National Park Service
Cultural Landscapes Inventory

2015

Revised: 6/2025



Salem Maritime NHS Landscape

Salem Maritime National Historic Site

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Introduction

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Property Level and CLI Numbers

Inventory Unit Name: Salem Maritime NHS Landscape

Resource Classification: Cultural Landscape

CLI Identification Number: 650052

Parent Landscape: 650052

Inventory Status: Complete

Park Information

Park Name: Salem Maritime National Historic Site

Alpha Code: SAMA

Park Organization Code: 1900

Park District: SAMA

Region: Northeast

Restricted: No

Landscape Description:

Salem Maritime National Historic Site is situated on Salem Harbor in Salem, Massachusetts, fifteen miles to the northeast of Boston. Established as a historic site in 1937 and designated in 1938, the park is the country's first national historic site and the first designation under the Historic Sites Act of 1935. The park's buildings, structures, archeological sites, and landscape illustrate the important role that Salem played in the development of international maritime trade from the late seventeenth century to the mid-nineteenth century, the region's industrial evolution from the colonial period to the twentieth century, and role of Salem Maritime National Historic Site in the nation's efforts to preserve and administer nationally significant historic properties. The 8.93-acre property draws over 700,000 visitors a year.

Located within an urban setting just south of Salem's downtown core, the park encompasses land on both sides of Derby Street and is roughly bounded by Salem Harbor, Pickering Wharf, and Orange, Essex, and Kosciusko streets. The waterfront offers open views to Salem Harbor and is popular walking destination for visitors and Salem residents. The property retains many of the buildings and surrounding landscape features associated with the maritime, industrial, and preservation history of Salem including the Custom House-Public Stores, Scale House, Hawkes House, Derby House, Derby Garden, Narbonne House, West India Goods Store, St. Joseph Hall, and Derby Wharf Lighthouse. The reconstructed Friendship of Salem and relocated Pedrick Store House and Central Wharf Warehouse provide physical representations of the history and maritime spirit of Salem waterfront. The remnants of Forrester's Warehouse plus Central, Hatch's, Derby, and Tucker wharves allow visitors to see and experience the vestiges of the working landscape.

HISTORICAL OVERVIEW

The Salem area was occupied by Native Americans within the Algonquian language group, which was displaced by English settlers beginning in the 1620s. By the 1630s, Salem was fully established as an English Colony and over the next two centuries contributed to the commerce and growth of the country in measures greater than its modest size would suggest. Like many of the earliest New England towns, Salem was sited to take advantage of the sea and coast for subsistence, transportation, and trade. Rivers on the north and south of the narrow peninsula provided

ample waterfront access, and the harbor at the mouth of the South River provided protected anchorage for ocean going ships of the time. Salem's Puritan settlers fished in the waters and built vessels to transport timber, furs, and dried cod to colonial settlements and outposts up and down the coast and back to England. As the population of New England grew along with its prowess at shipbuilding and navigation, this rudimentary trade system quickly expanded into sophisticated trade networks that included the American colonies, the West Indies, Europe, Africa, and eventually Asia.

While Boston grew to be the most important New England port, Salem controlled valuable trade markets, first with the West Indies and the Atlantic Coast of Europe, and then with Asia and Indonesia, funneling wealth and influence into the small city. At the height of Salem's success at the turn of the nineteenth century, lavish houses lined the waterfront at the heads of long wharves and busy docks, and the center of town was adorned with stately mansions, civic buildings, and churches. The waterfront bustled with the infrastructure and trades that kept the merchant fleet afloat: warehouses and stores, rope walks, shipyards, sail makers, blacksmiths, carpenters, coopers, and a pool of hardy sailors willing to ship off for the farthest shores.

Derby Wharf on Salem's south waterfront was built in several phases beginning in 1762 and eventually extending 2,045 into the harbor by 1808. The wharf was a focus of activity during Salem's most active maritime period. Situated at the head of Derby Wharf was the Custom House, which epitomized Federal style architecture and signified the importance of maritime industry in the development of the country. Following the decline of shipping into Salem in the middle and late nineteenth century, the Derby Wharf area fell into disrepair. By the turn of the twentieth century, the once-grand houses had been converted into numerous tenements and shops, and the wharf was crumbling into the harbor. In the 1930s, harnessing the nation's fledgling historic preservation movement and the energy and resources of the New Deal, the City of Salem acquired the Derby Wharf area and transferred it to the National Park Service as the country's first national historic site.

SIGNIFICANCE SUMMARY

The entire park is within the Salem Maritime National Historic Site Historic District, which is nationally significant in the areas of maritime history, commerce, government, and conservation, and for its known and potential archeological resources. The district is also nationally significant for its association with the prominent Salem merchant, Elias Hasket Derby, who resided in the Derby House during the initial phase of his career in the 1760s through the early 1780s.

The historic district possesses significance at the state and local levels in the area of architecture for its intact collection of late-seventeenth- through early-twentieth-century residential, commercial, and government buildings typical of national architectural styles. The district is significant at the local level in the area of landscape architecture as an intact representation of the work of National Park Service Landscape Architect Norman T. Newton as part of the park's General Development Plan and Master Plan, developed from 1938 to 1939. The district is also significant at the local level in the area of social history for its association with twentieth-century Polish immigration.

The period of significance for the historic district extends from 1675, the initial construction date of its oldest resource, the Narbonne House, to 1944 when the last building associated with the development of the park's Master Plan landscape was built. The Salem Maritime National Historic Site Historic District overlaps with boundaries of the Salem Common National Register Historic District (1976) and the Derby Waterfront District (1976). The Derby Wharf Light was individually listed in the National Register in 1987 as part of the Lighthouses of Massachusetts Thematic Resource Area.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

The landscape retains a high level of historical integrity for the historic period. Due to the extended period of significance, the park retains a higher level of integrity to the end of the period of significance. In addition to the many notable historic buildings and structures, historic associated features of the Master Plan landscape include the Custom House bollards (in storage), flagstone paving, cobblestone paving, brick walks, fences, shade and fruit trees, and ornamental shrubs. Non-contributing additions to the landscape include many site furnishings needed to actively manage the park including benches, picnic tables, park signs, and a flagpole. Despite the loss of some shade trees and ornamental shrubs and an assortment of non-contributing site furnishings, the landscape retains overall integrity of location, design, setting, materials, workmanship, feeling, and association.

Overall, the landscape features are in “fair” condition. The park conducts preventative and cyclic maintenance, but does not have the resources to address damage to the wharves and walkways caused by sea level rise and the increased frequency and severity of tidal inundations. Most trees and shrubs that were present at the end of the period of significance remain but some are missing or in fair condition. Corrective action is needed to improve the landscape condition of the site.

Landscape Hierarchy Description:

Salem Maritime National Historic Site consists of one landscape.

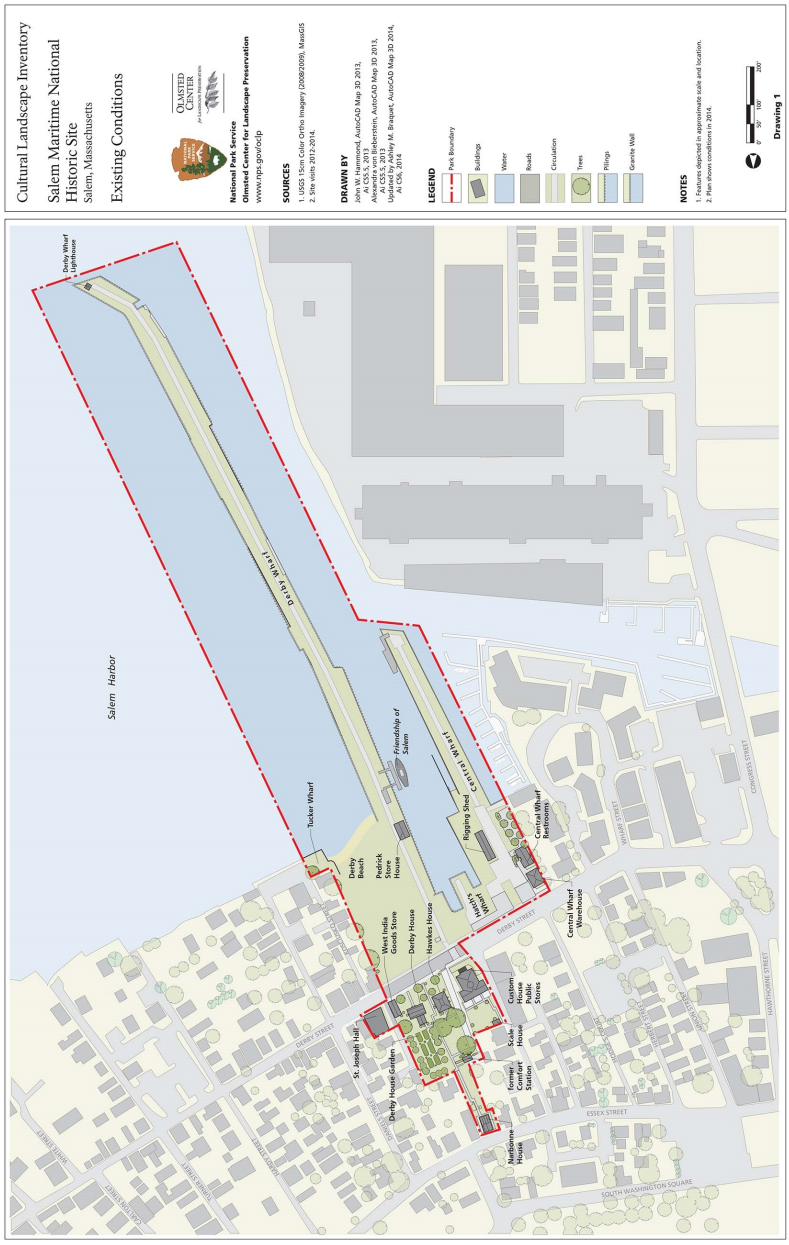
Landscape Type:

Historic Site

Other Names:

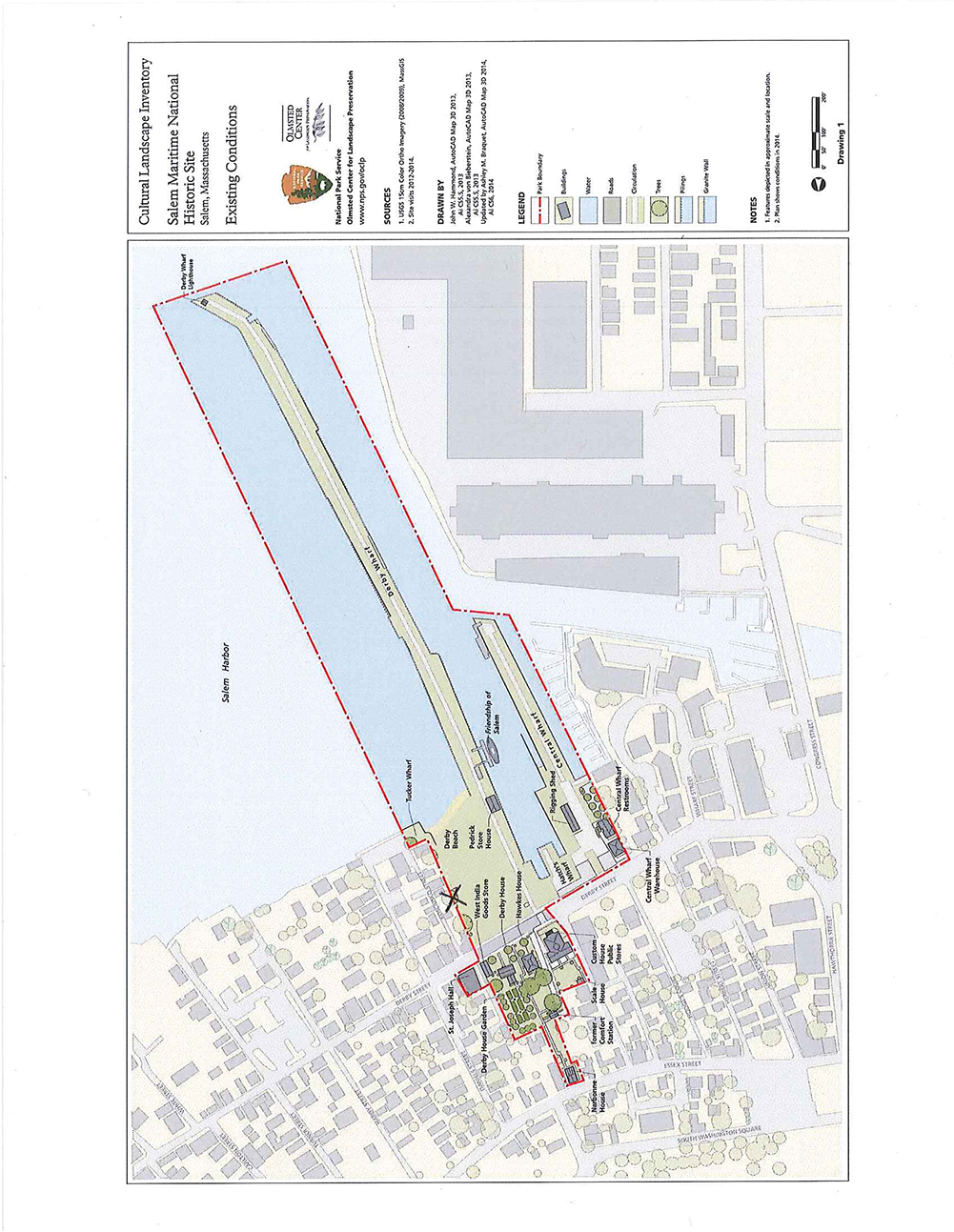
Other Name:	Salem Maritime National Historic Site	**Other Name Type:**	Both Current And Historic
Other Name:	Derby Wharf National Historic Site	**Other Name Type:**	Historic

Site Plan


Cultural Landscape Inventory
Salem Maritime National Historic Site
Salem, Massachusetts
Existing Conditions
National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/olcp
SOURCES
1. USGS 15cm Color Ortho Imagery (2008/2009), MassGIS
2. Site visits: 2012-2014.
DRAWN BY
Joel Hammond, AutoCAD Map 3D 2013, At CLS, 2013
Alexandra von Bellerstein, AutoCAD Map 3D 2013, At CLS, 2013
Updated by Ashley M. Braquet, AutoCAD Map 3D 2014, At CSU, 2014
LEGEND
Park Boundary
Buildings
Water
Roads
Circulation
Trees
Pilings
Granite Wall
NOTES
1. Features depicted in approximate scale and location.
2. Plan shows conditions in 2014.
0 50 100 200
Drawing 1
Salem Harbor
Derby Wharf
Derby Wharf Lighthouse
Derby Wharf
Tucker Wharf
Derby Beach
Pedrick Store House
West India Goods Store
Derby House
Hawkes House
Friendship of Salem
Rigging Shed
Central Wharf Bathrooms
Central Wharf Warehouse
Custom House Public Stores
Scale House
former Comfort Station
Narbonne House
St. Joseph Hall
Derby House Garden
DERBY STREET
WHARF STREET
ESSEX STREET
SOUTH WASHINGTON SQUARE
HAWTHORNE STREET
CROMWELL STREET



Site plans for Salem Maritime NHS. (Olmsted Center for Landscape Preservation--hereafter OCLP--2015)



Site map, Drawing 1, 2025 edits.



Site map, Drawing 2, 2025 edits

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 09/25/2015

Completion Status Explanatory Narrative:

Information for this Cultural Landscape Inventory has been extracted from the National Register documentation completed in 2014 and a draft Cultural Landscape Report chapters prepared by the Olmsted Center for Landscape Preservation in 2014 and 2015; several Historic Structures Reports for buildings and wharves; Master Plans and Site Plans completed in 1939, 1978, and 1991; and an Administrative History completed in 1993.

To complete this CLI, site visits were accomplished in January 2012 through June 2015. Landscape architects John Hammond, Ashley Braquet, and Margie Coffin Brown prepared the site map and narrative sections of the inventory. The park contact for documentation is Park Historian Emily Murphy, Ph.D. She can be reached at (978) 740-1691 or at emily_murphy@nps.gov.

Concurrence Graphic Information:

Attachment File Path

CULTURAL LANDSCAPES INVENTORY
CONCURRENCE FORM

Salem Maritime NHS Landscape
Salem Maritime National Historic Site

Salem Maritime National Historic Site concurs with the findings of the Cultural Landscape Inventory (CLI) for the Salem Maritime NHS Landscape, including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Fair

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for the Salem Maritime NHS Landscape is hereby approved and accepted.

Paul D... 9/25/2015

Superintendent, Salem Maritime National Historic Site Date

Park concurrence form, September 25, 2015.

Cultural Landscapes Inventory
CLI Update Certification Form
2025

Salem Maritime National Historic Site
Salem Maritime NHS Landscape

Salem Maritime National Historic Site concurs with the update for the following CLI, including:

CONDITION ASSESSMENT: Good – Salem Maritime NHS Landscape

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The CLI Update for the Salem Maritime NHS Landscape is hereby approved and accepted.

6/2/2025

Superintendent, Salem Maritime National Historic Site — Date

Park concurrence form, June 2, 2025.

Revision:

Revised By	Type of Revision	Revision Date	Revision Narrative
Jeff Killion	CLI Update	06/02/2025	Caption: Three levels of effort have been developed for CLI Updates: A, B, and C. Level C is limited to a condition reassessment of the landscape; Level B includes C and is a targeted update of select data fields; Level A includes C and is a comprehensive update of all data fields. This 2025 update to the Salem Maritime NHS Landscape CLI has been conducted at a Level C effort. See Landscape Documents in CRIS-CL for correspondences with park.

Geographic Information

State and County:

State	County
Massachusetts	Essex County

Size (Acres): 8.93

Land Tract Number(s)

01-101, Narbonne House (0.19 ac)01-102, Derby House and east side yard (0.14 ac)01-103, Hawkes House, Derby Garden, WIG Store, Central Wharf, Derby Wharf lawn area (4.01 ac)01-104, Custom House (0.32 ac)01-105, Portion of Derby Wharf beach area (0.14 ac)01-106, Derby Wharf (0.3.31 ac)01-107, Hatch's Wharf and eastern side of Central Wharf (0.67 ac)01-109, Portion of Tucker Wharf (0.06 ac)01-110, Derby Wharf Lighthouse (0.02 ac)01-113, St. Joseph Hall footprint (0.07 ac)01-114, St. Joseph Hall right of way strip (0.00 ac)(Not part of CLI, 01-115: Armory Parcel, Regional Visitor Center and lots 01-108, 01-111, and 01-112 on Kosciuszko Street within the administrative park boundary)

Boundary Description:

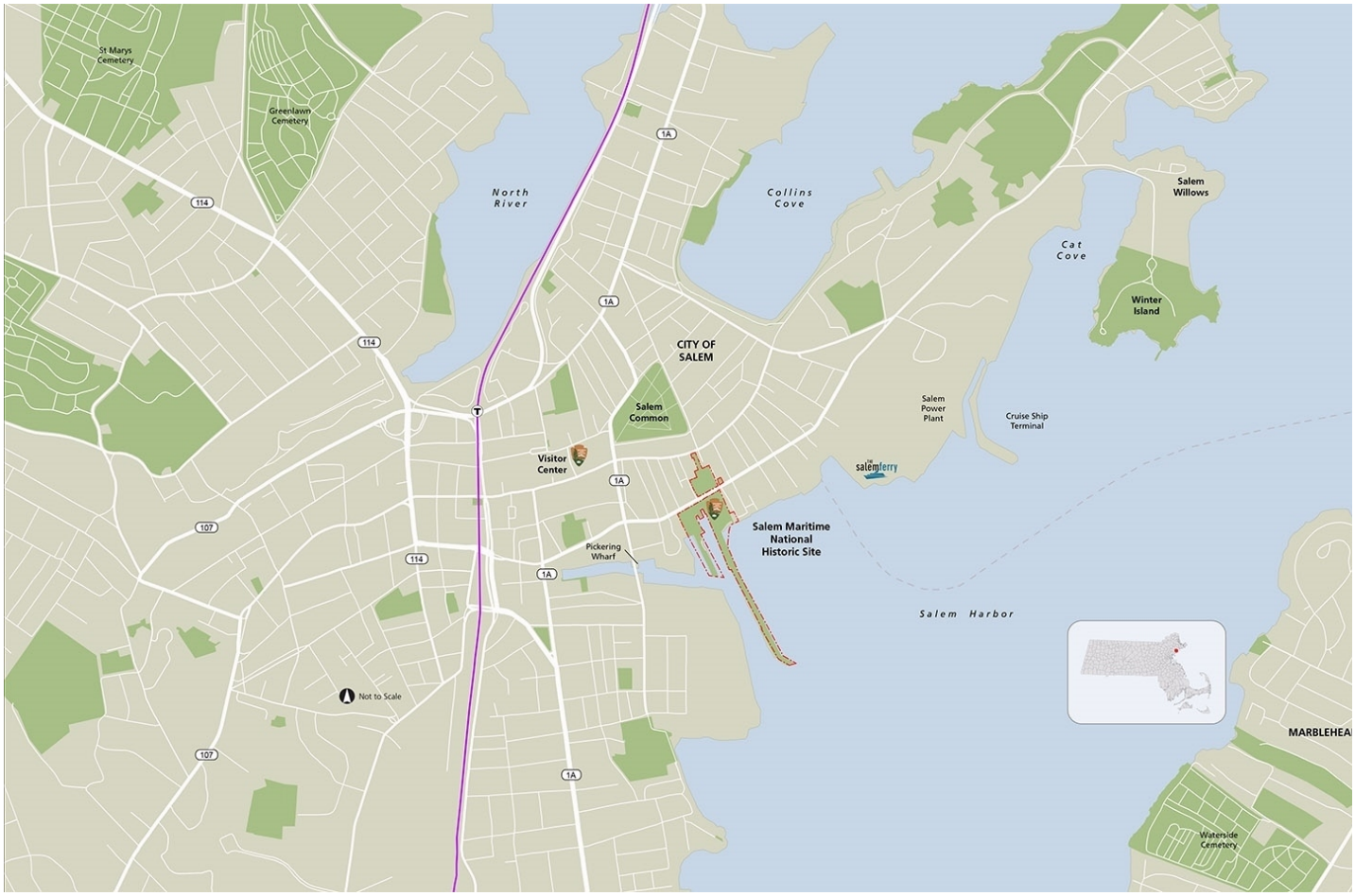
The boundaries of this CLI are coterminous with the National Park Service boundary line of the tracts listed below, for an approximate acreage of 8.93 acres. Not included is the Regional Visitor Center parcel in downtown Salem. The park initially covered approximately 8.5 acres until 1963, when the park expanded to include the 0.187-acre Narbonne parcel. In 1978 the park added 0.15 acres to the west side of the park for a site for the Central Warehouse relocation. In 1988, the park added the discontiguous but adjacent 0.07-acre St. Joseph Hall parcel. The CLI does not include the 1990 acquisition of 12,000 square feet for the Regional Visitor Center in downtown Salem. (Friedlander, 1991; NPS Landsnet, accessed July 21, 2015)

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
	Area	42.522724	-70.88733	
	Area	42.522257	-70.887044	
	Area	42.522343	-70.886769	
	Area	42.521915	-70.886513	
	Area	42.521995	-70.886299	
	Area	42.521847	-70.8862	
	Area	42.521744	-70.886404	
	Area	42.520941	-70.885941	
	Area	42.520992	-70.885784	
	Area	42.520705	-70.885599	
	Area	42.520593	-70.885885	
	Area	42.519962	-70.88601	
	Area	42.519159	-70.885552	
	Area	42.516776	-70.883822	
	Area	42.516537	-70.883311	
	Area	42.516488	-70.883588	
	Area	42.516697	-70.884022	
	Area	42.517549	-70.884681	
	Area	42.517573	-70.884643	
	Area	42.519314	-70.885889	
	Area	42.519266	-70.885938	
	Area	42.520925	-70.886861	
	Area	42.520935	-70.886921	
	Area	42.521063	-70.887022	
	Area	42.521042	-70.88712	
	Area	42.520843	-70.886998	
	Area	42.520803	-70.887151	
	Area	42.520906	-70.887229	
	Area	42.520854	-70.88729	
	Area	42.520408	-70.886963	
	Area	42.520319	-70.887079	
	Area	42.519059	-70.886182	
	Area	42.51944	-70.886785	

	Area	42.520472	-70.887725	
	Area	42.520925	-70.88801	
	Area	42.521294	-70.887137	
	Area	42.521912	-70.887526	
	Area	42.522013	-70.887243	
	Area	42.52217	-70.887333	
	Area	42.522215	-70.887198	
	Area	42.522556	-70.887366	
	Area	42.522536	-70.88742	
	Area	42.522672	-70.887491	

Location Map:



Salem Maritime National Historic Site is located northeast of Boston, Massachusetts in the City of Salem, between the Salem Common and Salem Harbor.



Regional Landscape Contexts:

Type of Context: Physiographic

Description:

Located about fifteen miles northeast of Boston, Salem Maritime National Historic Site is situated in Essex County at the southern base of the Cape Ann peninsula, a rocky headland that defines the northern limit of Massachusetts Bay. The area belongs to the northeastern Appalachian geologic province, and is characterized by its complex composition of uplifted and folded rocks that generally conform to the northeast to southwest alignment of ridges and valleys of the Appalachian chain. Only two miles long and less than a half a mile wide, Salem Neck is bound on the northwest and southeast by two wide tidal rivers—the North River and South River—and on the east by a deep harbor and sound, known as Salem Harbor. The northeast end of the peninsula juts out in rocky heads of sedimentary slate and sandstone, with intrusions of igneous granites and diorites. Innumerable small islands are scattered along the coast, some little more than an emerging dome of rock, and others large enough to support small forests and hold ponds and creeks of fresh water. At the southwest base of the peninsula, short, tidal rivers and estuaries fracture the shoreline, generally reaching only a few miles inland before ending in swampy headwaters. The shorefront site itself is relatively flat and slopes gently toward the harbor. The soils are a mix of sandy loam with no exposed bedrock. (Sears, 1905: 83-84, 106, 178, 259)

Type of Context: Cultural

Description:

Salem Maritime National Historic Site is located within Salem, Massachusetts, a small city of 41,340 people in 2010. The landscape around the site exhibits an urban character, with low-rise commercial and institutional buildings, small industry, apartment buildings, and single family homes.

