STATE OF VERMONT Division for Historic Preservation VERMONT ARCHITECTURAL RESOURCE INVENTORY* Individual Property Survey Form	SURVEY NUMBER: 0413-10 (Assigned by VDHP)
	Listed in State Register ☒ Date: 4/9/1980
	Determined Eligible for State Register ☐ Date:
	PRESENT FORMAL NAME: n/a
	ORIGINAL FORMAL NAME: n/a
COUNTY: Chittenden	PRESENT USE: 80% Vacant, Fiberglass Repair Shop in 20%
TOWN: Shelburne	ORIGINAL USE: Boat Building and Repair Shop
ADDRESS: 4584 Harbor Road	ARCHITECT/ENGINEER: Design by Luke F. Barrett, shipyard master carpenter
COMMON NAME: Boat Shop	BUILDER/CONTRACTOR: J.E. Cashman, Shipyard Employees
PROPERTY TYPE: Industrial Building	DATE BUILT: ca. 1912
OWNER: Safe Harbor Shelburne Shipyards ADDRESS: 4584 Harbor Road, Shelburne VT 05482	
ACCESSIBILITY TO PUBLIC: Yes ☐ No ☒ Restricted ☐	PHYSICAL CONDITION OF STRUCTURE: Good ☒ Fair ☐ Poor ☐
LEVEL OF SIGNIFICANCE: Local ☒ State ☒ National ☐	STYLE: n/a

GENERAL DESCRIPTION:

Structural System:

1. Foundation: Stone☒ Brick☐ Concrete☒ Concrete Block☐
2. Wall Structure
   a. Wood Frame: Post & Beam☒ Plank☐ Balloon☐ Platform☒
   b. Load Bearing Masonry: Brick☐ Stone☐ Concrete☐ Concrete Block☐
   c. Metal: Iron☐ Steel☐ d. Other:
3. Wall Cladding: Clapboard☒ Board & Batten☐ Wood Shingle☐ Shiplap☒
   Novelty☐ Asbestos Shingle☐ Aluminum Siding☐ Asphalt Shingle☐ Vinyl Siding☐
   Brick Veneer☐ Stone Veneer☐ Other: Rock-Faced Metal Panels
4. Roof Structure
   Truss: Wood☒ Iron☐ Steel☐ Concrete☐ Other:
5. Roof Covering: Slate☐ Wood Shingle☐ Asphalt Shingle☒ Sheet Metal☐
   Built Up☐ Rolled☐ Tile☐ Standing Seam☐Other:
6. Engineering Structure: 7. Other:

Appendages: Porches☐ Towers☐ Cupolas☐ Dormers☐ Chimneys☒ Sheds☐
Ells☐ Wings☒ Bay Window☐ Other:

Roof Styles: Gable☒ Hip☒ Shed☐ Flat☐ Mansard☐ Gambrel☐ Jerkinhead☐
Saw Tooth☐ With Monitor☐ With Bellcast☐ With Parapet☐ With False Front☐
Other:

Number of Stories: 2 ½
Entrance Location: Facade
Number of Bays: Main Block: 8 x 4; NW Wing: 2 x 6; SE Pavilion: 3 x 4
Approximate Dimensions: Main Block: 110’ x 55’; NW Wing: 35’ x 80’; Pavilion: 40’ x 30’

Criteria for Eligibility: A: Historic☒ B: Person☐ C: Architectural☒ D: Archeological☒

Integrity: Location☒ Design☒ Setting☐ Materials☒ Workmanship☒ Feeling☒ Assoc.☒

Areas of Significance: A: Commerce, Engineering, Entertainment/Recreation, Industry, Maritime History, Military, Transportation C: Architecture D: Archaeology

* Formerly known as the Historic Sites and Structures Survey

BACKGROUND AND INTRODUCTION:

This update to the State Register of Historic Places for Safe Harbor Shelburne Shipyard Marina (formerly Shelburne Shipyard Marina) was undertaken in 2021 by 106 Associates to identify changes that may have affected previously surveyed resources and identify additional resources on the property that may not have been previously surveyed. The survey details the results of additional research and provides additional context underlying the significance of the property and its individual resources. This work has been undertaken as part of a planning effort to support a possible development project to improve operations of the current marina.

