

**THE PORT OF  
BOSTON, MASSACHUSETTS**

**PORT SERIES NO. 3**

**REVISED 1994**



**U. S. ARMY  
CORPS OF ENGINEERS**

**NDC 94-P-4**

**U. S. ARMY  
CORPS OF ENGINEERS  
WATER RESOURCES SUPPORT CENTER**

**PORT SERIES NO. 3  
REVISED 1994**

**THE PORT OF  
BOSTON, MASSACHUSETTS**



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## INTRODUCTION

This report on the Port of Boston, Massachusetts is published as No. 3 of the Port Series. It supersedes a similar report revised in 1983.

The reports in the Port Series cover the principal United States coastal, Great Lakes, and inland ports, and are compiled and published by the Ports and Waterways Division, Navigation Data Center, U.S. Army Corps of Engineers, 7701 Telegraph Road, Casey Building, Alexandria, Virginia 22315-3868, under authority of Section 7 of the River and Harbor Act of July 19, 1918, Section 500 of the Transportation Act of February 28, 1920, and Section 8 of the Merchant Marine Act of June 5, 1920.

Acknowledgment is made of the valuable assistance provided by the Division Engineer, United States Army Engineer Division, New England, Waltham, Massachusetts; facility operators; port organizations; shipping and transportation companies; and state and city officials in the work of compiling data for this report.

Unless otherwise stated, the information contained in this report was current upon completion of field survey in May 1994. Additional revised data have been included through July 1994.

All data for this report was collected and processed by personnel of the Ports and Waterways Division, Navigation Data Center. We invite user comments to help us maintain an accurate and current port data file inasmuch as there is an average eight years interval between revisions. Please report any errors, additions, deletions, and changes directly to Ports and Waterways Division, Navigation Data Center (CEWRC-NDC-P), 7701 Telegraph Road, Casey Building, Alexandria, Virginia 22315-3868, telephone number (703) 355-2495, telefax numbers (703) 355-3171 and (703) 355-0047.

## METRIC CONVERSION TABLE

Section 3 of Public Law 94-163, the Metric Conversion Act of 1975, declares that the policy of the United States shall be to coordinate and plan the increasing use of the metric system in the United States.

As an initial step, in accordance with the Metric Conversion Act of 1975, this Metric Conversion Table is included in this Port Series Report.

<u>MULTIPLY</u>	<u>BY</u>	<u>TO OBTAIN</u>
Inches	2.54001	Centimeters
Feet	0.304801	Meters
Miles, statute	1.60935	Kilometers
Square feet	0.0929034	Square meters
Acres	0.404687	Hectares
Pounds per square foot	4.88241	Kilograms per square meter
Tons, short	0.907185	Metric tons
Tons, long	1.01605	Metric tons
Gallons	3.78543	Liters
Degrees, Fahrenheit	$5/9$ (F-32)	Degrees, Celsius
Barrels, oil	1.58988	Hectoliters
Bushels	0.0352391	Cubic meters

# THE PORT OF BOSTON, MASSACHUSETTS

## PORT AND HARBOR CONDITIONS

### LOCATION AND GENERAL DESCRIPTION

The Port of Boston, Massachusetts is on the western side of Massachusetts Bay, approximately 50 nautical miles northwest of the tip of Cape Cod. Boston Harbor comprises a water area of about 47 square miles, exclusive of the islands. It includes all the tidewater lying within a line from the southern extremity of Deer Island to Point Allerton, about 4 miles southeastward. Numerous dangers lie in the approaches to the harbor. The northeastern approach is obstructed by islands and shoals which extend 4 miles from the entrance; between them are the dredged channels which lead into the harbor. In the southeastern approach, broken ground extends as much as 3 miles from shore.

#### Outer Harbor

The Outer Harbor is generally oblong in shape, extending in a wide semicircle, south from the Inner Harbor entrance at Castle Island to Point Allerton. The northern arc extends from Governors Island, at the Inner Harbor entrance, to Deer Island at the Outer Harbor entrance. This seaward entrance,  $3\frac{1}{2}$  nautical miles wide between Deer Island and Point Allerton, has numerous islands and shoal areas outward from the center of the opening. Best known of the natural and dredged deepwater passages at the entrance are President Roads on the north and Nantasket Roads on the south.

The outer harbor is made up of bays and indentations which receive most of the tributary waters flowing into the harbor. Proceeding clockwise from Nantasket Roads is Hingham Bay, into which flow the Weir, Weymouth Back, and Weymouth Fore Rivers; Hingham Harbor, located between the Weir and Weymouth Back Rivers; Quincy Bay; Dorchester Bay, into which empties the Neponset River; Old Harbor; and Pleasure Bay.

President Roads is a deepwater anchorage between Deer Island and Long Island at the entrance to the Outer Harbor and is the common point at which all important channels of the Outer Harbor converge. There are three main channels from the sea to President Roads: Boston North Channel leads from Broad Sound to President Roads from northeastward; Boston South Channel enters President Roads in a southwesterly and westerly direction from Broad Sound; and The Narrows leads into the harbor from southeastward between Boston Light and Lovell Island on the northeast and Point Allerton, Georges Island, and Gallops Island on the southwest.

Nantasket Roads, westward of the southern entrance to The Narrows, is a good anchorage and provides access to the southern segment of the Outer Harbor.

In addition to the above main channels, there are several minor ones -- Hypocrite Channel, a natural channel between Green Island on the north and Little Calf Island on the south; Black Rock Channel, leading into The Narrows from northeastward, between Great Brewster Spit on the southeast and Lovell Island and Ram Head Flats on the northwest; Nubble Channel from Nantasket Roads to President Roads between Nixes Mate and Long Island; and Sculpin Ledge Channel between Long Island and Spectacle Island.

### Inner Harbor

The Inner Harbor extends inland from its outer entrance between Governors Island on the north and Castle Island on the south, and includes both sides of the Mystic River upstream to the Malden Bridge; the Chelsea River upstream to a turning basin located about one mile above the Chelsea Street Bridge; and the developed areas bordering the dredged and natural tributary waters of Reserved and Fort Point Channels, and the Charles and Island End Rivers. The main ship channel in the Inner Harbor extends from President Shoals to the mouths of the Mystic and Chelsea Rivers, and to the Charlestown Bridge at the entrance to the Charles River.

Charles River is the approach to Cambridge and Watertown. The Charles River Dam is about 0.55 mile above the entrance to the river. The dam has three locks: the large north lock has a usable length of 300 feet, a width of 40 feet, with a depth of 14 feet over the sill; the other two locks each having usable lengths of 200 feet, widths of 25 feet, and depths of 6 feet over the sills.

All vessels approaching Medford and Malden must transit the navigation locks at the Mystic River Dam (Amelia Earhart Dam), about 550 feet above the Boston & Maine Corporation railroad bridge. The largest lock has a length of 325 feet, a width of 45 feet, and depths of 15.5 feet over the lower sill and 11.5 feet over the upper sill, referred to mean low water. Just westward there are two smaller, parallel locks, each having lengths of 120 feet, widths of 22 feet, and depths of 6.5 feet over the lower sills, and a 0.5-foot over the upper sills, referred to mean low water.

Mystic River provides access to the cities of Everett, Medford, and Malden. Island End and Malden Rivers are tributaries of the Mystic; Chelsea River leads to the city of Revere about 2.6 miles above the entrance; Fort Point Channel, between Boston and South Boston, extends southward from the main ship channel; and Reserved Channel extends westward from the main ship channel, just above Castle Island.

East Boston and Chelsea, on the northeastern side of the Inner Harbor, are separated by the Chelsea River. The Mystic River flows between Chelsea and Charlestown on the western side of the harbor, and the Charles River flows between Charlestown and Boston proper. South Boston is on the peninsula, southeast of Boston proper, separated by Fort Point Channel. Boston proper is on the western side of the harbor. Each of these divisions is an integral part of the Inner Harbor, and all are included within the city limits of Boston.

## HARBOR AND CHANNEL IMPROVEMENTS BY THE UNITED STATES

Boston Harbor

Boston Harbor has been under improvement by the Federal Government since the adoption of the original project on 2 March 1825. The existing project, supplemented and modified by numerous authorizations to 23 October 1986, provides for:

- a. A channel 40 feet deep in general, but 45 feet through rock, 900 feet wide, widening at the outer end to 1,100 feet from the sea to President Roads, through Broad Sound;
- b. A main ship channel 40 feet extending from President Roads to Mystic Pier No. 2, Charlestown, generally 600 feet wide with suitable widening at the bend opposite Commonwealth Pier No. 5, and 600 feet to 900 feet in the upper reaches, length about 5.5 miles;
- c. A deepening to 40 feet of that part of the approach channel to the U.S. Navy Drydock at South Boston between the main ship channel and U.S. Harbor line;
- d. An anchorage 2,000 by 5,500 feet and 40 feet deep on the north side of Presidents Roads;
- e. An extension of the President Roads Anchorage 700 feet to the north and 500 feet to the west at a depth of 40 feet, and dredging to 35 feet in an area lying west of the anchorage;
- f. A channel 35 feet deep along the same line as the 40-foot main channel in the following manner: adjacent to the westerly side of the 40-foot main ship channel through Broad Sound, 600 feet wide, a distance of about 2 miles; adjacent to the northerly side of the 40-foot main ship channel from President Roads to abreast of the Fish Pier, 600 feet wide, a distance of about 3 miles; adjacent to the westerly side of the 40-foot main ship channel from abreast of Fort Point Channel to the Charlestown Bridge at the entrance to Charles River, to the Mystic River Bridge and to the General Andrew P. McArdle Bridge, at the entrance to the Chelsea River, having widths varying from 100 feet to 1,000 feet, a distance of about 2 miles;
- g. A channel 30 feet deep, 2 miles long, 1,200 feet wide from the sea to President Roads through Broad Sound by a less direct route than the 35- and the 40-foot channels;
- h. A channel 27 feet deep and 1,000 feet wide from Nantasket Roads to President Roads, known as the "Narrows" channel, 3 miles in length;
- i. A channel 15 feet deep, 300 feet wide, and 550 feet long through the bar which extends from the north head of Long Island to Nixes Mate Shoal, known as "Nixes Mate" or "Nubble" channel;

## THE PORT OF BOSTON, MASSACHUSETTS

j. A channel in Chelsea River 35 feet deep and generally 225 to 250 feet wide, from the mouth of the river at the head of the 35-foot channel in Boston Harbor to the Chelsea Street Bridge, and 250 to 430 feet wide above the bridge with a turning and maneuvering basin 35 feet deep, generally 800 feet wide and 1,000 feet long;

k. A deepening and widening of Reserved Channel to a depth of 35 feet and a width of 430 feet extending about one mile from the 40-foot main ship channel to the L Street Bridge;

l. The Fort Point Channel, 23 feet deep and 175 feet wide from its entrance in Boston Harbor to the Dorchester Avenue Bridge;

m. Seawalls of coursed stone and riprap protecting the most exposed headlands and islands; and

n. A channel 12 feet deep and 150 feet wide from the mouth of the Weir River to the steamboat wharf at Nantasket Beach.

The existing project was completed in May 1966 except for completion to project width of the east side of the upstream end of the extension to the 40-foot main ship channel which is inactive.

In addition to the foregoing projects for Boston Harbor, separate projects within the limits of the port are described below.

#### Mystic River

The existing project was authorized by the River and Harbor Act of 13 July 1892, and modified by subsequent acts of which the latest is dated 17 May 1950. Relocation of channel and abandoning harbor lines upstream of Route 16 (General Lawrence) Bridge was approved by the Secretary of the Army, 22 March 1962. The existing project provides for:

A channel 35 feet deep, extending from the upper limit of the 35-foot channel of Boston Harbor at Mystic River (Maurice J. Tobin) Bridge to about 300 feet downstream of the Malden Bridge, having a width of approximately 1,000 feet narrowing to enter the drawspan of Malden Bridge; a channel 20 feet deep from the head of the existing 35-foot channel to a point 800 feet above the Malden Bridge, with widths from 75 feet through the drawspan, thence increasing to about 340 feet to form a turning basin above the bridge; a channel 6 feet deep and 100 feet wide from the Boston & Maine Railroad Bridge to the first turn above Dennings Wharf, and thence 4 feet deep and 100 feet wide to 150 feet downstream of the Interstate 93 Bridge, thence narrowing to 50 feet at the upper end for about 2 miles to head of commercial navigation at Craddock Bridge in Medford.

Winthrop Harbor

The existing project, adopted in 1888, provides for the excavation of a straight channel 6 feet deep, 50 feet wide, and 3,900 feet long from Winthrop Light to Rice's Wharf at Winthrop.

Malden River

The existing project, adopted in 1912 and modified in 1915, provides for a channel 6 feet deep, 100 to 150 feet wide from its junction with the Mystic River to Medford Street Bridge.

Dorchester Bay and Neponset River

The existing project, adopted in 1907 and modified in 1945 and 1962, provides for:

A channel 35 feet deep, 300 feet wide, about 3.0 miles long, from the Boston Harbor main ship channel to the vicinity of Squantum Point with a turning basin of the same depth, 33 acres in area, then 18 feet deep and 175 feet wide to Commercial Point (authorized to 25' x 300' not constructed), then 15 feet deep and 100 feet wide to the Neponset Highway Bridge, a distance of about 1.5 miles. The 25-foot channel described above, authorized in 1945, is inactive.

The existing project authorized prior to 1962 was completed except for the inactive portion. No work has been done on the 35-foot channel and turning basin.

Weymouth Fore and Town Rivers, Boston Harbor

The original project for the Weymouth Fore River was adopted 30 August 1935 and modified by Acts of 17 October 1940, 3 September 1954, and 27 October 1965; and for Town River, adopted 26 August 1937, and modified 3 September 1954 and 27 October 1965.

The existing project, adopted by the River and Harbor Act of 4 June 1981, provides for:

Combining Weymouth Fore and Town Rivers into a single project, and modifies for construction of a channel 35 feet deep from deep water in Nantasket Roads, and along the southerly half of the Boston Harbor "Narrows" Channel, through Nantasket (Hull) Gut, then 400 feet wide to the mouth of Weymouth Fore River, then generally 300 feet wide to the Weymouth Fore River Bridge, and generally 400 feet wide to upper limit of the existing project; a channel 300 feet wide, increased from 400 to 500 feet at the bends, from the mouth of Town River to the existing turning basin in Town River; a turning and maneuvering basin 35 feet deep at the confluence of the two rivers in King Cove; enlarging and deepening to 35 feet the existing turning basin in Town River; 6 acres of an 8-foot anchorage to compensate for that part of

the existing, local, small-boat anchorage that would be usurped by widening the 35-foot commercial channel; and dimensions of a 15-foot deep channel, 100 feet wide, continuing from the end of the present channel to a point just below Quincy Electric Light and Power Company Substation, completed prior to 1965, remain unchanged. The authorization of 1981 provides for a channel 6 feet deep, 60 to 100 feet wide beginning at the Federal Ship Channel and extending 8,000 feet upstream to the Quincy Avenue Bridge.

#### Weymouth Back River

The existing project, authorized by the River and Harbor Act of 30 August 1935, provides for a channel 15 feet deep and 250 feet wide through the bar at the mouth of the river; thence generally 200 feet wide at the downstream end of a former fertilizer company wharf, with a turning basin 350 feet wide and 400 feet long at its inner end.

#### Hingham Harbor

The existing project, originally adopted in 1875, provides for deepening the 100-foot wide improved channel to 10 feet to the old steamboat wharf, and removing a midchannel ledge in the lower channel between Chandlers and Ragged Islands.

#### Island End River

The existing project adopted 6 April 1981 under authority of Section 107 of the 1960 River and Harbor Act, as amended provides for an entrance channel 6 feet deep and 100 feet wide from deep water in the vicinity of the Mystic River Channel, upstream for a distance of approximately 2,500 feet to the site of a proposed municipal marina in Chelsea.

All depths refer to the plane of mean low water. The table on pages 7 through 14 gives the project depths, controlling depths, and dates of survey for the channels described above.

**PROJECT DIMENSIONS AND CONTROLLING DEPTHS**

NAME OF CHANNEL	DATE OF SURVEY	PROJECT			CONTROLLING DEPTHS (IN FEET)			
		WIDTH (FEET)	LENGTH (MILES NAUT.)	DEPTH (FEET)	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER
<u>Main Ship Channel</u> <u>Anchorage</u> Southerly from a line between Buoy RG-6 and Buoy YD.	11/89 1/90	800 x 2,200 to 5,200	67.67 acres	35.0			34.1 available(1)	
<u>Entrance Channel</u> From Buoy RG-2, upstream to opposite the upstream end of the Boston Fish Pier No. 6, South Boston.	11/89 1/90	600	2.72	35.0	33.9	33.9	32.5	32.1(2)
<u>Main Ship Channel</u> From about 230' downstream of Buoy GG-1, upstream to the upstream end of the Boston Fish Pier No. 6, South Boston.	11/89 1/90	600 to 1,200	2.69	40.0	37.5(3)	38.0	37.0(4)	38.3
Thence upstream to the channel limit, opposite Pier 49, Charleston.	11/89 1/90	Varies from 1,200 to 600	1.88	40.0	38.1	38.4	36.1(5)	36.0(6)
<u>Boston Waterfront Channel</u> From the upstream end of Pier 4, South Boston, upstream to Pier 11S, approx. 1,000' downstream from Little Mystic Channel.(7)	11/89 1/90	600 to 140	1.40	35.0	32.4	32.9	32.9	34.6
<u>Inner Harbor Channel</u> From opposite Pier 5, Charleston, to the confluence of the Mystic and Chelsea Rivers.	11/89 1/90	Varies to 320	.67	35.0			31.9 available	
The confluence area to the Mystic River Bridge and to the McArdle Bridge.	11/89 1/90		35.35 acres	35.0			35.0 available(8)	
<u>Charles River Entrance Channel</u> From approx. 100' upstream of the Coast Guard Pier 3, to the upstream limit of the Federal project.	11/89 1/90	Varies from 950 to 210	.43	35.0			28.1 available(9)	

## PROJECT DIMENSIONS AND CONTROLLING DEPTHS - FOOTNOTES

GENERAL NOTE: The information shown below represents the results of surveys made on the dates indicated, and can only be considered as indicating the general conditions at that time.

### Main Ship Channel

- 1) Except for shoaling to 33.2' in an area from Buoy RG-6, 300' downstream.
- 2) Except for shoaling to 30.7' on north channel limit, from 1,100' upstream of Buoy RG-6, upstream about 700'.
- 3) Except for scattered shoaling to 34.7' on south channel limit.
- 4) Shoal is east of centerline, about 650' downstream of Buoy FG-11; 38.0' available in remainder of reach.
- 5) Shoaling is located east of centerline, about 320' upstream of Buoy FG-13 and within 600' downstream of Coast Guard Pier 3; 37.0' is available in remainder of reach.
- 6) Shoal is opposite Buoy FG-13; 36.8' available in remainder of reach except for scattered shoaling to 35.0' along east channel limit.
- 7) Channel is obstructed by marina structures between Piers 7 and 9.
- 8) Except for shoaling to 33.6' within 150' and to 32.0' within 50' of west limit approaching Mystic River Bridge; to 33.5' within 100' of north limit approaching Mystic River Bridge; shoaling to 32.3' within 175' and to 30.9' within 50' of east limit; to 32.2' within 100' of north limit and to 32.5' within 50' of south limit approaching McArdle Bridge.
- 9) Except for shoaling to 26.1' in last 300' of reach.

PROJECT DIMENSIONS AND CONTROLLING DEPTHS							
NAME OF CHANNEL	DATE OF SURVEY	PROJECT			CONTROLLING DEPTHS (IN FEET)		
		WIDTH (FEET)	LENGTH (MILES NAUT.)	DEPTH (FEET)	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER
Chelsea River							
From about 100' seaward of the McArdle Bridge, upstream about 4,815' to 150' downstream from the Chelsea Street Bridge.	2-3/90	Varies from 75 to 345	.79	35.0	32.7(1)	29.6(2)	31.7(3)
Through the Chelsea Street Bridge draw (downstream fenders).	2-3/90	90 to 70 to 100	.04	35.0	32.5	31.6	30.5
Thence upstream about 3,760' to the Turning Basin, about 360' upstream of Buoy RN-6.	2-3/90	Varies from 75 to 450	.64	35.0	33.0(4)	33.7	33.1(5)
Turning Basin.	2-3/90	425 to 900 to 540 x 1,420	20.02 acres	35.0		33.6 available(6)	

PROJECT DIMENSIONS AND CONTROLLING DEPTHS								
NAME OF CHANNEL	DATE OF SURVEY	PROJECT			CONTROLLING DEPTHS (IN FEET)			
		WIDTH (FEET)	LENGTH (MILES NAUT.)	DEPTH (FEET)	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER
<u>Reserved Channel</u> From the west limit of the Main Ship Channel, upstream 3,200' to opposite downstream; and of White Fuel Company Facility.	2/90	430	.52	35.0	34.9	34.5	33.1(1)	33.2(2)
Thence upstream about 2,225' to upstream limit of channel.	2/90	430	.36	35.0	30.1	30.0	31.5(3)	32.0
<u>Nubble Channel</u> From about 400' upstream of Buoy C-5, upstream 600'.	5/84	300	.10	15.0	15.0	<u>MIDDLE HALF</u> 15.0		15.0
<u>Narrows Channel</u> From 1,100' seaward of Buoy #7, upstream 2.1 nautical miles to Bell Buoy "11."	5/84 8/84	1,000	2.1	27.0	5.1(1)	26.8	22.4(2)	26.8(3)
<u>Broad Sound Channel</u> From 400' seaward of Buoy C-3, upstream 6,000' to Buoy C-9.	3/86 7/86	1,200	.98	30.0	29.5(1)	28.7	30.0	27.7
Thence upstream 6,300.	3/86	1,200	1.0	30.0	28.1	30.0	30.0	22.1(2)

## PROJECT DIMENSIONS AND CONTROLLING DEPTHS - FOOTNOTES

GENERAL NOTE: The information shown below represents the results of surveys made on the dates indicated, and can only be considered as indicating the general conditions at that time.

### Chelsea River

- 1) Shoal is located at McArdle Bridge; 33.6' available in remainder of reach except for shoaling to 32.0' within 15' of north limit.
- 2) Shoaling is located within 100' seaward of the McArdle Bridge; 32.4' available in remainder of reach.
- 3) Except for scattered shoaling to 27.1' within 15' of south limit.
- 4) Except for scattered shoaling to 32.0' near north limit.
- 5) Except for scattered shoaling to 25.2' within 15' of south limit from start of reach to 700' upstream of Buoy RN-2.
- 6) Except for shoaling to 30.9' on south and east limits.

### Reserved Channel

- 1) Shoal is in last 500' of reach; 34.7' is available in remainder of reach.
- 2) Except for shoaling to 32.5' within 20' of north limit in last 650' of reach.
- 3) Except for shoaling to 30.7' in last 100' of reach.

### Narrows Channel

- 1) Shoaling is located within 100' of south channel limit; 26.2' is available elsewhere in channel.
- 2) This shoal located opposite Narrows Light 4 Bell; 26.7' is available in remainder of channel.
- 3) Shoaling is adjacent to Narrows Light and Lovell Island; 23.3' is available in remainder of reach.

### Broad Sound Channel

- 1) Except for shoaling to 19.3' near south limit, about 350' downstream from Buoy C-7.
- 2) Shoaling is in an area between Buoys RN-12 and 9 QK FL; 29.0' available in remainder of reach.

PROJECT DIMENSIONS AND CONTROLLING DEPTHS								
NAME OF CHANNEL	DATE OF SURVEY	PROJECT			CONTROLLING DEPTHS (IN FEET)			
		WIDTH (FEET)	LENGTH (MILES NAUT.)	DEPTH (FEET)	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER
Mystic River								
From 150' seaward of the Maurice E. Tobin Memorial Bridge, upstream 4,100' to the upstream end of Revere Sugar Dock.	7-8/88	550 to 700 to 1,000	.67	35.0	34.2(1)	34.0	34.2	34.1(2)
Thence upstream 1,100' to 350' upstream of the upstream end of the Amstar Wharf.	7-8/88	1,000	.18	35.0	34.5(3)	35.0	34.1	35.0
Thence upstream 950'.	7-8/88	1,000 to 420	.15	35.0	See Note #4		33.7	34.1(5)
Thence upstream 420' to upstream limit of 35' project.	7-8/88	420 to 150	.06	35.0	33.7(6)	34.8	34.5	34.7(7)
<u>Fort Point Channel</u>						<u>MIDDLE HALF</u>		
From 765' seaward of the Northern Avenue Bridge to the Northern Avenue Bridge.	2/81	100 to 175	.14	23.0	11.2(1)	11.8(2)		19.9

PROJECT DIMENSIONS AND CONTROLLING DEPTHS							
NAME OF CHANNEL	DATE OF SURVEY	PROJECT			CONTROLLING DEPTHS (IN FEET)		
		WIDTH (FEET)	LENGTH (MILES NAUT.)	DEPTH (FEET)	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER
Dorchester Bay and Neponset River							
From about 200' seaward of Buoy GC-3A, upstream 8,900' to 400' seaward of Buoy GL-5.	5/88 7/88	175	1.46	18.0	16.8	16.9	16.3
Thence upstream 1,700' to 600', seaward of Buoy RN-8.	5/88 7/88	175 to 250 to 175	.27	18.0	15.0	16.0	16.2
Thence upstream 7,450' to 550', upstream of Buoy GC-7.	5/88 7/88	175 to 100	1.22	18.0	13.5	14.7	13.9
Thence upstream 6,300' to 350', seaward of Buoy RN-12.	5/88 7/88	100	1.03	15.0	15.0	15.0	15.0
Thence upstream 3,950' to 50', seaward of the Neponset Highway Bridge (Hancock Street).	5/88 7/88	100 to 130	.64	15.0	11.1	7.7	5.1(1)

## PROJECT DIMENSIONS AND CONTROLLING DEPTHS - FOOTNOTES

GENERAL NOTE: The information shown below represents the results of surveys made on the dates indicated, and can only be considered as indicating the general conditions at that time.

### Mystic River

- 1) Except for shoaling to 33.1' near south channel limit along Revere Sugar Wharf.
- 2) Except for shoaling to 30.7' within 50' of north limit, from about 150' seaward to 350' upstream of the Maurice E. Tobin Memorial Bridge; and to 29.5' along north limit between Buoys RN-2 and RN-4.
- 3) Except for shoaling to 30.5' along south channel limit.
- 4) Only the northerly 450' of channel in this reach has been maintained; southerly 550' of maximum channel width has a controlling depth of 25.0'.
- 5) Except for shoaling to 33.8' within 20' of north limit at upstream end of Prolerized Wharf.
- 6) Except for shoaling to 25.8' in last 50' of reach.
- 7) Except for shoaling to 33.7' near north channel limit in last 100' of reach.

### Fort Point Channel

- 1) Shoaling is located near east limit in an area from the Northern Avenue Bridge seaward about 180'; 18.2' is available in remainder of reach.
- 2) Shoaling is located near east channel limit in an area from the Northern Avenue Bridge seaward about 150'; 17.0' is available in remainder of reach.

### Dorchester Bay and Neponset River

- 1) Shoal is located about 450' seaward of Buoy GC-11 for about 200'; 6.6' is available in remainder of reach.

## TIDAL RANGES AND CURRENTS

Mean range of tide is 9.0 feet at the entrance to Boston Light and 9.5 feet at Commonwealth Pier. For some distance northwestward of Cape Cod, the tidal currents have a slight set into Cape Cod Bay on the flood and out of the bay on the ebb. Along the north shore of Massachusetts Bay, the flood sets in a general southwesterly direction and the ebb in a northeasterly direction. The velocity of the currents is influenced greatly by the force and direction of the wind. Off the entrance to Boston Harbor, the flood sets westward and the ebb eastward, increasing slightly in velocity as the entrance is approached.

Mean range of tide for the Mystic River is 9.6 feet at Tobin Memorial Bridge, 9.6 feet at Wellington Bridge, and 9.3 feet at Craddock Bridge. Mean range of tide for Winthrop Harbor is 9.4 feet. Mean range of tide for the Malden and Neponset Rivers is 9.6 feet.

Mean range of tide for the Weymouth Fore River is 9.2 feet at Nat Island, 9.5 feet at Sheep Island, and 9.5 feet at the Weymouth Fore River Bridge. Mean range of tide for the Weymouth Town River is 9.3 feet.

Mean range of tide for the Weymouth Bark River and Hingham Harbor is 9.5 feet. Mean range of tide for the Island End River is 9.6 feet.

## ANCHORAGES

Federally designated anchorages have been established to serve Boston Harbor. The limits of these areas are described below.

General Anchorages

1. Bird Island Anchorage. Beginning at a point bearing  $93^\circ$ , 1,400 yards from the aerial beacon on top of the Boston Custom House tower; thence to a point bearing  $81^\circ$ , 1,600 yards from the aerial beacon on top of the Boston Custom House tower; thence to a point bearing  $102^\circ$ , 3,100 yards from the aerial beacon on top of the Boston Custom House tower; thence to a point bearing  $109^\circ$ , 3,050 yards from the aerial beacon on top of the Boston Custom House tower; and thence to the point of beginning.

2. President Roads Anchorage.

(a) 40-foot anchorage. Beginning at a point bearing  $237^\circ$ , 522 yards from Deer Island Light; thence to a point bearing  $254^\circ$ , 2,280 yards from Deer Island Light; thence to a point bearing  $261^\circ$ , 2,290 yards from Deer Island Light; thence to a point bearing  $278^\circ$ , 2,438 yards from Deer Island Light; thence to a point bearing  $319^\circ$ , 933 yards from Deer Island Light; thence to a point bearing  $319^\circ$ , 666 yards from Deer Island Light; and thence to the point of beginning.

(b) 35-foot anchorage. Beginning at a point bearing  $256^\circ$ , 2,603 yards from Deer Island Light; thence to a point bearing  $258^\circ 30'$ , 3,315 yards from Deer Island Light; thence to a point bearing  $264^\circ$ , 3,967 yards from Deer Island Light; thence to a point bearing  $261^\circ$ , 2,290 yards from Deer Island Light; and thence to the point of beginning.

The Captain of the Port may authorize the use of the President Roads anchorage as an explosives anchorage when he finds that the interests of commerce will be promoted and that safety will not be prejudiced thereby. Vessels anchored in this area must move promptly upon notification by the Captain of the Port.

3. Long Island Anchorage. East of Long Island bounded as follows: Beginning at the southwesternmost point of Gallops Island; thence 270° to Long Island; thence southerly along the eastern shore line of Long Island to Bass Point; thence to the northernmost point of Rainsford Island; thence to Georges Island Gong Buoy 6; and thence to the point of beginning. Vessels must anchor in the position designated by the Captain of the Port.

4. Castle Island Anchorage. Bounded on the north by Castle Island and adjacent land; on the east by a line between Castle Rocks Fog Signal Light and Old Harbor Shoal Buoy 2; on the southeast by a line between Old Harbor Shoal Buoy 2 and Old Harbor Buoy 4; on the west by a line running due north from Old Harbor Buoy 4 to the shoreline at City Point.

5. Explosives Anchorage. In the lower harbor, bounded on the northeast by a line between the northeast end of Peddocks Island and the northeast end of Rainsford Island; line between the western extremity of Rainsford Island and the westernmost point of Peddocks Island; and on the southeast by Peddocks Island.

#### Special Anchorages

1. Lynn Harbor. North of a line bearing 244° from the tower of the Metropolitan District Building, extending from the shore to a point 100 feet from the east limit of the channel; east of a line bearing 358°, extending thence to a point 100 feet east of the northeast corner of the turning basin; south of a line bearing 88°, extending thence to the shore; and south and west of the shore line to its intersection with the south boundary.

2. Vicinity of Pleasant Park Yacht Club, Winthrop. Southerly of a line bearing 276° from a point of the west side of Pleasant Street, Winthrop, 360 feet from the southwest corner of its intersection with Main Street; westerly of a line bearing 186° from a point of the south side of Main Street, 140 feet from the southwest corner of its intersection with Pleasant Street; northerly of a line bearing 256° from a point on the west side of Pleasant Street, 550 feet from the southwest corner of its intersection with Main Street; and easterly of a line bearing 182° from a point on the south side of Main Street, 640 feet from the southwest corner of its intersection with Pleasant Street.

3. Mystic River, East Side of Chelsea Bridge North. Northerly of the northerly fender pier of Chelsea Bridge North; easterly of Chelsea Bridge North; southerly of the shore line; and westerly of a line bearing 7° from the easterly end of the aforesaid fender pier.

4. Mystic River, West Side of Chelsea Bridge North. Northerly of the northerly fender pier of Chelsea Bridge North and a line extending from the westerly end of the shoreward face of the aforesaid fender pier to the southeasterly corner of the wharf projecting from the Naval Hospital grounds; easterly of the aforesaid wharf; southerly of the shore of the Naval Hospital grounds; and westerly of Chelsea Bridge North.

5. Vicinity of South Boston Yacht Club, South Boston. Northerly of a line bearing 96° from the stack of the heating plant of the Boston Housing Authority in South Boston; easterly of a line bearing 5° from the west shaft of the tunnel of the Boston Main Drainage Pumping Station; southerly of the shore line; and westerly of a line bearing 158° from the northeast corner of the iron fence marking the east boundary of the South Boston Yacht Club property.

6. Vicinity of Savin Hill Yacht Club, Dorchester Bay. Northerly of a line bearing 64° from the stack of the old power plant of the Boston Elevated Railway on Freeport Street in Dorchester; westerly of a line bearing 163° from the stack of the Boston Main Drainage Pumping Station on the Cow Pasture in Dorchester; and southerly and easterly of the shore line.

7. Vicinity of Dorchester Yacht Club, Dorchester Bay. Eastward of a line bearing 21° from the stack located a short distance northwestward of the Dorchester Yacht Club; southward of a line bearing 294° from the southerly channel pier of the highway bridge; westward of the highway bridge and the shore line; and northward of the shore line.

8. Vicinity of Wollaston and Squantum Yacht Clubs, Quincy Bay. Northwesterly of a line bearing 36°30' from a point on the shore 2,600 feet easterly of the east side of the Wollaston Yacht Club landing; southwestly of a line bearing 129°15' from the water tank in Squantum; and southeasterly and northeasterly of the shore line.

9. Vicinity of Merrymount Yacht Club, Quincy Bay. South of a line starting from a point bearing 246°, 3,510 yards from the stack of the pumping station on Nut Island, and extending thence 306° to the shore; west of a line bearing 190° from the aforesaid point to the shore; and north and east of the shore line.

10. Vicinity of Quincy Yacht Club, Weymouth Fore River. Southwestly of a line bearing 119° from the outer end of the wharf at Nut Island; northwesterly of a line bearing 199°30' from Pig Rock Light to the eastern end of Raccoon Island; northerly of Raccoon Island and of a line from its western extremity bearing 245° from Beacon 2A; and easterly of the shore of Houghs Neck.

11. Vicinity of Wessagusset Yacht Club, Weymouth Fore River. Southwestly of a line bearing 117° from channel light "4"; southeasterly of a line 150 feet from and parallel to the meandering easterly limit of the dredged channel; easterly of a line bearing 188° from the eastern extremity of Rock Island Head; and northwesterly of the shore line.

12. Vicinity of Eastern Neck, Weymouth Back River. The cove on the north side of the river lying northerly of a line bearing 264°30' from the southwestly corner of the American Agricultural Chemical Company's wharf (Bradley's Wharf) to the shore of Eastern Neck, about 2,200 feet distant.

