

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



### 1. Name of Property

Historic name: Boston Fish Pier Historic District

Other names/site number: Commonwealth Pier No. 6

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: 212-234 Northern Avenue

City or town: Boston (South Boston) State: Massachusetts County: Suffolk

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X national X statewide X local

Applicable National Register Criteria:

X A \_\_\_ B X C \_\_\_ D

<u>Brona Simon</u>	<u>May 25, 2017</u>
Signature of certifying official/Title: <u>Brona Simon, SHPO</u> Date	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Patrick Andrews  
Signature of the Keeper

7/13/2017  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public - Local
- Public - State
- Public - Federal

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>3</u>	<u>          </u>	buildings
<u>          </u>	<u>          </u>	sites
<u>1</u>	<u>          </u>	structures
<u>          </u>	<u>          </u>	objects
<u>4</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION/Processing Site

COMMERCE/TRADE/Organizational

COMMERCE/TRADE/Warehouse

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION/Processing Site

COMMERCE/TRADE/Warehouse

COMMERCE/TRADE/Restaurant

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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7. **Description**

**Architectural Classification**

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/Classical Revival

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Brick, Terra-Cotta, Wood

**Narrative Description**

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

**Summary Paragraph**

The Boston Fish Pier at 212–234 Northern Avenue is located on the northern waterfront in the neighborhood of South Boston in the city of Boston, Suffolk County, Massachusetts. It extends 1,200 feet north into Boston Harbor from the north side of Northern Avenue. The 12.7-acre district encompasses four contributing resources, all constructed between 1910 and 1914: the Fish Pier structure; the mirror-image Fish Pier West and East buildings, occupied by various wholesale fish dealers and fish processors; and the New England Fish Exchange, now a conference center and office space. The remainder of the site consists of asphalt-paved parking lots. The Boston Fish Pier Historic District remains in use as a working fish pier operated by the Massachusetts Port Authority (Massport), an independent quasi-state agency. The property retains its integrity, and its present appearance conveys its significance as Boston Harbor's primary fish processing and distribution facility for more than 100 years.

**Narrative Description**

The Boston Fish Pier Historic District occupies 12.7 acres on the north side of Northern Avenue in the Seaport District of South Boston. The property abuts Northern Avenue to the south, and by Boston Harbor on the north, east, and west. Commonwealth Pier No. 5 is to the west, and Liberty Wharf is to the east. The property is set within a historic working waterfront, but is surrounded by substantial modern infill, constructed as part of several major waterfront redevelopment projects in the late 20<sup>th</sup> and early 21<sup>st</sup> centuries.

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### Contributing Resources

**Boston Fish Pier (BOS.9252, contributing structure, photos 1 and 11).** The Boston Fish Pier, constructed by the Boston firm of Holbrook, Cabot & Rollins in the period 1910 to 1912, is a rectangular, dry-laid granite-block, solid-filled pier, 1,200 feet long and 300 feet wide. It rests on a foundation of crushed stone and quarry chips laid on blue clay. The massive, quarry-split granite blocks each weigh at least one ton, and surround fill consisting of dredged material overlaid with gravel. The base of the pier wall is 28 feet thick, tapering to 4 feet above the waterline. At street level, the pier is paved with asphalt, and surrounded by wooden cap rails with cast-iron mooring cleats. The outer apron of the pier is constructed of poured-concrete slabs. Vertical wood posts are spaced along the east and west sides of the pier to protect the structure and boats tying up alongside it. Narrow metal ladders extend into the water, providing access to the street level of the pier from vessels tied up below. Two asphalt-paved surface parking lots are located at the southern end of the pier, immediately abutting Northern Avenue. The lots occupy the former site of the original cold-storage building, which was destroyed by fire in 1968 (*Boston Globe* 1968). At the northern end of the pier, two paved lots flanking the New England Fish Exchange provide parking for tenants of the buildings.

**New England Fish Exchange (BOS.16591, contributing building, photos 2–4 and 9).** The New England Fish Exchange, built between 1912 and 1914, was designed by Boston architect Henry F. Keyes and constructed by the Boston firm of Tyson, Weare & Marshall. Massport renovated the building in 1995 for use as a conference and event center. The three-story, Classical Revival-style, steel-framed building is located at the north end of the pier, and faces south. It has a rectangular, five-bay-by-four-bay plan; the center three bays project several feet from the south elevation, and slightly from the north. The building has a flat roof with a copper parapet and projecting white terra-cotta cornice, stuccoed terra-cotta tile walls on the upper two stories, load-bearing brick walls on the first story, and a concrete foundation. Triangular, bas-relief terra-cotta panels centered in the north and south sides of the parapet feature carvings of rope around the edges, and images of various forms of sea life historically sold at the fish exchange (such as scallops, lobsters, crabs, and swordfish) at the center. Rectangular terra-cotta blocks form an entablature below the cornice, with raised lettering reading “NEW ENGLAND FISH EXCHANGE” on the south elevation and “BOSTON FISH MARKET CORPORATION” on the north. The two upper stories are clad in white stucco with a white terra-cotta stringcourse and red-brick quoining above a heavy granite beltcourse, while the first story is rusticated red brick.

Entrances are recessed in two-story arched openings centered in the north and south elevations of the building. The upper story of each arch is framed by red-brick quoining with a white terra-cotta keystone depicting Poseidon (or Neptune), the Greek and Roman god of the sea, and is filled with four-light, wood-frame windows, in a white terra-cotta surround. A one-story, wood-and-glass vestibule with a copper end-gable roof and double-leaf glass doors projects from the south elevation. The north entrance consists of single, solid-wood doors on either side of a multipaned window wall. The center bay of the third story, above the recessed entrance, contains four small, square, four-light windows with a continuous projecting white terra-cotta sill, supported by small, rounded brackets. The two outer projecting bays on the north and south elevations contain narrow casement sash in rectangular openings. Fenestration on the rest of the building consists of triple windows with bullnose granite sills on the third story; triple windows with multipaned transoms and flat granite lintels and sills on the second story; and double windows with multipaned transoms, splayed-brick lintels with granite keystones, and granite sills on the first story. The upper triple windows consist of narrow casement sash flanking a fixed pane, while the lower double windows are fixed sash. The windows, likely replaced as part of the renovation effort, all have metal frames. Metal flagpoles are located on the roof above the entrance bays.

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The interior layout of the New England Fish Exchange consists of a large, two-story hall lit by a central square skylight, with corridors, offices, and additional meeting space around the perimeter. The interior finishes all date to the 1995 renovations.

**Boston Fish Pier West Building (BOS.16590, contributing building, photos 5–7, 9–11) and Boston Fish Pier East Building (BOS.16589, contributing building, photos 8–11).** The nearly identical Boston Fish Pier West Building and Boston Fish Pier East Building, both constructed between 1912 and 1914, were designed by Boston architect Henry F. Keyes and built by the Boston firm of Tyson, Weare & Marshall. Massport renovated both buildings in 1979 through 1981. The three-story, Classical Revival-style, steel-framed buildings run parallel to the west and east sides of the pier respectively, and face inward. Two-story arched passages through the buildings divide the rectangular, 24-bay-by-three-bay plans into three sections. The buildings each have a flat roof with a copper pedimented parapet and projecting white terra-cotta cornice, stuccoed terra-cotta tile walls on the upper two stories, load-bearing brick walls on the first story, and a concrete foundation. A poured-concrete apron runs along the inner side of each building. The upper stories have a white terra-cotta stringcourse and red-brick quoining above a heavy granite beltcourse, while the first stories are rusticated red brick. Flat metal canopies, supported by angled brackets affixed to the buildings between the second and third stories, shelter the first-story entrances on the east and west elevations. The first stories are divided into regularly spaced bays that are built out for individual fish processors and wholesalers. Each bay of the inner elevations has a large rectangular opening, with a splayed-brick lintel and cast-stone keystone inscribed with the bay number. The openings contain brick infill, metal vertical-lift garage doors, or steel commercial entrance doors flanked by metal-framed, plate-glass windows. Service entrances and vertical-lift garage doors are located in the bays on the outer (water-side) elevations. The second and third stories are lined with regularly spaced rectangular openings of varying sizes, all with flat granite lintels and sills. The openings contain groups of three, four, or five plate-glass windows in wood frames with narrow transoms. The arched passage openings have rusticated red-brick surrounds with projecting cast-stone keystones. Four sets of paired casement sash, with a continuous, projecting, white terra-cotta sill, are located above each archway.

The 1979 to 1981 renovations to the West and East buildings included the replacement of numerous windows, the repartitioning of interior spaces on the first and second stories, and the enclosure of the two southern archways with metal-and-glass walls to create elevator lobbies. The two northern archways remain open passages through the buildings. The first-story bays are outfitted to accommodate various-sized businesses. Most contain a single large processing room with a small office area near the front. Typical interior finishes consist of metal ceilings and partition walls, cinder-block exterior walls, and concrete floors with central drains. The processing rooms are equipped with multiple large storage tanks and extensive cleaning and drainage systems. The interiors of the offices on the upper stories have acoustic-tile ceilings, drywall partitions, and carpeted floors, primarily installed in 1981.

### Statement of Integrity

The extant buildings and structures of the Boston Fish Pier retain integrity in terms of their location, feeling, setting, design, materials, workmanship, and association. They readily convey their significant association with the history of commercial fishing in Boston, and the development of the city's fishing industry in the early 20<sup>th</sup> century. The district retains integrity of association for its historic relationship with the South Boston waterfront and the events that made Boston a nationally prominent center for fresh fish production during the first half of the 20<sup>th</sup> century. The primary change to the historic appearance of

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the property was the removal of the buildings at the foot of the pier that once housed the power and ice plants and cold-storage facilities, important elements in the processing and packaging of fish.

Renovations to the existing buildings in the late 1970s, and again in the 1990s, were generally limited to interior spaces, with the exception of replacement doors and windows, and the creation of enclosed lobby spaces in the East and West buildings. The pier structure remains relatively unchanged from the time of its construction, with the only major alteration being the replacement of its original cobblestone paving with asphalt in the 1970s. The district retains the feeling of a working fish pier.

### **Archaeological Description**

The Boston Fish Pier is built within a former tidal area of Boston Harbor. Early maps of the South Boston Flats indicate that it was not within the existing intertidal area in post-1630 Boston. Prior to the arrival of Europeans, the area that is now the Fish Pier would have undergone a gradual transition from land, to coast, to water, as sea levels rose and Boston Harbor slowly became inundated around 3,000 years ago. It is possible that Native Americans used the area that is now the Fish Pier before this inundation, and may have also used it after flooding, for travel, fish harvesting, and possibly the construction of fishweirs. Since the arrival of Europeans, the area may have been the site of shipwrecks and other maritime deposits, though these may have been quickly removed or scavenged to avoid blocking or impeding a significant shipping corridor. After 1910, the pier's construction would have used soil and refuse for fill. There is potential for the preservation of significant archaeological deposits within and under the pier fill of the Boston Fish Pier.

