

(DRAFT COPY)

PLAN FOR PRESERVATION TREATMENT of:

SYLVINA W. BEAL

BURNHAM BOAT BUILDING & DESIGN

Phone (978)-491-7666

Email haburnham@gmail.com

Preface to the Plan

With the *Sylvina W. Beal*, Mary Kay and I see an opportunity to save a landmark vessel along with the past she so well represents, to practice what we have learned about historic preservation and stewardship, and to help keep the culture of traditional shipbuilding alive for one more generation of school kids in Essex. When we are through, we are hopeful that she will survive as a commercially viable passenger, research, and training vessel and be able to pay for herself and her upkeep for many years to come.

On other preservation projects I worked on I became familiar with the Secretary of the Interior's Standards for Historic Vessel Preservation Projects. I have come to appreciate the requirement of a written preservation plan and feel many of the projects I worked on would have benefited from the time taken to do such a plan before the work started. Developing a written plan is a very worthwhile endeavor and sharing drafts of the plans is of enormous value, especially if a number of individuals or organizations are involved as concerns and issues are often unearthed and addressed in black and white before the real work starts. The following is my second draft.

While the *Sylvina W. Beal* will remain a privately owned commercial vessel, we intend to involve several educational non-profits and the community throughout the process of the vessel's rehabilitation and eventual operation. So we don't get too far off track we have listed the mission statement of the Gloucester Maritime Heritage Center and the Essex Shipbuilding Museum as well as the exact requirements from page eight of the Secretary of the Interior's Standards for Historic Vessel Preservation Projects for a plan for preservation treatment.

Mission Statements

The Mission of the Essex Historical Society and Shipbuilding Museum is to provide a center for education, preservation, and study of traditional Essex shipbuilding and the community that supported it.

The Mission of Maritime Gloucester is to inspire students and visitors to value marine science, maritime heritage and environmental stewardship through hands-on education and experiences.

The Secretary of the Interior's Standards for Historic Vessel Preservation Projects (SHVPP)

Every sound historic vessel Preservation Project should begin with a plan; a well thought-out, detailed, written plan for the preservation treatment that addresses and takes into account the following:

1. The historic significance of the vessel and the degree of historic integrity it possesses.
2. The availability of information that might be required for preservation and restoration treatment such as original construction changes made during the life of the vessel etc.
3. The physical condition of the vessel, as determined by a competent surveyor.
4. The environment in which the vessel is to be preserved and the projected effect of that environment on the vessel.
5. The intended use of the vessel and the projected effect of that use on the historic integrity of the vessel.
6. The work required implementing the proposed treatment, and the sequence in which the work will be performed.
7. The availability of suitable materials, equipment, and technology to successfully carry out the project.
8. The availability of competent personnel with the requisite skills and expertise to perform the work.
9. The availability of a suitable site for carrying out the proposed treatment.
10. The cost of the proposed treatment, and the source and availability of funding to complete the work.

The Plan

This plan consists of ten sections that address the specific elements of the Secretary's Standards. They are as follows:

1. The historic significance of the vessel and the degree of historic integrity it possesses.

In the notice of her launch on July 6, 1911 the Boothbay register mentioned that the *Sylvina W. Beal* for sardine fishing, has water (tight) compartments, is fine in her lines, is nicely fitted up, and really would pass for a pleasure craft. At the time the *Sylvina W. Beal* was not special or even unique. She had only taken six weeks to build and she was the second vessel (the first being *Helen McColl*) built on the same or a similar model by renowned ship builder Frank C. Adams in East Boothbay, Maine. Today the *Sylvina W. Beal* is a rare surviving example of a vessel type that is significant to the history of the United States.