13. Boston Inner Harbor A. The waters of the western side of Boston Inner Harbor north of the entrance to the Fort Point Channel bounded by a line beginning at a point due east of the New England Aquarium, 42° 21'31.62"N., 71°02'52.37"W. Thence ENE toward the Main Ship Channel to a point, 42°21'32.6"N., 71°02'47.3"W. Thence SE to a point due east of Harbor Towers, 42°21'26.4"N., 71°02'40.66"W. Thence W toward the Boston Shore to a point, 42°21'26.4"N., 71°02'56.31"W. Thence NE to the original point.

### BRIDGES AND TUNNELS

Bridges crossing the navigable channels and waterways, which serve the waterfront facilities described in this report, are given on pages 20 and 21. Other bridges in the harbor area are not described.

In the Inner Harbor, four tunnels extend under the main ship channel between Boston and East Boston: three are vehicular, the Sumner, Callahan, and Ted Williams; and the other, the East Boston, is used by the Massachusetts Bay Transportation Authority for rapid transit trains.

### WEATHER CONDITIONS

Three important influences are responsible for the main features of Boston's climate. First, the latitude (42°N) places the city in the zone of prevailing west to east atmospheric flow. Both tropical and polar air masses influence the region. Secondly, Boston is situated on or near several tracks frequently followed by low air pressure storm systems. The weather fluctuates regularly from fair to cloudy to stormy conditions and assures an adequate amount of precipitation. The third factor is Boston's east coast location. The ocean has a moderating influence on temperature extremes of winter and summer.

Hot summer afternoons are frequently relieved by the locally celebrated "sea-breeze," as air flows inland from the cool water surface to displace the warm air over the land. This refreshing east wind is more commonly experienced along the shore than in the interior of the city or the western suburbs. In winter, under appropriate conditions, the severity of cold waves is reduced by the nearness of the then relatively warm water.

Boston has no dry season. Much of the rainfall from June to September comes from showers and thunderstorms. During the rest of the year, low pressure systems pass more or less regularly and produce precipitation on an average of roughly one day in three. Coastal storms, or "northeasters," are prolific producers of rain and snow. The main snow season extends from December through March.

Heavy fog occurs on an average of about two days per month with its prevalence increasing eastward from the interior of Boston Bay to the open waters beyond. Although winds of 30 m.p.h. or higher may be expected on at least one day in every month of the year, gales are both more common and more severe in winter.

The information provided on the following page was compiled by the National Weather Service Station at Logan International Airport in Boston, and furnished by the National Environmental Satellite, Data, and Information Service, National Oceanic and Atmospheric Administration, U.S. Department of Commerce.

## METEOROLOGICAL DATA FOR PERIOD OF RECORD

TIME	NORMAL DAILY TEMPERATURE °F		NORMAL TOTAL PRECIPITATION (INCHES)	PREVAILING DIRECTION OF WINDS	HEAVY FOG* (DAYS)
	MAXIMUM	MINIMUM			
No. of years	41	41	41	35	57
January.....	36.4	22.8	3.99	NW	1.8
February.....	37.7	23.7	3.70	WNW	1.6
March.....	45.0	31.8	4.13	NW	2.0
April.....	56.6	40.8	3.73	WNW	1.6
May.....	67.0	50.0	3.52	SW	2.8
June.....	76.6	59.3	2.92	SW	2.0
July.....	81.8	65.1	2.68	SW	2.2
August.....	79.8	63.9	3.68	SW	1.8
September....	72.3	56.9	3.41	SW	1.9
October.....	62.5	47.1	3.36	SW	2.2
November.....	51.6	38.7	4.21	SW	1.9
December.....	40.3	27.1	4.48	WNW	1.4
Year	59.0	43.9	43.81	SW	23.3

\* Visibility 1/4 mile or less.

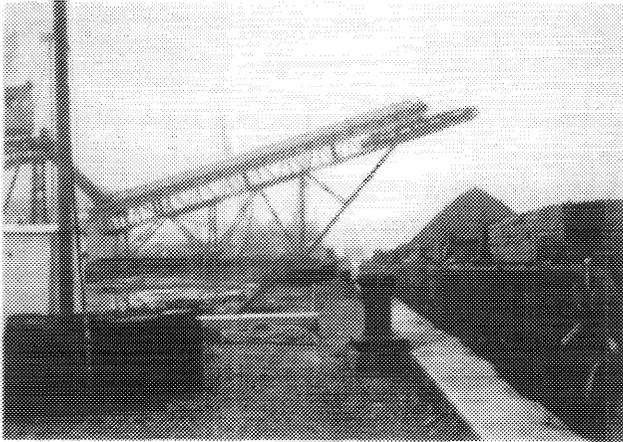
LIST OF BRIDGES					
MILES* ABOVE MOUTH	LOCATION AND NAME	TYPE	CLEARANCE (FEET)		REMARKS
			HORIZONTAL	VERTICAL AT MHW	
	<u>Chelsea River</u>				
0.3	Andrew P. McArdle .....	Bascule.	175.0	21.0	
1.2	Chelsea Street .....	Bascule.	96.0	9.0	
	<u>Mystic River</u>				
0.1	Tobin Memorial .....	Fixed.	600.0	135.0	Span over channel.
1.2	State Highway 99 (Broadway) .....	Bascule.	75.0	12.0	
1.2	M.B.T.A. ....	Bascule.	75.0	12.0	
1.5	Boston & Maine Railroad .....	Swing.	42.0	0	
1.7	M.B.T.A. ....	Fixed.	44.0	30.0	
2.2	Wellington (Middlesex Avenue) .....	Bascule.	50.0	13.0	At pool level.
3.3	Harvard Street (General Lawrence) .....	Bascule.	50.0	13.0	At pool level.
3.8	Interstate Highway 93 .....	Fixed.	81.0	16.0	At pool level.
	<u>Little Mystic Channel</u>				
0.2	Tobin Memorial .....	Fixed.	75.0(1)	100.0	
	<u>Malden River</u>				
0.2	Revere Beach Parkway .....	Bascule.	80.0	18.0	At pool level.
1.1	Medford Street .....	Bascule.	52.0	6.0	At pool level.
	<u>Charles River</u>				
0.4	Charlestown .....	Fixed.	50.0	23.0	
0.6	Interstate 93 .....	Fixed, 2-level roadway.	250.0	50.0	
0.8	Boston & Maine Railroad .....	Bascule.	65.0	3.0	
1.0	M.B.T.A. ....	Bascule.	50.0	33.0	
1.0	Charles River Dam (Msgr O'Brien Highway) .....	Bascule.	50.0	5.0	

See footnotes on page 21.

LIST OF BRIDGES (Cont.)					
MILES* ABOVE MOUTH	LOCATION AND NAME	TYPE	CLEARANCE (FEET)		REMARKS
			HORIZONTAL	VERTICAL AT MHW	
	<u>Lechmere Canal</u>				
(2)	Commercial - Charlestown Avenues . . . . .	Bascule.	40.0	7.0	At pool level.
	<u>Broad Canal</u>				
0	Cambridge, Memorial Drive . . . . .	Bascule.	40.0	4.0	At pool level.
0	First Street . . . . .	Bascule.	40.0	7.0	At pool level.
	<u>Fort Point Channel</u>				
0.1	Northern Avenue . . . . .	Swing.	76.0	7.0	
0.3	Congress Street . . . . .	Fixed.	75.0	6.0	
0.4	Summer Street . . . . .	Fixed.	51.0	4.0	
	<u>Reserved Channel</u>				
0.2	Summer - L Streets . . . . .	Retractable.	39.0	6.0	
	<u>Weymouth Fore River</u>				
3.5	Quincy - North Weymouth (State Highway 3A) . . . . .	Bascule.	175.0	33.0	
	<u>Weymouth Back River</u>				
2.4	Weymouth - Hingham (State Highway 3A) . . . . .	Fixed.	70.0	36.0	

(1) High-level bridge continuing over the Mystic River; horizontal clearance limited to 75 feet due to remains of approaches of former Chelsea Street Bridge located immediately downstream.

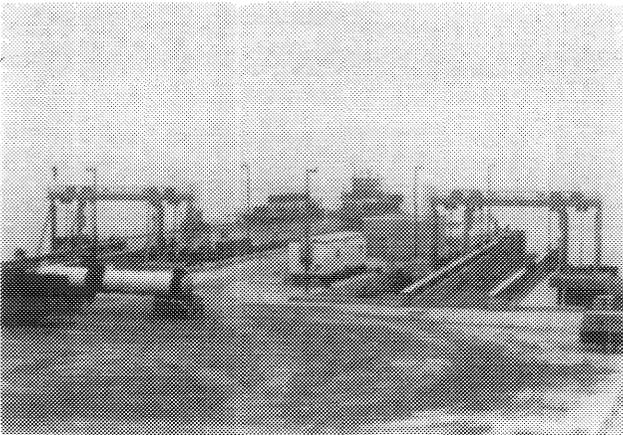
(2) Located approximately 200 feet shoreward of Charles River.



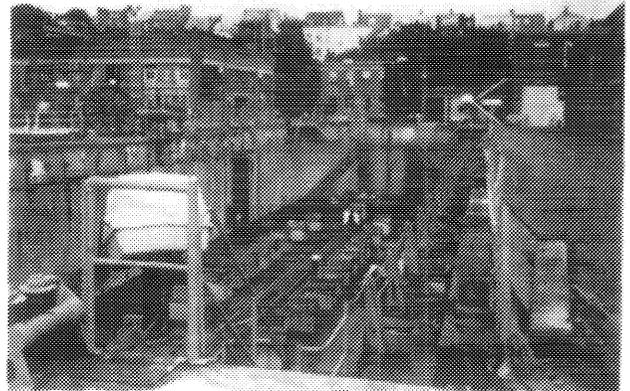
MASSACHUSETTS WATER RESOURCES  
AUTHORITY, DEER ISLAND WHARF,  
BERTHS 1, 2, AND 3.  
(P.W.D. Ref. No. 2)



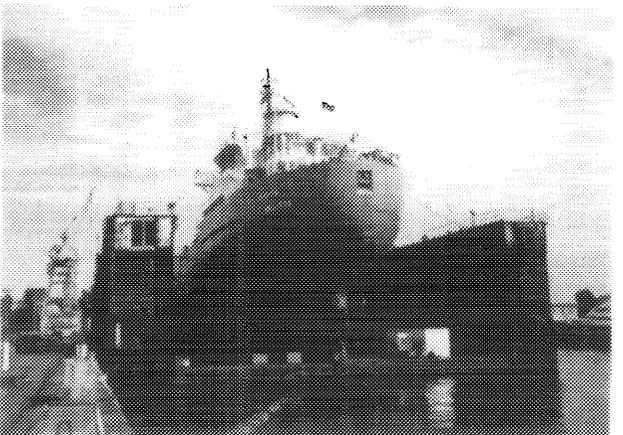
MASSACHUSETTS WATER RESOURCES  
AUTHORITY, DEER ISLAND PIER.  
(P.W.D. Ref. No. 3)



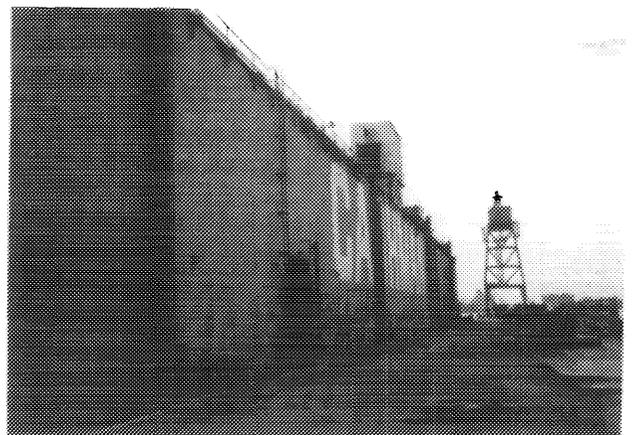
MASSACHUSETTS WATER RESOURCES  
AUTHORITY, DEER ISLAND  
TRANSFER BRIDGES.  
(P.W.D. Ref. No. 3)



GRAVING DOCK NO. 2 AT  
BOSTON MARINE WORKS.  
(P.W.D. Ref. No. 5)



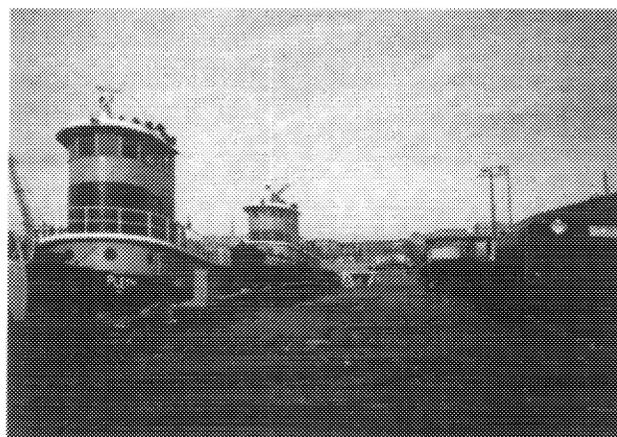
FLOATING DRYDOCK NO. 1 AT  
BOSTON MARINE WORKS.  
(P.W.D. Ref. No. 8)



BOSTON MARINE WORKS.  
PIER NO. 2.  
(P.W.D. Ref. No. 8)



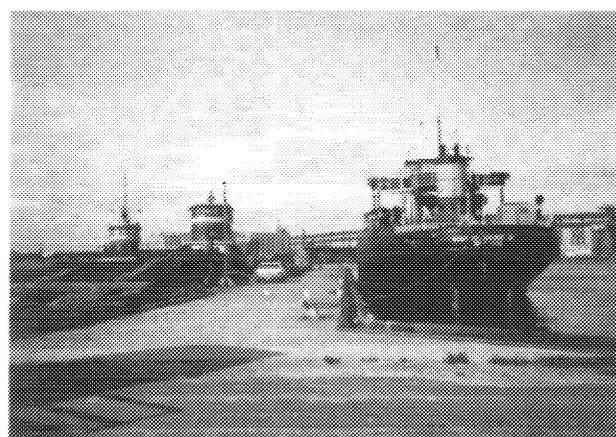
MASSACHUSETTS PORT AUTHORITY,  
EAST BOSTON PIER 1.  
(P.W.D. Ref. No. 11)



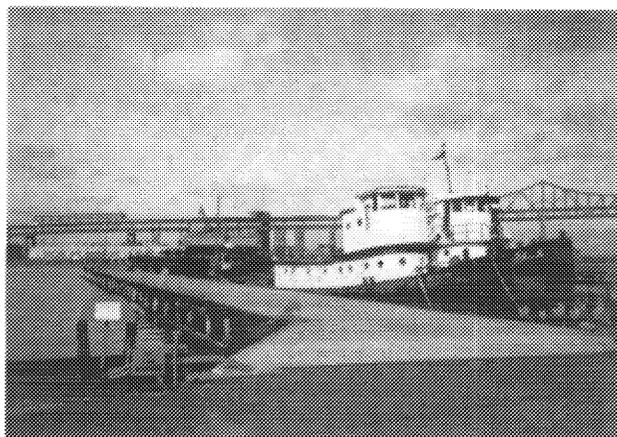
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EAST BOSTON PIER NO. 2.  
(P.W.D. Ref. No. 13)



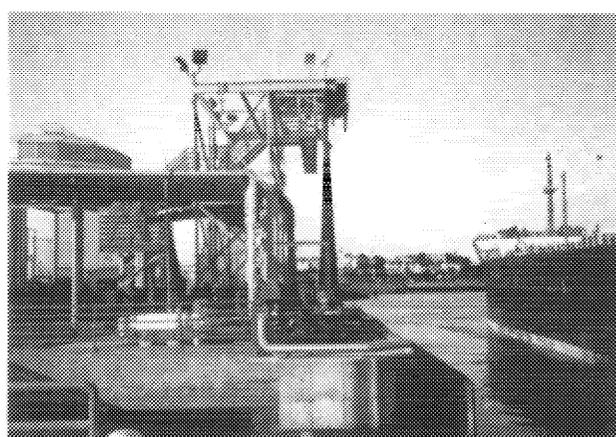
BOSTON TOWING & TRANSPORTATION CO.,  
EAST BOSTON PIER NO. 3.  
(P.W.D. Ref. No. 14)



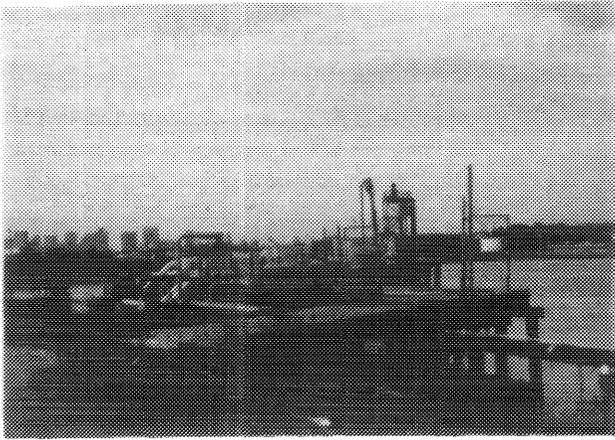
BOSTON TOWING & TRANSPORTATION CO.,  
EAST BOSTON SOUTH PIER.  
(P.W.D. Ref. No. 17)



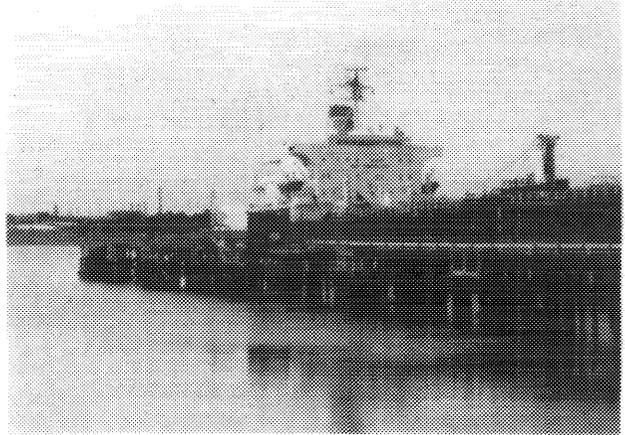
BOSTON TOWING & TRANSPORTATION CO.,  
EAST BOSTON NORTH PIER.  
(P.W.D. Ref. No. 19)



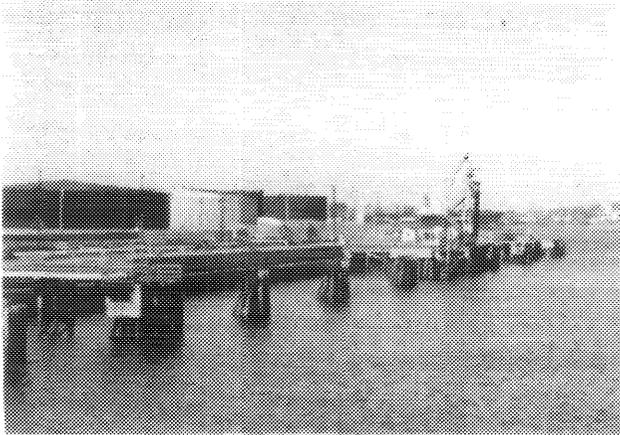
MOBIL OIL, EAST BOSTON  
TERMINAL WHARF.  
(P.W.D. Ref. No. 23)



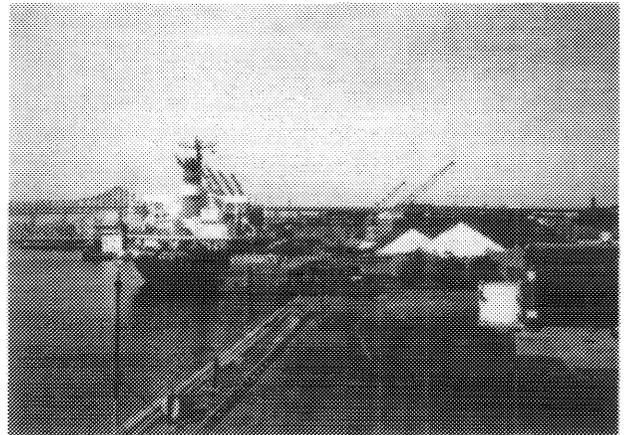
BP OIL CO. AND GLOBAL  
PETROLEUM CO., REVERE TERMINAL PIER.  
(P.W.D. Ref. No. 24)



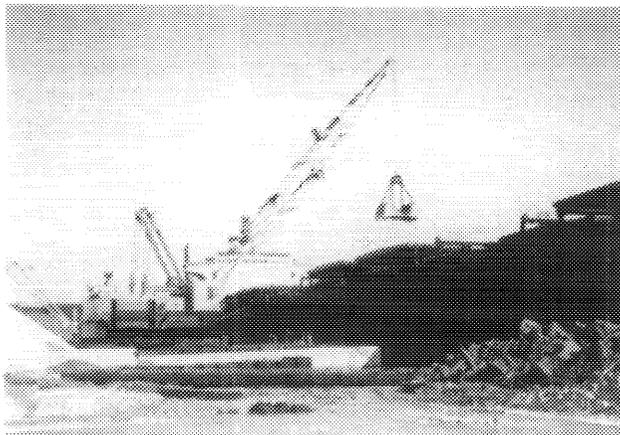
COASTAL OIL NEW ENGLAND,  
REVERE TERMINAL BARGE PIER.  
(P.W.D. Ref. No. 25)



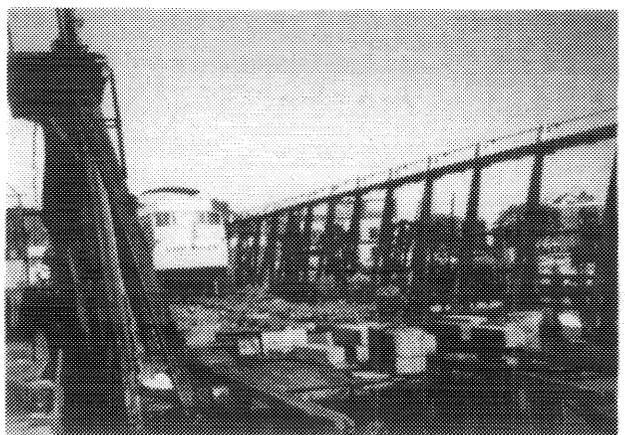
AMOCO OIL CO.,  
CHELSEA TERMINAL WHARF.  
(P.W.D. Ref. No. 28)



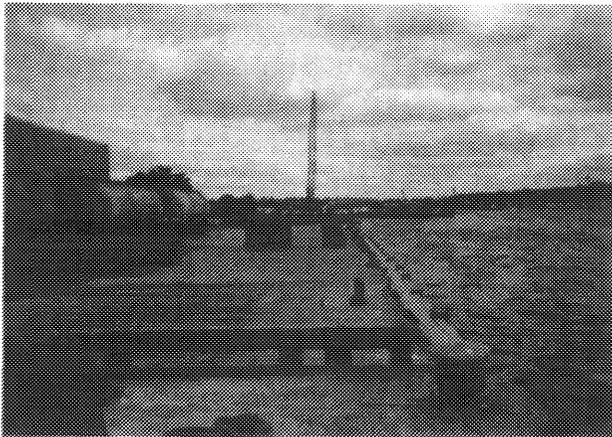
COASTAL OIL NEW ENGLAND,  
CHELSEA TERMINAL DOCK.  
(P.W.D. Ref. No. 29)



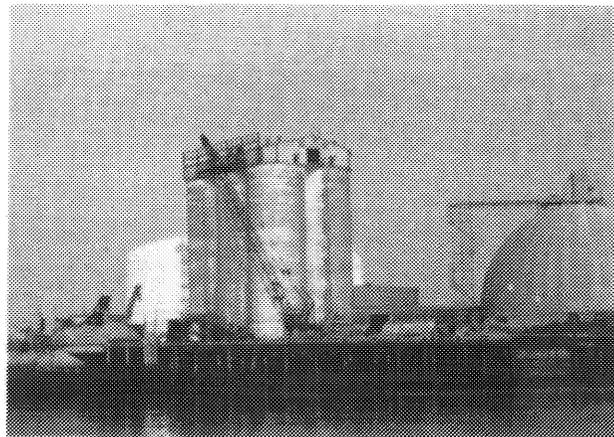
EASTERN MINERALS, CHELSEA DOCK.  
(P.W.D. Ref. No. 30)



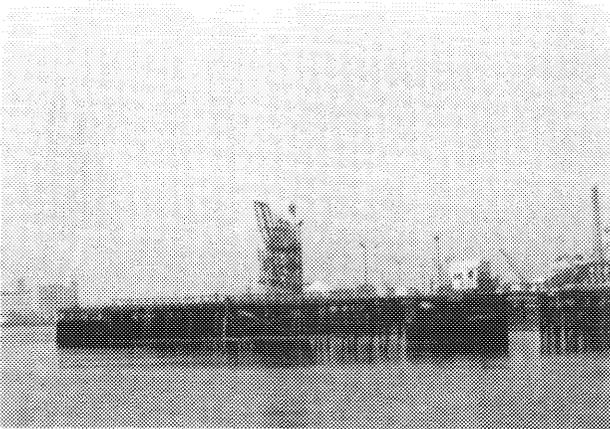
MARINE RAILWAY AT  
FITZGERALD SHIPYARD, INC.  
(P.W.D. Ref. No. 35)



**COLDWATER TERMINAL & WAREHOUSE,  
EVERETT DOCK.**  
(P.W.D. Ref. No. 37)



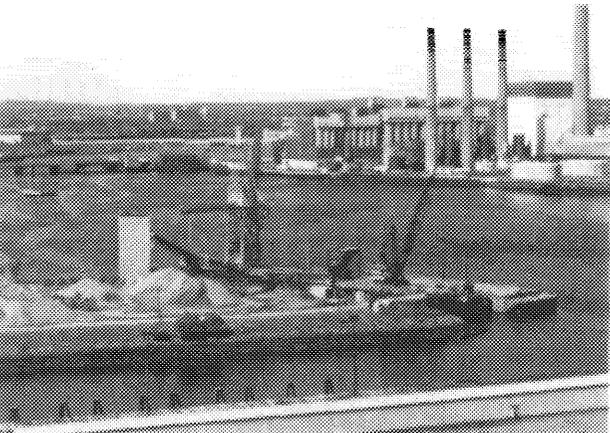
**OSSIPEE AGGREGATES,  
EVERETT TERMINAL WHARF.**  
(P.W.D. Ref. No. 38)



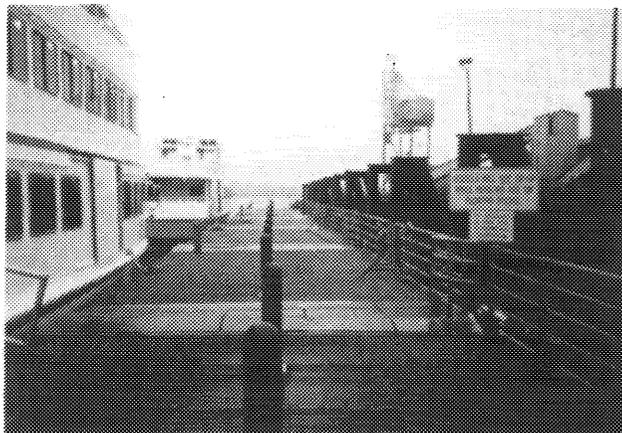
**EXXON CO., U.S.A., EVERETT TERMINAL  
WHARF, BERTH NO. 1.**  
(P.W.D. Ref. No. 39)



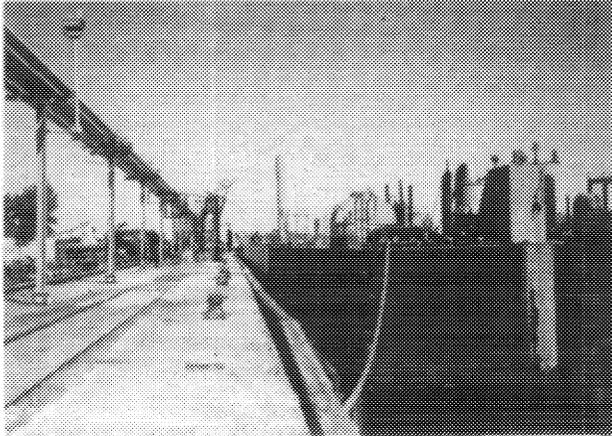
**EXXON CO., U.S.A., EVERETT TERMINAL  
WHARF, BERTH NO. 4.**  
(P.W.D. Ref. No. 41)



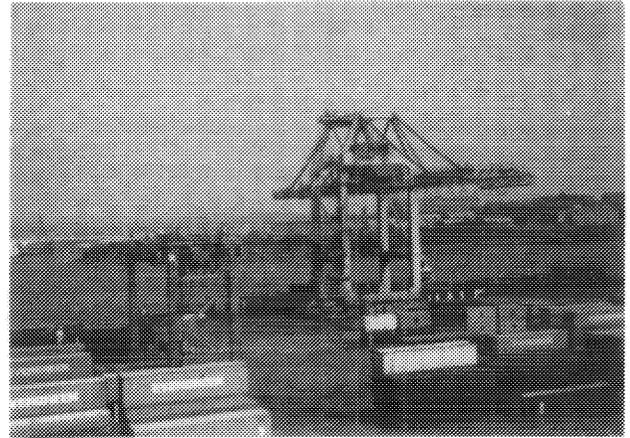
**MYSTIC PARK, CHARLESTOWN WHARF.**  
(P.W.D. Ref. No. 47)



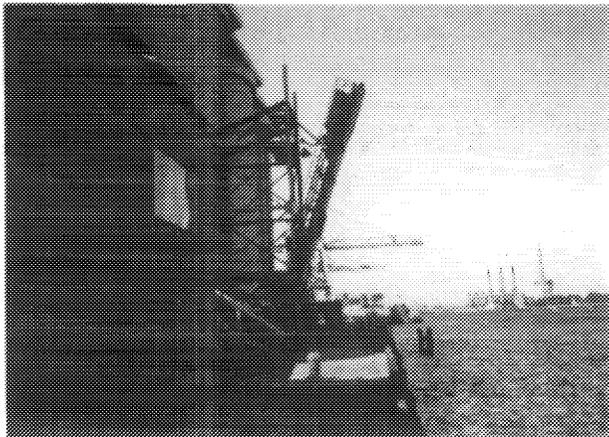
**MASSACHUSETTS PORT AUTHORITY,  
MEDFORD STREET TERMINAL WHARF.**  
(P.W.D. Ref. No. 48)



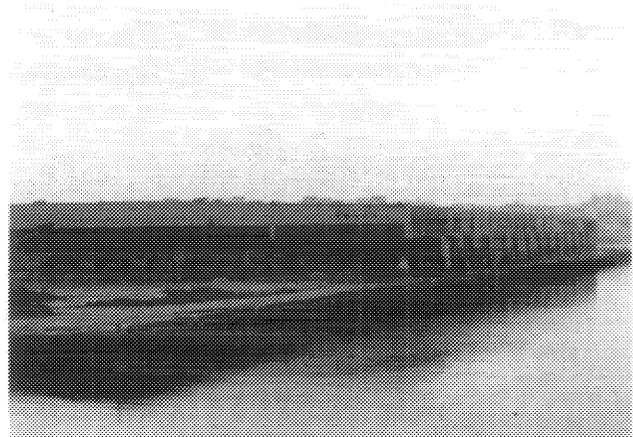
BLUE CIRCLE ATLANTIC,  
CHARLESTOWN TERMINAL PIER.  
(P.W.D. Ref. No. 49)



JOHN F. MORAN  
CONTAINER TERMINAL WHARF.  
(P.W.D. Ref. No. 50)



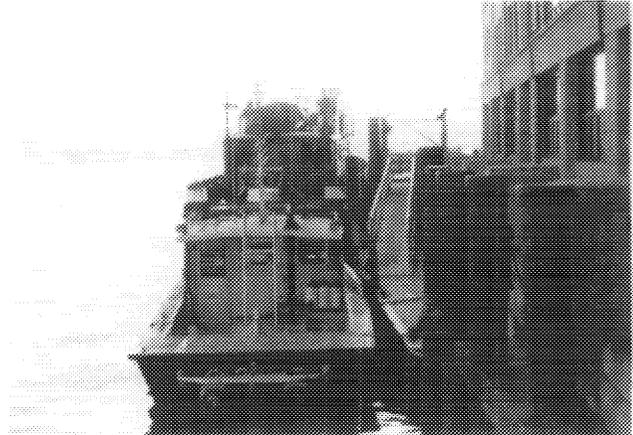
UNITED STATES GYPSUM CO.,  
BOSTON PLANT WHARF.  
(P.W.D. Ref. No. 51)



MASSACHUSETTS PORT AUTHORITY,  
MYSTIC PIER NO. 1.  
(P.W.D. Ref. No. 53)



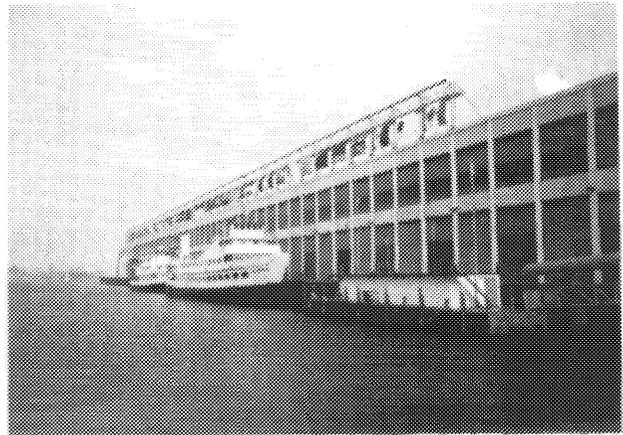
CHARLESTOWN NAVAL SHIPYARD,  
PIER 4 FERRY DOCK.  
(P.W.D. Ref. No. 54)



CITY OF BOSTON,  
FIREBOAT BURROUGHS WHARF.  
(P.W.D. Ref. No. 64)



NEPTUNE LOBSTER AND SEAFOOD CO.  
BOSTON WHARF.  
(P.W.D. Ref. No. 67)



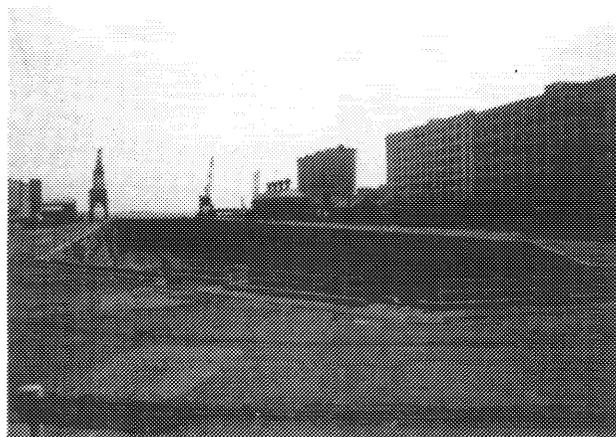
MASSACHUSETTS PORT AUTHORITY,  
COMMONWEALTH PIER.  
(P.W.D. Ref. No. 69)



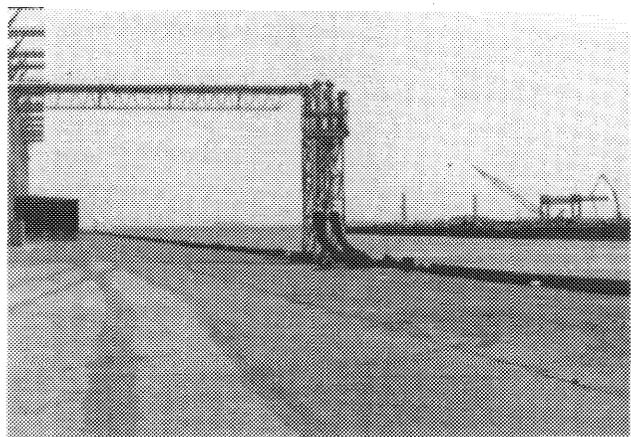
MASSACHUSETTS PORT AUTHORITY,  
FISH PIER.  
(P.W.D. Ref. No. 70)