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**District Data Sheet**

Map No.	MHC No.	Historic Name/Use	Address	Est. Date	Style/Form	Resource Type	C/NC
1	BOS.9252	Boston Fish Pier	212-234 Northern Avenue	1910 to 1912	N/A	Structure	C
2	BOS.16591	New England Fish Exchange	212-234 Northern Avenue	1912 to 1914; rehabilitated 1995	Classical Revival	Building	C
3	BOS.16589	Boston Fish Pier West Building	212-234 Northern Avenue	1912 to 1914; rehabilitated 1979 to 1981	Classical Revival	Building	C
4	BOS.16590	Boston Fish Pier East Building	212-234 Northern Avenue	1912 to 1914; rehabilitated 1979 to 1981	Classical Revival	Building	C



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### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

INDUSTRY

COMMERCE

MARITIME HISTORY

ARCHITECTURE

**Period of Significance**

1910-1967

**Significant Dates**

1910-1912: Construction of Fish Pier

1912-1914: Construction of Fish Pier buildings

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Keyes, Henry F. (architect)

Monks & Johnson (engineers)

Holbrook, Cabot & Rollins (builders)

Tyson, Weare & Marshall (builders)

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Boston Fish Pier Historic District is significant at the national level under Criterion A in the areas of Industry, Commerce, and Maritime History, for its associations with the commercial fishing industry in the United States. The district is the primary resource associated with historical events that made Boston the nation's leading producer and distributor of fresh fish during the first half of the 20<sup>th</sup> century. The district's three Classical Revival-style buildings and early 20<sup>th</sup>-century granite pier are also significant at

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the local level under Criterion C in the area of Architecture. The period of significance for the district extends from 1910, when construction of the Fish Pier began, through 1967, the National Register 50-year cutoff date.

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**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

### **CRITERION A – INDUSTRY, COMMERCE, AND MARITIME HISTORY**

The Boston Fish Pier is significant under Criterion A at the national level in the areas of Industry, Commerce, and Maritime History, for its association with the establishment and growth of New England's fresh-fish industry during the first half of the 20<sup>th</sup> century. Constructed by the Commonwealth of Massachusetts from 1910 to 1912 as part of an economic development plan to develop port facilities on state-owned land in the South Boston Flats, the pier provided a new centralized location for New England's burgeoning fresh-fish industry, which was rapidly expanding due to recent technological advancements in fish harvesting and a growing national demand for fresh fish. The Boston Fish Market Corporation, a subsidiary of the New England Fish Exchange, constructed the buildings on the pier in 1913 and 1914. When the facility opened in 1914, it was hailed as the largest, most technologically advanced and efficient fresh-fish-handling facility in the world. It immediately became the center for New England's fishing industry, providing in one place the marketplace where the catch was auctioned to major buyers, and possessed modern facilities for landing, processing, packaging, and distributing fresh fish on a large scale. The efficient handling of the fish, combined with Boston's extensive trucking and railroad-freight transportation systems, made the pier the first national distribution center of fresh fish in the country, with a daily market that extended to all major urban centers within an 800-mile radius. By the 1930s, the average amount of fish landed at the Boston Fish Pier was more than 300 million pounds, which represented more than three quarters of all commercially caught fish in New England, and made Boston the largest fishing port in the United States. Although the industry has declined from its peak in the mid 20<sup>th</sup> century, the Boston Fish Pier continues to serve as a major regional commercial fish-handling site.

#### **New England's Fishing Industry Before 1900**

Commercial fishing has always been an important element of New England's economy, due to the region's proximity to the waters of the North Atlantic, where the continental shelf extended to create vast areas of shallows, and the conditions of temperature, light, and minerals combined to produce an ideal fish habitat. The hard, smooth bottom left by glaciers was particularly well suited to ground-fish species, such as cod, halibut, haddock, hake, and flounder, which became the region's dominant products. Cod was the first commercial export of the Massachusetts Bay Colony. Cod withstood well the salting and drying preservation process that made possible the transport of fish to Great Britain. After the Revolutionary War, particularly during the years of unsettled relations with Great Britain in the early 1800s, New England fish merchants established a version of the triangular trade that consisted of shipping salt-preserved fish to Southern Europe, picking up Mediterranean exports for transport to the Spanish West Indies, and returning to America with cargoes of sugar, molasses, and rum. Although the fish export business began to decline in the 1830s due to competition from European fleets, American demand for salted fish remained steady. The New England cod fleet continued to hold a virtual monopoly on supply up through the Civil War, and remained viable throughout the remainder of the century (Ackerman 1941: 2-3).

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New England's early fishing industry was dispersed among the many small harbors along its coastline, each of which sheltered a small fleet of fishing vessels and on-shore facilities for processing the catch. The methods for catching fish varied according to the species targeted and their location. Inshore fishing, which was carried out within a few miles of the coast and in the bays and rivers, utilized a variety of techniques ranging from netting schooling species like menhaden and sardines; trapping lobsters and crabs; using weirs to harvest anadromous fish like salmon, smelt, and shad; and scooping and digging oysters and clams. Inshore fishing could be done in small boats that were privately owned by the individuals who fished in them. They went out in the morning and returned at night to sell their catch to locals or to commercial processors, if any were nearby. By contrast, offshore fishing for cod and other ground fish required large sail schooners that carried dories and crews to the fertile, deep-sea fishing grounds such as Georges, Grand, and Western banks southeast of Nova Scotia and Newfoundland. These schooners often belonged to commercial fleets, based in ports close to the fish and to transportation networks that allowed for the distribution to regional markets. Most offshore fishing was conducted from ports in Massachusetts and Maine. The boats often had crews of up to 20 men who fished from dories using baited hooks and line, either singularly or in a trawl. Because the boats were usually out for a week or more, salting and brining were often done on board. Although the fish were plentiful, their profitability depended on good weather and the willingness of the fish to feed on the bait offered (Ackerman 1941: 3-16; McFarland 1911: 174).

During the last quarter of the 19<sup>th</sup> century, as Americans completed the settlement of the West and the nation's railroad system expanded, new competition from the fisheries of the Great Lakes, Gulf of Mexico, and northern Pacific depressed the value of New England fish products. The development of canning technology and the establishment of commercial-scale salmon and sardine cannery operations in California, Oregon, and Washington, beginning in the 1860s, dealt a major blow to New England's national market dominance. The increasing cost of labor in the Northeast, availability of more lucrative work in other industries, hazards of deep-sea fishing, and the high expense of equipment necessary to harvest fish were among the additional factors that contributed to the industry's decline. During the period from 1862 to 1899, the tonnage of boats comprising the New England cod fleet declined from more than 200,000 tons to just over 50,000 tons, and the number of persons who listed their occupation as "fisherman" declined by more than 20 percent. In 1880, New England produced one third of the value of all fish products in the United States, but that number dropped to less than one quarter by the early 20<sup>th</sup> century (Ackerman 1941: 3-4; McFarland 1911: 286-289).

### **The Rise of Boston as a Fresh Fish Port**

Although Boston was New England's largest city and consumer market for fish in the region, it had ceded leadership in the fishing industry to other ports along the coast during the Colonial period and pursued other, more lucrative forms of trade and industrial expansion. However, a number of wholesale fish firms based in Boston shipped products from the region to other urban markets in the United States. The first wholesale fish house in Boston opened on Long Wharf in 1835, and was followed by others that occupied space on the numerous wharves lining the city's waterfront (Figure 1). By the early 1880s, a number of dealers were clustered in a crowded group of wooden shacks along Commercial Wharf in the city's North End. As competition from other regions of the United States and general taste preferences drove the New England salted-fish market into decline in the late 19<sup>th</sup> century, Boston merchants refocused their business to capitalize on the large local market and regional demand for fresh fish. In 1884, Boston's fish dealers organized and entered into a 30-year lease for space on T Wharf at the foot of State Street. As business increased over the next three decades and the fishing fleet expanded, T Wharf gained a reputation as "the

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great fresh fish pier of the country” (PAL 2016; Stott 2003; Doeringer, Moss, and Terkla 1986: 19; Massport 1977; Roche 1916: 514).

The introduction of the steam-powered otter trawler in New England in 1906 was a technological breakthrough in the harvesting of ground fish, and correlated directly to Boston’s rise to prominence as the leading fresh-fish port in the United States. Otter trawlers were large vessels that averaged between 125 and 150 feet in length, and had a capacity of 120,000 pounds of iced fish. Their sturdy steel construction and steam engines made them capable of pulling large, conical nets, which were named for the fins, or otter boards, connected to the tow lines. The otter boards kept the mouth of the net open as it was dragged along the ocean floor, scooping up ground fish and other types of fish in its path. Otter trawling could be carried on in all types of weather and did not depend on fish bait preferences. The process of setting, dragging, and hauling the net generally took two hours to complete; and a typical catch amounted to 3,000 to 5,000 pounds of fish. Because the process could be repeated continuously, an otter trawler crew could catch as many fish in a single day as a crew of the same size could in a week of hook-and-line fishing. This made shorter trips economically feasible and thereby improved the quality and freshness of the fish when landed at port. It also enabled the gathering of new species such as flounder and haddock, which were favored over cod for their taste on the fresh-fish market. Despite the high initial cost of the boats and nets, otter trawling quickly became the dominant method for harvesting fish in New England and by the 1930s produced more pounds of fish than all other methods combined (Ackerman 1941: 78–79; Bolster 2012: 266).

The ability of the otter trawlers to travel farther and faster than the sail schooners made it possible to base the fleet in Boston, where the burgeoning fresh-fish market and extensive transportation system facilitated the sale of the catch. In 1908, just two years after the introduction of the otter trawler, the 44 wholesale fresh-fish dealers operating in the city joined together to form the New England Fish Exchange, the first fish exchange established on the East Coast. Like other commodity exchanges, the New England Fish Exchange was designed to organize the industry, acting as a clearinghouse for information, establishing rules governing the sale of fish, and holding daily auctions that served to set the price of fish for the New England region. William K. Beardsley of Albany, NY, was chosen to serve as the first manager of the Exchange. He later organized a credit association to guarantee transactions between wholesalers and retailers. All sales took place in a central location on the wharf, where the exchange recorded the transactions, established quality standards, and settled disputes. Captains could withdraw their catch from the auction if they were not satisfied with the bids. Only exchange members or other tenants on the pier who bought buyer’s tickets could participate in the auctions (Bolster 2012: 265-266; Massport 1977; Mintz 1976; Seasholes 2003: 316-322; Massachusetts District Court 1919; Roche 1914a).

### **Construction of the Boston Fish Pier**

In 1910, the members of the New England Fish Exchange formed the Boston Fish Market Corporation (BFMC) for the purpose of acquiring a better location for their business than the crowded and increasingly unsanitary T Wharf in downtown Boston. At that time, the Board of Harbor and Land Commissioners (BHLC), which had been created in 1866 by the state legislature to oversee state-owned lands, including all harbors, was implementing plans to improve port facilities in the South Boston Flats. This part of South Boston consisted of a large expanse of muddy marshland that extended north of First Street where, beginning in 1836, the Boston Wharf Company had constructed a large wharf near the Fort Point Channel (see Figure 2). With funding from the state legislature, the BHLC had the power to construct facilities deemed of benefit to the state’s economy and lease them for development and operation by private businesses. Between 1880 and 1910, the BHLC conducted a series of wharf and

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landfilling projects, including the improvement of the Fort Point Channel, a bridge across the channel, and the construction of Piers 1 through 5, that resulted in a dramatic change to the shoreline of South Boston (see Figures 3 and 4). The BFMC initially approached the BHLC about leasing Pier 5. On June 3, 1910, the state legislature passed an act “to provide further for the improvement of the Commonwealth’s flats at South Boston” that appropriated \$1 million from a fund established in 1875 for the development of the South Boston Flats. The BHLC decided to use this money to construct a new pier east of Pier 5 for the fishing industry, and to lease Pier 5 to the Old Colony Railroad.<sup>1</sup> On October 1, 1910, the BHLC and the BFMC entered into an agreement whereby the state would build the pier and the corporation would construct the buildings on it (Bolster 2012: 265-266; Massport 1977; Mintz 1976; *Boston Globe* 1913c; Massachusetts State Legislature 1912: 530-531; Seasholes 2003: 316-322; BHLC 1911: 6-10).