As a fishing schooner, the *Sylvina W. Beal* represents an industry that dates back to the days prior to European settlement and a type of vessel that dominated that industry from colonial days. Of the thousands of fishing schooners built all over the North Eastern United States she is one of only ten that we know of that are still afloat. These ten fishing schooners include the *Lettie G. Howard* built at Essex, MA in 1893, the *Maggie S. Myers* reportedly built at Bridgeton, NJ in 1893, the *Ernestina Morrissey* built at Essex, MA in 1894, the *Mary E.* built at Bath, ME in 1907, the *Sylvina W. Beal* built at East Boothbay, MA in 1911, the *L.A. Dunton* built at Essex, MA in 1922, the *Adventure* built at Essex, MA in 1926, the *J&E Rigg* built at Dorchester, NJ in 1927, the *A.J. Meerwald* built at Bay Shore, NJ in 1928, and the *American Eagle* built at Gloucester, MA in 1930.

Of these the *Sylvina W. Beal* is one of only two Maine built fishing schooners, the other being the *Mary E.* and the oldest of the only two knockabout fishing schooners, the other being *Adventure*. The *Sylvina W. Beal* is the only surviving fishing schooner built in East Boothbay, and she is the only surviving example schooner purpose built for the sardine fishery. The *Sylvina W. Beal* also unique amongst all the others in that she is the only one not listed on the National Historic Register.

Not wanting to be neglectful of our neighbors at the Essex Shipbuilding Museum, we must mention one other surviving fishing schooner and that is the *Evilina M. Goulart*, which also deserves its place on the National Historic Register. While no longer afloat, this vessel is preserved out of the water at the Essex Shipbuilding

Museum immediately adjacent to our yard where we will be rehabilitating the *Sylvina W. Beal*. Being preserved ashore in the place where she was built, the Goulart still contains the majority of her original historic fabric and has been a useful source of study for those whom have rehabilitated the majority of other schooners and will no doubt prove useful while we are rehabilitating the *Sylvina W. Beal*.

There is a lot of information available about the Charles Henry Beal, the herring fishery, sardines, and sardine carriers that should be further researched and included in the application for National Historic Landmark status but are not as pertinent to this document that deals largely with the vessel's preservation.

For the purpose of the plan it suffices to say that the 1912 list of Merchant Vessels has the *Sylvina W. Beal* as a fishing vessel with an 11 person crew. While our research is ongoing, this would suggest an early career as a seiner. In 1917 the *Sylvina W. Beal* was purchased by Seacoast Canning and the Merchant Vessel List from that time has her as a cargo boat with a crew of 2 suggesting she had been converted to a full time carrier, a capacity she remained in until 1980.

In 1981 the *Sylvina W. Beal*'s rig was restored and she was rehabilitated into a working windjammer carrying passengers on multi-day trips. Eventually, being small enough so she was easy to handle and large enough to carry more than 49 passengers, the *Sylvina W. Beal* found her niche as a day charter boat, a career she excelled at. In 2013, after 102 years of commercial service, time finally caught up to the *Sylvina W. Beal* and her maintenance costs were exceeding her earning capacity and renewal of her USCG Certificate of Inspection was not pursued. We purchased the *Sylvina W. Beal* in the fall of 2018 From Captain Stephen Pagels who knew us and wanted to put the boat in good hands.

A) Integrity of Location

As an active seagoing vessel the *Sylvina W. Beal* will be constantly changing location as she always has and, with any luck, always will. The *Sylvina W. Beal* was built for the herring fishery in eastern Maine and spent many years working for the Seacoast Canning Company out of Portland. As a windjammer she worked out of Maine, Connecticut, Nantucket, and sailed as far as Venezuela.

Now the *Sylvina W. Beal*'s homeport is Gloucester. This is entirely fitting as Gloucester is renowned for its fishing history and the *Sylvina W. Beal* will help to tell Gloucester's story as well as her own. Moreover, she

will be rehabilitated in Essex, MA and as her rehabilitation will be part of Essex's story, Essex will be part of hers.

One of the ways I came to love and own the *Sylvina W. Beal* was working on and off for eleven years as the owner's representative on the Essex-built National Historic Landmark fishing schooner *Ernestina Morrissey* while she was undergoing a rehabilitation similar to what we intend to do with the *Sylvina W. Beal*. Working in Boothbay was a very positive experience and now that area has come to feel like a second home. I am grateful for the way they took care of the *Ernestina Morrissey* and I look forward to repaying the favor with the *Sylvina W. Beal*.

