Bankruptcy in said Court and at the time of said decree in and to the Estate hereinafter described: the same giving been struck off to said Susan G. Broughton for the sum of Thirty dollars she being the highest bidder and the purchaser thereof. NOW THEREFOR KNOW ALL MEN by these presents That I Samuel Bowden Jr. Assignee as a foresaid, in consideration of the said sum of thirty dollars paid to me by

the said purchaser, (the receipt of which is hereby acknowledge) and of the compliance of said purchaser with the terms of the said sale, and by virtue of the power and authority of aforesaid, do hereby grant, sell and convey, unto the said Susan G. Broughton her heirs and assigns, all the right, title and interest, that said Nicholson Broughton had at the time of the filing of this petition and the Decree of Bankruptcy aforesaid, and all the right, title and interest, that I now have as Assignee of said Bankrupt in and to he following described Estate and premises, and any part, share or parcel thereof, namely:----

The piece of land in said Marblehead, bounded southeasterly on a way leading to Broughton's Wharf so called, southeasterly on a parcel of land belonging to S. G. Broughton, northeasterly on land of Nicholas Tucker, and Northwesterly on land of he heirs of Benjamin Smith.

TO HAVE AND TO HOLD the above granted premises and Estate and the privileges and appurtenances of every kind thereunto belonging to the said Susan G. Broughton her Heirs and assigns to their use forever, and I the said Assignee do covenant with the said Susan G. Broughton that in advertising and making said sale I have observed and complied with all the requisitions and directions contained in said order of sale. IN WITNESS WHEREOF I the said Samuel Bowden Jr. Assignee, as aforesaid have hereunto set my hand and seal this twenty first day of February in the year of our Lord eighteen hundred and forty three.

Signed Sealed and Delivered. William Fabens Justice of the Peace. Essex

**ED 346:227** **August 5, 1844**

# John Knight & wife
# To
# Nancy H. Broughton

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KNOW ALL MEN BY THESE PRESENTS, That I John Knight 3d of Marblehead in the County of Essex Shoreman and Susan G. Knight my wife, in her right in consideration of Five Hundred Dollars to us paid by Nancy H. Broughton, wife of Nicholson Broughton of said Marblehead Merchant the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said Nancy H. Broughton and heirs and assigns, forever, _____All that the Northeasterly one third part of that piece of Real Estate known by the name of the Broughton Wharf, together with all the land and Rocks belonging to said one third part thereof and the two story store or Building standing on said Northeasterly one third part of said wharf and all the privileges and appurtenances and fixtures belonging or appertaining to the same. Said Wharf is situated by a way or road leading from Front Street to the same in said Marblehead and the one third part of the same which we mean to convey by this deed is bounded and described as follows.
Beginning at land of Nicholas Tucker and running thence southeasterly by land of the wharf of Nathaniel Adams formerly Blacklers to the Harbour one hundred and four feet thence running Southwesterly by the Harbour to other parts of said wharf and there measures ninety feet: thence running northwesterly by land on rocks of other parts of said Wharf to land of Bowler and there measures one hundred sixty one feet thence running Northwesterly by said land of Bowler to the southwesterly margin of the road leading, to said wharf and there measures fifty four feet thence running Northwesterly by said Southwesterly margin, of said Road and said land of Bowler thirty five feet thence running Northeasterly crossing said road and by the Southeasterly bounds of land formerly of Smith to land of Tucker and there measures twenty six feet, thence southeasterly by said land of Tucker thirty eight feet thence northeasterly by said land of Tucker to the bounds first begun at and there measures twenty six feet and six inches. Also the free use in common to and through the said Road or way leading to said wharf the premises being subject to the right of a twelve feet way through said road and by the southeasterly bound of said land of Bowler to the Barn & Estate of William D. Johnson, Southwesterly of said premises, or however otherwise said one third part of Wharf and Rocks may be measured, bounded or described, but reserving also to ourselves the free use of a right of way from said road so as aforesaid leading from Front Street to said Wharf, to the hill or head and land in rear of the same said premises being subject to a six feet passageway (if any) from said Wharf of Adams, to land of Tucker aforesaid.

TO HAVE AND TO HOLD The above granted premises, with the privileges and appurtenances thereto belonging, to the said Nancy H. Broughton and her heirs and assigns to her and their use and behoof forever. And I the said John Knight 3d for myself and my heirs, executors and administrators, do hereby covenant with the said Nancy H. Broughton and her heirs assigns that I am lawfully seized in fee of the aforegranted premises, that they are free from all incumbrances, That I have a good right to sell and convey the same to the said Nancy H. Broughton and her heirs and assigns forever against the lawful claims and demands of all persons. IN WITNESS WHEREOF we the said John Knight 3d and Susan G. Knight have hereunto set our hands and seals this fifth day of August in the year of our Lord one thousand eight hundred and forty four.

Signed, sealed, and delivered.

**ED 352:3** **January 30, 1845**

# John Knight 3d & Susan G. Knight
# To
# Nancy H. Broughton

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KNOW ALL MEN BY THESE PRESENTS, That I, John Knight 3d. of Marblehead, in the County of Essex State of Massachusetts, Shoreman, and Susan G. Knight my wife in her right in consideration of Fifteen hundred dollars to us paid by Nancy H. Broughton, wife of Nicholson Broughton of said Marblehead merchant the receipt whereof we do hereby acknowledge, do hereby give, grant, sell and convey unto the said Nancy H. Broughton, her heirs and assigns forever

All that Southwesterly two thirds part of Real Estate known by the name of Broughton Wharf together with the store, wharf, rocks and land, Thereto belonging bounded Southeasterly by the Marblehead Harbour. Southwesterly by Land of Henry N. Quiner. Northwesterly by land of Nathaniel Brimblecom partly and partly by land of Bowler. Northeasterly by the other one third part of wharf of land and wharf conveyed by deed August fifth 1844 to said Nancy H. Broughton by us Recorded book 346 leaf 227 in Registry of Deeds Essex ss. This conveyance includes the road way leading from Front Street to said wharf to be subject to the free use of passage through and by the south easterly margin of Bowler's land of a twelve feet passage way to the barn and Estate of William W. Johnson or however otherwise said wharf, land and rocks may be bounded or described. ----

Also a certain piece of land on the neck formerly used as a fish yard by Isaac Collyer deceased; bounded Northeasterly, Southeasterly and Southwesterly by the stone wall as it now stands and Northwesterly by Marblehead Harbour with all the privileges thereto belonging and however otherwise the same may be bounded or described. TO HAVE AND TO HOLD the aforegranted premises to the said Nancy H. Broughton her heirs and assigns to her and their use and behoof forever, And we do covenant with the said Nancy H. Broughton, her heirs, and assigns, that we are lawfully seized in fee of the aforegranted premises that they are free of all inclumbrances, that we have good right to sell and convey the same to the said Nancy H. Broughton. And that we will warrant and defend the same premises to the said Nancy H. Broughton her heirs and assigns, forever against the lawful claims and demands of all persons. IN WITNESS WHEREOF, we the said John Knight 3d and Susan G. Knight my wife have hereunto set our hands and seals this thirtieth day of January in the year of our Lord one thousand eight hundred and forty five.

Signed, sealed and delivered.

**ED 378:198** **February 15, 1847**

# Nicholson Broughton et Ux.
# To
# Marblehead Grand Bank

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KNOW ALL MEN BY THESE PRESENTS: That we Nicholson Broughton of Boston in the County of Suffolk State of Massachusetts, and Nancy H. Broughton my wife in her right In the County of, in consideration of five hundred dollars paid by the President Directors & Co. of the Grand Bank of Marblehead, State aforesaid, the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said President Directors and Co. and their successors and assigns. ---

A certain building called the Salt Store together with the wharf in front and the land and rocks under and adjoining the same situate in Marblehead aforesaid bounded as follows, beginning at a point twenty feet from the South west end of said Salt Store and running Southeasterly on a line parallel with said South West end, twenty feet distant and by the land recently conveyed by us to William W. Johnson to the harbour, thence Northeasterly to the harbour and along the wharf about sixty seven feet four inches, thence Northwest in a strait line to pass three feet distant and parallel with the North east end of said store and measures sixty seven feet, thence running Southwesterly in a line parallel with the North West side of said Store about twenty feet distant to reach the land lately sold Johnson and measures about forty eight feet, thence Southerly to the point of beginning with the privilege of the road leading to the sail loft on the N. West side and also a cart privilege leading from the Main Street to reach the western part of Broughton Wharf in front of said store now convey. TO HAVE AND TO HOLD the above granted premises, with the privileges and appurtenances thereto belonging to the said President Directors & Co. their successors and assigns to their use and behoof forever. And we the said Nicholson and Nancy H. Broughton for ourselves and our heirs executors and administrators, do covenant with the said President & Co. their successors and assigns that we are lawfully seized in fee of the aforegranted premises that they are free from all encumbrances, that we have good right to sell and convey the same to the said president & Directors & Co. as aforesaid, and that we, will and our heirs, executors and administrators shall, Warrant and defend the same to the said president Directors & Co. their successors and assigns forever, against the lawful claims and demands of all persons. Provided Nevertheless that if the said N. Broughton, his heirs executors or administrators shall pay unto the said President Directors & Co. their Successors assigns the said sum of five hundred dollars in one year from the fifteenth of February *[inst?]* with interest on said sum at the rate of six percent per annum, payable in advance semi-annually, then this deed, as also a certain promissory note bearing even date with these presents signed by the said N. Broughton, whereby he promises to pay to the said president, Directors & Co. the said sum and interest at the time aforesaid, shall be absolutely void to all intents and purposes.

IN WITNESS WHEREOF the said N. Broughton and Nancy H. Broughton my wife have hereunto set our hands and seals this fifteenth day of February in the year of our Lord one thousand eight hundred and forty seven.

Signed, sealed and delivered.

***(DISCHARGED – See Book 679 Leaf 211)***

**ED 390:212** **November 12, 1847**

## Nicholson Broughton et Ux.
## To William Fabens et al.
*(wharf)*

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KNOW ALL MEN BY THESE PRESENTS: That I Nicholson Broughton of Boston, County of Suffolk and State of Massachusetts and Nancy H. Broughton my wife in her right in consideration of one thousand dollars paid by William Fabens Esq. and Joseph R. Bassett, Trader of Marblehead, County of Essex, State aforesaid, the receipt whereof we do hereby acknowledge, do hereby give, grant, sell and convey unto the said William and Joseph F. ---
A certain building called the Salt Store with the land, rocks, and wharf under and adjoining the same, situated in Marblehead aforesaid, bounded and described as follows: Beginning at a point twenty feet distance Southwest from the West corner of said Store, and running Southeasterly by land recently sold W.W. Johnson, and in a line parallel with and at a distance of twenty feet from the Southwest end of said Store, to the harbour, thence Northeasterly by the harbour on the front of said wharf to the N.E. part of Stone wharf and measuring about sixty eight feet, thence N.W. in a line parallel with the N.E. end of said Store, three feet distant about sixty feet, thence in a line parallel with the N.W. part of store twenty feet distant there from to land lately sold said W. W. Johnson about forty four feet Southwesterly, thence Southerly to the point of beginning. Being the same premises mortgaged to the Grand Bank and is now sold subject to said mortgage as a part of the above consideration, together with the use and privilege of the road from front Street (leading to my wharf lately sold to Samuel Martin Jr.) to said Salt Store and wharf aforesaid. – Also the use and privilege of the thirteen feet way from said road by the S. East part of Bowlers land and the N. East part of Johnsons land to the N. West part of said Store usually called the road leading to the sail loft in said store; To have and to hold, the aforegranted premises, to the said Wm Fabens & Jos. R. Bassett, their heirs and assigns, to their use and behoof forever. And we do covenant with the said William and Joseph R. their heirs and assigns, that we are lawfully seized in fee of the aforegranted premises, that they are free of all incumbrances; except the aforesaid mortgage to the Grand Bank for five hundred dollars, that we have good right to sell and convey the same to the said Fabens & Bassett in the manner aforesaid. And that we will warrant and defend the same premises to the said Wm Fabens & Jos. R. Bassett, their heirs and assigns forever, against the lawful claims and demands of all persons. IN WITNESS WHEREOF, we the said Nicholson and Nancy H. have hereunto set our hands and seals this twelfth day of November in the year of our Lord one thousand eight hundred and forty seven. N. Broughton Nancy H. Broughton

Signed sealed and delivered in presence of us - James Gregory-N.H. Broughton

(Also sold to Fabens 7 Bassett “a certain dwelling house and land on Pleasant Street”)

**ED 455:251** **January 14, 1852**

# William Fabens et al
# To
# Eleazer Graves

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Know all men by these presents, that we, William Fabens Esq. and Joseph R. Bassett trader, both of Marblehead in the County of Essex, in consideration of two hundred dollars to me paid by Eleazer Graves, of said Marblehead Sailmaker and Philip E. Graves, of said Marblehead Sailmaker, the receipt whereof is hereby acknowledged do hereby give grant bargain, sell and convey unto the said Eleazer & Philip E. graves, their heirs and assigns forever a certain building called the salt store together with the wharf in front and the land and rocks under adjoining the same situate in Marblehead and described in a certain deed from Nicholson Broughton and wife to President Directors and Co. of Grand Bank recorded Book 378 and Leaf 198 in the Essex Registry of deeds, which deed reference may be had for a more particular description of said premises. To have and to hold the above granted premises with all the privileges and appurtenances thereto belonging to said Eleazer & Philip E. their heirs and assigns to their use and behoof forever. And we the said Fabens and Bassett for ourselves and our heirs executors and administrators, do covenant with the said Eleazer & Philip E. their heirs and assigns that we are lawfully seized in fee simple of the aforegranted premises that they are free from all incumbrances except a mortgage to said Grand Bank of five hundred dollars, which said Graves is to pay. That we have good right to sell and convey the same to the said Philip & Eleazer their heirs and assigns forever as aforesaid, and that we will and our heirs, executors, and administrators shall warrant and defend the same to the said Eleazer and Philip E. their heirs and assigns forever, against the lawful claims and demands of all persons. In witness whereof we the said William Fabens and Joseph R. Bassett and Lucretia S. wife of said William and Sally wife of said Joseph R. who hereby relinquishes all title to dower in said premises have hereunto set our hands and seals this fourteenth day of January in the year of our Lord one thousand eight hundred and fifty two - Sealed, signed, and delivered. William Fabens – Lucretia L. Fabens – J. R. Bassett – Sally Bassett.