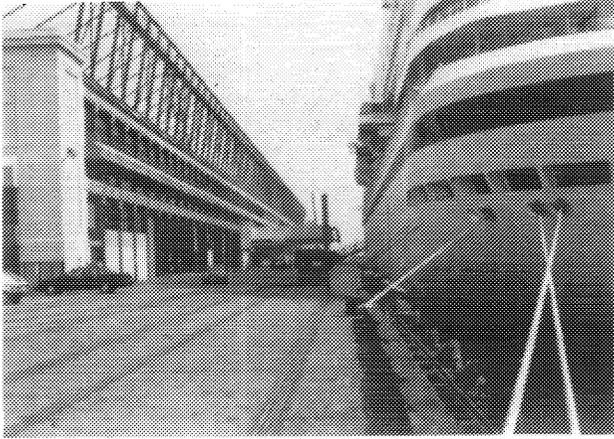
TIMBER PIERS AT MASSACHUSETTS  
PORT AUTHORITY, FISH PIER.  
(P.W.D. Ref. No. 70)



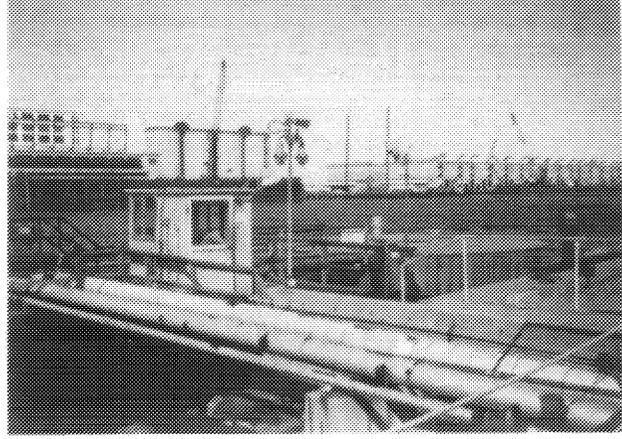
GRAVING DOCK NO. 3 AT  
BOSTON MARINE INDUSTRIAL PARK.  
(P.W.D. Ref. No. 76)



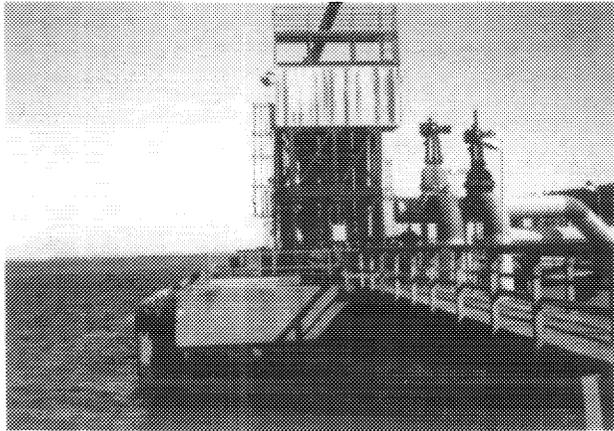
PNEUMATIC PIPELINES AT BOSTON  
MARINE INDUSTRIAL PARK, BERTH NO. 6.  
(P.W.D. Ref. No. 79)



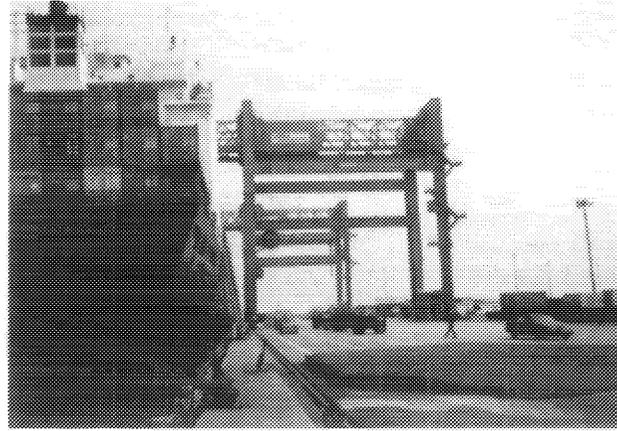
BLACK FALCON CRUISE TERMINAL,  
BERTHS NOS. 7, 8, AND 9.  
(P.W.D. Ref. No. 80)



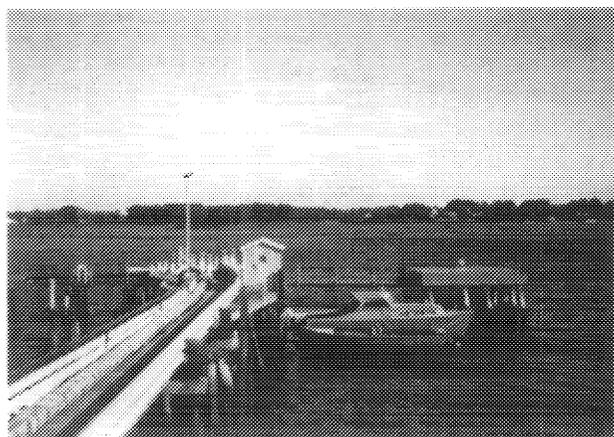
COASTAL OIL NEW ENGLAND,  
SOUTH BOSTON BARGE DOCK.  
(P.W.D. Ref. No. 85)



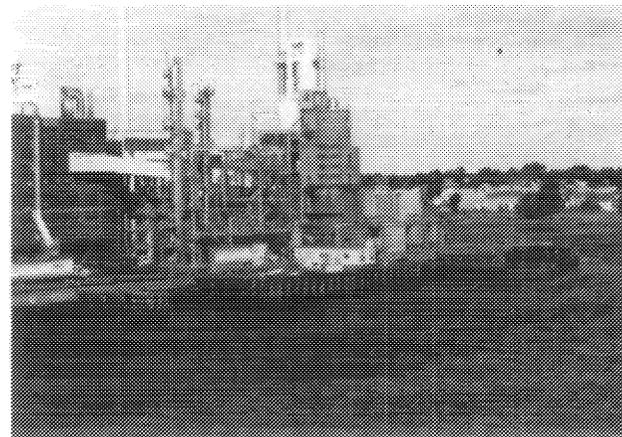
COASTAL OIL NEW ENGLAND,  
SOUTH BOSTON SHIP DOCK.  
(P.W.D. Ref. No. 86)



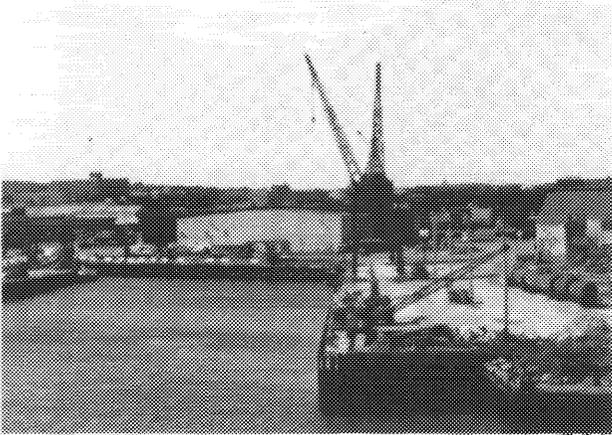
MASSACHUSETTS PORT AUTHORITY,  
PAUL W. CONLEY MARINE  
TERMINAL, BERTH NO. 11.  
(P.W.D. Ref. No. 87)



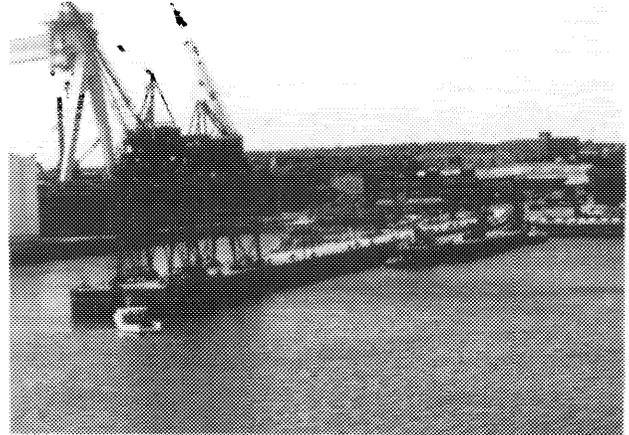
QUINOIL INDUSTRIES, QUINCY TOWN  
RIVER TERMINAL WHARF.  
(P.W.D. Ref. No. 91)



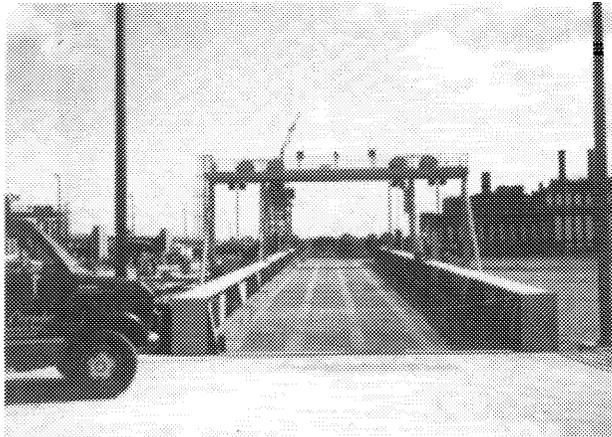
PROCTER & GAMBLE MANUFACTURING CO.,  
QUINCY EAST DOCK.  
(P.W.D. Ref. No. 93)



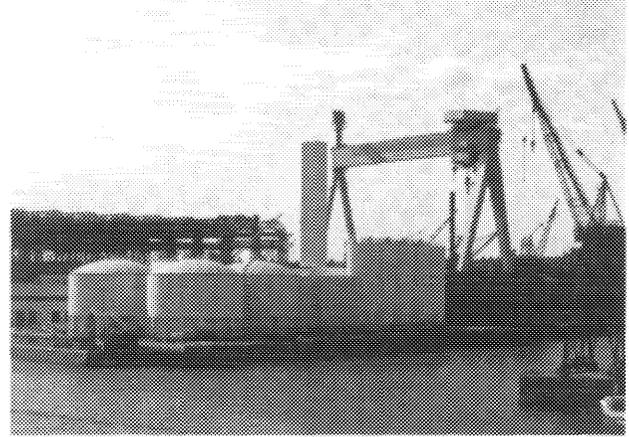
MASSACHUSETTS WATER RESOURCES  
AUTHORITY, FORE RIVER  
STAGING AREA, PIER NO. 4.  
(P.W.D. Ref. No. 94)



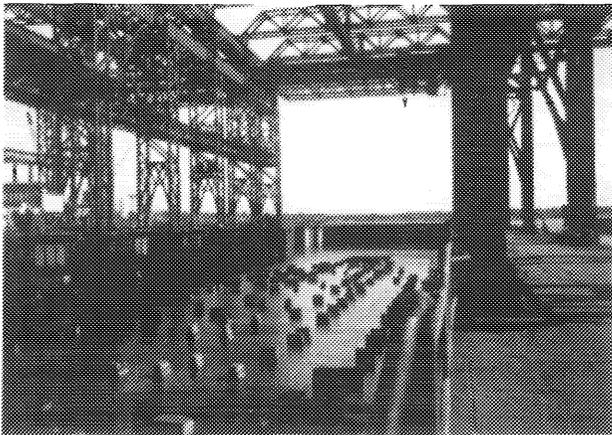
MASSACHUSETTS WATER RESOURCES  
AUTHORITY, FORE RIVER  
STAGING AREA, PIER NO. 1.  
(P.W.D. Ref. No. 95)



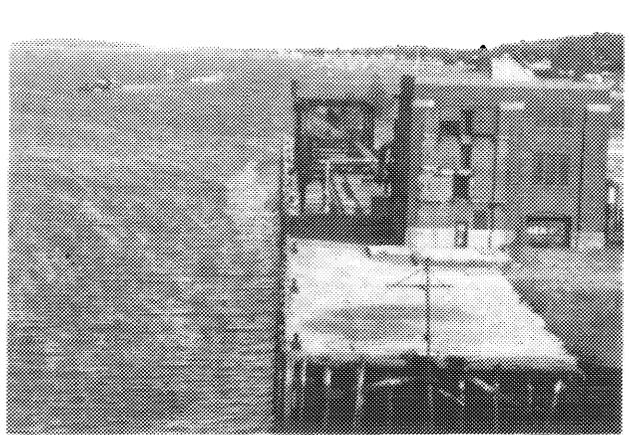
MASSACHUSETTS WATER RESOURCES  
AUTHORITY, FORE RIVER  
STAGING AREA, PIER NO. 1.  
(P.W.D. Ref. No. 95)



MASSACHUSETTS WATER RESOURCES  
AUTHORITY, FORE RIVER  
STAGING AREA, PIER NO. 3.  
(P.W.D. Ref. No. 97)



GRAVING DOCK AT MASSACHUSETTS  
WATER RESOURCES AUTHORITY,  
FORE RIVER STAGING AREA.  
(P.W.D. Ref. No. 97)



BOSTON EDISON CO.,  
FORE RIVER WHARF.  
(P.W.D. Ref. No. 100)



JOHN F. MORAN CONTAINER TERMINAL.  
(P.W.D. Ref. No. 50)

# THE PORT OF BOSTON, MASSACHUSETTS

## PORT AND HARBOR FACILITIES

### PIERS, WHARVES, AND DOCKS

One hundred piers, wharves, and docks are described in this report for the Port of Boston, Massachusetts. Thirty-five of these facilities are located in Boston Inner Harbor, sixteen on the Chelsea River, thirteen on the Mystic River, eleven on the Reserved Channel, eight on the Weymouth Fore River, seven on the Charles River, three on the Island End River, two each on the Town River and Deer Island, and one each on the Belle Island Inlet, Broad Canal, and Fort Point Channel.

Each facility is described under a reference number in the table of Piers, Wharves, and Docks beginning on page 38. These reference numbers also designate facility locations on the accompanying Port Facilities Map.

The numerous waterfront facilities in the port used exclusively by recreational or active military craft and generally those docking facilities providing non-maritime use are not included in this report.

The table on pages 32 through 36 summarizes the functional uses and locations of the various piers, wharves, and docks described in this report. Many of these wharves are used for multiple purposes, as indicated in the table; each can be identified by its respective P.W.D. reference number.

A summary of the facilities equipped to handle general cargo is given in the table on page 37.

PURPOSE FOR WHICH USED

LOCATION	A			B								C					D					E
P.W.D. REFERENCE NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Cargo handling:																						
Handling construction supplies & equipment . . . . .	•	•	•																			
Machinery/heavy equipment . . . . .		•	•																			
Passengers . . . . .			•	•																		
Marine repair . . . . .					•	•	•	•							•	•						
Repairs to own equipment . . . . .													•	•	•			•	•			
Mooring:																						
Company-owned floating equipment . . . . .	•										•	•	•	•		•	•	•	•	•		
Ferry boat . . . . .			•	•																		
Fire boat . . . . .				•																		
Lobster boats . . . . .										•												
Miscellaneous . . . . .		•									•											
Vessels . . . . .					•					•												
Not operated or used . . . . .									•													

A - WEST SIDE, BELLE ISLE INLET  
 C - NORTHERLY SHORE, BOSTON INNER HARBOR  
 E - LEFT BANK, CHELSEA RIVER

B - NORTHEAST SHORE, BOSTON HARBOR  
 D - EASTERLY SHORE, BOSTON INNER HARBOR

PURPOSE FOR WHICH USED

LOCATION P.W.D. REFERENCE NUMBER	E						RIGHT BANK, CHELSEA RIVER										F	G			F
	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
Cargo handling:																					
Conventional general cargo . . . . .																					
Refrigerated general cargo . . . . .																					
Aggregates . . . . .																					
Asphalt . . . . .																					
Bulk cargo (dry misc.) . . . . .																					
Cement (bulk) . . . . .																					
Coal . . . . .																					
Petroleum products . . . . .																					
Salt . . . . .																					
Bunkering small vessels . . . . .																					
Bunkering tankers berthed at wharf . . . . .																					
Loading barges for bunkering vessels at berth in harbor . . . . .																					
Marine repair . . . . .																					
Mooring:																					
Company-owned floating equipment . . . . .																					
Vessels . . . . .																					
Not operated or used . . . . .																					

E - LEFT BANK, CHELSEA RIVER

F -LEFT BANK, MYSTIC RIVER

G - RIGHT BANK, ISLAND END RIVER

PURPOSE FOR WHICH USED

LOCATION	F					H	I					J	K	L		M	N			
	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
P.W.D. REFERENCE NUMBER																				
Cargo handling:																				
Containerized general cargo . . . . .										•										
Asphalt . . . . .	•																			
Cement (bulk) . . . . .								•												
Fuel oil for plant consumption . . . . .																	•			
Gravel . . . . .																•				
Gypsum rock . . . . .											•									
Liquefied Natural Gas . . . . .		•																		
Petroleum products . . . . .	•											•								
Salt . . . . .												•								
Sand . . . . .																•				
Scrap metal . . . . .			•																	
Landing for passengers & crew/ferry boats . . . . .									•					•						
Mooring:																				
Government-owned patrol boats & floating equipment . . . . .																			•	
Police boat . . . . .						•														
U.S. Coast Guard vessels . . . . .																				•
Vessels . . . . .													•							
Not operated or used . . . . .			•	•		•									•					

F - LEFT BANK, MYSTIC RIVER  
 J - WESTERLY SHORE, BOSTON INNER HARBOR  
 M - NORTH SIDE, BROAD CANAL

H - WEST SIDE, MYSTIC RIVER  
 K - NORTHERLY SHORE, JUNCTION OF MYSTIC RIVER AND BOSTON INNER HARBOR

I - RIGHT BANK, MYSTIC RIVER  
 L - LEFT BANK, CHARLES RIVER  
 N - RIGHT BANK, CHARLES RIVER

PURPOSE FOR WHICH USED

LOCATION	N		J				O	J						P	Q		P	Q		
P.W.D. REFERENCE NUMBER	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
Cargo handling:																				
Automobiles . . . . .														•						
Bulk cargo (dry misc.) . . . . .														•						
Cement (bulk) . . . . .																	•		•	
Lobsters . . . . .								•												
Seafood . . . . .			•				•			•										
Boarding passengers . . . . .																				•
Landing for passengers . . . . .					•	•														
Passenger terminal for cruise vessels . . . . .										•										
Marine repair . . . . .												•	•							
Icing fishing vessels . . . . .										•										
Mooring:																				
City fire boats . . . . .				•																
Commuter boats . . . . .					•	•														
Cruise vessels . . . . .										•										•
Excursion vessels . . . . .					•	•				•		•								
Fishing boats/vessels . . . . .			•				•			•					•	•	•	•		•
Harbor patrol . . . . .															•					
U.S. Coast Guard vessels	•	•																		

N - RIGHT BANK, CHARLES RIVER  
O - RIGHT SIDE, FORT POINT CHANNEL  
Q - RESERVED CHANNEL, SOUTH BOSTON

J - WESTERLY SHORE, BOSTON INNER HARBOR  
P - SOUTHERLY SHORE, BOSTON INNER HARBOR

PURPOSE FOR WHICH USED

LOCATION	R	S							P		T		U							V
P.W.D. REFERENCE NUMBER	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Cargo handling:																				
Containerized general cargo . . . . .							•	•												
Automobiles . . . . .									•											
Caustic soda . . . . .											•	•								
Coconut oil . . . . .											•									
Fuel oil . . . . .																				•
Gravel . . . . .														•						
Machinery/heavy equipment . . . . .															•					
Molasses . . . . .						•														
Petroleum products . . . . .					•	•	•				•								•	
Sand . . . . .														•						
Sludge . . . . .																	•			
Vegetable oil . . . . .											•	•								
Bunkering vessels . . . . .						•					•									
Loading barges for bunkering vessels at berth in harbor . . . . .					•															
Handling construction supplies & equipment . . . . .															•					
Public mooring for vessels & fishing boats . . . . .	•																			
Mooring:																				
Lobster boats . . . . .				•																
Vessels . . . . .																•		•		
Not operated or used . . . . .		•	•							•										

R - NORTH SIDE, RESERVED CHANNEL  
 P - SOUTHERLY SHORE, BOSTON INNER HARBOR  
 U - LEFT BANK, WEYMOUTH FORE RIVER  
 S - SOUTH SIDE, RESERVED CHANNEL  
 T - SOUTH SIDE, TOWN RIVER  
 V - RIGHT BANK, WEYMOUTH FORE RIVER

SUMMARY OF GENERAL CARGO FACILITIES						
P.W.D. REF. NO.	OPERATOR AND/OR TERMINAL	BERTHING SPACE (FEET)	DEPTH ALONGSIDE AT MLW (FEET)	TRANSIT SHEDS		OPEN STORAGE AREA (ACRES)
				NO.	CARGO SPACE (SQ. FT.)	
37	Coldwater Terminal & Warehouse, Inc. Everett Dock .....	375	23	-	-	-
	<u>Massachusetts Port Authority</u>					
11(1)	East Boston, Pier 1 .....	605+390+605	35	1	165,000	11
50	John F. Moran, Container Terminal Wharf .	1,100	40	-	-	50
53(1)	Mystic Pier No. 1 .....	897+468+620	35-40	1	246,000	2.3
69(1)	Commonwealth Pier .....	1,200+400+1,200	40	-	-	-
	<u>Paul W. Conley Marine Terminal</u>					
87	Berth No. 11 .....	1,000	37	-	-	30
88	Berth No. 12 .....	950	37	-	-	30
89(2)	Berth Nos. 13 & 14 .....	1,625	35	-	-	26
90(3)	Berth No. 15 .....	600	35	-	-	-
TOTALS		--	--	2	411,000	149.3

- (1) At time of survey, facility was used only for mooring vessels.  
(2) At time of survey, facility was not used for handling waterborne commerce.  
(3) At time of survey, facility was being used for receipt of automobiles.

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE LONGITUDE	00701		00701		00701	
	42-27-53N	70-59-37W	42-20-55N	70-57-37W	42-20-50N	70-57-33W
REFERENCE NUMBER ON MAP NO. 1	1 Dock Code No. 155		2 Dock Code No. 381		3 Dock Code No. 381	
NAME	Rev-Lyn Contracting Co. Wharf.		Massachusetts Water Resources Authority, Deer Island Wharf, Berths 1, 2, and 3.		Massachusetts Water Resources Authority, Deer Island Pier.	
LOCATION ON WATERFRONT	West side of Belle Isle Inlet, adjacent to south side of Saratoga-Main Street Bridge, East Boston.  1265 Saratoga Street.		Northeast shore of Boston Harbor, west shore of Deer Island, approximately 500 feet above lower end of Island.		Northeast shore of Boston Harbor, west shore of Deer Island, approximately 500 feet above lower end of Island.	
OWNED BY	Rev-Lyn Contracting Co., Inc.		Massachusetts Water Resources Authority.		Massachusetts Water Resources Authority.	
OPERATED BY	Rev-Lyn Contracting Co., Inc.		Massachusetts Water Resources Authority.		Massachusetts Water Resources Authority.	
PURPOSE FOR WHICH USED	Mooring company-owned floating equipment; handling construction materials and equipment.		Receipt and shipment of machinery and supplies; mooring vessels.		Receipt and shipment of machinery, supplies, and passengers; mooring vessels and ferries.	
TYPE OF CONSTRUCTION	Part timber pile with timber deck and part timber bulkhead with solid fill.		Angular, concrete-capped, steel sheet pile bulkhead fronting concrete-relieving platform supported by concrete-filled, steel pipe piles with crushed stone fill; fronted by rubber-cushioned steel and timber fender system. Row of three timber-breasting dolphins connected by catwalk extend at an angle from lower side.		Concrete-filled, steel pipe pile, concrete-decked-approach platform with pier extension flanked by two adjustable, steel transfer bridges, and permanently moored steel floats with 50- by 5-foot, gangway approaches extending outward from upper side of platform; and 2 concrete-breasting dolphins offshore between upper transfer bridge and float. Rubber fenders front pier face and sides, and breasting face of steel, pipe-pile-supported, steel frame, transfer bridge towers.	
DESCRIPTION	Face		Face		Pier	Transfer Bridges
Dimensions (Feet)	180		640+310		290 by 60	113 by 20, 245 by 20
Depth Alongside at MLW Do.	6-8		18		15	15 10
Breasting Distance Do.	180		640+310		60, face.	180, along pier. 245, upper side.
Total Berthing Space Do.	180		640+310		60*	300, each. 245
Width of Apron Do.	75		Open.		Open.	- 20
Height of Deck at MLW Do.	4		17		16.7	
Load Capacity (Lbs. per Sq. Ft.)	-		-		1,000	
Lighted or Unlighted	Partly lighted.		Lighted.		Lighted.	
MECHANICAL HANDLING FACILITIES	One 60- and one 30-ton, diesel, crawler cranes with 120- and 60-foot booms, respectively; one 60-ton, diesel, floating crane with 140-foot boom on 114- by 40-foot barge; one 3-ton, diesel, forklift truck; and one 3-cubic yard, diesel, mobile front-end loader.		Equipment is available as required.		Equipment is available as required.	
RAILWAY CONNECTIONS	None.		None.		None.	
HIGHWAY CONNECTIONS	Via Saratoga Street, asphalt, 40 feet wide.		By ferry from Medford Street Terminal (Ref. No. 48), Rowes Wharf (Ref. No. 66) or Quincy Fore River staging area.		By ferry from Medford Street Terminal (Ref. No. 48), Rowes Wharf (Ref. No. 66) or Quincy Fore River staging area.	
WATER SUPPLY (For Vessels)	None.		None.		None.	
ELECTRIC CURRENT (For Vessels)	None.		A.C., 120/208/277/480 volts.		A.C., 120/208/277/480 volts.	
FIRE PROTECTION (Other than City)	Hand extinguishers.		Pumps, hydrants, hoses, and hand extinguishers.		Pumps, hydrants, hoses, and hand extinguishers.	
REMARKS	Marine railway located adjacent to lower side is for company use only.		-		*Vessels served by transfer bridges lay end-to transfer bridge and breast along lower side of pier designated as south slip, and along upper side for north slip.	

CORPS OF ENGRS WATERWAY CODE	00701	00701	00701
LATITUDE	42-21-35N	42-21-46N	42-21-46N
LONGITUDE	71-01-42W	71-01-53W	71-01-55W
REFERENCE NUMBER ON MAP NO. 1	4	5	6
	Dock Code No. 383	Dock Code No. 388	Dock Code No. 388
<b>NAME</b>	Massachusetts Port Authority, Bird Island Flats, Fireboat and Ferryboat Dock.	Boston Marine Works, Pier No. 5.	Boston Marine Works, Pier No. 4.
<b>LOCATION ON WATERFRONT</b>	Northerly shore, Boston Inner Harbor, 1.4 nautical miles above eastern end of Governor's Island below Jeffries Point, East Boston.	Northerly shore, Boston Inner Harbor, approximately 700 feet above Jeffries Point, East Boston.  256 Marginal Street.	Northerly shore, Boston Inner Harbor, approximately 800 feet above Jeffries Point, East Boston.  256 Marginal Street.
<b>OWNED BY</b>	Massachusetts Port Authority.	Boston Marine Works.	Boston Marine Works.
<b>OPERATED BY</b>	Massachusetts Port Authority.	Boston Marine Works; Boston Graving Dock Corp.; and J.M. Cashman Co., Inc.	Boston Marine Works; Boston Graving Dock Corp.; and J.M. Cashman Co., Inc.
<b>PURPOSE FOR WHICH USED</b>	Mooring fireboat <i>W. Howard Fitzpatrick</i> ; landing for passengers and mooring for ferryboat.	Mooring of vessels, holding vessels using graving dock. (See Remarks.)	Mooring vessels for repair.
<b>TYPE OF CONSTRUCTION</b>	Two permanently moored, aluminum grating-decked, steel floats fronting concrete-filled steel pipe pile, concrete-decked wharf; each with 40- by 5-foot, gangway approach; one breasting dolphin in line with face of outer float. (See Remarks.)	Timber pile, concrete-decked pier, fronted by floating steel barge.	Outer 100 feet: timber pile, concrete deck; remainder: masonry bulkhead with concrete-surfaced solid fill.
<b>DESCRIPTION</b>			
	Floats	Face	Lower side
		Upper side	Face
			Lower side
			Upper side
<b>Dimensions (Feet)</b>	60 by 20, each.	60 and 20	300+140
<b>Depth Alongside at MLW</b>	Do. 13	20	0-20
<b>Breasting Distance</b>	Do. 60, each.	60	200+120
<b>Total Berthing Space</b>	Do. 110, each.	60	200+120
<b>Width of Apron</b>	Do. Open.	Open.	
<b>Height of Deck at MLW</b>	Do. 18.3, pier.	15	
<b>Load Capacity (Lbs. per Sq. Ft.)</b>	-	-	50 and 300
<b>Lighted or Unlighted</b>	Lighted.	Lighted.	Unlighted.
<b>MECHANICAL HANDLING FACILITIES</b>	None.	Company-owned equipment is available as required.	One 20-, and one 6-ton, diesel, mobile cranes with 50- and 30-foot booms, respectively, and use of crawler cranes described under Ref. No. 8.
<b>RAILWAY CONNECTIONS</b>	None.	None.	None.
<b>HIGHWAY CONNECTIONS</b>	Via access road from Airport Road, asphalt, various widths, from East Boston Expressway, U.S. Route 1A, divided highway, 60-80 feet wide.	Via private entrance to shipyard from Marginal Street, asphalt-surfaced granite block, 30 feet wide.	Via private entrance to shipyard, from Marginal Street, asphalt-surfaced granite block, 30 feet wide.
<b>WATER SUPPLY (For Vessels)</b>	Pier: through 12-inch line with 1-inch connections.	Through 2 1/2-inch hose connection.	Through 2 1/2-inch hose connection.
<b>ELECTRIC CURRENT (For Vessels)</b>	Fireboat float: A.C., 240/480 volts.	A.C., 110/220/440 volts.	A.C., 110/220/440 volts.
<b>FIRE PROTECTION (Other than City)</b>	Fireboat, hydrants, hoses, and hand extinguishers.	Hydrants, hose, and security patrol.	Hydrants, hose, and security patrol.
<b>REMARKS</b>	Canopy covers float and gangway approach on inside float for passengers; outer float is used for mooring fireboat. Offshore, timber pile, timber-fendered wave barrier protects both landings. Ferries carry passengers between terminal and Rowes Wharf Terminal (Ref. No. 66).	Graving Dock No. 2 is located between pier and Pier No. 4 (Ref. No. 6). One 4-inch, sewage line serving pier and graving dock connects to city sewer.	-

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE LONGITUDE	00701			00701			00701		
	42-21-42N	71-01-58W		42-21-41N	71-02-02W		42-21-45N	71-02-16W	
REFERENCE NUMBER ON MAP NO. 1	7 Dock Code No. 388			8 Dock Code No. 388			9 Dock Code No. 408		
NAME	Boston Marine Works, Pier No. 3.			Boston Marine Works, Pier No. 2.			Massachusetts Port Authority, East Boston Pier 4.		
LOCATION ON WATERFRONT	Northerly shore, Boston Inner Harbor, approximately 1,100 feet above Jeffries Point, East Boston.  256 Marginal Street.			Northerly shore, Boston Inner Harbor, approximately 1,300 feet above Jeffries Point, East Boston.  256 Marginal Street.			Northerly shore, Boston Inner Harbor, approximately 0.4 mile above Jeffries Point, East Boston.		
OWNED BY	Boston Marine Works.			Boston Marine Works.			Massachusetts Port Authority.		
OPERATED BY	Boston Marine Works; Boston Graving Dock Corp.; and J.M. Cashman Co., Inc.			Boston Marine Works; Boston Graving Dock Corp.; and J.M. Cashman Co., Inc.			Not operated.		
PURPOSE FOR WHICH USED	Mooring vessels for repair, conversion, and outfitting.			East side: mooring floating drydock and vessels for repair, conversion, and outfitting. (See Remarks.)			Not used.		
TYPE OF CONSTRUCTION	Concrete pile, concrete-decked pier with outer 60-foot, timber pile, timber-decked extension. (See Remarks.)			Steel pile, concrete-decked pier.			Pier: part timber pile, concrete-decked, part timber-pile-supported, concrete-retaining walls with concrete-surfaced solid fill. (See Remarks.)		
DESCRIPTION	Face	Lower side	Upper side	Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)	24	580	490	40	824	1,020	240	780	780
Depth Alongside at MLW Do.	24	24-25	37-5	30	48	20	35	31	32
Breasting Distance Do.	-	580	490	-	449+Drydock.	*	240	748	780
Total Berthing Space Do.	-	580	490	-	449	-	240	748	780
Width of Apron Do.	Open.			Open.			8.5-9.9	10	10
Height of Deck at MLW Do.	15			16			20.5		
Load Capacity (Lbs. per Sq. Ft.)	400			500			-		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
MECHANICAL HANDLING FACILITIES	Use of mobile and crawler cranes described under Ref. Nos. 6 and 8.			Three diesel-electric, traveling, full-portal, gantry cranes: one 50- and two 25-ton, each with 120-foot boom; and six 150-ton, diesel, crawler cranes; boom lengths are available as required. (See Remarks.)			None.		
RAILWAY CONNECTIONS	None.			None.			None.		
HIGHWAY CONNECTIONS	Via private entrance to shipyard, from Marginal Street, asphalt-surfaced granite block, 30 feet wide.			Via private entrance to shipyard, from Marginal Street, asphalt-surfaced granite block, 30 feet wide.			Via terminal roadways from foot of Bremen Street, asphalt, 40 feet wide.		
WATER SUPPLY (For Vessels)	Through 6-inch line with 2 1/2-inch hose connection.			Through 4-inch lines with 2-, 2 1/2-, and 4-inch hose connections.			None.		
ELECTRIC CURRENT (For Vessels)	A.C., 110/220/440 volts.			A.C., 110/220/440 volts; D.C., 110/220 volts.			None.		
FIRE PROTECTION (Other than City)	Hydrants, hose, and security patrol.			Hydrants, salt-water fire pumps, and security patrol.			Security patrol.		
REMARKS	One 50-ton, vertical boat lift extends from face of 275-foot, concrete bulkhead at inner end of upper side.			*Recreational marina encroaches on upper side of pier. Floating Drydock No. 1, capacity 8,000 tons, is moored along lower side of pier. Crawler cranes are mounted on barges as required.			At time of survey, plans called for the construction of a harbor park in this area. Most of the existing pier had been demolished.		