While working on the *Ernestina Morrissey* I met some very fine shipwrights and we shared information, ideas, and learned a great deal from each other. I also got to know the people from that area and a little of that area's history. Many times I made the trek back and forth under sail and found it a short easy run in most conditions with easy approaches on both ends. Thus I came to appreciate first hand how the sailing routes connected Maine and Massachusetts long before trains and interstate highways. Until 1820 Maine was part of Massachusetts and shares fishing grounds, fishing vessels, and shipbuilding technology, and the coastal culture in these areas is not only similar, but in many ways the same.

Even the names are the same. When the *Sylvina W. Beal* was built, there were Burnhams in Boothbay, Adams in Essex, and Beals in Gloucester. Essex boats were fishing out of Maine and Maine boats fishing out of Gloucester. We could go on and on about how the places, the vessels and the people are connected and I am sure we will learn more and the *Sylvina W. Beal* will help teach us. One vessel we will mention is Captain Ben Pine's Elizabeth Howard known as the White Ghost of the North Atlantic (American Fisherman) and one of Gloucester's most famous racing fishing schooners. The reason we mention her is that she was actually built by Frank C. Adams at East Boothbay several years after he built the *Sylvina W. Beal*.

Going forward there are many people in the Boothbay region who know this history and are happy to see the *Sylvina W. Beal* being rehabilitated. Some have been encouraging us to regularly visit the area with the *Sylvina W. Beal* when we are through offering us incentives in the way of dockage and business. While the *Sylvina W. Beal* will be home-ported out of Gloucester, we see a future incarnation for her acting as a floating ambassador between Massachusetts and Maine and look forward to spending time with her on the Maine coast.

B) Integrity of Design

The *Sylvina W. Beal* is an early auxiliary knockabout Herring Boat fishing schooner and her design evolved from traditional methods that date back to colonial days and we continue to practice today. These methods developed over time to meet the current needs of the fisheries, available materials, and the fashion of their day. For the most part boats were built with heavy double sawn oak frames, planked with oak, and were trunnel fastened. They were schooner rigged and ranged in size from small day-boats up to larger offshore vessels.

Like the other fishing schooners that are still sailing, in order to stay relevant the *Sylvina W. Beal's* design evolved over her long careers in both the fishing and passenger business. And, like those other boats, her hull form has also been susceptible to strains of hogging, sagging, panting and racking. As we and others have done to some of the other landmark fishing schooners we will continue the *Sylvina W. Beal's* evolution of design so that she will be able to meet United States Coast Guard regulations and the demands of the niche she is being rehabilitated to fit. At the same time we will retain or restore many of her original design features as both an early auxiliary knockabout fishing schooner and a herring boat. We will use the same heavy double sawn framing and trunnel fastening techniques she was built with. She will retain her small heart shaped elliptical bent raking transom, heavy guardrails, springy sheer, sharp knockabout bow, hand crank windlass, worm gear steering and a self-tending schooner rig. Her detailed moldings, fine trim, elegant coves, carvings and filigree will be restored and while adapted slightly to meet current demands and regulations she will look much as she did in her early career as a herring boat fishing schooner.

C) Integrity of Setting

The integrity of the *Sylvina W. Beal's* setting, like the integrity of her location, will continue to change depending on where she is, as it always has. Yes the fishing industry and working waterfronts in our coastal towns and cities have changed, but the land and sea around them are the same and the *Sylvina W. Beal* and the other remaining active fishing schooners are parts of the unchanged landscape that serve as a reminder of what once was an important part of our culture and heritage. At the interfaces between land, sea, and sky the *Sylvina W. Beal's* passengers and crew will come to appreciate the design qualities, which made her and vessels like her so able and special. At the same time it is hoped that she and vessels like her will help bring attention to

the fragile changing underwater ecosystems that supported her initial construction and long career in the fisheries that are currently under threat and deeply damaged.