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

Type of Context: Political

Description:

Salem Maritime National Historic Site is administered by the National Park Service and located on federally-owned land within the City of Salem in Essex County. The park is a featured part of the Essex National Heritage Area, established in 1996, which covers an area of 500 square miles, encompasses 34 communities, and links over 120 historic places in Essex County around the themes of colonial settlement, maritime trade, and early industrialization.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 09/25/2015

Management Category Explanatory Narrative:

Salem Maritime National Historic Site meets the criteria for the “Must be Preserved and Maintained” management category because its preservation is specifically legislated. As stated in the Secretarial Order designating Salem Maritime National Historic Site on March 17, 1938:

“Whereas the Congress of the United States has declared it to be a national policy to preserve for public use historic sites, buildings, and objects of national significance for the inspiration and benefit of the people of the United States, and,

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

Management Agreements:

Legal Interests:

Type of Interest: Fee Simple

Narrative:

Located in managed wilderness?: Unknown

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Narrative:

Adjacent lands are those lands outside of the boundaries of the site that contribute to its significance and retain integrity. A portion of the Salem Maritime National Historic Site Historic District is also located within the boundaries of the Derby Waterfront National Register Historic District, listed in 1976, and the Derby Street Local Historic District, listed in 1974. The Narbonne House is a contributing resource within the Salem Common National Register Historic District, listed in 1974, and was individually listed in the National Register in 1990 under the First Period Buildings of Eastern Massachusetts Thematic Resource Area. Derby Wharf Light was individually listed in the National Register in 1987 as part of the Lighthouses of Massachusetts Thematic Resource Area.

National Register Information

National Register of Historic Places

Documentation Status: Entered Documented

Documentation Narrative Description:

Salem Maritime National Historic Site was established on May 26, 1936 and designated on March 17, 1938. The park was administratively listed in the National Register on October 15, 1966 with the passage of the National Historic Preservation Act. Resources within the current 8.93-acre boundary of the park have been previously documented in the National Register of Historic Places under multiple historic districts.

On May 12, 1976, the Narbonne House was identified as a contributing resource in the Salem Common Historic District. The 76-acre historic district was identified as significant at the state level under Criterion A in the areas of commerce, literature, and politics/government and Criterion C in the area of architecture. The overall period of significance was listed as the seventeenth through nineteenth centuries, but no specific dates were given. On March 9, 1990, the Narbonne House was also included in the First Period Buildings of Eastern Massachusetts Thematic Resource Nomination. These buildings were identified as significant at the state level under Criterion C in the area of architecture and Criterion D in the area of archeology. The period of significance was listed as 1630-1740. A boundary increase for the district, accepted by the Keeper of the National Register on June 27, 2002, noted that archaeological research had discovered numerous outbuildings, occupational related features, and over 30 areas of trash deposition were identified in the back yard of the house.

On May 17, 1976, the Custom House, Hawkes House, Richard Derby House, West India Goods Store, St. Joseph's Hall, and Derby Wharf were identified as contributing resources in the Derby Waterfront District. The 25-acre historic district was identified as nationally significant under Criterion A in the area of commerce and Criterion C in the area of architecture. The overall period of significance was listed as the eighteenth and nineteenth centuries, but no specific dates were given.

On September 1, 1976, documentation for the park itself, under the name Salem Maritime National Historic Site, was entered in the National Register. The approximately 9-acre historic district was identified as nationally significant under Criterion A in the areas of commerce, conservation, and transportation, and Criterion C in the area of architecture. The overall period of significance was listed as the eighteenth and nineteenth centuries, but no specific dates were given. Contributing resources described in the documentation included the Custom House and Bonded Warehouse, Derby House, Narbonne House, West India Goods Store, Hawkes House, Scale House, Derby Wharf, Light Station, and Central Wharf.

One resource at the park has been listed individually in the National Register. On June 15, 1987, the Derby Wharf Light Station was entered in the National Register under the Lighthouses of Massachusetts Thematic Resource Nomination. The lighthouses were identified as significant at the national, state, and local levels under Criterion A in the areas of transportation and other (maritime history), Criterion B for its various builders, and Criterion C in the areas of architecture and engineering. The overall period of significance was listed as the seventeenth through twentieth centuries, with specific dates of 1679-1940. The 1877 Derby Wharf Light Station was identified as one of five square plan lights in the state. Significance at the state level was identified under Criteria A and C and survey criteria 4c (near important historic site) and 5a (listed in the National Register).

On June 22, 1995, the Massachusetts SHPO concurred with the National Park Service's evaluations of historic resources as part of updates to the List of Classified Structures program. In addition to the Custom House and Bonded Warehouse, Derby House, Narbonne House, West India Goods Store, Hawkes House, Scale House, St. Joseph's Hall, Derby Wharf, Central Wharf, and Light Station, two additional resources were identified as contributing: Forrester Warehouse Foundation and Hatch's Wharf.

On April 9, 2014, updated documentation for the park itself, under the name Salem Maritime National Historic Site, was entered in the National Register. The approximately 8.93-acre historic district was identified as significant at the national and local levels under Criterion A in the areas of maritime history, commerce, conservation, social history, and politics/government (the cover sheet notes transportation instead of politics/government); at the national level under Criterion B for Elias Hasket Derby; at the national, state, and local levels under Criterion C in the areas of architecture and landscape architecture; and at the national level under Criterion D in the area of archeology (historic, non-aboriginal). The period of significance was identified 1675-1944, beginning with the year the earliest extant building was constructed and ending the year when the components of the Master Plan were completed. The documentation also identified Criteria Considerations B (removed from its original location) and E (reconstructed building) for two contributing buildings that were moved into the district for the purposes of protection and interpretation (Central Wharf Warehouse and Pedrick Store House).

According to research conducted for this CLI and the categories of National Register documentation outlined in the "CLI Professional Procedures Guide," the areas and periods of significance for Salem Maritime NHS are adequately documented in existing National Register documentation. The existing documentation also adequately describes the site's historic resources that contribute to its significance. Therefore, for purposes of the CLI, the Salem Maritime NHS landscape is considered "Entered-Documented."

Eligibility: Eligible -- Keeper

Concurrence Eligibility Date: 04/09/2014

Concurrence Narrative:

Significance Level: National

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

Salem Maritime National Historic Site is significant under criteria A, B, C, and D primarily for its seventeenth- through nineteenth-century development as a thriving commercial seaport and its establishment in 1938 as the nation's first National Historic Site under the Historic Sites Act of 1935. The period of significance extends from 1675, the initial construction date of the Narbonne House, to 1944 when the last building associated with the development of the Master Plan landscape was constructed.

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

resided in the Derby House during the early years of his career from 1761 to about 1782. Derby operated a large fleet of privateer vessels and made substantial contributions to the American Revolutionary War effort during this timeframe. The district possesses significance at the local level in the area of landscape architecture under Criterion C through the intact representation of the work of National Park Service Landscape Architect Norman T. Newton's General Development Plan and Master Plan, hereafter referred to as the Master Plan, developed from 1938 to 1939. The district also holds significance under Criterion C at the local and state levels in the area of architecture for its intact collection of late-seventeenth- through early-twentieth-century residential, commercial, and government buildings typical of national architectural styles. The district derives national significance under Criterion D in the area of archeology for the historic information it has yielded, and is likely to yield, through archeological evidence. (NR 2014: 21-22)

CRITERION A

Maritime History, Commerce, and Government:
Salem Maritime National Historic Site is significant under Criterion A at the national level for the roles early settlers of Salem played in shaping maritime history. Salem's merchant fleets contributed to commercial development in the United States, expanding the regional seafaring economy from the early seventeenth century through the Revolutionary War period (1775–1783), into an economy rooted in world maritime trade during the Early Federal period (1783–1820). Active through the late nineteenth century, the Port of Salem contributed to the development the nation's customs system, trade policies, and maritime navigation aids.

Settlers first arrived in Salem in 1626, and within a few decades had expanded regional maritime trade to a global scale. The strong cod fishing industry of the seventeenth century drove a demand for commodities including timber, lead, nails, rope, sailcloth, and non-perishable foodstuffs. Regional trade networks strengthened and local manufacturing diversified as exportable surpluses of manufactured goods grew. This growth supported the development of resident merchant communities and coastal trade between North American ports, while trade markets expanded throughout the Atlantic Ocean. The mid-eighteenth century development of the waterfront in Salem was spurred by the prosperous and expanding trade market, beginning with the initial construction of Derby Wharf in 1764.

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

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

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

The United States Lighthouse Bureau constructed the Derby Wharf Lighthouse in 1870-1871 to guide vessels in and out of Salem Harbor. The lighthouse was erected in conjunction with Hospital Point Light in Beverly and Fort Pickering Light on Winter Island in Salem. The U.S. Coast Guard, established in 1915, used the Derby Lighthouse from at least 1917 to 1930 and absorbed the U.S. Lighthouse Bureau (then known as the U.S. Lighthouse Service) in 1939. (NR 2014: 22-23,31)

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

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

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

Conservation efforts diminished in the early 1940s because of World War II. The CCC program disbanded in 1942 as many of its participants enlisted in the war effort. In 1944, a comfort station was built, marking the completed implementation of the park master plan. (NR 2014: 32-35)

Social History (Polish Immigration) 1909-1944:
Salem Maritime National Historic Site derives local significance under Criterion A in the category of social history due to its association with Salem's strong twentieth century Polish community. Salem has a long history of immigration, beginning with an influx of Irish and Canadians in the early part of the nineteenth century. The unification of Germany in 1871 marked the initial spike in Polish immigration as political and social unrest between the Germans and the Russians grew. From 1875 to 1915 the number of European immigrants in Salem increased more than 67 percent, from just over six thousand to almost eleven thousand. By 1915, more than a quarter of Salem's population was foreign-born, and seventeen percent of the population was of Polish descent. Rising immigration rates led to diversification of the City's economy. Growing manufacturing industries provided numerous employment opportunities for immigrants, including tanning and currying, shoe manufacturing, and textile production.

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

Growth of Polish settlement along Derby Street and in the Webb Street area by 1912 supported the many Polish immigrant-owned businesses along Derby Street, including small grocery stores and bakeries. Derby Street retained the character of small independently owned Polish businesses through the mid-twentieth century. With the establishment of the park in the 1930s, all buildings that post-dated the early 1800s were removed, including many Polish-owned businesses and residences. St. Joseph Hall was outside the park boundary at this time and remained in use by the Polish Club; however, the park acquired the building in 1988. (NR 2014: 41-42)

CRITERION B

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

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

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

Through the course of the Revolutionary War, Derby's impressive fleet of twenty-six privateering and commercial vessels captured 146 ships, which carried cargo with a cumulative value of more than 1,087,500 lira. (The early lira a unit of currency historically used in Europe that is equivalent to the British pound and based on the troy weight of one pound of pure silver. A pound in the troy weight system is equivalent to twelve ounces). He also invested in many other vessels, frequently commissioning construction to replace vessels that were lost or obsolete. Derby reinvested privateering profits in the maritime and commerce system of Salem, securing the City's leading role in maritime trade for decades to follow.

During his long career in the Atlantic trade, privateering, and the international trade that followed, Derby is credited with cultivating multiple generations of successful Salem merchants. Derby founded and financed a local navigation school, where he taught the trade to the resident community and trained crews for his large fleet. (NR 2014: 31-32)

CRITERION C

Landscape Architecture, 1936–1944:
Salem Maritime National Historic Site is locally significant under Criterion C in the area of landscape architecture. In 1936 the National Park Service initiated a master plan for the park, which was carried out by Landscape Architect Norman T. Newton under the direction of Chief Architect Thomas Vint. Completed in 1938–39 and executed over the next six years, the master plan reflects early National Park Service thought on restoration and interpretation of historic properties, and proposed a cohesive landscape design for the area surrounding the historic district's buildings and structures.

Within the National Park Service Branch of Plans and Design, headed by Vint, the master planning process evolved to guide the management of a developing system of National Parks, placing an emphasis on landscape preservation and harmonious design. In larger parks, naturalistic landscapes and rustic designs became the norm, reflecting their high scenic quality and idealized pristine character. At smaller

parks a more thematic focus such as urban development, agriculture, or in the case of Salem Maritime National Historic Site, maritime commerce, was emphasized. Newton's plan developed two distinct portions within the site, a residential portion and a waterfront portion. Enclosed yards shaped by fences, trees, shrubs, and linear paths around historic buildings north of Derby Street developed a sense of domestic scale and intimacy in the residential portion. The exposed wharves in the waterfront portion south of Derby Street with open views of the Harbor reinforced the maritime theme of the site. (NR 2014: 36-39)

Architecture and Design, 1675–1944:
Salem Maritime National Historic Site derives local and state level significance under Criterion C in the area of architecture from its intact collection of residential, commercial, and government buildings reflective of late seventeenth- through early twentieth-century architectural styles and construction techniques. The buildings reflect the prosperity and wealth associated with the Port of Salem during the height of maritime commerce as well international design influences. The Narbonne House and Custom House are significant at the state level as rare examples of their building types in Massachusetts.

The majority of buildings within the site are reflective of the European influence within the City, resulting from not only the trade of goods from one port to another but also, of the exchange of stylistic design. The Narbonne House is an example of First Period Colonial architecture, a functional style, rooted in traditional English methods, but modified to providing shelter in the harsh local climate. The skill and technique of prominent local architect and wood carver Samuel McIntire, is expressed in the Hawkes House built at the beginning of the Federal period. The commercial nature of Salem's early waterfront is reflected by the Custom House-Public Stores, the Scale House, West India Goods Store, Pedrick Store House, and Central Wharf Warehouse. The Derby Wharf Lighthouse is one of five square-plan lighthouses in Massachusetts. (NR 2014: 42-44)

CRITERION D

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

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

Eleven archeological projects were conducted between 1938 and 2005 initially to comply with Section 106 and Section 110 of the National Historic Preservation Act (NHPA). There are nine archeological resource sites that meet all four criteria to be considered contributing, including; Derby Wharf, Central Wharf, the Narbonne House, the Counting House, Forrester Warehouse foundation, Forrester's Warehouse 77 site, Derby's New Store, John Prince's Store and the Office and Shed 74 Site. (NR 2014: 44)

National Register Significance Criteria:

A - Associated with events significant to broad patterns of our history

B - Associated with lives of persons significant in our past

C - Embodies distinctive construction, work of master, or high artistic values

D - Has yielded, or is likely to yield, information important to prehistory or history

National Register Criteria Consideration:

B -- A building or structure removed from its original location

E -- A reconstructed building, object, or structure

National Register Periods of Significance (with Historic Context Themes):

Time Period: CE 1675 - CE 1944

Historic Context Theme	Subtheme	Facet	Other Facet
Creating Social Institutions and Movements	Social and Humanitarian Movements	Historic Preservation Movement	
Creating Social Institutions and Movements	Ways of Life	Ethnic Communities (Including The Immigration Phenomenon)	
Developing the American Economy	Shipping and Transportation by Water	Ships, Boats, Lighthouses, And Other Structures	
Expressing Cultural Values	Architecture	Colonial (1600-1730)	
Expressing Cultural Values	Architecture	Federal (1780-1820)	
Expressing Cultural Values	Architecture	Georgian (1730-1780)	
Expressing Cultural Values	Architecture	Renaissance Revival (1830-1920)	
Expressing Cultural Values	Landscape Architecture	Colonial Revival Landscape Design	
Expressing Cultural Values	Landscape Architecture	Protection Of Natural And Cultural Resources	
Expressing Cultural Values	Landscape Architecture	The 1930's: Era Of Public Works	
Peopling Places	Development of the Colonies	Physical Development	
Transforming the Environment	Historic Preservation	American Scenic And Historic Preservation Society-A Pattern For Private Action	
Transforming the Environment	Historic Preservation	The Federal Government Enters The Movement	

Area of Significance:

Area of Significance Category: Maritime History

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Commerce

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Politics - Government

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Social History

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Conservation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Architecture

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Landscape Architecture

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Archeology

Area of Significance Subcategory: Historic-Non-Aboriginal

Explanatory Narrative:

NRIS Information:

NRIS ID:	66000048
Primary Certification Date:	09/01/1976
NRIS ID:	87001466
Primary Certification Date:	06/15/1987

State Register Documentation:

Identification Number:	SAL.II
Name:	Salem Maritime National Historic Site
Listed Date:	12/17/1974

National Historic Landmarks:

National Historic Landmark? No

Theme:

Contributing:

NHL ID:

NHL URL:

Date:

Statement of Significance for National Historic Landmark:

World Heritage Site:

World Heritage Site? No

Category:

WHS ID:

WHS URL:

Date:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
CE 1624	Settled	Dorchester Company establishes a fishing colony at Cape Ann.
CE 1626	Moved	Cape Ann settlement fails and the Dorchester Company folds. Some of the settlers sail back to England, while others moved south to Plymouth. A group led by Roger Conant establishes a settlement known as Naumkeag, forming what will become Salem.
CE 1628	Established	Massachusetts Bay Company is formed with investors that include some of the original investors of Dorchester Company. A new charter for the Massachusetts Bay Colony arrives from England with John Endecott, who becomes the new governor of Salem.
CE 1629	Established	Salem is incorporated.
CE 1629	Colonized	Francis Higginson leads five ships carrying three hundred colonists to North America.
CE 1630	Colonized	John Winthrop leads eleven ships carrying seven hundred Puritan colonists to North America.
CE 1630	Colonized	During the 1630s Great Migration, thousands of Puritans migrate from England to Massachusetts, settling in Salem, Boston, and other communities in the area.
CE 1640	Colonized	After the Great Migration ends, New England enters an economic downturn.
CE 1648	Military Operation	Eighty Years` War in Europe ends and the Spanish trade embargo on the Netherlands is lifted. Dutch trade expands rapidly and outcompetes English trade. The colonies begin to trade directly with the Dutch West Indies, the Mediterranean, Middle East, Spain, and Portugal. The 1651 Navigation Acts are a direct response by the English to the shift in trading power.
CE 1651 - 1663	Established	Navigation Acts restrict trade by the colonies to direct English trade only. The act is renewed in 1660 and 1663.
CE 1674 - 1675	Built	The Narbonne House is constructed on Essex Street
CE 1675 - 1678	Military Operation	King Philip`s War is the first Indian War and becomes the first organized conflict between the English settlers and the American Indians in North America. Twelve New England towns are destroyed and many more are damaged. The conflict devastates the economy.
CE 1684	Established	Charles II revokes the Massachusetts Charter for insubordination with trade.
CE 1729 - 1780	Altered	A rear addition is made to the south side of the structure of the Narbonne House
CE 1735	Purchased/Sold	Richard Derby and his wife Mary Hodges purchase a “dwelling house, bake house, barn and outhouses” on the South River (outside of study area)

Year	Event	Major Event Narrative
CE 1750	Maintained	Timothy Orne, Jr. is the most prominent and successful merchant of the time. Over the years that Orne is active in Salem commerce, he owns a share in at least thirty-five or forty vessels, and lives in a large house on Essex Street. Many of the captains that sail for Orne go on to be the wealthy merchants of the next generation, including John Crowninshield, Richard Derby, George Dodge, John Gardner, and Joseph Grafton.
CE 1755	Land Transfer	Richard Derby acquires land and flats on Winter Island to build a wharf and warehouse.
CE 1760 - 1762	Land Transfer	Richard Derby acquires three parcels of flats on Palfrey Cove south of what would become Derby Street.
CE 1760 - 1779	Altered	Derby Street is realigned and improved for better access to the growing number of wharves and warehouses along the waterfront.
CE 1760	Built	A vacant lot, and future site of the Hawkes House, is divided into three sections. Timothy Mansfield, a Salem fisherman, owns Section C from about 1760 to 1779. Josiah Adee and Sarah Mansfield own Sections A and B, respectively, and in 1760, they build a frame house that straddles the line between their respective sections of the lot.
CE 1761 - 1762	Built	Richard Derby builds the Derby House for his son, Elias Hasket Derby, as a wedding gift upon his marriage to Elizabeth Crowninshield.
CE 1762 - 1771	Built	Richard and Elias Hasket Derby commission the northern most 803 feet of Derby Wharf, using a solid timber structure, which is later known as Old Derby Wharf.
CE 1765	Built	Elias Hasket Derby builds the upper counting house at the north end of Derby Wharf.
CE 1768	Built	Captain John White finances the development of Central Wharf, a ninety-foot-long solid timber bulkhead
CE 1768	Built	Captain John White begins construction of Hatch`s Wharf in the timber and cobb style.
CE 1769 - 1771	Purchased/Sold	John Elkins purchases sections A and B from Adee and Mansfield and holds the parcels and the house for two years before selling to E.H. Derby in 1771.
CE 1770	Built	The Pedrick Store House is constructed by Thomas Pedrick in Marblehead, MA.
CE 1771	Built	Richard Derby builds the lower counting house at the south end of the wharf.
CE 1771	Land Transfer	Elias Hasket Derby acquires the lot to the west of his Derby Street house (Hawkes House lot).
CE 1780	Planned	Elias Hasket and Elizabeth Crowninshield Derby commission Salem architect, Samuel McIntire, to design the Hawkes House east of the Custom House.

Year	Event	Major Event Narrative
CE 1780 - 1782	Built	The Derbys begin construction on a new, larger house on lot 2 just west of their Derby Street brick house. The larger house will better accommodate their family and reflect their growing wealth and prominence. After about two years, Elias Hasket purchases the three-story brick Pickman mansion on Washington Street in the center of Salem. Construction on the new Derby Street house stops, and Derby begins using the unfinished structure as a warehouse.
CE 1782 - 1796	Inhabited	E.H. Derby family moves from the brick house on Derby Street, renting it out as a two-family house until 1796.
CE 1783	Military Operation	American Revolution ends with the Treaty of Paris.
CE 1793	Built	Joseph White expands the length and width of Central Wharf using a timber frame and cobb construction technique.
CE 1796	Purchased/Sold	E.H. Derby sells his Derby Street house to Captain Henry Prince.
CE 1799	Land Transfer	Elias Hasket Derby dies and his assets pass to his family.
CE 1799 - 1801	Land Transfer	John Derby inherits the lot and unfinished warehouse from his father in 1799 and subdivides the lot into five parcels. Benjamin Hawkes and his partner, William Parker, acquire three of the five subdivisions in 1801.
CE 1800 - 1820	Built	Central Wharf Warehouse is built on 33 Front Street
CE 1800 - 1900	Built	Tucker Wharf is established.
CE 1800	Established	The area to the east of the beach, today Kosciusko Street, is first named Hawkes Wharf, and by 1848, it is called Tucker Wharf.
CE 1800	Land Transfer	In 1800, John Derby inherits the three sections of lot 2 and subdivides it into five lots plus a narrow lane called Derby Ct.
CE 1800	Land Transfer	John Derby sells three of the subdivisions to John Prince, who in turn sells them to Jonathan Mason and Samuel Archer. In April 1801, Mason and Archer sell the three lots to Benjamin Hawkes and William B. Parker. Hawkes buys out his partner’s share by July of the same year, becoming the sole owner of subdivisions 2, 3, and 4 of lot 2.
CE 1800	Land Transfer	John Derby sells subdivisions 4 and 5 to George Crowninshield, who owns lot 3 on the corner of Derby Street and Orange Street.
CE 1800 - 1805	Built	Captain Henry Prince constructs the West India Goods Store on Derby Street and orients it toward the waterfront. It is likely that the building is first used as a warehouse until 1836 when it becomes a store.
CE 1800 - 1820	Built	Narbonne House owners extend original lean-to.
CE 1805 - 1818	Altered	Ingersoll extends Central wharf an additional 494 feet to its current length of 800 feet using cobb construction.
CE 1805	Altered	Ezekiel Hersey Derby extends Hatch`s Wharf to its existing length of 150 feet.

Year	Event	Major Event Narrative
CE 1806 - 1808	Altered	Elias Hasket Derby`s heirs extend Derby Wharf to 2,124 feet, known as New Derby Wharf, using timber cobb construction.
CE 1810	Established	Derby Wharf is incorporated as an independent entity, and is divided into eighty-four shares.
CE 1811	Altered	A one-story gable-roofed kitchen ell and additional chimney are added to the Derby House.
CE 1819	Built	Custom House and Public Stores are completed on the northeast corner of Derby and Orange Streets to collect taxes on imported goods. The front of the Custom House includes a terrace edged by six granite bollards.
CE 1819	Expanded	After more than twenty years of maintaining a boatbuilder’s shop in the area at the head of Derby Wharf, Benjamin Hawkes moves into full-scale shipbuilding.
CE 1820	Altered	A lean-to addition is added to the east side of the Narbonne House
CE 1820	Altered	In 1820 to 1821, Derby Street is regraded from Union Street to Daniels Street and stone gutters are built on both sides of the street. The middle of the street is raised to a height of one to three feet above the gutters so that the surface of the street would drain. Streets in Salem at this time are surfaced with crushed stone or paving stones, some of which are brought in by boat and stored on Derby and Central Wharves.
CE 1824 - 1825	Altered	The Derby Wharf Corp (Elias Derby`s heirs) finances the facing of the Derby Wharf with stone sea walls
CE 1827	Purchased/Sold	In 1827, Benjamin Hawkes purchases subdivisions 4 and 5 from the heirs of George Crowninshield.
CE 1829	Built	Scale House is built by Ebenezer Slocum in the rear yard of the Custom House.
CE 1830	Land Transfer	In 1830, Benjamin Hawkes loses the house and lot to Salem Merchants Bank.
CE 1833	Purchased/Sold	Benjamin Cox acquires the Hawkes House and begins renovations to convert it to a multi-family rental property. The house is rented in November of that year to Charles Parker (western part) and Alfred R. Brooks (eastern part).
CE 1833	Altered	The Hawkes House is connected to the city aqueduct to provide water. Waste water is conveyed by a drain that extends under Derby Street and discharges at the dock that is now called Hatch`s Wharf.
CE 1836	Built	Cox builds a store at the northeast corner of the alley and Derby Street, in front of the former Hawkes dwelling. He continues to rent the house to several tenants. Some of these tenants maintain shops on the wharf.
CE 1836	Damaged	An “old elm” tree is disrupting the sidewalk in front of the Hawkes House, necessitating repairs to the sidewalk and removal of the elm.

