

United States Department of the Interior  
Heritage Conservation and Recreation Service

# National Register of Historic Places Inventory—Nomination Form

For HCRS use only

received NOV 05 1979  
date entered JUN 22 1980

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

## 1. Name

historic Union Wharf

and/or common Same

## 2. Location

street &amp; number 295-353 Commercial Street not for publication

city, town Boston n/a vicinity of congressional district

state Massachusetts code 025 county Suffolk code 025

## 3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

## 4. Owner of Property

name Union Wharf Development Associates

street &amp; number 54 Lewis Wharf

city, town Boston vicinity of state Massachusetts

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Suffolk County Courthouse

street &amp; number Pemberton Square

city, town Boston state Massachusetts

## 6. Representation in Existing Surveys

title Inventory of the Historic Assets of The Commonwealth  
date 1979

has this property been determined eligible?  yes  no

federal  state  county  local

depository for survey records Massachusetts Historical Commission

city, town Boston state Massachusetts

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

Union Wharf, located on the Boston waterfront opposite the North End, is an irregularly shaped bulkhead extending west from the Inner Harbor some 590 feet to, and including the building at 295-353 Commercial Street. It comprises 114,267 square feet. Lincoln Wharf sits to the north, Sargent's Wharf to the south thus creating a series of finger-like projections into the Inner Harbor. The westernmost part of the Union Wharf bulkhead is a granite block pier dating from about 1795. Both the granite seawall and the area supported on pilings have been expanded greatly over the years.

Six buildings sit upon Union Wharf. Of these, the only historically important structure is a massive granite faced warehouse located at the northwest section of the property. Built in 1846-1847, this rectangular structure of dark, rough-faced granite (probably from Quincy) measures 92 feet wide by 290 feet long (9 bays wide by 27 bays deep). Its western gable end faces Commercial Street. The westernmost portion, which is 15 bays long, is five stories high with basement. The fifth level is a late nineteenth century brick addition which resembles a continuous flat roofed dormer at eaves level. This western portion of the warehouse is covered by an asphalt shingle roof which was originally slate. Brick party walls extend above the roofline.

The eastern portion of the warehouse is 12 bays long, rises only three stories, and has a flat tar and gravel roof without dormers. This portion was originally the same height as the other end of the building thereby creating a large, four story rectangle covered by a slate gable roof with small dormers. The missing story and gable roof at the eastern portion were removed c. 1945 following damage incurred during construction of the Summer Tunnel, and by a fire.

The architectural detail is the same on all elevations of both portions of the building. On the first (ground) floor, large windows are framed by rough-faced granite post and lintel architraves. The area between openings is infilled with courses of two foot high granite blocks. The upper floor windows have smoothly finished granite post and lintel enframements. The lintel stone of each unit is ornamented with a smoothly finished peaked pediment standing in relief from an otherwise rough-surface. Nearly all windows and door openings retain the iron pintels that once carried iron shutters, but not the original sashes on door.

Smoothly finished granite is also used decoratively in the quoins at the four corners of the building, and for the cornice. The latter consists of two courses of granite slabs; the lower course set on edge to create a wide fascia, the upper course laid flat to create a thin, projecting portion of the warehouse, running across the gable and facing Commercial Street. It is broken off where it abuts the missing story of the eastern portion. Smooth faced granite enlivens the western gable in the form of large letters spelling out "Union Wharf".

Inside the warehouse, brick bearing walls and partitions are exposed. The westernmost portion contains four bays; the easternmost, three. At the attic level, the partition walls are pierced by lunettes; at lower levels, by wide doorways. Flooring consists of heavy wooden planks resting on joists approximately 4 by 12 inches in size. The latter are carried on beams 11½ x 13" in size, which in turn are supported by large iron or shouldered wooden posts. A layer of concrete has been poured over all of the floors.

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RECEIVED JUN 16 1980  
DATE ENTERED JUN 22 1980

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

Boston  
Union Wharf

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

The Union Wharf bulkhead dates from at least 1795, when it was considerably smaller. By 1850, the wharf had almost tripled in size, assuming very nearly its present configuration. Small extensions to the granite seawall at the eastermost end have occurred during the 20th century. In this century pilings covered with planking surrounded the granite seawall and filled in the notch on the north side. Only the pilings in this notch area remain. The changes in outline in Union Wharf indicate the continuously expanding shoreline and wharf area that characterizes Boston's waterfront history. The nomination is confined to the wharf enclosed by the granite seawall.