D) Integrity of Material

In order to remain seaworthy, the material in any active seagoing vessel, particularly those made of wood, needs by its nature to be periodically renewed and replaced. Currently, as far as the vessel's historic fabric is concerned it appears the *Sylvina W. Beal* still contains a lot of original historic fabric including her keel, keelson, framing, planking, clamps, and stringers.

Unfortunately she is no longer seaworthy and in order for her to regain that important aspect of her preservation all of this will have to be rehabilitated. Through this process we will make some minor changes to the structure and hull form to meet current regulations and demands, as we have done with other National Historic Landmark fishing schooners. However understand the importance of documenting the existing historic fabric in as much detail as possible and learning all we can from it so that in the future others will benefit from what we learn. One advantage to how comprehensive the job ahead will be is that doing it will allow access to areas and construction details that would not be possible during a less comprehensive rehabilitation.

While renewing the fabric we will be using many of the original techniques and for the most part the same species of woods used in the vessel originally.

E) Integrity of Workmanship

While of different generations, Frank C. Adams and I both have a lineage of shipbuilding in our families and grew up in places where the culture of craftsmanship was in many ways the same. Having studied the boat for over a year now, I have come to appreciate the integrity of workmanship originally used on the vessel. As a National Heritage Fellow Master Shipwright, a craftsman, and an artist, I will do all I can to maintain the same level of integrity Frank C. Adams used in building the *Sylvina W. Beal* in the hope that she will continue to survive.

At the same time I would mention that the work we intend to do to the *Sylvina W. Beal* is not only about preserving the vessel but also the culture and craftsmanship of fishing schooner construction in New England. The art of shipbuilding is learned through experience and observation. In Essex there are younger people than I, some at least as if not more capable than myself at most aspects of wooden shipbuilding. Unfortunately, none have yet had the opportunity to demonstrate that skill on a large-scale project in their own name. Part of the appeal of this project for me is that doing it will allow me to use what I have learned and give the next generation another chance to experience and observe the necessary skills. Looking ahead I am hopeful that their opportunity will come and they will be able to keep this traditional art form going long after I am no longer able.

F) Integrity of Feeling

From the paintings of Fitz Henry Lane and other artists through the black and white photos of the late nineteenth and early twentieth century, fishing schooners have been front and center in how coastal New England has been depicted. A careful study of these will reveal that embodied in the *Sylvina W. Beal* are many design features that these vessels possessed and in some cases the *Sylvina W. Beal* is in them herself. There was a reason that artists and photographers so often chose schooners, as their subjects, and that is the vessels were truly iconic.

Once rehabilitated the *Sylvina W. Beal's* fine lines and historic characteristics will serve as an important reminder of the role schooners like her played in fishing as well as of fishing's important role in our maritime heritage.

As important as how people feel about the *Sylvina W. Beal* is that they will actually be able to feel her move and interact with the wind, and water, waves, and tides. There is no better way to convey what makes a fishing schooner significant than to take people out on them and let them experience what it was like to be on one of these vessels underway. Letting folks feel the vessel surging through the waves, straining to the wind, the kick of the wheel, the weight of all the gear, and the way that the schooner balances all these forces and does her master's bidding gives them an appreciation of these ships they just can't get dockside. The feeling is really a lot of the reason we do this.

G) Integrity of Association

Fishing was one of America's first industries and it was one of the reasons the Dorchester Company originally settled in Gloucester in 1623. From the mid-nineteenth through the mid-twentieth centuries, Gloucester was known as one of the most important fishing ports in the western hemisphere. The fisherman's statue on the boulevard in Gloucester is surrounded by the names of thousands of fishermen who were lost from that port over the centuries and the families of those men associate themselves with the industry and the vessels that represent it in general and in particular the fishing schooner.

Having been built as a fishing schooner and being a veteran of almost seventy years in the fishery, the *Sylvina W. Beal* earned the honor of representing the fisheries of the gulf of Maine and there are few places where fishing schooners are more honored than in Gloucester, Massachusetts.

While the *Sylvina W. Beal's* historic significance is not only in what she is, and has done but in the hearts and minds of all those who know her. Her historic integrity lies within the hands of her stewards and those who rehabilitate her, document her and interpret what we have learned and how we feel about her to others. In the long run, if we can keep her off the rocks, how well we do these will become as much a part of her historical significance as what she has done thus far.