Year	Event	Major Event Narrative
CE 1837	Expanded	As Salem grows, the products coming through Derby Wharf and the surrounding wharves are bulk goods and raw materials. Numerous shipments of paving stones and gravel from Maine and Long Island are brought in by the City of Salem through Derby and Central Wharves. Other materials included are coal, tar, and wood, which are stored in warehouses or in the open lots at the head of Derby Wharf. Functions at Derby Wharf include including shipping, small-scale manufacturing (cooperage, carpentry, and sailmaking), and storage of bulk goods.
CE 1840	Built	The Hawkes House property is now enclosed with a fence.
CE 1853	Restored	John Hays undertakes a rehabilitation project that widened and lengthened Hatch`s Wharf.
CE 1854	Altered	The U.S. Treasury Department Supervising Architect Ammi B. Young guides alterations to the Custom House-Public Stores, including the addition of the cupola and the Custom House sign.
CE 1859	Altered	Derby Street is surfaced with macadam.
CE 1870	Built	The United States Lighthouse Bureau builds the Derby Wharf Lighthouse.
CE 1870	Established	Pettingell’s fish processing enterprises is established on Derby Wharf, and for more than thirty years its presence dominates the activity of the wharf.
CE 1886	Altered	Salem begins transitioning from gas-powered streetlights to electric street lights.
CE 1891	Built	The city installs brick sidewalks along the streets by the Custom House.
CE 1896 - 1897	Altered	George W. Lane widens Central Wharf and commissions the rebuilding of timber bulkhead walls with new oak load-bearing piles, steel tie-rods, and additional earthen fill.
CE 1906	Altered	The original gable roof of the Pedrick Store House is replaced with a flat roof.
CE 1909	Built	The St. Joseph Society, a Polish immigrant group, builds St. Joseph Hall in the Renaissance Revival style.
CE 1911	Moved	The owner of the West India Goods Store, Joseph Kohn, moves the building to the southwest corner of the lot.
CE 1914	Destroyed	Salem Fire burns buildings on Central Wharf and damages Forrester’s Warehouse.
CE 1917 - 1930	Maintained	The U.S. Coast Guard uses the lighthouse for navigation in the Salem Harbor.
CE 1922	Altered	Paint is removed to expose the original brick façade of the Custom House.
CE 1927 - 1929	Purchased/Sold	Boston-based Society for the Preservation of New England Antiquities acquires the Derby House and West India Goods Store, and restores the interior and exterior of the buildings.
CE 1935	Planned	Historic Sites Act is passed. National Park Service (NPS) Director Arno B. Cammerer tours Derby Wharf.
CE 1935	Established	Secretary of the Interior Harold Ickes approves the designation of the Derby Wharf National Historic Site.

Year	Event	Major Event Narrative
CE 1936	Land Transfer	Custom House is transferred to the NPS.
CE 1936	Land Transfer	U.S. Customs Service vacates the Custom House.
CE 1937 - 1938	Moved	NPS acquires the West India Goods Store from the Society for the Protection of New England Antiquities and moves the building to its original location in 1938.
CE 1938	Established	Salem Maritime National Historic Site designated on March 17, 1938.
CE 1938	Altered	NPS restores the Derby House.
CE 1938 - 1939	Built	Derby House Board Fence, Picket Fence, and Front Fence are built.
CE 1938 - 1939	Reconstructed	The Hawkes House Front Fence is reproduced based on historic photos of a nineteenth-century fence previously on the site.
CE 1938 - 1939	Built	The Public Stores Board Fence is installed.
CE 1938 - 1939	Restored	NPS undertakes a rehabilitation of Central Wharf.
CE 1938 - 1939	Restored	NPS restores portions of Derby Wharf such as use of creosoted timber to replace damaged cribbing and piles, locally quarried grey granite to reconstruct seawalls, and modification of ground surfaces for safety reasons.
CE 1938 - 1939	Restored	NPS rehabilitates the Hawkes House.
CE 1939	Planned	Norman Newton finalizes the master plan for Salem Maritime National Historic Site.
CE 1939	Planned	Regional Landscape Architect V. Roswell Ludgate prepares basic Guide Planting Plan that details foundation plantings, shrubs, and yard trees and reinforces the concept of spaces as outdoor rooms.
CE 1939	Planted	In April and May planting of apple, pear, and cherry occurs in the Derby House rear yard, per the 1939 Master Plan. Additional plantings follow in the Hawkes, Derby, and Public Stores yards including oaks, elm, maple, small trees, and many shrubs. Mature elms in the Public Stores yard are retained.
CE 1942	Planned	NPS prepares a master plan for the site, but it is set aside during World War II.
CE 1944	Built	NPS designs and builds a comfort station with clapboard-sheathed walls and an asphalt shingled front-gable roof behind the Hawkes House.
CE 1946	Restored	NPS updates plumbing and replaces basement floor in the West India Goods Store.
CE 1947	Planted	The 1947 Planting Plan introduces grass to Derby Wharf, which is still the dominant ground cover.
CE 1947 - 1948	Removed	Forrester Warehouse is removed from the Central Wharf because it is deteriorated and presents a safety hazard. The Navy builds a Reserve Training facility in its place soon after, which remains on site until 1977.
CE 1958	Altered	NPS surfaces the area surrounding the Derby Wharf Lighthouse with concrete.
CE 1960 - 1969	Altered	St. Joseph Hall is renovated, but is not yet part of the park.

Year	Event	Major Event Narrative
CE 1961	Altered	A steel-edged gravel pathway, ten feet wide, is installed for the length of Derby Wharf.
CE 1963	Purchased/Sold	The NPS acquires the Narbonne House and expands the boundary of the park north to Essex Street.
CE 1966	Established	Salem Maritime National Historic Site is listed on National Register.
CE 1973	Altered	NPS performs structural modifications to the Narbonne House.
CE 1977	Removed	The Navy authorizes the removal of the Naval Reserve Training Facility from Central Wharf.
CE 1977 - 1978	Moved	NPS rehabilitates and relocates a warehouse, now known as Central Wharf Warehouse, to its current location to serve as the orientation center for the site. The park also relocates a warehouse to the head of Derby Wharf to be used for storage.
CE 1978	Purchased/Sold	NPS acquires 0.15 acres at the western edge of the park for the relocated warehouse at the head of Central Wharf.
CE 1978	Restored	NPS restores the Scale House according to the General Management Plan.
CE 1979	Established	The Derby Wharf Lighthouse is transferred to the National Park Service.
CE 1980	Established	The Derby Wharf Lighthouse is listed in the National Register of Historic Places.
CE 1982	Destroyed	The warehouse structure placed at the head of Derby Wharf in 1977-78 is destroyed by arson.
CE 1985 - 1986	Restored	The Derby House Board Fence and the Derby House Picket fence are repaired.
CE 1985	Restored	NPS rehabilitates the West India Goods Store.
CE 1987	Established	The Salem Partnership, a planning entity, is established.
CE 1987	Altered	The Custom House is reopened after repairs.
CE 1987	Altered	NPS performs structural modifications to the Narbonne House.
CE 1988	Purchased/Sold	NPS acquires St. Joseph Hall, formerly owned by the St. Joseph`s Polish Roman Catholic Society, and incorporates the building into Salem Maritime National Historic Site.
CE 1990	Established	A parterre garden with herbs, heirloom annuals, perennials and bulbs, typical of a formal eighteenth century design, is developed behind the Derby House.
CE 1990	Restored	NPS completes minimal restorations to Central Wharf Warehouse.
CE 1990	Altered	NPS alters the park boundary to allow for the purchase of the Second Corps Cadets Armory for a regional visitor center.
CE 1991 - 1994	Restored	The NPS prepares a site plan to address site improvements and rehabilitates Derby Wharf again.
CE 1992 - 2005	Restored	In 1992, 1995, and 2005, the NPS rehabilitates St. Joseph Hall through structural stabilization, asbestos removal, repairs to original windows, and restoration of the original storefront.

Year	Event	Major Event Narrative
CE 1995	Built	NPS constructs Central Wharf restrooms.
CE 1996	Established	Essex National Heritage Area is established.
CE 1997	Altered	NPS performs structural modifications to the Narbonne House.
CE 1998 - 1997	Restored	NPS rehabilitates West India Goods Store.
CE 1998	Built	The Rigging Shed is constructed on the eastern edge of Central Wharf.
CE 2000 - 2001	Restored	NPS rehabilitates the Hawkes House.
CE 2003 - 2011	Reconstructed	The NPS disassembles the Pedrick Store House and reconstructs the building in its current location on the northern portion of Derby Wharf.
CE 2006	Altered	NPS performs structural modifications to the Narbonne House chimney.
CE 2007	Altered	NPS restores the Derby House.
CE 2010	Altered	First section of the Salem Harborwalk opens and connects to the west side of the park.
CE 2015	Removed	The Rigging Shed is removed.

Physical History:

The following section documents the physical development and evolution of the properties within the Salem Maritime National Historic Site. The information is extracted from several secondary sources, including books on the settlement of New England and the development of maritime trade, historic structures reports for buildings and structures within the park, archeological studies, an ethnohistorical study of St. Joseph Hall and its neighborhood (2009), the park's Administrative History (1993), the recent updated National Register documentation (2014), as well as many historic photographs.

The physical history is organized into six time periods: (I) Exploration and settlement before 1626; (II) Colonial Salem and the development of Atlantic trade, 1626–1735; (III) The Derby family and the Revolutionary War, 1735–1783; (IV) International trade and the establishment of the U. S. Custom Service, 1783–1829; (V) Industrialization and European immigration, 1829–1936; and (VI) Establishment of the Salem Maritime National Historic Site and National Park Service ownership, 1936–2014. Within each period, the narrative describes the political, social, and economic context that influenced the development of the region, the development of Salem Town, and site-specific development within the future Salem Maritime National Historic Site property. Each period ends with a description of the physical landscape. The "Landscape Features and Characteristics" section contains more detailed histories of each feature.

I. EXPLORATION AND SETTLEMENT, BEFORE 1626

Prior to European contact, the present-day Massachusetts coast was home to a network of tribes and confederacies within the Algonquian language group, including the Wampanoag, Massachussett, Nauset, and Naumkeag. Other tribes, including the Pennacooks, Nipmuc, Pocumtuc, and Mahican, occupied inland areas of the Merrimack River Valley and further west. The coastal tribes lived in small villages, deriving subsistence from the sea and the land, fishing from boats on the coast or weirs in the rivers, hunting game and fowl in the uplands and wetlands, migrating inland along watercourses and inland routes, and planting fields with corn, beans, squash, and other crops.

European explorers first visited the Salem area in the late sixteenth and early seventeenth century. Tidal fluctuations of approximately eleven feet and changing currents around the headlands, islands, and hidden underwater shoals, made coastal navigation perilous. Tucked between headlands, Salem's deep bay, muddy coves, and sandy beaches offered safety to visiting ships. Early recorders noted the coastal lands were amply forested with mature, tall, straight trees. In the hills and uplands, forests held red and white oak, red maple, white pine, chestnut, and hickory. Lowland areas supported beech, hemlock, and tulip poplar. Despite adequate rainfall, the gravelly, sandy soils of the beach areas supported dry forests of pitch pine, scrub oak, and holly. (Cronon, 2003, 23-33)

Europeans introduced new materials, language, and practices, as well as contagious diseases that wiped out ninety percent of the Indian population in coastal areas of New England. Many of the deceased included tribal and religious leaders, which prompted major realignments and reform within Indian polities. Following a plague of measles or typhus in 1616, European accounts describe indigenous coastal settlements as empty with fields cleared and planted, but unharvested. Seeing this as providence, English settlers exerted their authority and fractured the remaining coastal Indian groups. Some groups reorganized further inland during the colonial period, retaining webs of significance that they created for themselves and cooperatives ways of living. Other groups adapted to colonial ideologies for survival and moved to Christian communities known as praying towns, including Wamesit (now Lowell) and Natick. Others resisted English authority or formed alternate alliances with rival colonies and nations. Realignments resulted in the geographical dispersion. (Cronon 2003: 23-33; Pulsipher 2005: 205; Bragdon 2009: 7-39, 207)

In the 1620s European fishing, trapping, and trading expeditions increased dramatically. One group of merchants based in Dorchester, England sponsored fishing expeditions to Massachusetts Bay. These expeditions erected their fish flakes and other temporary buildings on or near Cape Ann for their use during the fishing season, returning each year to England. Envisioning the profits of a year-around settlement, the group formed the Dorchester Company, a joint stock company intended to extend the fishing and fur trading season and expand crop production. In 1624 the Dorchester Company designated John Tylly and Thomas Gardener as overseers of the Cape Ann settlement for the fishing and planting efforts respectively. Within a year, the company asked John Lyford and Roger Conant to lead the settlement at Cape Ann. Lyford and Conant moved north to Cape Ann in 1625. (Hubbard 1848: 106)

The Cape Ann enterprise was unprofitable, and two years after it was established, the Dorchester Company withdrew its support of the settlement and dissociated. Conant, however, convinced about thirty people to stay, but moved south to what he considered a more accommodating location at the southern base of Cape Ann on a small peninsula of land bounded by rivers on the northwest and southeast. In 1626, Conant and others established a small cluster of huts on the peninsula, at the time called Naumkeag—Algonquian for "the fishing place"—but soon to be renamed Salem. (Hubbard 1848: 107; Baker 2004: 21; Phillips 1933: 27, 42)

Landscape Summary, 1626:
The peninsula on which Salem was founded was predominantly low and sandy, offering marginal farmland but ample waterfront. The site where Derby Wharf would eventually be built was on a small shallow cove in the South River, named Palfrey Cove. The cove was muddy and shallow and defined on the east by a small point of land and on the west by an island, which would later be named Foot's Point and Jeggles Island respectively. Two channels of the South River passed on either side of Jeggles Island before swinging south away from Foot's Point, leaving broad mud flats near the shore. (Cronon 2003: 28; Friedlander 1991: 7; Phillips 1933: 27, 64)

II. COLONIAL SALEM AND THE DEVELOPMENT OF ATLANTIC TRADE, 1626–1735

After the failure of the Dorchester Company's settlement on Cape Ann, several of its leaders organized into the Massachusetts Bay Company and obtained a sizeable land grant between the Charles and Merrimack Rivers, including the fledgling settlement at Naumkeag. The company selected John Endecott, one of the grantees, to lead the endeavor as the first governor of the colony. Endecott sailed with about a hundred settlers, arriving at Naumkeag in September 1628. Endecott's party, endowed with the authority of the Massachusetts Bay Company's patent, superseded the existing Naumkeag settlement, but welcomed Conant and the other settlers into the colony as full members of society. Rather than reside near the existing dwellings, Endecott relocated his home to the center of the peninsula, which would become the town center, at the southeast corner of Washington and Federal Streets. Endecott also arrived with instructions to purchase land titles from the remaining Indians if "any of the Savages pretend Right of Inheritance." In 1629 the settlement was incorporated as Salem, the Hebrew word for peace, and eventually became Salem Town and Salem Village (later Danvers). (Baker 2004: 29; Felt 1827: 8; Phillips 1933: 40, 42-43)

Colonial Trade and Great Migration, 1630–1670s:
In 1630 the Great Migration from England to the new colonies began in earnest. From the outset, the Massachusetts Bay Company was intent on settlement in towns, rather than the dispersed settlement as was typical further to the south. In the first years of European settlement, the commerce of New England was based on three export commodities—timber, fur, and fish. In the 1620s and 1630s, much of the shoreline areas of Salem were dedicated to processing and storing fish. The Great Migration not only brought money and goods into New England, but also brought in skilled craftsmen and experienced mariners, including ship captains with knowledge of oceanic navigation. The shipbuilding and outfitting industry in Salem Town became increasingly self-sufficient, turning out ships capable of reaching foreign ports. (Anderson 1991: 90-100; Vickers and Walsh 2005: 28; Phillips 1933: 96-97)

Salem began trading with other American Colonies as early as the 1630s, with short coasting trips to Long Island Sound and the coast of Maine. In the 1640s, as the flow of Puritan immigrants and their money slowed to a trickle, the shrinking economy encouraged merchants to export a wide range of goods gathered from a broad network of individuals along the Atlantic Coast and included slaves. Massachusetts was the first slave-holding colony in New England, with the first slaves arriving in about 1624. The first American ship to carry enslaved Africans was the Desire, built in Marblehead in 1636 and owned by a Salem merchant and brought slaves to Boston. In 1638 the ship also transported Pequots that had been captured as a result of the Pequot War. The young male Indians were enslaved and transported to the West Indies and traded for African slaves. This practice of exporting Native Americans and importing Africans to enhance the productivity of the colony continued throughout the seventeenth and eighteenth centuries. (Rundell and Murphy 2008: 2; McWilliams 2007: 56; Phillips 1933: 96-97; NR 2014: 22-23)

The Rise of Merchant Families, 1690s–1735:
A series of wars in Europe, shifting alliances, and unrest between the native tribes and English, Dutch, and French settlers all contributed to an unsettled economy in the mid and late 1600s. The English Navigation Acts of the early 1660s restricted trade by the colonies to direct English trade only. King Philip's War in 1675–78 and King William's War in 1688–98 devastated the local economy and magnified the disparities of isolationism. At the same time, tension increased between Salem Town and Salem Village, as manifested in the Salem Witch Trials of 1692–93. Yet, amidst these tumultuous events, Salem emerged as a prosperous trading port.

With the rapid expansion of trade in the late seventeenth and early eighteenth centuries and Salem Town's burgeoning seafaring economy came the rise of affluent merchants. Overcoming his persecution during the witchcraft crisis of 1692–93, Philip English was among the first to demonstrate the combination of wealth and prominence that success in the business of trade could bring. By 1700 English had regained his position at the top of Salem's commerce and society. English owned a number of properties around Salem, including a mansion on the east end of Main (Essex) Street and waterfront parcels with wharves on the South River. Other successful merchants included

Joseph Tyler, Benjamin Pickman, and members of the Browne and Gardner families. While many of these merchants had houses on Main (Essex) Street, they all maintained a presence on the waterfront, allowing them immediate access to the wharves and storehouses. (Phillips 1837: 75; Goodwin 2004: 308-309)

The rise of the Derby family as leading New England merchants illustrates Salem's important role in the Atlantic trade network and demonstrates how maritime trade practices contributed to the development of the nation's free-market business and economic systems. Family patriarch Captain Richard Derby Sr. (1712–1783) built a productive career in the same method as most successful Salem mariners, by learning the trading business from the ground up. Derby went to sea at a young age and likely learned the basics of seamanship and navigation from his uncle Samuel. By the time Derby was twenty-four, he made his first trading voyage as captain of the Ranger in 1736. Through reinvesting his earnings from this and subsequent trips, Derby gradually increased his position and interest in maritime ventures. (NR 2014: 23; Murphy 2008: 74)

The land around Salem's waterfront contained smaller house lots, typically occupied by merchants, tradesmen, and shopkeepers in various professions. One of these, a modest house on a narrow lot on Essex Street, was built by Thomas Ives in about 1672, and would later be known as the Narbonne House. Ives was a butcher or "slaughterer," and the location of the house across from the town common where livestock were kept was advantageous. The original "half-house" with one room and a chimney on one side would have been a typical residence of a tradesman who was not wealthy, but made a comfortable subsistence. After Ives died in 1695, his widow Elizabeth married John White, also a "slaughterer," and they had two children. They continued to live in the house for a few more years. John White died and Elizabeth sold the property to Simon Willard, a shoreman, weaver, worsted comer, and cloather, in 1699. The sale included the dwelling house, outbuildings, and land of about "thirty pole more or less," (approximately 900 square yards) which remained as the same lot size to present. (Cummings 1962: 3-7; Moran 1982: 55-56)

Deacon Simon Willard retained the future Narbonne home and property for the next thirty-two years, and lived there with his first wife, Martha Jacobs who died in 1721 and his second wife, Priscilla Buttolph and four surviving children who were nearly grown when he purchased the house. Over the next few years, all four of the children were married, and at least two sons and their families lived in the Essex Street house as well. As the families grew, the small house was insufficient, and in about 1730 a sizable addition was constructed, consisting of a new gambrel-roof southern ell portion of the house (replacing the previous southern ell) and an enlarged eastern lean-to. Simon Willard died in 1731 and his sons Josiah and Richard inherited the house then mortgaged the northern half to Captain Thomas Ellis. (Cummings 1962, 8-9; Moran 1982, 63-69)

Landscape Summary, 1735:
During the last half of the seventeenth century, Salem grew from a small coastal village to a thriving seaport town. Main (Essex) Street, which traveled the length of the peninsula from west to east, served as the primary route through the town and contained the most prominent residences, including the homes of selectmen, church administrators, doctors, and merchants. (Felt, 1827: 563; Phillips 1933: 173)

While other seaside towns on the north shore focused on fishing and ship building, Salem became a hub for outfitting ships and trade. When Richard Derby purchased a home east of the town center and just to the west of the study site in 1735, a tradesman's residential lot often served as a place of business as well. Lots typically contained a dwelling house, outbuildings, and perhaps a workshop, depending on the trade of the owner. Tailors, cobblers, carpenters, coopers, butchers, and other tradesmen processed or manufactured and sold goods in their homes or outbuildings. Richard Derby purchased a large Georgian-style gambrel-roofed house on Water Street (later become Derby Street) across from Union Wharf, just to the west of the study site. The house was sizeable for its time and located in its prominent position to allow Derby to keep an eye on the activities of the wharf.

Within the study site and north of Water (Derby) Street, the residential block (bounded by Main (Essex) Street on the north, Orange Street on the west, Daniels Street on the east) was divided into about nineteen house lots. The lots ranged from a large two-acre lot in the center of the block to

small lots of under a tenth of an acre. The houses were located toward the front of their lots with ample back yards that held the outbuildings and any subsistence gardening or livestock. The center of the block comprised one larger lot facing south toward the cove, which was owned until 1708 by Timothy and Thomas Laskin and by Paul Mansfield thereafter. The smaller lots were concentrated along Orange Street and Main (Essex) Street. The lot on the north side of the block facing Main (Essex) Street, was owned in 1735 by the Willard family but mortgaged to Captain Thomas Ellis. The Willard residence (later known as the Narbonne House), was originally constructed as a half house in 1674–75. By 1735, the house included a several additions, a center chimney, a cellar, an attic, an outhouse, and a shop.

The waterfront of Palfrey's Cove remained as undeveloped shoreline with extensive mud flats and marsh. Foot's Point, which had defined the east side of the cove, had washed away in 1690, but the resulting mud flats still forced ships to swing wide to the south to find the channel. The west side of the cove was defined by Long Wharf or Union Wharf, which extended from the shore to Jeggles Island, blocking the north channel of the river. The south channel continued to carry ships around the south side of Jeggles Island and Union Wharf into the inner harbor. Union Wharf took advantage of the deep water of the channel that passed on the north side of the island, allowing larger ships to dock. In 1735, Union Wharf was the largest wharf in Salem and was drawing increasing shipping traffic to the location. Beyond Union Wharf to the west, ships still used the south channel to access Ingall's Cove at the foot of Town House Street, where small wharves and docks still accommodated the bulk of Salem's shipping. At the south end of Town House Street along what would become Front Street, the steep river bank had been buttressed over deeper water to create small wharves. East of Palfrey's Cove, the South River opened up into Salem Harbor. The center of the fishing trade was Winter Island on the southeast end of the peninsula. (Phillips 1937: 88)

III. DERBY PERIOD AND THE REVOLUTIONARY WAR, 1735–1783

The early eighteenth century brought renewed growth to Salem trade. By mid-century, the Derbys and other prominent merchant families were well positioned to take advantage of opportunities to buy and sell domestic and foreign goods with great profits. In 1756, the eruption of the Seven Years War between France and England made it dangerous for the American Colonies to trade with the French West Indies. Although laws in effect at the time already forbade direct trading between French and British colonies, the West Indies relied on resources such as timber, fish, and grain from the North American mainland. Conversely, New England traders relied on a circuitous pattern of trade that included the West Indies and Europe. After the outbreak of hostilities, trade with the West Indies became more hazardous, but more profitable. Richard Derby lost at least three vessels at the hands of British admiralty courts and French privateers, but he successfully carried on commerce with French West Indies throughout the struggle, mainly smuggling French sugar and molasses from Caribbean Islands that were forbidden to British vessels during the war. With the income from his wholesale and retail stores and private banking, Derby was by 1763 recognized as one of the most prosperous merchants in Salem. (Phillips 1937: 232-239; Murphy 2008: 96; Tyler 1986: 8)

Derby's sons—Richard Jr. (1736–1781), Elias Hasket (1739–1799), and John (1741–1812)—made significant contributions to the growing merchant economy, growth of Salem as an international port, and American Revolution. As hostilities with Great Britain ignited, Elias Hasket Derby recognized opportunity in privateering and quickly began arming the Derby fleet. By the time of the war, he retained ownership or majority ownership in at least 26 privateers and partial interest in numerous other vessels, enabling his crews to capture 144 vessels during the war. Elias Hasket Derby's accumulated privateering fortunes facilitated his pioneering activities in the American Far East trade in the following decades. John Derby captained the Astrea with news of the Treaty of Paris, which officially ended the war on September 3, with a homeward passage from Nantes to Salem in twenty-two days. (NR 2014: 25; Peabody 1912:49)

The Derbys and other Salem merchants poured their wealth into the development of the city, particularly the shoreline and its infrastructure for carrying on trade. By the end of the Revolutionary War, Salem had burgeoned into a thriving seaport town of more than six thousand people. Wharves and warehouses lined the waterfront nearly contiguously from the mill dam to Derby Wharf on the South River. Goods that arrived on the ships were stored on the ground floor of the warehouses waiting to be distributed for reshipment or transport along the coast. The upper floors of the larger warehouses were often used by the sail makers. Counting houses, banks, offices, stores, inns, and other businesses that serviced the commerce of trade, as well as the residences of ship owners, captains, and mariners, were also clustered near the waterfront area between Main (Essex) Street and the South River. (Phillips 1937: 168, 1780 map)

What would become known as the Narbonne property was held by the Willard and Ellis families in the 1740s. Josiah Willard, a sail maker, sold half of the parcel to Captain Joseph Hodges in 1750, and the Willard family sold the other half to Hodges in 1757, reuniting the property. Joseph Hodges began his career as a mariner, working his way to Captain before retiring from the sea as a wealthy merchant. At the time he bought the Narbonne house he was still sailing as captain, making trips to Virginia and Barbados during that period. As his financial situation improved, he eventually moved into a "mansion house" elsewhere in the city, but he retained ownership of the Narbonne house until his death in around 1780. After the death of Captain Hodges, the property was conveyed to Jonathan Andrew, a pioneer in the leather manufacturing industry in Salem. Andrew died only a year later at age 43 and the property passed to his widow and five or six children that survived to adulthood. The eldest daughter, Mary Andrew married Joseph Hodges in 1783, the nephew of Captain Joseph Hodges, who had sold the property to her father. (Cummings 1962: 11-13; Moran 1982: 71-74)

Landscape Summary, 1783:
When the Treaty of Paris was signed in 1783, the waterfront of Salem reflected the success of its merchants. Stores and warehouses stood along the waterfront and wharves extended several hundred feet into the river to access the deeper water and to accommodate several ships at once.