**ED 719:19** **February 2, 1867**

# Eleazer Graves
# To
# Philip E. Graves

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Know all men by these Presents, that I Eleazer Graves of Marblehead in the County of Essex in consideration of Two hundred and fifty dollars to me paid by Philip E. Graves of said Marblehead sail maker the receipt where of is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said Philip E. Graves his heirs and assigns forever one half of a certain building called the Salt Store together with one half the wharf in part and the land and the rocks under and adjoining the same situate in Marblehead and described in a certain deed from Nicholson Broughton and wife to President directors and Co. of Grand Bank Recorded Book 378 and Leaf 198 in the Essex Registry of deeds to which deed reference may be had for a more particular description of said premises. To have and to hold the above granted premises, with the privileges and appurtenances thereto belonging to the said Philip E. Graves his heirs and assigns to his use and behoof forever. And I the said Eleazer Graves for myself and my heirs, executors and administrators, do covenant with the said Philip E. Graves his heirs and assigns, that I am lawfully seized in fee of the afore granted premises, that they are free from all encumbrances. That I have good right to sell and convey the same to he said Philip E. Graves of Marblehead as aforesaid; and that I will and my heirs, executors and administrators shall Warrant and Defend the same to the said Philip E. Graves his heirs and assigns forever, against the lawful claims and demands of all persons. In witness where of, I the said Eleazer Graves and Mary wife of said Eleazer who hereby relinquishes all title to dower in said premises have hereunto set our hands and seals this twentieth day of February in the year of our Lord one thousand eight hundred and sixty seven. Eleazer Graves – Miriam L. Graves

**ED 1716:561** **September 15, 1903**

# Philip E. Graves
# To
# Everett Paine

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KNOW ALL MEN BY THESE PRESENTS that I Philip E. Graves of Marblehead in the County of Essex and Commonwealth of Massachusetts in consideration of one dollar and other valuable considerations paid by Everett Paine of said Marblehead the receipt whereof is hereby acknowledged, do hereby give, grant, bargain sell and convey unto the said Everett Paine a certain parcel of land wharf and rocks with the store building thereon commonly called the salt store, situated in said Marblehead bounded beginning at a point twenty feet distant south west from the westerly corner of said store and running southeasterly by land now or formerly of W. W. Johnson and in a line parallel with and at a distance of twenty feet from the south west end of said store to the harbor, thence northeasterly by the harbour on the front of said wharf to the north east part of said wharf and measuring about sixty eight feet thereon, thence northwesterly in a line parallel with the northeast end of said store and three feet distant there from about sixty feet, thence in a line parallel with the northwest part of said store and twenty feet distant there from to land now or formerly of Johnson about forty four feet, thence southerly to the point of beginning. Also the use and privilege of the thirteen feet way leading from Front Street by the southeast part of land late of Bowler and the northeast part of Johnson's land to the northwest part of said store usually called the road leading to the sail loft in said store. Also a right of way leading from said Front Street to the westerly part of wharf late of Broughton now of the Marblehead Transportation Co. to and in front of said salt store. Said premises were conveyed to Eleazer Graves and Philip E. Graves by William Fabens by deed dated January 14, 1852 recorded with Essex Deeds South District **book 455 leaf 251** and said Eleazer Graves conveyed his interest therein to me by deed dated Feby. 20, 1867 recorded with said Registry **book 719 leaf 19**. TO HAVE AND TO HOLD the granted premises with all the privileges and appurtenances thereto belonging to the said Everett Paine and his heirs and assigns, to their own use and behoof forever and I do hereby for myself and my heirs, executors and administrators, covenant with the said grantee and his heirs and assigns that I am lawfully seized in fee simple of the granted premises that they are free from all incumbrances that I have good right to sell and convey the same as aforesaid and that I will and my heirs executors and administrators shall WARRANT AND DEFEND the same to the said grantee and his heirs and assigns forever against the lawful claims and demands of all persons. IN WITNESS WHEREOF I the said Philip E. Graves being unmarried hereunto set my hand and seal this fifteenth day of September in the year one thousand and nine hundred and three.

## ED 1736: 278 April 7, 1904

# Everett Paine To
# Marblehead Transportation Company

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Know all men by these presents that I Everett Paine of Marblehead in the County of Essex and Commonwealth of Massachusetts in consideration of one dollar and other valuable considerations paid by the Marblehead Transportation Company a corporation duly established under the laws of said Commonwealth the receipt whereof is hereby acknowledged, do hereby give grant bargain sell and convey unto the said Marblehead Transportation Company, a certain parcel of land, wharf and rocks with the store building thereon commonly called the salt store, situated in said Marblehead, bounded beginning at a point seventy feet distant southwest from the westerly corner of said store and running south easterly by land now or formerly of W. W. Johnson and in a line parallel with and at a distance of seventy feet from the southwest end of said store to the harbor, thence northeasterly by the harbor on the front of said wharf to the north east part of said wharf and measuring about sixty-eight feet thereon, thence northwesterly on a line parallel with the north east end of said store, and three feet distant there from about sixty feet, thence in a line parallel with the northwest part of said store and twenty feet distant there from is land now or formerly of Johnson about forty four feet, thence southerly to the point of beginning. Also the use and privilege of the thirteen feet way leading from Front Street by the southeast past of land late of Bowler and the northeast part of Johnson's land to the northwest part of said store usually called the road leading to the sail loft in said store. Also a right of way leading from said Front Street to the westerly part of wharf late of Broughton now of the Marblehead Transportation Company to and in front of said salt store. Said premises were conveyed to Eleazer Graves and Philip E. Graves by William Fabens by deed dated January 14, 1852 recorded with Essex Deeds South District Book 455 leaf 251, and said Eleazer Graves conveyed his interest therein is Philip E. Graves by deed dated February 29, 1867 recorded with said registry, Book 719 leaf 19 and said Philip E. Graves conveyed his interest therein to and by deed dated September 15, 1903 recorded with said registry Book 1716, leaf 561. To have and to hold the granted premises with all the privileges and appurtenances thereto belonging to the said Marblehead Transportation Company and its assigns, to its and their own use and behoof forever. And I hereby for myself and my heirs, executors and administrators, covenant with the grantee and its assigns that I am lawfully seized in fee simple of the granted premises , that they are free from all encumbrances. That I have good right to sell and convey the same as aforesaid, and that I will and my heirs, executors and administrators shall warrant and defend the same to the grantee and its assigns forever against the lawful claims and demands of all persons. And for the consideration aforesaid, I, Leonora R. Paine, wife of the said Everett Paine, hereby release unto the grantee and its assigns all right of and to both dower and homestead in the granted premises. In witness whereof , we the said Everett paint and Leonora R. Paine hereunto set our hands and seals this seventh day of April in the year one thousand nine hundred and four.

**BK 3845: 75** **September 8, 1951**

# Mariners Lane Corp.
# To
# The Marblehead Transportation Company

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Mariners Lane Corp., a corporation duly established under the laws of Massachusetts and having its usual place of business at Marblehead, Essex County, Massachusetts, for consideration paid, grants to the Marblehead Transportation Company, a corporation duly established under the laws of Massachusetts and having its usual place of business at said Marblehead, with quitclaim covenants, a parcel of land in said Marblehead bounded and described as follows:

SOUTHEASTERLY - by land of the grantee twenty-two and ninety one-hundredths (22.90) feet and fifty-six and fifteen one-hundredths (56.15) feet;

SOUTHWESTERLY - by land of the grantee five and fifty-two one-hundredths (5.52) feet;

NORTHWESTERLY - by other land of the grantor fifty-five and fifty-one one-hundredths (55.51) feet and twenty-two and ninety-two one-hundredths (22.92) feet.

Containing one hundred and ninety-two (192) square feet of land more or less.

Being the premises shown as Lot A on Plan of Land Surveyed for Mariners Lane Corp. Situated in Marblehead, Mass. August 14, 1951, Bradford & Weed, Civil Engineers, Lynn, Mass. to be recorded herewith.

Reserving to the grantor the right to go upon the premises hereby conveyed for the purpose of maintaining and making repairs to the retaining wall, shown on the aforesaid plan, from time to time.

The consideration for this conveyance is less than $100.

In witness whereof, the said Mariners Lane Corp. has caused its corporate seal to be hereto affixed and these presents to be signed, acknowledged and delivered in its name and behalf by Lou C. Higgins its president hereto duly authorized, this eighth day of September in the year one thousand nine hundred and fifty-one.

I, Allan H. W. Higgins, Clerk of MARINERS LANE CORP., hereby certify that at a meeting of the Board of Directors of said corporation duly called and held on September 12, 1951, at which meeting a majority and quorum of he Directors were present and voting, the foregoing deed dated September 8, 1951 from MARINERS LAND CORP. to THE MARBLEHEAD TRANSPORTATION COMPANY was presented to the meeting and thereupon, upon motion duly made and seconded, it was unanimously

> VOTED: That the action of Lou C. Higgins, the President, in signing, sealing, acknowledging and delivering on behalf of this corporation, a deed dated September 8, 1951, conveying to THE MARBLEHEAD TRANSPORTATION COMPANY a parcel of land in Marblehead, Mass. August 14, 1951, Bradford & Weed, Civil Engineers, Lynn, Mass., subject to certain rights and easements reserved, is hereby approved, ratified and confirmed.

Essex ss. Recorded Sept. 17, 1951.

# ED 3845: 73 September 11, 1951

## Marblehead Transportation Company
## TO
## Mariners Lane Corp.

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The Marblehead Transportation, a corporation duly established under the laws of Massachusetts and having its usual place of business at Marblehead Essex County, Massachusetts, for consideration paid, grants to Mariners lane Corp., a corporation duly established under the laws of Massachusetts and having its usual place of business at said Marblehead, with quitclaim covenants, a parcel of land in said Marblehead bounded and described as follows:

NORTHWESTERLY by land of the grantee ten and thirty-eight one-hundredths (10.38) feet;

NORTHWESTERLY but more Northerly by land of the grantee forty-four (44) feet;

SOUTHEASTERLY by other land of the grantor twenty-eight (28) feet;

SOUTHEASTERLY but more Easterly by other land of the grantor seven and seven one-hundredths (7.07) feet;

SOUTHEASTERLY but more Southerly by other land of the grantor eighteen and seventy-nine one-hundredths (18.79) feet.

Containing one hundred and fifty-three (153) square feet of land more or less.

Being the premises shown as Lot B on Plan of land surveyed for Mariners Lane Corp. Situated in Marblehead, Mass. August 14, 1951, Bradford & Weed, Civil Engineers, Lynn, Mass. To be recorded herewith.

Together with the right to go upon the land of the grantor abutting the retaining wall shown on the aforesaid plan, for the purpose of maintaining and making repairs to said wall from time to time.

Also, together with the right to construct, use, maintain and repair two catch basins on the Westerly side of Ferry Lane, one near the point where the private way of the grantee, known as Mariners lane, enters Ferry Lane and the other near the point where the Easterly corner of the grantee's premises abuts Ferry Lane; the right to use, relay, maintain and repair the existing drainpipe down the Westerly side of Ferry lane from the first such catch basin to the second such catch basin and thence to the harbor; and the right to construct, use, maintain and repair down spouts on any building on said Ferry lane more than 6 inches, with the right to connect said down spout to said drainpipe in Ferry Lane.

The consideration for this conveyance is less than $100.

In witness whereof, the said The Marblehead Transportation Company has caused its corporate seal to be hereto affixed and these presents to be signed, acknowledged and delivered in its name and behalf by Everett P. Walkley its President hereto duly authorized, this Eleventh day of September in the year one thousand nine hundred and fifty-one.

Signed and sealed in presence of Charles L. Boss.

# Bk 3845: 74

## September 11, 1951

I, LEWIS DOANE, Clerk of The Marblehead Transportation Company hereby certify that at a meeting of the Board of Directors of said corporation duly called and held in accordance with law and the by laws of the corporation on September 10, 1951 at which a quorum was present and acting throughout, the following vote was unanimously passed:

VOTED That the president by and hereby is authorized to execute and deliver in the name and behalf of this corporation a deed conveying to Mariners Land Corp. the premises shown as Lot B on a plan of land surveyed for Mariners lane Corp. situated in Marblehead, Mass. Dated August 14, 1951 by Bradford & Weed, Civil Engineers, Lynn, Mass., together with rights to enter the land of this corporation for the purpose of repairing and maintaining a retaining wall and drain pipe and down spouts in or under the land of the corporation was provided in said deed.

I further certify that said vote is still in full force and effect and that Everett P. Walkley is the duly elected and acting president of the Marblehead Transportation Company.

September 12, 1951.

**BOOK 6559 PG 237** **July 12, 1978**

**Certificate/Article of Merger**

## Marblehead Transportation Co., Inc.

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I hereby certify that the records of this office show that Articles of Merger of parent and Subsidiary Corporations were filed here May 8, 1978, pursuant to General Laws of this Commonwealth, Chapter 156B, Section 82, whereby The Marblehead Transportation Company (a Massachusetts corporation) the subsidiary corporation merged into the parent corporation Marblehead Landing Transportation Co., Inc. (a Massachusetts corporation) the surviving corporation to be known as Marblehead landing Transportation Co., Inc. under the laws of Massachusetts.

This certificate is issued in accordance with Chapter 156B, Section 84, of the Massachusetts General Laws.

**BOOK 6559 PG 238** **July 12, 1978**

**Certificate of Incorporation**

# Marblehead Transportation Co., Inc.

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I hereby certify that the records of this office show that Marblehead Landing Transportation Co., Inc. was incorporated under the general laws of this Commonwealth November 4, 1976 and I further certify that by articles of amendment filed here May 8, 1978 the name of said corporation was changed to Marblehead Transportation Co., Inc. and said corporation still has a legal existence.

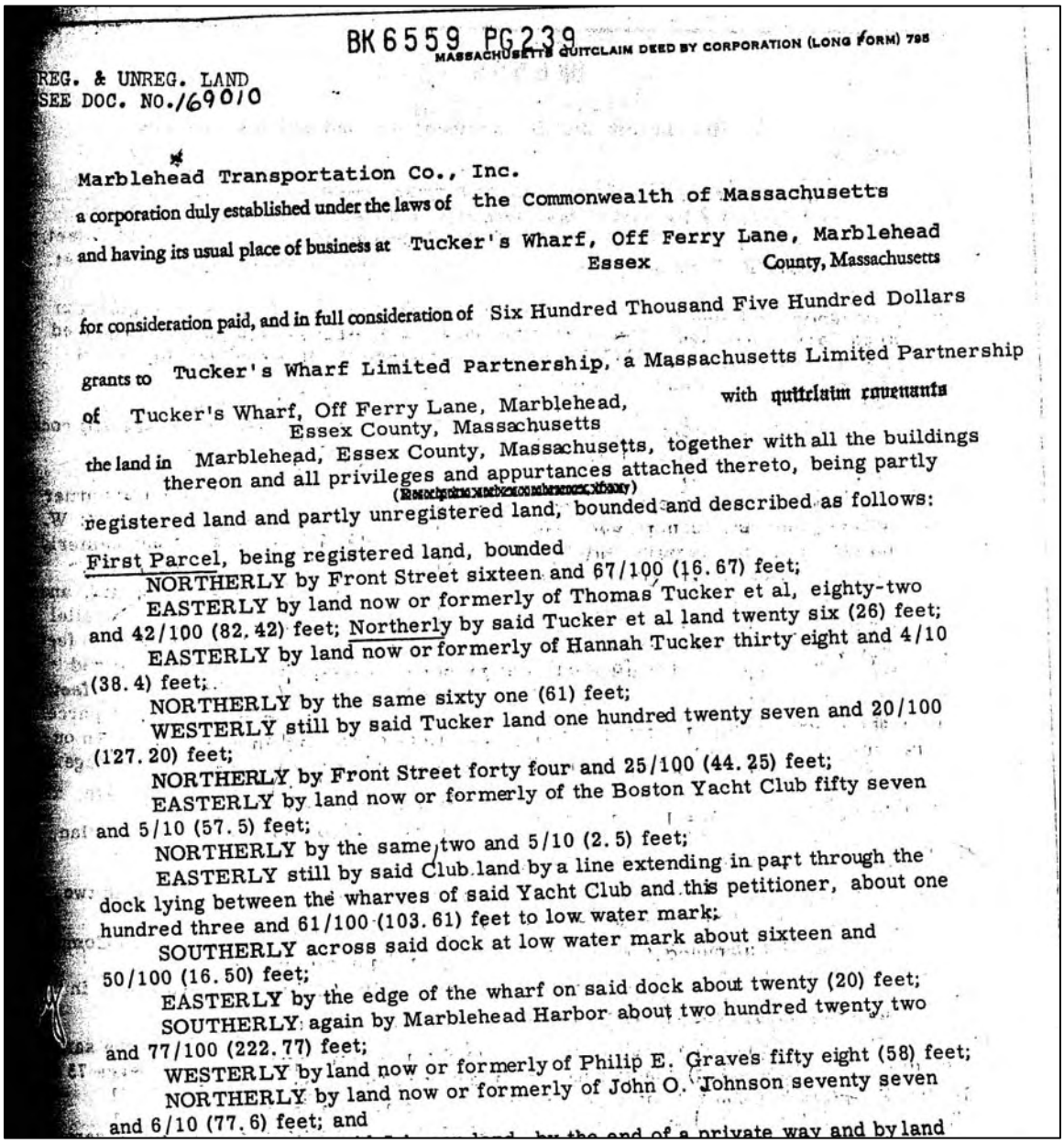
IN TESTIMONY of which, I have hereunto affixed the Great Seal Of the Commonwealth on the date first above written.