Previous State Register Surveys of the Shelburne Shipyard

The Shelburne Shipyard was first surveyed for the Vermont Historic Sites and Structures Survey (VHSSS) in 1977 as an industrial "complex", and subsequently listed in the State Register of Historic Places (#0413-10) with local and state significance on April 9, 1980. That listing is attached as appendix 1 and included seven buildings keyed to the listing map, as follows:

1. Office, ca. 1970
2. Shed, ca. 1970
3. Shed, ca. 1929
4. Main Building, ca. 1913
5. Shed, ca. 1929
6. (no type), (no date), noted as large metal building
7. Shed (no date)

The 1977 SR survey was updated in 2000 with a revised building list and map attached to this form in appendix 1. Building numbers are keyed to the map and are consistent in both surveys.

1. Main Office building. Eastern section of the building dates from c. 1950, western part added c. 1970.
2. Shed / Boat Storage
3. Shed
4. Main Building/Lake Champlain Transportation Building
5. Shed
6. Boat Storage Building
7. Shed
8. Restrooms and Showers, built c. 1970
9. Boat storage, built c. 1990

This 2021 State Register update is based on additional online and archival research, mapping, and interviews, and collates the data in the new Vermont Architectural Resource Inventory Form. This update significantly expands the number of surveyed resources but retains the

numbers used to identify resources in the previous surveys. This update does not survey the property as a *complex* as was undertaken previously, as this term is no longer in use given the merging of the State Register and National Register Criteria in 2000. Neither does it survey the property as a historic district because even though there are 15 resources surveyed on the shipyard property as part of this update, major changes including fire, demolition, and new construction have dramatically altered the property's built environment such that only three of 15 resources are considered contributing (building #4, structure #12, structure #14). As a result, there is not a qualifying historic district on the property according to the SR/NR criteria. For these reasons, the updated survey identifies the extant ca. 1912 Boat Shop building (building #4), the most significant extant historic resource, as an individual resource and includes all other resources on the property as related resources.

Finally, there are shipwrecks located close to the shipyard property shore in Shelburne Harbor. They are not considered to be part of the shipyards complex per se but are considered to be a standalone group of archaeological resources numbering in the hundreds located throughout Lake Champlain. The wrecks in Shelburne Harbor are identified and discussed in this survey for reasons of proximity, inclusivity, and because they are important archaeological resources with significance under Criterion D. 106 Associates relied on written statements from a professional nautical archaeologist, excerpted in this report, to support significance under criterion D.

Location and Property Map Orientation

Completed in December of 1912 as a shipbuilding plant, this lakeside industrial building is centrally located at the Safe Harbor Shelburne Shipyards Marina fronting Shelburne Bay on Shelburne Point. Each component of the complex of buildings and structures on the 15-acre shipyard property is outlined on 106 Associates' map #1, numbered 1 through 15. Numbers assigned to resources are consistent with the 2000 State Register update. Map #1 shows which of the buildings have been demolished since then and adds new or un-surveyed resources with new numbers. The current property boundary is shown by the dashed red line. The primary resource, the Boat Shop building, is building #4 on the map. To assist in map orientation, note that resource # 12 is not the ferry shown in map #1, but the ca. 1929 marine railway system underneath the ferry used to haul large vessels into drydock for repairs. Note also that the dashed line around resources #5, #10, and #12 frames a parcel of land included in this survey of the shipyard complex but owned separately by the Lake Champlain Transportation Company (LCTC). Finally, note the pair of small sheds located southeast of building #2 were not identified in previous surveys and have been removed at the time of this update.

ADDITIONAL ARCHITECTURAL OR STRUCTURAL DESCRIPTION:

Architectural Description: Main Boat Shop (Building #4)
(Photos 11 – 54)

This large lakefront boat repair facility building has three connected components: the 2 ½ story, 8 x 4 bay main block measures 100 feet wide along a southwest-northeast axis and 55

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feet deep. The second component is a full height, 3 x 4 bay pavilion centered on the southeast elevation and projecting 30 feet toward the lake. The third component is a 2 x 6 bay, tall single-story wing extending 80' to the northwest from the westernmost 2 bays of the main block (fiberglass shop).