The shoreline road, Water (Derby) Street connected the wharf area to the town center. The street was realigned and improved several times between 1760 and 1783 and was used to access the growing number of wharves. Two small lanes provided access to the interior of the residential block, which was bounded by the other major east to west route, Main (Essex) Street.

Along the north side of Water (Derby) Street stood a row of residences of variable size and style. Two buildings stood on the site of the future Custom House, a small 1764 dwelling owned by John White and the 1771 mansion of George Crowninshield with an associated barn and shed to the north. To the east stood Elias Hasket Derby's unfinished 1780 house (later known as Hawkes House) designed by noted architect Samuel McIntire. After purchasing the property in 1771 and beginning and then suspending construction of the house between 1780 and 1781, Elias Hasket Derby purchased the Pickman House, a large mansion on Washington Street near the center of town in 1782. Just to the east was the brick (Derby) house that had been built for Elias Hasket Derby and his new wife Elizabeth Crowninshield in 1761, which they vacated in 1782 when they moved to Washington Street. To the north and along Main (Essex) Street, the Simon Willard family constructed a new gambrel-roofed rear ell addition on the south side of their home (Narbonne House) between 1729 and 1750. The property passed to Captain Joseph and Elizabeth Hodges, then in 1870 to Jonathan and Mary Andrew, then to Joseph Hodges. Several other residences and accompanying outbuildings also stood within the block, all with ample back yards, outbuildings, subsistence gardens, or livestock.

The Derby family owned much of the land within the study site and south of Water (Derby) Street, plus warehouses and waterfront land on Winter Island. Most notably the family owned a parcel that included Derby Wharf, which was a solid timber structure and 803 feet in length by 1783, and supported an upper wharf counting house built in 1765 and a lower wharf counting house built in 1771. The Derby family also retained Union Wharf to the west, which extended 600 feet into the harbor. In between stood Hatch's Wharf and White's (Central) Wharf (90 feet in length), both constructed in 1768. To the south in the town of Marblehead stood a large store house, built by Thomas Pedrick in 1770. Two and a half centuries later, the building would be moved to the head of Derby Wharf.

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

As the United States emerged from the Revolutionary War, Salem merchants contributed to the economic stabilization of the new country through their immersion in the global trade market. The loss of privateering profits and the lack of British affiliation in traditional ports of call initiated a post-war economic decline. Merchants began re-establishing trade in the West Indies, but increased competition in the transatlantic network necessitated diversification of maritime commerce. Opportunity arose through the decline of former monopolies, enabling free trade and the expansion of American business to previously inaccessible foreign ports in the Far East. Over the next three decades, Salem trade recovered and then overtook its pre-war strength.

Elias Hasket Derby prospered greatly as a result of his privateering ventures, but with the return of peace, he was faced with the problem of seeking out new fields of commerce. Ships like the Grand Turk and Astrea, though only of some three hundred tons burden, were too large for coastwise and West Indian trade. Moreover, some of the more profitable luxury goods were no longer restricted by British rule. Accordingly, new trade routes and new markets opened as outlets for the shipping interests of the new nation. During the last two decades of the century, Elias built up at Derby Wharf one of the leading mercantile establishments in the United States, and through the development of his extensive trade to Europe, the East Indies, and China did a great deal to promote the growth and prosperity of the country in its early years. (Peabody 1908: 28; Fitcher 2010: 1307, f2)

During his long career, Elias Hasket Derby cultivated multiple generations of successful Salem merchants. He founded and financed a local navigation school, where he taught the trade to the resident community and created crews for his large fleet. Derby's students began their training in his counting house on Derby Wharf where they studied markets and navigation before setting sail. Upon completion of their land education, Derby sent students on training voyages to work as clerks and then as supercargoes on small vessels bound for the West Indies. Students who made several successful trips to the West Indies would then be assigned to crews of vessels bound for the Far East.

Unfortunately, every aspect of Salem's economy in the late eighteenth century continued to support the expansion of the slave economy of the Atlantic basin. In 1783 slaveholding was ruled as violation of the Massachusetts Constitution, and a 1788 law prohibited participation in the slave trade, yet Massachusetts merchants continued to support the slave industry by transporting dried fish, timber products, and horses to the West Indies in large quantities, which were a vital part of sugar production on the islands. Dried fish was a major protein source for the enslaved labor force on the plantations, timber was used to make barrels and hogsheads for shipping molasses and sugar, and horses provided transportation. (Hancock, 1997: 16; NR 2014: 29)

U.S. Customs Service and the Development of Salem:
Following the Revolutionary War, the federal government desperately needed revenue to cover its operating costs and to cover debts incurred during the war. Congress passed the First Tariff Act on July 4, 1789, enabling the collection of federal duties on imports, and established the U.S. Customs Service through the fifth act of Congress on July 31, 1789. British customs agents had monitored the Port of Salem since 1636, and a branch of the U.S. Customs Service was established there in 1789. The U.S. Customs Service initially leased office spaces in local ports before building new Custom Houses throughout the nation in 1818. The Salem customs office operated out of several different rented spaces until 1818, beginning in a wood building located on Central Street. The U.S. Customs Service purchased the Crowninshield property on Derby Street in 1818 and erected the new Custom House that year (Figure 1). Ten years later, Ebenezer Slocum built the Scale House, completed in 1829, behind the Custom House. (NR 2014: 30)

With the profitable East Indian trade of the 1790s and 1800s, there was a growing need for larger wharves with more warehouse space. Following the model of Union Wharf and Derby Wharf, merchants began constructing long wharves that extended far into the water. By 1820, at least six of these long wharves extended from the south waterfront of Salem into Salem Harbor, including Union, Forrester's, Derby, White's, Orne's, and India (or Crowninshield's) wharves. The longest of these, by

far, was Derby Wharf. (NR 2014: 12)

As the ships returned to Salem from China, India, Indonesia, South America, and Africa, they brought not only wealth, but exotic foods and spices, objects of art, ornate fabrics, furniture, and fine goods. Salem became a cosmopolitan center of culture, with churches and schools, newspapers, banks, insurance companies, libraries, charities, museums, and music. Merchant traders of the East India Marine Society gathered to share scientific knowledge starting in 1799, displaying their art and exotic objects in an exhibit hall eventually become the Peabody Essex Museum. One of the first professional architects in America, Samuel McIntire, had designed the Hawkes House in 1780 and built many other ornate mansions for Salem's wealthiest residents, which were accompanied by increasingly lavish gardens. (Saunders 1820; Phillips 1947)

Site Development, 1783–1829:
In 1783, the basic infrastructure to support maritime commerce at the Derby waterfront was in place; however, improvements over the next two decades were necessary to accommodate the dramatic increase in the volume of goods that passed through the site. New warehouses on Derby Wharf were constructed, increasing in quantity from two to twelve, and wharves lining Salem's waterfront increased in both size and number. (Friedlander 1991: 22)

Richard Derby died in 1783, just as the Revolutionary War ended, leaving much of his holdings, including Derby Wharf, to Elias Hasket Derby. Elias Hasket immediately began making improvements to the wharf, including facing the eastern side with stone and commencing landfilling operations on the waterfront lots to the east of the wharf. To accomplish the latter, Derby constructed a stone wall between Derby Wharf and Palfrey's Wharf to the east, displacing the shoreline ninety-five feet to the south. On the newly filled land, Derby established a shipyard where a number of vessels would be built, including the ship Grand Turk II and the brig Henry. Beginning in the 1790s, Derby added warehouses and reconfigured the western edge of the wharf near the wharf's head, adding notched berths for ships. When Elias Hasket Derby died in 1799, each of his seven children inherited a share of the Derby Wharf. The following year, the heirs began to make a series of improvements and expansions to the wharf. Despite the former channel that ran along the west side of the wharf, the owners felt the wharf lacked sufficient deep water and wanted to extend the wharf to the South River channel, leading to extensions in around 1805 and 1809. (Snell 1974: 41-56)

Following his departure from the Derby Street House, Derby likely rented the house. Sometime between 1784 and 1788, the Derby House was divided into a two-family dwelling, and an addition was constructed on the back of the house containing a kitchen for each unit. There is little known about the lot and garden of the Derby House at this time. The rear yard may have contained a garden (undocumented) and a small barn used to shelter Derby's horse, cow, and carriage, as documented in tax records from the 1770s. (Friedlander 1991: 84)

Jonathan Andrews' widow and their large family continued to live in the Narbonne House for forty years after his death. Alterations to the house and site during this period included remodeling the lean-to kitchen so that it was narrower, but longer, offering more room overall. The narrower footprint of the lean-to was likely to accommodate a driveway that led to the new carriage house, which was built behind the house. Mary Andrews outlived all of her children, so upon her death in 1820, the house passed to her grandchildren, who still lived in the house. During the 1820s, all of the grandchildren married and moved out of the house, except for Sarah, who married Nicholas Narbonne in 1823 and remained in the house to raise her family. The Narbonne family would live in the little house on Essex Street until 1905. (Narbonne House HSR, 72–77)

Landscape Summary, 1829:
By 1829, the direct relationship between the Derby Wharf area and the Derby family had diminished markedly, and with the diversification of holdings on the wharf and the construction of the Custom House, the wharf area had taken on a more public and institutional character.

The shoreline area once accessed by a curving road that followed the coast had given way to a heavily used roadway lined with a variety of building types. The road continued to be known as Water Street and to the north, Main Street had been renamed Essex Street. Daniels Street and

Orange Street continued to define the boundaries of the residential portion of the study site. A flagstone plaza, outlined by granite bollards served as the front entry to the Custom House and formed the corner of Derby Street and Orange Street, interior to a pedestrian sidewalk. The newly built 1829 Scale House stood behind the 1819 Custom House-Public Stores building.

East of the Custom House stood the residential house designed in 1761 by Samuel McIntire for Elias Hasket Derby, which was subsequently completed by Benjamin Hawkes in around 1801 and owned by him until 1830. Next door, the Derby House was owned by Captain Henry Prince who added a rear ell. Prince also constructed the West India Goods Store sometime between 1800 and 1805 and initially used it as a warehouse. To the north and close to Essex Street, the fourth owners of the Narbonne House constructed yet another addition, extending the original lean-to. The property also contained a carriage house. It is likely that any planting schemes on the residential lots site were simple and functional in nature, consisting of shade trees, simple foundation plantings, and subsistence gardens.

The waterfront lots to the south of Derby Street and east of Derby Wharf were largely open and free of buildings. Elias Hasket Derby had stipulated that no buildings be built on the two waterfront lots to the east of Derby Wharf, and in 1829, these lots contained no structures. The upper counting house at the head of Derby Wharf had been removed in 1819, leaving the wharf free of structures for a distance of over three hundred feet from Derby Street.

Initially the longest wharf in Salem in 1771 at 803 feet, Derby Wharf now dwarfed all other wharves, extending about 2,000 feet into Salem Harbor. Its eastern edge was lined with fifteen large warehouses, and the western edge was typically lined with masted ships. Once tightly controlled by Elias Hasket Derby, the wharf had been incorporated by his heirs, and the warehouse lots leased to a variety of individuals and businesses. Although the overall trade coming into Salem began to decline in the early 1800s, the expansion of the wharf and the presence of the U.S. Customs Service continued to bring a bustling business to Derby Wharf and its warehouses.

Just west of Derby Wharf stood Ezekiel Hersey's 150-foot-long timber and cobb wharf, later known as Hatch's Wharf. Further west, Forrester's Wharf, (formerly White's and later Central Wharf), extended approximately 800 feet into Salem Harbor. The wharf contained a linear series of warehouses, including Forrester's Warehouse built in 1792. Further west and beyond the study site, Union wharf consisted of numerous boat slips and landing sites. East of Derby Wharf, Hawkes Wharf extended from the street now known as Kosciusko Street, and the wharf was later known as Tucker Wharf.

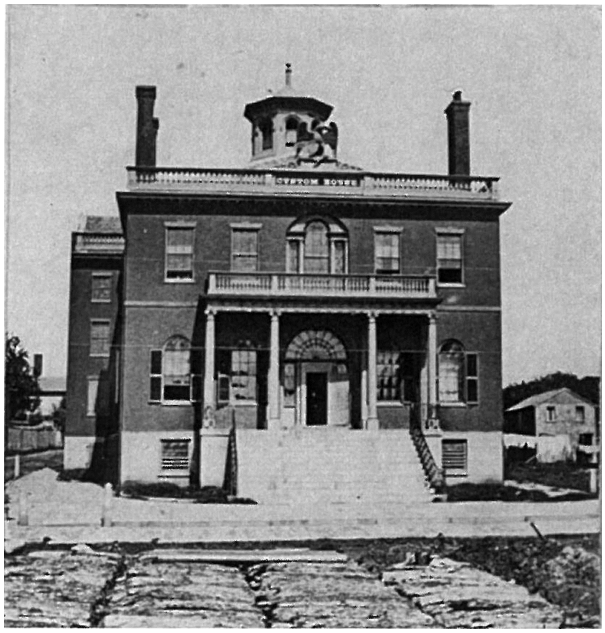


Figure 1. View looking north at the Custom House, circa 1873. Note the large stone-block paving of Derby Street, the cupola, eagle, "Custom House" sign, and the granite bollards along the sidewalk. (SAMA 01A-002)

V. INDUSTRIALIZATION AND EUROPEAN IMMIGRATION, 1829–1936

By the late 1820s, the economic engine of Salem had already shown signs of a dramatic shift that, by the middle of the century, left the Derby Wharf area a shadow of its former self. New immigrant groups, primarily French Canadian, Irish, and Polish settled in Salem, providing a labor force to feed a shifting economic landscape as bustling wharves gave way to churning mills. Crowded tenements developed amidst grand homes that had been constructed by Salem's wealthy merchants.

As shipping declined, manufacturing rose to take its place as the economic driver in New England towns like Salem. Salem's first factories produced textiles, shoes, and leather. Most of New England's textile mills were built along the area's rivers and were powered by water, but Salem's rivers lacked the flow to power equipment, so the city's mills had to seek another energy source. A group of maritime merchants founded the Naumkeag Steam Cotton Company in 1839, and by 1845 they began building New England's first mill powered by steam produced by burning coal. The sprawling Naumkeag Mills were built on Stage Point, south of the South River across from the southern end of Derby Wharf. Beginning production in 1847, the mill imported cotton and coal from the southeastern United States and exported the finished textiles in hopes of reversing the economic decline caused by the decrease in maritime trade. (Chomsky in Morrison and Schultz 2004: 221; Stanton and Becker 2009: 34-35)

Until the surge in Irish immigration around 1846, the majority of manufacturing laborers were American-born males. After 1846, an increasing number of Irish immigrants, followed by a French Canadians and Europeans, worked in Salem's textile, shoe, and leather industries. By 1875, a quarter of Salem's population of about 24,000 was foreign born, of which 56 percent were Irish. By 1915, almost one third of the city's greatly increased population of over 37,000 were foreign born, with French Canadians the most numerous, Irish and Polish next in size, and significant numbers of Russians, Italians, Greeks, and Turks. Ethnic neighborhoods formed in areas formerly dominated by maritime life and trade, including a French Canadian neighborhood that stretched south from the western end of Derby Street and a Polish neighborhood on the east end of Derby Street. (Stanton

and Becker 2009: 34-36)

Salem increasingly lost business to the larger U.S. ports in Boston and New York. Despite its diminishing economy, Salem maintained its stature as a center of trade. In 1854 the U.S. Treasury enhanced the Custom House-Public Stores building and added a new cupola and sign under the direction of Supervising Architect Ammi B. Young. In 1870 the U.S. Lighthouse Bureau constructed the Derby Wharf Lighthouse at the tip of Derby Wharf. (NR 2014: 29-30)

The British East India Company controlled half of the world trade market before its collapse in 1873, resulting in increased foreign competition in international ports. American trade shifted to a model of larger partnerships and corporations. Merchants reinvested their capital in domestic investments such as banks, real estate, transportation and infrastructure improvements, and manufacturing. Investing in the growing railroad industry both supported and undermined the coastal trade industry. Rail lines became essential to sustain use of the Salem waterfront. By 1897, after additional fill was added to Derby Wharf, the Lynn and Boston Railroad Company constructed a line along Derby Street and a large rail car house at the head of Derby Wharf. Rails extended down the length of the wharf to facilitate the movement of goods. (NR 2014: 29-30, Friedlander 1991: 211 and Historical Base Map 1914 to 1937)

Immigration and the St. Joseph Society:
As Salem alone could not supply the workforce needed to operate the Naumkeag Mills, or the numerous other mills and industries in town, agents recruited workers from towns and rural areas throughout New England. After about 1850, the workforce shifted increasingly to immigrant workers, predominantly French Canadians, Polish, and Irish. The Naumkeag Mills alone employed over two thousand people. To accommodate the influx of residents, large residential lots were subdivided several times over, and multi-family tenements were squeezed into every available space.

By the late nineteenth century, Salem was seeing increasing immigration from Eastern European countries, particularly Poland. Polish immigrants, fleeing turmoil in their home country, began to arrive in Salem during the 1850s. Once settled in Salem, the Polish immigrants joined one of the established industries, toiling in the city's mills and factories, or started businesses with the trades and skills and entrepreneurial drive they brought with them from their home country. Initially a small portion of the immigrant population, the Polish community grew in Salem, concentrating in the waterfront area east of Derby Wharf. (Stanton and Becker 2009: 36-43)

In 1897, the growing Polish community founded the St. Joseph Society to preserve their language and culture, provide mutual support, and strengthen their community. The society provided aid to its members in the form of assistance in times of illness or financial hardship and offered funeral benefits. In the twentieth century, the society became more of a social organization, hosting dances and dinners and sponsoring sports teams and youth groups. After several years of meeting in rented halls, church basements, and members' homes, the society constructed their own hall on Derby Street in 1909. (Stanton and Becker 2009: 46, 93; NR 2014: 11, 41-42)

Site Development:
As the economy of Salem shifted from shipping to manufacturing and the population of the city grew, the Derby Wharf area grew in density to accommodate the influx of immigrant laborers. The relatively large house lots provided ample room for new tenement structures between and behind the existing houses. Multi-story buildings, with commercial storefronts on the first floor and residences above, were constructed along Derby Street in front of the Hawkes House and Derby House and at the head of Derby Wharf. Derby Wharf itself continued to function as shipping and storage space (paving stones, coal, and wood), reaching a peak of warehouse density in the mid-nineteenth century. The wharf also supported small-scale manufacturing including cooperage, carpentry, and sailmaking.

The first lot to be developed for increased residential density was the Hawkes House lot, which passed from Benjamin Hawkes to a bank in 1830. Three years later the house and lot were purchased by Benjamin Cox who added a store and several housing units. Together, these buildings formed a tight cluster of residences oriented on Custom House Court. The property was enclosed with a fence in 1840, providing a common open space in the northeast corner of the lot. Construction

on the lot continued in the early twentieth century, with the addition of a small store at the front of the lot in 1911 and a garage at the back of the lot in about 1936. (Friedlander 1991: 95 and Historical Base Map 1914 to 1937)

To the east of the Hawkes house, two stores stood along the front of the Derby House lot. A small store was added at the southeast corner of the Derby House lot in 1906 in the location of the West India Goods Store, which was moved to the southwest corner of the lot between the Derby and Hawkes houses. Along with a new brick building across from the Hawkes House, these buildings created a nearly continuous frontage of building facades flush along the Derby Street sidewalk with no front yards.

Across Derby Street, tenements and commercial structures were being constructed at the head of Derby Wharf. By 1829, eleven warehouses constructed around the turn of the century lined the east side of the wharf, but the north end of the wharf and the beach area to its east were free of structures. In 1837, several new buildings were erected on beach, including a three-story tenement on the corner of Derby Street and Derby Wharf, and commercial buildings to its east, possibly used as stables. At the north end of the wharf itself, a number of smaller buildings, used as warehouses and offices for the businesses operating on the wharf, were built around mid-century. (Friedlander 1991: Historical Base Map 1914 to 1937 and 1820 to 1851)

During the second half of the nineteenth century, the Derby Wharf transitioned to fish processing, but also continued to serve as a storage place for raw materials—and piles of wood, coal, and paving stones occupied the spaces between the warehouses. At the wharf's northern end, in-filling continued with the periodic construction of small buildings or additions to existing buildings, so that by the turn of the twentieth century, very little open space remained at the head of the wharf (Figure 2).

The diminishing greenspace in Salem was a concern for Harlan Page Kelsey (1872–1958), a landscape designer, nationally renowned nurseryman, and Salem civic leader. Kelsey noted "Salem's shade trees are fast disappearing. Of the noble elms and maples of Lafayette, Chestnut, Federal and other streets and those around the common and on certain streets in North Salem, but few can be found that are in an entirely healthy condition." Of Salem's 3,292 street trees reported in a 1906 survey, Kelsey wrote "only 481 trees were actually in first-class condition, 1,295 trees in actually bad condition, and 1,516 only in fair condition." (Wood 2013)

Sarah Vincent inherited the Narbonne House in 1820 when her maternal grandmother, Mary Gardner Andrews, died. In 1823, she married Nicholas Narbonne, and they had two children, Mary Andrew and Nathaniel. Sarah outlived her husband and passed away in 1895. Sarah's daughter Mary Narbonne continued to live in the house until 1905.

Salem Fire, Growth of Tourism, and Early Historic Preservation:
In 1914, Salem was devastated by a fire that swept through the city. Much of the city's waterfront area was destroyed, including the Naumkeag Mill and other industrial facilities on Stage Point. The fire progressed to a point just west of Derby Wharf, burning buildings on Central Wharf and damaging Forrester's Warehouse, but sparing the Custom House and other structures within the study area. Businesses that had operated along the wharf during the late nineteenth century had already begun to decline in the early twentieth century, and although Derby Wharf itself was spared in the fire, its remaining businesses never recovered, and the wharf languished and deteriorated. (Friedlander 1991: 70)

In the process of rebuilding the city after the fire, Salem community members became increasingly aware of the remnants of the wealth and prominence evident in the structures that remained from the city's trading heyday. Houses and mansions that had housed the nation's most influential merchants were scattered throughout the city, hemmed in by later development. In addition to these relics, there also remained buildings connected to the witchcraft hysteria of the late seventeenth century. In an effort to hold on to these historic resources and to generate an economic boost from tourism, the city, private institutions, and concerned individuals began working to acquire and restore select houses.

Early historic preservation efforts in Salem were greatly aided by the collections, expertise, and

organizational efforts of the Essex Institute founded in 1848 and the Boston-based Society for the Preservation of New England Antiquities (SPNEA), founded by William Sumner Appleton in 1910. In Salem, interest was growing in preserving the resources from Derby Wharf's trading days. The Custom House was still in government ownership, but the Derby House was still a private residence, and despite being surrounded by later buildings, it had not been substantially altered since 1811. In 1927, SPNEA acquired the Derby House and West India Goods Store. Restoration of the West India Goods Store was completed the following year, and the restoration of the Derby House concluded in 1929. SPNEA developed the Derby House into a house museum, complete with furnishings, some of which were loaned from the Essex Institute and Peabody Museum (today the Peabody Essex Museum). At about the same time, the board of the Essex Institute briefly considered purchasing Derby Wharf and turning it over to the city for use as a public park, but the proposal was abandoned due to the high costs of restoring the badly deteriorated wharf. Later, in 1933, Salem Planning Board considered using government relief funds to restore the wharf, but the project never progressed beyond discussions. (NR 2014: 9, 33)

Creation of the Salem Maritime National Historic Site, 1933–1936:
During the 1930s, historic preservation efforts in Salem were being mirrored on the national scale by the development of federal programs intended to preserve and administer nationally significant historic properties. In 1933, newly polished President Franklin D. Roosevelt issued an executive order transferring to the National Park Service all of the War Department's battlefields, monuments, and historic areas managed by other federal agencies. The Historic Sites Act, passed in 1935, declared a federal policy to preserve historic sites, building, and objects of national significance for the people of the United States, defining the role of the National Park Service in identifying and managing these properties. A key figure in the selection of Salem as the first national historic site was Harlan Page Kelsey. Kelsey was an energetic supporter and effective advocate for the preservation of Derby Wharf and its acquisition by the National Park Service. (NR 2014: 33-34, 41; Wood 2013: 118, 120-21, 150-51, 158)

On December 9, 1935, Department of the Interior Secretary Harold Ickes approved the designation of the Derby Wharf National Historic Site. In May 1936, Congress authorized the Treasury Department to transfer the Custom House to the Interior Department, and the Derby Wharf became the first national historic site designated under the Historic Sites Act. (NR 2014: 34)

Landscape Summary, 1936:
The Custom House continued to dominate the Derby Street landscape and had been well maintained for over a century, but was vacated by the U.S. Treasury in 1936. Just to the east, the Hawkes House was hidden behind three buildings: the two-story wood frame Cox Store at 174 Derby Street, built by Benjamin Cox; a small store at 172 Derby Street built in 1911; and the West India Goods Store, also known as the Counting House, at 170 Derby Street (the store had been moved to this location in 1911 and functioned as a beauty shop and apartments). (Friedlander 1991: 70, 110, 206, and Historical Base Map, 1914 to 1937)

Behind and north of the Hawkes House stood four buildings: a two-story tenement added to the Hawkes House in about 1851, a four-story tenement constructed in 1897, a two-and-a-half-story dwelling constructed in about 1874, plus a three-car garage built in c. 1936. The tenements housed working class families, predominantly Polish and Russian. Fifteen families lived in these structures, and with each family having multiple children as well as numerous boarders, the lot was crowded with residents. Altogether, hundreds of residents and boarders lived in the few lots clustered around the head of Derby Wharf.