Paul Guzzi
Secretary of the Commonwealth

**BK 6559 PG 239** **January 17, 1979**

# The Marblehead Transportation Company
# To
# Tucker's Wharf Limited Partnership

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BK 6559 PG 239

MASSACHUSETTS QUITCLAIM DEED BY CORPORATION (LONG FORM) 795

REG. & UNREG. LAND
SEE DOC. NO. 69010

Marblehead Transportation Co., Inc.

a corporation duly established under the laws of the Commonwealth of Massachusetts

and having its usual place of business at Tucker's Wharf, Off Ferry Lane, Marblehead
Essex County, Massachusetts

for consideration paid, and in full consideration of Six Hundred Thousand Five Hundred Dollars

grants to Tucker's Wharf Limited Partnership, a Massachusetts Limited Partnership

of Tucker's Wharf, Off Ferry Lane, Marblehead, Essex County, Massachusetts with quitclaim covenants

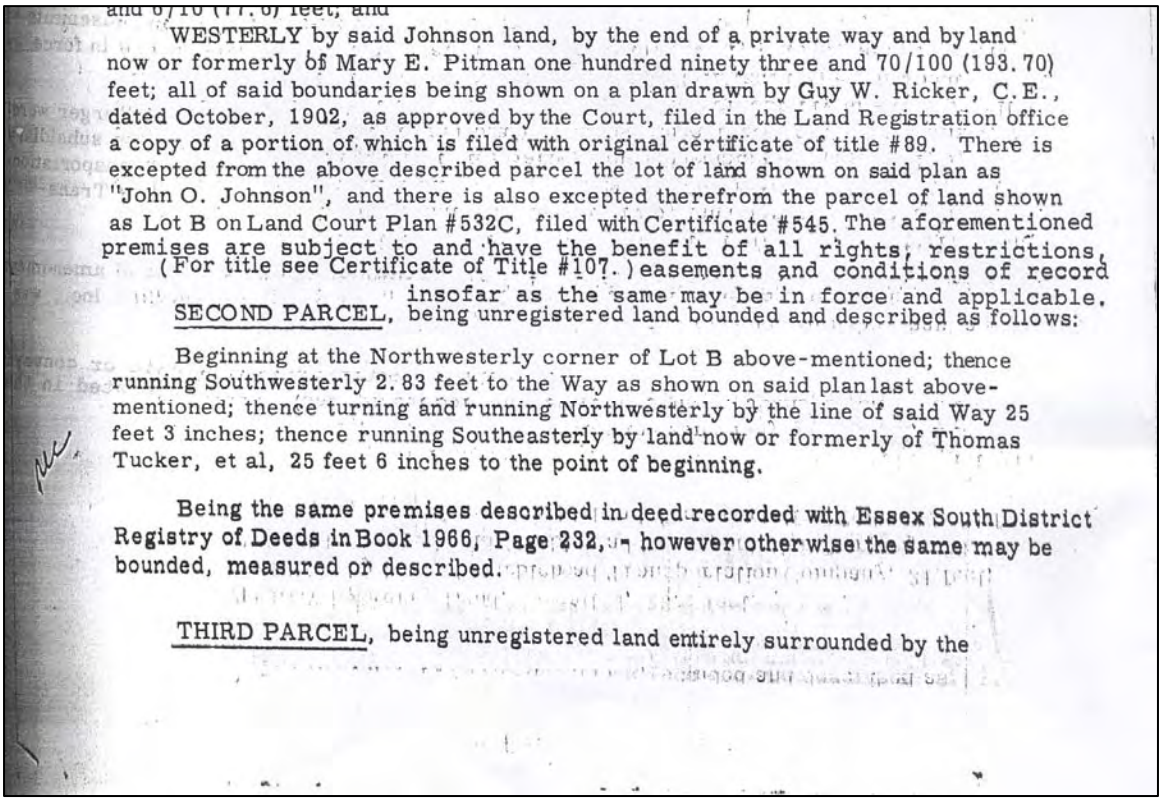
the land in Marblehead, Essex County, Massachusetts, together with all the buildings thereon and all privileges and appurtances attached thereto, being partly

(Recite here exceptions, reservations, easements, restrictions, encumbrances, if any)

registered land and partly unregistered land, bounded and described as follows:

First Parcel, being registered land, bounded
NORTHERLY by Front Street sixteen and 67/100 (16.67) feet;
EASTERLY by land now or formerly of Thomas Tucker et al, eighty-two and 42/100 (82.42) feet; Northerly by said Tucker et al land twenty six (26) feet;
EASTERLY by land now or formerly of Hannah Tucker thirty eight and 4/10 (38.4) feet;
NORTHERLY by the same sixty one (61) feet;
WESTERLY still by said Tucker land one hundred twenty seven and 20/100 (127.20) feet;
NORTHERLY by Front Street forty four and 25/100 (44.25) feet;
EASTERLY by land now or formerly of the Boston Yacht Club fifty seven and 5/10 (57.5) feet;
NORTHERLY by the same two and 5/10 (2.5) feet;
EASTERLY still by said Club land by a line extending in part through the dock lying between the wharves of said Yacht Club and this petitioner, about one hundred three and 61/100 (103.61) feet to low water mark;
SOUTHERLY across said dock at low water mark about sixteen and 50/100 (16.50) feet;
EASTERLY by the edge of the wharf on said dock about twenty (20) feet;
SOUTHERLY again by Marblehead Harbor about two hundred twenty two and 77/100 (222.77) feet;
WESTERLY by land now or formerly of Philip E. Graves fifty eight (58) feet;
NORTHERLY by land now or formerly of John O. Johnson seventy seven and 6/10 (77.6) feet; and
... by the end of a private way and by land

Deed continued on next page



and 6/10 (11.6) feet, and

WESTERLY by said Johnson land, by the end of a private way and by land now or formerly of Mary E. Pitman one hundred ninety three and 70/100 (193.70) feet; all of said boundaries being shown on a plan drawn by Guy W. Ricker, C.E., dated October, 1902, as approved by the Court, filed in the Land Registration office a copy of a portion of which is filed with original certificate of title #89. There is excepted from the above described parcel the lot of land shown on said plan as "John O. Johnson", and there is also excepted therefrom the parcel of land shown as Lot B on Land Court Plan #532C, filed with Certificate #545. The aforementioned premises are subject to and have the benefit of all rights, restrictions, easements and conditions of record insofar as the same may be in force and applicable. (For title see Certificate of Title #107.)

SECOND PARCEL, being unregistered land bounded and described as follows:

Beginning at the Northwesterly corner of Lot B above-mentioned; thence running Southwesterly 2.83 feet to the Way as shown on said plan last above-mentioned; thence turning and running Northwesterly by the line of said Way 25 feet 3 inches; thence running Southeasterly by land now or formerly of Thomas Tucker, et al, 25 feet 6 inches to the point of beginning.

Being the same premises described in deed recorded with Essex South District Registry of Deeds in Book 1966, Page 232, - however otherwise the same may be bounded, measured or described.

THIRD PARCEL, being unregistered land entirely surrounded by the

Deed continued on next page

registered land first herein above-described, bounded and described as follows:

WESTERLY by Ferry Land, so-called, 28.5 feet;
NORTHERLY by land of Marblehead Transportation Company, 21 feet;
EASTERLY by land of said Marblehead Transportation Company, 28.3 feet, and
SOUTHERLY by land of said Marblehead Transportation Company, 21 feet.

Being the same premises described in deed recorded with said Registry in Book 2516, Page 348, - however otherwise the same may be bounded, measured or described. (Said parcel being designated "John O. Johnson" on registered land plan first hereinabove mentioned.

FOURTH PARCEL, being unregistered land together with the wharf and rocks, with the building thereon commonly called the "Salt Store", bounded:

Beginning at a point 20 feet distant Southwesterly from the Westerly corner of said Store and thence running Southeasterly by land now or formerly of W. W. Johnson in a line parallel with and at a distance of 20 feet from the Southwesterly corner or end of said Store to the Harbor; thence running Northeasterly by the Harbor on the front of said wharf to the Northeasterly part of said wharf, and measuring about 68 feet thereon; thence running Northwesterly in a line parallel with the Northeasterly end of said Store and 3 feet distant therefrom about 60 feet; thence running in a line parallel with the Northwesterly part of said store and about 20 feet distant therefrom to land now or formerly of Johnson, about 44 feet; thence Southerly to the point of beginning. Excepting, however, from this parcel that portion thereof conveyed to Mariners Lane Corp. (being Lot B as shown on plan recorded with said Registry in Book 3845, Page 73, and Book 3850, Page 58.)

For title see deed recorded with said Registry in Book 1736, Page 278.

FIFTH PARCEL, being unregistered land, being Lot A as shown on Plan recorded with said Registry in Book 3845, Page 73, bounded:

SOUTHEASTERLY by land of Marblehead Transportation Company in two courses, 22.90 feet and 56.15 feet;
SOUTHWESTERLY by other land of said Marblehead Transportation Company, 5.52 feet; and
NORTHWESTERLY by land now or formerly of Mariners Land Corp. in two courses 55.51 feet and 22.92 feet.

Containing about 192 square feet according to said plan and being the same premises described in deed recorded with said Registry in Book 3845, Page 75 and Book 3850, Page 60.

The above-described parcels of land are subject to rights of way, easements and stipulations of record if any there be so far as the same may be now in force and applicable thereto.

See Certificate of Merger recorded this day certifying that Articles of Merger were filed May 8, 1978, whereby the Marblehead Transportation Company, the subsidiary corporation merged into the parent corporation Marblehead Landing Transportation Co., Inc., the surviving corporation to be known as Marblehead Landing Transportation Co.

See also Certificate recorded this day certifying that by articles of amendment filed May 8, 1978, the name of Marblehead Landing Transportation Co., Inc., was changed to Marblehead Transportation Co., Inc.

The aforementioned conveyance does not represent a sale or conveyance of all or substantially all of the assets of the grantor located in the Commonwealth of Massachusetts.

Deed continued on next page

BK6559 PG241

**In witness whereof,** the said Marblehead Transportation Co., Inc. has caused its corporate seal to be hereto affixed and these presents to be signed, acknowledged and delivered in its name and behalf by John Veasy, Jr. and John H. Blodgett, Jr. its President and Treasurer, respectively hereto duly authorized, this 5th day of July in the year one thousand nine hundred and eight.

Signed and sealed in presence of

Marjorie W. Burke

by John P. Veasy Jr.
John H. Blodgett Jr.

The Commonwealth of Massachusetts

Essex County ss. July 5 1978

Then personally appeared the above named John P. Veasy Jr. and John H. Blodgett Jr.

and acknowledged the foregoing instrument to be the free act and deed of the Marblehead Transportation Co., Inc.

before me

Randolph E. Goodwin
Notary Public - Justice of the Peace

My commission expires

Randolph E. Goodwin
Notary Public
My Commission Expires May 3, 1979

I, Marjorie W. Burke, Clerk of Marblehead Transporation Co., Inc., hereby certify that at a meeting of the stockholders of the company duly called and held in accordance with law and the by-laws of the corporation in Marblehead, Massachusetts, on June 13, 1978 at which a quorum was present and acting throughout, the following vote was passed by the affirmative votes of not less than two-thirds of the issued and outstanding stock of the corporation.

VOTED: that the President and Treasurer be and hereby are authorized in the name and behalf of the Company to execute a deed of the real estate of the Company to Tuckers Wharf Limited Partnership on such terms and conditions as they shall approve, their approval to be evidenced by their execution thereof.

I further certify that John P. Veasy, Jr. and John H. Blodgett, Jr. are respectively the President and Treasurer of the corporation.

Witness my hand and the seal of the Marblehead Transportation Co., Inc., this 5th day of July, 1978.

Marjorie W. Burke
Marjorie W. Burke
Clerk

Deed continued on next page

grants to The National Grand Bank of Marblehead, a corporation duly established by law and located in Marblehead, Essex County, Massachusetts

of

with mortgage covenants, to secure the payment of

----------$100,000.00---------- Dollars

in ------5-------- years with ----------10---------- per cent interest, per annum

payable monthly in installments of $965.03

as provided in a note of even date.

Parcel I - Registered Land

The land with the buildings thereon in Marblehead, Essex County, Massachusetts bounded and described as follows:

NORTHERLY by Front Street 16.67 feet;
EASTERLY by land now or formerly of Thomas Tucker et al, 82.42 feet;
Northerly by said Tucker et al land 26 feet;
EASTERLY by land now or formerly of Hannah Tucker 38.4 feet;
NORTHERLY by said Tucker land 61 feet;
WESTERLY still by said Tucker land 127.20 feet;
NORTHERLY by Front Street 44.25 feet;
EASTERLY by land now of the Town of Marblehead 57.5 feet;
NORTHERLY by said Town of Marblehead land 2.5 feet;
EASTERLY still by said Town of Marblehead land by a line extending in part through the dock lying between the wharves of said Yacht Club and this petitioner, about 103.61 feet to low water mark
SOUTHERLY across said dock at low water mark about 16.50 feet;
EASTERLY by the edge of the wharf on said dock about 20 feet;
SOUTHERLY again by Marblehead Harbor about 222.77 feet;
WESTERLY by land now or formerly of Philip E. Graves 58 feet;
NORTHERLY by land now or formerly of John O. Johnson 77.6 feet; and
WESTERLY by said Johnson land, by the end of a private way and by land now or formerly of Mary E. Pitman 193.70 feet; all of said boundaries being shown on a plan drawn by Guy W. Ricker, C.E., dated October, 190 as approved by the Court, filed in the Land Registration office a copy of a portion of which is filed with original certificate of title #89. There is excepted from the above described parcel the lot of land show on said plan as "John O. Johnson", and there is also excepted therefro the parcel of land shown as Lot B on Land Court Plan #532C, filed with Certificate #545. The aforementioned premises are subject to and have the benefit of all rights, restrictions, easements and conditions of record insofar as the same may be in force and applicable.

Being the same premises noted on Certificate of Title #107 recorded with Essex South District Registry of Deeds.

(CONTINUED)

Deed continued on next page

Parcel II

The land in said Marblehead with the buildings thereon bounded and described as follows: Beginning at the Northwesterly corner of Lot B above-mentioned; thence running Southwesterly 2.83 feet to the Way as shown on said plan last abovementioned; thence turning and running Northwesterly by the line of said Way 25.3 feet; thence running Southeasterly by land now or formerly of Thomas Tucker, et al, 25.6 feet to the point of beginning.

Meaning and intending to convey and hereby conveying the premises described as "SECOND PARCEL" in the deed to the mortgagors herein, to be recorded herewith.

Parcel III

The land in said Marblehead with the buildings thereon, being unregistered land, entirely surrounded by the aforementioned Parcel I, bounded and described as follows:

WESTERLY by Ferry Land, so-called, 28.5 feet;
NORTHERLY by land of Marblehead Transportation Company, 21 feet;
EASTERLY by land of said Marblehead Transportation Company, 28.3 feet,
and
SOUTHERLY by land of said Marblehead Transportation Company, 21 feet.

Subject to and with the benefit of all rights, restrictions and easements of record insofar as the same may be in force and applicable.

Being the same premises described as "THIRD PARCEL" in the deed to the mortgagors herein to be recorded herewith.

Parcel IV

The land in said Marblehead with the buildings thereon, together with the wharf and rocks and the building commonly called the "Salt Store" bounded and described as follows: Beginning at a point 20 feet distant Southwesterly from the Westerly corner of said Store and thence running Southeasterly by land now or formerly of W. W. Johnson in a line parallel with and at a distance of 20 feet from the Southwesterly corner or end of said Store to the Harbor; thence running Northeasterly by the Harbor on the front of said Wharf to the Northeasterly part of said wharf, and measuring about 68 feet thereon; thence running Northwesterly in a line parallel with the Northeasterly end of said Store and 3 feet distant therefrom about 60 feet; thence running in a line parallel with the Northwesterly part of said store and about 20 feet distant therefrom to land now or formerly of Johnson. about 44 feet; thence Southerly to the point of beginning. Excepting, however, from this parcel that portion thereof conveyed to Mariners Lane Corp. (being Lot B as shown on plan recorded with said Registry in Book 3845, Page 73, and Book 3850, Page 58). Also, the right to use Ferry Lane as set forth in deed recorded in Book 1736, Page 279.

Being the same premises conveyed to the mortgagors herein by deed to be recorded herewith.

Deed continued on next page

Parcel V.

BK6559 PG244

The land in said Marblehead with the buildings thereon by Lot A as shown on Plan recorded with said deeds, Book 3845, Page 73, bounded and described as follows:

SOUTHEASTERLY by land of Marblehead Transportation Company in two courses, 22.90 feet and 56.15 feet;
SOUTHWESTERLY by other land of said Marblehead Transportation Company, 5.52 feet; and
NORTHWESTERLY by land now or formerly of Mariners Land Corp. in two courses, 55.51 feet and 22.92.

Containing about 192 square feet according to said plan. Being the same premises conveyed to the mortgagors herein by deed to be recorded herewith.