## PIERS, WHARVES, AND DOCKS

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CORPS OF ENGRS WATERWAY CODE	00701		00701		
LATITUDE	LONGITUDE	42-21-48N	71-02-22W	42-21-51N	71-02-28W
REFERENCE NUMBER ON MAP NO. 1	10	Dock Code No. 408		11	Dock Code No. 408
NAME	Massachusetts Port Authority, East Boston Pier 3.			Massachusetts Port Authority, East Boston Pier 1.	
LOCATION ON WATERFRONT	Northerly shore, Boston Inner Harbor, approximately 0.5 mile above Jeffries Point, East Boston.			Northerly shore, Boston Inner Harbor, approximately 0.6 mile above Jeffries Point, East Boston.	
OWNED BY	Massachusetts Port Authority.			Massachusetts Port Authority.	
OPERATED BY	Massachusetts Port Authority.			Boston Pilots; Bay State Towing Co., Inc.; and Simpson Towing and Salvage, Inc.	
PURPOSE FOR WHICH USED	Mooring vessels and lobster boats.			Mooring company-owned floating equipment; mooring miscellaneous vessels.	
TYPE OF CONSTRUCTION	Timber pile, timber-decked pier.			Concrete-filled, steel pipe pile, concrete-decked pier; fronted by timber fender system.	
DESCRIPTION	Face	Lower side	Upper side	Face	Sides
Dimensions (Feet)	252	780	610	390	605, each.
Depth Alongside at NPE Do.	35	32	35	35	35
Breasting Distance Do.	252	780	610	390	605+605
Total Berthing Space Do.	252	780	610	390	605+605
Width of Apron Do.	25	10	22	20	25
Height of Deck at NPE Do.	20			15.9	
Load Capacity (Lbs. per Sq. Ft.)	-			-	
Lighted or Unlighted	Unlighted.			Lighted.	
TRANSIT SHEDS Number and Description	None.			One - clear span, steel frame, 6-foot high, concrete wall topped by asbestos-cement siding; concrete floor.	
Length and Width (Feet)				585 by 340	
Height Inside Do.				20	
Floor Area for Cargo (Sq. Ft.)				165,000	
Load Capacity (Lbs. per Sq. Ft.)				600	
Cargo Doors				Shipside: twenty-six, 15 by 16; others: six 25 by 18, and two, 14 by 22.	
MECHANICAL HANDLING FACILITIES	None.			None.	
RAILWAY CONNECTIONS	None.			Two unused, depressed tracks through center of transit shed, and one surface track each on southeast and north-west aprons, total length 1,170 feet; all connect with Consolidated Rail Corp.	
HIGHWAY CONNECTIONS	Via terminal roadways from foot of Bremen Street, asphalt, 40 feet wide.			Via terminal roadways from foot of Bremen Street, asphalt, 40 feet wide.	
WATER SUPPLY (For Vessels)	None.			Through 2- and 2 1/2-inch lines with hose connections.	
ELECTRIC CURRENT (For Vessels)	None.			A.C., 110/220/440 volts.	
FIRE PROTECTION (Other than City)	Security patrol.			Sprinkler system inside shed, hydrants, hose, and security patrol.	
REMARKS	At time of survey, plans called for the construction of a harbor park in this area.			Two 4-truck capacity, recessed platforms are located at rear of transit shed. Trucks have access to aprons and to interior of transit shed. Approximately 11 acres of open storage area are located in rear of Piers 1, 3, and 4.	

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE LONGITUDE	00701			00701			00701		
	42-22-20N	71-02-43W		42-22-21N	71-02-42W		42-22-23N	71-02-41W	
REFERENCE NUMBER ON MAP NO. 1	12 Dock Code No. 453			13 Dock Code No. 453			14 Dock Code No. 453		
NAME	Boston Towing & Transportation Co., East Boston Pier No. 1.			Boston Towing & Transportation Co., East Boston Pier No. 2.			Boston Towing & Transportation Co., East Boston Pier No. 3.		
LOCATION ON WATERFRONT	Easterly shore, Boston Inner Harbor, approximately 0.9 mile below mouth of Chelsea River, East Boston. 36 New Street.			Easterly shore, Boston Inner Harbor, approximately 0.8 mile below mouth of Chelsea River, East Boston. 36 New Street.			Easterly shore, Boston Inner Harbor, approximately 0.7 mile below mouth of Chelsea River, East Boston. 36 New Street.		
OWNED BY	Boston Towing & Transportation Co., Inc.			Boston Towing & Transportation Co., Inc.			Boston Towing & Transportation Co., Inc.		
OPERATED BY	Boston Towing & Transportation Co., Inc.			Boston Towing & Transportation Co., Inc.			Boston Towing & Transportation Co., Inc.		
PURPOSE FOR WHICH USED	Mooring and repairing company-owned vessels.			Mooring and repairing company-owned vessels.			Mooring and repairing company-owned vessels.		
TYPE OF CONSTRUCTION	Timber pile, timber-decked pier.			Timber pile, concrete-decked pier; 100-foot bulkhead wharf at inner end of upper side.			Timber pile, timber-decked pier extending from masonry bulkhead with paved solid fill.		
DESCRIPTION	Face	Lower side	Upper side	Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)	20	200+100	300+100	40	385	295	84	295	200
Depth Alongside at NPE Do.	30	-	20	20-25	25	20	17-20	20	17-20
Breasting Distance Do.	-	-	300	-	385	295	84	295	200
Total Berthing Space Do.	-	-	300	-	385	295	84	295	200
Width of Apron Do.	Open.			Open.			Open.		
Height of Deck at NPE Do.	15			15			14 1/2		
Load Capacity (Lbs. per Sq. Ft.)	-			-			-		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
MECHANICAL HANDLING FACILITIES	Use of equipment described under Ref. No. 13.			One 25-ton, diesel, crawler crane with 45-foot boom; and one 20-ton, gasoline, mobile crane with 75-foot boom.			Use of equipment described under Ref. No. 13.		
RAILWAY CONNECTIONS	None.			None.			None.		
HIGHWAY CONNECTIONS	Via road, asphalt, 15 feet wide, from New Street, asphalt, 25 feet wide, and Maverick Street, asphalt, 30 feet wide.			Via road, asphalt, 15 feet wide, from New Street, asphalt, 25 feet wide, and Maverick Street, asphalt, 30 feet wide.			Via road, asphalt, 15 feet wide, from New Street, asphalt, 25 feet wide, and Maverick Street, asphalt, 30 feet wide.		
WATER SUPPLY (For Vessels)	Through one 1 1/2-inch hose connection.			Through one 1 1/2-inch hose connection.			Through one 1 1/2-inch hose connection.		
ELECTRIC CURRENT (For Vessels)	A.C., 110/220/440 volts; D.C., 110/220 volts.			A.C., 110/220/440 volts; D.C., 110/220 volts.			A.C., 110/220/440 volts; D.C., 110/220 volts.		
FIRE PROTECTION (Other than City)	Fire hose; all vessels equipped with pumps.			Fire hose; all vessels equipped with pumps.			Fire hose; all vessels equipped with pumps.		
REMARKS	Dispatch office is located in rear.			A 120-foot, steel sheet pile bulkhead located between Piers Nos. 2 and 3 is also used for mooring and repairing company-owned vessels.			-		

CORPS OF ENGRS WATERWAY CODE	00701			00701			00701		
LATITUDE	42-22-43N			42-22-45N			42-22-47N		
LONGITUDE	71-02-36W			71-02-35W			71-02-35W		
REFERENCE NUMBER ON MAP NO. 1	15			16			17		
	Dock Code No. 477			Dock Code No. 477			Dock Code No. 453		
NAME	General Ship, East Boston Pier No. 1.			General Ship, East Boston Pier No. 2.			Boston Towing & Transportation Co., East Boston South Pier.		
LOCATION ON WATERFRONT	Easterly shore, Boston Inner Harbor, approximately 2,100 feet below mouth of Chelsea River, East Boston.  400 Border Street.			Easterly shore, Boston Inner Harbor, approximately 1,900 feet below mouth of Chelsea River, East Boston.  400 Border Street.			Easterly shore, Boston Inner Harbor, approximately 1,700 feet below mouth of Chelsea River, East Boston.  404 Border Street.		
OWNED BY	General Ship Corp.			General Ship Corp.			Boston Towing & Transportation Co., Inc.		
OPERATED BY	General Ship Corp.			General Ship Corp. and New England Marine Services, Inc.			Boston Towing & Transportation Co., Inc.		
PURPOSE FOR WHICH USED	Mooring vessels for outfitting and repair.			Mooring vessels for outfitting and repair; mooring company-owned floating equipment.			Mooring company-owned floating equipment.		
TYPE OF CONSTRUCTION	Timber pile, timber-decked pier with timber-retaining walls; solid fill at inner end.			Timber pile, timber-decked pier extending from timber bulkhead with solid fill.			Timber pile, concrete-decked pier extending from steel sheet pile bulkhead with solid fill.		
DESCRIPTION	Face	Lower side	Upper side	Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)	62	90	380	40	392	500	22	450	384
Depth Alongside at MLW Do.	32	-	0-22	26	26	0-26	18	0-18	16-18
Breasting Distance Do.	62	-	360	-	392	380	-	400	384
Total Berthing Space Do.	62	-	360	-	392	380	-	400	384
Width of Apron Do.	Open and 0.			Open.			Open.		
Height of Deck at MLW Do.	14			14			14		
Load Capacity (Lbs. per Sq. Ft.)	600			600			400		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
MECHANICAL HANDLING FACILITIES	Use of mobile equipment described under company's South Boston Yard (Ref. Nos. 72 and 73).			One electric, traveling, revolving, full-portal gantry crane with 100-foot boom, capacity 16 tons at 40-foot radius.			None.		
RAILWAY CONNECTIONS	None.			None.			None.		
HIGHWAY CONNECTIONS	Via shipyard roads, asphalt, various widths, from Border Street, asphalt-surfaced granite block, 30 feet wide.			Via shipyard roads, asphalt, various widths, from Border Street, asphalt-surfaced granite block, 30 feet wide.			Via road, asphalt, 20 feet wide, from Border Street, asphalt-surfaced granite block, 30 feet wide.		
WATER SUPPLY (For Vessels)	Through one 3-inch line.			Through one 6-inch line with 2 1/2-inch hose connections.			None.		
ELECTRIC CURRENT (For Vessels)	A.C., 110/220/440 volts; D.C., 110/220 volts; 800 amps.			A.C., 110/220/440 volts; D.C., 110/220 volts; 1200 amps.			A.C., 110/220/440 volts.		
FIRE PROTECTION (Other than City)	Two 500 g.p.m. pumps, hydrants, and hand extinguishers.			Two 500 g.p.m. pumps, hydrants, and hand extinguishers.			Hose and hand extinguishers.		
REMARKS	Pier is equipped with lines for supplying steam and water; one 4-inch, sewer line connects with city sewer system. Shop buildings are located on pier.			Pier is equipped with lines for supplying steam and water; one 4-inch, sewer line connects with city sewer system.					

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE	LONGITUDE	00701		00701		00702			
		42-22-48N	71-02-31W	42-22-49N	71-02-35W	42-23-07N	71-02-18W		
REFERENCE NUMBER ON MAP NO. 1		18	Dock Code No. 453	19	Dock Code No. 453	20	Dock Code No. 003		
NAME		Boston Towing & Transportation Co., East Boston Bulkhead.		Boston Towing & Transportation Co., East Boston North Pier.		Perini, East Boston West Pier.			
LOCATION ON WATERFRONT		Easterly shore, Boston Inner Harbor, approximately 1,600 feet below mouth of Chelsea River, East Boston.  404 Border Street.		Easterly shore, Boston Inner Harbor, approximately 1,500 feet below mouth of Chelsea River, East Boston.  404 Border Street.		Left bank, Chelsea River, approximately 230 feet above the Andrew P. McArdle Bridge, East Boston.  62 Condor Street.			
OWNED BY		Boston Towing & Transportation Co., Inc.		Boston Towing & Transportation Co., Inc.		Perini Corp.			
OPERATED BY		Boston Towing & Transportation Co., Inc. and Eastern Towboat Corp.		Boston Towing & Transportation Co., Inc.		Perini Corp.			
PURPOSE FOR WHICH USED		Mooring and repairing company-owned vessels and floating equipment.		Mooring and repairing company-owned vessels.		Mooring company-owned floating equipment.			
TYPE OF CONSTRUCTION		Steel sheet pile bulkhead with asphalt-surfaced, solid fill.		Timber pile, concrete-surfaced, timber-decked pier.		Timber pile, timber-decked pier; 40- + 130-foot, masonry bulkhead at inner end of upper side.			
DESCRIPTION		Face		Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)		187		20	361	361	8	410	470
Depth Alongside at MLW Do.		16		22	16-22	0-22	0	0	0
Breasting Distance Do.		187		-	300	100	-	410	470
Total Berthing Space Do.		187		-	300	100	-	410	470
Width of Apron Do.		Open.		Open.			Open.		
Height of Deck at MLW Do.		14		14			14		
Load Capacity (Lbs. per Sq. Ft.)		600		-			-		
Lighted or Unlighted		Lighted.		Lighted.			Unlighted.		
MECHANICAL HANDLING FACILITIES		One 5-ton, gasoline, mobile crane with 15-foot boom.		Use of crane described under Ref. No. 18.		Equipment is available as required.			
RAILWAY CONNECTIONS		None.		None.		None.			
HIGHWAY CONNECTIONS		Via road, asphalt, 20 feet wide, from Border Street, asphalt-surfaced granite block, 30 feet wide.		Via road, asphalt, 20 feet wide, from Border Street, asphalt-surfaced granite block, 30 feet wide.		Via road, gravel, from Nay Street, asphalt, 15 feet wide.			
WATER SUPPLY (For Vessels)		None.		None.		None.			
ELECTRIC CURRENT (For Vessels)		A.C., 110/220/440 volts.		A.C., 110/220/440 volts; D.C., 120 volts.		None.			
FIRE PROTECTION (Other than City)		Hose and hand extinguishers.		Hydrants, hose, and hand extinguishers.		Hand extinguishers.			
REMARKS		-		-		Shops and equipment storage yard are located in rear.			

## PIERS, WHARVES, AND DOCKS

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CORPS OF ENGRS WATERWAY CODE LATITUDE LONGITUDE	00702		00702		00702	
	42-23-07N	71-02-14W	42-23-05N	71-02-04W	42-23-06N	71-01-28W
REFERENCE NUMBER ON MAP NO. 1	21 Dock Code No. 003		22 Dock Code No. 011		23 Dock Code No. 040	
NAME	Perini, East Boston East Pier.		Amerada Hess, East Boston Terminal Wharf.		Mobil Oil, East Boston Terminal Wharf.	
LOCATION ON WATERFRONT	Left bank, Chelsea River, approximately 500 feet above the Andrew P. McArdle Bridge, East Boston. 62 Condor Street.		Left bank, Chelsea River, approximately 1,400 feet above the Andrew P. McArdle Bridge, East Boston. 146 Condor Street.		Left bank, Chelsea River, below Chelsea Street Bridge, East Boston. 580 Chelsea Street.	
OWNED BY	Perini Corp.		Amerada Hess Corp.		Mobil Oil Corp.	
OPERATED BY	Perini Corp.		Not operated.		Mobil Oil Corp.	
PURPOSE FOR WHICH USED	Mooring company-owned floating equipment.		Not used.		Receipt and shipment of petroleum products; bunkering small vessels; loading barges for bunkering vessels at berth in harbor.	
TYPE OF CONSTRUCTION	Timber pile, timber-decked pier.		Steel pile, steel-decked, offshore platform with 65- by 5-foot approach from steel sheet pile bulkhead with solid fill; 2 steel-breasting dolphins on each side in line with face, inner 2 connected by catwalks; dolphins fronted by rubber tire fenders.		T-shaped, steel pipe pile, concrete-decked, offshore-loading platform extending from granite and concrete seawall; two steel-breasting dolphins in line with face, each with 17- by 3-foot, walkway approach.	
DESCRIPTION	Face		Lower side		Platform	
Dimensions (Feet)	19		405		20 by 12	
Depth Alongside at MLW Do.	12		12		35	
Breasting Distance Do.	-		405		296 w/dolphins.	
Total Berthing Space Do.	-		405		500	
Width of Apron Do.	Open.		Open.		11	
Height of Deck at MLW Do.	14		13		16	
Load Capacity (Lbs. per Sq. Ft.)			-		1,000	
Lighted or Unlighted	Lighted.		Lighted.		Lighted.	
MECHANICAL HANDLING FACILITIES	None.		None.		Steel-frame structure on platform with 2-ton, traveling, electric hoist for handling hose; jib crane with traveling hoist for launching small boat located on bulkhead at rear on upper side.	
RAILWAY CONNECTIONS	None.		None.		Two surface tracks in rear of lubricating oil packaging plant, total length 645 feet; connect with Consolidated Rail Corp.	
HIGHWAY CONNECTIONS	Via road, gravel, from Nay Street, asphalt, 15 feet wide.		Via road, gravel, 12 feet wide, from Condor Street, asphalt-surfaced granite block, 30 feet wide.		Via road, asphalt, 20 feet wide, from Chelsea Street, asphalt, 40 feet wide.	
WATER SUPPLY (For Vessels)	Through 2-inch line with hose connections on lower side.		None.		Through two 2 1/2-inch hose connections.	
ELECTRIC CURRENT (For Vessels)	A.C., 110/220 volts.		None.		A.C., 110 volts.	
FIRE PROTECTION (Other than City)	Hand extinguishers.		None.		Foam system, fresh water system, and fire boat connection.	
REMARKS	-		One 12-, four 8-, and one 6-inch pipelines extending from wharf to 10 steel storage tanks in rear, total capacity 595,250 barrels, were not in use at time of survey (1994).		*Wharf is designed for a berthing depth of 37 feet MLW. Vessels 600 feet in length can draw 27 feet, 9 inches; vessels 600 to 660 feet in length are limited to 26-foot draft. Nine 8- to 6-, and twenty 6-inch pipelines extend from wharf to 78 steel storage tanks in rear, total capacity 1,238,000 barrels.	

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE LONGITUDE	00702			00702			00702	
	42-23-48N	71-00-45W		42-23-50N	71-00-46W		42-23-51N	71-00-48W
REFERENCE NUMBER ON MAP NO. 1	24 Dock Code No. 097			25 Dock Code No. 098			26 Dock Code No. 099	
NAME	BP Oil Co. and Global Petroleum Co., Revere Terminal Pier.			Coastal Oil New England, Revere Terminal Barge Pier.			Coastal Oil New England, Revere Terminal Ship Pier.	
LOCATION ON WATERFRONT	Left bank, Chelsea River, approximately 0.8 mile above Chelsea Street Bridge, Revere.  41 Lee Burbank Highway.			Left bank, Chelsea River, approxi- mately 0.9 mile above Chelsea Street Bridge, Revere.  222 Lee Burbank Highway.			Left bank, Chelsea River, approxi- mately 1.0 mile above Chelsea Street Bridge, Revere.  222 Lee Burbank Highway.	
OWNED BY	BP Oil Co. and Global Petroleum Co.			Coastal Oil New England, Inc.			Coastal Oil New England, Inc.	
OPERATED BY	BP Oil Co. and Global Petroleum Co.			Coastal Oil New England, Inc. and Northeast Petroleum Corp.			Coastal Oil New England, Inc.	
PURPOSE FOR WHICH USED	Receipt and shipment of petroleum products.			Receipt and shipment of petroleum products; loading barges for bunkering vessels at berth in harbor.			Receipt and shipment of petroleum products; loading barges for bunkering vessels at berth in harbor; bunkering small vessels.	
TYPE OF CONSTRUCTION	Timber pile, timber-decked pier with catwalk extending 175 feet outward from face to two rectangular-shaped, steel pile, concrete- capped breasting dolphins.			Timber pile, timber-decked, angular pier; outer end consisting of 2 rec- tangular steel pile, concrete-capped, breasting dolphins in line with each side of pier connected by catwalk; one similar mooring dolphin is located 90 feet off outer end, also connected by catwalk.			Pier fronted by row of timber-mooring dolphins and 2 concrete-breasting dolphins connected by timber cat- walks; north side of pier; 2 steel pile, concrete-decked, mooring dolphins at an angle to the pier, one approxi- mately 100 feet off face, the other approximately 490 feet in rear adja- cent to approach.	
DESCRIPTION								
		Face	Lower side	Upper side	Face	Lower side	Upper side	Lower side
Dimensions (Feet)	35	350+115+35	350+75+35+40	14	360+310	365+310	900+200	
Depth Alongside at MLW Do.	35	10-21	10-35	30	27-30	22-25	37	
Breasting Distance Do.	-	550 w/dolphins.	550 w/dolphins.	-	360	365	600	
Total Berthing Space Do.	-	550	550	-	360	365	600	
Width of Apron Do.	Open.			Open.			Open.	
Height of Deck at MLW Do.	15			11			15	
Load Capacity (Lbs. per Sq. Ft.)	500			500			500	
Lighted or Unlighted	Lighted.			Lighted.			Lighted.	
MECHANICAL HANDLING FACILITIES	Steel structure on pier with electric hoist having 25-foot boom for handling hose.			None.			One 10-ton, hydraulic, revolving crane with 47-foot boom, mounted on elevated, steel, hose-handling rack.	
RAILWAY CONNECTIONS	Three surface tracks in rear of pier, total length 1,200 feet; connect with tracks of Boston & Maine Corp.			Two surface tracks in rear, total length 600 feet; connect with tracks of Boston & Maine Corp.			One surface track in rear, total length 180 feet; connects with tracks of Boston & Maine Corp.	
HIGHWAY CONNECTIONS	Via road, from Lee Burbank Highway, asphalt, dual lane, each side, 40 feet wide.			Via road, asphalt, 20 feet wide, from Lee Burbank Highway, asphalt, dual lane, each side 30 feet wide.			Via road, asphalt, 20 feet wide, from Lee Burbank Highway, asphalt, dual lane, each side 30 feet wide.	
WATER SUPPLY (For Vessels)	Through one 3-inch line.			None.			Through one 6-inch line.	
ELECTRIC CURRENT (For Vessels)	A.C., 110/220/440 volts.			A.C., 110 volts.			A.C., 110 volts.	
FIRE PROTECTION (Other than City)	Foam system, hydrants, and security patrol.			Foam system and hydrants.			Foam system and hydrants.	
REMARKS	BP Oil Co.: Two 12- and four 10-inch pipelines extend from pier to 11 steel storage tanks on opposite side of Lee Burbank Highway in rear, total capacity 800,000 barrels. Global Petroleum Co.: Four 12-inch pipelines connect with additional pipelines at shore end of pier extending to 7 steel storage tanks on opposite side of highway in rear, total capacity 500,000 barrels.			Coastal Oil New England, Inc.: Three 8-inch pipelines extend to lines and tanks described under adjacent Ship Pier (Ref. No. 26). Northeast Petroleum Corp.: Two 10-inch pipelines extend from pier to 7 steel storage tanks on opposite side of Lee Burbank Highway in rear, total capacity 310,000 barrels.			Four 12- and one 10-inch pipelines extend from pier to 24 steel storage tanks on opposite side of Lee Burbank Highway in rear, total capacity 1,400,000 barrels.	

## PIERS, WHARVES, AND DOCKS

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CORPS OF ENGRS WATERWAY CODE	00702	00702	00702
LATITUDE	42-23-35N	42-23-19N	42-23-09N
LONGITUDE	71-01-03W	71-01-14W	71-02-03W
REFERENCE NUMBER ON MAP NO. 1	27	28	29
	Dock Code No. 920	Dock Code No. 945	Dock Code No. 992
<b>NAME</b>	Gulf Oil Co., Chelsea Terminal Tanker Wharf.	Amoco Oil Co., Chelsea Terminal Wharf.	Coastal Oil New England, Chelsea Terminal Dock.
<b>LOCATION ON WATERFRONT</b>	Right bank of Chelsea River, approximately 0.5 mile above Chelsea Street Bridge, Chelsea.  281 Eastern Avenue.	Right bank of Chelsea River, above Chelsea Street Bridge, Chelsea.  111 Eastern Avenue.	Right bank, Chelsea River, approximately 1,400 feet above Andrew P. McArdle Bridge, Chelsea.  99 Marginal Street.
<b>OWNED BY</b>	Gulf Oil Co., a division of Cumberland Farms, Inc.	Amoco Oil Co.	Coastal Oil New England, Inc.
<b>OPERATED BY</b>	Gulf Oil Co., a division of Cumberland Farms, Inc., and Northeast Petroleum Corp.	Amoco Oil Co.	Coastal Oil New England, Inc.
<b>PURPOSE FOR WHICH USED</b>	Occasional receipt and shipment of petroleum products; loading barges for bunkering vessels at berth in the harbor.	Receipt and shipment of petroleum products.	Receipt of asphalt and other petroleum products.
<b>TYPE OF CONSTRUCTION</b>	Steel pile, concrete-decked wharf fronting steel sheet pile bulkhead with solid fill; 4 steel pile, breasting dolphins in line with face; one mooring dolphin at rear of each side on shore.	Barge berth: upper 45- by 25-foot, timber pile, concrete-decked pier; Ship berth: lower 20- by 10-foot, timber pile, timber-decked, offshore wharf with 60- by 5-foot approach; and two 60- by 30-foot, timber pile, timber-decked piers, all extending from part timber, part concrete bulkhead with solid fill; 4 concrete-, and 5 timber-breasting dolphins in line with face of structures.	Steel H-pile, concrete-decked wharf extending from steel sheet pile bulkhead with solid fill, with walkway approach from shore; one concrete-breasting dolphin on each side in line with face.
<b>DESCRIPTION</b>	Face	Face	Wharf
<b>Dimensions (Feet)</b>	60	30+45+30+20	60 by 30
<b>Depth Alongside at MLW Do.</b>	32	36	18-24
<b>Breasting Distance Do.</b>	300 w/dolphins.	850, total.	240 w/dolphins.
<b>Total Berthing Space Do.</b>	960	850	630
<b>Width of Apron Do.</b>	Open.	Open.	Open.
<b>Height of Deck at MLW Do.</b>	14	15 at bulkhead.	20
<b>Load Capacity (Lbs. per Sq. Ft.)</b>	1,000	-	-
<b>Lighted or Unlighted</b>	Lighted.	Lighted.	Lighted.
<b>MECHANICAL HANDLING FACILITIES</b>	Four 8-inch, swivel-jointed, pipeline-loading arms, each with 30-foot outboard reach.	One electric, mast-and-boom derrick with 15-foot boom mounted on elevated, steel, hose-handling rack on larger offshore wharf; and one hand-operated, mast-and-boom derrick with 30-foot boom on each pier.	One steel-frame structure on wharf with electrically operated hoist for handling hose.
<b>RAILWAY CONNECTIONS</b>	None.	None.	None.
<b>HIGHWAY CONNECTIONS</b>	Via road, asphalt, 15 feet wide, from Eastern Avenue, asphalt, 40 feet wide.	Via road, asphalt, 15 feet wide, from Eastern Avenue, asphalt, 40 feet wide.	Via road, asphalt, 20 feet wide, from Marginal Street, asphalt, 30 feet wide.
<b>WATER SUPPLY (For Vessels)</b>	None.	None.	None.
<b>ELECTRIC CURRENT (For Vessels)</b>	None.	None.	None.
<b>FIRE PROTECTION (Other than City)</b>	Foam system, hydrants, hose, and hand extinguishers.	Foam system, hand extinguishers, and security patrol.	Foam system, hydrants, chemical cart, and hand extinguishers.
<b>REMARKS</b>	Gulf Oil Co.: Five 12-inch pipelines extend from wharf to 17 steel storage tanks in rear, total capacity 1,392,600 barrels.  Northeast Petroleum Corp.: One 12- and one 10-inch pipelines extend to four steel storage tanks approximately 1,500 feet above terminal, total capacity 285,000 barrels.	Three 8-inch pipelines serving ship wharf and two 8-inch pipelines serving barge berth extend to 15 steel storage tanks in rear, total capacity 588,000 barrels.	One 12-, one 10-, and five 8-inch pipelines extend from wharf to 3 steel, asphalt storage tanks in rear, total capacity 107,500 barrels, and to 4 steel, petroleum product storage tanks, total capacity 153,600 barrels.

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE		00702		00702		00702	
LATITUDE	LONGITUDE	42-23-12N	71-02-11W	42-23-12N	71-02-26W	42-23-11N	71-02-28W
REFERENCE NUMBER ON MAP NO. 1		30	Dock Code No. 996	31	Dock Code No. 997	32	Dock Code No. 997
<b>NAME</b>		Eastern Minerals, Chelsea Dock.		Winnisimmet Landing, Pier No. 1.		Winnisimmet Landing, Pier No. 2.	
<b>LOCATION ON WATERFRONT</b>		Right bank, Chelsea River, approximately 300 feet above Andrew P. McArdle Bridge, Chelsea.  37 Marginal Street.		Right bank, Chelsea River, below Andrew P. McArdle Bridge, Chelsea.  1 Winnisimmet Street.		Right bank, Chelsea River, approximately 400 feet below Andrew P. McArdle Bridge, Chelsea.  1 Winnisimmet Street.	
<b>OWNED BY</b>		Eastern Minerals, Inc.		Capstan Management Corp., d.b.a. Fitzgerald Shipyard, Inc.		Capstan Management Corp., d.b.a. Fitzgerald Shipyard, Inc.	
<b>OPERATED BY</b>		Eastern Minerals, Inc.		Fitzgerald Shipyard, Inc.		Fitzgerald Shipyard, Inc.	
<b>PURPOSE FOR WHICH USED</b>		Receipt and shipment of dry bulk commodities including salt and coal.		Mooring vessels.		Mooring vessels.	
<b>TYPE OF CONSTRUCTION</b>		Three concrete-breasting platforms extending from steel sheet pile bulkhead facing masonry wall with solid fill, fronted by rubber fender system.		Timber pile, timber-decked pier extending from concrete bulkhead at inner end on upper side, and masonry bulkhead in line with lower side.		Timber pile, timber-decked pier. (See Remarks.)	
<b>DESCRIPTION</b>		Platforms		Face	Upper side	Lower side	Pier
<b>Dimensions (Feet)</b>		40 by 30, each.		20	187	170	250 by 20*
<b>Depth Alongside at MLW Do.</b>		35		11-19	0-11	5-19	32
<b>Breasting Distance Do.</b>		700		-	187	170	250 + 250
<b>Total Berthing Space Do.</b>		700		-	187	170	250 + 250
<b>Width of Apron Do.</b>		Open.		Open.			Open.
<b>Height of Deck at MLW Do.</b>		14		14			14
<b>Load Capacity (Lbs. per Sq. Ft.)</b>		1,000		-			-
<b>Lighted or Unlighted</b>		Lighted.		Unlighted.		Unlighted.	
<b>MECHANICAL HANDLING FACILITIES</b>		Two 300-ton, diesel, crawler cranes with 140- and 120-foot booms, respectively, each with 12-cubic yard, clamshell bucket; four diesel, front-end loaders: two 9-cubic yard, mobile-, and two 4 1/2-cubic yard, front-end loaders.		None.		None.	
<b>RAILWAY CONNECTIONS</b>		None.		None.		None.	
<b>HIGHWAY CONNECTIONS</b>		Via road, asphalt and gravel, 15 feet wide, from Marginal Street, asphalt, 30 feet wide.		Via road, asphalt, 15 feet wide, from foot of Winnisimmet Street, asphalt-surfaced brick, 25 feet wide.		Via road, asphalt, 15 feet wide, from foot of Winnisimmet Street, asphalt-surfaced brick, 25 feet wide.	
<b>WATER SUPPLY (For Vessels)</b>		Through 2 1/2-inch line.		None.		Through one 4-inch line with 2 1/2-inch hose connections.	
<b>ELECTRIC CURRENT (For Vessels)</b>		A.C., 220/440 volts.		A.C., 110 volts.		A.C., 110/220/440 volts.	
<b>FIRE PROTECTION (Other than City)</b>		Hydrants and hand extinguishers.		Hydrants, water line, and hand extinguishers.		Hydrants, water line, and hand extinguishers.	
<b>REMARKS</b>		Paved, open storage area located at rear has capacity for 170,000 tons of salt or coal.				*At time of survey (1994), pier had been shortened to 60 feet in length, but was incrementally being reconstructed to original length.	

## PIERS, WHARVES, AND DOCKS

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CORPS OF ENGRS WATERWAY CODE	00702		00702			00702										
LATITUDE	LONGITUDE	42-23-10N	71-02-30W	42-23-09N	71-02-32W	42-23-10N	71-02-33W									
REFERENCE NUMBER ON MAP NO. 1	33		Dock Code No. 997		34		Dock Code No. 997		35		Dock Code No. 997					
NAME	Winnisimmet Landing, Pier No. 3.				Winnisimmet Landing, Pier No. 4.				Winnisimmet Landing, Marine Railway Pier No. 5.							
LOCATION ON WATERFRONT	Right bank, Chelsea River, approximately 600 feet below Andrew P. McArdle Bridge, Chelsea. 1 Winnisimmet Street.				Right bank, Chelsea River, approximately 750 feet below Andrew P. McArdle Bridge, Chelsea. 1 Winnisimmet Street.				Right bank of Chelsea River, approximately 0.2 mile below the Andrew P. McArdle Bridge, Chelsea. 1 Winnisimmet Street.							
OWNED BY	Capstan Management Corp., d.b.a. Fitzgerald Shipyard, Inc.				Capstan Management Corp., d.b.a. Fitzgerald Shipyard, Inc.				Capstan Management Corp., d.b.a. Fitzgerald Shipyard, Inc.							
OPERATED BY	Fitzgerald Shipyard, Inc.				Fitzgerald Shipyard, Inc.				Fitzgerald Shipyard, Inc.							
PURPOSE FOR WHICH USED	Mooring and repairing vessels.				Mooring and repairing vessels.				Mooring vessels for repair; service wharf for marine railway.							
TYPE OF CONSTRUCTION	Timber pile, timber-decked pier.				Timber pile, timber-decked pier. (See Remarks.)				Timber pile, timber-decked pier.							
DESCRIPTION	Face		Upper side		Lower side		Face		Upper side		Lower side		Face		South side	
Dimensions (Feet)	35		295		310		35*		315		305		225		25	
Depth Alongside at MLW Do.	28		28		28		20		28		20		0-8		-	
Breasting Distance Do.	-		295		310		-		315		305		Railway.		-	
Total Berthing Space Do.	-		295		310		-		315		305		-		-	
Width of Apron Do.	Open.						Open.						Open.			
Height of Deck at MLW Do.	14				14				14							
Load Capacity (Lbs. per Sq. Ft.)	300				-				-							
Lighted or Unlighted	Unlighted.				Unlighted.				Unlighted.							
MECHANICAL HANDLING FACILITIES	Equipment is available as required.				Equipment is available as required.				Three diesel, crawler cranes: one 30-ton with 60-foot boom, one 12-ton with 90-foot boom, and one 12-ton with 60-foot boom.							
RAILWAY CONNECTIONS	None.				None.				None.							
HIGHWAY CONNECTIONS	Via road, asphalt, 15 feet wide, from foot of Winnisimmet Street, asphalt-surfaced brick, 25 feet wide.				Via road, asphalt, 15 feet wide, from foot of Winnisimmet Street, asphalt-surfaced brick, 25 feet wide.				Via road, asphalt, 15 feet wide, from foot of Winnisimmet Street, asphalt-surfaced brick, 25 feet wide.							
WATER SUPPLY (For Vessels)	Through one 4-inch line with 2 1/2-inch hose connections.				Through one 4-inch line with 2 1/2-inch hose connections.				None.							
ELECTRIC CURRENT (For Vessels)	A.C., 110/220/440 volts.				A.C., 110/220/440 volts.				A.C., 110/220/440 volts.							
FIRE PROTECTION (Other than City)	Hydrants, water line, and hand extinguishers.				Hydrants, water line, and hand extinguishers.				Hydrants, water line, and hand extinguishers.							
REMARKS	Upper side of pier forms 100-foot wide slip with lower side of Ref. No. 32.				*At time of survey (1994), pier decking had been removed but was being reconstructed. Upper side of pier will form 100-foot-wide slip with lower side of Ref. No. 33.				One 1,000-ton, marine railway is located adjacent to upper side of pier. Pier is equipped with service lines for supplying fresh water, compressed air, acetylene gas, and electrical connections for welding units.							