The terms of the contract stipulated that by July 1912, the state would build an earth-filled pier, 1,200 feet long and 300 feet wide, located 800 feet east of Commonwealth Pier 5 (see Figure 5). The state also agreed to extend Northern Avenue along the water frontage and, together with the city, extend sewer and water pipes onto the pier, which would have a 100-foot paved roadway along the middle. The total cost of the project was estimated to be \$800,000, with the state paying \$760,000 and the city \$40,000. The corporation would in turn lease the pier from the state, and erect brick or concrete buildings on it by October 1913 to accommodate the fish business and subordinate industries. The initial lease agreement was for fifteen years at \$35,000 per year, with the right to extend it for additional fifteen-year periods through 1973. The lease included docks dredged to a depth of 23 feet at low water on either side of the pier, 50 feet wide to the west, and 400 feet wide to the east (*Boston Globe* 1910; Massport 1977; Bolster 2012: 268).

The contract for the Boston Fish Pier (Commonwealth Pier 6) was awarded to the Boston firm of Holbrook, Cabot & Rollins, which began construction in the fall of 1910. The following year, the BHLC transferred its responsibilities with respect to Boston Harbor and the port facilities to a new board, the Directors of the Port of Boston (DPB).<sup>2</sup> The **Boston Fish Pier (BOS.9252, contributing structure)** was finished by the end of 1912, and construction of the buildings began on November 4, 1912. The BFMC hired Boston architect Henry F. Keyes (1879–1933) to design the buildings and awarded the construction contract to the Boston firm of Tyson, Weare & Marshall. The **Boston Fish Pier West Building (BOS.16590, contributing building)**, the **Boston Fish Pier East Building (BOS.16589, contributing building)**, and the **New England Fish Exchange (BOS.16591, contributing building)** were completed in 1914. The fish industry moved from T Wharf to the Boston Fish Pier at the end of March 1914, although the New England Fish Exchange was still under construction. William J. O’Brien, the president of the BFMC, rang the gong to start business at 7:30 a.m. on March 31, 1914. Approximately 2 million pounds of fish were sold on the pier that first day (Directors of the Port of Boston 1913, 1914; *Boston Globe* 1913a, 1913b, 1914a, 1914b; Massport 1977).

When it was completed, the Boston Fish Pier was the largest fish-distribution facility in the country, and served as a model for the industry (see Figure 6 through Figure 12). An article in the September 1914 issue of *International Marine Engineering* highlighted the state-of-the-art attributes of “the largest pier in the world devoted entirely to the fisheries” recently completed at Boston, “the greatest fresh fish market in the United States, and the chief distributing point for the fresh fish supply of the entire country” (Roche 1914b: 388). The complex housed a compact and efficient system of operations. More than 80 vessels

<sup>1</sup> The Old Colony Railroad lease was canceled the following year in favor of using Pier 5 for large passenger steamships (Seasholes 2003:319).

<sup>2</sup> The BHLC and DPB were both replaced in 1916 by the newly established Commission on Waterways and Public Lands.

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could unload simultaneously at the pier, and 40 docking berths were available. The BFMC rented space in the East and West buildings to 44 individual fish dealers. Each bay was built out to the original tenants' specifications, and adapted as needed for successive tenants. Slightly sloping ground floors with central drains and hydrants connected to a high-pressure, saltwater system accommodated the processing and distribution of fresh fish. Each dealer also had offices on the second floor and storage space on the third (Roche 1914b, 1916; Directors of the Port of Boston 1915).

The New England Fish Exchange operated its early-morning fish auction out of the two-story hall in its building at the north end of the pier, where wholesale dealers purchased catches, sight unseen, by vessel and species from fish captains. The building also housed offices for the exchange, the BFMC, the Boston Wholesale Fish Dealers' Credit Association, and the Commonwealth Ice & Cold Storage Company. An office in the Exchange Building was dedicated to public education about the benefits of eating fish, including how to buy, store, and prepare fish, as well as recipe ideas. The Commonwealth Ice & Cold Storage Company, majority-owned by the wholesale fish dealers, built a large cold-storage plant at the south end of the fish pier. Completed by September 1914, the plant (no longer extant) was a U-shaped complex located on the current site of the two surface parking lots at the south end of the pier. It consisted of an eight-story, cold-storage warehouse (removed 1968) with a capacity of 15,000,000 pounds, and an archway that straddled the pier entrance; an ice factory (removed 1968) extending north from the west end of the warehouse to the West Building, which could produce 360 tons of ice a day and store 8,000 tons; and a central heating and power plant (removed 1979-1981) extending north from the east end of the warehouse to the East Building. An electric industrial railway (no longer extant, removed 1968 and 1979-1981) conveyed ice from the plant across the roofs of the East and West buildings, to chutes that delivered it to iceboxes in each fish store (Roche 1914b, 1916; Directors of the Port of Boston 1915; Mintz 1976; Massport 1977; *Boston Globe* 1913c, 1914c, 1914d; Stott 2003).

The opening of the Boston Fish Pier initiated a period of rapid expansion for New England fish sales. The centralized marketing point made Boston the landing port of choice, and boat captains from all parts of the region began taking their catches there for quick sale. Fish landed at other ports in the region were often trucked over land to Boston for sale, processing, and distribution. On the busiest days of the week, boats docked three and four deep around the Boston Fish Pier and delivery trucks crowded the platform. Business spread outward from the fish pier, with small stores lining both sides of Northern Avenue. In 1916, the Boston Fish Pier dealers formed two competing holding companies, the Bay State Fishing Company (builder and operator of the largest otter trawlers) and the Boston Fish Pier Company. Both companies made enormous profits during World War I. They were so dominant that after the war, in 1919, the federal and state governments prosecuted them for monopolistic and trade-restraining practices. The Fish Pier handled 169 million pounds of fish that year, with 100 million pounds landed there and 69 million pounds shipped from other ports. By comparison, New York handled only 26 million pounds of fresh fish in its markets that year, and 20 million pounds of that total came from Boston. Although catch limits and other regulations were imposed on the industry, Boston continued to dominate the market. New technologies also contributed to the explosive growth. In 1921, Boston fish dealer Dana F. Ward (co-founder of the Whitman, Ward & Lee company, director of the BFMC, and president of the US Fisheries Association) introduced the process of filleting fish before selling it. The flat fillets were far more efficiently packaged and transported than whole fish and, because they were already prepared for cooking, were in high demand by consumers. Processors were also able to sell fish waste (heads, tails, and bones) for animal feed or fertilizer, and prompted retail stores to stock more fish. The subsequent development of a flash-freezing process by Clarence Birdseye in Gloucester in 1922 led to increased production of numerous brands of packaged and frozen fish fillets that could be transported throughout the country in refrigerated railroad cars (Bolster 2012: 268-269; Massport 1977; Hopkinson 1923).

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During the period between 1923 and 1926, the annual total of fish landed at the Boston Fish Pier more than doubled, from 100 million pounds to 250 million pounds of fish. During the 1930s, the annual catch regularly topped 300 million pounds. By that time, almost half of all fish caught in New England were landed at Boston. The next largest port was Gloucester (landing only 51 million pounds to Boston's 307 million in 1935). The dominance in fresh-fish sales was greater, with more than 75 percent of the region's catch processed and shipped through Boston. These figures made Boston, in the words of fishing industry expert Edward Ackerman, "the colossus of the fishing industry," ranking it ahead of all fishing ports in the United States in total annual landings and putting it on the level of being one of the world's great fishing centers (Ackerman 1941: 213-219).

The distribution of fresh fish from Boston extended to all major cities in the eastern United States. The radius for the daily delivery of fish by truck extended 800 miles from the city, and included cities as far west as Pittsburgh. The Great Atlantic & Pacific Tea Company (A&P), the largest grocery chain in the country at the time, constructed a massive, three-story fish-processing plant at the southeast corner of Northern Avenue and B Street in 1929. Most of the fish sold at New York City's Fulton Fish Market, the only other major point of transshipment for the Atlantic Coast fishing industry, arrived there by ground transport from Boston rather than by vessels landing at New York's docks.<sup>3</sup> New York fish dealers could telegraph their orders directly to the Boston Fish Pier, where dealers would select fish from the supply they had purchased that morning at auction, ice it and pack it, then have a delivery truck bring it to South Station to be sent by train to the New York wharf (Ackerman 1941:213-219; Sanborn Map Company 1950:405).

### **Post-World War II Decline and Revitalization of the New England Fishing Industry**

The US Commissioner of Fisheries warned of the possibility of overfishing in North American waters as early as 1918, but most commercial fishermen ignored this concern as their catches continued to increase. Even after haddock stocks crashed in 1930, dropping in Boston by nearly 50 percent from the previous year, the industry continued to expand. Landings at the Boston Fish Pier peaked in 1936 at almost 340 million pounds. A 1938 study found that New England fishermen were "fishing out haddock, flounder, and redfish more intensively than [they] ever fished lobster, salmon, and shad" (quoted in Bolster 2012: 269). Reductions in fishing during World War II allowed depleted fish populations to rebound, and New England's fishing industry profited from lucrative government contracts and the grounding of many European fleets. In 1943, American production of ground-fish fillets was five times greater than imports. After the war, however, major price fluctuations resumed and inflation caused operating costs to balloon. In the late 1940s, more fish from Canada and Iceland began to enter the American market. The US fleet, which had supplied 95 percent of the domestic market in the 1930s, supplied only 71 percent in 1948. By the mid 20<sup>th</sup> century, overfishing had largely depleted the stocks on the Grand Banks of Newfoundland. Foreign fleets that now consisted of factory trawlers moved to Georges Bank off the coast of New England, one of the most productive fisheries in the world. Initially, they fished only for herring and other fish that US trawlers did not harvest, but by the mid 1960s they were competing directly with American vessels for the same species. Although the total North Atlantic catch doubled between 1962 and 1972, the US catch declined by more than half. In 1974, imports from foreign suppliers were thirteen times greater than domestic production, and many of the most valuable stocks in Georges Bank, notably haddock and yellowtail flounder, were significantly depleted (Massport 1977; Bolster 2012:269-273).

<sup>3</sup> Fulton Fish Market opened in 1822. It was the oldest wholesale fish market in the United States until 2005, when it relocated from its original site near the Brooklyn Bridge to a new facility in the Bronx.



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Boston's industry, in particular, suffered from the overall declines in domestic productivity. Landings at the Boston Fish Pier decreased steadily after the peak year of 1936. In 1961, they fell to 117 million pounds and the port of Boston ranked tenth in the country. During 1964, landings of fish and shellfish in Massachusetts totaled 410 million pounds, with 33 percent of these at New Bedford, 31 percent in Gloucester, 26 percent in Boston, and 10 percent across all other ports in the state. Boston's 1965 haul of 104 million pounds placed eleventh in the country, and its 32 million pounds in 1970 ranked sixteenth. The Boston Fish Pier recorded its lowest number of landings ever in 1977, receiving only 22 million pounds of fish. Fish processors on the pier purchased most of the daily landings, but more than half of the fish processed on the pier in 1977 came from Gloucester and Canada. The number of vessels operating at the pier fell from 59 vessels in 1965 to only fifteen in 1976. The majority of these boats were more than ten years old and could not compete with the larger, more modern trawlers operated by foreign businesses. Gloucester managed to carve out a niche in the frozen-fish market, becoming a major center for frozen-fish processors in the 1970s, but the Boston Fish Pier remained primarily a fresh-fish market, with only five dealers selling frozen fish in 1977 (Massport 1977; Bolster 2012: 273).