The above described parcels are subject to and have the benefit of all rights of ways, easements, restrictions and conditions of record insofar as the same may be in force and applicable.

In the event the ownership of the premises shall become vested in a person other than the mortgagors, then the entire balance of the principal hereof shall immediately become due and payable at the option of the holder thereof, but the failure to exercise such option in any case shall not be deemed to be a waiver of the right to exercise such option in the case of any subsequent violation of the aforementioned provisions.

Including as a part of the realty all portable or sectional buildings at any time placed upon said premises and all furnaces, heaters, plumbing, gas and electric fixtures, screens, mantels, shades, awnings, screen doors, storm doors and windows, oil burners, and all other fixtures of whatever kind and nature at present or hereafter installed in or on the granted premises in any manner which renders such articles usable in connection therewith, so far as the same are or may be agreement or parties be made a part of the realty.

In the event that any payment required hereunder shall remain unpaid for a period exceeding 15 days from the time such payments shall be due there shall be due, except as limited by law a charge of three cents on each dollar so overdue.

Deed continued on next page

BK6559 PG245

This mortgage is upon the statutory condition,

for any breach of which the mortgagee shall have the statutory power of sale.

Executed as a sealed instrument this 5th day of January 1979.

John P. Veasy, Jr., General Partner

John H. Blodgett, Jr., General Partner

B. Devereux Barker III, General Partner

The Commonwealth of Massachusetts

Essex ss. January 5 1979.

Then personally appeared the above named

John P. Veasy, Jr.
John H. Blodgett, Jr.
B. Devereux Barker III

and acknowledged the foregoing instrument to be their free act and deed,

Notary Public

My commission expires Nov 30 1985.

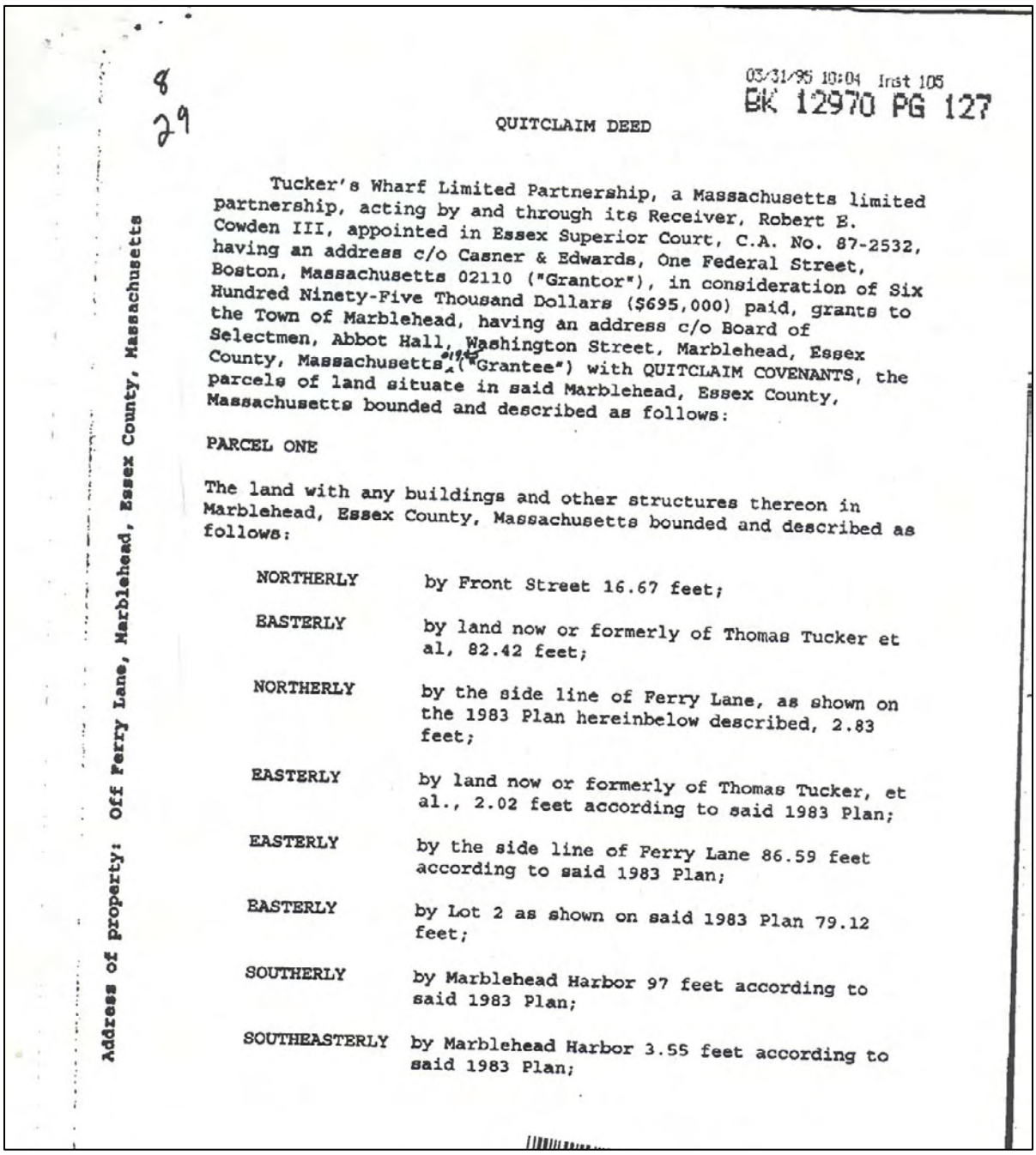
ESSEX SS. RECORDED Jan. 12, 1979 54 M. PAST 12 P M. INST. #161

Deed continued on next page

**BOOK 12970:127** **March 30, 1995**

**Tucker's Wharf Limited Partnership**
**TO**
**Town of Marblehead**

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8
29

03/31/95 10:04 Inst 105
BK 12970 PG 127

QUITCLAIM DEED

Address of property: Off Ferry Lane, Marblehead, Essex County, Massachusetts

Tucker's Wharf Limited Partnership, a Massachusetts limited partnership, acting by and through its Receiver, Robert E. Cowden III, appointed in Essex Superior Court, C.A. No. 87-2532, having an address c/o Casner & Edwards, One Federal Street, Boston, Massachusetts 02110 ("Grantor"), in consideration of Six Hundred Ninety-Five Thousand Dollars ($695,000) paid, grants to the Town of Marblehead, having an address c/o Board of Selectmen, Abbot Hall, Washington Street, Marblehead, Essex County, Massachusetts ("Grantee") with QUITCLAIM COVENANTS, the parcels of land situate in said Marblehead, Essex County, Massachusetts bounded and described as follows:

PARCEL ONE

The land with any buildings and other structures thereon in Marblehead, Essex County, Massachusetts bounded and described as follows:

| | |
|---|---|
| NORTHERLY | by Front Street 16.67 feet; |
| EASTERLY | by land now or formerly of Thomas Tucker et al, 82.42 feet; |
| NORTHERLY | by the side line of Ferry Lane, as shown on the 1983 Plan hereinbelow described, 2.83 feet; |
| EASTERLY | by land now or formerly of Thomas Tucker, et al., 2.02 feet according to said 1983 Plan; |
| EASTERLY | by the side line of Ferry Lane 86.59 feet according to said 1983 Plan; |
| EASTERLY | by Lot 2 as shown on said 1983 Plan 79.12 feet; |
| SOUTHERLY | by Marblehead Harbor 97 feet according to said 1983 Plan; |
| SOUTHEASTERLY | by Marblehead Harbor 3.55 feet according to said 1983 Plan; |

Deed continued on next page

BK 12970 PG 128

WESTERLY by Lot 4 as shown on said 1983 Plan 68.5 feet;

NORTHWESTERLY by land now or formerly of Mariners Land Corp. on two courses, 55.51 feet and 22.92.

WESTERLY by land now or formerly of John O. Johnson, by the end of a private way and by land now or formerly of Mary E. Pitman on three courses 61.36 feet, 15.34 feet and 117 feet.

So much of the above described land as is shown to be a way on said 1983 Plan is subject to the rights of the owners and occupants for the time being of the lands abutting thereon to use the same in common with others entitled thereto, and is also subject to the rights of way as set forth in deed of Nancy H. Broughton to Samuel Martin Jr., dated June 16, 1847, and recorded in Book 384, Page 60, and deed of Nancy H. Broughton to William W. Johnson dated June 27, 1848, recorded in Book 399, Page 188. The aforementioned premises are also conveyed subject to and have the benefit of all rights, restrictions, easements and conditions of record insofar as the same may be in force and applicable.

The above described land is shown as Lot 3 and Ferry Lane on a plan entitled "Plan of Land in Marblehead Scale 1"=20', March 15, 1983" prepared by Hancock Survey Associates, Inc. and recorded with the Essex South Registry of Deeds in Plan Book 179, ~~Page~~ Plan pac 1 (the "1983 Plan").

For Grantor's title see deed of Marblehead Transportation Co., Inc. to the Grantor dated July 5, 1978 recorded with said Registry in Book 6559, Page 239, and Transfer Certificate of Title No 48647 issued by the Essex (South) District Division of the Land Court, as affected by Order of Cancellation recorded with said Registry in Book 7194, Page 407.

PARCEL TWO

The land in said Marblehead with the buildings thereon, together with the wharf and rocks and the building commonly called the "Salt Store" bounded and described as follows:

Deed continued on next page

Beginning at a point 20 feet distant Southwesterly from the Westerly corner of said Store and thence running Southeasterly by land now or formerly of W.W. Johnson in a line parallel with and at a distance of 20 feet from the Southwesterly corner or end of said Store to the Harbor; thence running Northeasterly by the harbor on the front of said wharf to the Northeasterly part of said wharf, and measuring about 68 feet thereon, thence running Northwesterly in a line parallel with the Northeasterly end of said Store and 3 feet distant therefrom about 60 feet; thence running in a line parallel with the Northwesterly part of said store and about 20 feet distant therefrom to land now or formerly of Johnson about 44 feet; thence Southerly to the point of beginning.

Excepting however, from this parcel that portion thereof conveyed to Mariners Lane Corp. (being Lot B as shown on plan recorded with said Registry in Book 3845, Page 73, and Book 3850, Page 58).

The aforementioned premises are conveyed subject to and have the benefit of all rights, restrictions, easements and conditions of record insofar as the same may be in force and applicable.

The above described land is shown as Lot 4 on the 1983 Plan referenced above..

For Grantor's title see deed of Marblehead Transportation Co., Inc. to the Grantor dated July 5, 1978 recorded with said Registry in Book 6559, Page 239. See also, deed recorded with said Registry in Book 1736, Page 278 for right to the use of Ferry Lane.

PARCEL THREE:

The land with any buildings and other structures thereon in Marblehead, Essex County, Massachusetts bounded and described as follows:

NORTHERLY by the seaward face of the seawall contained within Lot 1 as shown on the 1983 Plan 15.13 feet;

Deed continued on next page

EASTERLY by the easterly sideline of said Lot 1 as shown on the 1983 Plan to the low water mark;

SOUTHERLY along a line as shown on the 1983 Plan at low water mark about 16.50 feet; and

WESTERLY by Marblehead Harbor 13 feet.

The aforementioned premises are conveyed subject to and have the benefit of all rights, restrictions, easements and conditions of record insofar as the same may be in force and applicable.

The above described land is shown as that portion of Lot 1 lying southerly of the seaward face of the seawall on the 1983 Plan.

For Grantor's title see deed of Marblehead Transportation Co., Inc. to the Grantor dated July 5, 1978 recorded with said Registry in Book 6559, Page 23[illegible].

PARCEL FOUR:

The condominium unit located in Marblehead, Essex County, Massachusetts and described as follows:

Unit No. 8 (the "Unit") in Tucker's Wharf Condominium (the "Condominium"), Phase 1, situated off Front Street in Marblehead, Essex County, Massachusetts, a condominium established by Grantor pursuant to M.G.L. c. 183A by Master Deed dated June 16, 1983 and recorded with the Essex County (South District) Registry of Deeds in Book 7137 at Page 199, as amended by an Amended Master Deed to be recorded herewith (such document, as amended, the "Master Deed"). The Unit is shown on the floor plans of the Condominium building in Phase 1 recorded simultaneously with the Master Deed and on the copy of the portion of said plan attached hereto and made a part hereof, to which is affixed a verified statement in the form required by M.G.L. c. 183A, § 9.

Deed continued on next page

The Unit is conveyed together with:

A. an undivided 5.3% interest in the common areas and facilities of the Condominium, as set forth in Exhibit B to the Master Deed;

B. the right set forth in Section 3 of the Master Deed to (i) the exclusive right to use and permit others to use the common area land consisting of the land situated southeasterly and northeasterly from the exterior surface of the Building (as defined in the Master Deed) to the southeasterly and northeasterly boundary lines of Lot 2 (as defined in the Master Deed); (ii) the exclusive right to affix, maintain and use, and permit others to use, floats, piers and gangways, adjacent to the land, subject to the right of Unit 7 to ownership and exclusive use of the float and gangway designated number 6 as described in the Master Deed; (iii) an easement to place, install use, maintain, repair and replace water, sewer, electric and other utility lines within the common area; and (iv) the right to construct and maintain an addition to the Unit within the area designated as "addition" as shown on the floor plans, subject to the sole obligation to maintain the common land described above, the floats, piers, gangway (other than float and gangway 6 as described above) and subject to the restrictions on the use and maintainence of cranes and the limitation on commercial fishing boats, all as set forth in said Master Deed; and

C. the benefit of (and the Unit is hereby conveyed subject to) all easements, rights, reservations, restrictions, agreements and provisions contained in the Master Deed, the Declaration of the Trust Tucker's Wharf Condominium Trust, dated June 16, 1983 and recorded with said Registry in Book 7137 at Page 220, each as the same has been or may be amended of record, including, without limitation, the restrictions set forth in Section 7(c) of the Master Deed, and to such rules and regulations as may from time to time be promulgated as authorized by said Declaration of Trust.

This conveyance is also made subject to, and with the benefit of, the provisions of M.G.L. c. 183A as now in force and as from time to time amended.

Deed continued next page

For Grantor's title, see the Master Deed, deed of Marblehead Transportation Co., Inc. to the Grantor dated July 5, 1978 recorded with said Registry in Book 6559, Page 238, and Transfer Certificate of Title No 48647 issued by the Essex (South) District Division of the Land Court, as affected by Order of Cancellation recorded with said Registry in Book 7194, Page 407.

Subject to the conditions hereinbelow contained, the foregoing is conveyed together with the following easements over Lot 1 as shown on the 1983 Plan referenced above, which easements are appurtenant to the property conveyed pursuant hereto:

(i) an easement for pedestrians to pass and repass in common with others, over an approximately six foot (6') strip of Lot 1 and lying along the southerly boundary of said Lot, which strip extends between a parcel of land lying easterly of Lot 1 shown the 1983 Plan as land of the Town of Marblehead and Lot shown on the 1983 Plan; and

(ii) an easement for pedestrians and emergency vehicles to pass and repass in common with others, over a ten foot (10') strip and running from Front Street in a general southerly direction to Lot 2 as shown on the 1983 Plan between the buildings located on Lot 1 and shown on the 1983 Plan, along with sufficient additional width along Front Street to enable the passage of said emergency vehicles; and

(iii) a non exclusive easement to use, maintain, repair and replace existing water, sewer, electric and other utility lines within Lot 1 in the vicinity of the aforesaid ten foot (10') strip. Any disturbance of the surface caused by repair of said lines shall be promptly restored.

The easements granted herein are the same as those reserved to the Grantor in a deed from Grantor to Angelo R. Arena and Alice P. Arena, dated November 15, 1994 and recorded with the Essex South Registry of Deeds in Book 12820, Page 406.

It is a condition to the grant of the easement specified in subparagraph (i) above that the Grantee shall maintain, at the sole cost and expense of the Grantee, the seawall adjacent thereto in a condition consistent with the seawall forming a part of the abutting properties, which obligation the Grantee,

Deed continued on next page

by its acceptance and recording of this deed, covenants to perform, provided, however, that if at any time Grantee shall file with the Essex South Registry of Deeds an abandonment of said Pedestrian Easement, the obligation to maintain said seawall shall cease without further obligation to the Grantee. It is not the intention of the Grantor in granting an easement for the use of the Pedestrian and Vehicle Easement area to create, either directly or by implication, a public or private way with respect to such area.

