

EVOLUTION OF HINGHAM HARBORFRONT* INTO A PARKLAND, BOATING AND RECREATION AREA

* AREA FROM HINGHAM MARITIME CENTER TO BROAD COVE
ALONG SUMMER/OTIS STREETS

Hingham Land Conservation Trust
Annual Meeting Program
April 5, 2018

AGENDA

Harborfront History

Andrea Young, Administrator,
Hingham Historical Commission & Hingham
Historic Districts Commission

Opportunity and Action: 2002-2018

William (Bill) Reardon, Chair,
Harbor Development Committee

Looking Ahead

William Reardon

Q and A (from submitted cards)

Eileen McIntyre, HLCT Board, will
moderate.

Joining Andrea Young and Bill Reardon
for Q and A are:

- Alan Perrault, Chair, Bathing Beach Trustees, and
- Nancy Clapp Kerber, President, Board of Trustees,
Hingham Maritime Center

Andrea Young, Administrator,
Hingham Historical Commission and
Hingham Historic Districts Commission

A quick salute to:

- *The Hingham Historical Society and*
- *The Hingham Public Library, whose archives provided most of the images that follow.*

In particular, we thank:

- *Michael Achille &*
- *Geri Duff*

who were so helpful in finding historic maps, illustrations and photographs, working with HLCT Board member Eileen McIntyre, who organized this presentation.



Courtesy photo, Hingham Maritime Center



IN GRATEFUL MEMORY OF
REVEREND PETER HOBART
AND
THAT COMPANY OF ENGLISH MEN AND WOMEN
WHO FOUNDED THE TOWN OF
HINGHAM
LANDING NEAR THIS SPOT IN SEPTEMBER
1635

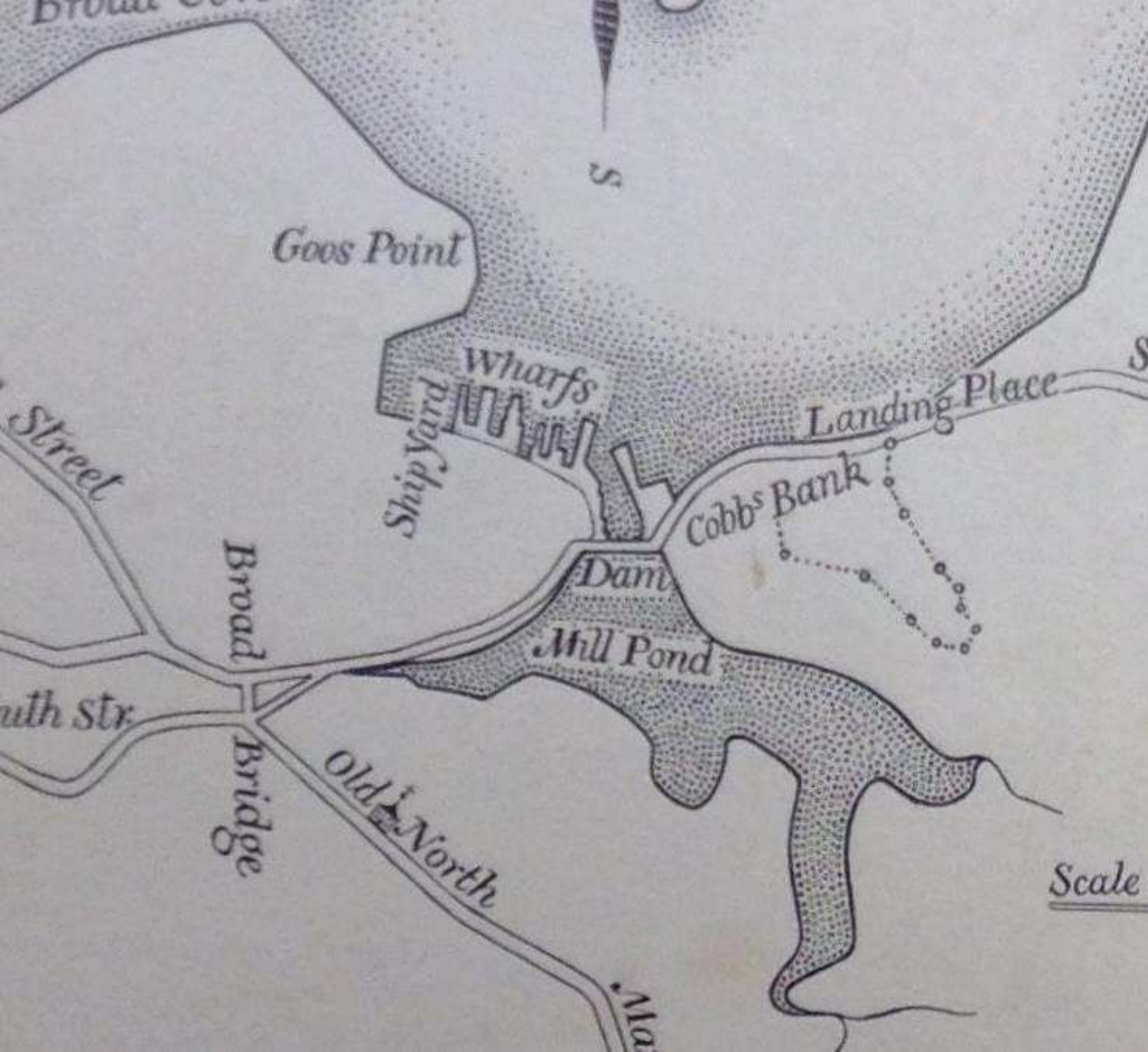
ERECTED BY OLD COLONY CHAPTER
DAUGHTERS OF THE AMERICAN REVOLUTION



THE HINGHAM
HARBORFRONT
IS WHERE OUR
TOWN BEGAN

Monument at Ship Street/North Street
marks landing area for Town founders

Courtesy photo, Eileen McIntyre



WHARVES WERE BUSY AS HINGHAM BEGAN TO GROW DURING & AFTER THE WAR FOR INDEPENDENCE:

IN 1748, THERE WERE 1800 FEET OF WHARF OWNED BY HEZEKIAH LEAVITT, SAMUEL BATE, ELISHA LEAVITT, & CAPT. FRANCIS BARKER.

IN 1792, A NEW WHARF WAS BUILT, JOINTLY OWNED BY A GROUP OF MERCHANTS (ANDREWS AND LORING, AMONG THEM), MARINER JOTHAM LINCOLN AND SHIPWRIGHT REUBEN STODDER, JR.

“CORDAGE BY FEARING, BLOCKS BY LEAVITT, AND, LATER, SAILS BY MARSH AND MAYHEW” WOULD HELP REPLACE BOATS DESTROYED DURING THE REVOLUTION.

SOURCE: *HINGHAM OLD AND NEW*, 1935 (HINGHAM TERCENTARY COMMITTEE)

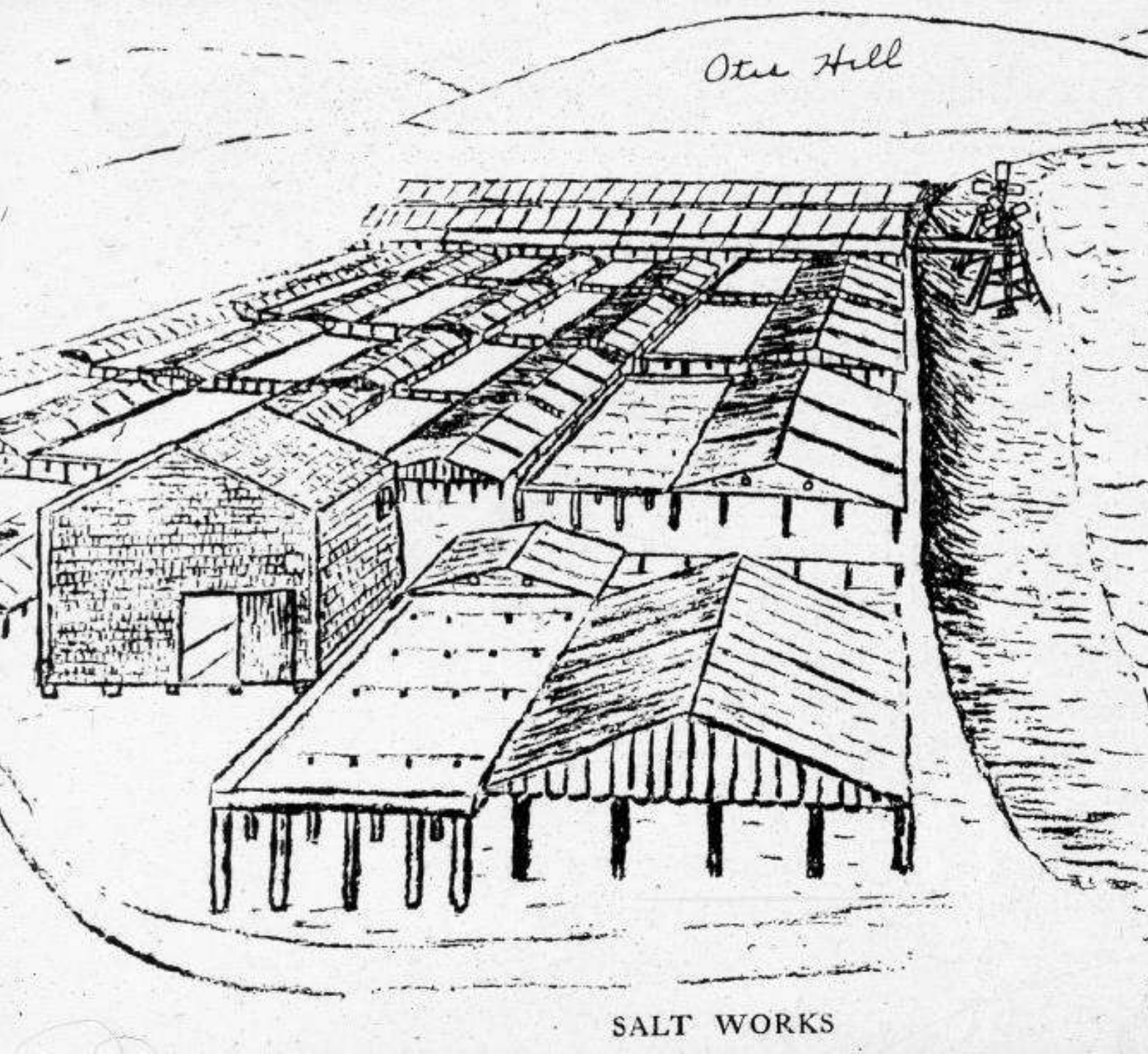
THROUGH THE 18TH & 19TH CENTURIES, THE INCOMING TIDES WOULD BRING A BOUNTY OF MACKEREL AS WELL AS SMELT, EEL, HERRING, FLOUNDER AND SOMETIMES COD.