In 1956, the state legislature created the Massachusetts Port Authority (Massport), an independent quasi-state agency, to oversee the public piers in the Port of Boston, among other public facilities. The BFMC continued to operate the Boston Fish Pier as the leaseholder. A fire in January 1968 heavily damaged the cold-storage warehouse on the pier, and the BFMC subsequently demolished the warehouse and the ice factory. In September 1968, Massport unveiled a \$14.6 million rehabilitation program aimed at enabling the pier to compete with foreign fisheries. The proposal called for the replacement of all buildings with a new, centralized fish-processing plant, new storage facilities for fresh and imported frozen fish, a centralized truck and rail-terminal area, automated unloading facilities at dockside, an irradiation plant, and space for small processors to do their business. As production continued to decline, however, Massport changed its plans for the pier. In June 1971, the agency announced its intention to move the fishing operations to the adjacent Commonwealth Pier and other locations in the harbor, and to redevelop the Fish Pier. Concerned that higher rents would force some of the smaller firms out, the 40 tenants who remained on the pier organized and hired a lawyer to contest Massport's plan. They wanted Massport to renovate the deteriorating Boston Fish Pier rather than relocate the operations. In 1972, when the BFMC sold its lease of the Boston Fish Pier to the Commonwealth, the likelihood was strong that Massport would go ahead with their redevelopment plans (*Boston Globe* 1968; Hammond 1968; Banner 1971a, 1971b; Donova 1971; Stott 2003).

Major federal policy changes shifted the Boston Fish Pier's trajectory, however. In 1976, the US Congress passed the Fishery Conservation and Management Act, designed to protect the American fishing industry from excessive foreign competition and provide long-term protection to fish stocks. The act established a limited fishing zone of 200 miles off the US coast, where foreign boats could catch only limited species, and only if the US catch fell below quota. The combined US and foreign catch could not exceed quota. Boston's fisheries felt the effect of this legislation in very short time. Landings at the Boston Fish Pier increased in 1978 for the first time since 1936, up 20 percent from 22 million pounds to 27 million pounds. Combined with the 46 million pounds of fish delivered to the pier by truck that year, a total of 73 million pounds was processed on the fish pier that year. Bolstered by bullish predictions of future growth from industry and government experts, Massport decided to undertake a comprehensive rehabilitation of the Boston Fish Pier for continued use by the fishing industry (Bolster 2012:273-274; Mintz 1976; Massport 1977; Stott 2003).

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In August 1978, Massport obtained a \$6 million federal grant to restore the extant buildings, improve the fish unloading and ice facilities, and modernize the plumbing, electrical, and sewage systems. The power plant, the only remaining portion of the original cold-storage plant complex, was removed. Restoration of the East and West buildings and the pier occurred between 1979 and 1981. The third floors of the two buildings were converted to office space, and elevator lobbies were constructed in the southern archway of each building. The No Name Restaurant, opened on the pier in 1917 as a seafood stand for fishermen, now operates out of several bays in the East Building. Offices for Massport's Maritime Department occupy much of the East Building's third floor, and additional office space there and on the West Building's third floor is rented out to various other tenants (*Boston Globe* 1978; Massport 1977; Doeringer and Terkla 1995: 41).

The New England Fish Exchange continued to operate out of its building at the north end of the pier until 1995, when Massport converted the building to the Exchange Conference Center, a multipurpose function facility managed by a private catering company. The New England Fish Exchange moved to smaller offices on the pier, where it is still located today. Boston's daily auction remained the price setter for almost all New England dealers through 1986, when the first display auction (with fresh fish displayed by lot, number, species, and seller, rather than sold sight unseen) opened in Portland, ME. By the 1990s, only a small volume of domestically caught fish was sold directly through auctions held in Boston, New Bedford, and Portland, with most vessels in New England selling to one or two home-port buyers. Three display auctions currently operate in New England: Portland, Gloucester, and New Bedford, MA. The New England Fish Exchange still plays an important role in determining fish prices throughout the region, however (*Boston Globe* 1978; Massport 1977; Doeringer and Terkla 1995: 41; Hall-Arber et al. 2001: 205).

Redevelopment pressures have continued to threaten the Boston Fish Pier in the past two decades. A 1999 master plan for the South Boston waterfront proposed the elimination of all the buildings on the pier except the conference center. At least two processing companies have relocated from the fish pier to a seafood-processing facility on South Boston's North Jetty opened by Massport in 2000. Recent fishing industry regulations have made it more economical for fishing vessels to leave from ports closer to the fishing grounds, so Boston's fleet has substantially decreased. The city is still a critical hub for the national and international transshipment of fish products throughout New England, however, and because of its proximity to Boston's major transportation network, the fish pier remains an active working fish-processing and distribution center. Most of the fish landed in other New England ports is trucked to the Boston Fish Pier for processing and distribution. In 2016, more than 20 commercial fishing boats had berths at the pier, and fifteen seafood processors and distributors rented space on the first and second floors of the East and West buildings. The dealers obtain fresh fish from hundreds of vessels up and down the coast, relying on large refrigerated trucks to transport their product to the fish pier and then shipping it via air to regional, national, and international markets (Daley 2002; Chesto 2016; Hall-Arber et al. 2001: 202, 205-207).

## CRITERION C – ARCHITECTURE

The Boston Fish Pier Historic District is significant under Criterion C in the area of Architecture at the local level for its Classical Revival buildings and early 20<sup>th</sup>-century granite pier. Constructed in 1910–1912, the Boston Fish Pier is a typical example of a granite pier constructed along the Boston waterfront. The three extant buildings on the pier, constructed between 1912 and 1914, are representative examples of the type constructed to accommodate aspects of the fishing industry, particularly processing and

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wholesale operations, as well as the administrative oversight of the local industry. Despite the removal of the cold-storage plant at the southernmost end of the pier, the remaining buildings reflect more than 100 years of continuous use by the Boston fishing industry. Interior and exterior renovations reflect the changing needs of the industry and the use of the buildings on the pier, but do not detract from the property's overall integrity.

The Boston Fish Pier, constructed in 1912-1913, is a typical example of a solid-filled pier constructed in the early 20<sup>th</sup> century in Boston. Solid-filled piers could be built with or without separate mooring structures along the outer perimeter. The Boston Fish Pier was constructed without a mooring platform, instead allowing vessels to moor directly to the pier itself. Numerous piers along the Boston waterfront, including Lewis Wharf (BOS.5175), Commercial Wharf (BOS.ABU, and Commonwealth Pier 5 (BOS.7179, NR,PAL 2016:4,8), were constructed with rough-dressed granite blocks surrounding wood cribbing with soil infill. Although Lewis and Commercial wharves significantly predate Commonwealth Pier 5 and the Boston Fish Pier, their construction methods were similar. The Boston Fish Pier is similar in construction to other piers in North America, including the Bush Terminal pier in Brooklyn, NY, and piers constructed in Halifax, NS, and Victoria, BC, although the Canadian piers were constructed with concrete retaining walls, rather than granite (Greene 1917:155-157). The Boston Fish Pier continues to be used by the Boston fishing industry, making it the oldest active fishing pier in the country.

The Boston construction firm of **Holbrook, Cabot & Rollins** that built the Boston Fish Pier also built the Charles River Embankment, Bridge, and Dam (NRDIS, 1978); Fort Point Drawbridge; Hoosac Tunnel Docks; and Boston Army Supply Base, among other projects. Frederick Holbrook (1861-1920) was born in Boston, but spent much of his childhood in Brattleboro, VT, with his grandfather, a former governor of Vermont. He worked on various railroad projects on the Pacific coast and as an assistant engineer with the New York, New Haven & Hartford Railroad prior to starting his own firm in Boston. In 1900, Holbrook established the associated New York firm of Holbrook, Cabot & Daly, which built several sections of the New York City subway system and the Catskill Aqueduct. William Brooks Cabot (1858-1949) was born in NH, and graduated from Rensselaer Polytechnic Institute in 1881. He worked as an engineer for the Union Pacific Railroad in Montana and Idaho prior to becoming a partner at Holbrook, Cabot & Rollins in 1895. James Wingate Rollins (1858-1935) was born in West Roxbury, MA, and graduated from the Massachusetts Institute of Technology in 1878 (Holbrook, Cabot & Rollins 1921: 50; Carleton 1903: 646-647; SNAC 2016; *Engineering News Record* 1935: 762).

The buildings constructed on the pier for use by the fishing industry, the Boston Fish Pier East and West buildings and the New England Fish Exchange, are typical examples of Classical Revival-style architecture, one of the dominant architectural styles in Boston at the time of their construction. The Classical Revival style was heavily influenced by the 1893 Columbian Exposition in Chicago, IL, where numerous buildings designed by well-known architects employed light-colored materials and elements from Greek and Roman architecture, including columns, arches, and depictions of gods and goddesses (Wermeil et al. 2004: 15). Each of the three buildings features massive archways, some punctuated with decorative keystones depicting Poseidon (or Neptune), the Greek (and Roman) god of the seas, and others with simpler scrollwork keystones; light-colored stucco walls; and triangular pediments above the cornice line, suggesting the outline of a temple entrance. While the majority of buildings constructed on piers for the fishing industry were more utilitarian in nature, with little to no significant ornamentation, the architecture of the Boston Fish Pier buildings clearly designated the pier as the center of operations for the prosperous Boston fishing industry.

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**Henry F. Keyes** (1879–1933), the Boston architect who designed the extant complex of buildings on the Boston Fish Pier, was born in Boston and educated at the Roxbury Latin School and Harvard University. Following his graduation from the school of architecture at the Massachusetts Institute of Technology in 1904, Keyes worked briefly in New York City with Herbert D. Hale and the firm of Trowbridge & Livingston. He returned to Boston in 1907 and worked with Guy Lowell before establishing his own practice. Much of his early work consisted of residential properties in various neighborhoods in and around Boston, such as the Elizabeth J. Gleason Apartment Building in Jamaica Plain (BOS.13992, 1904/1905), the Robert W. Sayles House in Newton (NWT.2662, 1907, NRMRA), and the B. F. Carroll House in Brookline (BKL.1187, 1908, NRDIS). In 1912, the directors of the Port of Boston hired Keyes, in association with the Boston architecture/engineering firm of Monks & Johnson, as consulting architect for several large industrial developments, including the Boston Fish Pier buildings and the head house on Commonwealth Pier 5 (Marquis 1916: 630; MACRIS 2016; Scott 2013; *Telephony* 1911: 726).