The foregoing property is conveyed subject to a Notice of Activity and Use Limitation regarding Department of Environmental Protection Release Tracking No. 3-4472 recorded herewith.

For the authority of the undersigned Robert E. Cowden, III as Receiver of the Grantor, see Order Confirming Receiver's Authority to Sell Property recorded in said Deeds at Book 12886, Page 443.

EXECUTED AS A SEALED INSTRUMENT ON March 30, 1995.

TUCKER'S WHARF LIMITED PARTNERSHIP

By: Robert E. Cowden, Receiver
Robert E. Cowden, III,
Receiver

COMMONWEALTH OF MASSACHUSETTS

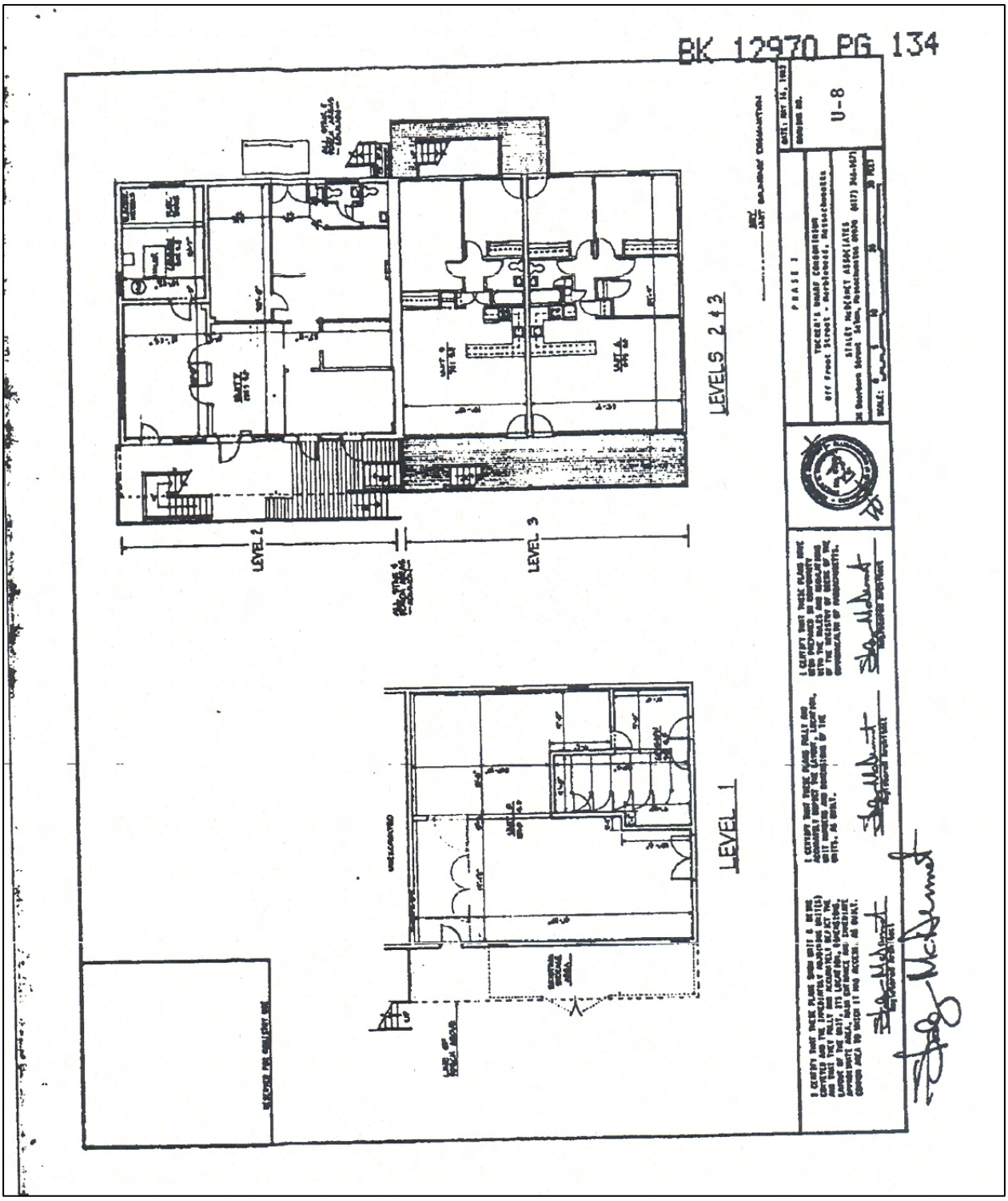
Suffolk, ss. 3/30, 1995

Then personally appeared before me the above named Robert E. Cowden, III, and acknowledged the foregoing to be his free act and deed as Receiver of Tucker's Wharf Limited Partnership.

Maureen S. Magilan
Notary Public
My Commission Expires: 2/15/96

44716

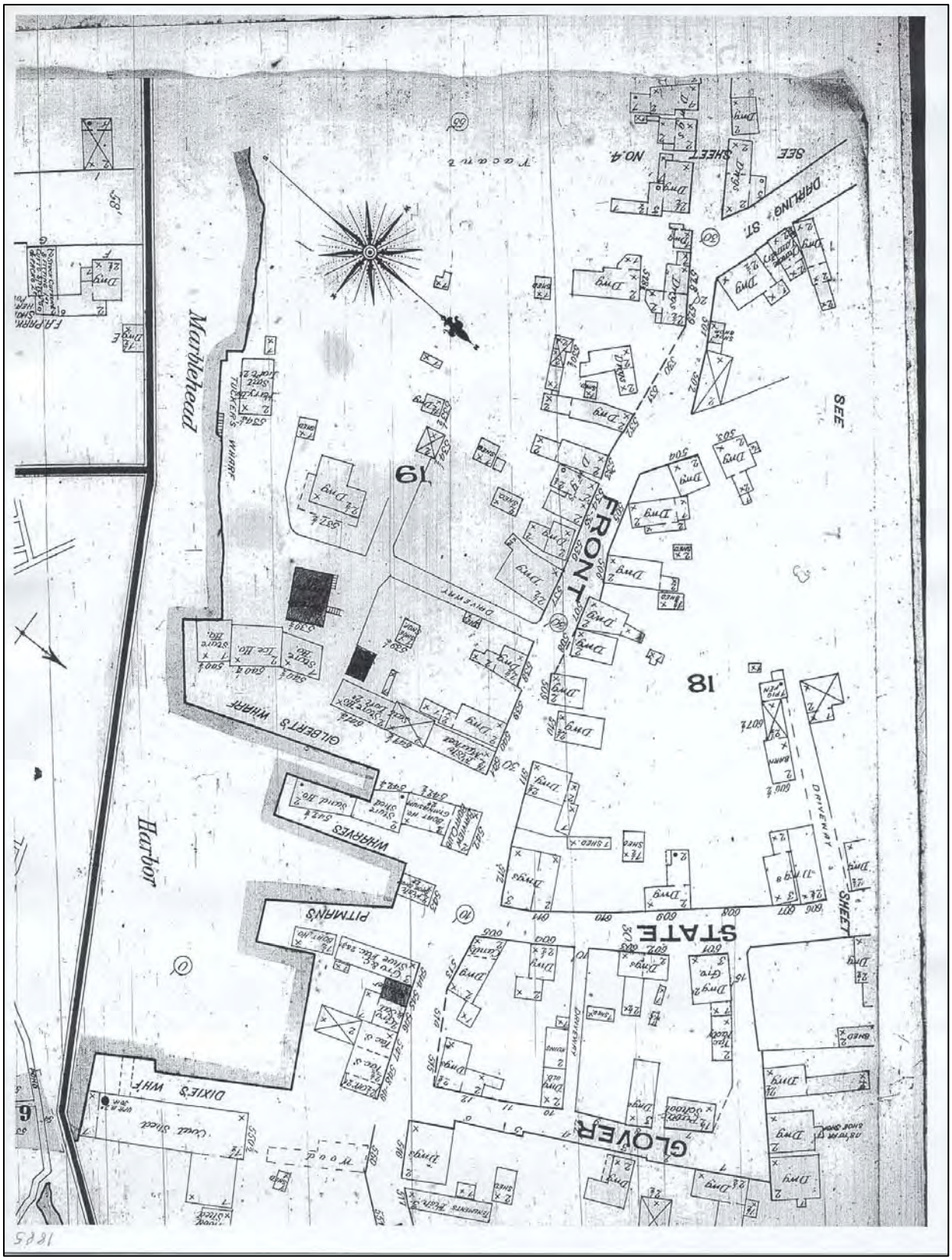
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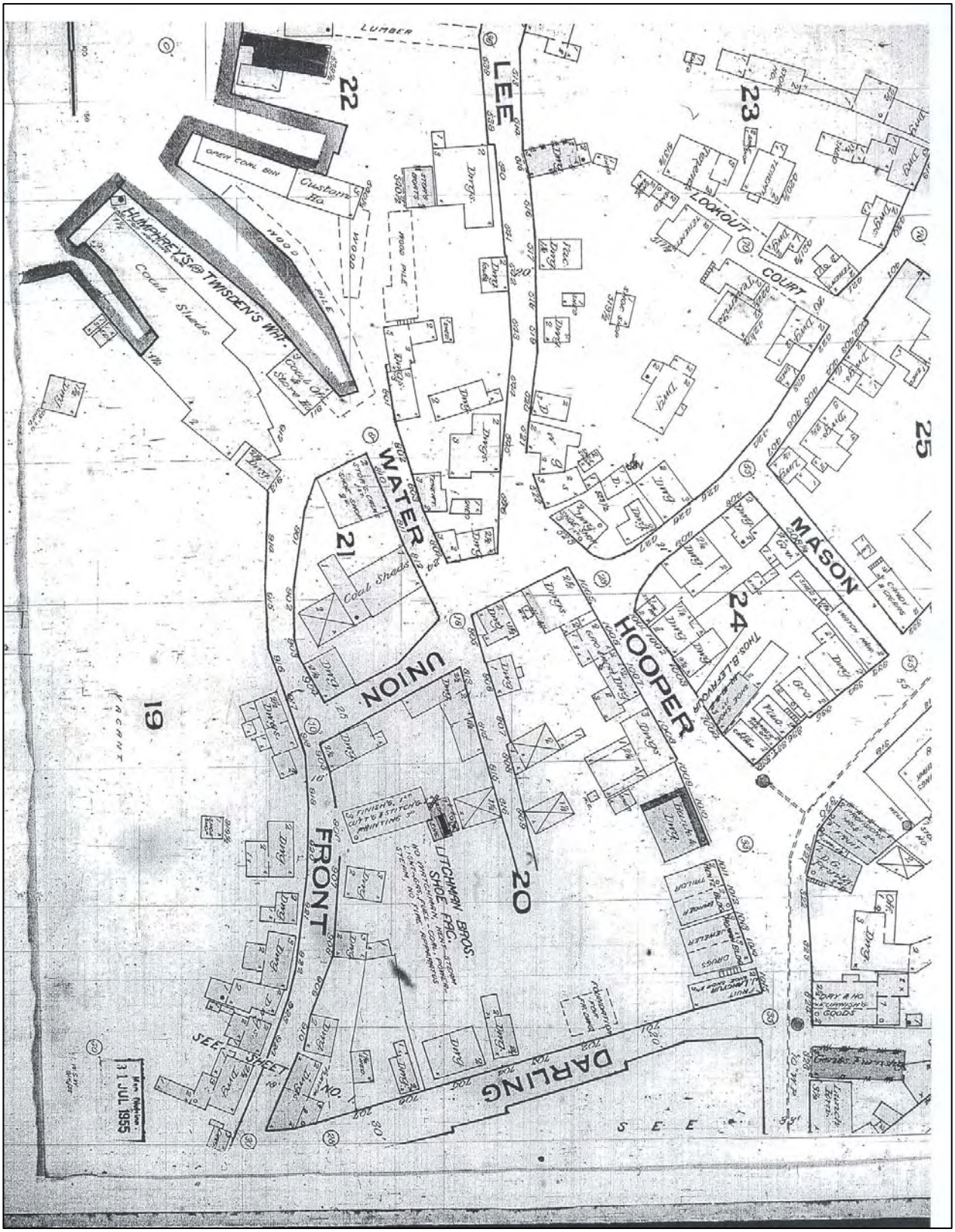