The main block and pavilion were constructed together in 1912 and are set into a bank that slopes upwards from the lake, exposing 1 ½ stories at the northwest elevation (façade), and 2 ½ stories at the southeast, lake facing elevation. Walls are covered in rock-faced metal panels, and the intersecting hipped roof with brick ridge chimney is clad in asphalt shingles. Closely spaced, 6/6, double hung wood windows band the first and second stories, maximizing natural light to the interior. Regularly spaced six-light fixed sash are set into the frieze board and light the attic. Eleven, grade-level doors access the main block. Of the eleven, only two are modern and include fiberglass overhead doors on the lake elevation west of the pavilion. The rest are a common design, wide, heavy-wood design comprising nine lights over three vertically oriented panels: three on the façade with shed roofs and large timber brackets, two west of the pavilion on the southeast elevation, one east of the pavilion on the southeast elevation, one on the southwest elevation, and two on the northeast elevation – one of them a two-leaf door. Windows and doors are enframed with plain wood surrounds with drip caps, most have interior aluminum storm units. Trim comprises plain cornerboards rising to meet a plain frieze under box eaves with plank soffit and tightly spaced, closed brackets with sculpted edges.

The pavilion's second floor and attic kneewall follow the same design and fenestration pattern of the main block, with minor instances of replacements and a larger, picture window with sidelights facing the lake. The lower, and taller first story owing to the sloping grade has exposed solid concrete walls with asymmetrically spaced fenestration: two, 6/6 wood windows and a narrow, pane and panel door appear on the southwest elevation; two smaller, fixed light wood windows and a common design two-leaf door appear on the lake elevation; and a single window housing a vent and common design wood door appear on the northeast elevation.

The third component of the plant is the fiberglass shop which has two, connected, gable roofed sections: the section attached to the main block has a taller, asphalt shingled gable roof with exposed rafter tails and walls sheathed on its southwest elevation with rock-faced metal panels. The second section extends northwest under a lower, steel roofed gable and walls sheathed with T-111 siding. A tall, overhead door consumes most of the extension's front gable. Running along the northeast elevation of both sections is a metal roofed shed addition with a cinderblock chimney.

The interior of the building reflects its utilitarian, purpose-built design. Structurally the 2 ½ story plant was robustly engineered and constructed by ships carpenters with an exposed grid of heavy timber framing supported on a concrete floor and perimeter concrete frost walls. Because the building is constructed into a bank, the ground floor is exposed on the lake side only. The main block first floor is divided into two main sections: the northeast half has a machine room on the lake side, with three storerooms behind it housing parts and supplies. The southwest half is an open space currently used for boat repairs. Exposed throughout both

spaces is the grid of heavy timber framing, four bays deep and eight bays wide: posts measure either 10" x 10" or 12" x 12" depending on the row, with beveled edges directly below the beams which measure 10" by 10". Some of the overhead beams are heavier – likely due to support extremely heavy equipment, measuring 10" wide and 16" tall. Mortise and tenon joints are pegged, in some instances reinforced with bolts, and appear in good condition. First floor joists are exposed in the ceiling and measure full 3" x 12" on 20" centers. Grade level floors are generally concrete, though the floor in the northeast bay of the machine shop is clad in metal, indicating an area where welding was likely taking place. The machine room is not currently in operation but contains an array of heavy industrial tools including drill presses and lathes, some of which date back to WWII and possibly earlier. Original double hung windows are intact and have interior aluminum storm units.

The main block second floor is divided into three spaces: the northeastern most five bays comprise a single, mostly open space previously used for a wood shop and now used for cold storage; the next two bays are the current, heated wood shop, and; the southwestern most bay is "bay 3" of the fiberglass shop that extends out into the northwest additions. The grid of framing exposed on the first floor extends up through this level to the 10' ceiling height. Posts are arranged exactly 14' on center northwest to southeast, and exactly 12' on center southwest to northeast. The 10" x 10" beams are carried by the posts and braced, as evidenced by regularly spaced iron bars with washers and nuts, from the framing in the attic space. A double floor was created when the owners overlaid the original wood floor with strip hardwood. Two second floor posts were eliminated by the use of 12" x 10" header beams, presumably to allow space for larger machinery or timber in the woodshop level. Original double hung windows have interior storm units.