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE LONGITUDE	00701			00704		00704	
	42-23-06N	71-02-40W		42-23-24N	71-03-15W	42-23-22N	71-03-18W
REFERENCE NUMBER ON MAP NO. 1	36 Dock Code No. 523			37 Dock Code No. 990		38 Dock Code No. 992	
NAME	AFMC, Chelsea Terminal Wharf.			Coldwater Terminal & Warehouse, Everett Dock.		Ossipee Aggregates, Everett Terminal Wharf.	
LOCATION ON WATERFRONT	Left bank, Mystic River, at head of Boston Inner Harbor, approximately 600 feet below the Maurice J. Tobin Mystic River Bridge, Chelsea.  11 Broadway.			Right bank, Island End River, approximately 800 feet above entrance to Mystic River, Everett.  60 Commercial Street.		Right bank, Island End River, above junction with Mystic River, Everett.  201 Rover Street.	
OWNED BY	AFMC, Inc.			Coldwater Terminal & Warehouse, Inc.		Boston Sand and Gravel Co.	
OPERATED BY	AFMC, Inc.			Coldwater Terminal & Warehouse, Inc.		Boston Sand and Gravel Co. and Independent Cement Corp.	
PURPOSE FOR WHICH USED	Receipt and shipment of petroleum products; loading barges for bunkering vessels at berth in harbor; bunkering tankers berthed at wharf.			Receipt and shipment of refrigerated, containerized general cargo.		Receipt of bulk cement by self-unloading barges; shipment of aggregates.	
TYPE OF CONSTRUCTION	Timber pile, concrete-decked, offshore wharf with 10- by 20-foot approach; steel sheet pile bulkhead with solid fill adjacent to and in line with face; fronted by 4 rubber cushioned, steel- and timber-breasting dolphins. (See Remarks.)			Timber pile, timber-decked, part concrete-surfaced, marginal wharf.		Timber pile, concrete-decked wharf fronted by concrete-filled, steel pipe pile fenders and timber fender system.	
DESCRIPTION	Face			Barge slip	Lower side	Face	
Dimensions (Feet)	315+380			150 by 45	35	362	
Depth Alongside at MLW Do.	35			20	20	23	
Breasting Distance Do.	560 w/dolphins.			150	-	362	
Total Berthing Space Do.	560			150	-	375	
Width of Apron Do.	Open.					40	
Height of Deck at MLW Do.	14					12	
Load Capacity (Lbs. per Sq. Ft.)	-					200	
Lighted or Unlighted	Lighted.					Lighted.	
MECHANICAL HANDLING FACILITIES	None.			Rental equipment is available as required. (See Remarks.)		One 6- and one 5-cubic yard, diesel, mobile front-end loaders load material into 8-cubic yard hopper on 30-inch, diesel, portable conveyor with 20-foot outboard reach, loading rate 2,200-cubic yards per hour. One 36- to 42-inch, shuttle conveyor serves rail car pit at rear.	
RAILWAY CONNECTIONS	None.			One track along rear of wharf and one at rear of warehouse; connect with Consolidated Rail Corp. and tracks of Boston & Maine Corp.		One surface track serving undertrack pit at rear; connects with Consolidated Rail Corp. and tracks of Boston & Maine Corp.	
HIGHWAY CONNECTIONS	Via driveway, asphalt, 20 feet wide, from Broadway, asphalt, 40 feet wide.			Via plant road, asphalt, 30 feet wide, from Commercial Street, asphalt, 30 feet wide.		Via driveway, gravel, 15 feet wide, from Rover Street, asphalt, 30 feet wide, and Commercial Street.	
WATER SUPPLY (For Vessels)	Through one 4-inch line with 2 1/2-inch hose connections.			Through small hose connection.		None.	
ELECTRIC CURRENT (For Vessels)	A.C., 110/220 volts.			None.		A.C., 110/220 volts.	
FIRE PROTECTION (Other than City)	Foam system, hydrants, and hand extinguishers.			Hydrants.		Hydrants and hand extinguishers.	
REMARKS	*Barge slip in rear of lower part of wharf face is formed by L-shaped catwalk. One 16- and four 8-inch pipelines extend from wharf to 14 steel storage tanks in rear, total capacity 630,500 barrels.			Facility operates as a Public Terminal. Containers are handled by ship's gear. Warehouse is located in rear.		Independent Cement Corp.: Two 12-inch pipelines extend from wharf to 6 concrete storage silos with 2 interstices and one storage dome, total capacity 42,000 tons. Cement is received by self-unloading barges at a rate of 170 tons per hour. Boston Sand and Gravel Co.: Open storage area located at rear has capacity for 100,000 tons of aggregates.	

## PIERS, WHARVES, AND DOCKS

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CORPS OF ENGRS WATERWAY CODE		00704		00704	
LATITUDE	LONGITUDE	42-23-17N	71-03-21W	42-23-16N	71-03-28W
REFERENCE NUMBER ON MAP NO. 1		39	Dock Code No. 995	40	Dock Code No. 995
NAME		Exxon Co., U.S.A., Everett Terminal Wharf, Berth No. 1.		Exxon Co., U.S.A., Everett Terminal Wharf, Berth No. 3.	
LOCATION ON WATERFRONT		Right bank, Island End River, at junction with Mystic River, Everett.  52 Beacham Street.		Left bank, Mystic River, above junction with Island End River, Everett.  52 Beacham Street.	
OWNED BY		Exxon Co., U.S.A.		Exxon Co., U.S.A.	
OPERATED BY		Exxon Co., U.S.A.		Exxon Co., U.S.A.	
PURPOSE FOR WHICH USED		Receipt and shipment of petroleum products.		Receipt and shipment of petroleum products; receipt of asphalt.	
TYPE OF CONSTRUCTION		Timber pile, concrete-decked, offshore wharf; 2 concrete-capped, steel sheet pile, cellular- and 2 timber-breasting dolphins in line with face, all connected by catwalk which extends to Berth No. 3 (Ref. No. 40). A 200- by 10-foot, shore approach extends from shore to inner dolphin.		Part timber and part steel pile, part timber- and part concrete-decked, offshore wharf; one steel pile, concrete-capped, breasting dolphin adjacent to each side connected by walkway, 7 mooring dolphins at rear of face and adjacent Berth No. 4, each with connection to catwalk serving both wharves; one 335- by 20-foot, timber walkway extends from wharf to shore, and a timber walkway extends easterly to Berth No. 1 and westerly to Berth No. 4.	
DESCRIPTION		Face		Face	
Dimensions	(Feet)	20 by 8		155 by 30	
Depth Alongside at MLW	Do.	21		37-39	
Breasting Distance	Do.	140 w/dolphins.		260 w/dolphins.	
Total Berthing Space	Do.	300		950*	
Width of Apron	Do.	Open.		Open.	
Height of Deck at MLW	Do.	15		15	
Load Capacity	(Lbs. per Sq. Ft.)	-		750	
Lighted or Unlighted		Lighted.		Lighted.	
MECHANICAL HANDLING FACILITIES		None.		One 12- to 16-inch, swivel-jointed, pipeline-loading arm for asphalt; and elevated, steel, hose-handling rack with electric, U-shaped, hinged boom having 25-foot outboard reach capable of handling 11 hoses independently.	
RAILWAY CONNECTIONS		None.		None.	
HIGHWAY CONNECTIONS		Via driveway, asphalt, 20 feet wide, from Rover Street, asphalt, 30 feet wide, and Broadway.		Via driveway, asphalt, 20 feet wide, from Rover Street, asphalt, 30 feet wide, and Broadway.	
WATER SUPPLY (For Vessels)		None.		None.	
ELECTRIC CURRENT (For Vessels)		None.		None.	
FIRE PROTECTION (Other than City)		One 8-inch, high-pressure fire line; fireboat connections; monitors; foam and hose carts.		One 8-inch, high-pressure fire line; fireboat connections; monitors; foam and hose carts.	
REMARKS		Four 8- to 10-inch pipelines on wharf connect with those described under Berth No. 3 (Ref. No. 40).		*Face of wharf and dolphins are in line with those serving Berth No. 4 (Ref. No. 41) on upper side, providing 950 feet of berthing space at 39-foot draft. Two 24-, four 16-, one 14-, two 12-, and two 8-inch pipelines extend to 42 steel, petroleum products storage tanks, total capacity 2,586,200 barrels, and 7 steel, asphalt storage tanks, total capacity 162,000 barrels, all located at company's terminal on Beacham Street. In addition, two 12-inch pipelines extend from terminal to tankage described under Boston Edison Co., Mystic Station (Ref. No. 45.) One 2-inch, return line serves wharf. Oil-spill response equipment includes one 25- and one 14-foot boat; 8,000 feet of floating, oil-spill containment boom; and 8,040 feet of sausage boom, oil skimmer, and other equipment, with trailer for delivery to oil-spill sites that might occur in the harbor.	

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE		00704		00703	
LATITUDE	LONGITUDE	42-23-18N	71-03-33W	42-23-19N	71-03-43W
REFERENCE NUMBER ON MAP NO. 1		41	Dock Code No. 895	42	Dock Code No. 045
<b>NAME</b>		Exxon Co., U.S.A., Everett Terminal Wharf, Berth No. 4.		Distrigas of Massachusetts, Everett Marine LNG Terminal Wharf.	
<b>LOCATION ON WATERFRONT</b>		Left bank, Mystic River, approximately 1,000 feet above mouth of Island End River, Everett.  52 Beacham Street.		Left bank, Mystic River, approximately 2,200 feet below Malden Bridge, Everett.  18 Rover Street.	
<b>OWNED BY</b>		Exxon Co., U.S.A.		Distrigas of Massachusetts Corp.	
<b>OPERATED BY</b>		Exxon Co., U.S.A.		Distrigas of Massachusetts Corp.	
<b>PURPOSE FOR WHICH USED</b>		Receipt and shipment of petroleum products; receipt of asphalt.		Receipt of liquefied natural gas.	
<b>TYPE OF CONSTRUCTION</b>		Timber pile, part timber- and part concrete-decked, offshore wharf with 335- by 20-foot approach; 4 steel pile, concrete-capped, breasting dolphins in line with face, and 7 mooring dolphins at rear (described under Berth No. 3); timber walkways extend from sides of wharf to breasting dolphins and easterly to Berth No. 3 (Ref. No. 40).		Concrete-filled, steel pipe pile, concrete-decked, offshore wharf; 3 similar- and 3 timber-breasting dolphins in line with face, all but upper dolphin connected by walkways; a 112- by 24-foot, steel pile, concrete-decked, roadway approach extends to lower dolphin. Wharf and dolphins are fronted by rubber fenders.	
<b>DESCRIPTION</b>		Face	Lower side	Upper side	Face
<b>Dimensions (Feet)</b>		90	55	50	67 by 24
<b>Depth Alongside at MLW Do.</b>		37-39	-	-	36
<b>Breasting Distance Do.</b>		340 w/dolphins.	-	-	820 w/dolphins.*
<b>Total Berthing Space Do.</b>		950*	-	-	1,000
<b>Width of Apron Do.</b>		Open.			Open.
<b>Height of Deck at MLW Do.</b>		15		17.25	
<b>Load Capacity (Lbs. per Sq. Ft.)</b>				-	
<b>Lighted or Unlighted</b>		Lighted.		Lighted.	
<b>MECHANICAL HANDLING FACILITIES</b>		None.		Five double counterweighted, swivel-jointed, loading arms, each with 25.5-foot outboard reach mounted on elevated, steel platform.	
<b>RAILWAY CONNECTIONS</b>		None.		None.	
<b>HIGHWAY CONNECTIONS</b>		Via driveway, asphalt, 20 feet wide, from Rover Street, asphalt, 30 feet wide, from Broadway, asphalt, 40 feet wide.		Via driveway, asphalt, 15 feet wide, from Rover Street, asphalt, 25 to 30 feet wide, from Broadway, asphalt, 40 feet wide.	
<b>WATER SUPPLY (For Vessels)</b>		None.		Through 2-inch line with hose connections.	
<b>ELECTRIC CURRENT (For Vessels)</b>		None.		None.	
<b>FIRE PROTECTION (Other than City)</b>		One 8-inch, high-pressure line; fire boat connections; monitors; foam carts; portable engines; and hose carts.		Sprinkler system and security patrol.	
<b>REMARKS</b>		*Face of wharf and dolphins are in line with those serving Berth No. 3 (Ref. No. 40) on lower side, providing 950 feet of berthing space at 39-foot draft.  One 16-, one 12-, one 10-, and one 6-inch pipelines extend to tanks described under Berth No. 3 (Ref. No. 40).		*Mooring dolphins serving adjacent Ref. Nos. 43 and 44 also serve this wharf.  Four 12-inch pipelines join 24-inch pipeline extending to 2 cryogenic storage tanks, total capacity 974,000 barrels; one 12-inch, vapor return pipeline also serves wharf. In addition, three liquid nitrogen tanks, total capacity 25,000 gallons, serve wharf and are used as an inert gas for ship's tanks.	

CORPS OF ENGRS WATERWAY CODE		00703		00703	
LATITUDE	LONGITUDE	42-23-20N	71-03-47W	42-23-20N	71-03-53W
REFERENCE NUMBER ON MAP NO. 1	43	Dock Code No. 048		44	Dock Code No. 049
NAME	Prolerized New England Co., Everett Wharf.			Coastal Oil New England, Everett Terminal Wharf.	
LOCATION ON WATERFRONT	Left bank, Mystic River, approximately 2,000 feet below Malden Bridge, Everett.  Rover Street.			Left bank, Mystic River, approximately 1,600 feet below Malden Bridge, Everett.	
OWNED BY	Hugo Neu Steel Products, Inc. and Prolerized Transport Systems, Inc.			Coastal Oil New England, Inc. and Boston Edison Co.	
OPERATED BY	Prolerized New England Co.			Not operated.	
PURPOSE FOR WHICH USED	Shipment of scrap metal.			Not used.	
TYPE OF CONSTRUCTION	Timber bulkhead, solid fill, with timber pile, concrete-decked extension; 6 rectangular-shaped, concrete-capped, breasting dolphins fronting Ref. Nos. 44 and 46 are in line with face of wharf.			Timber pile, timber-decked, offshore wharf; fronted by 3 rectangular-shaped, timber pile, concrete-capped, breasting dolphins, each with steel pipe pile and timber fender system; timber catwalk extends along rear of dolphins from adjacent wharf (Ref. No. 43).	
DESCRIPTION	Face	East side	West side	Face	
Dimensions (Feet)	320	80	15+25+40	50 by 15	
Depth Alongside at MLW Do.	37	-	-	35	
Breasting Distance Do.	820 w/dolphins.*	-	-	820 w/dolphins.*	
Total Berthing Space Do.	820	-	-	820	
Width of Apron Do.	Open.			Open.	
Height of Deck at MLW Do.	14			18	
Load Capacity (Lbs. per Sq. Ft.)	-			-	
Lighted or Unlighted	Lighted.			Lighted.	
MECHANICAL HANDLING FACILITIES	One steel-loading tower on wharf with hinged-cantilevered boom equipped with loading chute and having 60-foot outboard reach is served by a 72-inch, electric, belt-conveyor system extending from scrap metal hammer mill and open storage area in rear, rate 1,000 tons per hour; one 50- and one 35-ton, electric, traveling, gantry cranes on wharf, each with 90-foot boom, are equipped with 87-inch diameter, electric magnets.			None.	
RAILWAY CONNECTIONS	Surface tracks in rear connect with Consolidated Rail Corp. and tracks of Boston & Maine Corp.			Surface tracks in rear connect with Consolidated Rail Corp. and tracks of Boston & Maine Corp.	
HIGHWAY CONNECTIONS	Via plant roads, from Dexter and Rover Streets, each asphalt, 30 feet wide, from Broadway, asphalt, 40 feet wide.			Via driveway, from Dexter and Rover Streets, each asphalt, 30 feet wide, from Broadway, asphalt, 40 feet wide.	
WATER SUPPLY (For Vessels)	Through 2 1/2-inch line.			None.	
ELECTRIC CURRENT (For Vessels)	A.C., 110 volts.			None.	
FIRE PROTECTION (Other than City)	Hydrants, hose, hand extinguishers, and security patrol.			Hydrants.	
REMARKS	*Mooring dolphins serving adjacent Ref. Nos. 42 and 44 also serve this wharf. Several yard cranes with capacities up to 115 tons transfer automobile bodies and scrap metal to feeder belt serving scrap metal hammer mill; shredded scrap metal is transferred from hammer mill to loading tower on wharf and to electric stacker with revolving boom at open storage area; diesel bulldozers transfer shredded scrap metal from open storage area to a ground-level, receiving hopper serving conveyor system extending to loading tower on wharf.			*Mooring dolphins serving adjacent Ref. Nos. 42 and 43 also serve this wharf. Wharf was formerly used for receipt of fuel oil for plant consumption. Three unused, 10-inch pipelines extend from wharf to 2 storage tanks described under Ref. No. 45.	

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE	00703	00703			
LATITUDE	42-23-22N	71-04-11W	42-23-41N	71-04-30W	
LONGITUDE					
REFERENCE NUMBER ON MAP NO. 1	45	Dock Code No. 065	46	Dock Code No. 097	
<b>NAME</b>	Boston Edison Co., Mystic Station Wharf.		Amelia Earhart Dam Pier.		
<b>LOCATION ON WATERFRONT</b>	Left bank, Mystic River, approximately 350 feet below Malden Bridge, Everett.  173 Alford Street.		Mystic River, west side of upper end of larger lock through Amelia Earhart Dam, Somerville.		
<b>OWNED BY</b>	Boston Edison Co.		Metropolitan District Commission.		
<b>OPERATED BY</b>	Not operated.		Metropolitan District Commission.		
<b>PURPOSE FOR WHICH USED</b>	Not used.		Mooring police boat.		
<b>TYPE OF CONSTRUCTION</b>	Steel sheet piling fronting concrete bulkhead with solid fill; with timber-breasting dolphins along face.		Pier formed by 3 parallel rows of timber piling with 3-foot catwalk extending from lock in dam; a 70- by 4-foot, timber float secured to piling serves as a loading platform.		
<b>DESCRIPTION</b>	Face		Face	West side	East side
<b>Dimensions (Feet)</b>	140		10+8	130	135
<b>Depth Alongside at MLW Do.</b>	17-27		-	10	-
<b>Breasting Distance Do.</b>	140		-	80	Lock Entrance.
<b>Total Berthing Space Do.</b>	200 w/dolphins.		-	80	-
<b>Width of Apron Do.</b>	Open.		Open.		
<b>Height of Deck at MLW Do.</b>	18		12		
<b>Load Capacity (Lbs. per Sq. Ft.)</b>	-		-		
<b>Lighted or Unlighted</b>	Lighted.		Unlighted.		
<b>MECHANICAL HANDLING FACILITIES</b>	None.		None.		
<b>RAILWAY CONNECTIONS</b>	None.		None.		
<b>HIGHWAY CONNECTIONS</b>	Via road, asphalt, 15 feet wide, from Broadway, asphalt, 40 feet wide.		Via road, from Mystic View Road, asphalt, 20 feet wide, from Revere Beach Parkway (State Route 16), asphalt, 80 feet wide.		
<b>WATER SUPPLY (For Vessels)</b>	Through one 3-inch line.		None.		
<b>ELECTRIC CURRENT (For Vessels)</b>	A.C., 110/220/440/550 volts.		A.C., 110 volts.		
<b>FIRE PROTECTION (Other than City)</b>	Hydrant, hose, and security patrol.		None.		
<b>REMARKS</b>	Two 12-inch pipelines from Exxon Co. U.S.A. terminal (Ref. Nos. 39-41) extend to 2 storage tanks in rear, total capacity 90,000 barrels; and three, unused, 10-inch pipelines extend from Coastal Oil New England wharf (Ref. No. 44) to an additional 2 storage tanks, total capacity 500,000 barrels.		Police headquarters and operations are located on Revere Beach Parkway in rear.		

## PIERS, WHARVES, AND DOCKS

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CORPS OF ENGRS WATERWAY CODE		00703		00703			
LATITUDE	LONGITUDE	42-23-07N	71-03-52W	42-23-06N	71-03-41W		
REFERENCE NUMBER ON MAP NO. 1		47	Dock Code No. 945	48	Dock Code No. 957		
NAME		Mystic Park, Charlestown Wharf.		Massachusetts Port Authority, Medford Street Terminal Wharf.			
LOCATION ON WATERFRONT		Right bank, Mystic River, approximately 0.4 mile below Malden Bridge, Charlestown. 425 Medford Street.		Right bank, Mystic River, approximately 0.6 mile below Malden Bridge, Charlestown.			
OWNED BY		Marine Park Limited Partnership.		Massachusetts Port Authority.			
OPERATED BY		Not operated.		Massachusetts Water Resources Authority.			
PURPOSE FOR WHICH USED		Not used.		Landing for passenger vessels and crewboats.			
TYPE OF CONSTRUCTION		Concrete-filled, steel pipe pile, concrete-decked, offshore wharf with 80- by 22-foot approach to lower end; fronted by timber fender system.		Concrete-filled, steel pipe pile, concrete-decked wharf, fronted by rubber fender system; located at outer end of a solid-filled pier structure consisting of part steel sheet pile- and part masonry-retaining walls with timber pile, timber-decked extensions along upper and lower sides; upper side: foam-filled, steel floats fronting offshore row of 14 steel pipe pile breasting dolphins with gangway approach from a 40- by 12-foot, timber pile, timber-decked pier extending from shore at rear.			
DESCRIPTION		Wharf		Face of wharf	Upper side	Lower side	Floats
Dimensions (Feet)		371		453	60+683	64+600	280 by 20
Depth Alongside at MLW Do.		30-35		33	22-30	-	24-30
Breasting Distance Do.		371		453	-	-	280
Total Berthing Space Do.		371		453	-	-	280
Width of Apron Do.		Open.		Open.	Open.	Open.	20
Height of Deck at MLW Do.		17		18	18	-	-
Load Capacity (Lbs. per Sq. Ft.)		250		500, concrete.	-	-	-
Lighted or Unlighted		Lighted.		Lighted.			
MECHANICAL HANDLING FACILITIES		One 7 3/4-ton, electric, traveling, gantry crane with hinged boom having 58-foot outboard reach, equipped with a 5-cubic yard bucket; unloaded raw sugar at a maximum rate of 240 tons per hour into a crane-mounted hopper served by a 42-inch, low-level, electric belt conveyor extending along rear of wharf; capacity 675 tons per hour. Raw sugar was transferred from upper end of belt conveyor on wharf by a covered, 42-inch, inclined, electric conveyor system extending via a transfer scale tower on shore to a circular, domed building in rear.		Two 8-ton, electric, traveling, unloading towers, each equipped with 83-foot, hinged boom having 68-foot, outboard reach and a 4-ton, traveling bucket were not operational at time of survey. Towers have receiving hoppers served by a 42-inch, covered, low-level, electric, belt-conveyor system extending along rear of wharf. Raw sugar was transferred from upper end of belt conveyor on wharf by a 42-inch, inclined, electric, belt-conveyor system extending via transfer scale tower in rear to warehouse at rear; a 30-inch, electric, belt-conveyor system extends from warehouse to plant. Raw sugar also can be transferred directly to plant via the conveyor system from wharf and Transfer Tower No. 2.			
RAILWAY CONNECTIONS		Plant trackage in rear connects with tracks of Boston & Maine Corp.		Plant trackage in rear connects with tracks of Boston & Maine Corp.			
HIGHWAY CONNECTIONS		Via road, asphalt, 30 feet wide, from Medford Street, asphalt, 35 feet wide.		Via road, asphalt, 30 feet wide, from Medford Street, asphalt, 35 feet wide.			
WATER SUPPLY (For Vessels)		Through one 3- to 2-inch line.		Through 2 1/2-inch hose connections.			
ELECTRIC CURRENT (For Vessels)		A.C., 110/440 volts.		A.C., 110/440 volts.			
FIRE PROTECTION (Other than City)		Hydrant and hose on shore in rear.		Automatic detection system, hose, hand extinguishers, and security patrol.			
REMARKS		The dome structure is steel-arch truss with aluminum siding and concrete floor, 240 feet in diameter, 110 feet high with a clear height of 62 feet under overhead conveyor system, and capacity for 30,000 tons of sugar. Sugar was transferred from storage building to plant via a covered, 42-inch, electric, belt-conveyor system. One 10-inch pipeline extends from wharf to 2 steel, fuel oil storage tanks in rear, total capacity 24,000 barrels. Two additional tanks at plant have a total capacity for 500 barrels.		Raw sugar storage warehouse at rear has capacity for 22,000 tons.			

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE	LONGITUDE	00703			00703			00703				
		42-23-05N	71-03-35W		42-23-04N	71-03-12W		42-23-02N	71-02-58W			
REFERENCE NUMBER ON MAP NO. 1	49	Dock Code No. 968			50	Dock Code No. 983			51	Dock Code No. 996		
NAME	Blue Circle Atlantic, Charlestown Terminal Pier.				Massachusetts Port Authority, John F. Moran, Container Terminal Wharf.				United States Gypsum Co., Boston Plant Wharf.			
LOCATION ON WATERFRONT	Right bank, Mystic River, approximately 0.5 mile above the Maurice J. Tobin Mystic River Bridge, Charlestown.  285 Medford Street.				Right bank, Mystic River, approximately 600 feet above the Maurice J. Tobin Mystic River Bridge, Charlestown.  100 Terminal Street.				Right bank, Mystic River, above Maurice J. Tobin Mystic River Bridge, Charlestown.  200 Terminal Street.			
OWNED BY	Blue Circle Atlantic, Inc.				Massachusetts Port Authority.				United States Gypsum Co.			
OPERATED BY	Blue Circle Atlantic, Inc.				Massachusetts Port Authority.				United States Gypsum Co.			
PURPOSE FOR WHICH USED	Receipt and shipment of bulk cement.				Receipt and shipment of containerized general cargo in foreign and domestic trade.				Receipt of gypsum rock by self-unloading vessel.			
TYPE OF CONSTRUCTION	Lower side: circular steel, solid-filled, caisson-type piles with steel cross beams and concrete deck; fronted by timber fender system. Upper side: timber sheet pile bulkhead with asphalt-surfaced solid fill.				Masonry bulkhead with solid fill, fronted by concrete-filled, steel pipe pile, concrete-decked extension; fronted by timber fender system.				Masonry bulkhead with solid fill fronted by timber pile, timber-decked platform extensions connected by timber catwalk; two breasting dolphins, one timber between platforms, one steel pile, concrete-capped above upper platform connected by catwalk which also extends to shore at rear.			
DESCRIPTION	Face			Upper side	Lower side	Face			Face			
Dimensions (Feet)	103	650	610	1,100	170 + 42							
Depth Alongside at MLW Do.	18	13-24	31	40	27							
Breasting Distance Do.	-	-	560	1,100	425 w/dolphins.							
Total Berthing Space Do.	-	-	560	1,100	492							
Width of Apron Do.	Open.			Open.	20 and open.							
Height of Deck at MLW Do.	16.4			17.5			14.7					
Load Capacity (Lbs. per Sq. Ft.)	-			-			-					
Lighted or Unlighted	Lighted.			Lighted.			Lighted.					
MECHANICAL HANDLING FACILITIES	One mast-and-boom derrick with 15-foot boom for handling hose.				One 70- and one 46-ton, diesel-electric, traveling, container-handling cranes, each with 108-foot outboard reach and 105-foot back reach, travel 1,100 feet along face, normal operating rate 30 containers per hour; ancillary facilities include ten 40-ton, diesel, mobile, container bridge cranes, each with 60-foot span; two 40-ton, diesel, container top-lift trucks, and yard hustlers. Additional stevedore equipment is available as required.				Vessels unload into a receiving hopper on outer end of a hinged, horizontal boom extending from a steel structure on wharf; boom has an outboard reach of 45 feet and is equipped with a 48-inch, electric belt conveyor extending from receiving hopper to a bucket elevator at rear, unloading rate 500 tons per hour.			
RAILWAY CONNECTIONS	Two surface tracks on pier, total length 1,100 feet, join additional plant trackage in rear; connect with tracks of Boston & Maine Corp.				Two surface tracks on apron and three surface tracks in rear of yard connect with tracks of Boston & Maine Corp.				Two surface tracks, one unused, inside plant building in rear, total length 1,200 feet; connect with tracks of Boston & Maine Corp.			
HIGHWAY CONNECTIONS	Via road, asphalt, 30 feet wide, from Medford Street, asphalt, 35 feet wide.				Via roads from Terminal and Medford Streets, each asphalt, 35-40 feet wide.				Via road, asphalt, various widths, from Terminal and Medford Streets, each asphalt, 35-40 feet wide.			
WATER SUPPLY (For Vessels)	None.				Through 2-inch line with hose connections.				Through 8-inch line with 2 1/2-inch hose connections.			
ELECTRIC CURRENT (For Vessels)	A.C., 110/220/600 volts.				A.C., 440 volts.				A.C., 110/440 volts.			
FIRE PROTECTION (Other than City)	Hoses and hand extinguishers.				Hydrants, hose, and security patrol.				Hydrants, hand extinguishers, sprinkler system in plant, and security patrol.			
REMARKS	Cement is received by self-unloading barges. Four 12-inch pipelines extend from lower side of pier to 8 cement storage silos in rear, total capacity 38,000 tons. Bulk cement is unloaded from barges at a rate of 600 tons per hour, and loaded at a rate of 250 tons per hour.				Fifty acres of paved, open storage area located at rear of wharf has total capacity for 5,900 twenty-foot containers stacked 3-high, and on chassis, including 144 positions for refrigerated cargo containers with 220-/440-volt outlets.				Five concrete storage silos, total capacity 25,000 tons, and open storage area with capacity for an additional 38,000 tons, are located adjacent to gypsum board manufacturing plant in rear.			

## PIERS, WHARVES, AND DOCKS

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CORPS OF ENGRS WATERWAY CODE LATITUDE	LONGITUDE	00701			00701			00701	
		42-22-58N	71-02-51W		42-22-50N	71-02-51W		42-22-18N	71-03-04W
REFERENCE NUMBER ON MAP NO. 1	52	Dock Code No. 524			53	Dock Code No. 549		54	Dock Code No. 550
NAME	Massachusetts Port Authority, Mystic Piers Nos. 48, 49, and 50.				Massachusetts Port Authority, Mystic Pier No. 1.			Massachusetts Bay Transportation Authority, Charleston Naval Shipyard, Pier 4 Ferry Dock.	
LOCATION ON WATERFRONT	Westerly shore of Boston Inner Harbor, below Maurice J. Tobin Mystic River Bridge, Charlestown.				Westerly shore of Boston Inner Harbor, upper side of Little Mystic River South Channel, below Maurice J. Tobin Bridge, Charlestown.			Northerly shore, junction of Mystic River and Boston Inner Harbor, Charlestown.	
OWNED BY	Massachusetts Port Authority.				Massachusetts Port Authority.			Commonwealth of Massachusetts.	
OPERATED BY	Massachusetts Port Authority and International Salt Co.				Massachusetts Port Authority.			Massachusetts Bay Transportation Authority and Boston Harbor Cruises.	
PURPOSE FOR WHICH USED	Receipt of salt by self-unloading vessel; mooring vessels. (See Remarks.)				Mooring vessels.			Landing for passengers and ferry boats.	
TYPE OF CONSTRUCTION	Masonry bulkhead with solid fill, fronted by timber pile, timber-decked extension.				Masonry-retaining walls with solid fill, fronted by steel pile, concrete-decked extensions with rubber fender system.			Steel and timber float with gangway approach from south side of steel pile, concrete-decked pier.	
DESCRIPTION	Pier No. 50 Face			Pier No. 49 Face	Pier No. 48 Face	Face	North side	South side	Float
Dimensions (Feet)	423	360	560	468	672	897	120 by 15		
Depth Alongside at MLW Do.	25	25	25	40	35	35	27		
Breasting Distance Do.	423	360	560	468	620	897	120		
Total Berthing Space Do.	625	360	560	468	620	897	120		
Width of Apron Do.	Open.			20	25	25 & open.	70		
Height of Deck at MLW Do.	18			15.5			-		
Load Capacity (Lbs. per Sq. Ft.)	-			600			-		
Lighted or Unlighted	Partly lighted.			Lighted.			Lighted.		
TRANSIT SHEDS Number and Description	None.			One - steel frame, corrugated, fiber-glass siding; asphalt and concrete floor.			None.		
Length and Width (Feet)				580 by 418					
Height Inside Do.				20					
Floor Area for Cargo (Sq. Ft.)				246,000					
Load Capacity (Lbs. per Sq. Ft.)				600					
Cargo Doors				Shipside: thirty-eight, 18 by 16; others: ten, 10 by 10; two, 24 by 15; and three, 12 by 22 rail entrance doors at shore end.					
MECHANICAL HANDLING FACILITIES	Equipment is available as required.			Stevadore equipment is available as required.			None.		
RAILWAY CONNECTIONS	None.			One 860- and one 270-foot, surface tracks on south apron; one 672-foot, surface track on north apron; and 3 depressed tracks in center of transit shed; connect with tracks of Boston & Maine Corp.			None.		
HIGHWAY CONNECTIONS	Via Chelsea Street, asphalt, various widths, from Terminal Street, asphalt, 40 feet wide.			Via foot of Terminal Street, asphalt, 40 feet wide, from Medford Street, asphalt, 40 feet wide.			Via 8th Street, from 1st Avenue, each asphalt, various widths, and Chelsea Street.		
WATER SUPPLY (For Vessels)	Through hose line from hydrant connection.			Through two 2- and one 2 1/2-inch lines.			None.		
ELECTRIC CURRENT (For Vessels)	None.			A.C., 110 volts.			A.C., 110/220 volts.		
FIRE PROTECTION (Other than City)	Hydrants, hose, and security patrol.			Sprinkler system in transit shed, hand extinguishers, and security patrol.			Hydrant and hand extinguishers.		
REMARKS	A breasting barge is used when salt is received by self-unloading vessels. Pier No. 48 forms slip 160 feet wide at outer end and 200 feet wide at inner end with north side of Mystic Pier No. 1 (Ref. No. 53). Open storage area on pier has capacity for approximately 39,000 tons of salt.			Trucks have access to interior of transit shed via ramps, truck-loading doors, north and south aprons, and to two 100- by 17-foot platforms located along each side, parallel with depressed tracks entering shore end of building. Capacity of tracks at platforms is four cars and inside shed 17 cars. Approximately 2.3 acres of paved, open storage area are located at rear of transit shed.			Ferries transport passengers between facility and landing at Long Wharf (Ref. No. 65).		