AFTER THE WAR OF 1812, THE FISHING FLEET GREW FROM 14 VESSELS (IN 1815) TO 65 (BY 1830.) SOURCE: HISTORY OF HINGHAM, 1893

FISHING GROUNDS INCLUDED MILL POND IN THOSE DAYS.



Atlantic Mackerel



SALT WORKS ALONG THE HARBOR PRODUCED VALUABLE SALT FOR PRESERVING FISH AND OTHER FOODS. IN ADDITION, SALT MARSH HAY WAS USED TO FEED LIVESTOCK, ON HINGHAM'S MANY 18TH CENTURY FARMS.

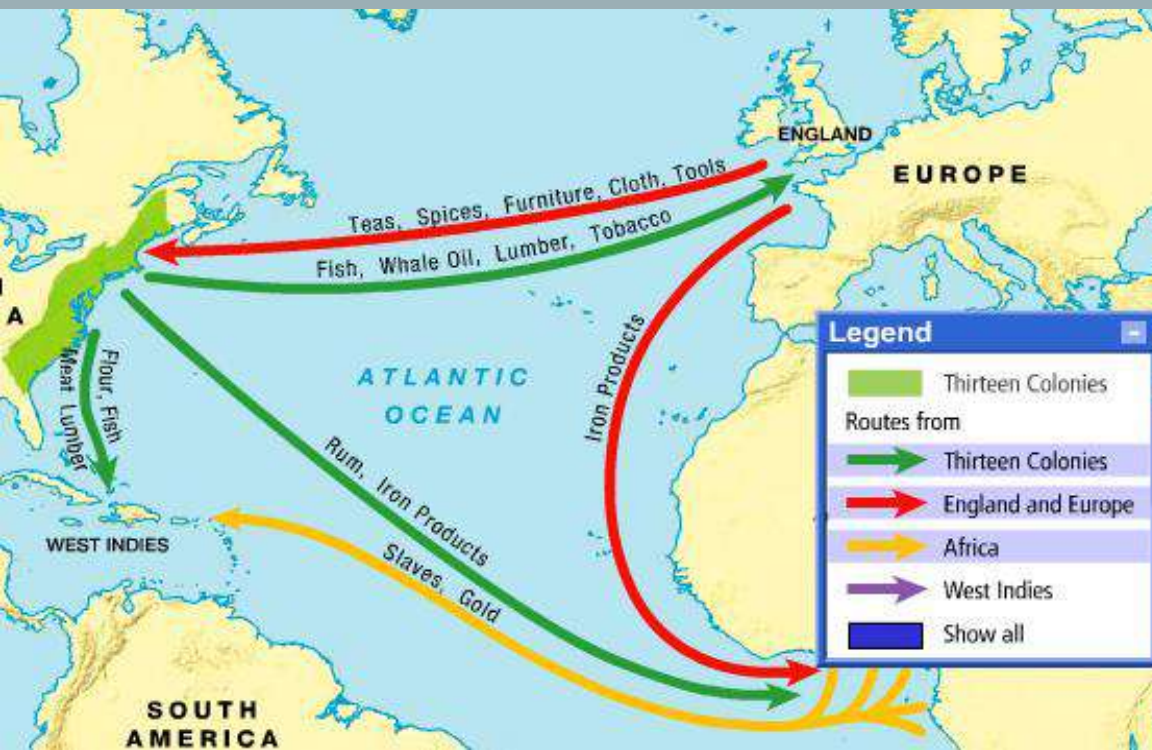
- THE BROAD COVE SALT WORKS, OPERATED BY R. & C. LANE, BEGAN IN THE LATE 1700S.
- M. & F. BURR HAD A SALT WORKS AT MANSFIELD COVE (NOW SEAL COVE).
- HUDSON'S SALT WORKS OPERATED AT WHAT IS NOW THE BATHING BEACH.

“The nearby hills, covered with pine, oak, hickory, beech, elm, and savin*, furnished a wonderful variety of wood for home use and export to the rapidly enlarging Boston and the West Indies.”

SOURCE: *Hingham Old and New*

* A shrubby juniper plant

LUMBER MANUFACTURE, SHIP BUILDING AND TRADE



Kimball's harborside lumber yard in the 19th century

circa 1890:
Lumber schooner at Whitney's Wharf





MARITIME BUSINESSES AT THE HARBOR EMPLOYED HUNDREDS OF MEN AS SHIPWRIGHTS, BLACKSMITHS, FOR BARREL COOPERING AND SAIL MAKING.

- BEGINNING IN 1829, WILLIAM DAVIS MANUFACTURED MASTS AND SPARS, AS WELL AS PUMPS AND BLOCKS ON SUMMER STREET.

- IN 1840, M.L.&C HUMPHREY, STARTED HIS HARBOR-AREA BUSINESS COOPERING BARRELS (FOR PACKING MACKEREL), AND MAKING FISH-KITS.

- AN 1847 COASTLINE SURVEY BY A. D. BACHE, THEN SUPERINTENDENT, U.S. COAST SURVEY, SHOWS A DOZEN WHARVES ALONG THE INNER HARBOR, THOUGH IT IS UNCLEAR HOW MANY WERE THEN IN ACTIVE USE. (THANKS TO JOHN THOMAS FOR PROVIDING A COPY OF THIS MAP TO USE AS A REFERENCE.)