The former location of the West India Goods Store, on the corner of Derby Street and Palfrey Court, was occupied by a two-story building with two storefronts built in 1912, and beyond that, across Palfrey Court, was St. Joseph Hall built in 1909. These buildings and those on the south side of Derby Street were all constructed flush along the sidewalks and close to each other, creating a nearly continuous building front, broken only by a large tree growing in front of Derby House. (Friedlander 1991: 206)

The Narbonne House and property was owned by Frank W. Hale and family. The rear yard was

actively cultivated with flowers, vegetables, vines, and fruit trees (Figures 3 and 4). The Custom House had changed little since its construction in 1819 and rehabilitation in 1854 (Figure 5). Three mature elms grew in the yard behind the building and three other smaller trees grew in front of the Custom House on the south side of Derby Street. (Friedlander 1991: 110, 206, and Historical Base Map, 1914 to 1937)

By 1936, Derby Wharf was a crumbling spit of rocks and rotting timbers that was sinking into the harbor. At high tide the lighthouse at its end was separated from the land by an expanse of water (Figure 6). A few industrial uses were still located in the Derby Wharf area. West of Derby Wharf, Hatch's Wharf was still being used for the processing and storage of wood and coal, as it had been for several decades. Wood was stacked in long rows in the open and coal was stored in in two coal sheds along the western edge of the lot. Central Wharf had been purchased by George W. Lane who in 1896–97 had rebuilt the timber bulkheads and added oak load-bearing piles and addition fill. By 1936, however, the wharf was in need of repairs. (Friedlander 1991: 110, 206, and Historical Base Map, 1914 to 1937)

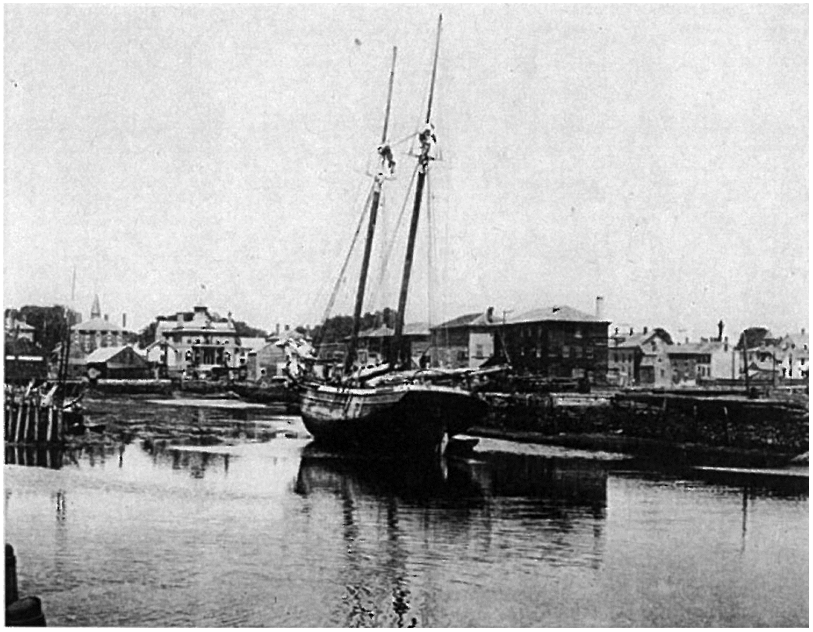


Figure 2. View looking north at Central Wharf (left) and Derby Wharf (right), warehouses, the Custom House, Hawkes House, and tenements in the background, circa 1900. Note the schooner aground between Central and Derby wharves. (SAMA 014A-029)



Figure 3. View looking north to the rear yard of the Narbonne House, 1913. Note the grape arbor, crop rows, and carriage house on right. (SAMA 011A-005)



Figure 4. View looking south from house of gardens in yard of Narbonne House, circa 1920. Note the Carriage House on the left, the grape arbor, crop rows, and other plantings. (SAMA 011A-009-003)



Figure 5. View looking northeast along Derby Street showing the Custom House, the Crowninshield House (Home for Aged Women) at left, and the Cox Store (right), circa 1936. (SAMA 01A-017)



Figure 6. View looking south from Custom House to structures on Derby Wharf, 1935. Note the absence of structures on the wharf per the 1939 Newton plan, and the remaining tenement house and warehouse in foreground. (Photomerge SAMA 14A-41, SAMA 14A-44)

VI. SALEM MARITIME NATIONAL HISTORIC SITE, 1936–2015

As the National Park Service assumed control of Salem Maritime National Historic Site, it set to work transforming the crowded district into a park like setting. In 1937 the City of Salem began acquiring properties and a ruling in April of that year cleared the way for their transfer to the National Park Service. Salem Maritime was formally designated on March 17, 1938 as the country's first national historic site. Edwin Small wrote "The Nation's first national historic site has been established in the old seaport city of Salem, Massachusetts, …the creation of this site marks the beginning of a new line of activity of the National Park Service…Establishment of the site brings to a successful conclusion more than four years of activity on the part of Harlan P. Kelsey, who first envisioned the possibilities and location and has worked most determinedly to secure the cooperation of the City, the State, various organizations and individuals in meeting the property requirements prescribed by the National Park Service." (NR 2014: 34; Small in Wood 2013: 402-03; Friedlander, 153; Admin 1993: 14)

During the summer of 1937, the City of Salem owned the majority of the buildings in the site and began demolition of buildings considered to be unrelated to the site's early maritime history (Figure 7). Demolition began with the removal of the buildings around the Hawkes House, including Benjamin Cox's 1836 store, and by September the effort had expanded to include the stores and tenements on the south side of Derby Street at the head of Derby Wharf. The building with two stores at the southeast corner of the Derby House lot was removed in December, and the last surviving buildings at the head of Derby Wharf were demolished in January 1938. In the spring of 1938, the park moved the West India Goods Store from the southwest corner of Derby House to its original location in the southeast corner of the lot. By the spring of 1938, the demolition and major building work had been completed. Hawkes House stood alone on a bare lot that had been filled and graded after the removal of the tenements. The Derby House front yard was also bare from the construction work, but the back yard still retained the vegetation from the previous residents, which included fruit and other trees. The three large elm trees behind the Custom House were retained, and were the only large shade trees that would be retained in the park's master plan. (Friedlander 1991: 157)

Restoration of Derby Wharf began in the spring and continued through the summer. Its advanced state of deterioration required a nearly complete reconstruction (Figure 8). Sea walls were reinforced

or rebuilt, and in some cases new foundations were excavated. As the stonework progressed, the wharf was back-filled using material dredged from around the wharf as well as from the grading of the sites on the north side of Derby Street. The work on Derby Wharf was complete in November 1938, but work continued on Central Wharf through the winter. The restoration and reconstruction work performed on the wharves was one of the earliest instances of wharf preservation and interpretation in the United States, providing a valuable precedent for other maritime cities along the eastern seaboard (Figure 9). (Friedlander 1991: 189)

1939 Master Plan:
The fast pace at which Salem Maritime National Historic Site was conceived, designated, and developed resulted in much of the planning and implementation proceeding concurrently or out of order. By the middle of 1938, the major site work had been complete, and many of the buildings and other site features had been demolished, removed, or added (Figure 10). During the removals the park refined a master plan to guide park development. While most of the site development was implemented in advance of the final 1939 master plan, some features were not installed until the 1940s and 50s. (NR 2014: 35)

Much of the work to implement the landscape plan, including laying the brick walkways and cobblestones, building fences, and planting vegetation, was carried out by the Civilian Conservation Corps (CCC). Custom House Court, previously unpaved, was paved with cobblestones (Figure 11). Most of the other walkways were paved with brick, with the exception of the gravel walkways behind the Derby House. Extensive plantings and a system of wooden fences of a variety of styles were used to enclose the park and delineate the house lots (Figure 12). Tall board fences lined the perimeter of the park that abutted private property and enclosed the back yard of the Custom House. Along Derby Street and between the lots within the park, lower, more ornamental fences were specified. (NR 2014: 41; NPS 1939)

When the comfort station was completed at the rear of the Hawkes House lot in 1944, the initial park development as envisioned in 1939 Master Plan was effectively complete (Figure 13). As a century of waterfront development was removed in the matter of a few years, the site underwent a dramatic transformation from dense cluster of tenements, warehouses, and commercial buildings to a collection of restored historic buildings in a park setting. On the upland side of Derby Street, shade trees and ornamental shrubs now grew over turf panels amidst a network of brick and cobblestone paths and drives, with ornate fences. The Derby garden area was ringed with fruit trees and included small beds of herbaceous plants (Figure 14). The waterfront side of Derby Street and Derby Wharf itself were free of structures, providing expansive views of the harbor and Marblehead to the south.

Post-World War II and Mission 66, 1945–1966:
With the engagement of the United States in World War II, domestic priorities took a backseat to the war effort. Improvement projects at Salem were suspended before the implementation of the initial master plan could be completed, and several park leaders were called into service. Thereafter, Salem's superintendent changed three times over the next five years. Acting Superintendent Arthur Kelly, assessed the site critically, reporting "the area fails utterly to recreate any of the historical atmosphere appropriate for the purpose of effectively memorializing the early American seamen and the importance of this site for maritime history." (Admin 1993, 59) The park prepared an updated master plan in 1942 to address site needs, but the plan was never implemented. (NR 2014, 36)

Following the World War II, there was a push from the U.S. Navy to implement an expanded Naval Reserve system with training facilities around the country. Salem Maritime's location on Salem Harbor and the apparently underutilized wharves made an attractive site for a training center. Despite protests from Edwin Small and Harlan Kelsey, the will of the Navy prevailed. Construction began in 1947 and by the following year, the head of Central Wharf was occupied by a complex of large brick buildings. (NR 2014: 34-36; Admin 1993: 86-91)

During construction, the Navy determined that Forrester's Warehouse would have to be demolished. The structure had never received the rehabilitation work it needed and remained in a severely dilapidated state. Again, despite objections from Small and others, it was decided that the building be removed and its foundation retained for interpretive purposes. The Naval Reserve Training

Center had a permit to use Central Wharf from 1947 to 1952, but the function was retained for nearly thirty years (Figure 15). (Admin 1993: 86-94)

By the mid-1950s, heavy public use and constant underfunding had led to worn and dilapidated infrastructure and stressed resources in the national parks. Mission 66—a ten-year plan aimed at park restoration and revitalization to meet growing demand and rising visitation rates through increased infrastructure and staffing—was initiated in 1956, marking a dramatic increase in funding for park projects. The park applied funds toward the repair and rehabilitation of nearly all of the buildings on the site, improved the surface of Derby Wharf, and addressed maintenance that had been deferred for over a decade. (Admin 1993: 105)

In 1963, the park acquired the Narbonne House, a property that had been identified in the 1939 Master Plan for future inclusion in the park. Although outside of the park's primary emphasis of eighteenth and nineteenth century maritime commerce, this excellent example of an intact First Period house exhibited undeniable historic and architectural significance. The house was not immediately developed for visitor use, but a carriage house built sometime before 1820 was demolished and architectural and archeological investigations proceeded through the 1960s and 1970s. Sometime before 1960, the park improved the parking lot at the head of Derby Wharf and added a turnaround. Otherwise, Mission 66 brought many needed repairs but few physical changes to the landscape. (Admin 1993: 127)

Decline and Renewal, 1966–1988:
Throughout the 1970s, the park was working to formalize its direction in a new master plan. Completed in 1978, the master plan reaffirmed the site's emphasis on maritime activities and the resources along the waterfront. The new vision included reconstructed warehouses on the wharves, replica sailing ships, and a shipbuilding exhibit on the beach. Interpreters would present costumed demonstrations in the warehouses and aboard ships, and exhibits would emphasize the work-a-day aspects of a bustling waterfront. (Master Plan 1978: 12)

The ambitious goals in the new master plan resulted in only modest physical changes in the landscape. In 1973, the Navy had relinquished the Naval Reserve Training Center on Central Wharf, clearing the way for its demolition the following year. As the demolition of the Naval Reserve complex was progressing, the plan was to retain portions of the buildings for use as a visitor center and museum. About this time, however, a better option presented itself. Two nearby warehouses, built around 1815, were moved to the park in 1977 and 1978. One was relocated on Derby Wharf and used for storage, and the other was moved to Central Wharf to be rehabilitated for a visitor center. To accommodate the warehouse on Central Wharf, the park acquired a 0.15 parcel along Derby Street and removed the Naval Reserves structures. (Admin 1993: 150)

A management priority stated in the 1978 Master Plan was to cooperate with city and private agencies to improve visitor wayfinding, parking, orientation, and experience. The 1978 Master Plan served as a catalyst for the Salem Project (later Salem Partnership), a group of public and private entities created to coordinate the preservation and interpretation of a variety of closely related sites. In the decade ahead, the park and partners advocated for a shared visitor center and parking facility in the center of Salem, eventually acquiring a building in 1990. (Master Plan 1978)

In 1978, the Derby Wharf was damaged by a blizzard, and needed repairs well beyond the park's funding level, contributing to the derelict character of the park. The buildings and wharves were the target of frequent vandalism and burglary, and visitors often felt unsafe within the park. In 1982, the relocated warehouse on Derby Wharf was destroyed by arson, and the other buildings were in need of repairs to fix leaky roofs and chimneys, broken windows, accumulated trash, and other issues. (Admin 1993, 169)

The Salem Project and Acquisition of St. Joseph Hall, 1983-1992:
In 1983, Cynthia Pollack became the new superintendent of the park. Pollack supported the formation of the Salem Partnership in 1987, as proposed in the 1978 master plan. Through the Salem Project, Pollack was able to secure the funds for the Derby Wharf repairs by direct congressional appropriations. In 1987, the Custom House reopened with historically furnished

rooms. In celebration of the 200th anniversary of the United States Customs Service in 1988, new wayside exhibits were installed throughout the site. Development of planning documentation continued through the 1980s, including a Historic Resource Management Plan approved in 1982. (Admin 1993: 176-179, 216)

In March 1988 the park celebrated the fiftieth anniversary of its establishment. With Congressional support, federal dollars were appropriated for the park to advance the Salem Project. In October 1988, Congress appropriated $1.1 million to fund a transportation planning, visitor use study, and to acquire and rehabilitate St. Joseph Hall, also known as the Polish Club. To expedite the acquisition of the hall, the Salem Partnership purchased the building from the St. Joseph's Polish Roman Catholic Society, and transferred it to the National Park Foundation. The Foundation then conveyed the hall to the National Park Service in December 1988 after the official park boundary change legislation. St. Joseph Hall was rehabilitated to house park maintenance and administrative operations along with a combined education and meeting facility on the second floor. (Admin 1993;178-79, 188; Stanton and Becker 2009: ix; Carden 1998, xii)

In collaboration with the Salem Partnership and the Denver Service Center, the park prepared the Site Plan and Environmental Assessment in 1991 to update and advance the goals set in the 1978 plan. Like the 1978 plan, the updated plan explored ways to draw more attention to the wharves and harbor, while relegating modern uses to the edge of or outside of the site. The 1991 plan presented four alternative site development approaches and focused on four goals: revitalize the site, rehabilitate the deteriorating historic wharves, provide adequate maintenance facilities, and integrate the site with the City of Salem and related resources. To advance the four goals set forth in the 1991 plan, the park secured the funding to construct a replica sailing ship for enhanced waterfront interpretation. The park initiated major repairs to stabilize sections of Derby, Central, Hatch's, and Tucker wharves. (Park files; Admin 1993: 179; NPS 1991: iii, 4-7)

Friendship of Salem and Ongoing Collaboration, 1992–2015:
Superintendent Pollack's untimely death in 1992 curtailed her involvement in the Salem Project, though she succeeded in revitalizing the site and making great strides toward goals that had eluded her predecessors. Following her tenure, the park continued to work with local and governmental entities to carry out improvements. In 1994, the park helped renovate the former Salem Second Corps Cadets Armory building into a shared visitor center for the city and heritage area. Managed by the National Park Service, the visitor center would support a broader regional tourism economy and assist in developing strong relationships between nearby sites. (Admin 1993: viii, 199, 216-217)

In about 1995, the park constructed the Central Wharf Restrooms building to the south of the Central Wharf Warehouse, which served as the park's Orientation Center. The park installed a picnic area to the south of the new building and planted serrated-leaf European beeches to provide future shade. Intolerant of salt, compacted soils, and high winds, the trees were slow to establish in the harsh waterfront setting. (NR 2014: 15)

In the mid-1990s, a long-time goal of Salem Maritime National Historic Site planning was realized when the Friendship of Salem, a replica merchant ship, was constructed for display at Derby Wharf. The vessel was constructed in 1996 in Albany, New York and arrived in Salem Harbor in 1998. The 171-foot three-masted vessel is a replica of the 1797 Friendship, an East Indiaman ship that sailed from Salem Harbor during the height of Salem's international trade until it was lost to the British in the War of 1812. The ship was docked at Derby Wharf to serve as a museum exhibit and venue for interpretive programs. (Admin 1993: 193, 214-17; NPS 2013, 7, 18; NR 2014: 46)

In conjunction with the Friendship, the park constructed a temporary building on Central Wharf in 1998 known as the Rigging Shed. The Rigging Shed was used until 2015, when it was removed. In 1998, the park initiated a more permanent solution for a working building on the waterfront in association with the Friendship. The park acquired the Pedrick Store House, a 1770 building that was relocated from the waterfront in Marblehead, Massachusetts. The building was disassembled and conserved in 2003, and reassembled on Derby Wharf from 2007 to 2012. The park opened the building to the public to serve as an interpretive site within one of the few original eighteenth century warehouses that survives in a port community. The building also serves as a maintenance facility for

the Friendship. A description of landscape features extant in 2015 is contained in the next section. (NR 2014: 13, 17; NPS 2013: 18-19, 39)



Figure 7. View looking south toward Derby Wharf with Hatch's and Central wharves at right, 1937. Note the tenement house in the foreground, the trees at center, warehouse at left, and the Lighthouse and Salem Harbor in background. (SAMA 14B-002)



Figure 8. View looking south on Derby Wharf towards the Derby Lighthouse at high tide, 1937. Note the crumbling bulkhead and breached wharf. (SAMA 014B-003)



Figure 9. View looking south from Custom House to Derby Wharf, 1938. Note portions of Central and Derby Wharves have been rebuilt and remaining buildings have been cleared from the wharf per the master plan. (SAMA 14B-059)



Figure 10. View looking northeast of a large elm tree being planted in front of the Hawkes House, 1939. Note the Hawkes House on left, the Derby House (center), the West India Goods Store (right), and St. Joseph Hall on far right. (SAMA 05B-111)

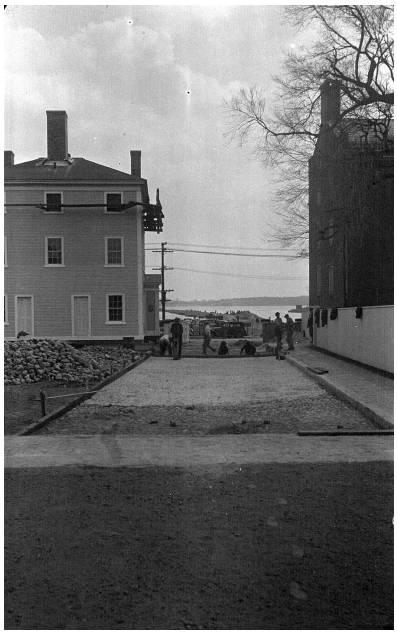


Figure 11. View looking south at Custom House Court, Hawkes House (left), and Public Stores facility (right), 1939. Note the CCC men installing cobblestones, branches of mature elm at right, and a portion of Derby Wharf in background. (SAMA 05B-027)



Figure 12. View looking south at brick paths between the Derby House (left) and the Hawkes House (right) with the Derby Wharf and Lighthouse in distance, 1942. Note the dense foundation plantings, finely crafted wood fences, and brick path. (SAMA 05B-093)



Figure 13. View looking north of Hawkes rear yard, circa 1950. The Comfort Station (center), built in 1944, is obscured by red maple and mature shrubs. A board fence conceals the Narbonne property, which became part of the park in 1963. (SAMA 05B-032)



Figure 14. View looking south of Derby Garden to the rear facade of the Derby House, circa 1950s. Note the vegetable and flower gardens in the foreground, and fruit trees surrounding the garden. (SAMA 03B-069)

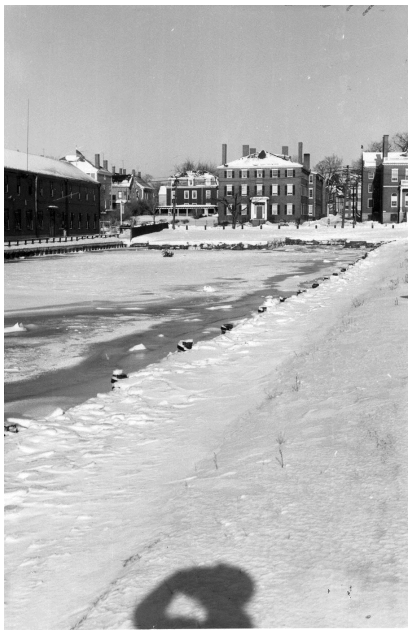


Figure 15. View looking northwest from Derby Wharf toward the Crowninshield House (center), Custom House (right), and Naval Reserve Training facility (left), built in 1948 and removed in 1977. (SAMA 014B-356)

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Commerce/Trade	Specialty Store (Shop)	Specialty Store (Shop)	Yes	No	No
Domestic (Residential)	Single Family Dwelling	Single Family House	Yes	No	No
General Storage	Warehouse (General Supply Storage)	Warehouse (General Supply Storage)	Yes	Yes	No
Government	Customhouse	Customhouse	Yes	No	Yes
Landscape	Leisure-Passive (Park)	Leisure-Passive (Park)	Yes	Yes	No
Landscape	Plaza/Public Space (Square)	Garden	No	Yes	No
Landscape	Scenic Landscape	View	Yes	Yes	No
Social	Civic (Community Center)	Civic (Community Center)	Yes	No	No
Transportation	Water-Related	Landing (Wharf, Dock)	No	Yes	Yes

Public Access:

Public Access: Other Restrictions

Public Access Narrative:

The grounds, trails, wharves and outdoor exhibits of Salem Maritime National Historic Site are typically open 24 hours/day, 7 days a week. The park's historic buildings, the sailing ship Friendship of Salem, and various tours/programs are open by seasonal schedule. All park facilities are closed on Thanksgiving, December 25th, and January 1st.

A regional visitor center, located a half mile from the site in downtown Salem is open year round, daily, from 9 am to 5 pm, except New Year’s Day, Thanksgiving, and Christmas Day. Between May and October, the park offers one hour tours that either include the Custom House, Derby House, Narbonne House, and/or Friendship of Salem. An onsite orientation center in the Central Wharf Warehouse remained closed in 2015.

The City-owned Derby Street bisects the site. Specific features within the park are the flagstone paving and brick paving near the entryway of the Custom House, cobblestone paving surrounding the Public-Stores, Custom House Court, brick walks on the Hawkes House property, and the gravel paths in the properties on the north Side of Derby Street including the Derby House garden. A network of brick and asphalt sidewalks parallel the vehicular streets providing pedestrian access through the site. A stonedust path extends the length of Derby Wharf and Central Wharf. The site is also connected to the Salem Harborwalk, a pedestrian route along the South River that will be extended eastward along the Salem Harbor waterfront in the future.

Associated Ethnographic Group

Ethnographic Study Status: Yes-Unrestricted Information

Ethnographic Narrative:

Ethnohistorical Study: In the Heart of Polish Salem: An Ethnohistorical Study of St. Joseph Hall and its Neighborhood. Salem Maritime National Historic Site, December 2009.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Landscape characteristics identified for the Salem Maritime National Historic Site include spatial organization and land use, vegetation, circulation, buildings and structures, views and vistas, and small-scale features. Many of these characteristics have associated features that contribute to the site's overall historic significance and character. The features that contribute were either present during the period of significance or are in-kind replacements of historic features.

The physical integrity of the Salem Maritime National Historic Site is evaluated by comparing landscape characteristics and features present during the period of significance—1675 to 1944—with the existing conditions as assessed in 2015. Many of the historic characteristics and features remain today. The park retains an intact collection of late-seventeenth through early twentieth century residential, commercial, and government buildings and structures, which are preserved in a park-like setting. The wharf warehouses were removed during the establishment of the park and before the end date of the period of significance, hence the park-like setting contributes to the historic character of the property. The open character of the waterfront allows for views from the Derby Street buildings to Salem Harbor.