After the completion of the port buildings, Keyes returned to smaller and primarily residential commissions, such as the Harrison Apartment Building in Boston (BOS.1777, 1916). He also started working with Herman G. Curtis (b. 1891), a 1913 civil engineering graduate of Cornell University. By 1918, he and Curtis shared an office with architect G. Webster Dyer (1888–1922) in the King Building at 120 Milk Street in Boston. In 1921, the three men formed the partnership of Keyes, Curtis & Dyer, with offices at 38 Kelly Street in Boston. The firm (renamed Keyes & Curtis after Dyer's death the following year) is credited with designing the Leo Emerson House in Brookline (BKL.1007, 1920) and the Grace L. Burke House in Quincy (QUI.1186, 1923). Keyes also designed several other single-family residences, including his own house in the Fisher Hill neighborhood of Brookline (BKL.2033, NR, 1924), as well as the John M. Emerson House in Brookline (BKL.1280, 1926), the Harry G. Adalian House in Newton (NWT.7309, 1930), and the Percy S. Yerza House in Quincy (QUI.79, 1930). Keyes died in Boston on November 10, 1933 (MACRIS 2016; *American Architect and Architecture* 1916: 10; *Cornell Alumni News* 1922: 203; *The Boston Register and Business Directory* 1918: 373; *The American Contractor* 1921: 34; Find A Grave 2016: Memorial# 115828239).

Archibald G. Monks and Granville Johnson formed the partnership of **Monks & Johnson** in 1906. Johnson left the firm about 1926, but Monks continued to operate the business through about 1936. The company primarily worked on commercial and industrial buildings, including the Doran-Speidel Building in Providence, RI (1912); the Charles R. Wilber School in Sharon, MA (SHA.54, 1922, NRIND); Building X at the Forbes Lithograph Manufacturing Company in Chelsea, MA (CLS.798, 1923); the Dennison Manufacturing Company Paper Box Factory in Marlborough, MA (MRB.181, 1923); the Quincy Patriot Ledger Newspaper Office in Quincy, MA (QUI.227, 1924); and the *Courier-Express* Building in Buffalo, NY (1930) (Back Bay Houses 2016; MACRIS 2016).

Alterations to the pier and the extant buildings have been minimal. Particular tenants of the individual bays in the East and West buildings occasionally made changes on the interior to accommodate their business needs. For example, the Boston Fish Market Corporation filed building plans for alterations to the Liberty Café and the Genoa Fish Company in 1944 and 1945, respectively (MSA 2016). The pier and each of the three buildings were renovated in the last quarter of the 20<sup>th</sup> century. The renovations included the replacement of the pier's original cobblestone surface with asphalt and poured concrete, the repartitioning of interior spaces in the East and West buildings, the replacement of doors and windows in all three buildings, and the conversion of the New England Fish Exchange from an auction hall and office space to a conference and event center. The buildings and pier retain a majority of their original design, materials, and workmanship, and continue to convey the importance of the Boston fishing industry and its influence on the Boston waterfront.

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### Archaeological Significance

The presence of submerged Native American landscapes, preserved, fishweirs, Native boats and other vessels, and post-1630 maritime vessels and related deposits, if they exist, are rare and would be significant if found within the pier fill or beneath the fill of the fish pier in Boston Harbor.

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Boston Fish Pier Historic District  
Name of Property

Suffolk County, MA  
County and State

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---

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

Boston Fish Pier Historic District  
Name of Property

Suffolk County, MA  
County and State

**Primary location of additional data:**

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** BOS.9252, BOS.16591, BOS.16589,  
and BOS.16590

---

**10. Geographical Data**

**Acreage of Property** 12.7 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

A. Latitude: 42.352302 Longitude: -71.037761

B. Latitude: 42.351897 Longitude: -71.036771

C. Latitude: 42.349030 Longitude: -71.038908

D. Latitude: 42.349436 Longitude: -71.039897

**Verbal Boundary Description** (Describe the boundaries of the property.)

The Boston Fish Pier Historic District consists of 12.7 acres located at 212–234 Northern Avenue in South Boston, in Suffolk County, Massachusetts. The property is bounded by Northern Avenue on the south, and Boston Harbor on the north, east, and west. The property extends approximately 1,200 feet into Boston Harbor, and is 300 feet wide.

Boston Fish Pier Historic District  
Name of Property

Suffolk County, MA  
County and State

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary conforms to the property owned by the Massachusetts Port Authority and includes resources historically associated with the Boston Fish Pier, beginning in 1913 and continuing to the present day.

---

**11. Form Prepared By**

name/title: Laura J. Kline/Architectural Historian, Gretchen Pineo/Architectural Historian, Public Archaeology Lab; with Betsy Friedberg, NR Director, MHC  
organization: Massachusetts Historical Commission  
street & number: 220 Morrissey Boulevard  
city or town: Boston state: MA zip code: 02125  
e-mail: betsy.friedberg@sec.state.ma.us  
telephone: (617) 727-8470  
date: May 2017

---

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

**Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Boston Fish Pier Historic District  
Name of Property

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County and State

### Photo Log

Name of Property: Boston Fish Pier

City or Vicinity: Boston (South Boston)

County: Suffolk

State: Massachusetts

Photographer: Gretchen M. Pineo and Laura J. Kline, PAL

Date Photographed: July 13, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 11. Boston Fish Pier, looking north.
- 2 of 11. New England Fish Exchange, looking north.
- 3 of 11. New England Fish Exchange, looking southwest.
- 4 of 11. New England Fish Exchange, detail of carvings, looking southwest.
- 5 of 11. Boston Fish Pier West Building, looking south.
- 6 of 11. Boston Fish Pier West Building, entrance vestibule, looking west.
- 7 of 11. Boston Fish Pier West Building, looking northwest.
- 8 of 11. Boston Fish Pier East Building, looking northeast.
- 9 of 11. Boston Fish Pier, with New England Fish Exchange in center, West Building on left, and East Building on right, looking northeast.
- 10 of 11. Boston Fish Pier, East and West buildings, looking north.
- 11 of 11. Boston Fish Pier East and West buildings, looking northeast.

Boston Fish Pier Historic District  
Name of Property

Suffolk County, MA  
County and State

### Historic Images

Figure 1 1852 Slatter map of Boston, showing extent of wharf development along Great Cove.

Figure 2 Detail from 1862 plan of South Boston Flats (reprinted in *Seasholes*, 2003: 296).

Figure 3 Detail from 1883 plan of Boston Harbor (reprinted in *Seasholes* 2003: 313).

Figure 4 1903 plan of South Boston Flats (reprinted in *Seasholes* 2003: 317).

Figure 5 Plan and elevation of Commonwealth Pier 6, 1913.

Figure 6 Aerial view of South Boston, 1925 (Fairchild Aerial Survey).

Figures 7-11 from Leslie Jones Collection, Boston Public Library.

Figure 7 "South Boston Fish Pier." February 2, 1930.

Figure 8 "Fishing schooner *Imperator* docks at fish pier." February 18, 1932.

Figure 9 "Scenes at fish pier during swordfish days," 1947.

Figure 10 "Fish Pier in winter," 1950.

Figure 11 "Fish Pier from cold storage, towards administration building," October, 1956.

Figure 12 "Fish Pier I," Arthur Griffin photo, ca. 1935-1975. (Griffin Museum of Photography)

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Boston Fish Pier Historic District  
Name of Property

Suffolk County, MA  
County and State

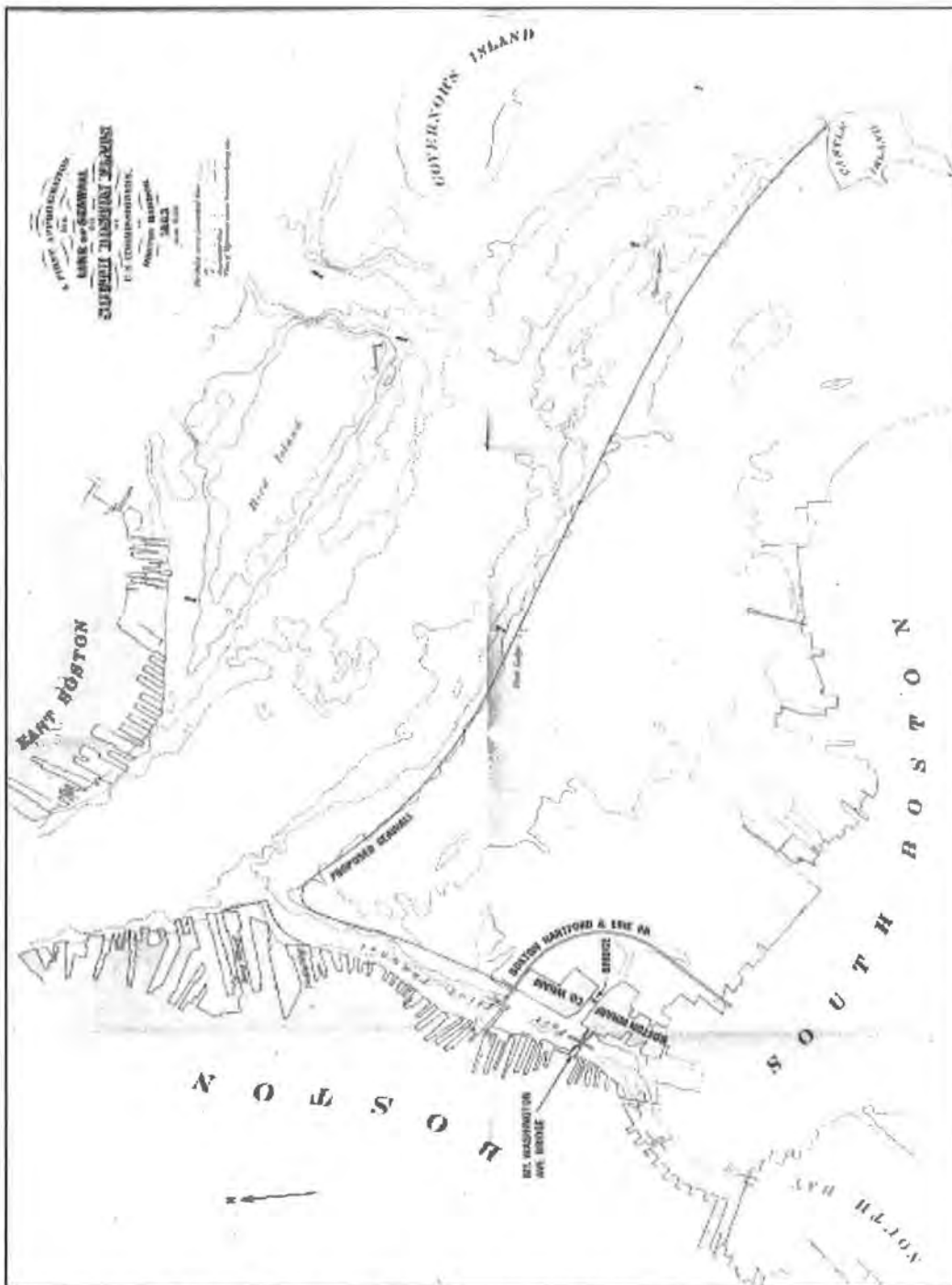
### Historic Images



Figure 1. 1852 map of Boston showing extent of wharf development along Great Cove, including T Wharf (Slatter and Callan, 1852) (Courtesy of the Boston Athenaeum).

Boston Fish Pier Historic District  
Name of Property

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**Figure 2.** Detail from 1863 plan of South Boston Flats showing the extent of the Boston Wharf Company wharf in the area (reprinted in Seasholes 2003:296) (Courtesy of the Boston Public Library).