**(PLAN OF CONDOMINIUM UNIT)**

# APPENDIX D.

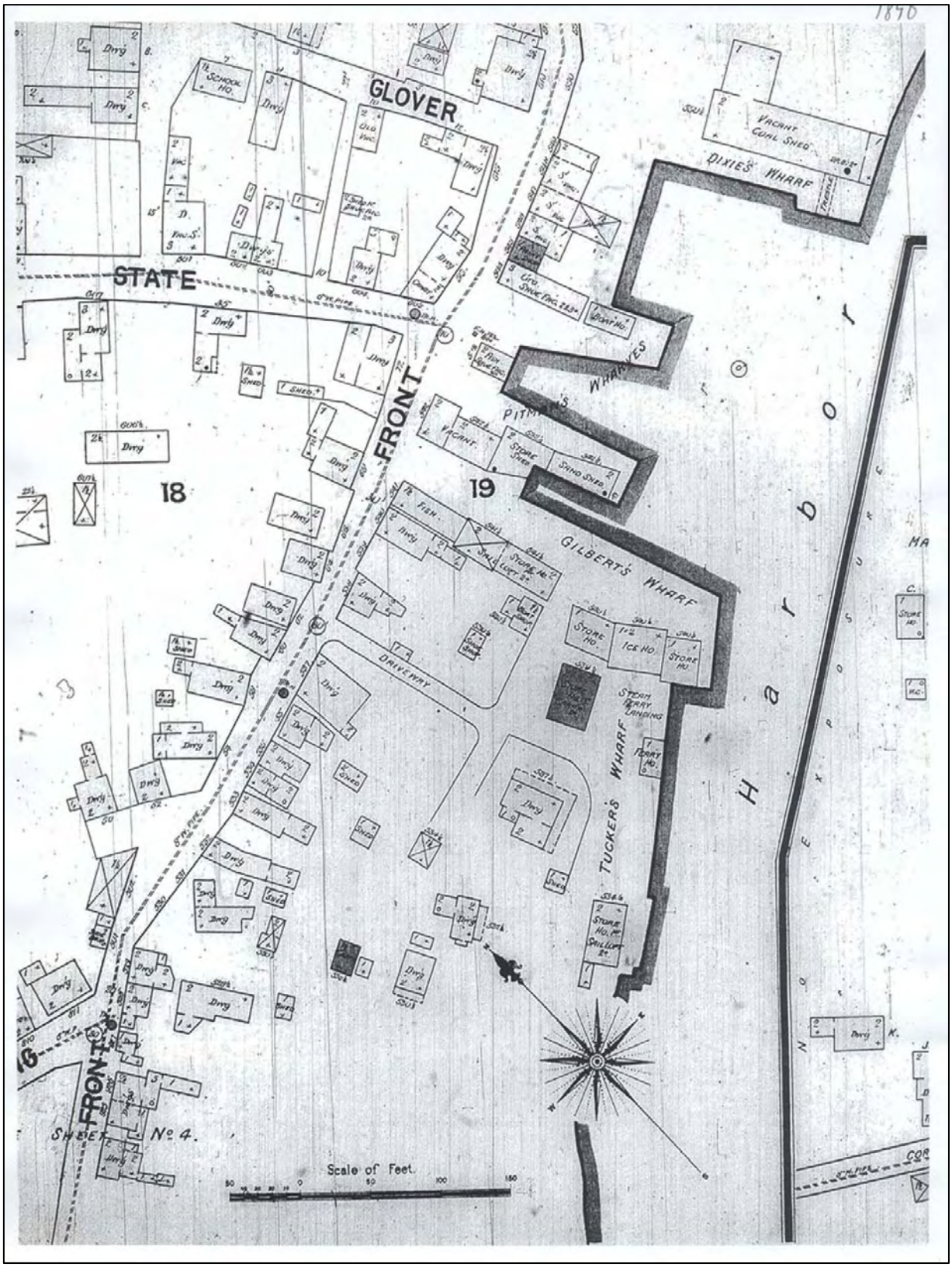
# Sanborn Fire Insurance Maps



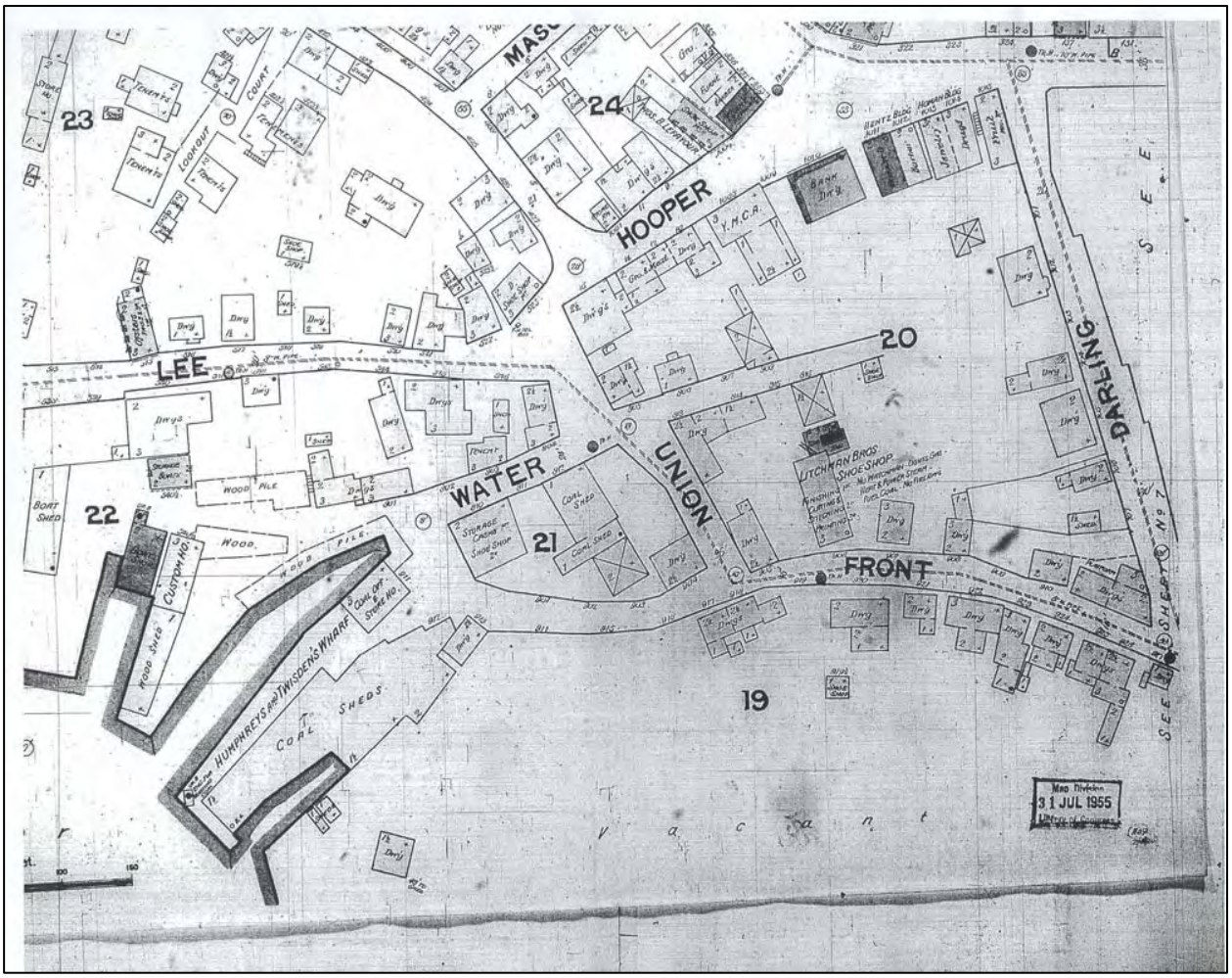

**1885 Sanborn Map (Portion)**



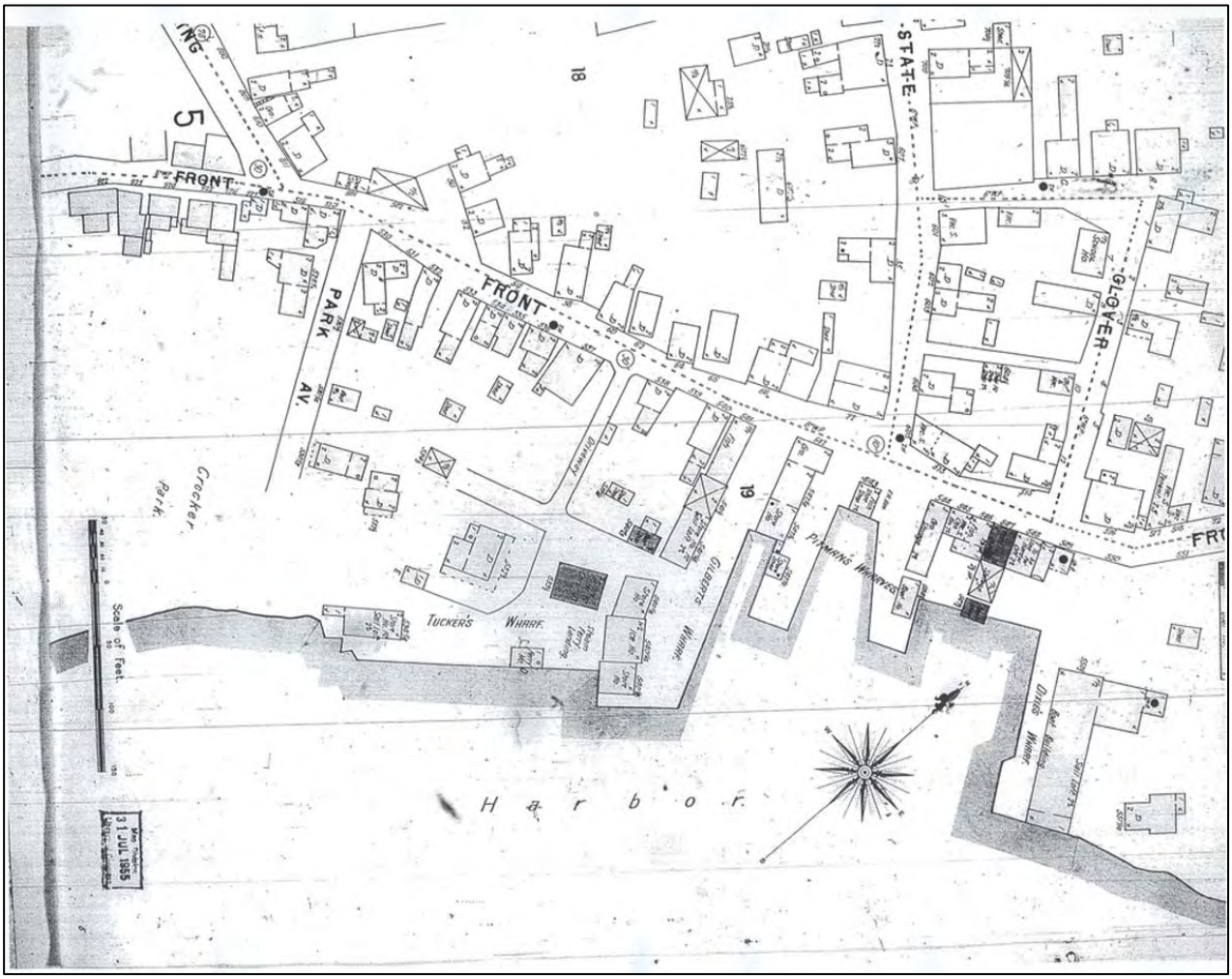

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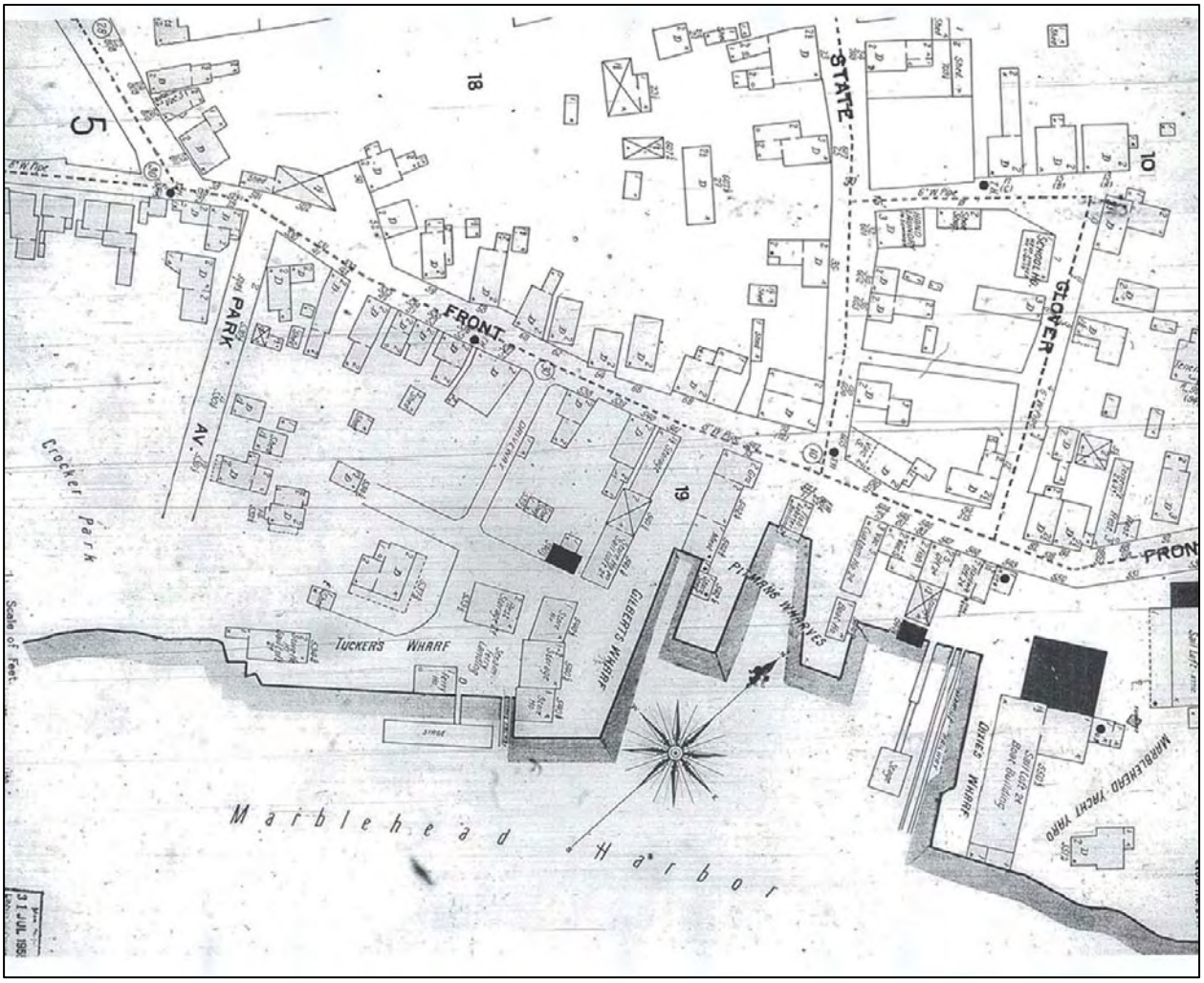

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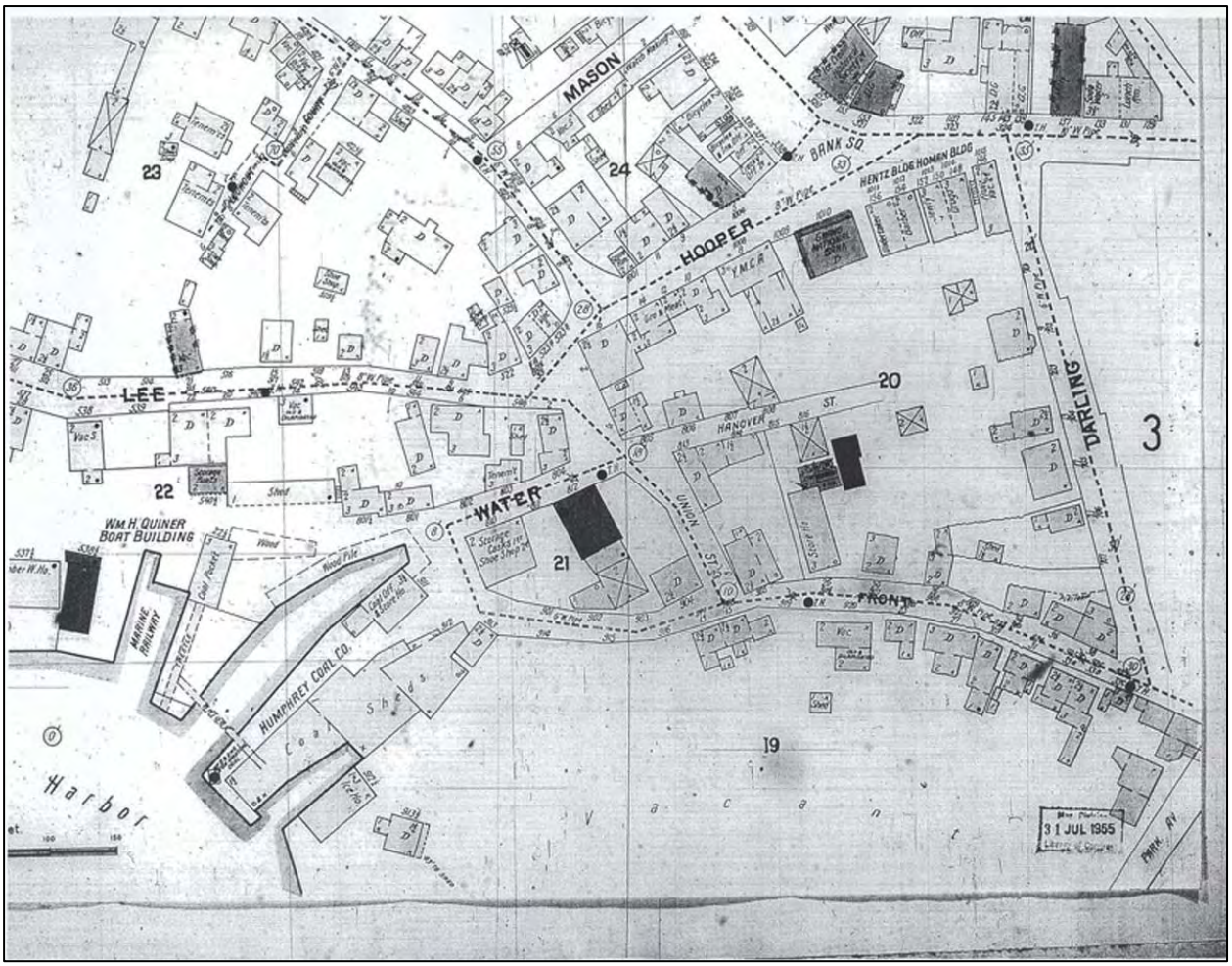