The wharf construction is typical of Boston's 19th century waterfront. Timber cribs filled with rubble formed the perimeter of the wharf, and the area inside was filled with earth. Granite blocks were built up against the crib forming the durable protective seawall. The surface of the wharf is now covered with a variety of paving materials, granite pavers, asphalt, and landscaped areas.

About 1900, Union Wharf had on the perimeter of the bulkhead large one and two story frame, metal and wood clad sheds, associated with the steamship and docking concerns operating at the time. As the activities of these operations declined, along with the rest of the port of Boston in the twentieth century, gradually the sheds were used for warehousing, and eventually all but one were demolished.

There are five other buildings on the wharf. They include a two story tin clad building dating from the late nineteenth century which is located at the south west corner of the property. In the past two years it was resheathed with wood clapboards. The remaining structures are four rows of brick townhouses built in 1978 along the northeast and southeast waterfront boundaries. They are not historic, but along with two story shed, do not act as an intrusion on the wharf. The major components of Union Wharf are the granite wharf itself and the former granite warehouse building.

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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JUN 22 1979

CONTINUATION SHEET Description ITEM NUMBER 7 PAGE

Changes to the original structure, in addition to the removal of the fourth floor of the eastern portion, have included the addition of fifth floor dormers on the western section and replacement of the slate roof altogether with asphalt shingles. The present owners of the building have added shed roof dormers on the flat roof of the fifth floor to create a sixth floor living area as well as new sash, iron balconies, and doors. Also, mechanical systems equipment is visible at several points on the roof.

The other five buildings on the wharf, a two-story tin clad shed at the southwest corner of the property and four rows of townhouses built in 1978 along the northeast and southeast waterfront boundaries, are not historic and are not here considered.

Item Number 9 Bibliographical References con't.

Mass. : Harvard University Press, 1946.

Lamb, George: A Series of Plans of Boston...December 25, 1630-December 25, 1645.  
1903 (map)

Perkins, Charles: A Plan of Boston Proper 1795-1895.  
1895 (map)

Suffolk County Registry of Deeds: Records and Atlases

Whitehill, Walter Muir: Boston: A Topographical History.  
Cambridge, Mass.: The Belknap Press of Harvard University Press, 1968.

Winsor, Justin (Ed.): The Memorial History of Boston, Including Suffolk County, Massachusetts, 1730-1880. Boston: James R. Osgood and Compant, 1881.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1795, 1846-47

Builder/Architect unknown

### Statement of Significance (in one paragraph)

Union Wharf possesses integrity of location, design, setting, materials and workmanship. As one of the few remaining waterfront warehouses, it distinctively illustrates the granite construction which characterized Boston's mid-nineteenth century commercial/warehouse structures. Further, it is representative of the major role which the Port of Boston played in nineteenth century shipping.

Boston, which began to develop as a port shortly after its settlement in 1639, was a small, hilly peninsula at the time. However... "from the early years of the settlement merchant owners of waterfront property were constantly building wharves into the harbor, and thus began the inexorable encroachment of land upon water that has marked the history of Boston." The area where Union Wharf is now located was gradually wharfed out as trade prospered to create more space. By the early eighteenth century, there were "upwards of forty wharves, more than one dozen shipyards and six rope walks". During the eighteenth and nineteenth centuries small holdings were gradually consolidated, and shipwrights were forced to relocate in areas like East Boston as mercantile activities became increasingly profitable.

While a portion of the Union Wharf bulkhead was constructed in the late eighteenth century it did not assume its present form, or achieve any real significance, until 1845 when it was sold to John L Gardner, a merchant then operating out of India Wharf. He expanded the wharf to the north to create a larger building site and erected the granite warehouse which is the major structure occupying the wharf today. It was described in the real estate transactions at the time as "92 feet on Commercial Street by 300 feet on Union Wharf, ample streets on all four sides, good slated roof, iron window shutters and iron doors, exterior walls 16 inches thick granite." (In actual construction the granite was a four inch facing over brick bearing walls). Gardner sold the wharf and warehouse to the Union Wharf Company in 1847, but appears to have retained the principal interest.