Boston Fish Pier Historic District  
Name of Property

Suffolk County, MA  
County and State

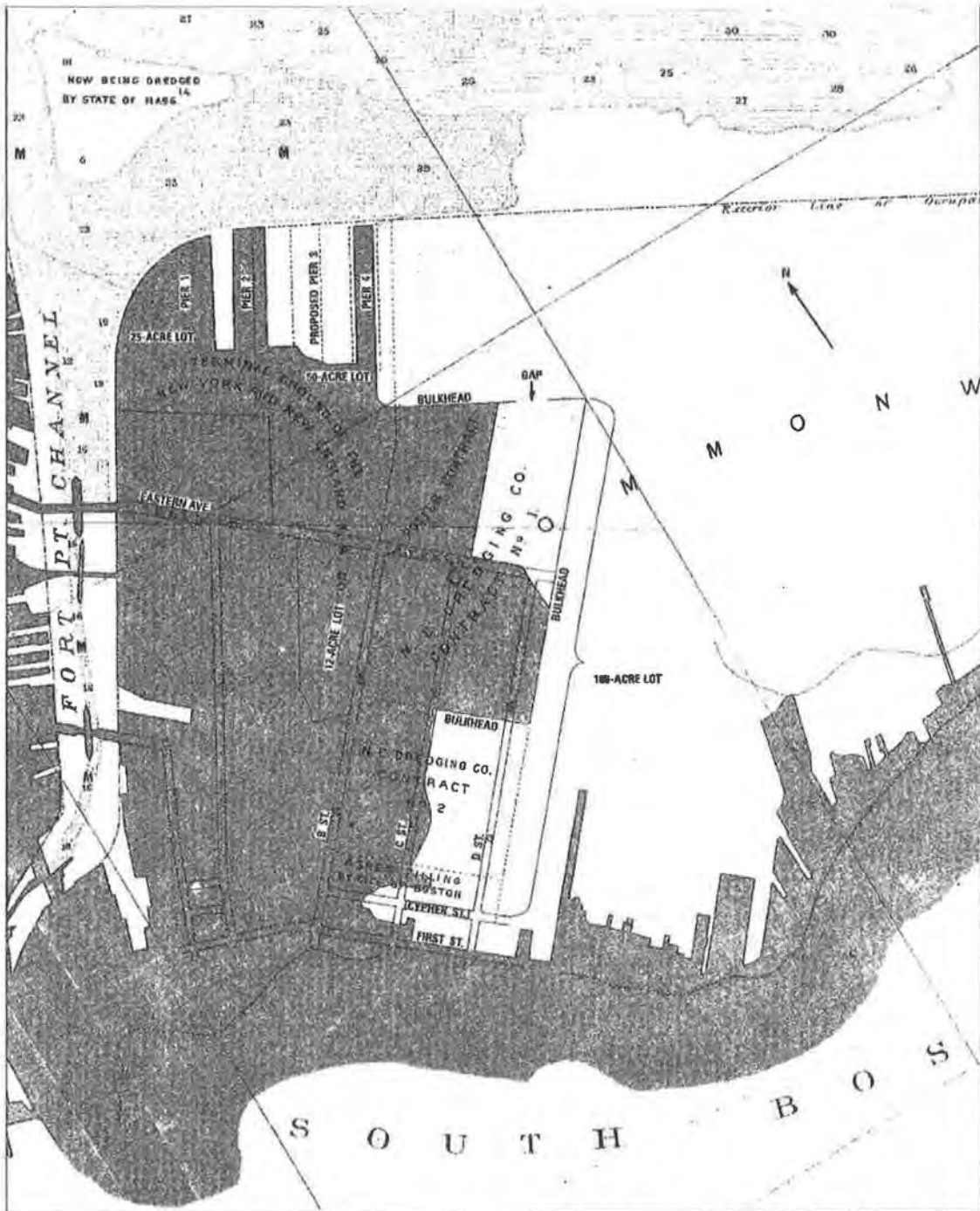


Figure 3. Detail from 1883 plan of Boston Harbor showing the Fort Point Channel and Piers 1 through 4 (Harbor and Land Commissioners 1883, reprinted in Seasholes 2003:313) (Courtesy of the State Library of Massachusetts).



Boston Fish Pier Historic District  
Name of Property

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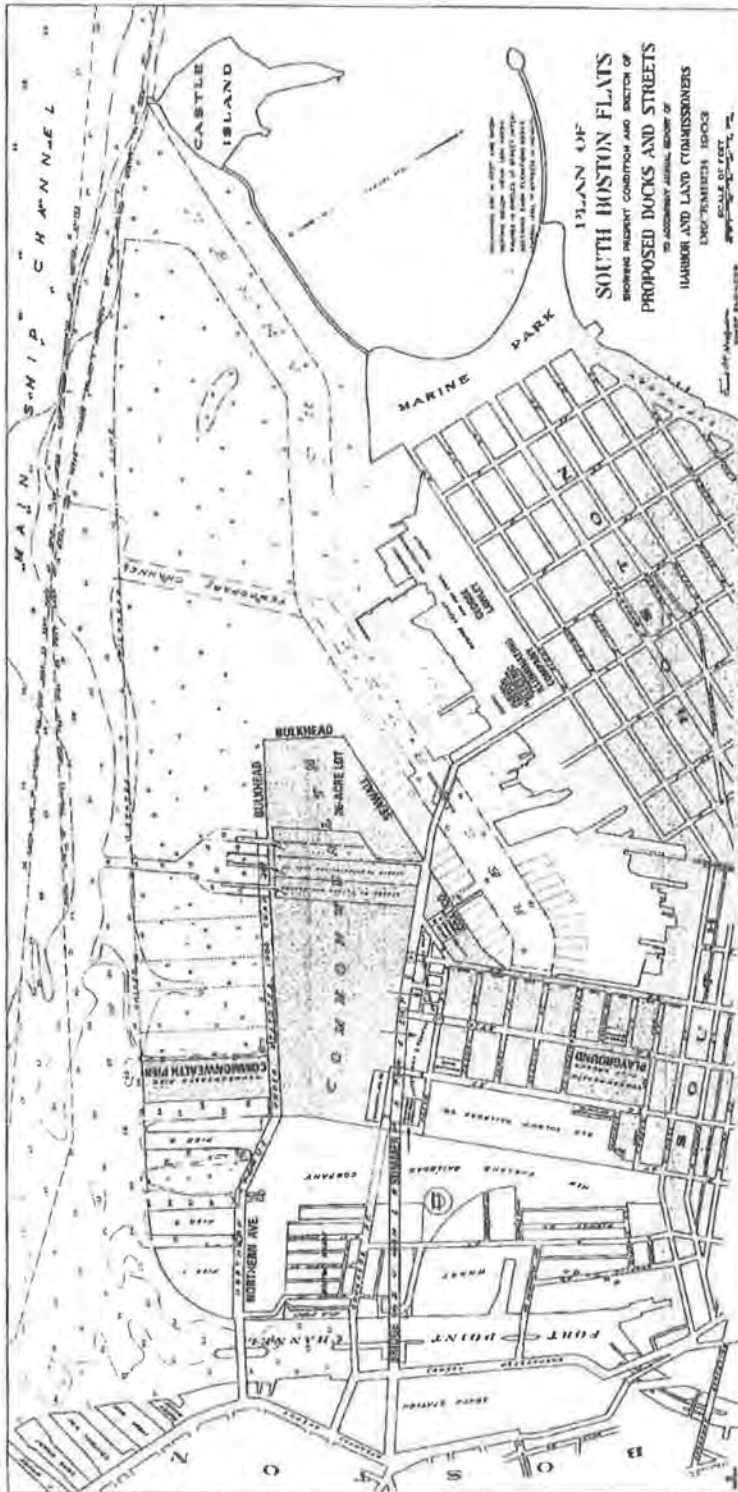
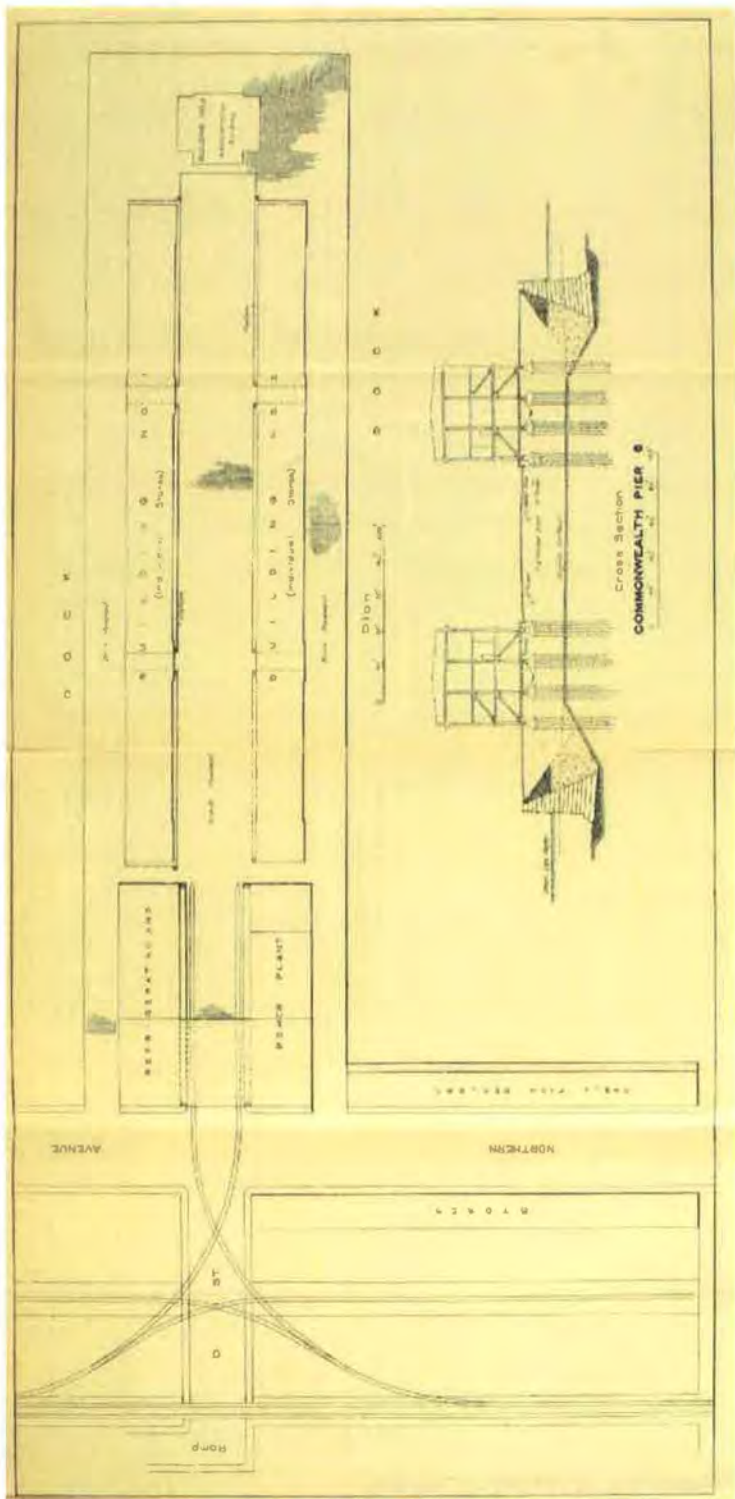


Figure 4. 1903 plan of South Boston Flats showing Commonwealth Pier 5 to the east of Pier 4 (Harbor and Land Commissioners 1903, reprinted in Seasholes 2003:317) (Courtesy of the State Library of Massachusetts).