2. The availability of information that might be required for preservation and restoration treatment such as original construction changes made during the life of the vessel etc.

The *Sylvina W. Beal* has changed a lot over the years. Fortunately, her original characteristics and the changes made to her over time can be documented through historic photographs, written descriptions of her, measured drawings, and in the minds of those who made or witnessed those changes.

We still have a lot to learn about the vessel's history and there are many individuals who have documented her and are offering their work and their assistance, there are also likely many others we have yet to meet who also have a lot to offer. As far as the rehabilitation is concerned we feel we have all the resources we need to do a good job with this.

3. The physical condition of the vessel, as determined by a competent surveyor.

The only part of the *Sylvina W. Beal* that needs a lot of work at this point is the hull. Luckily however we are experts with this type of work and are willing, ready and able to comprehensively and thoroughly rehabilitate the entire hull structure.

There is a lot of useable part left on the *Sylvina W. Beal*, the vessel's Engine, shaft, prop, steering gear, windlass, spars, blocks, iron work, standing rigging, and ballast keel all appear in serviceable condition and using these will not only provide authenticity but save a great deal of time and money over buying these items or building them a new.

4. The environment in which the vessel is to be preserved, and the projected effect of that environment on the vessel.

The environment in which the vessel will be preserved is the same one that it was built for and has survived in for the past 108 years, that is the ocean. Of course this is a harsh environment and it will continue to affect the vessel harshly. As before, she will need to be handled carefully, and need constant maintenance as well as regular haul outs and work. With any luck it is our hope that she will earn enough money after her rehabilitation so that we, and her subsequent owners, will be justified in paying for all of this and keeping her in good condition.

5. The intended use of the vessel and the projected effect of that use on the historic integrity of the vessel.

One thing that should be remembered about sardine carriers in particular and all working vessels in general is that change seems to be the only constant. On fishing boats and carriers waterlines are arbitrary as a vessel's draft and freeboard change constantly depending on the load. Over the years these vessels were cut in half, dragged out and lengthened, they were cut down to their sheer lines, had freeboard added, and throughout their working lives were constantly having their power plants and sail configurations changed to meet whatever the current demands were at the time.

As mentioned above after this extensive rehabilitation, the *Sylvina W. Beal* will go back into a business she has excelled at for forty years, that of carrying commercial passengers. At the same time it is also our hope to use her for education and marine research. As such she will not only need to meet the demands of these uses

but the current regulations of the United States Coast Guard which require a certain amount of headroom, high rails, and ample stability. Nevertheless it is our intent to keep or restore most of the vessel's historic characteristics including her stem profile, the shape of her bow, the heart shaped tumble home stern and small transom, the original deck layout with small hatches and of course the heavy guard rails and all of the beads, coves and filigree in her bulwarks cabins and topsides.

While the comprehensiveness of the job ahead would frighten some people we see the process as giving us the opportunity to retain and restore many of the *Sylvina W. Beal's* historic characteristics while meeting the requirements and demands of the Coast Guard and the industry by making minor changes to the hull form which otherwise could not be made. When the rehabilitation is complete the *Sylvina W. Beal* will look very much like she did steaming or sailing out to catch or load fish however she will be carrying the 20 tons of ballast that was added in 1980 down low to help her meet stability regulations and have higher rails for safety.

One often overlooked aspect of historic vessels is the present. If one is trying to preserve a historic battlefield, for example, chances are the battle ended long ago and what remains are the characteristics of the land and remnants of the battle. When preserving a vessel, especially a wooden one that operates at sea, it should be remembered that the sea is as harsh as it has ever been and the preservation process is not stagnant but a continuous battle. Over time the process itself becomes part of the vessel's history and in many cases is no less significant than the original fabric or any particular part of the vessel or its history. We understand and embrace this aspect and are enjoying the part we are playing in this vessel's history and are hopefully laying good groundwork for those whom, if we are successful, will take over when we are through. At the same time we are documenting what we learned from the vessel's original fabric so that future generations will be able to benefit from those lessons and , should they desire, restore what we have changed.