Union Wharf was first leased to the United States government as a bonded warehouse and enjoyed the general prosperity of Boston's waterfront. However, it was affected along with its neighbors by the gradual shift in maritime supremacy from Boston to New York which occurred in the late nineteenth century. This shift changed Boston from an active mercantile port to a center for steamship lines and railroad ferry terminals. In 1900 Union Wharf was sold to the Metropolitan Steamship Company which already owned India Wharf, and operated steamers between Boston and Maine. To accommodate the large steamers, Metropolitan also purchased the adjacent Ballard's Wharf which it demolished to create a large docking area between Union Wharf and Sargent's Wharf to the south. The Metropolitan Steamship Company went through a number of reorganizations. In 1910, it "sold" Union Wharf to the Metropolitan Steamship Company of Maine for one dollar. The next year, the latter was "sold" to the Maine Steamship Company again for one dollar. The next year, the Wharf passed to the Eastern Steamship Company, which had rented one of the buildings on Union Wharf since before 1908. Stability seems to have been achieved, because the property was not sold again until

# 9. Major Bibliographical References

- Bonner, John. The Town of Boston in New England. 1722 (map)  
 Bryan, John. Boston's Granite Architecture c. 1810-1860. Boston University Doctoral Distertation, 1972. unpublished.  
 Kilham, Walter H. Boston After Bulfinch, An Account of its Architecture 1800-1900. Cambridge

# 10. Geographical Data

**UTM NOT VERIFIED**  
**ACREAGE NOT VERIFIED**

Acreage of nominated property 2.61 acres

Quadrangle name Boston South

Quadrangle scale 1:24000

### UMT References

A 1 9 | 3 3 1 1 3 0 | 4 6 9 2 1 8 0  
 Zone Easting Northing

B    |    |     
 Zone Easting Northing

C    |    |   

D    |    |   

E    |    |   

F    |    |   

G    |    |   

H    |    |   

### Verbal boundary description and justification

Please refer to the attached map of the City of Boston; the boundaries are delineated in red. The nomination is confined to the 1795 wharf, and its accretions as they developed over the years. *see phone report 2/26/80*

### List all states and counties for properties overlapping state or county boundaries

state	code	county	code

# 11. Form Prepared By

name/title Candace Jenkins, National Register Coordinator Sharon Ofenstein, Consultant  
Judy McDonough, BLC  
 organization Massachusetts Historical Commission date October 1979  
 street & number 294 Washington Street telephone (617) 727-8470  
 city or town Boston state Massachusetts

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Patricia L. Weselowski 10/26/79

title Executive Director, Massachusetts Historical Commission date

For HCRS use only  
 I hereby certify that this property is included in the National Register

*Atty for*  
 Keeper of the National Register Patricia Andrews date 6/22/80  
 Attest: Patricia Andrews date 6/16/80  
 Chief of Registration

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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JUN 22 1980

CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE

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1945. By that time, however, it had sustained some damage. The Summer Tunnel had been cut beneath its northwest corner in the 1930's, and a fire in the 1940's made it necessary to remove the top story of the three easternmost bays of the warehouse. In 1945, the wharf was sold to Robert P. Gable and Frank Leeder, and eventually it became part of the Gorin-Leeder-Cable family trusts. The warehouse was used by the J.L. Kelso Company for storing woolen goods and footwear until the property was sold to the present owners in 1977 for conversion to housing.