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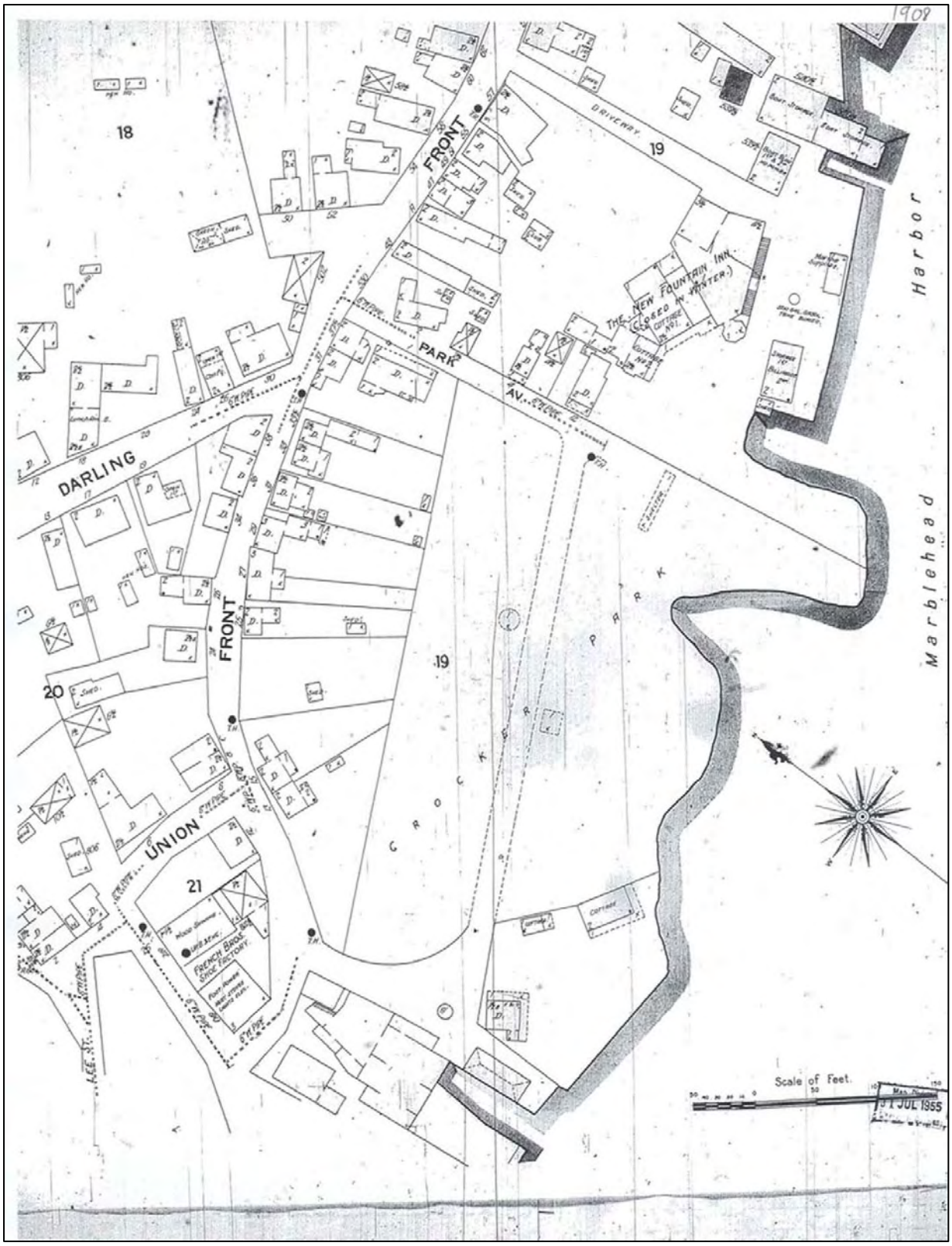

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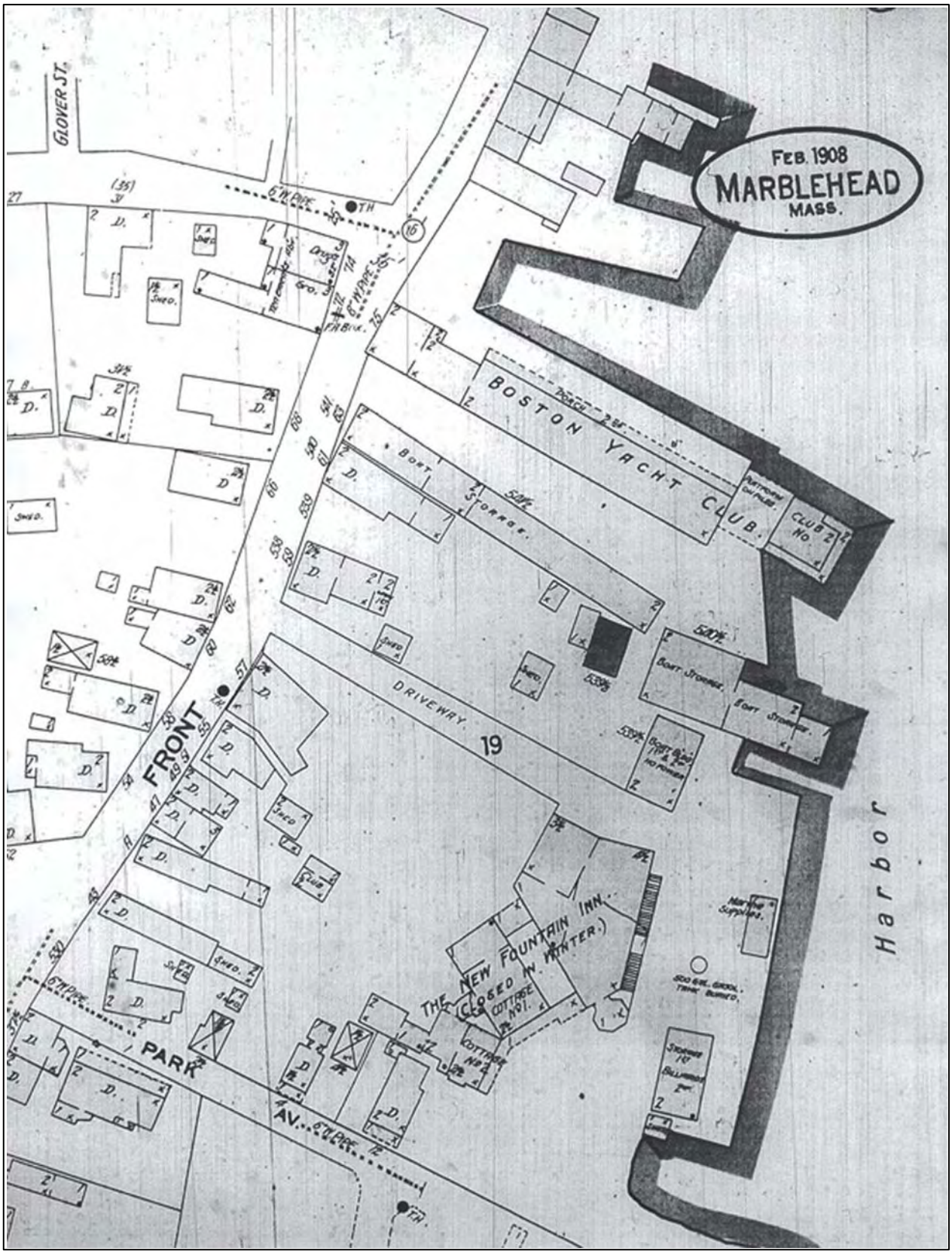

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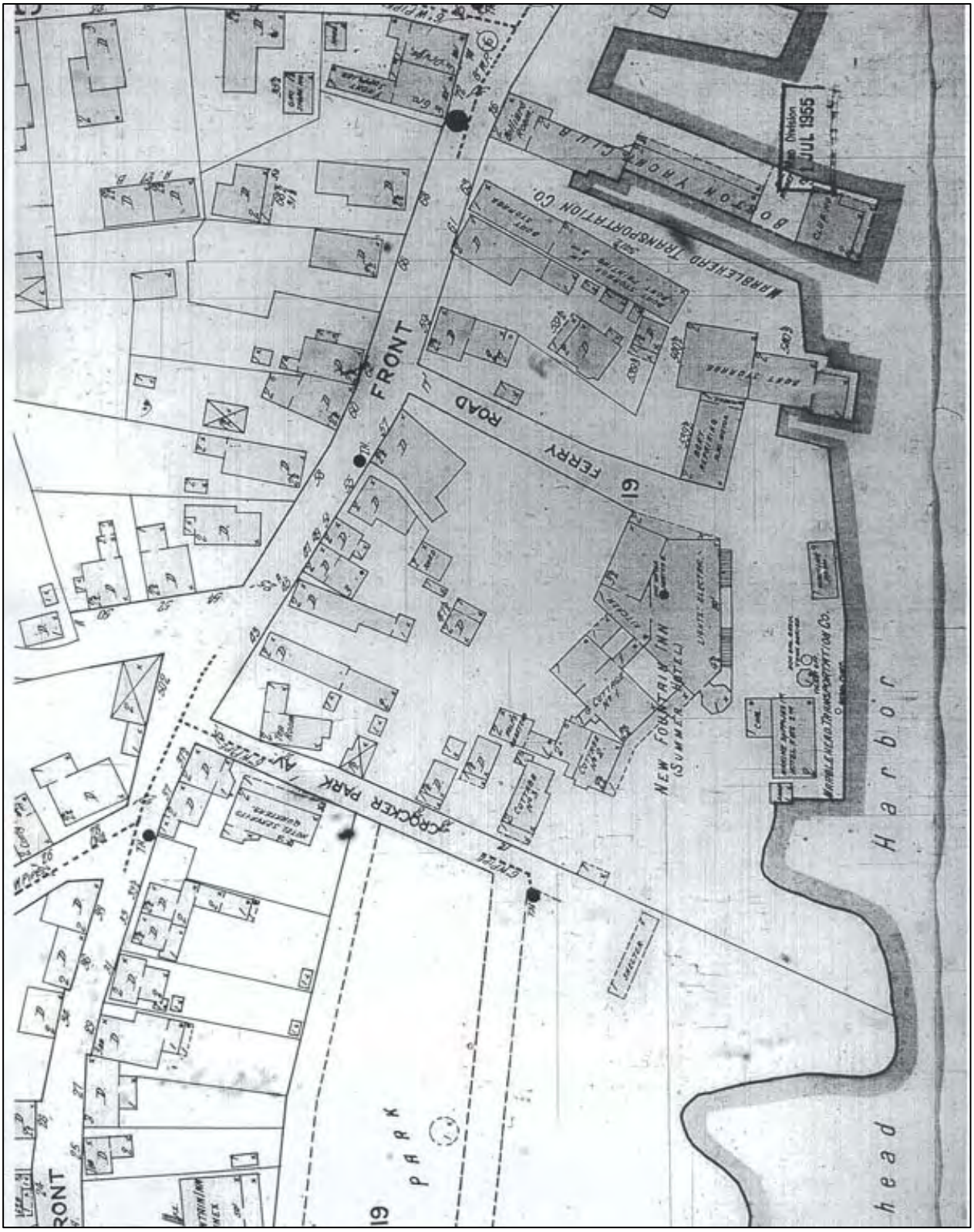

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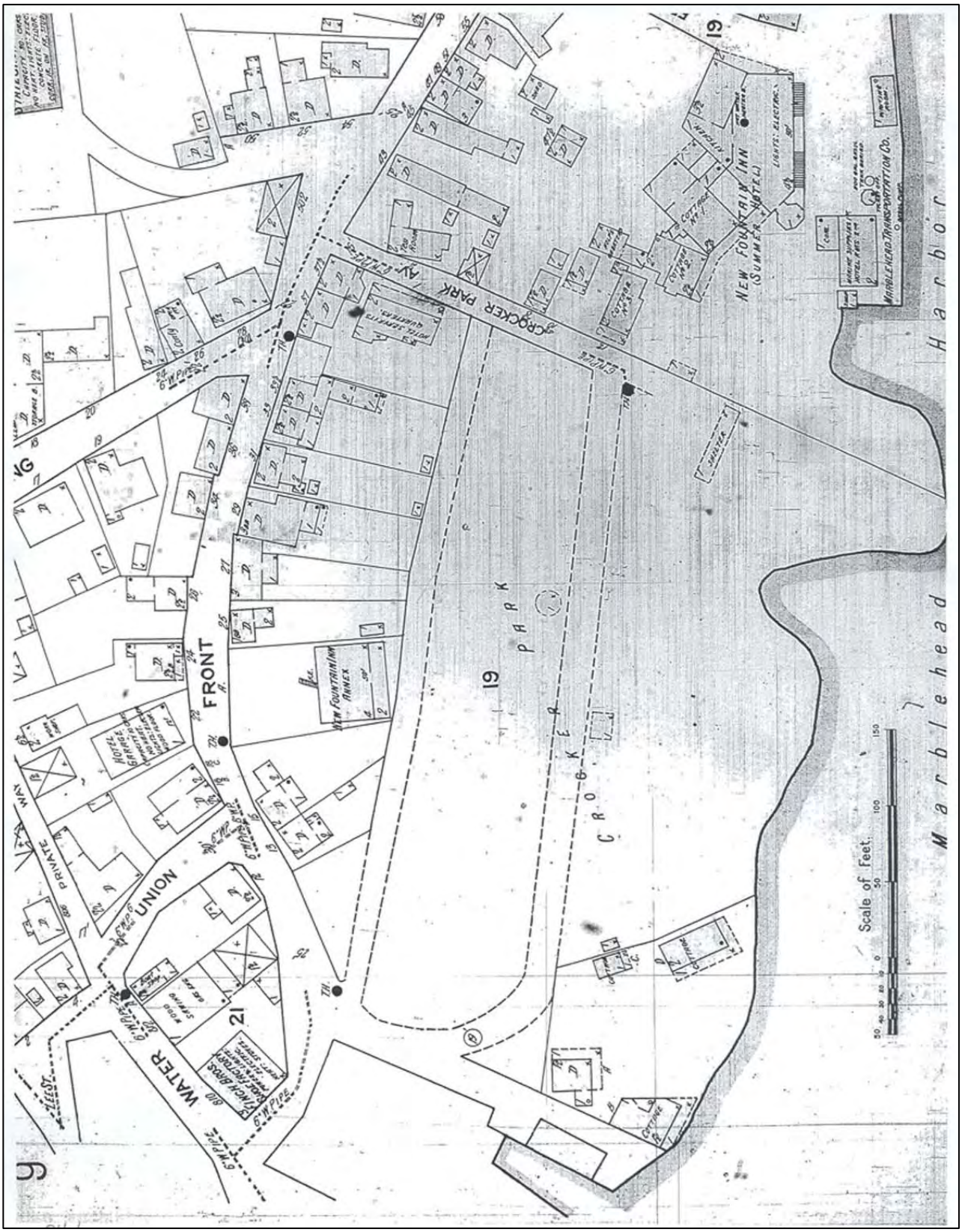

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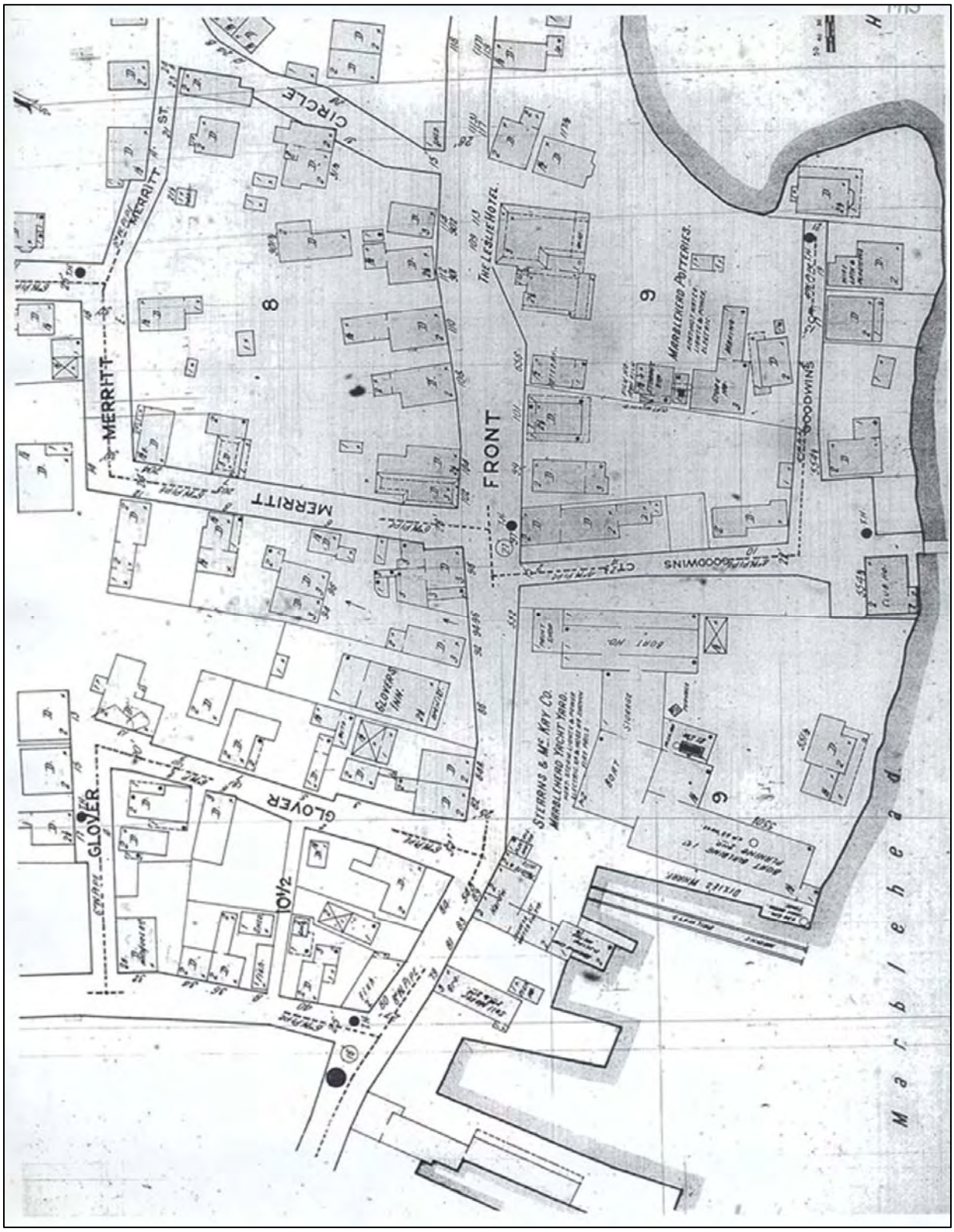