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE	LONGITUDE	00707			00707			00707				
		42-22-16N	71-03-25W		42-22-10N	71-03-50W		42-21-46N	71-04-48W			
REFERENCE NUMBER ON MAP NO. 1		55	Dock Code No. 060			56	Dock Code No. 140			57	Dock Code No. 188	
NAME		Massachusetts Port Authority, Hoosac Pier No. 1.				Boston Sand and Gravel Co., Charles River Dock.			Cambridge Electric Light Co. Wharf.			
LOCATION ON WATERFRONT		Left bank, Charles River, approximately 1,000 feet below the Charlestown Bridge, Charlestown.				Left bank, Charles River, above Interstate 93 Bridge, Charlestown. <i>169 Portland Street.</i>			North side of Broad Canal, west of First Street Bridge, Cambridge. <i>265 First Street.</i>			
OWNED BY		Massachusetts Port Authority.				Boston Sand and Gravel Co.			Cambridge Electric Light Co.			
OPERATED BY		Not operated.				Boston Sand and Gravel Co.			Cambridge Electric Light Co.			
PURPOSE FOR WHICH USED		Not used for handling waterborne commerce.				Receipt and shipment of sand and gravel.			Receipt of fuel oil for plant consumption.			
TYPE OF CONSTRUCTION		Steel sheet pile, retaining walls with concrete-surfaced solid fill, fronted along sides and face by concrete-retaining walls with concrete-surfaced, solid fill on <i>concrete platform supported by timber piles</i> and timber fender system.				Masonry bulkhead with solid fill.			Part concrete and part masonry bulkhead with solid fill; fronted by timber fender system.			
DESCRIPTION		Face	Lower side	Upper side	Face			Face				
Dimensions (Feet)		515	535	525	300			600				
Depth Alongside at MLW Do.		35	25-35	25-35	9			8				
Breasting Distance Do.		515	535	525	300			250				
Total Berthing Space Do.		515	535	525	300			250				
Width of Apron Do.		21	21	26	Open.			Open.				
Height of Deck at MLW Do.		15.6-16.4				8			8, above pool level.			
Load Capacity (Lbs. per Sq. Ft.)		600				-			-			
Lighted or Unlighted		Lighted.				Unlighted.			Lighted.			
MECHANICAL HANDLING FACILITIES		None.				Equipment is available as required.			None.			
RAILWAY CONNECTIONS		None.				One surface track at rear connects with tracks of Boston & Maine Corp.			None.			
HIGHWAY CONNECTIONS		Via Water Street, asphalt, 20 feet wide, from Chelsea Street, asphalt, 30 feet wide.				Via road, unpaved, various widths, from Front Street, asphalt, various widths.			Via plant road, from Athenæum Street, each asphalt, 30 feet wide, First Street, asphalt, 30 feet wide, and Commercial Street.			
WATER SUPPLY (For Vessels)		None.				None.			None.			
ELECTRIC CURRENT (For Vessels)		None.				None.			None.			
FIRE PROTECTION (Other than City)		None.				Hydrant and hand extinguishers.			Hydrants and hand extinguishers.			
REMARKS		-				Material is trucked to company plant approximately 1,000 feet in rear.			Two 8-inch pipelines extend from wharf to two steel storage tanks in rear, total capacity 53,800 barrels.			

CORPS OF ENGRS WATERWAY CODE LATITUDE                      LONGITUDE	00707		00707			00707			
	42-22-06N	71-03-39W	42-22-11N	71-03-06W	42-22-10N	71-03-04W			
REFERENCE NUMBER ON MAP NO. 1	58	Dock Code No. 001	59	Dock Code No. 006	60	Dock Code No. 006			
NAME	Charles River Lock and Dam, Massachusetts State Police Moorings.		U.S. Coast Guard Group Boston, Pier No. 1.		U.S. Coast Guard Group Boston, Pier No. 2.				
LOCATION ON WATERFRONT	Right bank, Charles River Lock and Dam, between Interstate 93 Bridge and Charlestown Bridge, Boston.  200 Beverly Avenue.		Right bank, Charles River, approximately 2,000 feet below the Charlestown Bridge, 300 feet above foot of Hanover Street extended, Boston.  427 Commercial Street.		Right bank, Charles River, above foot of Hanover Street extended, Boston.  427 Commercial Street.				
OWNED BY	Commonwealth of Massachusetts.		U.S. Government.		U.S. Government.				
OPERATED BY	Massachusetts State Police, Underwater Recovery Marine Unit.		U.S. Coast Guard.		U.S. Coast Guard.				
PURPOSE FOR WHICH USED	Mooring government-owned patrol boats and floating equipment.		Mooring U.S. Coast Guard vessels.		Mooring U.S. Coast Guard vessels.				
TYPE OF CONSTRUCTION	U-shaped, concrete pile, concrete-decked piers in boathouse with center 40- by 7-foot, timber-float extension forming two boat slips; permanently moored timber float extends out from timber pile, timber-decked pier on southeasterly side of boathouse.		Steel pile, concrete-decked pier with timber fenders; lower side fronted by 12-foot wide, timber floats with gangway approach from 160-foot bulkhead at inner end of lower side; 100-foot bulkhead at inner end of upper side. (See Remarks.)		Steel pile, concrete-decked pier with timber fenders; 160-foot bulkhead at inner end of northwest side.				
DESCRIPTION		Boathouse	Floats	Face	Upper side	Lower side	Face	Upper side	Lower side
Dimensions (Feet)		40 by 12	40 by 10	100	430	260	80	280	465
Depth Alongside at MLW Do.		10	10	23-26	21-23	26	22-26	26	20-22
Breasting Distance Do.		40 + 40	40 + 40	100	430	260	80	280	465
Total Berthing Space Do.		40 + 40	40 + 40	100	430	260	80	280	465
Width of Apron Do.		5 to 12	10	Open.			Open.		
Height of Deck at MLW Do.		-	-	16			16		
Load Capacity (Lbs. per Sq. Ft.)		-	-	350			350		
Lighted or Unlighted		Lighted.		Lighted.			Lighted.		
MECHANICAL HANDLING FACILITIES		None.		One 35-ton, diesel-hydraulic, mobile crane with 66-foot, telescopic boom.			Use of mobile crane described under Ref. No. 59.		
RAILWAY CONNECTIONS		None.		None.			None.		
HIGHWAY CONNECTIONS		Via driveway, asphalt, 20 feet wide, from Beverly Street, asphalt, 40 feet wide, from Causeway Street, asphalt, various widths.		Via driveway, asphalt, 20 feet wide, from Commercial Street, asphalt, 60 feet wide.			Via driveway, asphalt, 20 feet wide, from Commercial Street, asphalt, 60 feet wide.		
WATER SUPPLY (For Vessels)		Through 1-inch line.		Through 3-inch line with 1 1/2-inch, hose connections.			Through hose connections from 3-inch line.		
ELECTRIC CURRENT (For Vessels)		A.C., 110/220 volts.		A.C., 110/220/440 volts.			A.C., 110/220/440 volts.		
FIRE PROTECTION (Other than City)		Hydrant, hose, and hand extinguishers.		Hydrants, hoses, hand extinguishers, security patrol, and 24-hour operation.			Hydrants, hoses, hand extinguishers, security patrol, and 24-hour operation.		
REMARKS		-		This pier and adjacent Pier No. 2 (Ref. No. 60) on lower side form 160-foot wide slip. One 40- by 15-foot, timber float extends from center of lower bulkhead at inner end. Pier has 4-inch, sewer line connections for vessels. Sewer line connects to city sewer system.			Pier has 4-inch, sewer line connections for vessels. Sewer line connects to city sewer system.		

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE LONGITUDE	00707		00707			00701		
	42-22-05N	71-03-05W	42-22-08N	71-03-01W		42-22-03N	71-02-58W	
REFERENCE NUMBER ON MAP NO. 1	61 Dock Code No. 006		62 Dock Code No. 006			63 Dock Code No. 609		
NAME	U.S. Coast Guard Group Boston, Marginal Wharf.		U.S. Coast Guard Group Boston, Pier No. 3.			Boston Battery Wharf.		
LOCATION ON WATERFRONT	Right bank, Charles River, foot of Hanover Street extended, Boston. 427 Commercial Street.		Right bank, Charles River, south of foot of Hanover Street extended, Boston. 427 Commercial Street.			Westerly shore, Boston Inner Harbor, above foot of Battery Street extended, Boston. 379-395 Commercial Street.		
OWNED BY	U.S. Government.		U.S. Government.			Angelo J., James R., Joseph P., Richard J., and Salvatore P. Faro.		
OPERATED BY	U.S. Coast Guard.		U.S. Coast Guard.			Bay State Lobster Co., Inc.		
PURPOSE FOR WHICH USED	Mooring U.S. Coast Guard vessels.		Mooring U.S. Coast Guard vessels.			Receipt of seafood; mooring small vessels.		
TYPE OF CONSTRUCTION	Two timber pile, concrete-decked piers at upper end (for boat lift); and 4 parallel, timber floats extending from a concrete pile, concrete-decked wharf; a 135- by 45-foot, steel frame, metal-covered roof extends over floats.		Concrete pile, concrete-decked pier with timber fenders; 160-foot bulkhead at inner end of upper side (Ref. No. 61), and 105-foot bulkhead at inner end of lower side.			Pier formed of masonry-retaining walls with solid fill; fronted by timber pile, timber-decked extensions at face and upper side, and timber piling along lower side.		
DESCRIPTION	Face		Face	Upper side	Lower side	Face	Upper side	Lower side
Dimensions (Feet)	150		80	430	550	310	400	298
Depth Alongside at MLW Do.	20		35-36	28-35	20-36	23-27	14-27	13-27
Breasting Distance Do.	180, total @ floats.		80	430	550	310	100	-
Total Berthing Space Do.	180		80	430	550	310	100	-
Width of Apron Do.	Open.		Open.			4	4	4
Height of Deck at MLW Do.	16		16			14 and 11.5	14	14
Load Capacity (Lbs. per Sq. Ft.)	750-1,000		500			-		
Lighted or Unlighted	Lighted.		Lighted.			Partly lighted.		
MECHANICAL HANDLING FACILITIES	One 25-ton, mobile, vertical boat lift; and use of mobile crane described under Ref. No. 59.		Use of mobile crane described under Ref. No. 59.			Hand-operated hoists and one electric winch.		
RAILWAY CONNECTIONS	None.		None.			None.		
HIGHWAY CONNECTIONS	Via driveway, asphalt, 20 feet wide, from Commercial Street, asphalt, 60 feet wide.		Via driveway, asphalt, 20 feet wide, from Commercial Street, asphalt, 60 feet wide.			Via driveway, asphalt, 20 feet wide, from Commercial Street, asphalt, 60 feet wide.		
WATER SUPPLY (For Vessels)	Through hose connections from 3-inch line.		Through hose connections from 3-inch line.			Through hose line.		
ELECTRIC CURRENT (For Vessels)	A.C., 110/220/440 volts.		A.C., 110/220/440 volts.			None.		
FIRE PROTECTION (Other than City)	Hydrants, hoses, hand extinguishers, security patrol, and 24-hour operation.		Hydrants, hoses, hand extinguishers, security patrol, and 24-hour operation.			Sprinkler system in building, hydrant, hose, and hand extinguishers.		
REMARKS	Pier has 4-inch, sewer line connections for vessels. Sewer line connects to city sewer system.		Outer end of pier is used by U.S. Coast Guard as a heliport. Pier has 4-inch, sewer line connections for vessels. Sewer line connects to city sewer system.			Seafood is received at face; small vessels are moored along upper side. Four-section, one-story, timber-frame, metal-covered building is located along sides and face of wharf; 300- by 50-foot, 300- by 70-foot, 225- by 60-foot, and 180- by 70-foot building is used by various tenants.		

PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE	00701			00701			00701		
LATITUDE	42-22-00N			42-21-37N			42-21-24N		
LONGITUDE	71-02-57W			71-02-51W			71-02-57W		
REFERENCE NUMBER ON MAP NO. 1	64 Dock Code No. 612			65 Dock Code No. 636			66 Dock Code No. 649		
NAME	City of Boston, Fireboat Wharf.			City of Boston, Long Wharf.			City of Boston, Rowes Wharf.		
LOCATION ON WATERFRONT	Westerly shore, Boston Inner Harbor, foot of Battery Street extended, Boston.  50 Battery Street.			Westerly shore, Boston Inner Harbor, foot of State Street extended, Boston.  67 Long Wharf.			Westerly shore, Boston Inner Harbor, above entrance to Fort Point Channel, below foot of High Street extended, Boston.  Rowes Wharf.		
OWNED BY	City of Boston.			Boston Redevelopment Authority.			Boston Redevelopment Authority.		
OPERATED BY	City of Boston Fire Department.			Bay State Cruise Co., Inc.; Boston Harbor Cruises; and Massachusetts Bay Transportation Authority.			Massachusetts Bay Lines, Inc.; Spirit of Boston; Boston Harbor Commuter Service; and Massachusetts Bay Transportation Authority.		
PURPOSE FOR WHICH USED	Mooring city fireboats, <i>St. Florian</i> , <i>St. Florian II</i> , and <i>Firefighter</i> .			Landing for passengers; mooring excursion and commuter boats.			Landing for passengers; mooring excursion and commuter boats.		
TYPE OF CONSTRUCTION	Steel pile, concrete-decked pier; fronted on upper side by timber fender piles and one 40- by 3- and 6-foot wide, steel float.			Pier formed of masonry-retaining walls with solid fill; fronted by timber pile, concrete-surfaced, timber-decked extensions; steel and timber floats front inner end of lower side, and 200-foot bulkhead at inner end of lower side.			Pier formed of masonry-retaining walls with solid fill; steel and timber floats extend from lower side of face.		
DESCRIPTION	Face	Upper side	Lower side	Face	Lower side	Bulkhead	Face	Floats	
Dimensions (Feet)	100	170	170	129 + 100	859	130 by 8	222	200	
Depth Alongside at MLW Do.	15	15	-	16	16-5	9	16	5-16	
Breasting Distance Do.	100	30+40+100	-	229	659+200, floats.	130	222	200	
Total Berthing Space Do.	-	30+40+100	-	229	859	130	222	200	
Width of Apron Do.	-	Open.	-	Open.	Open.	-	Open.	-	
Height of Deck at MLW Do.	- 14 -			14			14		
Load Capacity (Lbs. per Sq. Ft.)	-			-			-		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
MECHANICAL HANDLING FACILITIES	One mast-and-boom derrick with 2-ton, traveling, electric hoist at face of pier.			None.			None.		
RAILWAY CONNECTIONS	None.			None.			None.		
HIGHWAY CONNECTIONS	Via Battery Street, asphalt, 20 feet wide, from Commercial Street, asphalt, 60 feet wide.			Via driveway, 24 feet wide, from Atlantic Avenue, asphalt, dual lane, each side 35 feet wide.			Via driveway, 24 feet wide, from Atlantic Avenue, asphalt, dual lane, each side 35 feet wide.		
WATER SUPPLY (For Vessels)	Through 3/4-inch, hose line for own use.			Through hose line.			Through 6-inch line with 2- and 1-inch, hose connections.		
ELECTRIC CURRENT (For Vessels)	A.C., 208/220 volts.			D.C., 110/220 volts.			A.C., 110/220 volts.		
FIRE PROTECTION (Other than City)	Fireboats.			Automatic detection and sprinkler systems in buildings on pier, and hydrants.			Fire extinguishers.		
REMARKS	A condominium building occupies pier.			One 5-story, 235- by 70-foot, brick building in rear of inner end of north side houses stores, offices, and apartments. The M.B.T.A. subway tunnel extends under full length of pier.			Ferry terminal is located at rear. Ferries carry passengers between terminal and Ref. Nos. 3 and 4.		

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE LONGITUDE	00708			00701		00701				
	42-21-14N	71-02-57W		42-21-09N	71-02-34W	42-21-11N	71-02-21W			
REFERENCE NUMBER ON MAP NO. 1	67	Dock Code No. 992			68	Dock Code No. 676		69	Dock Code No. 680	
NAME	Neptune Lobster and Seafood Co., Boston Wharf.			Paul's Lobster Co., Boston Wharf.		Massachusetts Port Authority, Commonwealth Pier.				
LOCATION ON WATERFRONT	Right side, Fort Point Channel, below Northern Avenue Bridge, South Boston.			Westerly shore, Boston Inner Harbor, approximately 2,300 feet below entrance to Fort Point Channel, South Boston.  150 Northern Avenue		Westerly shore, Boston Inner Harbor, approximately 2,700 feet below entrance to Fort Point Channel, South Boston.				
OWNED BY	Second Channel Realty Trust.			Paul's Lobster Co.		Massachusetts Port Authority.				
OPERATED BY	Neptune Lobster and Seafood Co., Inc.			Paul's Lobster Co.		Bay State Cruise Co., Inc.; Massachusetts Port Authority; Boston Harbor Commuter Service; and World Trade Center Boston.				
PURPOSE FOR WHICH USED	Receipt of seafood; mooring fishing boats.			Receipt of lobsters and mooring small fishing vessels.		Mooring excursion boats and cruise vessels; boarding passengers.				
TYPE OF CONSTRUCTION	Masonry bulkhead with solid fill; fronted by timber pile, timber-decked extension; steel barge and timber float moored end-to wharf.			Part timber, part steel sheet pile bulkhead with solid fill, fronted by timber pile fender system.		Masonry-retaining walls with concrete-surfaced solid fill, on timber subdeck supported by timber piles; steel pile, concrete-decked extensions along side and face; 80- by 20-foot float located at inner end of upper side, one 100- by 8-, and one 100- by 12-foot floats are located at inner end of lower side.				
DESCRIPTION		Face	Lower side	Upper side	Face	Southerly side	Face	Upper side	Lower side	
Dimensions (Feet)		12 + 18	40 + 110	150	95	100	400	1,200	1,200	
Depth Alongside at MLW Do.		5	5	5	8	8	40	40	40	
Breasting Distance Do.		-	40 + 110	142	40	50	400	1,100 + 100	1,100 + 100	
Total Berthing Space Do.		-	40 + 110	142	40	50	400	1,200	1,200	
Width of Apron Do.		Open.			Open.	-	35	20	20	
Height of Deck at MLW Do.		10, bulkhead.			20		18			
Load Capacity (Lbs. per Sq. Ft.)		-			-		500			
Lighted or Unlighted		Lighted.			Unlighted.		Lighted.			
MECHANICAL HANDLING FACILITIES		None.			Small hoist for handling lobster boxes and gear.		None.			
RAILWAY CONNECTIONS		None.			None.		None.			
HIGHWAY CONNECTIONS		Via Sleeper Street, asphalt-surfaced granite block, 40 feet wide, from Northern Avenue, asphalt-surfaced granite block, 85 feet wide.			Via Northern Avenue, asphalt-surfaced granite block, 85 feet wide.		First floor: Northern Avenue, asphalt, 85 feet wide; 2d floor via viaduct, asphalt, 50 feet wide, from Summer Street.			
WATER SUPPLY (For Vessels)		None.			Through small hose.		Through 2 1/2-inch, hose connections.			
ELECTRIC CURRENT (For Vessels)		None.			A.C., 110/220 volts.		A.C., 110/220/440 volts.			
FIRE PROTECTION (Other than City)		None.			Hydrant, water line, hose, and hand extinguishers.		Sprinkler system in building, hydrants, hose, hand extinguishers, and security patrol.			
REMARKS		Restaurant is located at rear.			Lobster processing plant is located in building on wharf.		Trucks have access to 1st floor of building from Northern Avenue and to 2d floor from viaduct extending from Summer Street. World Trade Center Boston is located in former transit shed at rear.			



## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE	LONGITUDE	00701		00701		00701		
		42-21-03N	71-02-00W	42-20-57N	71-01-44W	42-20-45N	71-01-23W	
REFERENCE NUMBER ON MAP NO. 1	73	Dock Code No. 697		74	Dock Code No. 749		75	Dock Code No. 711
NAME	General Ship, South Boston Pier No. 5.			Massachusetts Port Authority, Marine Terminal Wharf.		Boston Marine Industrial Park, East and South Jetties.		
LOCATION ON WATERFRONT	Westerly shore, Boston Inner Harbor, approximately 0.8 mile below entrance to Fort Point Channel, South Boston.  300 Northern Avenue.			Southerly shore, Boston Inner Harbor, approximately 1.0 mile below entrance to Fort Point Channel, South Boston.		Approximately 1,000 feet above the entrance to Reserved Channel, South Boston.		
OWNED BY	Economic Development and Industrial Corp.			Massachusetts Port Authority.		Economic Development and Industrial Corp.		
OPERATED BY	General Ship Corp.			Massachusetts Port Authority.		Economic Development and Industrial Corp.		
PURPOSE FOR WHICH USED	Mooring vessels for repair, conversion, and outfitting.			Receipt of miscellaneous dry bulk commodities and automobiles.		Occasional mooring of vessels. (See Remarks.)		
TYPE OF CONSTRUCTION	Pier formed by continuous row of steel sheet pile cells with asphalt-surfaced, concrete-paved solid fill; fronted by timber fender system. (See Remarks.)			Concrete-capped steel sheet pile bulkhead with solid fill; fronted by timber fender system.		Concrete-capped, steel sheet pile bulkheads with solid fill; fronted by timber pile, concrete-decked extensions and rubber-cushioned, steel fender system.		
DESCRIPTION	Face		Lower side		Face		East Jetty	South Jetty
Dimensions (Feet)	170		910		800		442	900
Depth Alongside at MLW Do.	33		31-33		35		30	39
Breasting Distance Do.	-		910		800		442	900
Total Berthing Space Do.	-		910		800		442	900
Width of Apron Do.	Open.		Open.		Open.		Open.	Open.
Height of Deck at MLW Do.	14				16		18	
Load Capacity (Lbs. per Sq. Ft.)	-				750		450, in designated areas.	
Lighted or Unlighted	Lighted.				Lighted.		Lighted.	
MECHANICAL HANDLING FACILITIES	Use of equipment described under Ref. No. 72.			Stevadore equipment is available as required.		One 50- and two 40-ton, diesel, traveling, full-portal gantry cranes.		
RAILWAY CONNECTIONS	Plant trackage in rear connects with Consolidated Rail Corp.			Trackage in rear connects with Consolidated Rail Corp.		Three surface tracks on wharf connect with Consolidated Rail Corp.		
HIGHWAY CONNECTIONS	Via shipyard roads, asphalt, various widths, from Northern Avenue, asphalt-surfaced granite block, 90 feet wide.			Via Northern Avenue, asphalt, 90 feet wide.		Via Fid Kennedy Avenue, asphalt, 40 feet wide, from Northern Avenue, asphalt-surfaced granite block, 90 feet wide.		
WATER SUPPLY (For Vessels)	Through 8-inch line with 2 1/2-inch connections.			None.		Via hose from hydrants.		
ELECTRIC CURRENT (For Vessels)	A.C., 110/220/480 volts; D.C., 110/220/480 volts; 4000 amps at 480 volts.			None.		A.C., 480 volts.		
FIRE PROTECTION (Other than City)	One 1,250- and three 500-gpm fire pumps, fire truck, hand extinguishers, and security patrol.			Hydrants, hand extinguishers, and security patrol.		Hydrants and security patrol.		
REMARKS	Graving Dock No. 4, with vertical concrete walls, abuts upper side. One 4-inch, sewage line serving pier connects with city sewer system, and an oil-water-separator system serves pier.			Approximately 47 acres of open storage area are located at rear.		Graving Dock No. 3 is located at inner end of South Jetty. Facility is available for outfitting, repair, and conversion of vessels. Approximately 10 acres of open work and storage area are located in rear.		

## PIERS, WHARVES, AND DOCKS

65

CORPS OF ENGRS WATERWAY CODE	00701			00701		00701	
LATITUDE	42-20-42N			42-20-38N		42-20-37N	
LONGITUDE	71-01-31W			71-01-17W		71-01-25W	
REFERENCE NUMBER ON MAP NO. 1	76 Dock Code No. 716			77 Dock Code No. 750		78 Dock Code No. 760	
NAME	Boston Marine Industrial Park, Pier No. 10.			Boston Marine Industrial Park, Berths Nos. 1, 2, and 3.		Boston Marine Industrial Park, Berths Nos. 4 and 5.	
LOCATION ON WATERFRONT	Approximately 800 feet above the entrance to Reserved Channel, South Boston.			Southerly shore, Boston Inner Harbor, north of entrance to Reserved Channel, South Boston.  36 Drydock Avenue.		Outer portion, north side of Reserved Channel, South Boston.  10 Drydock Avenue.	
OWNED BY	Economic Development and Industrial Corp.			Massachusetts Port Authority.		Massachusetts Port Authority.	
OPERATED BY	Boston Marine Industrial Park and Boston Police Department, Harbor Police.			Boston Marine Industrial Park, Massachusetts Port Authority, and Coastal Cement Corp.		Massachusetts Port Authority.	
PURPOSE FOR WHICH USED	Mooring harbor patrol and fishing vessels. (See Remarks.)			Receipt of bulk cement; mooring vessels. (See Remarks.)		Mooring vessels.	
TYPE OF CONSTRUCTION	Foam-filled, timber-decked, permanently moored aluminum floats: three floats front upper side; seven floats front concrete pile, concrete-decked pier; four end-to-end with three additional floats connected by catwalk; 50- by 5-foot, gangway approach from pier. (See Remarks.)			Steel-pile-supported, concrete wall with cantilevered concrete deck, fronting steel sheet pile bulkhead with solid fill and timber pile supporting concrete deck at rear; fronted by timber- and rubber-chock fender system.		Steel-pile-supported, concrete wall with cantilevered concrete deck, fronting steel sheet pile bulkhead with solid fill and timber pile supporting concrete deck at rear; fronted by timber- and rubber-chock fender system.	
DESCRIPTION	Upper side, float	Face, end-to floats	Connected floats	Upper side, Berths 1 & 2	Lower side, Berth No. 3	Face	
Dimensions (Feet)	150 by 8	150 by 8	2 @ 4, 1 @ 8 by 40	964	352	970	
Depth Alongside at MLW Do.	39	39	39	35	35	35	
Breasting Distance Do.	150	150	4 40-foot berths.	964	352	970	
Total Berthing Space Do.	150	150	4 40-foot berths.	964	352	970	
Width of Apron Do.	Open.	8	4 & 8	53	49	55	
Height of Deck at MLW Do.	-			17.8		17.8	
Load Capacity (Lbs. per Sq. Ft.)	-			600 on outer 25-30 ft; 500 in rear.		600 on outer 25-30 ft; 500 in rear.	
Lighted or Unlighted	Lighted.			Lighted.		Lighted.	
MECHANICAL HANDLING FACILITIES	None.			Stevadore equipment is available as required.		Stevadore equipment is available as required.	
RAILWAY CONNECTIONS	None.			Two surface tracks on apron, and 3 depressed tracks in rear, join additional trackage serving terminal; connect with Consolidated Rail Corp.		Two surface tracks on apron, and 3 depressed tracks in rear, join additional trackage serving terminal; connect with Consolidated Rail Corp.	
HIGHWAY CONNECTIONS	Via Drydock Avenue, asphalt, various widths, from Summer Street, asphalt-surfaced granite block, 70 feet wide.			Via Drydock Avenue, asphalt, various widths, from Summer Street, asphalt-surfaced granite block, 70 feet wide.		Via Drydock Avenue, asphalt, various widths, from Summer Street, asphalt-surfaced granite block, 70 feet wide.	
WATER SUPPLY (For Vessels)	Available.			Through 3 1/2-inch line.		Through 3 1/2-inch line.	
ELECTRIC CURRENT (For Vessels)	A.C., 120/208/480 volts.			A.C., 110/220 volts.		A.C., 110/220 volts.	
FIRE PROTECTION (Other than City)	Hydrants and security patrol.			Hydrants, hand extinguishers, and security patrol.		Hydrants, hand extinguishers, and security patrol.	
REMARKS	Slips are numbered from 1 through 11 starting at the most southern float; berthing at slips 9, 10, and 11 along upper side of pier is prohibited when the caisson serving Graving Dock No. 3, which is located at inner end of upper side, is moored at floats.			Coastal Cement Corporation: Two 12-inch, pneumatic pipelines extend from Berth No. 1 to four concrete, cement storage silos at rear, total capacity 18,700 tons. Cement is received at a rate of 420 tons per hour.		Face of wharf is in line with Ref. Nos. 79, 80, 81, and 82, providing a total of 4,160 feet of continuous berthing space. Approximately 50,000 square feet of paved, open storage area are located in rear.	

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE	00701		00701		
LATITUDE	LONGITUDE	42-20-37N	71-01-31W	42-20-36N	71-01-48W
REFERENCE NUMBER ON MAP NO. 1	79	Dock Code No. 780		80	Dock Code No. 785
NAME	Boston Marine Industrial Park, Berth No. 6.			Black Falcon Cruise Terminal, Berths Nos. 7, 8, and 9.	
LOCATION ON WATERFRONT	North side of Reserved Channel, approximately 1,200 feet from entrance, South Boston. 36 Drydock Avenue.			North side of Reserved Channel, approximately 2,000 feet from entrance, South Boston. 1 Black Falcon Avenue.	
OWNED BY	Massachusetts Port Authority.			Massachusetts Port Authority.	
OPERATED BY	Coastal Cement Corp.			Massachusetts Port Authority.	
PURPOSE FOR WHICH USED	Receipt of bulk cement.			Mooring cruise vessels; boarding passengers; and mooring vessels.	
TYPE OF CONSTRUCTION	Steel-pile-supported, concrete wall with cantilevered-concrete deck, fronting steel sheet pile bulkhead with solid fill and timber pile supporting concrete deck at rear; fronted by timber- and rubber-chock fender system.			Steel-pile-supported, concrete wall with cantilevered-concrete deck, fronting steel sheet pile bulkhead with solid fill and timber pile supporting concrete deck at rear; fronted by timber- and rubber-chock fender system.	
DESCRIPTION	Face			Face	
Dimensions (Feet)	540			2,100	
Depth Alongside at MLW Do.	35			35	
Breasting Distance Do.	540			2,100	
Total Berthing Space Do.	540			2,100	
Width of Apron Do.	Open.			61	
Height of Deck at MLW Do.	17.8			17.8	
Load Capacity (Lbs. per Sq. Ft.)	600, outer 25-30 feet; 500, in rear.			600, outer 25-30 feet; 500, in rear.	
Lighted or Unlighted	Lighted.			Lighted.	
TRANSIT SHEDS Number and Description	None.			One - 2-story, steel and concrete; concrete floors. Second floor has continuous, concrete, cargo balcony which is set back on roof of 1st floor.	
Length and Width (Feet)				1,641 by 101.4	-
Height Inside Do.				29.5, 1st floor	18-27, 2d floor
Floor Area for Cargo (Sq. Ft.)				107,000, 1st floor	100,000, 2d floor (See Remarks).
Load Capacity (Lbs. per Sq. Ft.)				500, 1st floor	400, 2d floor
Cargo Doors				Shipside: 1st floor, seventy-two, 18 by 16; 2d floor, seventy-two, 18 by 16. Rear: 1st floor, seventy-six, 18 by 22.	
MECHANICAL HANDLING FACILITIES	Stevadore equipment is available as required			Steel cargo beams on roof of transit shed and five 5-ton, electric elevators; stevedore equipment is available as required.	
RAILWAY CONNECTIONS	Three surface tracks on apron, continuing from tracks serving adjacent berths, join additional trackage serving terminal; connect with Consolidated Rail Corp.			Three surface tracks on apron, continuing from tracks serving adjacent berths, join additional trackage serving terminal; connect with Consolidated Rail Corp.	
HIGHWAY CONNECTIONS	Via Drydock Avenue, asphalt, various widths, from Summer Street, asphalt-surfaced granite block, 70 feet wide.			Via Black Falcon Avenue, asphalt, 60 feet wide, from Design Center Place, Drydock Avenue and Summer Street, each asphalt, various widths.	
WATER SUPPLY (For Vessels)	Through 3 1/2-inch connections with reducers.			Through 3 1/2-inch connections with reducers.	
ELECTRIC CURRENT (For Vessels)	A.C., 110/220 volts.			A.C., 110/220 volts.	
FIRE PROTECTION (Other than City)	Hydrants, hand extinguishers, and security patrol.			Automatic detection system, sprinkler system in transit shed, hydrants, hand extinguishers, and security patrol.	
REMARKS	Face of wharf is in line with Ref. Nos. 78, 80, 81, and 82, providing a total of 4,160 feet of continuous berthing space. Approximately 2 acres of paved, open storage area are located in rear. Coastal Cement Corporation: two 12-inch, pneumatic cement pipelines extend to storage silos at rear described under Ref. No. 77. Cement is received at a rate of 420 tons per hour.			Both floors of the inner third of transit shed function as cruise terminal, the remainder as a transit shed. Face of wharf is in line with Ref. Nos. 78, 79, 81, and 82, providing a total of 4,160 feet of continuous berthing space.	

## PIERS, WHARVES, AND DOCKS

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CORPS OF ENGRS WATERWAY CODE LATITUDE	LONGITUDE	00701		00701		00701		
		42-20-36N	71-02-04W	42-20-36N	71-02-11W	42-20-29N	71-02-01W	
REFERENCE NUMBER ON MAP NO. 1	81	Dock Code No. 790		82	Dock Code No. 843		83	Dock Code No. 847
NAME	Boston Marine Industrial Park, Public Berth No. 10.			Boston Edison Co., South Boston Oil Barge Wharf.		Boston Edison Co., South Boston L Street Coal Dock.		
LOCATION ON WATERFRONT	North side of Reserved Channel, approximately 3,500 feet west of outer end, South Boston.			South side, Reserved Channel, approximately 150 feet east of Summer Street Bridge, South Boston.		South side, Reserved Channel, approximately 550 feet east of Summer Street Bridge, South Boston.		
OWNED BY	Economic Development and Industrial Corp.			Boston Edison Co.		Boston Edison Co.		
OPERATED BY	Economic Development and Industrial Corp.			Not operated.		Not operated.		
PURPOSE FOR WHICH USED	Public mooring for vessels and fishing boats. (See Remarks.)			Not used.		Not used.		
TYPE OF CONSTRUCTION	Steel-pile-supported, concrete wall with cantilevered-concrete deck, fronting steel sheet pile bulkhead with solid fill and timber pile supporting concrete deck at rear; fronted by timber camels and foam filled, timber-decked, aluminum float. (See Remarks.)			Row of timber-mooring dolphins with 100- by 10-foot, catwalk approach from a timber bulkhead with solid fill.		Part timber and part concrete bulkhead with solid fill fronted by timber pile, timber-decked extension at face; concrete surfaced along rear of west side.		
DESCRIPTION		Face	Float	Dolphins		Face	West side	
Dimensions (Feet)		450	100	100		200+150	430	
Depth Alongside at MLW Do.		35	35	15		25 30	30-32	
Breasting Distance Do.		450	100	100		200+150	400	
Total Berthing Space Do.		450	100	100		350	400	
Width of Apron Do.		40		Open.		Open.		
Height of Deck at MLW Do.		17.8		15, catwalk.		15		
Load Capacity (Lbs. per Sq. Ft.)		600, outer 25-30 feet; 500, in rear.		-		-		
Lighted or Unlighted		Lighted.		Lighted.		Lighted.		
MECHANICAL HANDLING FACILITIES		Two mast-and-boom derricks, each with 15-foot boom.		None.		None.		
RAILWAY CONNECTIONS		None.		None.		Two surface tracks serve coal storage area in rear of property on north side of East First Street; connect with Consolidated Rail Corp.		
HIGHWAY CONNECTIONS		Via Black Falcon Avenue, asphalt, 60 feet wide, from Design Center Place, Drydock Avenue and Summer Street, each asphalt, various widths.		Via L Street, asphalt, 50 feet wide.		Via L Street, asphalt, 50 feet wide.		
WATER SUPPLY (For Vessels)		Through 2-inch line.		None.		None.		
ELECTRIC CURRENT (For Vessels)		A.C., 120/208 volts; wharf 100 amp, float 50 amp.		None.		None.		
FIRE PROTECTION (Other than City)		Hydrants, hand extinguishers, and security patrol.		Hydrants, hand extinguishers, and security patrol.		Hydrants, hand extinguishers, and security patrol.		
REMARKS		At time of survey (1994), wharf was scheduled to be refurbished and the float installed. Face of wharf is in line with Ref. Nos. 78, 79, and 80, providing a total of 4,160 feet of continuous berthing space.		Electric power plant is located in rear of bulkhead. Wharf was formerly used for receipt of fuel oil by barge. One 6-inch blanked pipeline extends from catwalk to storage tanks described under Ref. No. 83.		Wharf was formerly used for receipt of coal and fuel oil for plant consumption. One 12-inch, blanked pipeline extends to 12 steel storage tanks, total capacity 160,000 barrels. At time of survey (1994), oil was being received by pipeline from Coastal Oil New England's Terminal (Ref. No. 85).		