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

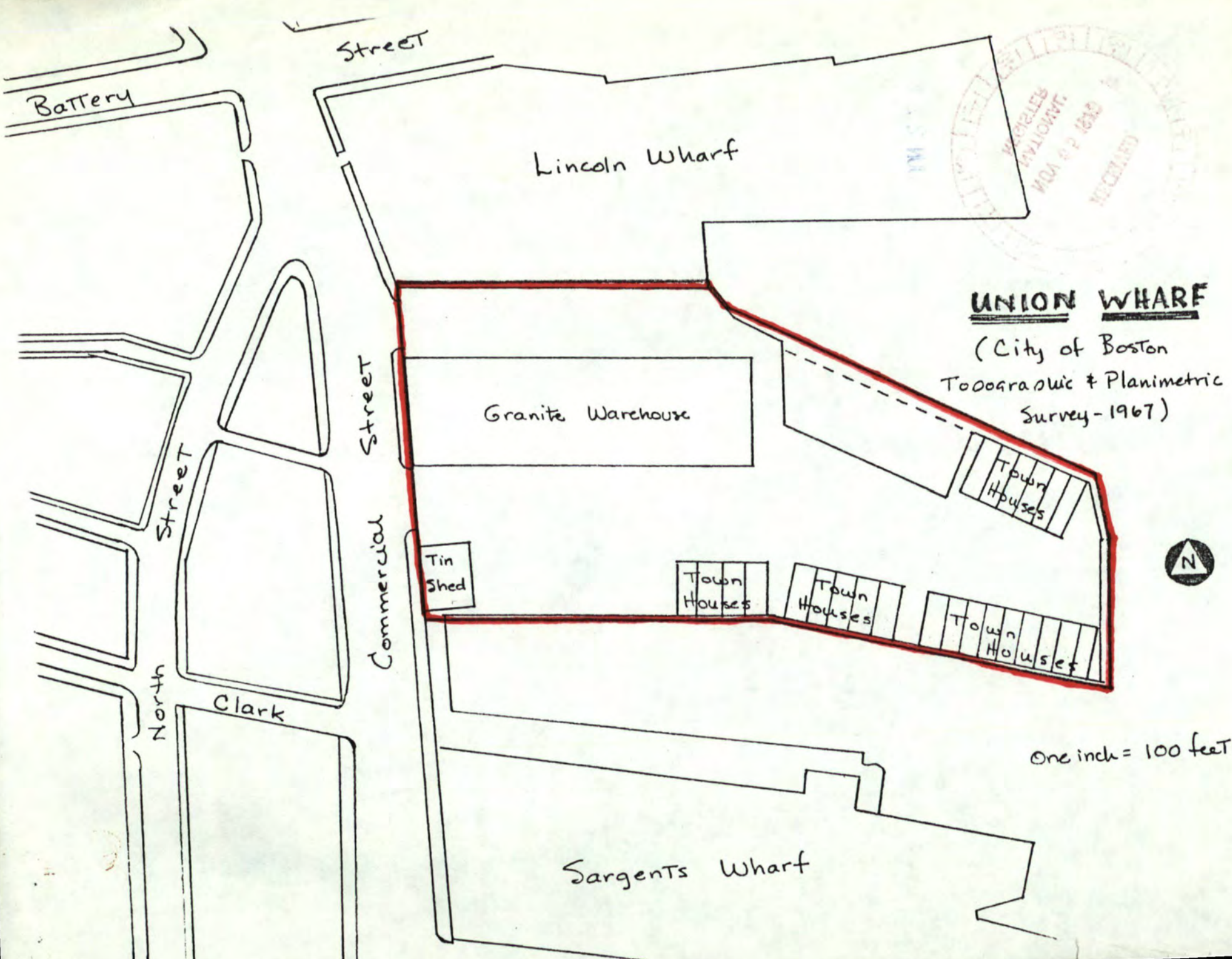
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RECEIVED JUN 16 1980
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Boston  
Union Wharf

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

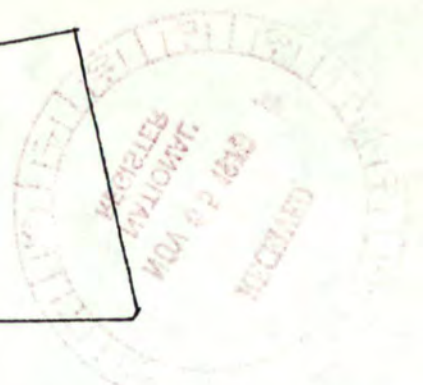
Union Wharf represents part of Boston's waterfront which played a major role in Boston's maritime history. The granite wharf bulkhead with its dominant structure, and the Union Wharf warehouse, typified mid-nineteenth century Boston maritime commerce both in appearance and operation. Union Wharf and its counterparts, Commercial, Lewis, and Long Wharf, were either built during or expanded during the mid-nineteenth century, which was the golden age of Boston's shipping industry. Boston was the major port for the European, South American, and coastal trades.



Street

Battery

Lincoln Wharf



**UNION WHARF**

(City of Boston  
Topographic & Planimetric  
Survey - 1967)