Relatively few changes to the landscape since 1944 have preserved the site's integrity. Noteworthy changes include the addition of the Central Wharf warehouse, Pedrick Store House, and Friendship of Salem to the waterfront area. Although relocated from Marblehead to Derby Wharf in 2008 to 2011, the Pedrick Store House is a contributing resource because it is a rare representation of a late-eighteenth century waterside warehouse building type for Essex County. The park service also relocated the Central Wharf Warehouse in 1977, but only moved it a distance of one-quarter mile. The early 1800s building now serves as the park orientation center. The park service constructed the Central Wharf Restroom building and an adjacent picnic table area in 1995 to support park operations. Behind the Derby House, the park service has collaborated with a friends group to revitalize the garden area. The planting configurations and species evoke the character of a well-tended garden associated with the house. In contrast, the Narbonne House landscape remains devoid of yard plantings because of the number of archeological sites in the vicinity of the house.

INTEGRITY

According to the National Register of Historic Places, integrity is the ability of a property to convey its significance through physical resources. The National Register program identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Retention of these qualities is necessary for a property to convey its significance; however, not all seven aspects must be present for a property to retain integrity. A basic test of integrity is to judge whether an individual in the historic period would recognize the property and its features as they exist today. Salem Maritime National Historic Site retains all seven aspects of integrity and possesses authentic characteristics conveying its layered periods of development. (NR 2014: 17)

The critical relationship between the historic district and the waterfront has been retained, and despite the removal of warehouses in the 1930s, the site's role as a dynamic seventeenth through early twentieth century seaport is retained. Today the site reflects its role as an interpretive site more than an active shipping port, but the maritime character of the site remains strong, emphasized by the active use of Salem Harbor, the preserved wharves and lighthouse, and century-old vegetation. The extant buildings north of Derby Street remain at their original locations and circulation systems, including a network of brick walks, remain intact. The characteristic views to and from Salem Harbor remain relatively unaltered. (NR 2014: 17)

The original orientation of historic buildings remains, including front and side-entry buildings. The small-scale residential or commercial buildings that surround the district continue to represent the waterfront urban streetscape established during the nineteenth and early twentieth century. While the appearance of the wharves was altered by the removal of several buildings in the 1930s, the district remains an intact historic landscape, as envisioned during its creation as the first national historic site in the nation.

The treatment prescribed and carried out based on the 1939 National Park Service Master Plan remains largely

intact, including some of the original trees and shrubs. The buildings within the district exemplify the design, craftsmanship, and architectural characteristics typical of the seventeenth through early-twentieth century. (NR 2014: 17)

Location:
Location is defined by the National Register as the place where the historic property was constructed or the place where the historic event occurred. Buildings, structures, and landscape features of the park are either still in their original location, were removed in the 1930s, or moved into the park area since the 1930s. The Custom House, Hawkes House, Derby House, Comfort Station, and St. Joseph Hall remain in their original locations. The West India Goods Store was moved several times before being restored to its original location on the northwest corner of Derby Street and Palfrey Court. Primary components of the landscape that remain evident from the historic period include open views of the wharves, a network of sidewalks, wood perimeter fences, plantings, and the retention of pre-existing nineteenth-century landscaping around the Custom House – Public Stores. (NR 2014: 3-4,17)

Design:
Design is the combination of elements that create the form, plan, space, structure, and style of a property. The Salem Maritime landscape continues to represent an international maritime trade port as it evolved through the historic period and retains its overall spatial organization, including the locations and relationships between residential and commercial buildings, major vegetation, outdoor spaces, circulation routes, wharves, and the waterfront. The park continues to be an intact representation of National Park Service Landscape Architect Norman T. Newton's first Master Plan. The site continues to be organized by the waterfront, wharves, and residential and commercial buildings. Individual features, in both the residential and the wharf areas, continue to exhibit the design specific characteristics for which they are significant, such as brick walks, cobblestones, private yards, fences, plantings within the inland area to the north of Derby Street, and the linear nature of the wharves to the south of Derby Street. The most substantial change is the loss of warehouse structures along Derby Wharf, though this occurred during the historic period as part of the park's Master Plan. While several of the residences as well as St. Joseph Hall have undergone alterations, they retain their original massing and overall layout. (NR 2014: 3-4,17)

Setting:
Setting is the physical environment of a property and the general character of the place. The setting of the property, including the circulation, buildings, structures, and outward views, has changed relatively little since the end of the historic period in 1944. Developed as a trading port on Salem Harbor, the site continues to front on the water and remains integrated with the City of Salem. The park is surrounded by a community that embraces its history, and is situated among multiple other historic sites and museums. While modern construction and new development has occurred within the viewshed of the property, the character of the surrounding landscape continues to be one of small shops, local businesses, and one-to three-story residential homes. During the historic period there were numerous warehouses, while today several reconstructed and moved structures evoke a similar landscape quality. The prominence of the harbor and waterfront, surrounding historic buildings, and limited new development allows the site to continue to convey a character similar to that of the historic period. Open views of Salem Harbor remain throughout much of the park. The Custom House retains its prominent vantage point over the wharves, and is highly visible from anywhere on the wharves. (NR 2014: 17)

Materials:
Materials are the physical elements that were combined or deposited during the period of significance in a particular pattern or configuration to give form to a property. Much of the original fabric remains within the property including the materials evident in the residential homes, commercial and civic buildings, warehouses, and wharves. Hardscape materials are also evident in the landscape including brick pathways, sandstone pavers, cobblestone pavement, and granite bollards. The Colonial Revival style landscape as designed in the 1930s retains many original trees and shrubs, as well as plants replaced in kind. Historic alterations to buildings are present, in some instances, including additions and stylistic updates such as renovations undertaken at the Hawkes House during the historic period. The wharves contain physical evidence of construction activity undertaken from their initial development through multiple phases of expansion and improvements. Contemporary rehabilitation and maintenance work completed in the district typically involved the in-kind replacement or stabilization of historic fabric necessitated by natural deterioration. (NR 2014: 8,17)

Workmanship:
Workmanship refers to the physical evidence of the crafts and methods of construction used during the specified period of significance. Distinctive workmanship of skilled craftsmen is evident in the buildings within Salem Maritime National Historic Site. For example, the craftsmanship of Samuel McIntire, a local Salem architect, is evident in the Hawkes House (1780–81), though the building was altered in 1801 and rehabilitated by the National Park Service several times. Similarly, U.S. Treasury employees Perley Putnam and Jonathan P. Sanders designed the Federal style Custom House in 1818-19, while U.S. Treasury Department supervising architect Ammi B. Young directed major alterations in 1854-55. Similarly, the Narbonne House, Derby House, West India Goods Store, and St. Joseph Hall contain evidence of workmanship. Workmanship is also reflected in the wharf expansion projects undertaken in Salem from early settlement through the post-Revolutionary Period, especially in the 2,045-foot long Derby Wharf. Evidence of craft and construction in the historic landscape is presented in the fences, brick walks, and cobblestone pavers. Contemporary rehabilitation and maintenance work completed in the district has typically involved the in-kind replacement or stabilization of historic fabric as necessitated by natural deterioration. (NR 2014: 6-8, 12, 17)

Feeling:
Feeling is an expression of the aesthetic or historical sense of a particular time resulting from the presence of physical features that, taken together, convey a property's historic character. The character of the cultural landscape today, including the restored historic structures, the ornamental Master Plan landscape, and the open wharves largely free of structures, continues to convey the feeling of the landscape as it existed during the early park period (1939-1944). Due to the loss of all of the historic warehouses (with the exception of the relocated Pedrick Store House), and the discontinuation of shipping activities and the experiential qualities that went with them, the feeling today is significantly different from what it would have been during the period when Derby Wharf and the rest of the waterfront was a busy shipping port. Similarly, the loss of the tenement buildings and the transition of the area to lower density residential use have altered the feeling of a dense, active neighborhood. (NR 2014, 17)

Association:
Association is the direct link between the property and an important historic event or person. The property's association with the evolution of maritime trade from late seventeenth century through mid-nineteenth century, and Salem's most prominent merchant, Elias Hasket Derby, remains strong and is reflected through the waterfront area, the Derby House, and the Custom-House Public Stores facility. The park's designation as the first National Historic Site in 1938, under the Historic Sites Act of 1935, is recognized through continued status within the National Park System today. The park continues to be an intact representation of early National Park Service planning efforts for nationally significant historic sites. (NR 2014, 17)

Landscape Characteristic:

This section presents an analysis of landscape characteristics and their associated features and corresponding List of Classified Structures names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register historic period (1675 to 1944), or if it is noncontributing, undetermined, or managed as a cultural resource. This section has been prepared using Historic Structures Reports, the 2014 National Register documentation, and additional sources as noted.

Landscape Characteristic: Spatial Organization - Land Use

Spatial organization refers to the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces. Land use describes the principal activities in a landscape that form, shape, and organize the landscape as a result of human interaction.

The historic spatial organization of the park remains largely intact. For the purpose of this evaluation, the park is divided into two character areas, the inland area north of Derby Street and the waterfront area south of Derby Street. These two distinct areas emerged early in the development of the Salem community, with Derby Street serving as the division between the industrial waterfront and the dense row of buildings of mixed uses, some of which are no longer extant. Each area is defined primarily by circulation routes and built forms dating from the historic period. These elements were preserved in the park's 1939 Master Plan. The extant organization of landscape features has undergone few alterations since the development of the Master Plan, and historic features continue to define the two character areas. The inland area remains relatively unchanged with the exception of minor alterations to buildings and small-scale features. The waterfront area retains the majority of its original massing, historic views of Salem Harbor, the wharves, and several original buildings and structures. However, the series of warehouses that lined the edge of Derby Wharf at the height of maritime trade has been deconstructed. Two warehouses, consistent in building style and date of construction with those removed, have been moved to the site—one from a short distance and the other from Marblehead—to evoke a similar quality and demonstrate the building style.

Historic Condition (to 1944):
Inland Area (North of Derby Street).
The physical evolution of the inland area is reflective of changing economic and social drivers, illustrated through built forms in architecture and landscape, as well as the close relationship between the maritime trade industry and the residents of Salem. At the close of the historic period in 1944, the inland area of the site included the Custom House, three homes, a park comfort station, a historic store, and a social hall. Collectively these buildings reflected the maritime trade industry and park that influenced the subsequent development of Salem. The public front yards of the Hawkes, Derby, and Narbonne houses were oriented toward the street, while rear yards, were private and faced inward. Individual lots were divided by wooden fences. Residential houses sat on rectangular lots, ranging in size from 180 by 240 feet in length to 50 to 75 feet in width.

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

Custom House-Public Stores buildings, built between 1818 and 1819, and the accompanying Scale House built in 1829, reflect the large-scale trade economy that developed by the early 1800s. The Custom House defined the southwest corner of the inland area along Derby Street, with a stately entranceway consisting of a plaza area and large granite steps leading to an elaborate porch and doorway. Constructed between 1800 and 1805, the West India Goods Store was located to the west of the Derby House, and is typical of warehouses and early stores used for storing and selling goods. East of the West India Goods Store, St. Joseph Hall stands on the east corner of Palfrey Court and Derby Street. The building represents a different era in Salem's history, echoing changes in the economy linked to industrialization and a rise in manufacturing supported by a growing immigrant population. Built as a social club in 1909, St. Joseph Hall played a vital role in the Polish community for decades. Both the West India Goods Store and St. Joseph Hall fronted directly to the sidewalk adjoining Derby Street. Most of the National Park Service land was acquired in 1938 and several then contemporary buildings, consisting of tenements, sheds, and assorted outbuildings were removed from the site. The park's 1939 Master Plan led to the installation of the network of brick walks to facilitate visitor movement through the site as well as foundation plantings and trees. The Comfort Station, the final element of the 1939 Master Plan, was constructed in 1944 in the rear yard of the Hawkes House. (NR 2014: 6-11)

Waterfront Area (South of Derby Street).
The primary organizational features of Salem's waterfront were the linear wharves that extended like arms into Salem Harbor. A series of expansions were financed by individual owners, and the wharves grew in reaction to a booming maritime economy. Derby Wharf, financed by Richard and Elias Hasket Derby was constructed from 1762 to 1771, and was initially 803 feet long. Elias's heirs increased the length of the wharf to 1,124 feet between 1806 and 1808. Elias's will stipulated that the lots to the east of Derby Wharf remain undeveloped. Hatch's Wharf was built in phases on two parcels historically known as waterfront Lots C and D located west of Derby Wharf, beginning in 1768 under the direction of Captain John White. Ezekiel Hersey Derby extended Hatch's Wharf to its full length of 150 feet by 1805. West of Hatch's Wharf, was the t-shaped Central Wharf. Like Hatch's Wharf, Central Wharf was built in several phases and encompasses two property lots. Initial construction of a ninety foot wharf was initiated by Captain John White in 1768 on a site historically known as waterfront Lot E. In 1793 this wharf was widened and lengthened by Joseph White. A cobb wharf built on waterfront Lot F in the 1780s by John Ingersoll was combined with the wharf on Lot E, as well as with Ward's Wharf by Captain Simon Forrester after a series of expansions between 1791 and 1818, forming Forrester's Wharf, then 175 feet long, which would come to be known as Central Wharf.

During the peak of maritime trade, the waterfront area was dotted with warehouses. The eastern edge of Derby Wharf was lined with them, as was the northern extent of Forrester's Wharf. Concerns for safety and limited resources for rehabilitation led the National Park Service to demolish many of these warehouses in the 1930s. The Derby Wharf Light, constructed by the United States Lighthouse Bureau in 1870, remains at the southern terminus of Derby Wharf. Once acquired by the National Park Service in 1938, tenement houses, sheds, and assorted outbuildings were removed from the flat lots east of Derby Wharf, and a parking lot to facilitate visitor use was constructed. (NR 2014: 12-14)

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

of the site.

Waterfront Area (South of Derby Street).
The western edge of the waterfront is defined by the Orientation Center, the Central Wharf Restrooms, and a contemporary picnic area. Prominent features alongside Derby Wharf include the Pedrick Store House, relocated in 2008-11, and the Friendship of Salem, reconstructed in 1996-98 (Figure 16). The eastern edge is defined by a wooden fence that buffers neighboring residential properties and a portion of Tucker Wharf. The eastern portion of the waterfront area served as a parking lot in the mid-1900s, but was removed in 1978 and is now predominantly open lawn as it was in 1944. Gravel paths installed by the National Park Service in 1961 run the length of Derby Wharf and Central Wharf. Between Derby and Central wharves, the outline of the former Hatch's Wharf extents and building footprints are delineated with flush laid sunken granite blocks or brick. Storm surges, high tides, and wave action have caused damage to the surface of the wharf creating washouts and erosion issues. The Derby Wharf Light remains at the southern terminus of Derby Wharf. The brick foundation of the Forrester Warehouse is centered on the north end of Central Wharf. Now filled with earth and seeded with grass, the area is a popular seat wall. Interpretive waysides and interactive displays are located along the length of Derby Wharf. The spatial organization of the waterfront area, defined predominantly by the wharves and warehouses contributes to the historic character of the site. (NR 2014: 12-14)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Inland Area (North of Derby Street)	174288	Contributing					No
Waterfront Area (South of Derby Street)	174290	Contributing					No

Landscape Characteristic Graphics:



Figure 16. View looking north from Central Wharf to the Friendship of Salem moored on Derby Wharf. Note the Crowninshield House (left), Custom House (center-left), Pedrick Store House (behind ship), and a Portion of Tucker Wharf (far right). (August 2014)

Landscape Characteristic: Vegetation

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

Historic Condition (to 1944):
Trees and Plantings.
A “Basic Guide Planting Plan” dated May 1939 was prepared by Regional Landscape Architect V. Roswell Ludgate. Funded through the Economic Recovery Act, Assistant Landscape Architect Edmond A. Nash, researched details of historically appropriate plantings, paths, and fences at the Massachusetts Horticultural Society to assist in developing recommendations for Salem Maritime National Historic Site. The planting plan included numerous foundation plantings, shrubs, and yard trees. Vegetation included hawthorn trees, lilacs, deciduous holly, boxwood, dogwood, white oak, elm, horse chestnuts, redbuds, sweet briar, Carolina rose, and bayberry planted throughout the residential portion of the site. (NPS 1939) The planting plan used traditional materials, and native and period kitchen garden plantings. The plan reinforced the concept of spaces as outdoor rooms. Three elm trees, ranging in size from twenty-six to thirty-six inches that grew in the rear yard of the Custom House prior to acquisition by the National Park Service were incorporated into the planting

plan. An existing buttonwood (sycamore) was removed from the east side of the Derby House rear yard. (NR 2014: 40)

Newton's Master Plan called for the planting of apple, cherry, crabapple, and pear trees along the perimeter of the gravel pathway that framed the Derby House garden area. A gift from the Essex County Agricultural School the fruit trees included Endicott and Seckel pears, colonial varieties of cherries, and Siberian crabapple trees. Planting occurred in April and May of 1939. (NPS 1939) Two apple trees and one cherry tree existing in the rear yard were incorporated into the new planting plan. (NR 2014: 40)

Derby House Garden Plantings.
The Derby House garden plantings were not present during the historic period. Notes on the original planting plan indicate the area was to be open lawn, and vegetables and herbs were to follow in future years. Photographs from 1958 (post historic period) show a small garden located in the rear yard, surrounded by a gravel path and fruit trees. As prescribed in the Newton Master Plan, the rear yard of the Derby House consisted of an open rectangular lawn area approximately 110 feet long by 42 feet wide bordered by a path. The path was then surrounded by a series of fruit trees.

Post-Historic and Existing Conditions:
Trees and Plantings.
Numerous species and remain from the 1939 Master Plan plantings including lilac, oak, maple, and horse chestnut. American elms behind the Custom House have been replaced in kind with disease resistant cultivars. Apple, cherry, crabapple and pear trees continue to line the perimeter of the gravel pathway that surrounds the Derby House garden. Several of the trees have been replanted. An original pear remains but is in poor health. Most recently, a mature elm was removed from the front lawn of the Hawkes House and will be replanted (Figure 17). Day lily beds, likely a contemporary addition, exist in the rear yard of the Hawkes House. A portion of 1930s landscape features are extant, although historic photographs indicate that foundation plantings near the Hawkes House were more dense then they are at present.

Derby House Garden Plantings.
Located behind the Derby House, a parterre garden, with herbs, heirloom annuals, perennials, and bulbs, typical of a formal eighteenth century design, was developed in about 1990, and has continued to evolve with stewardship by volunteers. Species include roses, peony, iris, bell flower, day lily, comfrey, lavender, mint, and more. The rectangular garden continues to be framed by a variety of fruit trees, including pear, apple, crabapple, and cherry. The historic gravel path surrounds the garden. A grape arbor is located at the rear of the garden along a wooden privacy fence and was part of the 1939 Master Plan. The Derby House garden plantings do not contribute to the historic character of the site because they were not present during the historic period. They do however enliven the garden space and fulfill the 1939 Master Plan guidance, "grass or Vinca minor now, vegetables and herbs later."

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Trees and Plantings	174292	Contributing					No
Derby House Garden Plantings	174294	Noncontributing – Compatible					No

Landscape Characteristic Graphics:



Figure 17. View looking northwest at the Crowninshield House (left), Custom House (center), Hawkes House, and Derby House (right) . Note the American Elm tree in front of the Hawkes House (recently removed). (July 2014)

Landscape Characteristic: Circulation

Circulation is comprised of the spaces, features, and materials that make up the network of pedestrian and vehicular movement. Circulation features within Salem Maritime National Historic Site include the streets, courts, sidewalks, pedestrian walking paths and building entry walks. Materials include asphalt, flagstone, brick, cobblestone, stonedust, wooden, and gravel surfaces.

Historic Condition (to 1944):
Custom House – Flagstone Paving.
A sandstone plaza, approximately fifteen feet by sixty-six feet with an ell extension of forty two feet on the west extent was laid south of the Custom House in 1854 as part of a formal approach to the building's main entrance. The pink, purple, and gray-hued stone was cut in rectangular and square forms approximately three-feet wide and varying in length from three to six feet. The plaza area extended from the base of the granite entryway steps to the public sidewalk along Derby Street, before wrapping around the west façade of the building where it intersected with Orange Street and connected to brick paving to the north. (NR 2014: 4)

Custom House – Brick Paving.
Red brick sidewalks filled with sand were added to the site over the course of three years, from 1889 to 1891. Four feet wide, the brick paved sidewalks were laid in a running bond pattern and extended north from the flagstone plaza of the Custom House to the Scale House parallel to Orange Street. Additional brick paving paralleled Derby Street south of the Custom House. The east side of the Custom House was surrounded by brick paving that flanked the west side of Custom House Court and continued north toward the Comfort Station, installed in 1944. (NR 2014:

4)

Public Stores – Cobblestone Paving.
Cobblestone paving was installed on the north side of the Public Stores facility in 1890. Set in fine gravel, the cobblestones were laid east-west flush to the north facade. The cobblestone paving spanned an area approximately eighty by eighteen feet. (NR 2014: 4)

Custom House Court.
Custom House Court ran north from Derby Street between Custom House-Public Stores and the Hawkes House for approximately 200 feet. When the National Park Service acquired the site in 1938, several tenements and accompanying outbuildings were located in the rear yard of the Hawkes House. It is likely that Custom House Court was used to access these buildings, as well as the rear yard of the Custom House and Public Stores facility during the height of maritime trade. With the implementation of the 1939 Master Plan, Custom House Court was paved with rounded cobblestones by the Civilian Conservation Corps (CCC). The cobblestones, set in gravel, match the original cobblestones that have flanked the north side of the Public Stores building since 1890. The Comfort Station, constructed in 1944 was located at the terminus of the court. (NR 2014: 4)

Hawkes House – Brick Paving.
A network of brick walks was installed as part of the Master Plan in 1938 and 1939. The walks were installed to facilitate pedestrian movement through the site, connecting several key areas. The paths ran in straight lines, meeting at right angles and ranged from five to seven feet wide. The paths were a simple bond set in sand fill, edging for the paths formed by bricks laid flush on edge extended the length of the walkway. The path connected with existing brick sidewalks and ran between the Custom House-Public Stores and the Derby House, via a rectangular network in the Hawkes House rear yard. The main entrance to the Derby House was connected to Derby Street by an additional segment as were the east and west doors of the Hawkes House. (NR 2014: 5)

Derby Garden – Gravel Pathway.
A six-foot wide stonedust pathway that defined the rectangular perimeter of the Derby House garden was outlined in the 1939 Master Plan. Brick paving connected the southern edge of the gravel pathway to the kitchen ell of the Derby House. (NR 2014: 5)

Post-Historic and Existing Conditions:
Custom House – Flagstone Paving.
The stone paving remains in its original location. Some weathering of the stones has occurred, resulting in minor spalling and cracking on corners and edges (Figure 18).

Custom House—Brick Paving.
The majority of the brick paving remains in its original location. Sections of brick were re-laid by the National Park Service in 1956, 1964, 1970, and 1986. In 2012, the city of Salem installed three curb ramps on the sidewalk south of the Custom House to improve accessibility. The ramps, constructed of dyed concrete with detectible warning pads, required the removal of substantial portions of the brick paving. The remaining bricks are in good condition. The brick paving retains the majority of its original material as well as original alignment. (NR 2014: 4)

Public Stores – Cobblestone Paving.
The cobblestone paving retains its original materials, location, and orientation. Moss grows between cobblestones.

Custom House Court.
Custom House Court remains in its nineteenth century alignment (Figure 19). Most of the historic cobblestones added between 1938 and 1939 remain. The area is used for National Park Service vehicle parking. Through time vehicular traffic has led to the settling of the cobblestones and the development of wheel ruts.

Hawkes House – Brick Paving.
Today the pathways retain their original material and alignment. National Park Service acquisition

of the Narbonne Property in 1963 led to the installation of a wooden boardwalk on the property, creating a north-south thoroughfare providing access through the site from Derby Street to Essex Street. The wooden boardwalk was replaced with composite decking in about 2010. The historic brick pathway also meets composite and wood boardwalks that provide access to the Public-Stores and the Scale House at Custom House Court. While non-historic materials consisting of treated lumber and composite decking were added to improve accessibility, the core network of brick pathways retains its original materials, location, and alignment.

Derby Garden – Gravel Pathway.
The gravel pathway was expanded by the National Park Service in the late twentieth century to form geometric planting beds. Six oval beds, two circular beds, and six triangular beds are delineated by a grid of stone dust pathways. Species typical of eighteenth-century domestic New England gardens were planted in the 1990s. While non-historic extensions of the stone dust pathway are present, the historic perimeter pathway retains its alignment and location (Figure 20).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Custom House – Flagstone Paving	174296	Contributing					No
Custom House – Brick Paving	174298	Contributing					No
Public Stores – Cobblestone Paving	174300	Contributing					No
Custom House Court	174302	Contributing					No
Hawkes House – Brick Paving	174304	Contributing					No
Derby Garden – Gravel Pathway	174306	Contributing					No

Landscape Characteristic Graphics:



Figure 18. View looking north at the Custom House, with the Crowninshield House (left) and Hawkes House entrance (right). Note original flagstone and brick paving, new pink concrete accessibility ramps and four remaining granite bollards. (September 2014)



Figure 19. View looking northeast at the Hawkes House with Derby House beyond (right). Note the cobblestone Custom House Court, decorative front fence, brick paving, and mature red oak (left). The front yard elm recently died and was removed. (June 2015)



Figure 20. View looking south at he Derby House and garden, with the Hawkes House (right) and Custom House (far right). Note the mature fruit trees on the left and right of the garden beds, and the picket fence along the Derby-Hawkes lot line. (June 2015)

Landscape Characteristic: Buildings and Structures

Buildings are elements constructed primarily for sheltering any form of human activity in the landscape, such as the Custom House or the Derby House. Structures are elements constructed for functional purposes other than sheltering human activity, such as the Derby Wharf. The historic complex of buildings and structures during the historic period is summarized above under "Spatial Organization." Extant contributing and non-contributing buildings and structures are described below.