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE	00701		00701		
LATITUDE	LONGITUDE	42-20-29N	71-01-52W	42-20-30N	71-01-49W
REFERENCE NUMBER ON MAP NO. 1		84	Dock Code No. 850	85	Dock Code No. 861
NAME	Cardinal Madeiros, Reserved Channel Wharf.			Coastal Oil New England, South Boston Barge Dock.	
LOCATION ON WATERFRONT	South side, Reserved Channel, approximately 1,100 feet east of Summer Street Bridge, South Boston.			South side, Reserved Channel, approximately 1,800 feet east of Summer Street Bridge, South Boston. 920 East First Street.	
OWNED BY	Massachusetts Bay Transportation Authority.			Coastal Oil New England, Inc.	
OPERATED BY	Boston Harbor Lobsterman Co-op.			Coastal Oil New England, Inc.	
PURPOSE FOR WHICH USED	Mooring lobster boats.			Receipt and shipment of petroleum products by barge; loading barges for bunkering vessels at berth in harbor.	
TYPE OF CONSTRUCTION	Timber bulkhead with solid fill, fronted by one timber float at face, and string of timber floats of various sizes on east side in slip.			Timber pile, timber-decked, offshore wharf with 15- by 15-foot, steel approach from masonry bulkhead with solid fill; one concrete-capped, steel sheet pile, cellular-breasting dolphin on each side in line with face; fronted by rubber fenders.	
DESCRIPTION		Face	East side	Face	
Dimensions (Feet)		550	530	26	
Depth Alongside at MLW Do.		10	10	30	
Breasting Distance Do.		120, float.	420, floats.	140 w/dolphins.	
Total Berthing Space Do.		200	420	140	
Width of Apron Do.		Open.		20	
Height of Deck at MLW Do.		16, bulkhead.		14	
Load Capacity (Lbs. per Sq. Ft.)		-		1	
Lighted or Unlighted		Partly lighted.		Lighted.	
MECHANICAL HANDLING FACILITIES		None.		None.	
RAILWAY CONNECTIONS		None.		Two surface tracks serving terminal connect with Consolidated Rail Corp.	
HIGHWAY CONNECTIONS		Via East First Street, asphalt-surfaced granite block, 30 feet wide.		Via driveway, asphalt, 15 feet wide, from East First Street, asphalt, 40 feet wide.	
WATER SUPPLY (For Vessels)		None.		None.	
ELECTRIC CURRENT (For Vessels)		None.		None.	
FIRE PROTECTION (Other than City)		Hydrants and security patrol.		Hydrants, 8-inch waterline, foam system, fireboat connections, hand extinguishers, and security patrol.	
REMARKS		One 4-inch pipeline extends from Coastal Oil New England's, Inc. Terminal (Ref. No. 85) to one 10,000-gallon, underground, steel, oil storage tank serving Massachusetts Bay Transportation Authority power plant at rear.		Two 10- and one 3-inch pipelines on wharf connect with pipelines extending to 26 storage tanks in rear, total capacity approximately 2,292,000 barrels. Two 8-inch pipelines extend from storage tanks to nearby electric power plants of Boston Edison Co. (Ref Nos. 82 and 83). One 8- (unused) and one 4-inch pipelines extend to Massachusetts Bay Transportation Authority power plant (Ref. No. 84); and one 16- to 12-inch pipeline extends to the Massachusetts Port Authority storage tanks described under Ref. No. 87.	

## PIERS, WHARVES, AND DOCKS

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CORPS OF ENGRS WATERWAY CODE		00701			00701	
LATITUDE	LONGITUDE	42-20-30N	71-01-37W		42-20-31N	71-01-25W
REFERENCE NUMBER ON MAP NO. 1		86	Dock Code No. 865		87	Dock Code No. 875
NAME		Coastal Oil New England, South Boston Ship Dock.			Massachusetts Port Authority, Paul W. Conley Marine Terminal, Berth No. 11.	
LOCATION ON WATERFRONT		South side, Reserved Channel, approximately 2,300 feet east of Summer Street Bridge, South Boston. 920 East First Street.			South side, Reserved Channel, approximately 3,200 feet east of Summer Street Bridge, South Boston.	
OWNED BY		Coastal Oil New England, Inc.			Massachusetts Port Authority.	
OPERATED BY		Coastal Oil New England, Inc. and Crompton & Knowles Corp., Ingredient Technology Division.			Massachusetts Port Authority.	
PURPOSE FOR WHICH USED		Receipt and shipment of petroleum products; bunkering vessels; and receipt of molasses.			Receipt and shipment of containerized general cargo in foreign and domestic trade; receipt of petroleum products.	
TYPE OF CONSTRUCTION		Timber pile, concrete-decked, offshore wharf with 115- by 15-foot approach from shore; one 26-foot square, timber pile, concrete-capped, breasting dolphin on each side in line with face; each connected by catwalk.			Steel pile, concrete-decked wharf, fronted by timber fender system.	
DESCRIPTION		Face	West side	East side	Face	West side
Dimensions (Feet)		85	23+27	50	1,000	50
Depth Alongside at MLW Do.		38	-	-	37*	-
Breasting Distance Do.		265 w/dolphins.	-	-	1,000	-
Total Berthing Space Do.		700	-	-	1,000	-
Width of Apron Do.		Open.			Open.	-
Height of Deck at MLW Do.		14			15-16	
Load Capacity (Lbs. per Sq. Ft.)					600	
Lighted or Unlighted		Lighted.			Lighted.	
MECHANICAL HANDLING FACILITIES		One hydraulic, rotating crane with 60-foot telescopic boom mounted on elevated, steel, hose-handling rack.			Two 40-ton, electric, traveling, container-handling cranes, each having 115-foot outboard reach and 86-foot backreach, travel on 96-foot, gauge rails the entire length of wharf. One 40-ton, diesel, mobile, container top-lift truck. Container crane serving adjacent Berth 12 and additional stevedore equipment is available as required. (See Remarks.)	
RAILWAY CONNECTIONS		None.			None.	
HIGHWAY CONNECTIONS		Via driveway, asphalt, 15 feet wide, from East First Street, asphalt, 40 feet wide.			Via road, asphalt, 30 feet wide, from East First Street, asphalt, 30 feet wide, and Farragut Road, asphalt, 75 feet wide.	
WATER SUPPLY (For Vessels)		None.			Through 2-inch hose connections.	
ELECTRIC CURRENT (For Vessels)		None.			None.	
FIRE PROTECTION (Other than City)		Hydrants, 8-inch waterline, foam system, fireboat connections, hand extinguishers, and security patrol.			Hydrants and hose.	
REMARKS		Coastal Oil New England, Inc.: Eight 12-inch ship connections, and three 6-inch barge connections to two 24-, one 20-, one 14-, one 12-, one 10-, and one 6-inch pipelines extending from wharf to the storage tanks described under Ref. No. 85. Crompton & Knowles Ingredient Technology Corp.: Two 12-inch pipelines extend from wharf to 12 steel, molasses storage tanks located in rear, total capacity 4,437,000 gallons.			*At time of survey (1994), plans called for depth to be increased to 40 feet MLW. Terminal includes approximately 30 acres of open storage area, providing storage for 2,850 containers on chassis, including 152 positions with 220- or 440-volt AC outlets for refrigerated containers. One 16-inch pipeline extends from wharf to 2 steel storage tanks in rear, total capacity 290,000 barrels.	

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE	LONGITUDE	00701		00701		00701		
		42-20-31N	71-01-13W	42-20-29N	71-00-47W	42-20-25N	71-00-41W	
REFERENCE NUMBER ON MAP NO. 1		88	Dock Code No. 880	89	Dock Code No. 895	90	Dock Code No. 900	
NAME		Massachusetts Port Authority, Paul W. Conley Marine Terminal, Berth No. 12 and 13.		Massachusetts Port Authority, Paul W. Conley Marine Terminal, Berth No. 14.		Massachusetts Port Authority, Paul W. Conley Marine Terminal, Berth No. 15.		
LOCATION ON WATERFRONT		South side, Reserved Channel, approximately 0.8 mile east of the Summer Street Bridge.		Southerly shore, Boston Inner Harbor, below entrance to Reserved Channel, South Boston.		Southerly shore, Boston Inner Harbor, approximately 1,300 feet below entrance to Reserved Channel, South Boston.		
OWNED BY		Massachusetts Port Authority.		Massachusetts Port Authority.		Massachusetts Port Authority.		
OPERATED BY		Massachusetts Port Authority.		Toyota Motor Sales U.S.A., Inc.		Not operated.		
PURPOSE FOR WHICH USED		Receipt and shipment of containerized general cargo in foreign and domestic trade.		Receipt of automobiles.		Not used.		
TYPE OF CONSTRUCTION		Steel pile, concrete-decked wharf fronted by timber fender system.		Part timber pile, asphalt-surfaced, timber-decked and part timber pile, concrete-decked wharf; fronted by timber fender system.		Part timber pile, asphalt-surfaced, timber-decked and part timber pile, concrete-decked wharf with 500- by 10-foot, timber pile, concrete-decked extension; fronted by timber fender system.		
DESCRIPTION		Face		Face		Face	Northwest side	Southeast side
Dimensions (Feet)		950		1,625		600	10	10+81
Depth Alongside at MLW Do.		37*		35*		35*	-	-
Breasting Distance Do.		950		1,625		600	-	-
Total Berthing Space Do.		950		1,625		600	-	-
Width of Apron Do.		50 and open.		Open.		Open.		
Height of Deck at MLW Do.		15-16		15-16		15-16		
Load Capacity (Lbs. per Sq. Ft.)		600		600		600		
Lighted or Unlighted		Lighted.		Lighted.		Lighted.		
MECHANICAL HANDLING FACILITIES		At time of survey (1994), plans called for the installation of two Post-Panamax, container-handling cranes. In addition, cranes described under Ref. No. 87 and additional stevedore equipment are available as required.		Stevedore equipment is available as required.		One 30-long-ton, electric, traveling, container-handling crane was not in use at time of survey.		
RAILWAY CONNECTIONS		None.		None.		None.		
HIGHWAY CONNECTIONS		Via road, asphalt, 30 feet wide, from East First Street, asphalt, 30 feet wide, and Farragut Road, asphalt, 75 feet wide.		Via road, asphalt, 30 feet wide, from East First Street, asphalt, 30 feet wide, and Farragut Road, asphalt, 75 feet wide.		Via road, asphalt, 30 feet wide, from East First Street, asphalt, 30 feet wide, and Farragut Road, asphalt, 75 feet wide.		
WATER SUPPLY (For Vessels)		Through 2-inch, hose connections.		Through 2-inch, hose connections.		Through 2-inch line.		
ELECTRIC CURRENT (For Vessels)		None.		None.		A.C., 110/220 volts.		
FIRE PROTECTION (Other than City)		Hydrants and hose.		Hydrants and hose.		Hydrants, hose, and security patrol.		
REMARKS		*At time of survey (1994), plans called for depth to be increased to 40 feet MLW. Approximately 30 acres of open storage area are located at rear. A concrete rail/truck platform is located 250 feet in rear of face.		*At time of survey (1994), plans called for depth to be increased to 40 MLW. Approximately 26 acres of open storage area at rear is used for staging automobiles.		*At time of survey (1994), plans called for depth to be increased to 40 feet MLW.		

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CORPS OF ENGRS WATERWAY CODE	00712	00712	00711
LATITUDE	42-15-12N	42-14-54N	42-14-49N
LONGITUDE	70-59-10W	70-58-04W	70-58-00W
REFERENCE NUMBER ON MAP NO. 1	91	92	93
NAME	Quinoil Industries, Quincy Town River Terminal Wharf.	Procter & Gamble Manufacturing Co., Quincy North Dock.	Procter & Gamble Manufacturing Co., Quincy East Dock.
LOCATION ON WATERFRONT	South side, Town River, approximately 1,200 feet east of entrance to Town Branch Canal, Quincy.  70 Quincy Avenue.	South side, Town River, north side of Shipyard Point, west of junction with Weymouth Fore River, Quincy.  780 Washington Street.	Left bank, Weymouth Fore River, east side of Shipyard Point, between south side of entrance to Town River Bay and Washington Street Bridge.  780 Washington Street.
OWNED BY	Quinoil Industries, Inc.	Procter & Gamble Manufacturing Co.	Procter & Gamble Manufacturing Co.
OPERATED BY	Quinoil Industries, Inc.	Procter & Gamble Manufacturing Co.	Procter & Gamble Manufacturing Co.
PURPOSE FOR WHICH USED	Receipt and shipment of petroleum products; occasional bunkering of vessels.	Receipt of coconut oil, vegetable oil, and caustic soda.	Receipt of vegetable oil and caustic soda.
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 125- by 6-foot, timber approach and pipeline trestle; two rectangular-shaped, timber-mooring dolphins in line with face connected by catwalks; upper dolphin, timber-decked; lower dolphin, concrete-decked.	Part timber and part steel H-pile, concrete-decked, offshore wharf with 880- by 6-foot approach; three mooring dolphins and two 17- by 13-foot, steel pile, concrete-capped, rectangular-shaped, breasting dolphins in line with face, connected by catwalks.	Timber pile, timber-decked wharf extending from concrete-capped, masonry bulkhead with solid fill; two timber-breasting platforms on lower side, one on upper side, each with catwalk approach from shore.
DESCRIPTION	Face	Face	Face
Dimensions (Feet)	77	90	150
Depth Alongside at MLW Do.	35	29	30
Breasting Distance Do.	150 w/dolphins.	342 w/dolphins.	435 w/dolphins.
Total Berthing Space Do.	700	600	435
Width of Apron Do.	20	30	51
Height of Deck at MLW Do.	14	16.5, wharf; 13, concrete dolphins.	15.5
Load Capacity (Lbs. per Sq. Ft.)	-	-	300
Lighted or Unlighted	Lighted.	Lighted.	Lighted.
MECHANICAL HANDLING FACILITIES	None.	Steel hose-handling frame mounted on elevated, steel platform.	One mast-and-boom derrick with electric, traveling hoist for handling hose.
RAILWAY CONNECTIONS	None.	One surface track serves plant in rear; connects with Consolidated Rail Corp.	One surface track serves plant in rear; connects with Consolidated Rail Corp.
HIGHWAY CONNECTIONS	Via road, asphalt, 15 feet wide, from Southern Artery, asphalt, 75 feet wide.	Via road, asphalt, 20 feet wide, from Washington Street, asphalt, various widths.	Via road, asphalt, 20 feet wide, from Washington Street, asphalt, various widths.
WATER SUPPLY (For Vessels)	None.	None.	None.
ELECTRIC CURRENT (For Vessels)	A.C., 110 volts.	None.	None.
FIRE PROTECTION (Other than City)	One 3-inch, dry fire line and hand extinguishers.	Foam carts, hand extinguishers, and security patrol.	Hydrants, hand extinguishers, and security patrol.
REMARKS	Two 12-, two 10-, and three 6-inch pipelines extend from wharf to 12 steel storage tanks, total capacity 672,000 barrels.	Face of wharf is parallel with and approximately 75 feet offshore from masonry bulkhead with solid fill. One 12-, two 10-, and one 8-inch pipelines extend from wharf to 10 steel storage tanks at terminal in rear, total capacity 22,650,000 gallons.	One 6- and one 4-inch (unused at time of survey, 1992) pipelines extend from wharf to storage tanks described under Ref. No. 92, and to multiple processing and storage tanks at plant in rear.

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE LATITUDE	LONGITUDE	00711		00711		
		42-14-39N	70-58-10W	42-14-36N	70-58-08W	
REFERENCE NUMBER ON MAP NO. 1	94	Dock Code No. 139		95	Dock Code No. 141	
NAME	Massachusetts Water Resources Authority, Fore River Staging Area, Pier No. 4.			Massachusetts Water Resources Authority, Fore River Staging Area, Pier No. 1.		
LOCATION ON WATERFRONT	Left bank, Weymouth Fore River, approximately 200 feet above Washington Street Bridge, Quincy. 97 East Howard Street.			Left bank, Weymouth Fore River, approximately 600 feet above Washington Street Bridge, Quincy. 97 East Howard Street.		
OWNED BY	Massachusetts Water Resources Authority.			Massachusetts Water Resources Authority.		
OPERATED BY	Massachusetts Water Resources Authority.			Massachusetts Water Resources Authority.		
PURPOSE FOR WHICH USED	Shipment of gravel, sand, and stone.			Shipment of construction materials, supplies, and machinery.		
TYPE OF CONSTRUCTION	Steel sheet pile bulkhead with solid fill, fronted by steel pile, concrete-decked extension with steel frame, rubber, and timber fender system.			Outer section: steel H-pile, concrete deck; inner section: part masonry- and part concrete-retaining walls, concrete-surfaced, solid fill; fronted by 10-foot wide, timber pile, timber-decked extension and timber fender dolphins along south side. Two 110- by 25-foot, adjustable, electric transfer bridges extending from concrete pier approach straddle inner end of pier.		
DESCRIPTION		Face	Outer end	Transfer Bridges	North side	South side
Dimensions (Feet)		712	68	110 by 25, each.	761	889
Depth Alongside at MLW Do.		22-24	-	28 37	26 28	37
Breasting Distance Do.		712	-	650 and 750	650	750
Total Berthing Space Do.		712	-	650 and 750	650	750
Width of Apron Do.		Open.		Open.	45	45
Height of Deck at MLW Do.		16.1		15.5, approach.		
Load Capacity (Lbs. per Sq. Ft.)		600		600		
Lighted or Unlighted		Lighted.		Lighted.		
MECHANICAL HANDLING FACILITIES	Two electric, traveling, revolving, full-portal gantry cranes, each with 110-foot boom and 20-foot jib extension, having a lift capacity of 40 tons at 40-foot radius and 12 tons at 110-foot radius; each crane is also equipped with a whip hoist having a 10-ton capacity at 130-foot radius. Cranes can be operated together with a combined lifting capacity of 80 tons.			Two electric, traveling, revolving, full-portal gantry cranes: outer crane equipped with 110-foot boom with 20-foot jib, has lift capacity of 50 tons at 75-foot radius and 31 tons at 110-foot radius, also equipped with whip hoist with 12-ton capacity at 130-foot radius; inner crane equipped with 95-foot boom with 25-foot jib, has lift capacity of 37 1/2 tons at 67-foot radius and 21 1/2 tons at 95-foot radius, also equipped with whip hoist with 4-ton capacity at 120-foot radius. (See Remarks.)		
RAILWAY CONNECTIONS	One surface track in rear joins additional trackage serving yard, connects with Consolidated Rail Corp.			One surface track in rear joins additional trackage serving yard, connects with Consolidated Rail Corp.		
HIGHWAY CONNECTIONS	Via roads, asphalt, various widths, from East Howard Street, asphalt, 40 feet wide.			Via roads, asphalt, various widths, from East Howard Street, asphalt, 40 feet wide.		
WATER SUPPLY (For Vessels)	None.			None.		
ELECTRIC CURRENT (For Vessels)	A.C., 110/220/480 volts.			A.C., 110/220/480 volts.		
FIRE PROTECTION (Other than City)	One 8-inch water line, hydrants, hose, hand extinguishers, pumps, and security patrol.			One 8-inch water line, hydrants, hose, hand extinguishers, pumps, and security patrol.		
REMARKS	Face of wharf forms 650- by 295-foot slip with north side of Pier No. 1 (Ref. No. 95).			Cranes can be operated together with a combined lifting capacity of 75 tons. Lower side of pier forms 650- by 295-foot slip with Pier No. 4 (Ref. No. 94); and upper side of pier forms 800- by 327-foot slip with Pier No. 2 (Ref. No. 96).		

## PIERS, WHARVES, AND DOCKS

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CORPS OF ENGRS WATERWAY CODE	00711		00711		00711	
LATITUDE	42-14-32N	70-58-15W	42-14-28N	71-58-11W	42-14-15N	70-58-19W
LONGITUDE						
REFERENCE NUMBER ON MAP NO. 1	96	Dock Code No. 143	97	Dock Code No. 149	98	Dock Code No. 151
NAME	Massachusetts Water Resources Authority, Fore River Staging Area, Pier No. 2.		Massachusetts Water Resources Authority, Fore River Staging Area, Pier No. 3.		Massachusetts Water Resources Authority, Fore River Staging Area, Wet Basin No. 13 Wharf.	
LOCATION ON WATERFRONT	Left bank, Weymouth Fore River, approximately 1,000 feet above Washington Street Bridge, Quincy.  97 East Howard Street.		Left bank, Weymouth Fore River, approximately 1,200 feet above Washington Street Bridge, Quincy.  97 East Howard Street.		Left bank, Weymouth Fore River, approximately 3,000 feet above Washington Street Bridge, Quincy.  97 East Howard Street.	
OWNED BY	Massachusetts Water Resources Authority.		Massachusetts Water Resources Authority.		Massachusetts Water Resources Authority.	
OPERATED BY	Massachusetts Water Resources Authority.		Massachusetts Water Resources Authority.		Massachusetts Water Resources Authority.	
PURPOSE FOR WHICH USED	Mooring vessels.		Receipt of sludge. (See Remarks.)		Mooring vessels.	
TYPE OF CONSTRUCTION	Concrete bulkhead with solid fill; fronted by steel pile, concrete-decked extension.		Steel sheet pile bulkhead with concrete-surfaced solid fill.		Concrete bulkhead with concrete-surfaced solid fill; two steel sheet pile, cellular-guide dolphins at outer end in line with face of south side of basin.	
DESCRIPTION	Face		Face		Head of Basin	North side
Dimensions (Feet)	864		560		156	812
Depth Alongside at MLW Do.	30		22-26		33	33-36
Breasting Distance Do.	750		560*		156	812
Total Berthing Space Do.	750		560		156	812
Width of Apron Do.	Open.		Open.		Open.	
Height of Deck at MLW Do.	15.5		15.25		16	
Load Capacity (Lbs. per Sq. Ft.)	600		600		1,000	
Lighted or Unlighted	Lighted.		Lighted.		Lighted.	
MECHANICAL HANDLING FACILITIES	One electric, traveling, revolving, full-portal gantry crane with lift capacity of 37 1/2 tons at 67-foot radius and 21 1/2 tons at 95-foot radius, also equipped with whip hoist with 5-ton capacity at 110-foot radius; one 75-ton, electric, traveling, full-portal gantry crane serves center portion.		None.		Four 20-ton, electric, overhead bridge cranes travel 632 feet along wet basin.	
RAILWAY CONNECTIONS	Two marginal surface tracks on wharf join additional trackage serving yard; connect with Consolidated Rail Corp.		Trackage in rear connects with Consolidated Rail Corp.		Trackage in rear connects with Consolidated Rail Corp.	
HIGHWAY CONNECTIONS	Via roads, asphalt, various widths, from East Howard Street, asphalt, 40 feet wide.		Via roads, asphalt, various widths, from East Howard Street, asphalt, 40 feet wide.		Via roads, asphalt, various widths, from East Howard Street, asphalt, 40 feet wide.	
WATER SUPPLY (For Vessels)	None.		None.		None.	
ELECTRIC CURRENT (For Vessels)	A.C., 110/220/480 volts.		A.C., 110/220/480 volts.		None.	
FIRE PROTECTION (Other than City)	Hydrants, hose, hand extinguishers, pumps, and security patrol.		Hydrants, hose, hand extinguishers, pumps, and security patrol.		One 6-inch water line, hydrants, hose, hand extinguishers, pumps, and security patrol.	
REMARKS	Face of wharf forms 800- by 327-foot slip with Pier No. 1 (Ref. No. 95).		*An additional 600 feet of berthing space, with 20-foot depth of water, is available across the outer ends of 3 graving docks (Basins Nos. 6, 7, and 8) located south of this pier. This space is served by two 75- and one 50-ton, electric, traveling, revolving, full-portal gantry cranes located on outer portions of Crane Runways 1, 2, 3, and 4 which serve the 3 graving docks. A temporary, sludge-processing and disposal facility at rear of face will operate until completion of Deer Island Sewage Treatment plant.		Two graving docks (Basins Nos. 11 and 12) are located at rear of north side of basin.	

## PIERS, WHARVES, AND DOCKS

CORPS OF ENGRS WATERWAY CODE	00711		00711		
LATITUDE	LONGITUDE	42-14-12N	70-58-05W	42-14-44N	70-57-55W
REFERENCE NUMBER ON MAP NO. 1	99		Dock Code No. 155	100	Dock Code No. 937
<b>NAME</b>	Citgo Petroleum, Braintree Terminal Wharf.		Boston Edison Co., Fore River Wharf.		
<b>LOCATION ON WATERFRONT</b>	Left bank, Weymouth Fore River, approximately 3,100 feet above Washington Street Bridge, Braintree.  385 Quincy Avenue.		Right bank, Weymouth Fore River, approximately 150 feet below Washington Street Bridge, Weymouth.  5 Bridge Street.		
<b>OWNED BY</b>	Citgo Petroleum Corp.		Boston Edison Co.		
<b>OPERATED BY</b>	Citgo Petroleum Corp.		Sprague Energy.		
<b>PURPOSE FOR WHICH USED</b>	Receipt and shipment of petroleum products.		Receipt and occasional shipment of fuel oil.		
<b>TYPE OF CONSTRUCTION</b>	One 50-, one 20-, and two 45-foot diameter, steel sheet pile, cellular-breasting dolphins with 90- by 50-foot, timber pile, timber-decked approach to lower, center dolphin; catwalk connects center two and upper dolphins.		Timber pile, concrete-decked wharf; six timber pile, concrete-decked, mooring dolphins at lower side.		
<b>DESCRIPTION</b>	Breasting dolphins		Face	Upper side	Lower side
<b>Dimensions (Feet)</b>	248		600	40	55
<b>Depth Alongside at MLW Do.</b>	38		35	-	-
<b>Breasting Distance Do.</b>	248		600	-	-
<b>Total Berthing Space Do.</b>	700		700 w/dolphins.	-	-
<b>Width of Apron Do.</b>	Open.		Open.		
<b>Height of Deck at MLW Do.</b>	14-16		14		
<b>Load Capacity (Lbs. per Sq. Ft.)</b>	-		400		
<b>Lighted or Unlighted</b>	Lighted.		Lighted.		
<b>MECHANICAL HANDLING FACILITIES</b>	One 10-ton, electric, mast-and-boom derrick with 50-foot boom for handling hose.		None.		
<b>RAILWAY CONNECTIONS</b>	None.		None.		
<b>HIGHWAY CONNECTIONS</b>	Via road, partly paved, 10 feet wide, from Quincy Avenue, asphalt, 40 feet wide.		Via road, partly paved, 20 feet wide, from Bridge Street, asphalt, 40 feet wide.		
<b>WATER SUPPLY (For Vessels)</b>	None.		None.		
<b>ELECTRIC CURRENT (For Vessels)</b>	None.		None.		
<b>FIRE PROTECTION (Other than City)</b>	Foam carts; two 2,200-gallon, foam trailers; mobile monitor; hydrants; hose; hand extinguishers; and security patrol.		Hydrants, hand extinguishers, and security patrol.		
<b>REMARKS</b>	Additional berthing space for barges with less than 15-foot of draft is available in rear along lower side of 215- by 20-foot, timber pile, timber-decked pier extending from approach and parallel with breasting dolphins. Three 12-inch pipelines extend from center dolphin to 23 steel storage tanks in rear, total capacity 1,259,000 barrels. A small deployment boat and 2,500 feet of floating, oil-spill-containment boom serve facility.		Two 12-, and one 10-inch pipelines with seven 8-inch hose connections extend from wharf to 3 steel, fuel oil storage tanks in rear, total capacity 482,000 barrels.		

## LIQUID BULK HANDLING

Three of the waterfront facilities covered in this publication are equipped to handle miscellaneous liquid bulk commodities other than petroleum. The operators receive and/or ship molasses, vegetable oil, coconut oil, and miscellaneous chemicals.

A summary of these liquid-bulk-handling facilities is given below. Petroleum handling facilities are described in the previous paragraph, and a complete description of each facility is given in the table of Piers, Wharves, and Docks.

SUMMARY OF LIQUID BULK HANDLING						
P.W.D. REF. NO.	OPERATOR	BERTHING SPACE (FEET)	DEPTH ALONGSIDE (FEET)	PRODUCTS	STORAGE TANKS	
					NO.	CAPACITY (GALLONS)
86	Crompton & Knowles Corp., Ingredient Technology Division	700	38	Molasses.	12	4,437,000
92	Procter & Gamble Manufactur- ing Co.	600	29	Coconut oil. Vegetable oil. Caustic soda.	10	22,650,000
93	do.	435	30	Vegetable oil. Caustic soda.	-	-
TOTALS					22	27,087,000

## OIL HANDLING AND BUNKERING

Twenty-three waterfront facilities within the scope of this report are equipped to receive and/or ship a variety of petroleum products; several are equipped to provide bunkering service for vessels berthed alongside. Large oceangoing vessels are usually bunkered at berth by tank barges. These barges, together with their capacities and sizes, are listed separately in the table of "Floating Equipment" on page 92.

The tabular presentation on the following page contains information on facilities equipped to handle petroleum products; detailed descriptions are given in the table of Piers, Wharves, and Docks, beginning on page 38, under the reference numbers indicated. Tank storage at recreational craft service stations is not necessarily included in this report.

OIL HANDLING AND BUNKERING					
P.W.D. REF. NO.	OPERATOR AND/OR USER	BERTHING SPACE (FEET)	DEPTH ALONGSIDE AT MLLW (FEET)	STORAGE TANKS	
				NO.	CAPACITY (BARRELS)
36	AFMC, Inc.	560+150	20-35	14	630,500
22(X)	Amerada Hess Corp.	500	35	10	595,250
28	Amoco Oil Co.	850	36	15	588,000
24	BP Oil Co.	550+550	10-35	11	800,000
45(X)	Boston Edison Co.	200	17-27	4	590,000
83(X)	do.	350+400	25-32	12	160,000
99	CITGO Petroleum Corp.	700	38	23	1,259,000
57	Cambridge Electric Light Co.	250	8	2	53,800
25	Coastal Oil New England, Inc.	360+365	22-30	-	-
26	do.	660	37	24	1,400,000
29	do.	630	18-24	{ 3(A)	{ 107,500
				{ 4	{ 153,600
85	do.	140	30	26	2,292,000
86	do.	700	38	-	-
42	Distrigas of Massachusetts Corp.	1,000	36	2(L)	974,000
39	Exxon Co., U.S.A.	300	21	-	-
40	do.	950	37-39	{ 42	2,586,200
				{ 7(A)	162,000
41	do.	950	37-39	-	-
24	Global Petroleum Co.	550+550	10-35	7	500,000
27	Gulf Oil Co., a division of Cumberland Farms, Inc.	960	32	17	1,392,600
47(X)	Marine Park Limited Partnership	371	30-35	2	24,000
87	Massachusetts Port Authority	1,000	37	2	290,000
23	Mobil Oil Corp.	660	27	78	1,238,000
25	Northeast Petroleum Corp.	360+365	22-30	7	310,000
27	do.	960	32	4	285,000
91	Quinoil Industries, Inc.	700	35	12	672,000
100	Sprague Energy	700	35	3	482,000
TOTALS: Petroleum Products				319	16,301,950
(A) Asphalt				10	269,500
(L) Liquefied Natural Gas				2	974,000

(X) Not in use at time of survey.

### DRY BULK HANDLING

Twelve waterfront facilities described in this report are equipped to handle a variety of dry bulk commodities including gypsum rock, sand, stone, cement, salt, and scrap metal.

A summary of these dry-bulk-handling facilities is given in the table on the following page. A complete description of each facility is given in the table of Piers, Wharves, and Docks, beginning on page 38.

### WAREHOUSES

In the port area, thirteen companies operate warehouses having a total of 1,993,600 square feet of dry storage space, and 5,562,000 cubic feet of cooler and freezer space. Six of the warehouses have railroad connections, and each is easily accessible to arterial highways. Diversified-handling equipment is maintained by the operators, and special services are provided, including packing and crating, forwarding, pool car distribution, carloading, weighing, stamping, marking, and blast freezing. Six of the warehouses have U.S. Customs bonded space available.

The summary on page 79 lists the operators and storage capacities of the public dry and cold storage facilities which are described under individual reference numbers in the table of Storage Warehouses beginning on page 80. The reference numbers identify warehouse locations on the accompanying Port Facilities map included in this report.

### OPEN STORAGE

In addition to the long- and short-term, covered storage facilities for waterborne cargo, there are six locations providing open storage area for containerized and/or general cargo. These areas total 149.3 acres and are located at or near the various general cargo terminals. Storage areas are shown in the Summary of General Cargo Facilities on page 37.

Other operators with waterfront facilities have open storage areas to meet their own operational requirements; these areas usually are not available for public use.

### HOISTING EQUIPMENT - ASHORE AND AFLOAT

Four shore-based, container handling cranes with capacities up to 70 tons are in operation at the ports' container terminals. The table on page 87 gives details of these cranes. Other shore-based cranes may be obtained from crane rental services located in the port area.

Numerous floating cranes and derricks based at the port are owned and operated by marine contractors and are used primarily in construction work.

Other cranes, derricks, and special-handling equipment at other waterfront facilities within the port area are usually for the sole use of the operating companies and are described under "Mechanical Handling Facilities" in the table of Piers, Wharves, and Docks, beginning on page 38.

SUMMARY OF DRY BULK HANDLING						
P.W.D. REF. NO.	OPERATOR	BERTHING SPACE (FEET)	DEPTH ALONGSIDE AT MLT (FEET)	HANDLING EQUIPMENT TYPE/RATE (TONS/HR)	PRODUCTS	STORAGE CAPACITY
49	Blue Circle Atlantic, Inc.	560	31	Four 12-inch pipelines (600).	Bulk cement.	38,000 tons.
38	Boston Sand and Gravel Co.	300	25	Front-end loaders.	Aggregates.	100,000 tons.
56	do.	300	9	Available as required.	Sand and gravel.	-
77 & 79	Coastal Cement Corp.	964+352+540	35	Two 12-inch pipelines (380).	Bulk cement.	18,700 tons.
30	Eastern Minerals, Inc.	700	35	Two crawler cranes.	Salt and coal.	170,000 tons.
38	Independent Cement Corp.	300	25	Two 12-inch pipelines (170).	Bulk cement.	42,000 tons.
52	International Salt Co.	625+360+560	25	Available as required.	Salt.	39,000 tons.
47(X)	Marine Park Limited Partnership.	371	30-35	Gantry crane with 5-cubic yard bucket/conveyor system (240).	Raw sugar.	30,000 tons.
74	Massachusetts Port Authority.	800	35	Stevedore equipment.	Misc. dry bulk commodities.	47 acres.
94	Massachusetts Water Resources Authority.	712	22-24	Two gantry cranes.	Gravel, sand, and stone.	-
43	Prolerized New England Co.	820	37	Loading tower (1,000); 2 gantry cranes and several yard cranes.	Scrap metal.	10 acres.
51	United States Gypsum Co.	492	27	Self-unloading vessels (500).	Gypsum rock.	63,000 tons.

X = Not in use at time of survey.