circa 1880s

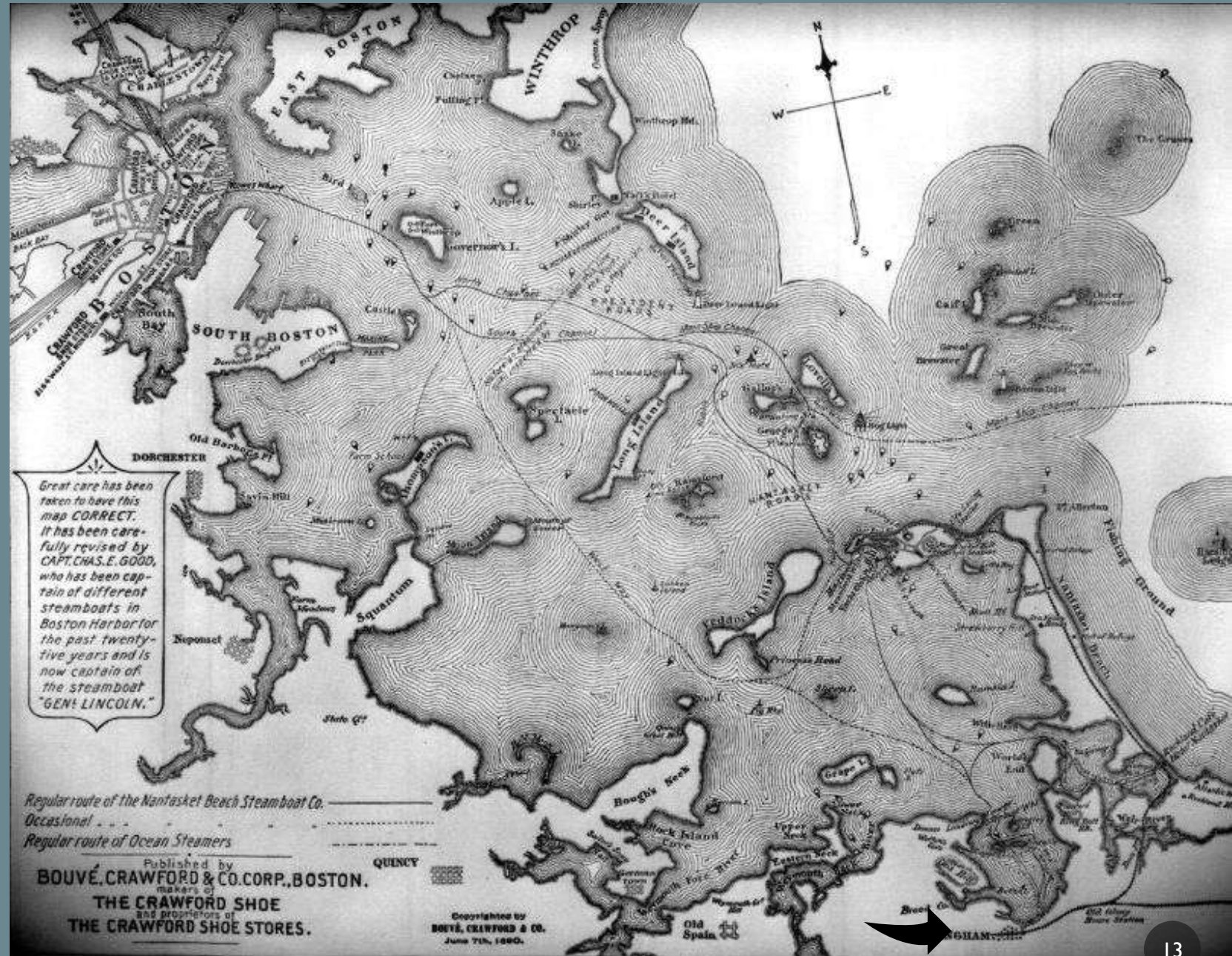


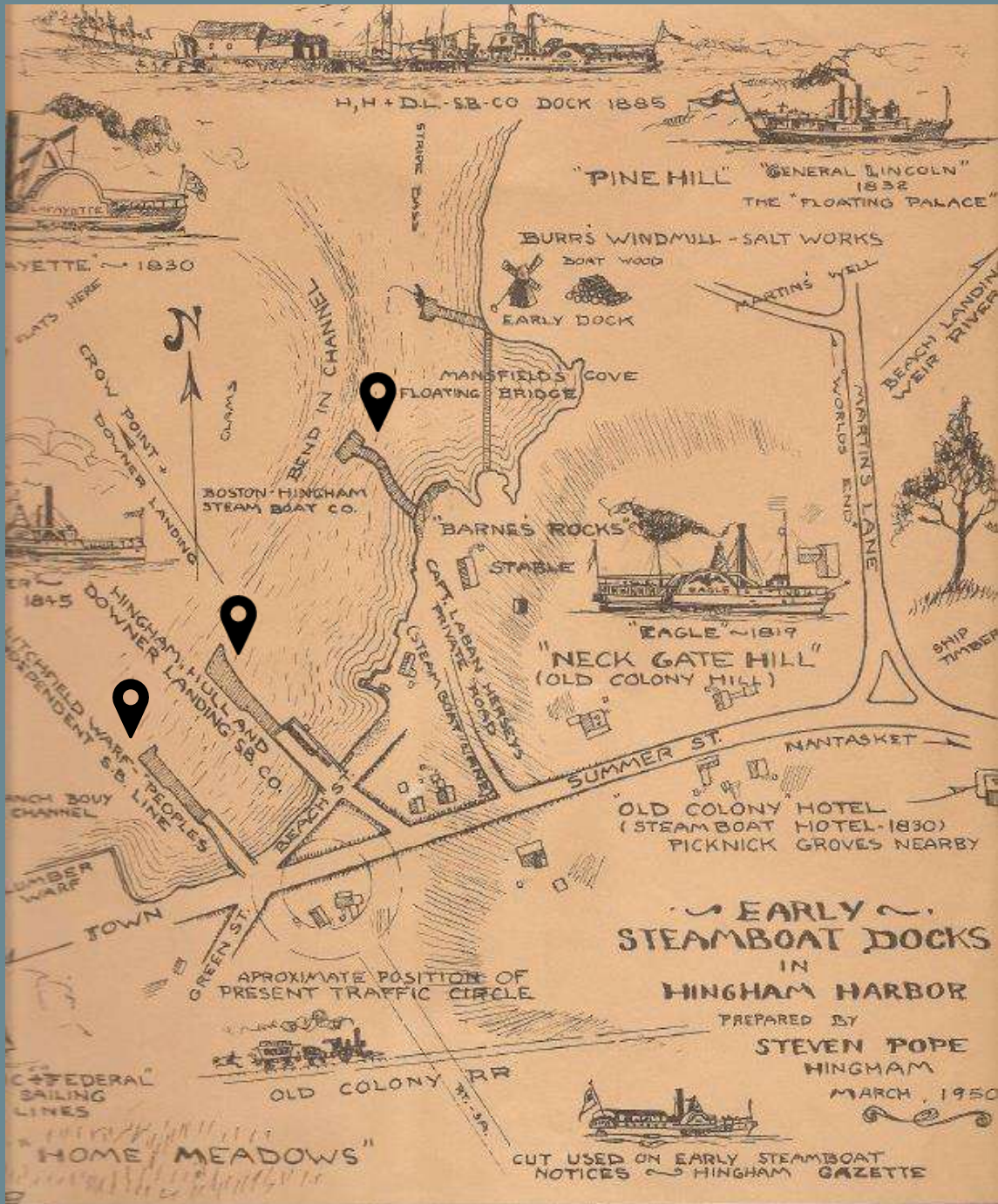
COOPERING—THE MANUFACTURE OF BUCKETS, BARRELS, AND OTHER WOODENWARE—IS AN IMPORTANT PART OF HINGHAM HISTORY.

BARRELS PRODUCED AT A HARBORSIDE FACTORY WERE IMPORTANT FOR STORING AND SHIPPING MACKEREL, AND OTHER GOODS THAT WERE PART OF MARITIME TRADE.

Steamship Routes:

- Luther Barnes, born in 1798, was a founder of the Boston & Hingham Steamboat Company. He lived with his family on Summer Street.
- 1818: Steamboat EAGLE made the first regular run for steamboat service between Boston and Hingham. The ship could take 200 passengers and transit to or from Boston took about 2 hours. Later boats, such as the GENERAL LINCOLN, shortened the trip to 1 hour and 15 minutes.





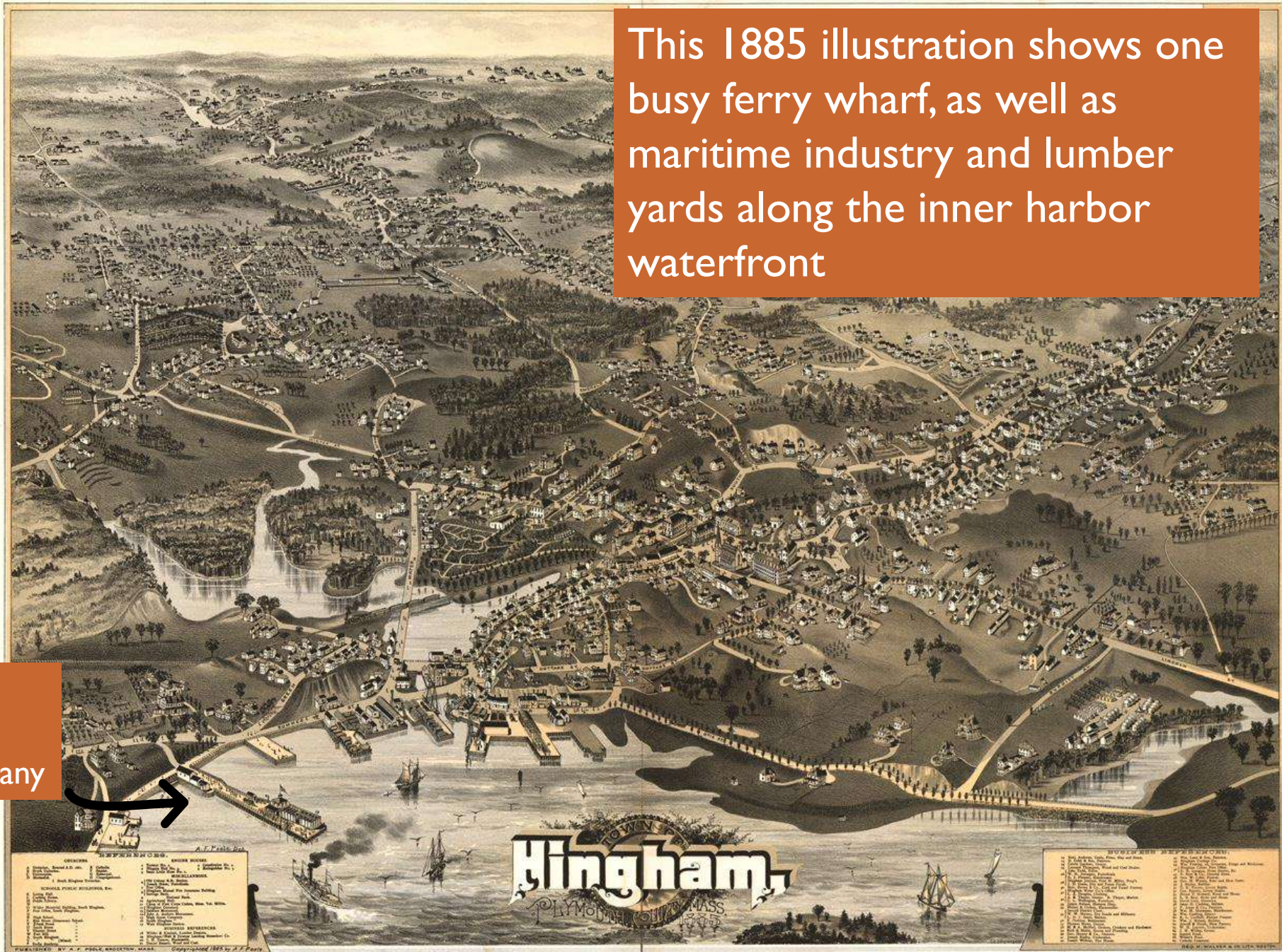
3 wharves initially were used for steamboat service, as this hand-drawn map shows:

- first, towards the lower left of the image, the "People's Independent" line used Litchfield Wharf—later the location of Kimball's Lumber Wharf;
- next, the "Hingham, Hull and Downer Landing Steamboat Company" used Barnes wharf—now the Hingham Maritime Center, and finally,
- the "Boston & Hingham Steamship Company" used another of the wharves then owned by the Barnes Family. This last wharf linked to a walking path bringing guests to the hotel built by the steamboat company on Neck Gate Hill.

On this map, created by Stephen Pope in 1980, you also see the location of the Burr Salt Works that were at Mansfield Cove, now Seal Cove.

This 1885 illustration shows one busy ferry wharf, as well as maritime industry and lumber yards along the inner harbor waterfront

Hingham, Hull & Downer Landing Steamboat Company



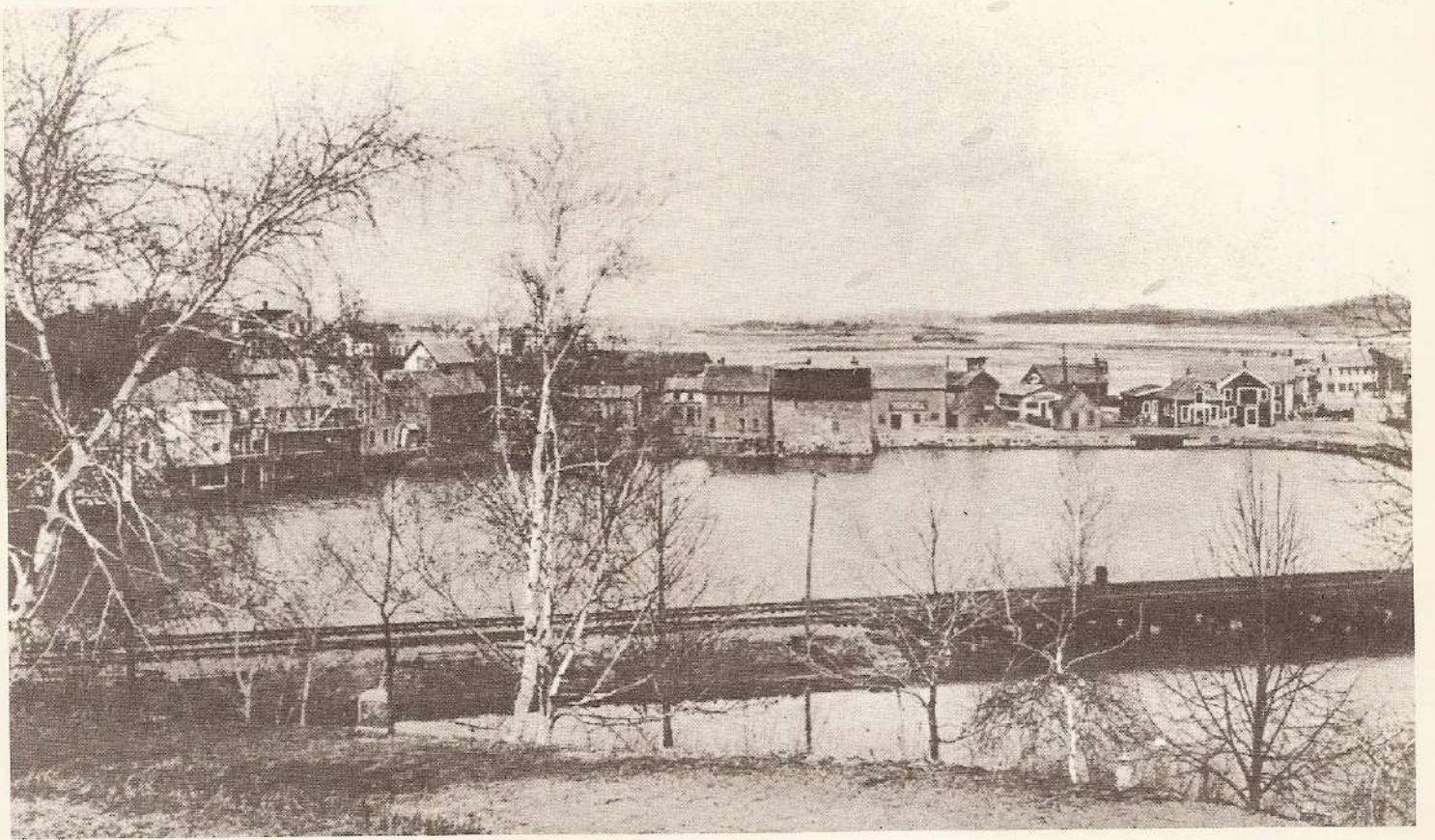
1849: South Shore Railway Company, a branch of Old Colony Line, began runs through Hingham;
Photo shows railway bridge over Mill Pond