The buildings and structures of Salem Maritime National Historic Site form the scaffolding upon which spatial organization and circulation are based. A broad spectrum of building types, appearances, and functions are present within the site, reflecting the variety of activities associated with Salem's waterfront. Residences range in complexity from simple early private homes to ornately decorated homes reflective of the wealth and prosperity of merchant families. Warehouses, the Derby Wharf Lighthouse, and the Custom House – Public Stores reflect the commercial and maritime history. Buildings and structures within the site were built in response to specific needs generated by the wide range of activities undertaken over the course of more than two hundred and fifty years of merchant-maritime activities and habitation. (NR 2014, 3, 21-22)

Historic Condition (to 1944):
Custom House–Public Stores.
The Custom House and attached Public Stores facility was built on the northeast corner of Derby and Orange streets to collect taxes on imported goods under the direction of United States Treasury employees Perley Putnam and Jonathan P. Sanders from 1818 to 1819. The Federal-style two-story hip roofed Custom House had slate shingles topped with an ornate balustrade featuring a gilded eagle perched atop a sign that read "Custom House." The Custom House was a forty-foot square, five-bay by four-bay building, with a raised granite block basement. Sizable granite-block stairs centered on the south facade led to a portico supported by eight Ionic columns. The three-

story, four-bay by two-bay brick Public Stores, attached to the north side of the Custom House had a slate side-gabled roof and two symmetrically placed entrances on the north facade. A two-course granite-block foundation tapered to one course in response to grade on the north elevation. United States Treasury Department Supervising Architect Ammi B. Young guided alterations to the building in 1854–55, including the addition of the octagonal cupola and the "Custom House" sign. The interior of the building was updated, with new finishes, removal of some partitions and the installation of a heating system. The building was returned to its original exposed brick façade in 1922 when paint was removed from exterior masonry. Prior the 1930s, maintenance issues and repairs were addressed through four rehabilitations, including repainting the trim, repairing and replacement of the slate roof, repointing the foundation, general maintenance of the exterior portico finish, and updates to the utility systems. (NR 2014: 6-7)

Scale House.
Built in 1829, the brick Federal-style one-story Scale House was designed by Ebenezer Slocum and built in the rear yard of the Custom House-Public Stores facility. The building was approximately sixteen-feet wide by twenty-feet long with a front-gable slate shingle roof. The brick walls were laid in common bond pattern. The low granite-block foundation rested on rubble stone fill on the east and south elevations. The double wood board doors, oriented toward Orange Street, provided access to scales and equipment associated with assessing and inventorying imported cargo as it was unloaded from ships on the wharves. The interior consisted of a single open room with unfinished wide-wood plank flooring and exposed brick walls. The exposed rafters and decking, tied together with two thick girders, rested on wood plates atop the brick walls. (NR 2014: 7)

Hawkes House.
The three-story, five-bay by three-bay, Georgian-style Hawkes House, designed by Salem architect Samuel McIntire was completed around 1800 under the ownership of Benjamin Hawkes. Set to the east of the Custom House-Public Stores facility and oriented to Derby Street, original construction of the house began in 1780 for Elias Hasket Derby and Elizabeth Derby. The building had a molded wooden cornice with a wide painted fascia running below the eaves. A low-pitched, wooden-shingle hip roof with a flat apex was enclosed by a decorative wood balustrade, serving as an observation deck accessible by a roof panel. Set on a granite-block foundation, the walls consisted of painted clapboard accented with simple wooden trim. Granite-block stairs on the east and west elevations lead to central pedimented vestibules, flanked by fluted pilasters, and capped with molded entablature. Two small oval windows adorn each side of the vestibules. Secondary entrances on the east and west ends of the north elevation consisted of six-panel wooden doors with simple molded trim. Louvered wood shutters and simple molded trim encased the windows.

Benjamin Hawkes renovated the home after he purchased the property in 1801. He reduced the width of the building by twenty feet and replaced the original south facing primary entrance with entrances on the east and west sides. After living in the house for nearly thirty years, Benjamin Hawkes lost the house and lot to the bank in 1830. Three years later, it was purchased by Benjamin Cox, who immediately began renovating and expanding the premises for rentals. The Hawkes House itself was repaired and renovated in early 1833, and the first tenants moved in before the end of the year. In 1836 Cox built a two-story building on the southwest corner of the lot, flush with Derby Street and Custom House Court. Referred to at the time as the "new store" and later known as the "Cox Store," the building likely held a storefront on the first floor and one or more residences above. In 1874 and 1897, two more structures were added behind (north) of the Hawkes House. At least one of these was another tenement, while the other was referred to as a dwelling or barn. The Hawkes House was expanded around 1851 and 1874 with an eastern wing that increased the total number of units in that building to four. Together, these buildings formed a tight cluster of residences oriented on Custom House Court. The property was enclosed with a fence in 1840, providing a common open space in the northeast corner of the lot. Construction on the lot continued in the early twentieth century, with the addition of a small store at the front of the lot in 1911 and a garage at the back of the lot in about 1936. (NR 2014: 8; Friedlander 1991: 95 and Historical Base Map 1914 to 1937)

Comfort Station.
Located at the north end of the Hawkes House rear-yard, the Comfort Station was a single-story

rectangular structure set on a concrete slab foundation with clapboard-sheathed walls and an asphalt shingled front-gable roof. The National Park Service designed and built the one-bay by three-bay wood-framed building as a restroom in 1944 as part of the 1939 Master Plan. Each gabled end of the building contained identical wood vents. Three rectangular six-light, wood awning windows with flat wood trim, and wood sills were spaced regularly across the south elevation. The Comfort Station was the last constructed component of the 1938–39 Master Plan. (NR 2014: 8)

Derby House.
East of the Hawkes House, the two-and-one-half-story Derby House faced south overlooking Derby Street. Commissioned by Richard Derby, Sr. and built between 1761 and 1762 as a wedding present, the five-bay by two-bay Flemish-bond brick Georgian-style house was the home of Elias Hasket Derby and Elizabeth Crowninshield Derby until they sold it to Captain Henry Prince. Paired brick interior chimneys were located on the east and west ends of the house, while three clapboard dormers adorned the south elevation. Added circa 1811, a one-story gable-roofed kitchen ell, with an additional chimney centered on the north end of the building, measuring approximately twenty-two feet by twenty-four feet. The rectangular floor plan of the main portion of the house measured approximately forty-four feet by twenty-nine feet. At the center of the façade, three brownstone steps led to a wooden twelve-panel front door below a four-light transom. (NR 2014: 9-10)

West India Goods Store.
Fronting close to the road at the northwest corner of Derby Street and Palfrey Court, the West India Goods Store was oriented south toward the waterfront. The two-story wooden clapboard building was constructed between 1800 and 1805 by Captain Henry Prince. Likely originally used as a warehouse, the first documented use of the building as a store was in 1836. Prince constructed a narrow Federal style, three-bay by five-bay, rectangular, timber-frame building with minimal trim, consisting of simple plank corner boards and a molded wooden cornice. He set the building on a granite block foundation. Two granite steps led to the main entrance with a wooden door centered on the façade. A second entrance on the east elevation was reached by a single granite step. Two large bay windows, consisting of twenty-five-light center panels and five-light side panels, adorned the southern storefront façade. Building owner Joseph Kohn moved the building across the lot in 1911 when a grocery store was built on the corner of Derby Street and Palfrey Court. The West India Goods Store was bought and restored by the Society for the Preservation of New England Antiquities (SPNEA, now Historic New England) in 1928. Acquired by the National Park Service in 1937, the West India Goods Store was moved back to its original location in 1938 and set on a new granite-block foundation. The National Park Service also replaced the clapboards and painted the building. (NR 2014: 10-11)

St. Joseph Hall.
The multi-use St. Joseph Hall was designed in the Renaissance Revival style and built in 1909 by the St. Joseph Society, a local Polish immigrant group. Sited close to the road at the northeast corner of Derby Street and Palfrey Court, St. Joseph Hall was oriented to the south. The three-story red-brick building was laid in common bond. The original layout included retail space on the first floor, event space on the second floor, and housing for new immigrants on the third floor. St. Joseph Hall played a central role in the Salem Polish community for more than seventy years, serving as a gathering place for special events and cultural activities for more than one quarter of the City's population between 1909 and the 1980s. The building had a long trapezoidal shape and was built on a granite-block foundation, with a flat, asphalt-clad roof. Public sidewalks flanked the south and west elevations. The roofline was framed with a painted wooden board fascia and molded cornices. The main entrance, centered on the south elevation, was recessed approximately six feet. Large plate glass windows sat to the left and right of the front door. Four secondary entrances were set in arched recesses. (NR 2014: 11, 41-42)

Narbonne House.
Located on Essex Street and oriented to the east, original construction of the Narbonne House began in 1675 for Thomas Ives. The home passed to Simon Willard and several expansion projects were carried out by subsequent owners within the next century. After the addition of a lean-to in 1820, the building was relatively unaltered. Three distinct wood framed sections formed the main portions of the house: the original house with lean-to shop built in 1675, the rear ell

addition on the south side of the structure built in between 1729 and 1780, and the lean-to addition on the east side built in 1820. Defining characteristics of the building included the steeply pitched, side-gable roof that surrounded a brick interior chimney. The roof was clad in wood shingles and the building in painted wood clapboard siding. The majority of the original portion of the house sat on a granite-block foundation, with the exception of a brick foundation under the west wall. It does not appear that the rear ell addition had a foundation. The 1820 lean-to addition was supported on small granite blocks and fieldstone. The main entrance, located on the east facade consisted of a simple four-panel wood door accessed via a single granite-slab step. (NR 2014: 9)

Central Wharf Warehouse.
Located at 33 Front Street, the Central Wharf Warehouse was built circa 1800–20. The building was a simple, nearly-square two-story timber-frame building with a hipped roof clad in unpainted wood shingles. Simple rectangular entrances were centered on the north, east, and south elevations. (NR 2014: 21)

Pedrick Store House.
Originally located in Marblehead, Massachusetts, the Pedrick Store House was constructed by Thomas Pedrick in 1770. The building stood on the Marblehead water front and was used as a store house by merchant Thomas Pedrick until his death in 1802. In 1809, the warehouse was purchased by Captain William Story who continued to use the building as a store house, but sold the building in 1820. In 1904 the Marblehead Transportation Company purchased the building and used it as a support building for their inn and ferry business. The original building was a rectangular, two-and-one-half-story, post-and-beam building with a wood-shingled side-gable roof. The building measured forty-four feet long by twenty-five feet wide. Unpainted cedar clapboard and simple plank trim flanked the exterior. Each roof slope had two skylights. The original gable roof was replaced with a flat roof in 1906. (SAMA website, NR 2014: 13)

Derby Wharf.
Located east of Hatch's Wharf and directly south of the Customs House, Derby Wharf was built in several phases beginning in 1762, eventually extending 2,045 feet into Salem Harbor. Richard and Elias Hasket Derby commissioned the northernmost 803 feet of the wharf from 1762 to 1771, a solid timber structure later known as "Old Derby Wharf." Between 1806 and 1808 an additional 1,124 feet, known as "New Derby Wharf" was commissioned by six of Elias Hasket Derby's heirs using timber cobb construction. A pier was constructed of solid timber at the southern end. Between 1824 and 1835, through the Derby Wharf Corporation, the heirs financed the facing of the structure with stone sea walls. Derby Wharf's linear form jogged east at the southern terminus, allowing for visibility of the Derby Wharf Lighthouse from the harbor, wharves, and buildings along Derby Street. On the west side of the wharf, just north of the lighthouse, the Derby Wharf Corporation constructed a granite block boat launch into the west side of the wharf near the southern terminus.

Natural deterioration caused by tides, water, storm surges, and exposure to the elements among other factors necessitated maintenance over time, and was addressed by the National Park Service as part of the initial master planning efforts undertaken from 1938 to 1939. Creosoted timber was used to replace damaged cribbing and piles, while locally quarried grey granite was used to reconstruct seawalls. Modifications, especially to ground surfaces, were necessary to ensure visitor safety and accessibility when the wharf area transitioned to a public area during the development of the national historic site. (NR 2014: 12-13)

Hatch's Wharf.
Located west of Derby Wharf, Hatch's Wharf was a 150-foot long timber and cobb structure. Construction began in 1768 under the direction of Captain John White, and the wharf was extended to its full length in 1805 by Ezekiel Hersey Derby. Built in phases, Hatch's wharf was developed on two property parcels historically known as waterfront Lots C and D. An 1853 rehabilitation project, undertaken by John Hays increased the width and length of the wharf to its current extent. The substructure of the wharf consists of granite block bulkheads with earthen fill while granite block caps form the superstructure. The park's Master Plan recommended included only minor repairs to the wharf. (NR 2014: 14)

Central Wharf.
Located west of Hatch's Wharf, Central Wharf forms the western extent of the district and contains portions of multiple late eighteenth- to nineteenth-century timber wharves. Initial construction began in 1768, when Captain John White financed the development of a ninety-foot-long solid timber bulkhead. In 1793, the length and width of the wharf was expanded by Joseph White using a timber frame and cobb construction technique. A series of wharf development and expansion projects commissioned by Captain Simon Forrester eventually led to union with Ward's Wharf to the west and White's Wharf to the east. Forrester extended the length of the wharves two hundred feet, forming one combined structure. Between 1805 and 1818 Ingersoll extended the wharf using cobb construction an additional 494 feet to its current length of 800 feet. The wharf was widened again in 1896–97 by George W. Lane, its next owner. Lane also commissioned the rebuilding of timber bulkhead walls, a project that involved the installation of new oak load-bearing piles, steel tie-rods and additional earthen fill. The National Park Service undertook a rehabilitation of the wharf in 1938–39. (NR 2014: 14)

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

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

Portion of Tucker Wharf.
A Portion of Tucker Wharf (ASMIS ID SAMA00020.000, contributing structure) is located at the south end of Kosciusko Street and is encompassed within the historic district boundary. The wharf dates to the early-nineteenth century and originally extended into Palfrey's Cove/Salem Harbor from Derby Street. It is currently encompassed within earth fill used to expand the city's land area and waterfront during the nineteenth century.

Post-Historic and Existing Conditions:
Custom House–Public Stores.
The National Park Service has performed minor maintenance work, including roof repairs, interior plastering and painting, and the remodeling of several rooms to be used as exhibit space in the 1940s. The slate roof and wooden balustrade were replaced in 1975–76. In 2002, the original wooden eagle carved by Joseph True was removed to protect it from weathering, and replaced with a fiberglass replica. The original wooden eagle is displayed inside. The park installed climate-controlled museum storage in the second and third floors of the Public Stores in the late 1990s. (NR 2014: 6-7)

Scale House.
The original orientation, design, massing, and materials of the Scale House remain (Figure 21). A restoration of the building was completed in 1978 as recommended by the General Management Plan. A fanlight in the facade gable has been filled in with painted wood. A contemporary wooden boardwalk and ramp oriented north-south across the rear yard of the Custom House-Public Stores provides visitor access to the entrance and interpretive displays. An interactive exhibit has been developed to complement original nineteenth-century Customs Service weighing and gauging equipment still housed within the building. (NR 2014: 7)

Hawkes House.
The Hawkes house has been rehabilitated by the National Park Service three times, between 1938

and 1939, 1950 and 1954, and 2001 and 2002. Today the building is used as office space, but retains its historic form and materials (Figure 22). (NR 2014: 8)

Comfort Station.
The Comfort Station is currently used as a storage and maintenance facility by National Park Service staff. Modifications to the interior were undertaken in the 1980s or 90s to accommodate the change in use. Now a single unfinished open room, the internal walls are covered with plywood and the ceiling is insulated with exposed foam board. An off-center overhead metal garage door on the west elevation opens to a brick patio, accessible by the Custom House Court. Removable ramps provide vehicular access to the brick patio from the Custom House Court. Two rectangular openings containing wood louvered vents flank a single paneled replacement door centered on the north elevation. The building remains on its original site and exhibits portions of its external appearance. (NR 2014: 8)

Derby House.
Initially restored by the Society for the Preservation of New England Antiquities in 1929, the National Park Service undertook nine more restorations between 1938 and 2007. Today, the majority of original framing members remain, although a portion of roof framing has been replaced. All of the windows have been replaced, but represent typical Georgian style (Figure 23). The majority of the original flooring has been restored, although some has been replaced. Interior paneling has been repaired. Some bulging interior walls have been rebuilt, however the original floor plan has not been altered. (NR 2014: 9-10)

West India Goods Store.
In 1946, updates were made to utilities and plumbing and the basement floor was replaced. Internal rehabilitations were undertaken by the National Park Service in 1985 and 1997. Work completed during the 1928 restoration is extant. Contemporary alterations consist of gutters with metal downspouts that run along the eaves on the west and east elevations and a carved wood sign with a wrought iron bracket that hangs from the southwest corner of the building and reads “West India Goods Store.” The park service added a metal handrail to the front steps. (NR 2014: 10-11)

St. Joseph Hall.
St. Joseph Hall remains intact with its massing, layout, style of design, and the majority of its historic materials at its original location (Figure 24). During the 1960s, the original storefront saw alterations when the original large display windows were replaced with smaller windows. Wood shingles were installed and the outer doors within the recessed main entrance were replaced. Several of the windows on the east, west, and north elevations were filled in with brick at this time as well. The building was purchased from St. Joseph’s Polish Roman Catholic Society in 1988 by the National Park Service and incorporated into Salem Maritime National Historic Site. Rehabilitation work undertaken by the National Park Service in 1992, 1995, and 2003 included structural stabilization, asbestos removal, repairs to original windows, and the restoration of the original storefront configuration. An original masonry plaque, located between the second and third story on the south elevation reads “1909 St. Joseph Hall.” The building is reflective of the symmetrical design, clearly defined cornices and floors, masonry construction and simple trim associated with the regularity, order, and monumentality of the Renaissance Revival style. (NR 2014: 11)

Narbonne House.
The house is relatively unaltered since the historic period. Acquisition of the Narbonne House by the National Park Service in 1963 led to the expansion of the park boundary north to Essex Street following the property parcel boundary (Figure 25). The building is currently interpreted as an architectural exhibit, illustrating the numerous alterations, additions, and modifications since its initial construction. The National Park Service performed modifications to the building in 1973, 1987, and 1997 to preserve the building. Structural repairs to the original chimney were completed in 2006. South of the house, the footprints of two no longer extant outbuildings, a carriage house and a dairy house, are delineated by six-inch granite curbing and filled with gravel. A path connects the site through the Hawkes House property (Figure 26). (NR 2014: 9)

Central Wharf Warehouse.
Relocated about one-quarter mile west to its current location in 1977 by the National Park Service, the building serves as the present-day Orientation Center for the site. Located on the northwest corner of Central Wharf facing north toward Derby Street, the building rests on a reconstructed granite-block foundation. Contemporary gutters attached to the eaves connect to downspouts at each corner. The east and south entrances are accessed from a contemporary raised wooden deck that abuts the orientation center and extends south to the adjacent Central Wharf Restroom building (Figure 27). The deck is surrounded by a pipe railing and is accessible by either several steps or a ramp. The building retains large open spaces on each floor as well as exposed framing. National Park Service rehabilitation in 1977 and 1990 consisted of replacement in-kind of architectural elements including exterior sheathing, trim, doors, and windows that had deteriorated from exposure to the elements. Half of a granite millstone serves as the front step on the north elevation. The building contains original massing, design, and a portion of its original materials. (NR 2014: 21)

Pedrick Store House.
The National Park Service disassembled the building in Marblehead in 2003 and reconstructed Pedrick Store House at its current location on the northern portion of Derby Wharf between 2008 and 2011. The building is evocative of the style and form of the series of warehouses that once lined Derby Wharf. The building sits on a mixture of wooden piers, poured concrete footings, and irregularly laid fieldstone. A wooden dock added in 2008 extends over the water west of the building. Renovations in 1973 led to the replacement of much of the original building materials, including floor boards, wall studs, sheathing, windows, doors, and trim. Prior to relocation, the building was evaluated as a contributing resource of the Marblehead Historic District. Today, Pedrick Store House retains its historic massing, plan, design, and the majority of its original structural members. Despite relocation and the loss of a large portion of its historic fabric, the building is a rare representation of a late-eighteenth-century waterside warehouse building type as expressed in Essex County. (NR 2014: 13)

Derby Wharf.
Derby Wharf continues to extend 2,045 feet into Salem Harbor. A steel-edged gravel pathway, ten feet wide, originally installed in 1961, extends the length of the wharf. A series of interpretive waypoints that explore waterfront and maritime themes extend the length of the walkway. A portion of the west edge of the structure is lined with contemporary wooden docks supported by wooden pilings. The historic granite block boat launch remains. The replica ship, Friendship of Salem, is docked near the Pedrick Store House, and is accessible by a series of aluminum boat ramps (Figure 28). The 1947 planting plan introduced grass, still the dominant ground cover. The area surrounding Derby Wharf Lighthouse at the southern terminus of the wharf was surfaced with concrete by the National Park Service in 1958. The National Park Service rehabilitated Derby Wharf again from 1991 to 1994. Routine maintenance has consisted of patching masonry walls with stone, mortar, or concrete, and the addition of fill and grading, but erosion from high tides and storm surges continues to create maintenance issues (Figure 29). Derby Wharf still retains its historic alignment, design, and a portion of its original materials. (NR 2014: 12-13)

Hatch's Wharf.
Hatch's wharf extends 150 feet into Salem Harbor. Its timber and cobb structure is surfaced with loose gravel within the interpretive granite outlines. The remainder of the wharf is covered with grass sod. An interpretive waypoint at the head of the wharf faces Derby Street. The 1805 configuration of the wharf is interpreted by the National Park Service through flush-laid granite blocks. The extant form of the wharf was developed through an 1853 rehabilitation undertaken by John Hays that both widened and lengthened the wharf. Hatch's Wharf retains its historic alignment and a portion of its historic materials. (NR 2014: 14)

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

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

The 1804 configuration of the wharf is interpreted by the National Park Service using flush-laid granite blocks. The north end of Central Wharf is surfaced with red brick laid in a herringbone pattern, representative of the 1804 configuration. Capped at twelve to twenty-four inches with granite, the brick foundation of the Forrester warehouse is centered at the north end of the wharf. It is filled with dirt and has been planted with grass. The relocated Central Wharf Warehouse, presently the Orientation Center, and a contemporary restroom building are located to the west of the foundation. A dry-laid granite block boat launch is located on the east side of the wharf. Along the east edge of the wharf, contemporary iron moorings are set into concrete pads. Clusters of rough-cut granite blocks throughout the wharf serve as benches for visitors. South of the contemporary restroom building is a tree-canopied picnic area with brick pavers and wooden tables (Figure 30).

Like Derby Wharf, natural deterioration, caused by tides, water, storm surges, and exposure to the elements among other factors has necessitated maintenance over time, and was addressed by the National Park Service as part of the initial master planning efforts undertaken in 1938 to 1939. The 1938 rehabilitation plans were based on the 1896 design, and involved the instillation of yellow pine load-bearing piles every five feet to replace deteriorated structural member. Replacement timber sheeting was installed behind the piling, and steel tie rods were attached to timber within the wharf. A second National Park Service rehabilitation was undertaken between 1991 and 1994. Central Wharf retains its historic alignment, design, and a portion of its original materials. (NR 2014: 14)

Derby Wharf Lighthouse.
One of five square-plan type lighthouses extant in Massachusetts, the Derby Wharf Lighthouse was first listed in the National Register of Historic Places as part of the Lighthouses of Massachusetts Thematic Resource Nomination in 1980. Today the exterior walls are painted white, while iron components are coated with glossy black paint. The historic paint color was changed from red to white during one of three National Park Service restoration projects undertaken in 1983, 1989, and 1993. The Lighthouse retains its original location, plan, and orientation as well as the majority of its original detailing and materials. The Friends of Salem Maritime led the restoration of the Lighthouse in 1983. Retaining its original location, plan, massing and design as commissioned by the U.S. Lighthouse Bureau, the Derby Wharf Lighthouse is an important focal point, and a defining element of the view into Salem Harbor from the site.