### DRY AND COLD STORAGE WAREHOUSES

S.W. REF. NO.	OPERATOR	STORAGE AREA	
		DRY (SQ. FT.)	COLD (SQ. FT.)
6	Americold Corp.	205,600 (B)	420,000 (C) 2,650,000 (F)
1	Boston Freight Terminals, Inc.	46,000 (B)	
2	C&T Warehouse, Inc.	80,000	
3	Coastal, Inc.	45,000 (B)	
13	Coldwater Terminal & Warehouse	97,000 (B)	{ 60,000 (C) { 1,750,000 (F)
7	McCarthy Warehouse Co.	60,000	-
4	Merrimack Warehouse Co., Inc.	75,000	
5	Millbrook Cold Storage	82,000	60,000 (C) 500,000 (F)
8	Parker Warehouse and Distribution Corp.	100,000	-
11	Port Terminals Co., Inc.	775,000 (B)	22,000 (C)
10	Romar Transportation Systems, Inc.	98,000 (B)	-
12	Tighe Warehousing and Distribution, Inc.	230,000	100,000 (C)
9	Wakefield Distribution Systems, Inc.	100,000	-
TOTAL		1,993,600	5,562,000

- (B) Bonded general storage.  
 (C) Cooler.  
 (F) Freezer.

STORAGE WAREHOUSES				
WAREHOUSE REF. NO. ON MAP	1		2	
OPERATOR AND ADDRESS	Boston Freight Terminals, Inc. 31 Fargo Street Boston, MA 02127		C & T Warehouse, Inc. 25 Mohawk Drive P.O. Box 786 Leominster, MA 01453	
BUILDING DESIGNATION(S)	-		-	
LOCATION	Same as above.		Same as above.	
KIND OF STORAGE	Dry.		Dry.	
COMMODITIES USUALLY STORED	General merchandise.		General merchandise and perishable food commodities.	
DESCRIPTION Type of Construction	Concrete and brick walls; concrete floor.		Concrete block walls; concrete floor.	
Number of Floors	One.		One.	
Clear Height for Storage (Feet):				
First Floor.....	20		16	
Other Floors.....	-		-	
Load Capacity (Lbs/Sq.Ft.):				
First Floor.....	Unlimited.		Unlimited.	
Other Floors.....	-		-	
AREAS FOR PUBLIC STORAGE:	<u>DRY STORAGE</u>	<u>COLD STORAGE</u>	<u>DRY STORAGE</u>	<u>COLD STORAGE</u>
General Storage.....(Sq.Ft.)	-	-	80,000	-
U.S. Customs Bonded.....(Sq.Ft.)	46,000	-	-	-
Cooler Space.....(Cu.Ft.)	-	-	-	-
Freezer Space.....(Cu.Ft.)	-	-	-	-
Convertible Space.....(Cu.Ft.)	-	-	-	-
RAILWAY CONNECTIONS	None.		None.	
TRUCKLOADING STATIONS	Twenty-four.		Fifteen.	
HANDLING EQUIPMENT	One 4-ton and six 3-ton, LP-gas, forklift trucks.		Six forklift trucks.	
FIRE PROTECTION	Automatic fire detection system, hose, and hand extinguishers.		Automatic fire detection and sprinkler systems, and hand extinguishers.	
REMARKS	Facility is a U.S. Customs Central Examination Station.		-	

## STORAGE WAREHOUSES

WAREHOUSE REF. NO. ON MAP	3	4		
OPERATOR AND ADDRESS	Coastal, Inc. 378 Commercial Street Malden, MA 02148	Merrimack Warehouse Co., Inc. 95 Fitchburg Road P.O. Box 370 Ayer, MA 01432		
BUILDING DESIGNATION(S)	-	-		
LOCATION	Same as above.	Same as above.		
KIND OF STORAGE	Dry.	Dry and cooler.		
COMMODITIES USUALLY STORED	General merchandise.	General merchandise and perishable food commodities.		
DESCRIPTION Type of Construction	Steel frame, concrete block walls; concrete floor.	Steel and concrete frame; concrete floor.		
Number of Floors	One.	One.		
Clear Height for Storage (Feet):				
First Floor.....	20	26		
Other Floors.....	-	-		
Load Capacity (Lbs/Sq.Ft.):				
First Floor.....	Unlimited.	Unlimited.		
Other Floors.....	-	-		
AREAS FOR PUBLIC STORAGE:	<u>DRY STORAGE</u>	<u>COLD STORAGE</u>	<u>DRY STORAGE</u>	<u>COLD STORAGE</u>
General Storage.....(Sq.Ft.)	10,000	-	75,000	-
U.S. Customs Bonded.....(Sq.Ft.)	35,000	-	-	-
Cooler Space.....(Cu.Ft.)	-	-	26,400	-
Freezer Space.....(Cu.Ft.)	-	-	-	-
Convertible Space.....(Cu.Ft.)	-	-	-	-
RAILWAY CONNECTIONS	None.	One platform-level track; connects with tracks of Springfield Terminal Railway Co.		
TRUCKLOADING STATIONS	Twelve at doors.	Thirteen at doors.		
HANDLING EQUIPMENT	One 7½- and three 2½-ton, forklift trucks.	Eight LP-gas, forklift trucks, up to 2½-ton capacity; eight 2½-ton, electric, pallet jacks.		
FIRE PROTECTION	Automatic fire detection and sprinkler systems, and hand extinguishers.	Automatic fire detection and sprinkler systems, hose, and hand extinguishers.		
REMARKS	Facility is a U.S. Customs Central Examination Station.	-		

STORAGE WAREHOUSES				
WAREHOUSE REF. NO. ON MAP	5		6	
OPERATOR AND ADDRESS	Millbrook Cold Storage 9 Medford Street Somerville, MA 02143		Americold Corp. 100 Widett Circle Boston, MA 02118	
BUILDING DESIGNATION(S)	-		-	
LOCATION	Same as above.		Same as above.	
KIND OF STORAGE	Cold and cooler.		Cold and cooler.	
COMMODITIES USUALLY STORED	Perishable food commodities.		Perishable food commodities.	
DESCRIPTION Type of Construction	Brick and masonry walls; concrete floors.		Tilt-up, concrete walls; concrete floors.	
Number of Floors	Six.		3, plus basement.	
Clear Height for Storage (Feet):				
First Floor.....	10		13	
Other Floors.....	10-14		7-13	
Load Capacity (Lbs/Sq.Ft.):				
First Floor.....	250		Unlimited.	
Other Floors.....	250		250	
AREAS FOR PUBLIC STORAGE:	<u>DRY STORAGE</u>		<u>COLD STORAGE</u>	
General Storage.....(Sq.Ft.)	82,000	-	205,600	-
U.S. Customs Bonded.....(Sq.Ft.)	-	-	Available.	-
Cooler Space.....(Cu.Ft.)	-	60,000	-	420,000
Freezer Space.....(Cu.Ft.)	-	500,000	-	2,650,000
Convertible Space.....(Cu.Ft.)	-	-	-	-
RAILWAY CONNECTIONS	None.		One 3-car capacity, platform-level track connects with Consolidated Rail Corp.	
TRUCKLOADING STATIONS	Ten.		Nine doors.	
HANDLING EQUIPMENT	Eleven, electric, forklift trucks and two 2½-ton elevators.		Eleven, electric, forklift trucks and three 8-ton elevators.	
FIRE PROTECTION	Automatic fire detection and sprinkler systems, and hand extinguishers.		Automatic fire detection system and hand extinguishers.	
REMARKS	Ammonia refrigeration system, temperature range 36°F to 42°F in cooler, -25°F to 0°F in freezer.		Freon and ammonia refrigeration systems, temperature range 28°F to 50°F in cooler, -20°F to -10°F in freezer.	

## STORAGE WAREHOUSES

WAREHOUSE REF. NO. ON MAP	7	8	
OPERATOR AND ADDRESS	McCarthy Warehouse Co. 295 Union Street East Walpole, MA 02032	Parker Warehouse and Distribution Corp. 21 Parker Drive Aron, MA 02322	
BUILDING DESIGNATION(S)	-	-	
LOCATION	Same as above.	Same as above.	
KIND OF STORAGE	Dry.	Dry.	
COMMODITIES USUALLY STORED	General merchandise.	General merchandise.	
DESCRIPTION Type of Construction	Steel frame; concrete floor.	Steel frame; concrete floor.	
Number of Floors	One.	One.	
Clear Height for Storage (Feet):			
First Floor.....	20-26	24	
Other Floors.....	-	-	
Load Capacity (Lbs/Sq.Ft.):			
First Floor.....	Unlimited.	Unlimited.	
Other Floors.....	-	-	
AREAS FOR PUBLIC STORAGE:	<u>DRY STORAGE</u>	<u>COLD STORAGE</u>	<u>DRY STORAGE</u>
General Storage.....(Sq.Ft.)	60,000	-	100,000
U.S. Customs Bonded.....(Sq.Ft.)	-	-	-
Cooler Space.....(Cu.Ft.)	-	-	-
Freezer Space.....(Cu.Ft.)	-	-	-
Convertible Space.....(Cu.Ft.)	-	-	-
RAILWAY CONNECTIONS	None.	None.	
TRUCKLOADING STATIONS	Ten.	Thirty.	
HANDLING EQUIPMENT	Ten 1- to 10-ton, LP-gas, forklift trucks.	Five 2-ton, LP-gas, forklift trucks.	
FIRE PROTECTION	Automatic fire detection and sprinkler systems, and hand extinguishers.	Automatic fire detection and sprtnkler systems, hose, and hand extinguishers.	
REMARKS	-	-	

STORAGE WAREHOUSES				
WAREHOUSE REF. NO. ON MAP	9		10	
OPERATOR AND ADDRESS	Wakefield Distribution Systems, Inc. 249 North Street Danvers, MA 01923		Romar Transportation Systems, Inc. 90 Western Avenue Boston, MA 02134	
BUILDING DESIGNATION(S)	-		-	
LOCATION	Same as above.		Same as above.	
KIND OF STORAGE	Dry.		Dry.	
COMMODITIES USUALLY STORED	General merchandise.		General merchandise.	
DESCRIPTION Type of Construction	Concrete block walls; concrete floor.		Steel frame; concrete floor.	
Number of Floors	One.		One.	
Clear Height for Storage (Feet):				
First Floor.....	24		18	
Other Floors.....	-		-	
Load Capacity (Lbs/Sq.Ft.):				
First Floor.....	Unlimited.		Unlimited.	
Other Floors.....	-		-	
AREAS FOR PUBLIC STORAGE:	<u>DRY STORAGE</u>	<u>COLD STORAGE</u>	<u>DRY STORAGE</u>	<u>COLD STORAGE</u>
General Storage.....(Sq.Ft.)	100,000	-	98,000	-
U.S. Customs Bonded.....(Sq.Ft.)	-	-	24,000	-
Cooler Space.....(Cu.Ft.)	-	-	-	-
Freezer Space.....(Cu.Ft.)	-	-	-	-
Convertible Space.....(Cu.Ft.)	-	-	-	-
RAILWAY CONNECTIONS	None.		One platform-level track with 5 rail doors; connects with Consolidated Rail Corp.	
TRUCKLOADING STATIONS	Eighteen.		Forty-seven doors.	
HANDLING EQUIPMENT	Six electric, forklift trucks.		Fourteen forklift trucks up to 3-ton capacity.	
FIRE PROTECTION	Automatic fire detection and sprinkler systems, and hand extinguishers.		Automatic fire detection system and hand extinguishers.	
REMARKS	-		-	

## STORAGE WAREHOUSES

WAREHOUSE REF. NO. ON MAP	11	12		
OPERATOR AND ADDRESS	Port Terminals Co., Inc. P.O. Box 371 Boston, MA 02210	Tight Warehousing and Distribution, Inc. P.O. Box 488 Winchester, MA 01890		
BUILDING DESIGNATION(S)	-	-		
LOCATION	17 Black Falcon Avenue (Rear of P.W.D. Ref. No. 80)	45 Holton Street		
KIND OF STORAGE	Dry and cooler.	Dry and cooler.		
COMMODITIES USUALLY STORED	General merchandise and perishable food commodities.	General merchandise and perishable food commodities.		
DESCRIPTION Type of Construction	Steel frame; concrete floors; 1st floor, wooden; 2d floor, concrete.	Insulated metal walls; concrete floor.		
Number of Floors	Three.	One.		
Clear Height for Storage (Feet):				
First Floor.....	29	20		
Other Floors.....	15 and 12	-		
Load Capacity (Lbs/Sq.Ft.):				
First Floor.....	500	500		
Other Floors.....	350	-		
AREAS FOR PUBLIC STORAGE:	<u>DRY STORAGE</u>	<u>COLD STORAGE</u>	<u>DRY STORAGE</u>	<u>COLD STORAGE</u>
General Storage.....(Sq.Ft.)	775,000	-	230,000	-
U.S. Customs Bonded.....(Sq.Ft.)	23,000	-	-	-
Cooler Space.....(Cu.Ft.)	-	22,000	-	100,000
Freezer Space.....(Cu.Ft.)	-	-	-	-
Convertible Space.....(Cu.Ft.)	-	-	-	-
RAILWAY CONNECTIONS	Two surface tracks on each side with one 24-car capacity platform; connect with Consolidated Rail Corp.	One 12-car capacity, platform-level track connects with tracks of Boston & Maine Corp.		
TRUCKLOADING STATIONS	Thirty-six at platform.	Twenty-seven.		
HANDLING EQUIPMENT	Twelve 2- to 3-ton, LP-gas, forklift trucks.	Twenty-five forklift trucks available up to 2-ton capacity.		
FIRE PROTECTION	Automatic fire detection and sprinkler systems, hydrants, hand extinguishers, and security patrol.	Sprinkler system and hand extinguishers.		
REMARKS	-	-		

STORAGE WAREHOUSES (Cont.)		
WAREHOUSE REF. NO. ON MAP	13	
OPERATOR AND ADDRESS	Coldwater Terminal & Warehouse 60 Commercial Street Everett, MA 02149	
BUILDING DESIGNATION(S)	-	
LOCATION	Rear of P.W.D. Ref. No. 37.	
KIND OF STORAGE	Cold.	
COMMODITIES USUALLY STORED	Perishable food commodities.	
DESCRIPTION Type of Construction		
Number of Floors	One.	
Clear Height for Storage (Feet):		
First Floor.....	28	
Other Floors.....	-	
Load Capacity (Lbs/Sq.Ft.):		
First Floor.....	400	
Other Floors.....	-	
AREAS FOR PUBLIC STORAGE:	<u>DRY STORAGE</u>	<u>COLD STORAGE</u>
General Storage.....(Sq.Ft.)	30,000	-
U.S. Customs Bonded.....(Sq.Ft.)	67,000	-
Cooler Space.....(Cu.Ft.)	-	60,000
Freezer Space.....(Cu.Ft.)	-	1,750,000
Convertible Space.....(Cu.Ft.)	-	-
RAILWAY CONNECTIONS	One 2-car capacity, platform-level track connects with Consolidated Rail Corp.	
TRUCKLOADING STATIONS	Twelve.	
HANDLING EQUIPMENT	Forklift trucks are available as required.	
FIRE PROTECTION	Automatic fire detection and sprinkler systems, and hand extinguishers.	
REMARKS	Direct expansion ammonia system, temperature range 33°F to 40°F in cooler, and 0°F to -10°F in freezer.	

CONTAINER-HANDLING CRANES						
P.W.D. REF. NO.	OPERATOR	NO.	CRANE TYPE	LIFT CAPACITY (TONS)	OUTBOARD REACH (FEET)	BACK REACH (FEET)
50	Massachusetts Port Authority (John F. Moran, Container Terminal Wharf)	1	Diesel-electric.	70	108	105
		1	do.	46	108	105
87	Massachusetts Port Authority (Paul W. Conley Marine Terminal, Berth No. 11)	2	Electric.	40	115	86

### MARINE REPAIR PLANTS AND DRYDOCKING EQUIPMENT

Five marine repair plants are described in this section of the report for the construction, repair, and conversion of oceangoing vessels, tugs and towboats, barges, and other types of small vessels. Details of these plants are found in the table of "Marine Repair Plants" beginning on page 89. Four of these plants operate haul-out or drydocking facilities including one floating drydock, one marine railway, one vertical boat lift, and eight graving docks. Lifting capacity of the floating drydock is 8,000 long tons; the haul-out capacity of the marine railway is 1,000 tons; and the lifting capacity of the vertical boat lift is 50 tons.

The Port of Boston also has a number of plants without waterfront facilities which are engaged in various types of marine repair work. These companies maintain shops and portable equipment for making above-waterline repairs and for the installation of equipment, gear, and machinery on all types of craft at berth.

In addition, there are several marine repair plants with waterfront facilities which are operated solely for repairing and maintaining company-owned floating equipment or for recreational craft; these plants have not been included in this report.

### FLOATING EQUIPMENT

Floating equipment based at the Port of Boston includes sixteen tugs and towboats with ratings up to 3,000 horsepower used for towing, docking, undocking, and shifting vessels; and eight tank barges and three self-propelled tank vessels, with cargo-carrying capacities ranging up to 46,860 barrels, equipped with pumps and used for making deliveries of bunker fuel to vessels at berth. The table on page 92 describes this equipment in detail.

Additional information on floating equipment can be obtained from "Waterborne Transportation Lines of the United States" published by the U.S. Army Corps of Engineers. This report describes the American flag vessels engaged in the carriage of freight and passengers, listing the net registered tonnage, length, width, draft, horsepower, carrying capacity, and other details of construction. It also describes the operations of each vessel operator, listing the waterways used, and the localities served. Copies of the publication are for sale by the Commander, U.S. Army Corps of Engineers District, New Orleans, ATTN: CELMN-ED-S, P.O. Box 60267, New Orleans, LA 70160, telephone number (504) 862-1404.

#### RAIL LINES

The Port of Boston, Massachusetts is served by two line-haul, rail carriers: the Boston & Maine Corp. and the Consolidated Rail Corp. In addition, the Bay Colony Railroad Corp. has connections with Consolidated Rail Corp. at Braintree, MA.

## MARINE REPAIR PLANTS AND DRYDOCKING EQUIPMENT

REF. NO. OF NEAREST PIER OR WHARF	5-8			15-16
OPERATOR AND ADDRESS	Boston Marine Works 256 Marginal Street East Boston, MA 02128			General Ship Corp. 400 Border Street East Boston, MA 02128
LOCATION OF PLANT	Northerly shore of Boston Inner Harbor, approximately 0.2 mile above Jeffries Point, East Boston.			Easterly shore, Boston Inner Harbor, approximately 1,700 feet below mouth of Chelsea River, East Boston.
REPAIR SHOPS AND EQUIPMENT	Shops: machine, plate, pipe, copper, sheet metal, carpenter, paint, electrical, joiner, steel fabrication, and rigger; mold loft; welding units; one 50-, and two 25-ton, full- portal, gantry cranes; six 150-ton, crawler cranes; and one 20- and one 6-ton, mobile cranes.			Shops: machine, pattern, electric, carpenter, pipe, paint, and steel fabrication; welding units; mold and rigging lofts; one 16-ton, gantry crane; and two 10-ton, bridge cranes.
NATURE OF WORK UNDERTAKEN	Complete repairs and conversions to all types of deep draft and oceangoing vessels, including above- and below-waterline repairs to hulls, deck machinery, steam turbines, diesel repairs; and cleaning cargo and fuel tanks and tankers.			Construction of small vessels; repairs to wood and steel hulls; repairs to engines, boilers, generators, and electronic equipment; cleaning, scaling, and painting.
LARGEST SHAFTS PRODUCED	Lathe: 42-inch swing by 36-foot bed.			Lathe: 24-inch swing by 10-foot bed.
VESSEL CAPACITY AT PLANT	One in drydock; one in graving dock; others at berth.			Total of 1,234 feet of berthing space at piers.
DRYDOCKING EQUIPMENT Type of Construction Dimensions (Feet): Length overall/length on botton..... Length of blocks/clear width... Width overall/width at top of blocks..... Clear width for vessel/inside...  Maximum depth over blocks at MLW  Hauling/Lifting capacity (long tons) Largest vessel handled (feet) Date built/rebuilt  Utilities available	GRAVING DOCK NO. 2	VERTICAL BOAT LIFT	FLOATING DRYDOCK NO. 1	None.
	256	-	375	
	258	-	375	
	53.5	-	124	
	67.5	-	93	
	16.5	-	28'-8"	
	-	50	8,000	
	239	-	-	
	1958	-	1942	
	Water, compressed air, steam, sewer line, and A.C., 110/220/440 volts.			Water, compressed air, and A.C., 110/220/440 volts; 800 amps.
REMARKS	-			Repair work is done at plant and on board vessels at any location in harbor.

MARINE REPAIR PLANTS AND DRYDOCKING EQUIPMENT			
REF. NO. OF NEAREST PIER OR WHARF	31-35	72-73	
OPERATOR AND ADDRESS	Fitzgerald Shipyard, Inc. 1 Winnisimmet Street Chelsea, MA 02150	General Ship Corp. 300 Northern Avenue Boston, MA 02210	
LOCATION OF PLANT	Right bank, Chelsea River, below Andrew P. McArdle Bridge, Chelsea.	Boston Marine Industrial Park, westerly shore of Boston Inner Harbor, approximately 4,300 feet below entrance to Fort Point Channel, South Boston.	
REPAIR SHOPS AND EQUIPMENT	Shops: fabrication, machine, carpenter, electric, paint, pipe, and rigging; and welding units.	Shops: metal fabrication, machine, electric, paint, pipe, rigger; sandblasting; welding units; additional graving dock at adjacent Boston Marine Industrial Park facility (Ref. Nos. 75-76) is available on lease as required; and three gantry cranes.	
NATURE OF WORK UNDERTAKEN	Above-waterline repairs of any nature; below-waterline repairs to vessels up to capacity of marine railway.	Above- and below-waterline repairs, outfitting, and conversions to all types of deep draft and oceangoing vessels; cleaning cargo and fuel tanks and tankers; complete overhaul and upgrading of naval vessels.	
LARGEST SHAFTS PRODUCED	By subcontract.	By subcontract.	
VESSEL CAPACITY AT PLANT	One on railway, others at piers.	One in each graving dock, others at piers; additional space is available at EDIC Jetties (P.W.D. Ref. No. 75).	
DRYDOCKING EQUIPMENT Type of Construction Dimensions (Feet): Length overall/length on bottom..... Length of blocks/clear width.... Width overall/width at top of blocks..... Clear width of cradle at top of keel blocks/for vessel inside Depth over blocks at MLW Forward..... Aft..... Hauling/Lifting capacity (long tons) Largest vessel handled (feet) Date built/rebuilt Utilities available	<u>MARINE RAILWAY</u> Crandall. 185 185 45 45 10 13 1,000 180 by 27 - Water, compressed air, acetylene gas, and A.C., 110/220/440 volts.	<u>GRAVING DOCK</u> <u>NO. 4</u> 673.5 693.5 92.1 104.0 29.5 - 650 1941/1981	<u>GRAVING DOCK</u> <u>NO. 3</u> 1,132.8 1,175.9 121.8 149.0 38.5 - - -
REMARKS	-	Graving Dock No. 4 is located between Pier Nos. 5 and 6. Graving Dock No. 3 is located at the inner end of the upper side of Pier No. 10.	

## MARINE REPAIR PLANTS AND DRYDOCKING EQUIPMENT

REF. NO. OF NEAREST PIER OR WHARF	97-98				
OPERATOR AND ADDRESS	Massachusetts Water Resources Authority 97 East Howard Street Quincy, MA 02169				
LOCATION OF PLANT	Left bank, Weymouth Fore River, above Washington Street Bridge, Quincy.				
REPAIR SHOPS AND EQUIPMENT	Shops: machine, fabrication, and paint; mold and welding units; sandblasting equipment; and four bridge cranes.				
NATURE OF WORK UNDERTAKEN	Construction, conversion, outfitting, and repairs of any nature to all types of shallow draft and oceangoing vessels and harbor craft. (See Remarks.)				
LARGEST SHAFTS PRODUCED	78 feet by 84 inches.				
VESSEL CAPACITY AT PLANT	One in each graving dock; others at berth.				
DRYDOCKING EQUIPMENT	<u>BASIN NO. 6</u>	<u>BASIN NO. 7</u>	<u>BASIN NO. 8</u>	<u>BASIN NO. 11</u>	<u>BASIN NO. 12</u>
Type of Construction					
Dimensions (Feet):					
Length on bottom over blocks...	860	940	860	850	850
Clear length inside at top.....	-	-	-	-	-
Width on sill at entrance.....	129	147	129	-	-
Width at top of blocks.....	118	145	118	150	150
Clear width inside at top.....	-	-	-	-	-
Depth over sill at MLW.....	18	18	18	12	12
Depth over blocks at MLW.....	12.25	12.25	12.25	6.25	6.25
Hauling/Lifting capacity (long tons)	-	-	-	-	-
Largest vessel handled (feet)	860 by 118	940 by 145	860 by 118	850 by 150	850 by 150
Date built/rebuilt	1953-1954	1953-1954	1953-1954	1974	1974
Utilities available	A.C., 110/220/480 volts.				
REMARKS	Two 75- and one 50-ton, electric, traveling, revolving, full-portal gantry cranes serve Basin Nos. 6, 7, and 8. The Graving Docks were formerly operated by General Dynamics Corp.				

FLOATING EQUIPMENT								
(a) OPERATOR AND ADDRESS (b) BASE FROM WHICH OPERATED	NAME OR NUMBER	DIMENSIONS OVERALL		DRAFT UNDER LOAD (FEET)	HOW OPERATED	HORSE-POWER	CARGO CAPACITY (BARRELS)	REMARKS
		LENGTH (FEET)	WIDTH (FEET)					
<u>TUGS AND TOWBOATS</u>								
(a) Bay State Towing Co., Inc. Pier No. 1 South Bremen Street East Boston, MA 02128	Alex C.	96.0	25.0	13.0	Diesel.	3,000	-	Towing, docking, undocking, and shifting vessels in Boston Harbor and vicinity.
	Joey	95.0	27.0	11.0	do.	1,200	-	
	Leonard J.	104.0	27.0	13.0	do.	2,000	-	
	Russell Jr.	110.0	27.0	12.0	do.	1,200	-	
	Tammy	81.3	28.1	10.7	do.	2,400	-	
(b) P.W.D. Ref. No. 11								
(a) Boston Towing & Transportation Co., Inc. 36 New Street East Boston, MA 02128	Cornell	100.0	27.4	12.2	Diesel.	1,600	-	Towing company-owned tank barges; towing in Boston Harbor, Atlantic Coast, and all inland waterways to Calais, Maine.
	Hercules	104.2	26.1	12.8	do.	1,800	-	
	Matthew Tibbetts	91.5	27.1	10.9	do.	2,000	-	
	Miriam	99.8	27.1	12.1	do.	1,600	-	
	Mars	103.0	25.9	12.0	do.	1,200	-	
(b) P.W.D. Ref. Nos. 12-14	H.J. Reinauer	94.4	29.0	14.0	do.	2,000	-	
	Harold A. Reinauer II	96.5	28.0	14.0	do.	3,000	-	
	Jason Reinauer, Jr.	96.5	28.0	14.0	do.	3,000	-	
	Juliet Reinauer	92.0	25.0	9.0	do.	3,000	-	
	Vincent D. Tibbetts, Jr.	96.5	28.0	14.0	do.	3,000	-	
Pleon	94.8	27.0	11.6	do.	1,200	-		
<u>TANK BARGES</u>								
(a) Boston Towing & Transportation Co., Inc. 36 New Street East Boston, MA 02128	BFT #24	209.0	38.1	14.0	Towed.	-	15,000	Carrying bunker fuel to vessels at berth in Boston Harbor.
	BFT #38	260.0	60.0	18.3	do.	-	-	
	BFT #39	260.0	60.0	18.3	do.	-	-	
	BFT #50	290.0	60.0	17.0	do.	-	46,860	
	BFT #100	165.0	34.0	12.0	do.	-	9,565	
(b) P.W.D. Ref. Nos. 12-14	BFT #300	178.0	38.0	14.0	do.	-	12,170	
(a) New England Marine Services, Inc. P. O. Box 492 East Boston, MA 02128	New England 29	250.9	41.9	14.0	Towed.	-	30,000	Carrying bunker fuel to vessels at berth in Boston Harbor.
	New York 30	250.0	41.9	14.0	do.	-	30,000	
(b) P.W.D. Ref. No. 16								
<u>TANK VESSELS</u>								
(a) Boston Towing & Transportation Co., Inc. 36 New Street East Boston, MA 02128	Dieselube	47.2	16.0	6.5	Diesel.	225	440	Transport fuel in Boston Harbor.
	Bert Reinauer II*	286.5	43.1	15.0	do.	2,000	24,730	
	Vincent Tibbetts*	243.5	37.1	14.0	do.	1,500	15,800	
(b) P.W.D. Ref. Nos. 12-14								*Not in use at time of survey.

## INDEX OF PIERS, WHARVES, AND DOCKS

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			International Salt Co. Massachusetts Port Authority Mystic Piers Nos. 48, 49 & 50...	52	57
			Marine Park Limited Partnership **Mystic Park, Charleston Wharf.....	47	55

\*Various operators.

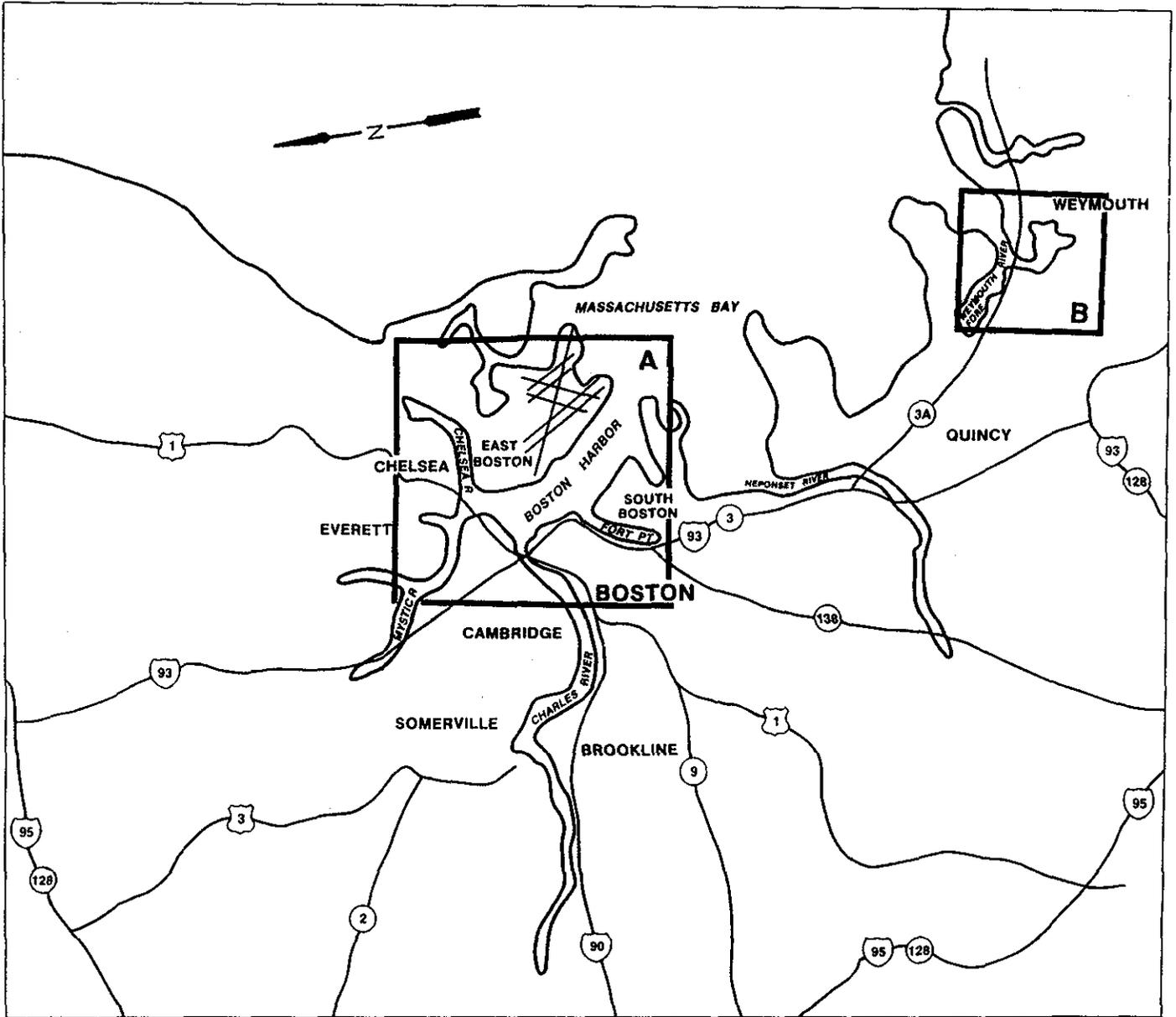
\*\*Not operated.

## INDEX OF PIERS, WHARVES, AND DOCKS

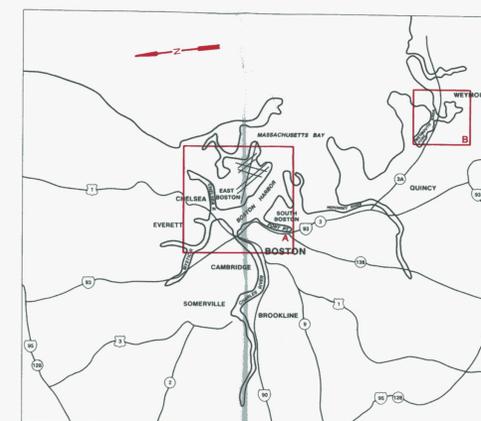
OPERATOR AND FACILITY	P.W.D. REF. NO.	PAGE NO.	OPERATOR AND FACILITY	P.W.D. REF. NO.	PAGE NO.
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\*Various operators.

\*\*Not operated.



LOCATION MAP



LOCATION MAP

LEGEND

- |                               |   |
|-------------------------------|---|
| ◊ CONTAINERIZED GEN. CARGO    | ⊗ MARINE REPAIR                         |
| ■ COAL                        | ⊕ OUTFITTING, SHIPBUILDING, CONVERSIONS |
| □ DRY BULK                    | ⊖ FISH, SEAFOOD                         |
| ▲ AUTOMOBILES                 | ● OIL, PETROLEUM PRODUCTS               |
| ⊙ MOLASSES                    | ⊖ OIL BUNKERING                         |
| ⊗ SCRAP METAL, STEEL PRODUCTS | ▲ SALT                                  |
| ⊙ CHEMICALS                   | ▲ VEGETABLE OIL                         |
| ⊗ CEMENT, GYPSUM ROCK, SAND   | □ DRY STORAGE WAREHOUSES                |
| ★ DRYDOCKING                  | □ COLD STORAGE WAREHOUSES               |

NOTE: CHANNEL DEPTHS SHOWN ARE PROJECT DEPTHS, FOR DATA ON CONTROLLING DEPTHS SEE TEXT PAGE NOS. 7-14.

PORT SERIES NO. 3  
 PORT FACILITIES AT  
**BOSTON, MASSACHUSETTS**  
 WATER RESOURCES SUPPORT CENTER  
 U.S. ARMY CORPS OF ENGINEERS  
 7701 TELEGRAPH RD. CASEY BLDG.  
 ALEXANDRIA, VA 22315-3868

SCALE IN FEET  
 0 100 200  
*John W. Ketter*  
 CHIEF, PORT FACILITIES BR.

FIELD DATA BY  
 SIDNEY FORMAL, APRIL 1994  
 AERIAL PHOTOGRAPHY, APRIL 1991  
 CARTOGRAPHY BY: H.J. DITTINGER