Boston Fish Pier Historic District  
Name of Property

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**Figure 5.** Plan and elevation of Commonwealth Pier 6, the Boston Fish Pier (Directors of the Port of Boston, 1913) (Courtesy of the State Library of Massachusetts).

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**Figure 6.** South Boston, Boston Fish Pier at bottom, in 1925. Note cold-storage buildings at street edge of the pier (no longer extant) (Fairchild Aerial Survey) (Bostonian Society Collection).

Boston Fish Pier Historic District  
Name of Property

Suffolk County, MA  
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**Figure 7.** "South Boston Fish Pier," Leslie Jones, February 2, 1930 (Boston Public Library, Leslie Jones Collection).

Boston Fish Pier Historic District  
Name of Property

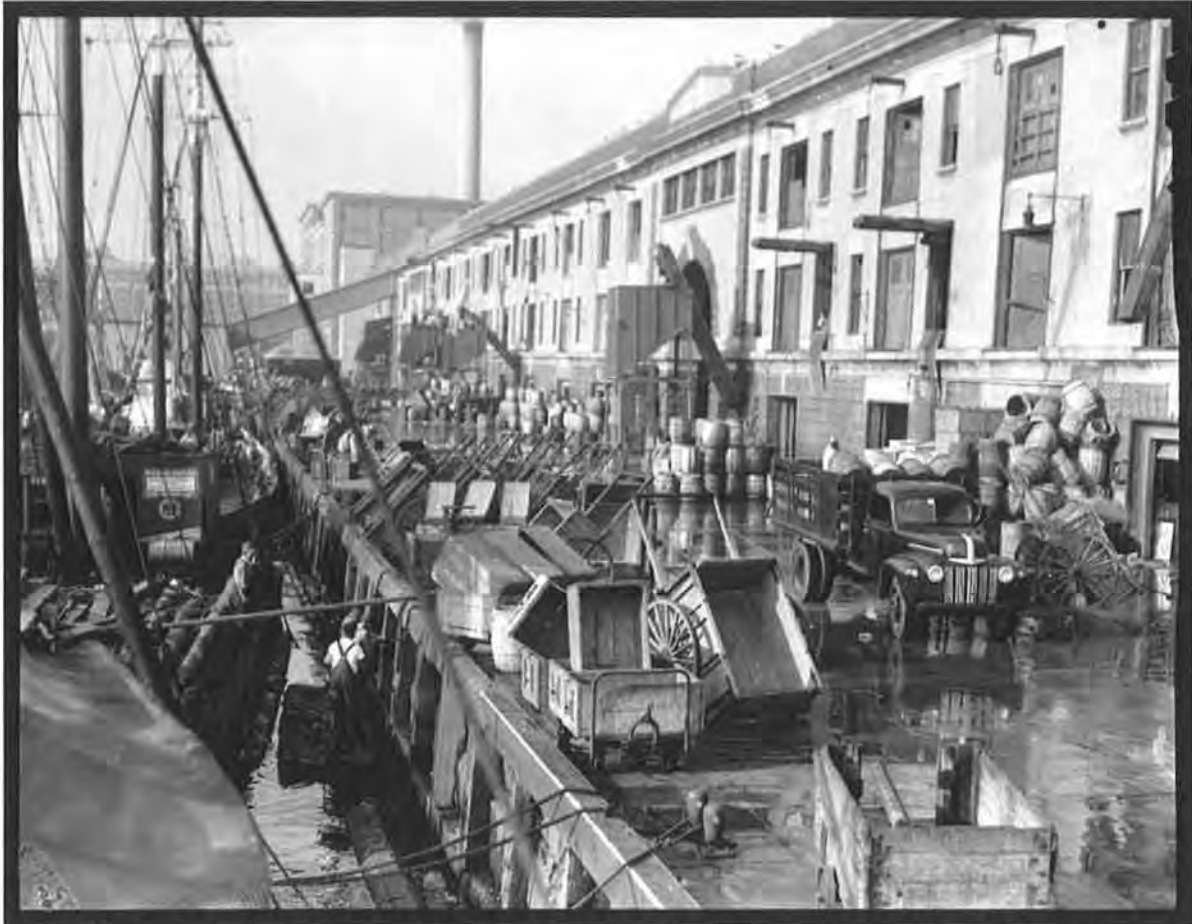
Suffolk County, MA  
County and State



**Figure 8.** "Fishing schooner *Imperator* docks at fish pier," Leslie Jones, February 18, 1932. New England Fish Exchange building is at left, Fish Pier West Building at center (Boston Public Library, Leslie Jones Collection).

Boston Fish Pier Historic District  
Name of Property

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**Figure 9.** "Scenes at fish pier during swordfish days," Leslie Jones, 1947. Fish Pier East Building on center right, cold storage (no longer extant) at center behind East Building (Boston Public Library, Leslie Jones Collection).

Boston Fish Pier Historic District  
Name of Property

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County and State



**Figure 10.** “Fish Pier in Winter,” Leslie Jones, ca. 1950. Boston Fish Pier East Building at right, cold storage building (no longer extant) at left (Boston Public Library, Leslie Jones Collection).

Boston Fish Pier Historic District  
Name of Property

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County and State



**Figure 11.** “Fish Pier from cold storage, toward administration building,” Leslie Jones, October 1956 (Boston Public Library, Leslie Jones Collection).



Boston Fish Pier Historic District  
Name of Property

Suffolk County, MA  
County and State



**Figure 12.** "Fish Pier 1," Arthur Griffin, ca. 1935–1975 (Griffin Museum of Photography, Winchester, MA).

**Boston Fish Pier Historic District**  
 Name of Property

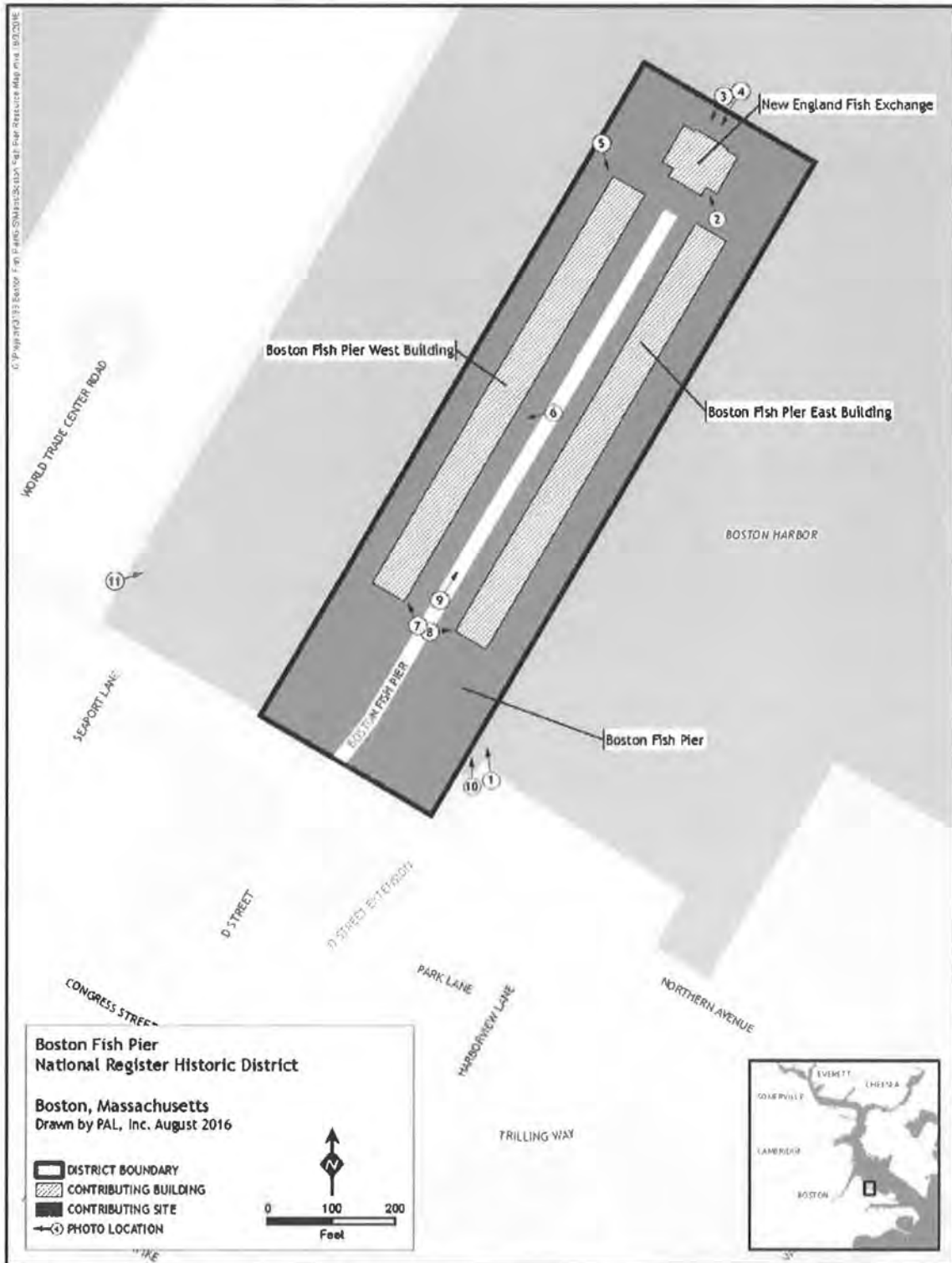
**Suffolk County, MA**  
 County and State



**Boston Fish Pier National Register Historic District Coordinate Map**

Boston Fish Pier Historic District  
Name of Property

Suffolk County, MA  
County and State



**Boston Fish Pier National Register Historic District Sketch Map**

**Boston Fish Pier Historic District**  
 Name of Property

**Suffolk County, MA**  
 County and State



Parcel ID: 0602673002  
 Address: 212 NORTHERN AV  
 Zipcode: 02127  
 Owner: MASS PORT AUTHORITY  
 Land Use: Exempt  
 Lot Size: 535,205 sq ft  
 Living Area: 0 sq ft  
 Total Value: \$9,706,000  
 Land Value: \$9,706,000  
 Building Value: \$0  
 Gross Tax: \$0.00

**MAP FOR REFERENCE ONLY  
 NOT A LEGAL DOCUMENT**

The City of Boston makes no claims, no representations, and no warranties, expressed or implied, concerning the validity, expressed or implied, the reliability, or the accuracy of the GIS data and GIS data products provided by the City, including the implied quality of any uses of this data. The use of this data, in any form or manner, shall not be held by any federal, state, or local laws or regulations.



**Boston Fish Pier Assessors Map**





SLANNY'S  
ESTABLISHED 1948

EASTERN  
SHED

WESTERN SERVICE CO.

WALSH



NEW ENGLAND FISH EXCHANGE

EXCHANGE CONFERENCE

Handicapped Parking

BOSTON FISH MARKET CORPORATION







N FISH MARKET CORPORATION



ATLANTIC COAST

DO NOT ENTER

NO PARKING ANYTIME

NO PARKING ANYTIME

TAC 449



WESTERN FISH PIER WEST 1

FIRE HYDRANT

Independent

SILVERADO MANCHESTER, N.H.



EXCHANGE  
CONFERENCE  
CENTER

BOULEVARD  
FISH PER  
1914-2014  
100  
YEARS



NO NAME  
Restaurant  
TRIO  
CAFÉ

BOSTON  
FISH  
PIER  
1914 2014  
100  
YEARS

Push Your Seat  
Forward Parking  
Only  
\$100 Fine

ONE  
WAY  
→  
P



Wall's Fish

Fraser Seafood Corp.