Street

Granite Warehouse

Town Houses

Commercial

Tin Shed

Town Houses

Town Houses

Town Houses



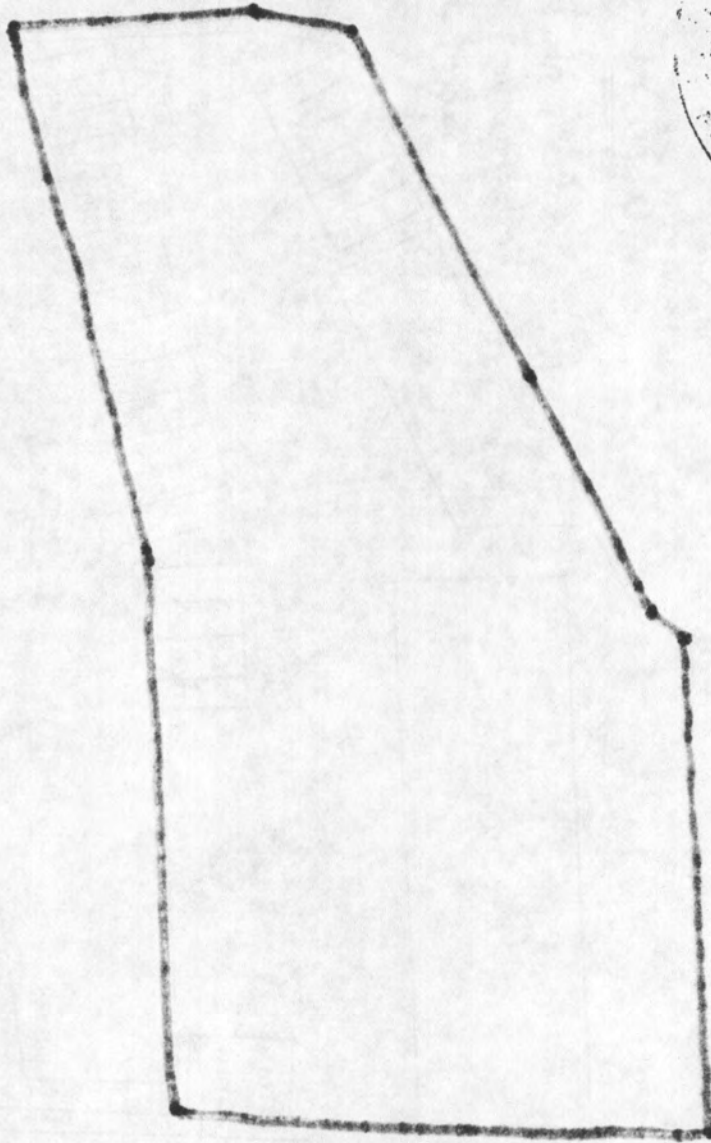
Street

North

Clark

Sargents Wharf

One inch = 100 feet



JUN 22 1980



JUN 22 1980

Union Wharf - Boston - Suffolk Co. Mass.



Union wharf - Boston, Suffolk Co., Mass.

JUN 22 1980

Property Union Wharf

ref no 00000669

State Ma (Suffolk)

Working Number 11-5-79 2657

**TECHNICAL**

**CONTROL**

Photos 1  
Maps 1,1

This wharf has been important to the Boston waterfront commerce since its first section (a granite block pier) was built in 1795. Over the years the wharf has been extended to its present 590 feet. The only historic structure on the wharf is a massive granite faced warehouse - built in 1846-7, the 290 foot long building served as a warehouse until 1977. It is six stories high (originally 5) on the west end and 3 on the east. Included

**HISTORIAN**

accept  
Patrick Andrews  
2/26/80

on the wharf is a modern tin shed and 23 townhouses built in 1978, the warehouse has been converted to apartments. Though the intrusions are numerous, I do not believe that they outweigh the essential integrity and importance of the wharf.

**ARCHITECTURAL HISTORIAN**

THE WHARF IS OBVIOUSLY SIGNIFICANT AS STATED ABOVE. I CONCUR WITH THE JUDGEMENT

THAT THE BOUNDARIES ARE JUSTIFIED BECAUSE THEY INCLUDE THE HISTORIC EXTENT OF THE WHARF. THE INTRUSIONS ARE CLEARLY LABELED AS SUCH AND ALTHOUGH THEY DO NOT ADD TO THE SIGNIFICANCE THEY DO NOT DESTROY THE SENSE OF THE WHARF'S HISTORIC EXTENT.

**ARCHEOLOGIST**

ACCEPT  
BRUCE MANDROSA  
2/28/80

New info. received 6/16/80 gives a more detailed description of the construction of the wharf and of the significance of the wharf and warehouse. By 1850 the wharf had assumed its present configuration.

**OTHER**

accept  
Patrick Andrews  
6/16/80

**HAER**

Inventory \_\_\_\_\_  
Review \_\_\_\_\_

**REVIEW UNIT CHIEF**

I agree with Bruce that it should be discussed at conference  
above  
3/6/80

**BRANCH CHIEF**

**KEEPER**

National Register Write-up \_\_\_\_\_  
Federal Register Entry 2.3.81

Send-back \_\_\_\_\_  
Re-submit \_\_\_\_\_

Entered JUN 22 1980

INT:2106-74



Boston, Mass.

Union Wharf

*Suffolk Co*

Hutchins Photography, Belmont

38 Newbury St., Boston

Photo #1/7

Southwest corner of warehouse

JUN 22 1980

1978

NOV 05 1979

VIEW # 1  
SOUTHWEST CORNER OF  
GRANITE WAREHOUSE  
ABUTTING COMMERCIAL  
STREET



KELSO  
WAH...  
CIGARS

COMMERCIAL  
LOBSTER CO.