Boston Jan 1st 1890

The undersigned hereby agree
to pay one eighth the expense
necessary to obtain an act of
the Massachusetts Legislature authorizing
the Town of Hingham to fill
up the Mill Pond, providing each
of us shall in no case be liable
for a sum exceeding Twenty five
dollars. Said money to be expended
under the direction of the committee
chosen by the town to Repair
& clear out the Town Brook

Charles B. Barnes
Eliot L. Copley
E. Waters Burr
M. D. Whittier
John C. Hollis
Thos. F. Bowd
John R. Brown
Wm. L. Bradley



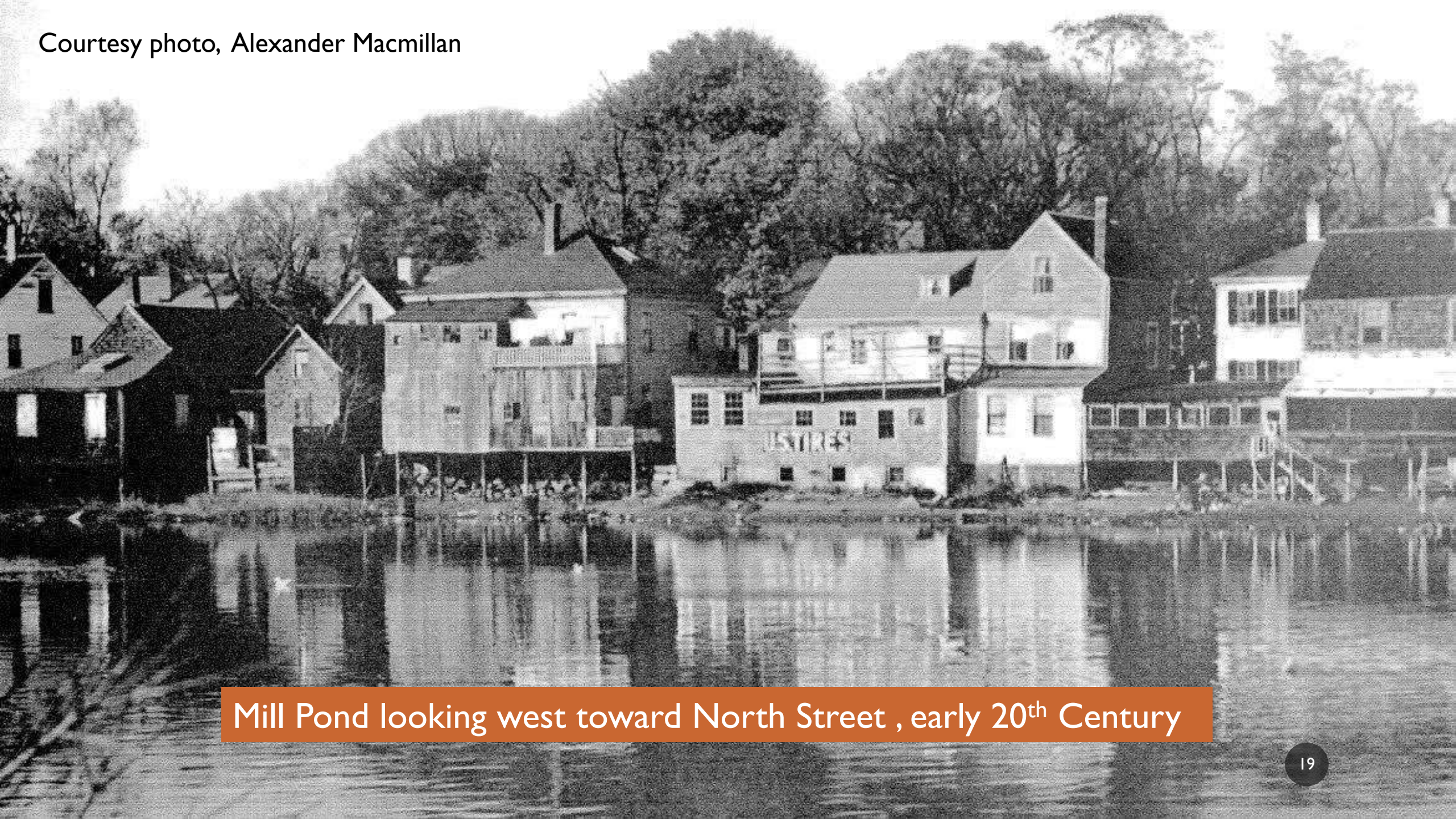
Old Mill Pond and Harbor from Hingham Cemetery.

THROUGH THE 19th CENTURY, HINGHAM'S MILL POND WAS A
DEFINING PART OF THE HARBOR AREA.
HOWEVER, IN 1890, PROMINENT CITIZENS LOOKED FOR SUPPORT
TO HAVE IT FILLED.



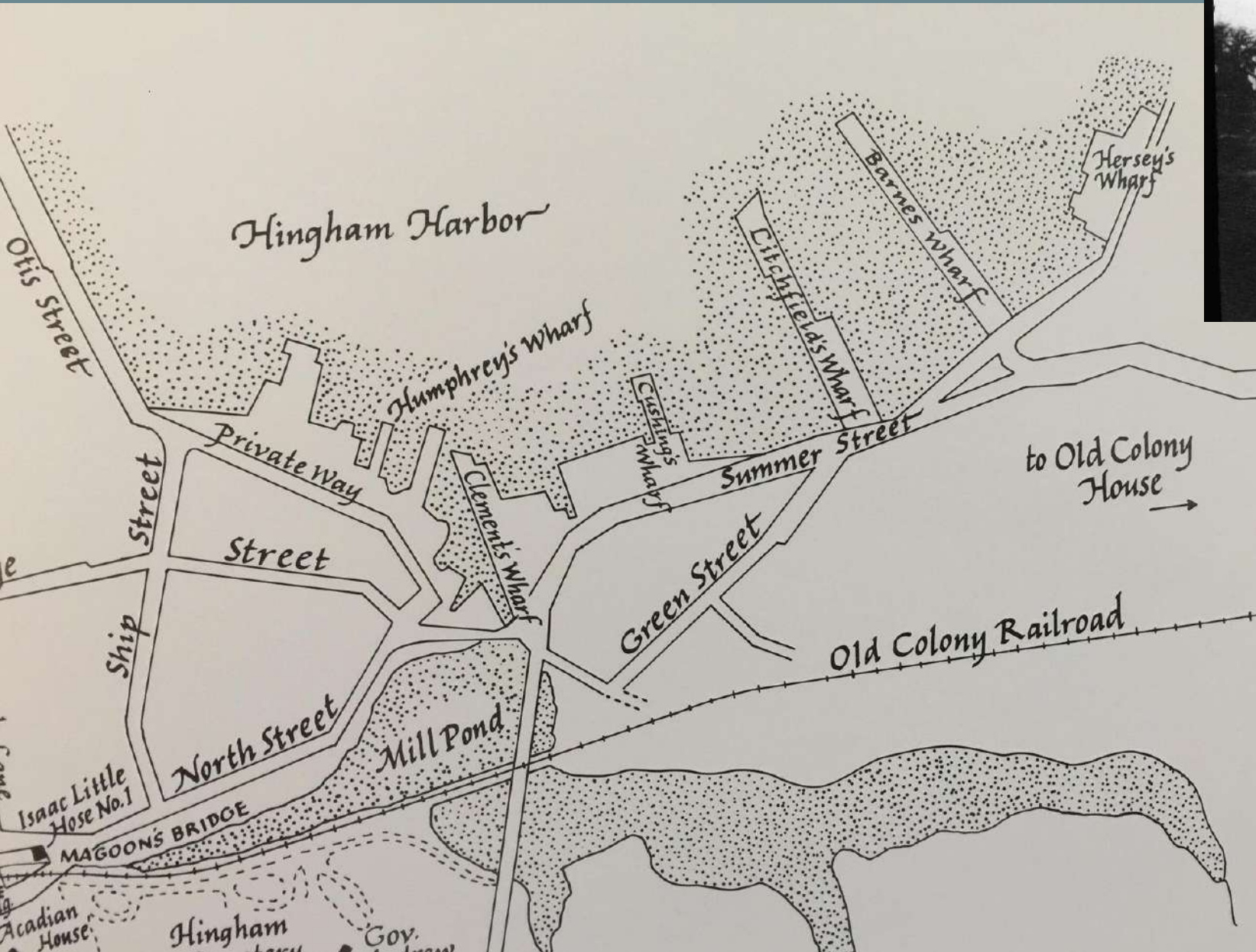
Mill Pond and Town Mill buildings, mid-late 19th century

