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pleted in eight months. However, the additional time has been allowed for adverse conditions.

The new wharf will be 1,250 feet in length and will be 32 feet in width from its beginning until a point 920 feet out is reached. There it will widen to 82 feet to provide space for the wharf buildings. At the end will be a "T" measuring 230 feet by 54 feet with two drops for vessels. There will be an 8-foot walk along the west side for pedestrians and the wharf will be well lighted by modernistic concrete standards with 8-foot arms. The new wharf will be built along the east side of the old structure and the latter will be removed when the new pier is completed.

In the construction of the wharf it will be necessary to move 125,000 cubic yards of sand and the Selectmen have already met with the Finance Committee to consider a method of holding this huge amount of fill for a possible parking area to be built between the wharf and Monument Wharf. A similar meeting is being held tonight with the members of the Harbor Committee to discuss the same problem further.

The present wharf was built some 60 years ago by the railroad and for a long period was an important facility for both the road and the town as rails to the end of the pier made it possible to move freight cars to the end for the loading of fish into them direct from the boats and tremendous quantities of seafood were shipped from Provincetown in this manner. When this method of transportation became obsolete the railroad turned the wharf over to the town and since then many thousands have been spent in a futile effort to keep up with the deterioration. In the new pier specially treated spiles will be used and the roadbed will be of concrete. It is said that no major repairs will be required within 50 years or more.

Senator Stone Does Bit Of Log Rolling For New Pier



John D. Bell Photo

State Senator Edward C. Stone is shown at right, peavey in hand, helping roll a spile into place, to the evident enjoyment of his audience which gathered yesterday morning at the wharf to give the official "go-ahead" to the construction of the new pier. Left to right, John R. Tulis, M.F. Patrick, both members of the County Commission on Harbors and Beaches, Thomas Westcott of the Westcott Construction Co., general contractor for the new wharf; Town Manager Thomas M. Libby, Joseph Sorenti, also a member of the County Commission; Rodolph Bessette, chief of the Waterways Division of the Department of Public Works; Calvin Bowers, Westcott construction superintendent, and Senator Stone. Two in the rear are unidentified.

October 6, 1955
AND TOWN WHARF square, usually the barometer of disappearing activities, is now the center of interest and excitement. It will probably be that through what would otherwise be quiet and uneventful months. About mid-day Monday the lofty crane upended a long black spile and the powerful steam hammer began driving it through sand and gravel at a point a few feet away from the Jolly Jack shorefront. That was the first spile! Old-timers watched with hypnotized fascination. The whole job of putting it down required only seven or eight minutes. The hammer and driving mechanism weighs five tons and the initial driving is at a rate of eight blows a

minute. Toward the end of the driving the rate is increased to 32 a minute. Evidently some shift has been made in plans for yesterday the pile driver, mounted on a caterpillar, was moved, on the coming tide, over onto the barge and driving will be continued on what will be the middle section of the wharf.

PRETTY SOON THE construction of this modern wharf is going to be a process worth following and it might prove worthwhile to publicize the event, inviting outsiders to Provincetown to follow the work. Might even build a short section of bleachers to roll along the old wharf so that spectators could watch in comfort.

Construction Of New Pier Speeded Up As Pile Driving Increases Work Area

Progress in the construction of Provincetown's new municipal pier is now moving into high speed with the arrival of all necessary materials and equipment and favored, too, with perfect weather. Two dozen pilings had been driven yesterday noon and in the early afternoon the work of pouring the first concrete was started. This went into a large form about two feet wide, four feet deep and as long as the pier will be wide. This heavy steel-reinforced member will crown a tier of six pilings and into it will be fitted the heavy stringers.

The parking area at the wharf is now entirely given over to the storage of building materials, the carpenter shop and an overhead concrete mixer. As more and more spiles are driven the need for help on the pier construction becomes greater and already a number of local carpenters, skilled and unskilled help have been put to work with the promise of additional jobs within a short time.

Spiles Ready

Along the old wharf are piled the spiles, impregnated to the core with creosote, and the lengths are so placed as to be quickly available as the driving goes out into deeper water. Although it takes but eight or ten minutes to drive a piling to the required depth, a great deal more time is consumed in getting the long, heavy pile into the exact spot where it is to be driven. The State engineers allow practically no allowance and should a piling develop an angle while being driven it must afterward be forced into the position required.

The pile-driven works from a barge and some minor delays have resulted because low water has made it impossible to maneuver the barge from one position to another. Soon the barge will be working in deep water and this difficulty will be eliminated.

Following the recent special Town Meeting when it was decided to go head for an engineering survey of the shore parking area, a conference was called to determine whether plans for the new wharf might be altered to take advantage of the parking area which will extend out some 350 feet from the present shore line. It was hoped that both State and Town might