PORT OF CALL MARINE SUPPLIES  
REGULAR RETAIL PRICES  
20% OFF

P  
LOBSTERS

Boston, Mass.  
Union Wharf *Suffolk Co.*  
Hutchins Photography, Belmont  
38 Newbury St., Boston

JUN 22 1980

1978

NOV 05 1979

Photo #2/7

South elevation of warehouse and tin shed

VIEW # 2  
SOUTH ELEVATION OF  
GRANITE WAREHOUSE  
AND "TIN SHED" FROM  
COMMERCIAL STREET



Boston, Mass.

Union Wharf *Suffolk Co.*

JUN 22 1980

Hutchins Photography, Belmont

1978

38 Newbury St., Boston

Photo #317

NOV 05 1979

South elevation of warehouse, upper floors

VIEW # 3  
SOUTH ELEVATION OF  
GRANITE WAREHOUSE  
CORNER OF FOURTH,  
FIFTH AND SIXTH FLOORS



NO  
TRESPASSING

2

DANGER  
BEWARE  
of DOG

Boston, Mass.

Union Wharf

*Suffolk Co.*

JUN 22 1980

Hutchins Photography, Belmont

1978

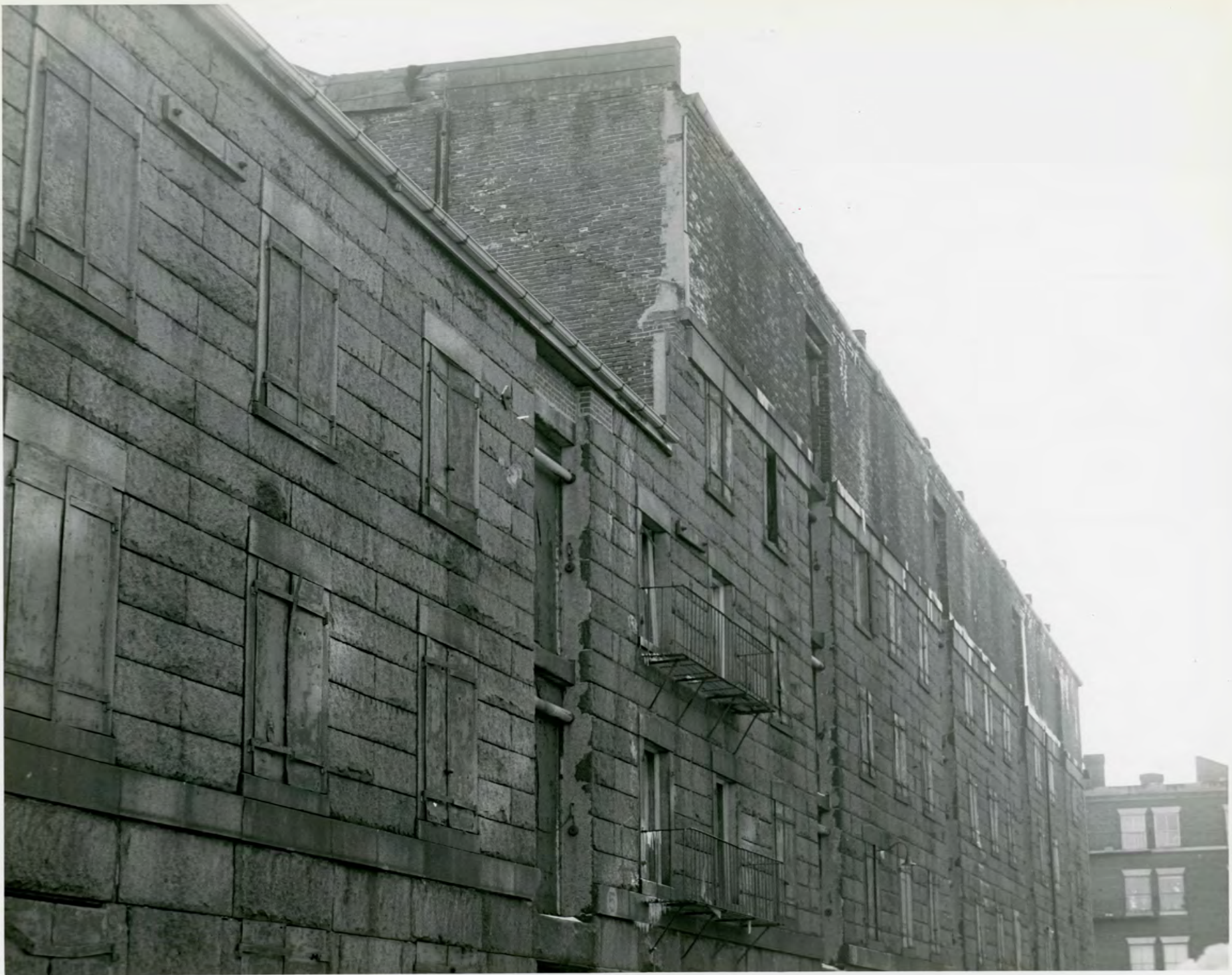
38 Newbury St., Boston

NOV 05 1979

Photo #4/7

West elevation abutting Commercial St.