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

Portion of Tucker Wharf.
A contemporary stone sea wall encloses the south end of the wharf, which is covered by Kosciusko Street and the residences along it. The portion of the wharf within the district boundaries is an open grass lot. The wharf was documented as part of a limited damage assessment during repair efforts, but its current condition and the full extent of its historic elements are not known.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Custom House–Public Stores	174308	Contributing	1257				No
Scale House	174310	Contributing	1267		Location	65368	Yes
Hawkes House	174312	Contributing	1263		Location	65349	Yes
Comfort Station	174314	Contributing					No
Derby House	174316	Contributing	1260		Location	65365	Yes
West India Goods Store	174318	Contributing	1266		Location	65342	Yes
St. Joseph Hall	174320	Contributing	40558		Location	65367	Yes
Narbonne House	174322	Contributing	1264		Location	65364	Yes
Central Wharf Warehouse	174324	Contributing	21030		Location	66479	Yes
Pedrick Store House	174326	Contributing					No
Derby Wharf	174328	Contributing	1261		Location	65406	Yes
Hatch’s Wharf	174330	Contributing	40560		Location	65339	Yes
Central Wharf	174332	Contributing	1258		Location	65335	Yes
Portion of Tucker Wharf	174334	Contributing		SAMA00020.000			No
Derby Wharf Lighthouse	174336	Contributing	21028		Location	65376	Yes
Central Wharf Restrooms	174340	Noncontributing – Compatible					No

Landscape Characteristic Graphics:



Figure 21. View looking north at the Scale House from rear yard of Custom House, with the Crowninshield house at left and other residences in background. Note the new elm and dogwood trees, the board fence, and accessible ramp. (September 2014)



Figure 22. View looking southwest at the Hawkes House and side lawn, Custom House (right), and Crowninshield House (far right). Note brick paving, mature red oak trees, foundation plantings, and board fence along Hawkes-Public Stores lot line. (June 2015)



Figure 23. View looking northwest to the Derby House, with the Hawkes House partially visible on left and West India Goods Store partially visible on right. A horsechestnut (left) and zelkova (right) grow in the front yard. (May 2015)



Figure 24. View looking northeast to the entrance sign and anchor on Derby Wharf lawn, with the West India Goods Store (left) and St. Joseph Hall (center-left) in background. Note trees behind a decorative fence (left). (September 2014)



Figure 25. View looking southwest to the Narbonne House, with composit wood walkway. Note the red line of the Salem Heritage Trail that along the sidewalk and the small park sign. (June 2015)



Figure 26. View to the north from the Hawkes House lawn to the Comfort Station (maintenance storage) and Narbonne House. Note picket fence (right), brick paving, interpretive wayside (right), walkway (distance), and forsythia hedge (center). (June 2015)



Figure 27. View looking west on Derby Street at Forrester's Warehouse foundation, Central Wharf Warehouse (Visitor Orientation Center), and Central Wharf Restrooms on far left. Note brick paving, signage, and Salem Heritage Trail (red line). (July 2014)

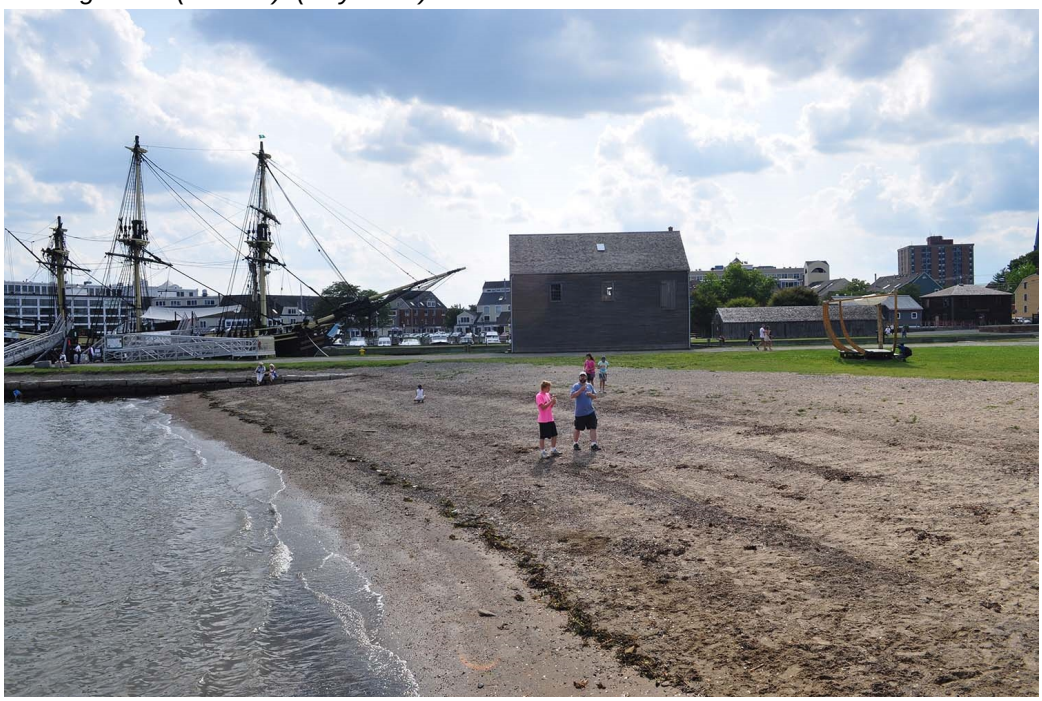


Figure 28. View looking west from Tucker Wharf to the beach at high tide, Derby Wharf, Rigging Shed (right), Pedrick Store House (center), and Friendship of Salem (left). Note the lawn area and the interpretive ship installation on the right. (July 2014)



Figure 29. View looking south at Derby Wharf with Derby Wharf Lighthouse and Salem Harbor in the background. Note the ten-foot wide stonedust path at center, widened by erosion. An interpretive exhibit stands along the west side of the path. (April 2015)



Figure 30. View looking northeast from Central Wharf towards the Rigging Shed (right). (June 2014)

Landscape Characteristic: Views and Vistas

Views are the panoramic or expansive prospect of a broad range of vision, which may be naturally occurring or deliberately contrived. Vistas are controlled aspects of a discrete, linear range of vision, which is deliberately contrived. Salem Harbor was instrumental in the development of the region's maritime economy. The visual connection between the harbor and the Custom House and merchant's homes north of Derby Street remained an important characteristic of the site throughout changes in use, development, and ownership. When the park was established in the 1930s, the Master Plan developed by Norman Newton emphasized the importance of views to enhance visitors' experience of the park by efforts to "recapture the spirit of that historic period." Newton concluded that the maritime industrial setting would be impossible to recreate, unattractive, and "inconceivable in a public reservation." Therefore, buildings were removed from the wharves and waterfront south of Derby Street to establish clear views of the wharves and waterfront from the historic buildings north of Derby Street. (NR 2014: 38-39)

Historic Condition (to 1944):
As the waterfront of Salem developed and the maritime economy continued to grow, the wharves expanded outward. Construction of prominent residences along Derby Street in the late 1700s and the Custom House–Public Stores in 1818–19 took place at the same time as the wharf development. The Custom House was built in its location to allow for a commanding view of the waterfront and wharf activity. During the early 1900s, tenements and buildings developed to the east of Derby Wharf, limiting views to the waterfront from Derby Street. When established in the late 1930s, the park removed the tenement and warehouse buildings and associated structures and reopened the views from the Derby Street buildings and yards to the harbor. (NR 2014, 38-39)

Post-Historic and Existing Conditions:
The historic view from the inland area on the north side of Derby Street to the waterfront and wharves on the south side of Derby Street has been maintained as it appeared after the clearing of the wharf buildings in the late 1930s. (NR 2014, 38-39)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Views to Waterfront	174342	Contributing					No

Landscape Characteristic: Small Scale Features

Small-scale features include minor built elements that provide aesthetic detail and function. Within Salem Maritime National Historic Site, small-scale features include historic features such as granite bollards and several types of fences, and contemporary additions such as picnic tables, benches, signs, and bike racks. The granite bollards date to the early maritime history in Salem and are visible in the earliest photographs of Derby Street. Yard fences are also visible in early photographs and several styles of painted wooden fences were reconstructed throughout the site in 1938–39 based on plans developed by Newton and his team who utilized historic photos to design their recommendations. Modern additions to enhance visitor experience, interpretation, and accessibility are integrated throughout the landscape. (NR 2014: 4-5,39)

Historic Condition (to 1944):
Custom House – Granite Bollards.
Six granite bollards surrounded the flagstone paved plaza of the Custom House entryway on the

south side of the building. Installed from 1818–19, the bollards were an original feature of the Custom House entryway, and were each shaped from a single solid piece of granite. The square columnar bollards had chamfered corners and rose approximately four feet from sidewalk level, through the granite curbing that framed the exterior of the plaza before tapering to a rounded decorative cap. (NR 2014: 4)

Public Stores – Board Fence.
A six-foot-tall wooden fence installed as part of the Master Plan 1938-39 surrounded the rear year of the Public Stores facility. The fence was constructed of six-inch-wide, butt-jointed vertical boards supported by nine-by-nine-inch posts and two-by-four-inch horizontal rail. The fence followed the northwest boundary of the site, facing outward with the finished side fronting to Orange Street and Custom House Court. Double-door swinging gates, supported by square-capped-posts and strap hinges opened inward providing access to the Public Stores yard. (NR 2014: 5)

Hawkes House – Front Fence.
The front yard of the Hawkes House was enclosed by a post and dowel fence approximately three-and-a-half-feet high that ran parallel to Derby Street and a portion of Custom House Court. This reproduction fence, a 1939 Master Plan component, was constructed based on historic photos to replace a nineteenth-century fence previously on the site. The fence consists of fourteen-foot long-sections comprised of vertical dowels of alternating heights held by three two-by-four inch rails. The fence is supported by twelve-inch-square wood posts with square caps and bases. The west entrance of the Hawkes House is accessed through an opening in the fence off of Custom House Court, while the east entrance and the rear yard is accessed through a dowel gate that opens off Derby Street onto the Hawkes House brick walkway. (NR 2014: 5)

Derby House – Front Fence.
A wooden fence set atop a two-course granite block wall separated the Derby House front yard from the public sidewalk. The fence extended from the southwest corner of the West India Goods Store to the southeast corner of the Hawkes House property. The fence was installed as part of the 1939 Master Plan. Combined, the granite and wooden fence was approximately five feet tall, and comprised of square wooden dowels supported by top and bottom rails that spanned four-inch round-topped posts. A decorative swinging central gate, with a concave curve at the top, was supported by nine-inch-square posts with spherical wood finials. (NR 2014: 5)

Derby House – Picket Fence.
The west boundary of the Derby House rear yard was delineated by a three-and-a-half foot tall white-painted wooden fence. The fence was constructed in 1939 as directed by the Master Plan. The fence ran north-south from the northwest corner of the Derby House to the Narbonne property where it met a six-foot-tall wood fence. The fence was comprised of painted wooden pickets spaced evenly on two-by-four-inch rails supported by six-inch square posts spaced ten-feet on center. A swinging double gate on the south end of the fence allows access between the rear yards of the Derby House and the Hawkes House via a brick pathway. (NR 2014: 5)

Derby House – Board Fence.
The north and west boundary of the Derby House rear yard was delineated by a six-foot-tall vertical board fence. The fence was constructed as directed in the 1939 Master Plan. The fence ran east-west along the original northern boundary of Salem Maritime National Historical Site and north-south along the western property boundary parallel to Palfrey Court. The fence was comprised of vertical boards attached to three horizontal rails, secured to four-inch chamfered posts ten feet apart. (NR 2014: 5)

Granite Block Benches.
Formal granite block benches were not present during the historic period. However, it is likely that during the historic period granite blocks would have been available for people to sit upon.

Wooden Barrels.
These specific wooden barrels were not present during the historic period. However, it is likely similar barrels would have been present on the site.

Anchor.
It is unknown whether the anchor was present by 1944.

NPS Signs.
Waysides and interpretive signs were not present during the historic period. However, as a result of the Master Plan, several identifying signs were added to the park, labeling buildings.

Ship Cleats.
The ship cleats that are currently along Derby Wharf were not present during the historic period.

Bike Rack.
The bike rack did not exist during the historic period.

Picnic Tables.
The National Park Service picnic tables did not exist during the historic period.

Wooden Benches.
The wooden benches did not exist during the historic period.

Stage.
The stage did not exist during the historic period.

Post-Historic and Existing Conditions:
Custom House – Granite Bollards.
Three out of the original six granite bollards remain in their original location. Lateral cracks in the bollards were filled in the late twentieth century. They show signs of damage, ranging from chips to complete fractures that have been repaired with contemporary materials.

Public Stores—Board Fence.
The fence exists in its original form, location, and alignment and has been repaired and painted several times since its initial installation. The double-door swinging gates provide access to each end of a composite decking path that runs between Custom House Court and Orange Street. A small arched doorway has been cut into the fence near the northeast corner of the Public Stores house to allow skunks to escape from the enclosed yard.

Hawkes House – Front Fence.
The fence exists in its original location and alignment. The fence was repaired from 1985–86 and overall is in good condition.

Derby House – Front Fence.
The fence exists in its original form, alignment, and location. The fence was repaired several times after its installation in the late 1930s, including from 1985–86. Overall the fence is in good condition.

Derby House – Picket Fence.
The picket fence exists in its original location and alignment since its installation in the late 1930s. The fence was repaired from 1985–86. Overall the fence is in good condition.

Derby House – Board Fence.
The board fence exists in its original location and alignment since its installation in response to Newton's Master Plan. The fence was repaired several times including from 1985–86. Today the fence delineates the northern boundary of the Derby House property.

Granite Block Benches.
A series of rough cut granite block benches are located throughout the wharf area providing a place for visitors to rest. The rectangular blocks are approximately eighteen inches tall, by eighteen inches deep and range in length from four to six feet. The granite block benches are non-

contributing features.

Wooden Barrels.
Approximately fifteen wooden barrels are located immediately north of the Public-Stores facility near the easternmost rear door. The barrels are an interpretive prop. The wooden barrels were not present on the site during the historic period, however it is likely that similar barrels were.

Anchor.
A large metal anchor is located within the cobblestones immediately north of the Public-Stores facility. Whether the anchor was present during the historic period is undetermined.

NPS Signs.
Interpretive, informational, and directional signs installed by the National Park Service are located throughout the site. Each historic building is identified with a small rectangular sign stating the building's name and construction date, likely similar in style to those installed as part of the initial Master Plan. Throughout the site, waysides provide information about site features and historical context. In addition to waysides, several interactive sign displays are located along the length of Derby Wharf. South of Derby Street, the main sign for the park is composed of carved and polished granite, set on a bluestone base approximately ten feet by fifteen feet, framed by an anchor approximately twelve-feet-tall. The National Park Service signs, initially installed as a result of the 1939 Master Plan, but continuously updated up to the present, do not contribute to the historic character of the site because they did not exist during the historic period. Due to their limited number, location, and size, they do not detract from the historic scene.

Ship Cleats.
Ship cleats in several different styles exist along the west side of Derby Wharf and the east side of Hatch's Wharf. Round metal pipes set into the ground, filled with concrete, and topped with a crosspiece serve as cleats for the National Park Service replica vessel Friendship. On Hatch's Wharf, concrete pads hold traditional shaped solid metal cleats. The National Park Service installed cleats at an unknown date. Cleats existed during the historic period, but the existing cleats postdate the historic period thus do not contribute to the historic character of the site. Due to their limited number, location, and size they do not detract from the historic character of the landscape.

Bike Rack.
A five-foot-long metal bike rack is located immediately to the north of the Hawkes House. The National Park Service installed the bike rack. Due to its location and size the bike rack does not detract from the historic character of the landscape.

Picnic Tables.
A six-foot-long wooden picnic table is located to the north of the Hawkes House. A picnic area exists to the south of the Central Wharf Restroom facilities, with eight, six-foot long tables. The National Park Service picnic tables, installed between 1995 and 2014. Due to their temporary nature, limited number, location, and size they do not detract from the historic character of the site.

Wooden Benches.
Several three-and-a-half-foot long wooden benches are located throughout the site. Two are located along the perimeter of the Derby House garden, one is in the front yard of the Derby House, and another along the edge of the sidewalk just to the west of the West India Goods Store. The National Park Service benches, installed as recently as 2014, do not contribute to the historic character of the site because they did not exist during the historic period. Due to their temporary nature, limited number, location, and size they do not detract from the historic character of the landscape.

Stage.
A boat-shaped stage constructed of wood, steel, and composite decking, built in about 2010, is located near Derby Wharf northeast of the Pedrick Store House. The stage is used for community events and interpretational programs. Due to the temporary nature of the stage, it can be removed with minimal effort and therefore does not detract from the historic character of the landscape.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Custom House – Granite Bollards	174344	Contributing					No
Public Stores – Board Fence	174346	Contributing					No
Hawkes House – Front Fence	174348	Contributing					No
Derby House – Front Fence	174350	Contributing					No
Derby House – Picket Fence	174352	Contributing					No
Derby House – Board Fence	174354	Contributing					No
Granite Block Benches	174356	Noncontributing – Compatible					No
Wooden Barrels	174358	Noncontributing – Compatible					No
Anchor north of Public Stores	174360	Undetermined					No
NPS Signs	174362	Noncontributing – Compatible					No
Ship Cleats	174364	Noncontributing – Compatible					No
Bike Rack	174366	Noncontributing – Compatible					No
Picnic Tables	174368	Noncontributing – Compatible					No
Wooden Benches	174370	Noncontributing – Compatible					No
Stage	174372	Noncontributing – Compatible					No

Landscape Characteristic: Archeological Sites

There are nine archeological sites within the site, and are described further in individual archeological reports. Archeological sites include the Public Stores Historic Site, the Narbonne House Site, Elias Hasket Derby's Counting House or Upper Stores Site, Forrester's Warehouse 77 Site, John Derby's "New" Store, John Prince's Store, Forrester Warehouse Foundation, and Office and Shed 74 Site.

Condition

Assessment Interval (Years): 5

Next Assessment Due Date: 06/02/2030

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 06/02/2025

Condition Assessment Explanatory Narrative:

The overall landscape is well-maintained and in good condition.

Condition Assessment: Fair

Assessment Date: 09/25/2015

Condition Assessment Explanatory Narrative:

The condition of the Salem Maritime National Historic Site landscape is “fair.” The park conducts preventative and cyclic maintenance, but does not have the resources to address damage to the wharves and walkways caused by sea level rise and the increased frequency and severity of tidal inundations. Most trees and shrubs that were present at the end of the period of significance remain but some are missing or in fair condition. Corrective action is needed to improve the landscape condition of the site.

A fair condition assessment indicates the property shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3 to 5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the property to degrade to a poor condition.

Impacts

Type of Impact: Adjacent Lands

Other Impact:

External or Internal: External

Impact Narrative: The City of Salem has proposed dredging the harbor in the vicinity of the historic wharf. A changed in the configuration of the harbor topography could de-stabilize the earthen and granite block wharf.

Date Identified: 09/02/2015

Type of Impact: Erosion

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: The wharves are susceptible to erosion, especially during floods. The park has imported gravel to mitigate erosion on Derby and Central wharves but this can wash into the harbor during intense storms. Granite blocks have fallen out of the retaining walls.

2025: A 2024 rehabilitation project on Derby Wharf included riprap, large granite blocks, and flowable fill. This has successfully armored the wharf against erosion. The park also repaired the walking surface.

Date Identified: 06/02/2025

Type of Impact: Exposure to Elements

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: The park is vulnerable to wind and ice storms and hurricanes. Large over-mature trees such as the oak behind the Hawkes House need to be monitored, pruned, and eventually replaced in-kind to preserve the historic character of the site.

Date Identified: 09/02/2015

Type of Impact: Flooding

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: The park is vulnerable to flooding.

Date Identified: 09/02/2015

Type of Impact: Improper Drainage

Other Impact:

External or Internal: Internal

Impact Narrative: The Derby Garden slopes toward the Derby House and in heavy rains can result in considerable water flow toward the building.

Date Identified: 09/02/2015

Type of Impact: Inundation/Flooding

Other Impact:

External or Internal: External

Impact Narrative: Routine tidal inundation continues to impact grass along the edges of wharves.

Date Identified: 06/02/2025

Type of Impact: Inundation/Sea Level Rise

Other Impact:

External or Internal: External

Impact Narrative: Deterioration from water perpetually covering coastal or estuarine land that was seasonally or traditionally dry, as a result of an increase in the elevation of the mean sea level (MSL) of Salem Harbor.

Date Identified: 06/02/2025

Type of Impact: Pests/Diseases

Other Impact:

External or Internal: Internal

Impact Narrative: The elm in front of the Hawkes House succumbed to Dutch Elm Disease in 2014. The fruit trees in the Derby House garden require monitoring for pests and diseases such as fireblight.

Date Identified: 09/02/2015

Type of Impact: Inundation/Storm Surge

Other Impact:

External or Internal: External

Impact Narrative: Park wharves and waterfront area are occasionally impacted during large storms and seasonal nor'easters.

Date Identified: 06/02/2025

Treatment

Stabilization Measures

Treatment Documents

Treatment Type: Rehabilitation

Treatment Completed: No

Title:

IRMA Link:

Narrative:

A series of planning documents have guided the management and physical development of Salem Maritime National Historic Site and chronicle its evolving purpose, key issues, areas of significance, and management priorities for the past seventy-five years. Planning documents include the Master Plan with an associated General Development Plan (1939), "Historic Grounds Restoration Plan" (1973), updated Master Plan (1978), Site Plan and Environmental Assessment (1991), Long-Range Interpretive Plan (2001), and State of the Park Report (2013). The park will complete a Foundation Document in 2015, which will provide an updated park purpose statement, identify fundamental resources and values, and identify the park's key planning and data needs. A Cultural Landscape Report and Treatment Plan are in progress.

When first established, the park's 1939 Master Plan stated, "The purpose for which the Salem Maritime National Historic Site was established is to preserve and to interpret for the public benefit certain wharves and buildings that are intimately associated with the era of Salem's most brilliant achievements on the sea." The plan noted the challenges associated with preserving the waterfront landscape:
In conjunction with the management direction laid out in the 1939 Master Plan, a graphical General Development Plan prepared by the National Park Service prescribed the landscape treatment surrounding the restored buildings, including plantings, paths, and parking areas. The General Development Plan called for a new design for the landscape in the Colonial Revival style, and not based on historic conditions. Emphasis was placed on providing visitor services and administrative functions. "Every effort is made to recapture the spirit of the historic period and, without violating that spirit, to furnish facilities for modern use." Many components of the Master Plan were complete or in progress by the time the plan was finalized in 1939. The City of Salem and park had removed buildings that post-dated the 1829 Scale House and begun restoration of buildings within the park area. The park carried out major site improvements in 1939 including plantings, fences, and walkways. The plan also called for large projects that were not initially implemented, including the restoration of warehouses on the wharf, construction of a boat house and garage for park administration, a parking lot (implemented in the 1950s), and the acquisition or construction of replica sailing ships.

In the late 1970s, the need for additional park improvements prompted a new master plan. The 1978 Master Plan reiterated the park's purpose "as the foremost place where Americans come to appreciate the significance of maritime enterprise as part of our national heritage" but also shifted the interpretive focus from the buildings on the inland portion of the site to the waterfront, "commemorating Salem's maritime importance as exemplified by Derby Wharf and certain surrounding structures." The plan stated that the historic structures, collections, and grounds would serve as the backdrop for interpretive activities that would reveal the sights, sounds, smells, and feel of the historic seaport. Recommended developments included the acquisition of surrounding land, the acquisition or construction of a replica sailing vessel, a shipbuilding exhibit on or near the beach area, rehabilitation of Derby Street to include the removal of asphalt to reveal the extant Belgian block surface, and integrating parking and access points with the city and private agencies. (Master Plan 1978: 17)

The park prepared the Site Plan and Environmental Assessment in 1991 to update and advance the goals set in the 1978 plan. The 1991 plan reiterated the park's purpose to preserve the land and structures related to the nation's maritime history. Like the 1978 plan, the updated plan explored ways to draw more attention to the wharves and harbor, while relegating modern uses to the edge of or outside of the site. The 1991 plan presented four alternative site development approaches and focused on four goals: revitalize the site, rehabilitate the deteriorating historic wharves, provide adequate maintenance facilities, and integrate the site with the City of Salem and related resources.

To advance the four goals set forth in the 1991 plan, the park secured the funding to construct a replica sailing ship for enhanced waterfront interpretation. The park initiated major repairs to stabilize sections of Derby, Central, Hatch's, and Tucker wharves. The park intended to relocate maintenance facilities off-site, but instead upgraded the maintenance workshop on the first floor of St. Joseph Hall, continued use of the former comfort station and Custom House basement for storage and work space, and found opportunities to share resources and staff with the nearby Saugus Iron Works National Historic Site. The park also advanced the development of an off-site regional visitor center, located in the center of Salem and adjacent to a centrally located parking garage. The 1991 plan is the most recent comprehensive planning effort for the park, and has provided management direction for some twenty-five years.

In 2013, the park completed a State of the Park Report to assess the condition of the park's resources, communicate park conditions, highlight park stewardship activities, and identify key issues to inform management planning at the time of the park's 75th anniversary and in advance of the 100th anniversary of the National Park Service. Within the report, the park's stated purpose is "to preserve and interpret the history and resources along the waterfront of Salem, Massachusetts, that illustrate the nation's maritime history and its industrial evolution from the colonial period to the twentieth century." The report highlights areas of significance for the park including its designation in 1938 as the first National Historic Site in the United States; its notable collection of historic buildings, wharves, lighthouse, and replica tall ship that tell the saga of Salem's international tall ship trade and role in advancing America's economic independence after the Revolutionary War; its ability to convey the relationship of the land to the waterfront, maritime history, Salem Sound, and beyond; its representation of the intersection of a mercantile enterprise, governmental development, and maritime trade in the midst of a growing cosmopolitan community; and its significance as the place where Nathaniel Hawthorne used his work experiences at the Custom House in the introduction of his famous novel The Scarlet Letter. (NPS 2013: 1)

The report identifies several key issues and challenges for consideration in management planning. Key issues related to the landscape include climate change, fiscal constraints, the critical role of partnerships in preserving and maintaining the park's assets, the high cost of upkeep for the Friendship of Salem, the difficulty of managing an off-site visitor center, and the need for updated management plans. The report states that in order to assess all of the park resources—the buildings and structures, museum collections, archives, libraries, and cultural landscapes—and their competing needs, "we must develop these comprehensive management plans to manage, monitor, mitigate, protect, preserve and interpret these resources." (NPS 2013: 7-8)

Approved Treatment Costs

Cost Narrative:

Treatment Type:	Bulk Import TBD
Treatment Completed:	No
Document Type:	Cultural Landscape Report
Document Date:	2017-01-01
Title:	Cultural Landscape Report for Salem Maritime National Historic Site
IRMA Link:	https://irma.nps.gov/DataStore/Reference/Profile/2251553
Narrative:	

Approved Treatment Costs

Cost Narrative:

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Supplemental Information:

Supplemental Information Title: Historic New England website

Supplemental Information Narrative:

http://www.historicnewengland.org/

Supplemental Information:

Supplemental Information Title: Peabody Essex Museum website

Supplemental Information Narrative:

http://www.pem.org/

Supplemental Information:

Supplemental Information Title: Salem Maritime National Historic Site website

Supplemental Information Narrative:

http://www.nps.gov/sama/index.htm

Supplemental Information:

Supplemental Information Title: Salem Maritime NHS website

Supplemental Information Narrative:

http://www.nps.gov/sama/learn/historyculture/upload/salemafamsitessm.pd

Landscape Documents:

File Name	Date	Attachment Type
SAMA_Salem Maritime NHS Landscape_CLI Update Notes_2025.pdf		

Source