6. The work required implementing the proposed treatment, and sequencing in which the work will be performed.

The first step in this rehabilitation was stabilization. This meant bringing the vessel down from Maine to the Gloucester Maritime Heritage Center. Hauling her on their railway and removing the engine, systems, interior and ballast. Eventually we launched her and brought her around to our shipyard in Essex where she is now stabilized at our dock marsh.

With her safely there we are currently gathering capital, materials, working with the Coast Guard, planning, and preparing for the work ahead. It is our hope in the next few months to remove the masts windlass and steering gear and go over all the gear and systems so that they will be ready to be reinstalled when we finish the work on the hull. With this done we will remove the vessel's ceiling, bulwarks, deck, transom and as much of the weight from the vessel as possible so that we can haul her up onto our launching ways.

When all is ready and we have the rite tied we will haul the *Sylvina W. Beal* and replace her keel, centerline structure, framing, and planking as necessary to fair her lines and overall shape. Once her hull is complete we will deck her over, put on her new bulwarks, trimmings, as well as paint her and eventually launch her. We will then pull her back to the dock marsh where we will fit out her rig, systems, interior, and ballast before putting her into operation as a passenger, research, and educational vessel out of Gloucester where we hope to keep her preserved for the foreseeable future.

7. The availability of suitable materials, equipment, and technology to successfully carry out the project.

The shipbuilding industry in Essex, Massachusetts dates back to the early seventeenth century and as mentioned above shares its culture and technology with East Boothbay, Maine where the *Sylvina W. Beal* was built.

In recent years I have been involved with the rehabilitation of several Essex-built fishing schooners and wrote the plan for as well as overseeing that of the 1894 Essex-built *Ernestina Morrissey* in Boothbay Harbor, Maine. Beyond this we have built five vessels of similar construction to the *Sylvina W. Beal* and we have all the equipment, and sources for the material, much of which is locally cut white oak, white pine and locust that we mill on site.

8. The availability of competent personnel with the requisite skills and expertise to perform the work

A good friend once told me that it is better to have friends than money.

In 2010 with about half of the material on hand and no customer for a new vessel on the horizon I started construction on the Schooner *Ardelle* not quite knowing how I would finish her but hoping my friends, family, and community would help out. As they had on other vessels I built and worked on they all showed up and we

completed the vessel in just under a calendar year. Since then the *Ardelle* has done quite well doing in many ways what we want to do with the *Beal* and everyone who worked on her has enjoyed sailing her both for profit and for fun all along our coast.

Once again we are counting on our family, friends and community.

9. The availability of a suitable site for carrying out the proposed treatment.

The shipyard where Mary Kay and I live is in many ways like a family farm and we are the family farmers. We don't own the place, but we pour our hearts and soles into it and in return, the rest of the family is happy to see us here working and keeping it going and everyone in the family is well aware I have dragged home another stray.

10. The cost of the proposed treatment, and the source and availability of funding to complete the work.

Based on other projects we have done and as we count on our friends labor, we estimate the complete cost of the *Sylvina W. Beal's* rehabilitation will run in the range of \$300K. For other projects we have worked on we raised money by selling tickets and carters to folks who had faith that we would finish, wanted us to be successful, and wanted to go sailing on the finished product. We also got some seed money from artist grants and apprenticeship programs from the Mass Cultural Council. At this point 18 months before we officially start the rehabilitation, we are developing plans for the coast guard, detailed cost estimates, and our funding plan. We are grateful to have raised a little more than 10% of the funds, donated logs are arriving in our shipyard and we have purchased most of the bronze we will use for the project.

Like other boats we have built we expect that after the rehabilitation is complete the *Sylvina W. Beal* will pay for her operation and long term yearly maintenance through charter fees and ticket sales. When we get them we will attach the business plans with excerpts from Pennant Enterprises, Capt. William Leathers, and Capt. K.D. Dench all of whom have expressed interest in chartering the vessel once she is rehabilitated.