VIEW # 4  
WEST FACADE OF  
GRANITE WAREHOUSE  
ABUTTING COMMERCIAL  
STREET



Boston, Mass. *Suffolk Co.*  
Union Wharf  
Hutchins Photography, Belmont  
38 Newbury St., Boston

JUN 22 1980

1978

Photo #5/17  
North elevation

NOV 05 1979

VIEW # 5  
NORTH ELEVATION OF  
GRANITE WAREHOUSE

*View #5  
North elevation*



Boston, Mass.

Union Wharf

*Suffolk Co.*

Hutchins Photography, Belmont

38 Newbury St., Boston

JUN 22 1980

1978

NOV 05 1979

Photo #6/7

South elevation with corner of east

VIEW # 6  
SOUTH ELEVATION OF  
GRANITE WAREHOUSE  
WITH CORNER OF EAST  
FACADE



Boston, Mass.  
Union Wharf  
Alex McClean  
791 Tremont St., Boston

*Suffolk Co.*

1978

Photo #7/7  
Ariel view of Boston waterfront

JUN 22 1980

NOV 05 1979

VIFW # 7  
AERIAL VIEW OF  
BOSTON WATERFRONT  
INCLUDING UNION  
WHARF AND ENVIRONS

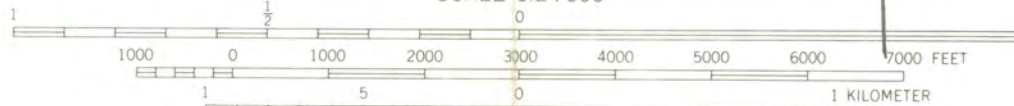
PB14-T

© LANDSLIDES, 1978

Union Wharf  
Boston, Massachusetts  
UTM REFERENCES:  
19/331130/4692180



Mapped, edited, and published by the Geological Survey  
Control by USGS, USC&GS, and Massachusetts Geodetic Survey  
Topography by plane-table surveys 1943. Revised from  
aerial photographs taken 1969. Field checked 1970  
Selected hydrographic data compiled from USC&GS Charts 246  
and 248 (1971). This information is not intended for navigational  
purposes  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Massachusetts coordinate system,  
mainland zone  
1,000-meter Universal Transverse Mercator grid ticks,  
zone 19, shown in blue  
Boundaries in tidewater areas from information supplied  
by Massachusetts Department of Public Works  
Red tint indicates areas in which only landmark buildings are shown



CONTOUR INTERVAL 10 FEET  
DATUM IS MEAN SEA LEVEL  
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER  
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
THE MEAN RANGE OF TIDE IS APPROXIMATELY 9.5 FEET



ROAD CLASSIFICATION  
Primary highway, hard surface ———— Light-duty road, hard or improved surface ————  
Secondary highway, hard surface ———— Unimproved road ————  
Interstate Route ———— U. S. Route ———— State Route ————

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

BOSTON SOUTH, MASS.  
N4215—W7100/7.5  
1970  
AMS 6768 1 SE—SERIES V814



U.S. DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

DATE

1/11

TELEPHONE REPORT

TIME OF CALL

AM  
PM

1. CALL  TO:  FROM (Name)

JENKINS

2. ADDRESS (Tel. No. if needed)

MA SHOPS

3. SUBJECT, PROJECT NO., ETC.

UNION WHARF.

4. DETAILS OF DISCUSSION

NEED

1. CURRENT PHOTO

2. BOUNDARY JUSTIFICATION - DEFEND WHARF EXTENT HISTORICALLY OR LEAVE  
OUT TRAIL HOUSES.

NAME OF PERSON PLACING/RECEIVING CALL

TITLE

OFFICE

DATE 2/26/80

TELEPHONE REPORT

TIME OF CALL AM  
PM

1. CALL  TO:  FROM (Name)

Candy Jenkins - we inquired about these points on 2/19/80

2. ADDRESS (Tel. No. if needed)

Mass. SHPO

3. SUBJECT, PROJECT NO., ETC.

Union Wharf - Boston, Suffolk Co. Mass.

4. DETAILS OF DISCUSSION

the VBD and justification should read - "The nomination is confined to the 1795 wharf and its accretions as they developed over the years."