Courtesy photo, Alexander Macmillan



Mill Pond looking west toward North Street , early 20th Century

1870s view of Hingham Harbor area

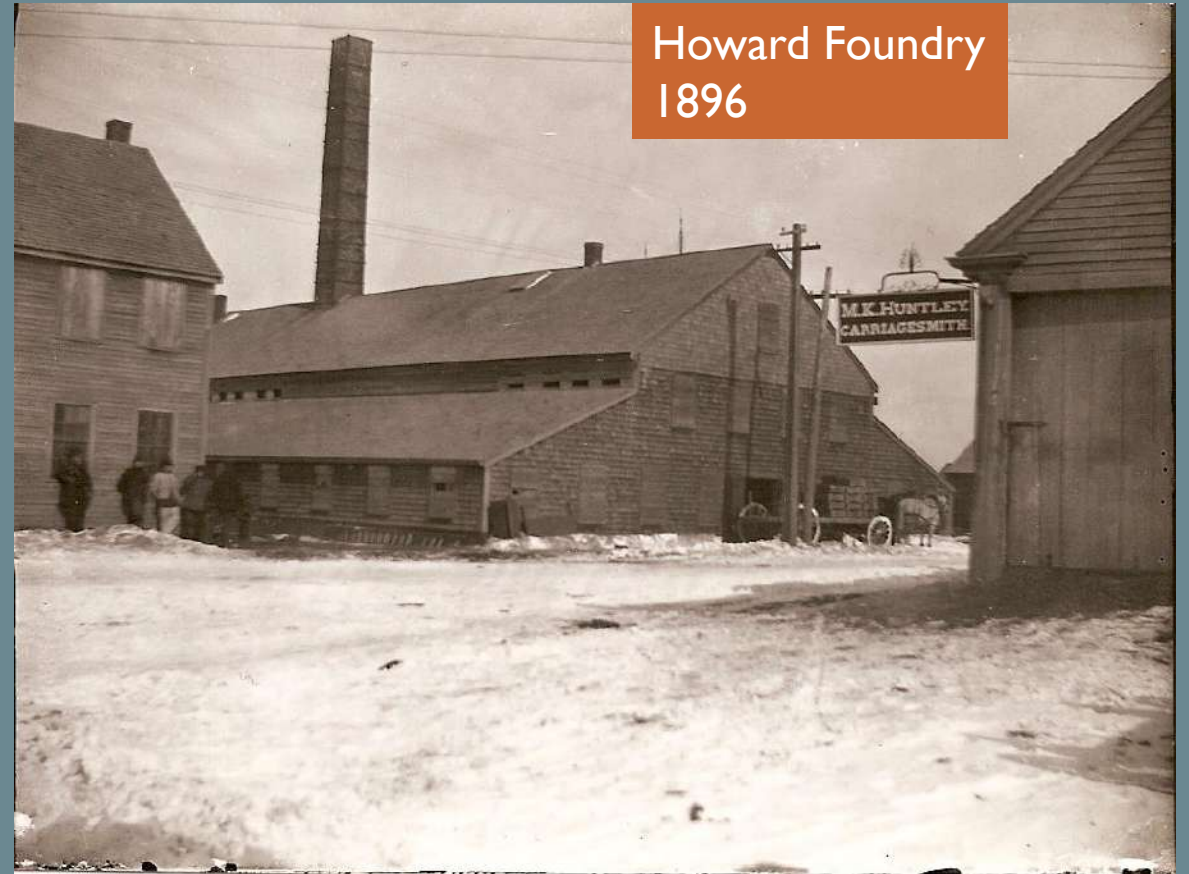


Old Colony House hotel on Summer Street near Martins Lane, at what was known as Neck Gate Hill, was built by the Boston and Hingham Steamboat Company in 1832 for summer visitors.

It was destroyed by a fire at the close of the 1872 season.

HEAVY INDUSTRY AT THE HARBOR
IN THE 19TH CENTURY:
NEAR THE HARBOR, THE HOWARD
FOUNDRY AND THE EAGLE IRON
FOUNDRY OPERATED.

ACROSS MILL POND, ON NORTH
STREET, A COPPER AND BRASS
FOUNDRY WAS ERECTED—
MAKING RUBBER BRACES, HINGES
AND SPIKES.



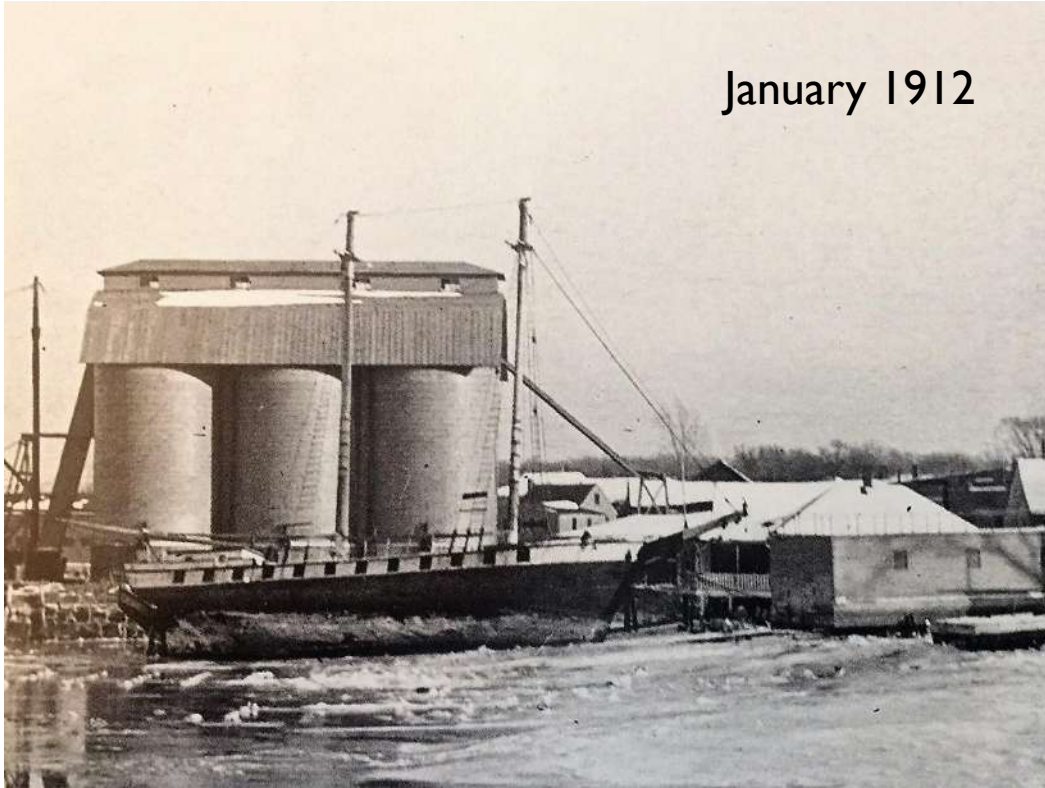
Howard Foundry
1896

George Thompson founded the Thompson Coal Company late in the 19th century. Most of Hingham's coal initially came by barge to the harbor. Later, coal would come in by train.



Schooner moored off coal wharf, 1889

January 1912



The 3 large coal storage siloes were a dominant feature at the harbor.



Office of Thompson Coal Company
(location today of RED EYE ROASTERS)

c. Early 20th century



George Kimball, foreground and staff, including nephew James H. Kimball, left rear, at Kimball Lumber company office along the harbor

c. 1910-1920

Construction/repair of wharf

Grain Mill

Cut stone would come from quarries in Hingham and Quincy after ~1830. Quarried stone first became possible, based on invention of stone splitting techniques using iron wedges, in 1803.

In the early 20th century, recreation joined commerce and industry along the wharves.



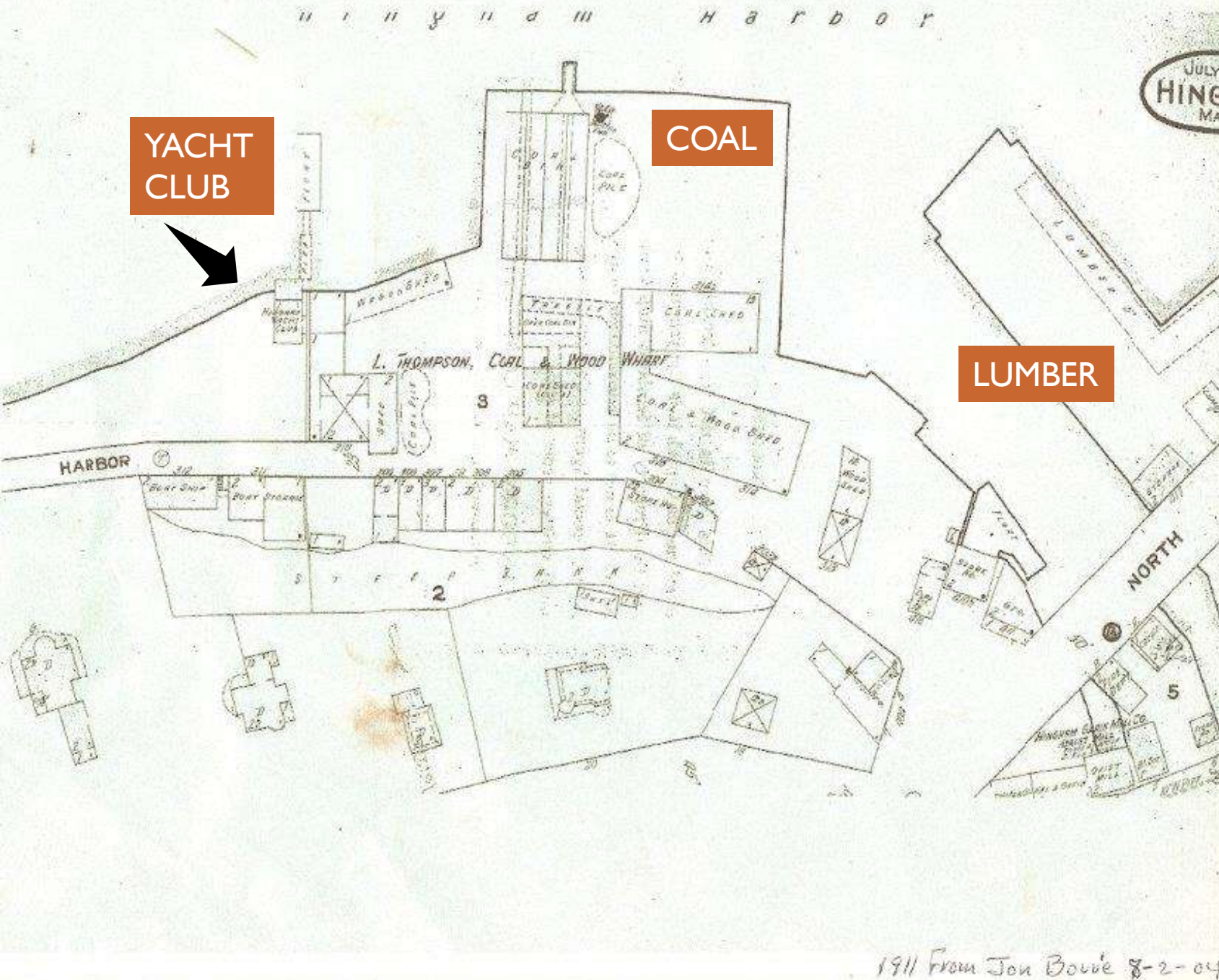
Early 20th century colorized postcard of Hingham Harbor

Lumber Wharf





The Hingham Yacht Club, which had been founded by George Cole and others in 1895, used a wharf adjacent to the Thompson Coal Wharf in the early 20th century.