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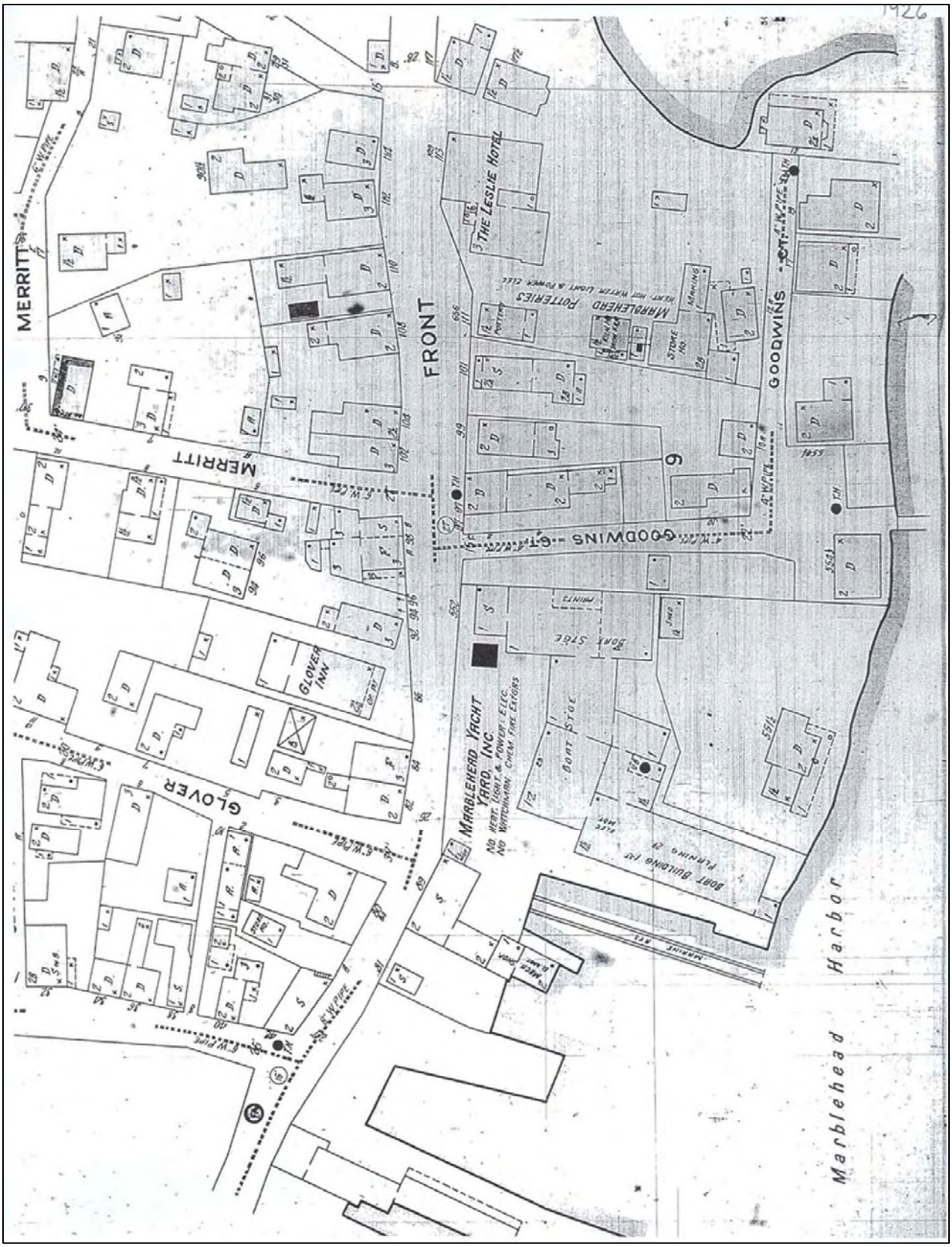

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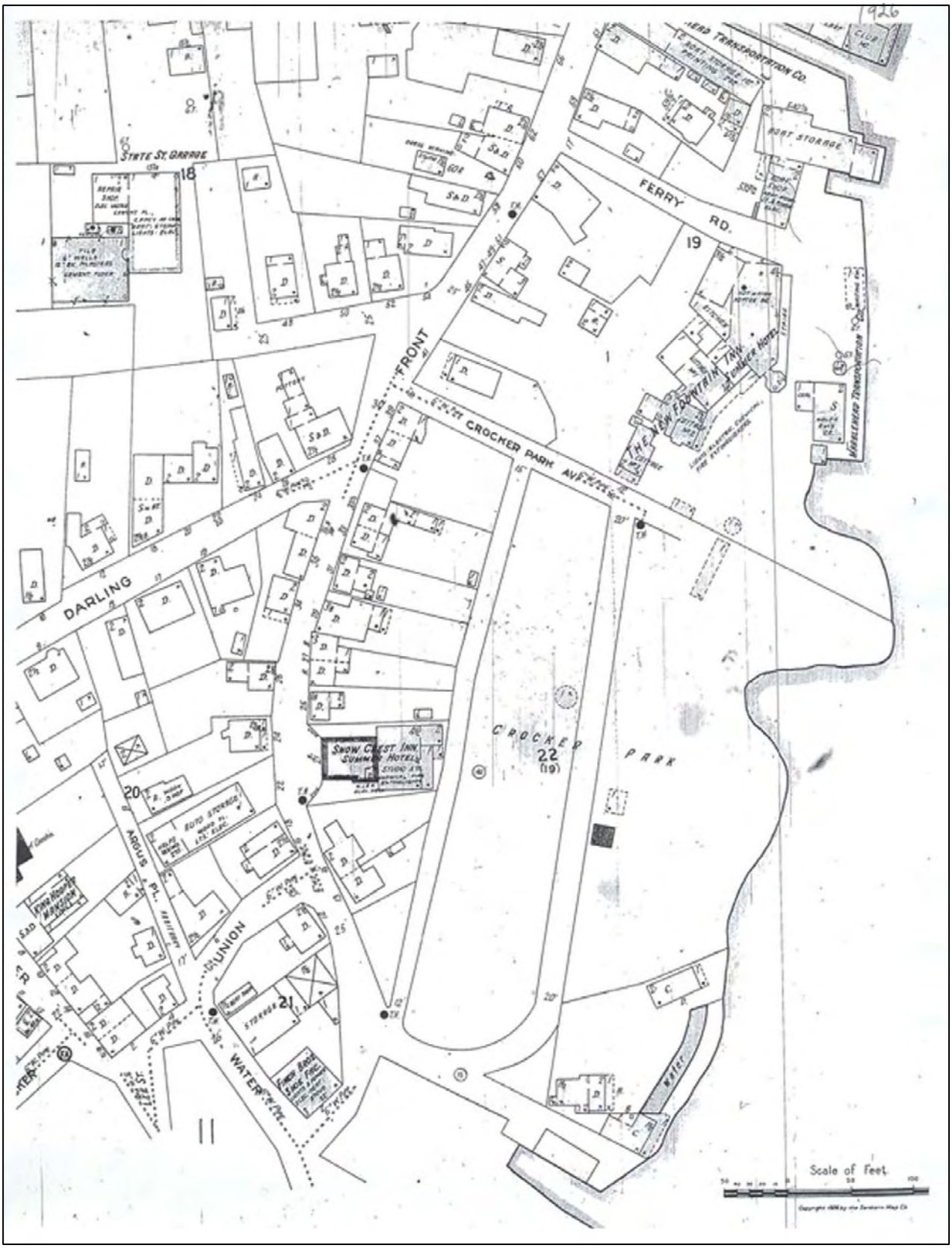

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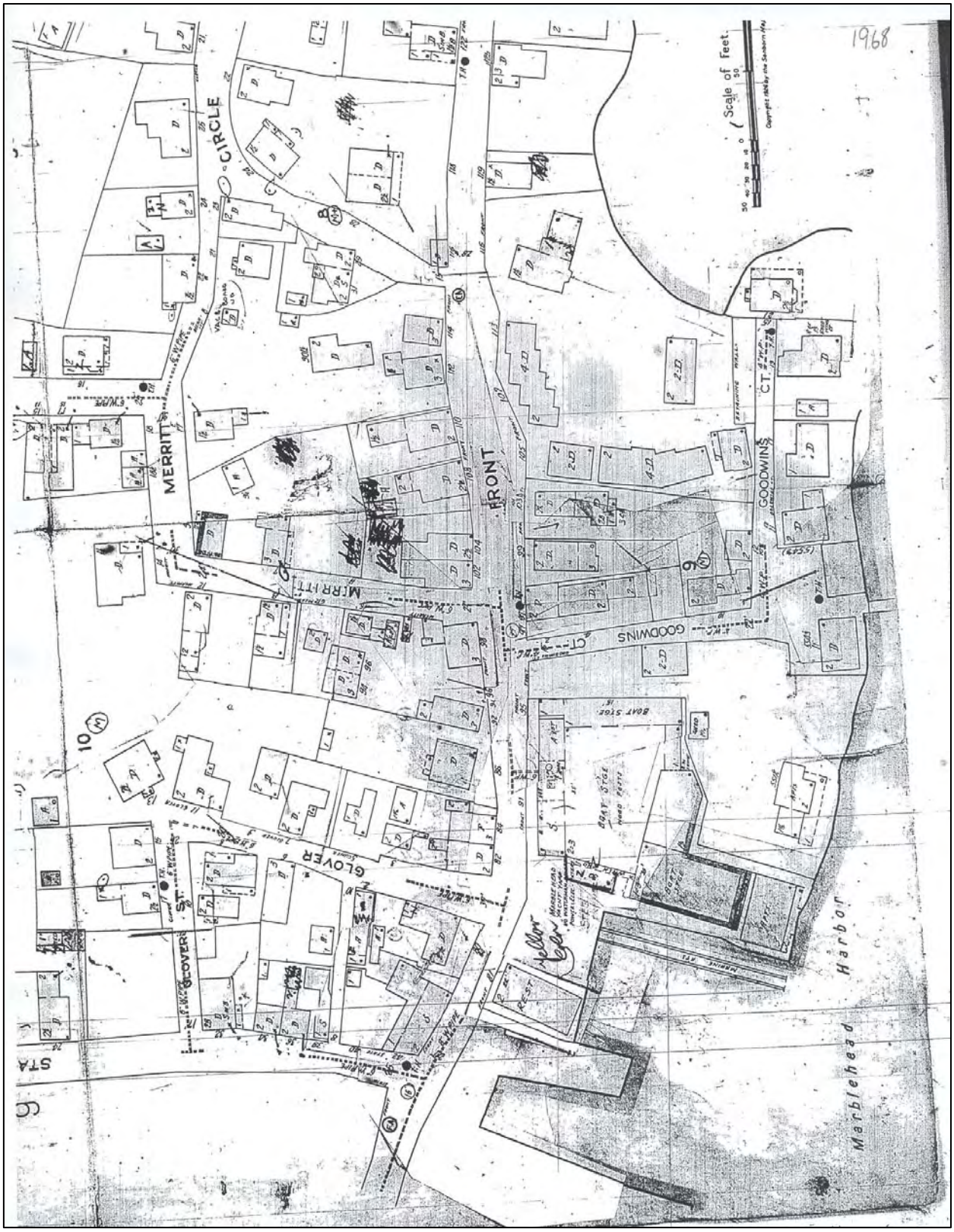

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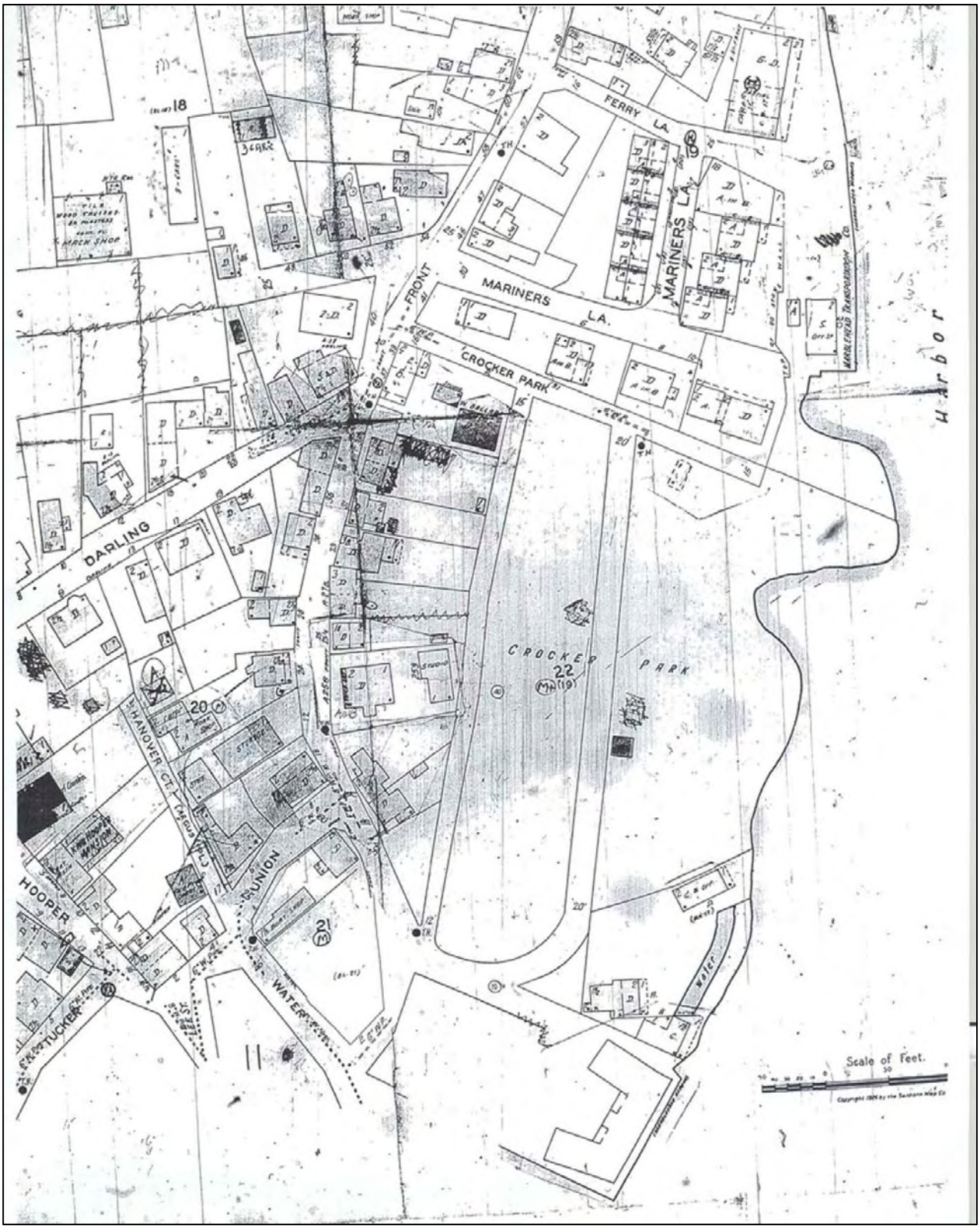

**1926 Sanborn Map (Portion)**




**1926 Sanborn Map (Portion)**




**1968 Sanborn Map (Portion)**




**1968 Sanborn Map (Portion)**