They've nominated the open water (with piles) because it has always been part of the wharf and until recently it was planked over.

NAME OF PERSON PLACING/RECEIVING CALL

TITLE

OFFICE

Patrick Andrews

---

# MEETING REPORT

---

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

---

PROJECT: UNION WHARF

---

LOCATION OF MEETING: HERS

DATE: 3/12/80

---

STAFF MEMBER: MAE DOUGAL

DIVISION:

---

PARTICIPANT: ORGANIZATION:

PHONE:

NR STAFF (REVIEW)

---

## REPORT:

THE CONSENSUS WAS THAT IT IS MOST LIKELY ELIGIBLE AND THAT THE BOUNDARIES IF ADEQUATELY JUSTIFIED COULD BE ACCEPTABLE.

NEED 1. A BETTER INDICATION OF THE EVOLUTION OF THE WHARF; HOW LARGE IT WAS, WHEN?

2. WHAT ARE THE CONSTRUCTION MATERIALS OF THE WHARF? WAS IT ALTERED TO ACCOMMODATE THE RECENT CONSTRUCTION? SINCE IT IS A MAN MADE CONSTRUCTION AND THE EXTENT OF THE MAN MADE AREA IS THE BOUNDARY WE NEED TO KNOW MORE ABOUT ITS COMPOSITION AND CONSTRUCTION.

3. WE NEED CURRENT PHOTOGRAPHS SHOWING THE WHARF, INCLUDING THE 1840'S, 1920'S AND OTHER STRUCTURES AS WELL AS PERHAPS THE CONSTRUCTION OF THE WHARF.

4. NEED A BETTER DISCUSSION OF THE IMPACT OF THE INTRUSIONS ON THE INTEGRITY OF THE OVERALL RESOURCE. (IS THE TIN SHED STILL STANDING? IF SO, IT APPEARS TO RELATE TO THE SIGNIFICANCE OF THE WHARF AS DESCRIBED IN THE NOMINATION.

---

DATE 3/13/80

TELEPHONE REPORT

TIME OF CALL AM  
PM

1. CALL  TO:  FROM (Name)

JENKINS

2. ADDRESS (Tel. No. if needed)

MA SAYS

3. SUBJECT, PROJECT NO., ETC.

~~UNION WHARF~~

4. DETAILS OF DISCUSSION

REQUESTED ADDITIONAL INFO AS OUTLINED IN 3/12/80 MEETING REPORT.  
SHE WILL PROVIDE (OR REDUCE BOUNDARIES)

- new info. arrived on 6/16/80 (item #7, p.2 & item #8, p.3)

NAME OF PERSON PLACING/RECEIVING CALL

McDonnell

TITLE

OFFICE



**MASSACHUSETTS  
HISTORICAL  
COMMISSION**

4  
**COMMONWEALTH OF MASSACHUSETTS  
Office of the Secretary of State**

294 Washington Street  
Boston, Massachusetts  
02108  
617-727-8470

**MICHAEL JOSEPH CONNOLLY**  
Secretary of State

June 9, 1980

Ms. Carol Shull, Acting Keeper  
National Register Branch  
HCRS  
440 G Street  
Washington, DC 20243



JUN 22 1980

Dear Ms. Shull:

Enclosed you will find materials relating to four nominations which are currently on hold in the National Register office for additional information. These are Union Wharf, Boston, expanded description and statement of significance; Town Green Historic District, Brookline, revised boundary description; Williamsburg Center Historic District, revised map.

I hope that this will answer the question raised by your staff.

Sincerely,

*Candace Jenkins*

Candace Jenkins  
National Register Coordinator

CJ/mt  
enc.

ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered JUN 22 1980

<u>Name</u>	<u>Location</u>
Brookline Town Green Historic District	Brookline Norfolk County
Williamsburg Center Historic District	Williamsburg Hampshire County
Union Wharf	Boston Suffolk County

Also Notified

Honorable Edward M. Kennedy  
Honorable Paul Tsongas  
Honorable Robert F. Drinan  
Honorable Silvio O. Conte  
Honorable John J. Moakley

State Historic Preservation Officer  
Mrs. Patricia L. Waslowski  
Executive Director, Massachusetts  
Historical Commission  
294 Washington Street  
Boston, Massachusetts 02108

NR

Byers/mjd

7/2/80

For further information, please call the National Register at (202)343-6401.

BILL —

THIS IS AN UNUSUAL CASE. WHETHER  
YOU CONCUR WITH OUR JUDGEMENT OR NOT  
YOU MAY WANT TO HAVE THIS DISCUSSED AT  
A CONFERENCE.

BLAKE.