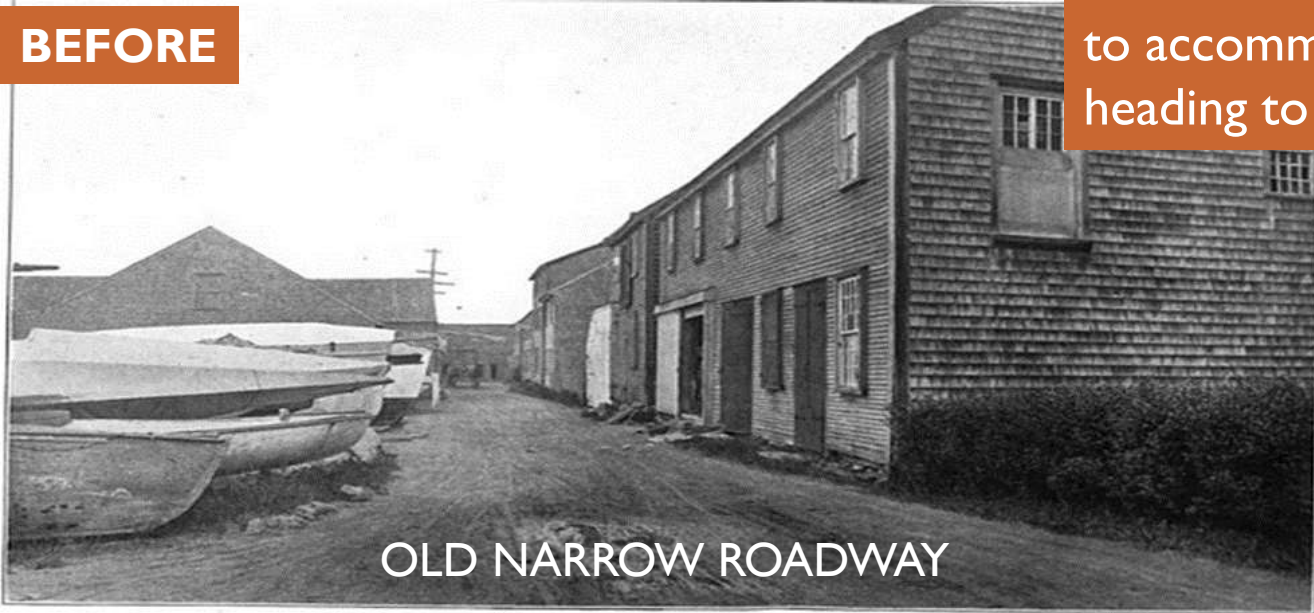


This drawing created by Jon Bouve shows the location of the Yacht Club wharf in **1911.**

Today this is the location of the boat ramp.

In 1916, the MA Legislature authorized construction of a state highway--from the easterly end of the state highway on Lincoln Street to West's Corner (boundary line with Hull and Cohasset)--to accommodate the large volume of traffic through Hingham heading to Nantasket Beach and other parts of the South Shore.

BEFORE

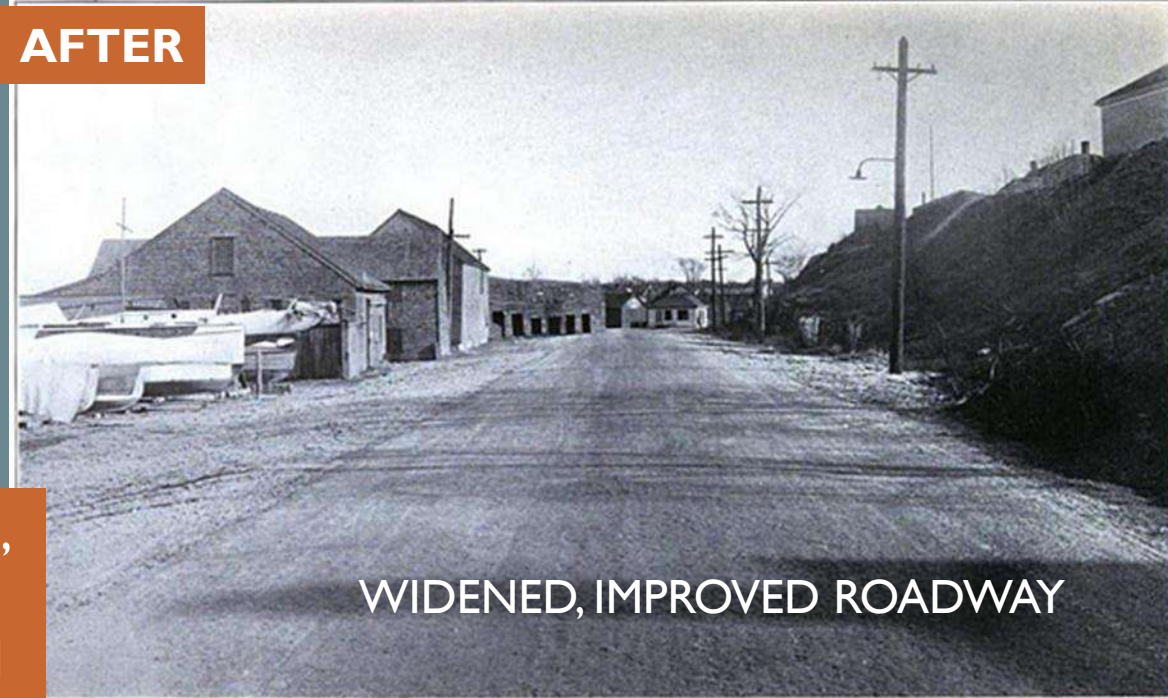


OLD NARROW ROADWAY

Old narrow roadway in Hingham.

The highway, completed in early 1918, created a new roadbed, over what had been private land, to Otis Street, and “thence by Otis and Harbor Streets to the existing main road about a quarter mile easterly from the square and the railroad station.”

AFTER



WIDENED, IMPROVED ROADWAY

Buildings removed and roadway widened and improved in Hingham.

c. 1920 view from intersection of Ship and Cottage Streets

NEW ROADWAY



Courtesy photo from Tom Patch

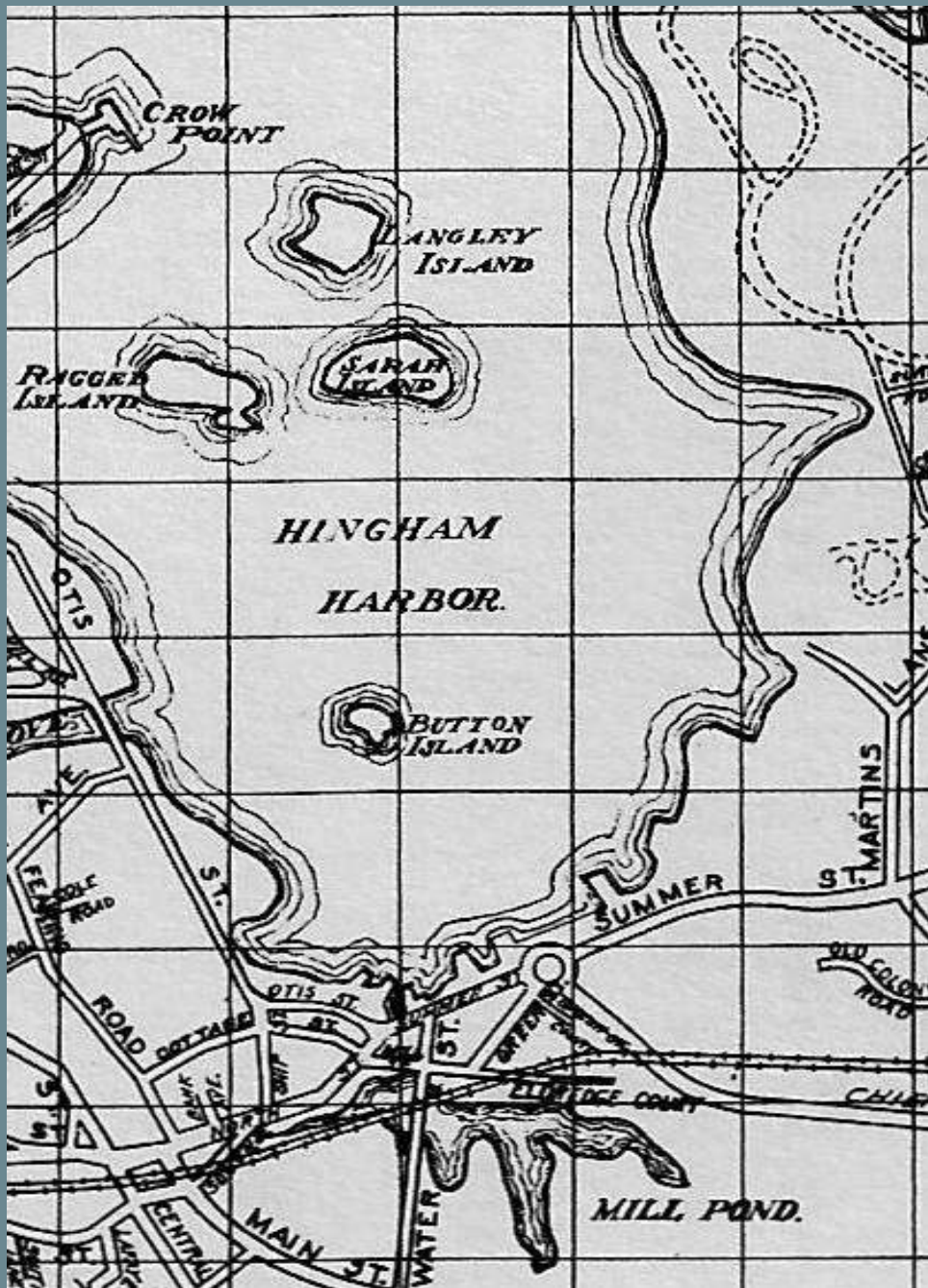
Otis Hill



1923: Roadway at Broad Cove.



New Boulevard and Otis Hill 4/29/23



This 1936 map shows the state highway, with Otis Street connecting seamlessly with Summer Street at the harbor and then continuing across Broad Cove.