STOP





BOSTON  
FISH  
PIER  
1914-2014  
100  
YEARS

NO NAME  
RESTAURANT  
TRIO  
CAFE

EXCHANGE  
CHAMBERS  
CENTER

SEAN'S  
SEAFOOD

EASTERN



BOSTON FISH PIER  
1814-2014  
100 YEARS

EXCHANGE CONFERENCE CENTER

BOSTON FISH PIER  
1814-2014  
100 YEARS

BOSTON FISH PIER  
1814-2014  
100 YEARS

1139403



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Boston Fish Pier Historic District

Multiple Name:

State & County: MASSACHUSETTS, Suffolk

Date Received:  
6/2/2017

Date of Pending List:  
6/28/2017

Date of 16th Day:  
7/13/2017

Date of 45th Day:  
7/17/2017

Date of Weekly List:

Reference number: SG100001314

Nominator: State

Reason For Review:

Appeal

PDIL

Text/Data Issue

SHPO Request

Landscape

Photo

Waiver

National

Map/Boundary

Resubmission

Mobile Resource

Period

Other

TCP

Less than 50 years

CLG

Accept

Return

Reject

7/13/2017 Date

Abstract/Summary  
Comments:

Recommendation/ Criteria Accept, National Register Criteria A and C.

Reviewer Patrick Andrus

*Patrick Andrus*

Discipline Historian

Telephone (202)354-2218

Date

*7/13/2017*

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



THE GENERAL COURT OF MASSACHUSETTS  
STATE HOUSE, BOSTON 02133-1053



February 9, 2016

His Honorable William Francis Galvin  
Secretary of the Commonwealth  
State House, Room 340  
Boston, MA 02133

**Re: South Boston Fish Pier**

Dear Secretary Galvin:

We, the undersigned members of the South Boston elected delegation, are writing to request your assistance on a matter of importance to the Commonwealth and special importance to the South Boston community. We believe the South Boston Fish Pier is a property of significant historic interest to the Commonwealth and ask for your help to ensure its preservation.

As you may be aware, South Boston and the Waterfront have seen an unprecedented amount of growth in commercial and residential properties over the last few decades. However, as elected officials, we believe that such growth should not come at the expense of key historic properties.

The South Boston Fish Pier is one of these important historical properties. First constructed over 100 years ago and located in the South Boston Waterfront, the Fish Pier remains an anchor of the Seafood Industry in Boston and it serves as a reminder of our state's rich history in the seafood and fishing industries.

As custodian of the South Boston Fish Pier, the Massachusetts Port Authority has been entrusted with its ownership and operation for the last sixty-years. However, the responsibility of preserving its historical significance has been entrusted to your office and the Massachusetts Historic Commission.

As the Waterfront continues to grow at an exponential rate, we believe that the time has come to ensure the protection and preservation of the South Boston Fish Pier and we respectfully ask for your direct involvement in this process. We would welcome a meeting with you and your staff to tour the property so that you may see for yourself both its historic and modern-day significance.

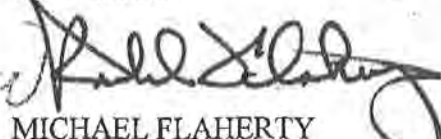
Thank you for your time and attention. We look forward to working with you on this important matter.

  
STEPHEN F. LYNCH  
Congressman

  
LINDA DORCENA FORRY  
State Senator

  
NICK COLLINS  
State Representative

  
BILL LINEHAN  
City Councilor

  
MICHAEL FLAHERTY  
City Councilor

*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

**NICK COLLINS**  
STATE REPRESENTATIVE  
4TH SUFFOLK DISTRICT

BOSTON MA 021

12 11 2017 PMS 1



National Register of Historic Places  
National Parks Service  
1849 C Street NW., MS 7228  
Washington DC, 20240

20240-





RECEIVED

FEB 25 2016

MASS. HIST. COMM

Department of History

73 Tremont Street  
Boston, MA 02108

617.573.8116  
617.723.7255 (fax)

[www.suffolk.edu/cas](http://www.suffolk.edu/cas)

17 February 2016

The Honorable William Francis Galvin  
Secretary, Commonwealth of Massachusetts  
One Ashburton Place  
Boston MA 02108

Dear Secretary Galvin:

The Boston Fish Pier should be placed on the National Register of Historic Places. I was surprised to learn that this elegant and important set of buildings is not already registered as a Boston landmark, as it is an important feature of our waterfront.

The Boston Fish Pier is emblematic of Boston's fishing industry—the business that allowed colonial Massachusetts to prosper. It is no accident that a cod fish hangs in the House of Representatives, and a mackerel in the Senate Chamber, as fishing was essential to economic survival—and prosperity—in the 17<sup>th</sup> and 18<sup>th</sup>-centuries. The Fish Pier, built in the second decade of the 20<sup>th</sup> century, replaced the 1884 facility on the T Wharf, and was part of the expansion of Boston's port into the newly-filled Commonwealth Flats. It was built when Boston, with its proximity to George's Banks, led American fisheries. The classical revival style of the 3 surviving buildings shows the care taken to have a modern facility in harmony with the past.

As an historian of Boston, as president of the South Boston Historical Society, and as a Bostonian, I strongly support placing the Boston Fish Pier on the National Register. It connects so many pieces of the history and heritage of New England, without it the rest of the story does not make sense.

Yours sincerely,

A handwritten signature in blue ink that reads "Robert J. Allison" with a stylized flourish at the end.

Robert J. Allison  
*Chair, History*  
*President, South Boston Historical Society*  
[rallison@suffolk.edu](mailto:rallison@suffolk.edu)



The Commonwealth of Massachusetts  
House of Representatives  
State House, Boston 02133-1054

March 7, 2017

His Honorable William F. Galvin  
Secretary of the Commonwealth  
State House, Room 340  
Boston, MA 02122

RECEIVED

MAR 08 2017

MASS. HIST. COMM

**Re: National Register Nomination for Boston Fish Pier**

Secretary Galvin:

Today, the Massachusetts Historical Commission will consider nominating the Boston Fish Pier, located on Northern Avenue in South Boston, to the National Register of Historic Places and I am writing to fully support the Boston Fish Pier's nomination.

As you know, the fishing industry has a rich history in the Commonwealth of Massachusetts. The Massachusetts fishing industry is one of the oldest industries in the country and has served as an economic engine for both the state and New England region. Over the years, the Massachusetts fishing industry has helped grow our local and regional economies and continues to be one of the top performing fisheries in the nation to this day. To that point, a "sacred cod" has hung over Massachusetts House of Representatives for decades to serve as a daily reminder to the Legislature of the fishing industry's importance to our Commonwealth.

The Boston Fish Pier serves as a living monument to that history. When it first opened in 1914, the Fish Pier was the most modern fish processing facility in the United States and helped revolutionize the fishing industry by having its own power plants and automated processing facilities on site. As a result, the Fish Pier had the capacity to hold between 30 and 50 million pounds of frozen fish, supported over 2,000 jobs and served hundreds of fishing boats while the fishing industry thrived at the Port of Boston.

Today, the Boston Fish Pier stands as the oldest continuously serving pier in the United States of America as it continues to serve as the primary fishing port for the City of Boston. Over twenty commercial vessels have berths at the Fish Pier and fifteen seafood businesses, distributors and processors occupy its buildings.

As the South Boston Waterfront continues to see rapid commercial development, I believe that the time has come to recognize the significance of the Fish Pier and preserve the Fish Pier's rich history and that of the industry it serves. By listing the Fish Pier on the National Register of Historic Places, it will be eligible for restoration grants to address crucial infrastructure needs and allow the Pier to continue to serve as a living monument to our state's fisheries.

For these reasons, I would like to go on record in supporting the nomination of the Boston Fish Pier to the National Registry of Historic Places. Thank you for your time and consideration.

Sincerely,



NICK COLLINS  
*State Representative*

Cc: Michael Maresco, *Assistant Secretary of the Commonwealth*  
Betsy Friedberg, *National Register Director*



**The Commonwealth of Massachusetts**  
William Francis Galvin, Secretary of the Commonwealth  
Massachusetts Historical Commission

May 25, 2017

Mr. J. Paul Loether  
National Register of Historic Places  
Department of the Interior  
National Park Service  
1849 C Street NW, stop 7228  
Washington, DC 20240

Dear Mr. Loether:

Enclosed please find the following nomination form:

Boston Fish Pier, 212-234 Northern Avenue, Boston [South Boston] (Suffolk), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property in the Certified Local Government community of Boston were notified of pending State Review Board consideration 60 to 90 days before the meeting and were afforded the opportunity to comment.

Three letters of support have been received.

Sincerely,

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

enclosure

cc: Laura Kline, Gretchen Pineo, Public Archaeology Lab, consultants  
Lauren Gabel, Stuart Dalzell, Massport  
Congressman Stephen F. Lynch  
State Senator Linda Dorcea Forry  
State Representative Nick Collins  
Michael Flaherty, Bill Linehan, Boston City Council  
Professor Robert J. Allison, Suffolk University  
Kathleen von Jena, Boston CLG coordinator  
Martin Walsh, Mayor, City of Boston  
Lynn Smiledge, Rosanne Foley, Boston Landmarks Commission  
Professor William Fowler, Northeastern University



# The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133-1054



National Register of Historic Places  
National Parks Service  
1849 C Street NW., MS 7228  
Washington DC, 20240

July 10, 2017

**Re: National Register Nomination for Boston Fish Pier, SG100001314**

To whom it may concern:

As the National Parks Service considers nominating the Boston Fish Pier, located on Northern Avenue in South Boston, to the National Register of Historic Places and I am writing to wholeheartedly support the Boston Fish Pier's nomination.

As one of the oldest industries in the country, the fishing industry has a rich and profound history in the Commonwealth of Massachusetts. For generations it has served as an economic engine for both the state and New England region. The industry has traditionally been responsible for much of the local and regional economic growth and continues to be one of the top performing fisheries in the nation to this day. To this day a "sacred cod" hangs over Massachusetts House of Representatives as a daily reminder to the Legislature of the fishing industry's importance to our Commonwealth.

The Boston Fish Pier serves as a living monument to that history. When it first opened in 1914, the Fish Pier was the most modern fish processing facility in the United States and helped revolutionize the fishing industry by having its own power plants and automated processing facilities on site. Today, the Boston Fish Pier stands as the oldest continuously serving pier in the United States of America, with the capacity to hold between 30 and 50 million pounds of frozen fish, support over 2,000 jobs, and serve hundreds of fishing boats while the fishing industry thrived at the Port of Boston.

As the South Boston Waterfront continues to see rapid commercial development, I believe that the time has come to officially recognize the significance of the Fish Pier and preserve the Fish Pier's rich history. By listing the Fish Pier on the National Register of Historic Places, it will be eligible for restoration grants to address crucial infrastructure needs and allow the Pier to continue to serve as a living monument to our state's fisheries.

For these reasons, I would like to go on record in supporting the nomination of the Boston Fish Pier to the National Registry of Historic Places. Please also find attached a letter of support from the South Boston Elected Officials to our Secretary of the Commonwealth, William Galvin, written in February. Thank you for your time and consideration of this matter.

Sincerely,

NICK COLLINS  
State Representative

Cc: Betsy Friedberg, National Register Director