Early 20th century aerial view of inner harbor

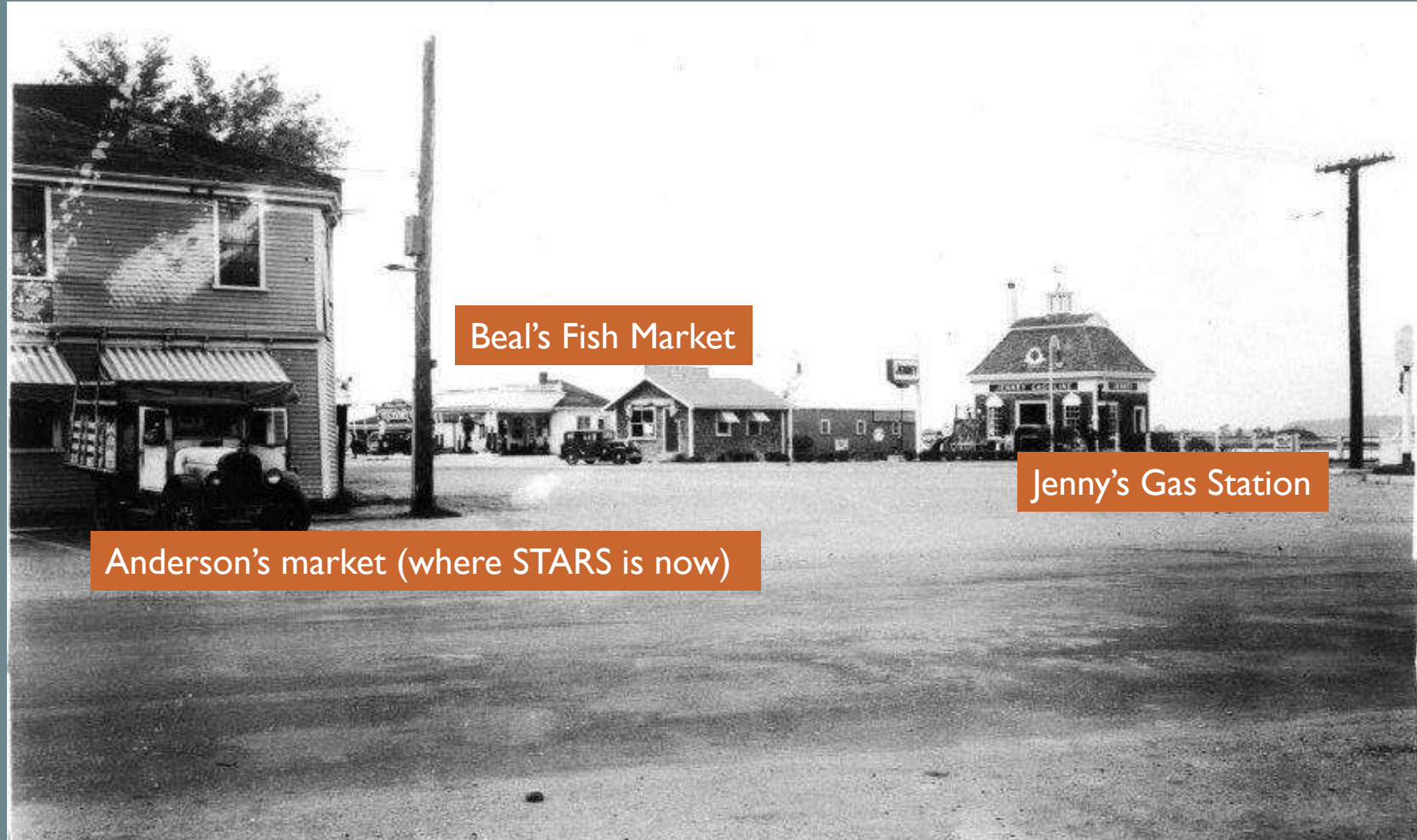
Erected in 1929



In the 1920s, a site along the inner harbor waterfront was chosen for a Hingham War Memorial Park.

- A War Memorial Committee was appointed, chaired by Walter L. Bouve.
- A competition overseen by the State Art Commission selected the model created by Theo Alice Ruggles Kitson and her daughter Theo. After an exhibition in Hingham, their design for a bronze equestrian statue representing Victory was formally chosen for the memorial. A contract with Mrs Kitson and her daughter was executed in January 1926, with plans for completion of the statue in 3 years.
- Mrs. Ruggles Kitson (1871-1932) was born in Brookline and studied in New York and Paris. She specialized in robust war memorials and more than 50 of her public sculptures are erected in various parts of the U.S.
- A foundation mound for the bronze sculpture was built, and referenced during dedication ceremonies on June 30, 1929, as follows: "It base rests on one of the old historic wharves from which sailed many of the brave and hardy men who entered into the marine service of their country."

As the 20th century progresses, heavy industry along the harbor is gradually replaced by gas stations, auto dealerships and retail establishments





Kimball lumber yard building on near left, along with Litchfield Used Cars; Auto dealers on the right along waterfront. In the distance, the site of what is now Caffé Tosca.

Mid/late
1930s
Summer
Street,
along the
harbor



View from North Street with Bayside Motors Chrysler dealership (left) and Tydol gas station (near right.) Also, note the Hingham Tercentenary sign (1935) on the traffic island.

Circa 1960



Looking towards rotary, at this time the A&P Supermarket occupied the building we know now as Fruit Center. Goode Ford is visible to the left, along the harbor. Multiple auto dealers and gas stations.

Late 1960s



Steve Mehl also owned what had been Kimball's Wharf. That wharf later became 1st Quality Marine, a boatyard owned by Roger Merrill. Today the home of Hingham Marina and Dana Baxter Mooring and Launch Service, this wharf now is owned by John Kenny.

Prominent on the left as you came from the rotary at this time was Steve Mehl's Boat House. In the 20th century, this location was home at various times to: Mackenzie Oldsmobile; and Litchfield's auto dealership. At the time of this photo, there were about 9 gas stations between the harbor and downtown. You can glimpse the Sunoco and Chevron signs on the left.

1916:

THE REV. LOUIS CORNISH
(ONE OF THE FOUNDERS OF
THE HINGHAM HISTORICAL SOCIETY
IN 1914) DEEDED THE PROPERTY
TO CREATE THE
HINGHAM BATHING BEACH

EARLY BATH HOUSE, ABOVE;

VINTAGE BEACH GARB IN COLORIZED
POSTCARD OF HINGHAM BATHING BEACH,
RIGHT.

Original
Bath House



These photos are part of the John P. Richardson Collection, which is jointly owned by the Hingham Historical Commission and the Hingham Historical Society.

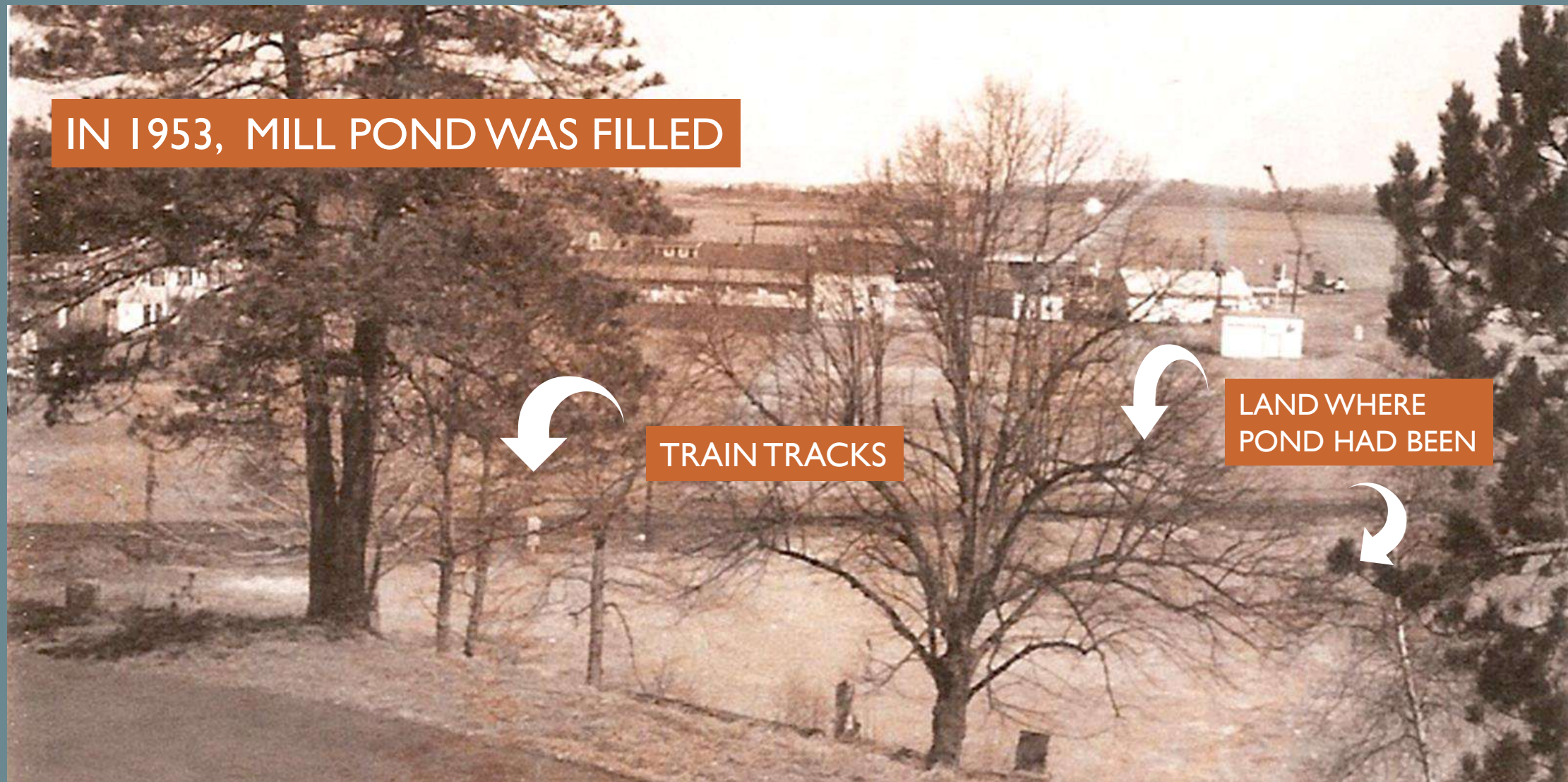
More vintage Hingham Bathing Beach photos



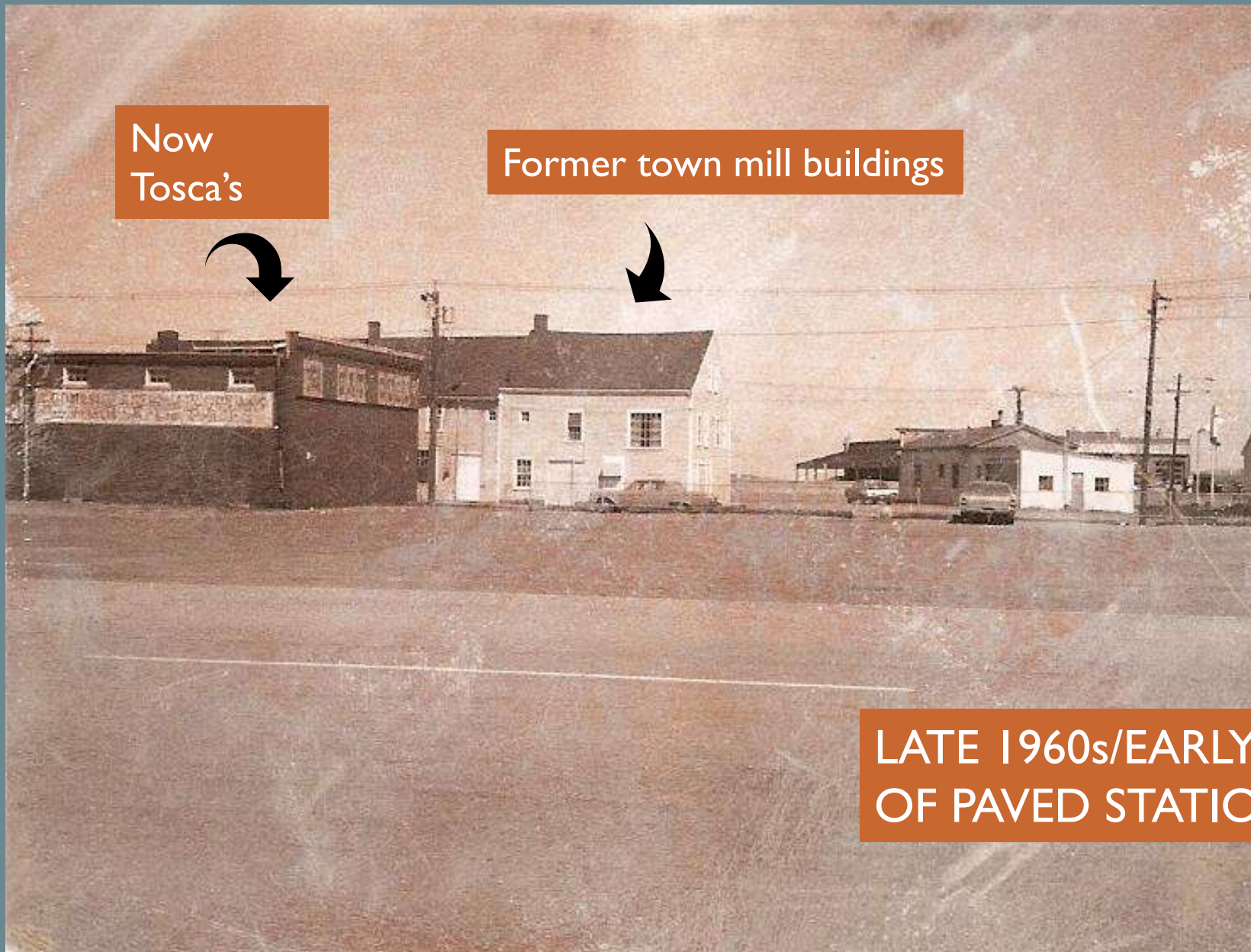


Bunky Kehoe's boat

1960s: Fishing from a float off what was then Bunky Kehoe's wharf. Those fishing here had a view (top of photo) of deteriorating former industrial buildings on Kimball's Wharf. Kehoe's wharf is now owned by Nick and Susan Bonn. In addition to their marina, the Bonns lease space to Bob Weeks who operates the Redeye Roasters Coffee Shop.



Late 1960s/early 70s view from cemetery over train tracks toward harbor



Now
Tosca's

Former town mill buildings

LATE 1960s/EARLY 70s VIEW
OF PAVED STATION STREET



1966: Charles Barnes gives Barnes Wharf to Town of Hingham

1975 view of inner harbor area, prior to
Barnes wharf conversion to community sailing center



1970: Lincoln Sailing Club is formed, Initially with financial support from Lincoln Savings Bank, to bring accessible community sailing (and later rowing) to the harbor.

1970/71: The Town of Hingham approved use of Barnes Wharf as a community boating center.



Courtesy photos, Hingham Maritime Center



1988: Trustees of the Lincoln Sailing Club (now the Hingham Maritime Center) construct the Curtis Pavilion, officially giving it to the Town of Hingham.

Courtesy photo, Hingham Maritime Center

Bill Reardon, Chair,
Hingham Harbor Development Committee

21st Century

MULTIPLE INTERESTS PURSUE VISION OF A REINVIGORATED HARBORFRONT



Courtesy photos, above: Hingham Journal, Hingham Farmers Market. Hingham Maritime Center

MULTIPLE INTERESTS PURSUE VISION OF A REINVIGORATED HARBORFRONT

INFRASTRUCTURE PROJECTS

2003: Initial Whitney Wharf project funded by CPA.

2004: (November 2004) Renovation of historic Whitney Wharf is completed.

2007: Master Plan for Hingham Harbor (Land-oriented Plan only initially) – \$67K funded by CPA.

2008: Town Meeting approves \$1.8 Million to acquire former Mobil Station Property (CPA funds.)

OTHER HARBOR-RELATED INITIATIVES

2002: Rowing program added at Lincoln Sailing Club.

2003: After a period of fund raising, the Lincoln Sailing Center's new Curtis Family Boathouse was opened at Barnes Wharf.

2003: Hingham Farmers Market relocated from Station Street parking lot to Hingham Bathing Beach. Annual fees are paid to Bathing Beach Trustees.

2011: Hingham's Nick and Susan Bonn, owners since 2009 of Bare Cove Marina and former Old Salt Outfitters property at 3 Otis Street, receive Town approval for seasonal rental of all 38 slips, restoring marina to its full capacity.

2011: Redeye Roasters, founded by Hingham resident Bob Weeks, leases the retail space at 3 Otis Street, based on success at the Hingham Farmers Market.

From 2007 Master Plan



MULTIPLE INTERESTS PURSUE VISION OF A REINVIGORATED HARBORFRONT

INFRASTRUCTURE PROJECTS

2015: Harbor Development Committee hosts survey to gauge citizens' concerns and interests re: the Route 3A corridor and the harborfront.

2015: Armor stone wall installed to help protect bathing beach grove (\$100K funded by CPA).

2016: Beach stabilization including engineered dune, buried concrete block wall + walkway construction, parking lot improvement project.* (\$652K from mooring fees.)

2016: Whitney Wharf Pedestrian Bridge funded-\$315 K from CPA. Construction completed. (Later funding for lighting of bridge, \$25K approved.)

OTHER HARBOR-RELATED INITIATIVES

2015: Lincoln Sailing Club changes name to Hingham Maritime Center.

2016: Hingham Maritime Center signs 30 year lease with Town.

2016: Hingham Recreation launches Hingham Paddle Sports program—renting kayaks and paddleboards at the harbor and offering instruction during the summer.

2016: Hingham Town Meeting approves \$150K -- CPA funding, which will be used, along with a previously approved grant of \$700,000 from the state's Seaport Economic Council, for new multi-purpose bath house/snack shop.

* Last phase—the parking lot resurfacing--awaits completion of bath house construction project in 2018.

Town of Hingham - Harbor Development Committee

Survey concerning: Hingham Harbor & Route 3A/Summer St.

Survey conducted in Fall 2015

Respondents:

- 1,513 (including 282 non-residents who use the 3A corridor through Hingham).
- 2/3 were women
- 1/3 were between 35-44 years old
- 57% own or use watercraft on Hingham Harbor

LEARNING RE: USE OF INNER HARBOR FACILITIES

Q. 12 Do concerns about safely crossing Route 3A/Rotary/Summer Street currently keep you from utilizing Hingham Harbor facilities (Bathing Beach, Whitney Wharf, Hingham Maritime Center, etc.)

	Yes	No	Total
Not an abutter	27.1%	72.9%	100.0%
Abutter	37.8%	62.2%	100.0%
Total	31.5%	68.5%	100.0%

Abutters defined as residents of neighborhoods accessible only via Route 3A/Summer Street, e.g. Otis Hill, Crow Point, Hingham Harbor, World's End.

Q. 14 Please rank the facilities and services You would like to see in a redeveloped Hingham Harbor	Not Important (1-2)	Moderate Important	Most Important (4-5)	Mean
Farmer's Market	15.8	21.7	62.5	3.73
Sidewalk/Bike Path from Crow Point to Worlds End	21.9	17.4	60.7	3.61
Boardwalk along waterfront	26	21.2	52.8	3.41
Picnic Areas	18.8	34.4	46.8	3.39
Parking	26	29.2	44.8	3.29
Lincoln Maritime Center (sailing/rowing)	33.6	23.1	43.3	3.16
Restaurant	33.7	20.6	45.7	3.15

MULTIPLE INTERESTS PURSUE VISION OF A REINVIGORATED HARBORFRONT

INFRASTRUCTURE PROJECTS

2017: Wharf Infrastructure Survey/ Resiliency Improvements Plan (\$175,000) recommended by Harbor Development—Priority for initial engineering analysis placed on Town Pier

2017: Route 3A Task Force begins work. It is charged by the Town with coordinating activities of the Rte. 3A-Summer Street corridor project with Town staff, etc.

2018: Harbor boardwalk extension funded by a CPA grant approved at 2017 Town Meeting, nears completion.

OTHER HARBOR-RELATED INITIATIVES

2016/17: Hingham Harbor Security Camera System in place (from Inner Harbor to Back River Bridge)—funded by a 2014 Port Security Grant

2017: Hingham Town Meeting approves \$350K to complete bath house project.

2018: TBD Relocation of Farmers' Market from previous footprint at Town Beach due to construction of new bath house to begin in that area.

2018: Anticipated completion of bath house/snack shop.

2018 TOWN MEETING Warrant:

- Town support sought for -- \$200 K match to application for state funding to begin wharf improvement/resiliency work
- CPA funding sought -- \$110K to extend boardwalk across gazebo parcel
- Support sought for MWRA application process to extend sewer line to Barnes Wharf

Flooding from 2018 Nor'easters



View from Red Eye Roasters of storm flooding, March 2018

WHAT'S NEXT?

WITHIN NEXT 2 TO 5 YEARS

- HARBOR DREDGING: 2019 or 2020
- BOAT RAMP TO BE REPLACED (DESIGN WORK COMPLETE, TIMING DEPENDS ON STATE BUDGETING QUEUE.)
- AS FUNDING AVAILABLE, WORK ON WHARF REPAIR/RESILIENCY PROJECT WILL BEGIN.
- MARITIME CENTER CAPITAL PROJECT
- PLAY AREA (TO FOLLOW BATHHOUSE COMPLETION.)

WITHIN 5 – 10 YEARS

- 3A CORRIDOR IMPROVEMENTS (STATE PROJECT)
- ADDITIONAL WHARF WORK, WHICH MAY FACILITATE EXTENSION OF HARBOR WALKWAY
- ASSESS LANDSCAPING NEEDS, COORDINATING WITH 3A PROJECT.



Q AND A

(from submitted question cards)

Moderator: Eileen McIntyre, HLCT Board

Panel: Bill Reardon and Andrea Young,
joined by:

- Alan Perrault, Chair, Trustees of the Bathing Beach; and
- Nancy Clapp Kerber, President, Board of Trustees, Hingham Maritime Center

This slide show, originally presented at the HLCT annual meeting on April 5, 2018, has been expanded to include additional images and information supplied by attendees at the April 5th program and from further research. (New slides are #15, 35, 38 and 41. Text has been edited or supplemented on slides 7, 11, 13, and 26.)

Our thanks for contributions to supplementary slide content goes to Thomas Bright, Geri Duff, and John Thomas.

The recording by Harbor Media of the April 5th program does not reflect this modest enrichment of the presentation, but includes the Q and A session which is not part of these slides. The link to the recording is posted on the HLCT website .

If you have information about the history of the Hingham Inner Harbor Waterfront, that you would like to share, let us know.

You can contact the Hingham Land Conservation Trust by email at: hinghamlandtrust@gmail.com