The attic space is open with an upper loft; half of the loft fitted with a plank floor. Fixed light, kneewall windows provide natural light. The attic floor is planked over with 4 ½" wide fir. Full dimension 2" x 8" rafters on 24" centers overlap at the purlins and meet at a similarly sized ridge beam. New strapping and plywood decking installed in the 1970s carry the asphalt shingles. Most notably, eight bents of heavy wood framing are evenly spaced at this level, supporting the roof and transferring the loads onto the second-floor posts and tie beams and downward through the timber frame to grade. The attic framing bents, although exactingly constructed with tight fitting joints, are not functioning as trusses. According to Jan Lewendoski, one of New England's foremost timber framing experts, the main load carrying members are the canted purlin posts (heavy inward diagonals in photos 46, 47) which are supported on the second-floor tie beams over the aisle posts. The tension rod (1" diameter iron bar) connecting the purlin tie beam and second floor tie beams are intended to keep the purlin post joint from rotating outward, since the purlin post joinery is not strong enough to do so. Mr. Lewendoski notes that the joinery is similar to that of the Shelburne Farms Dairy Barn that featured a very large purlin post bearing on the aisle post below. Research indicates areas of cooperation between Shelburne Shipyards and Shelburne Farms, including the dispatch of workers from the farm to help extinguish the 1910 fire at the shipyard. Thus, it is possible, if not likely, that the similar framing of the dairy barn and the shipyard boat shop results from shared expertise

The full-height pavilion extending from the lake facing elevation has two floors and an attic space. The first floor has a solid concrete floor, walls, and ceiling, originally intended to

fireproof a space for the boiler and engines. It is currently divided into three rooms and accessed from the main block through the original doorway with molded concrete corners. Access into the pavilion second floor is via the original doorway, and original wood door with four lights over two panels with molded surrounds and bullseye corner blocks. The spaces at this level were divided into offices in the 1950s reflected in the finishes, doors, and replacement windows. Some original beadboard is visible at the ceiling where acoustic panels were removed. The pavilion attic level is clear span and has a random width plank floor, homosote paneled walls and ceiling. Six light, fixed sash windows are set in the knee walls. Two pairs of heavy timber diagonals extend from second floor framing, though the attic floor and ceiling and meet under a tie beam at the connection of the hip roof to gable in the loft space.

Integrity

The boat shop was constructed in 1912 by the Lake Champlain Transportation Company to maintain its fleet of lake steamers, including the Ticonderoga, after a 1910 fire destroyed several smaller boat building and maintenance buildings. More detailed historical information is provided in the Statement of Significance section of this form.

The boat shop retains a high level of integrity: the main block and pavilion remain on their original footprints with original cladding, trim, and fenestration with few exceptions. Changes include overhead garage doors on the lakeside elevation and minor instances of window replacement. The northwest fiberglass shop extensions were added before the 1950s, but lengthened to the northwest, widened to the northeast, and reclad on two of three elevations in 1972. The interior retains its ships carpenter-constructed timberframe in good condition on every level, most of it exposed. The floor plan has been changed to accommodate several small offices, but overall, it retains its open workshop and manufacturing spaces. The first-floor machine and store rooms appear to be in the same configuration described in historic documentation of the original plan. The most significant impact on integrity has been the addition of - and subsequent 1970s changes to - the fiberglass shop bays 1 and 2 which extend northwesterly from the west side of the façade.

Mitigating the impact are several factors: the original extension appears to have been added to the main block in the 1940s, within the period of significance (1912 – 1971); the enlargement of the fiberglass shop extension does not overwhelm the appearance of the building, obscuring less than one third of one elevation; and, the extension can be removed and the main block façade restored based on available documentary evidence. While the setting of building #4 has been changed through the removal and addition of ancillary buildings, the connection of the building to the lake and to the adjacent marine railway. Like any complex of buildings engaged in manufacturing, such as an airport or farm, changes to the arrangement and vocation of buildings are anticipated as they adapt to new technologies, regulations, or market forces. In this case, the property remains in the marine and boat repair business, and removal and replacement of ancillary buildings do not significantly detract from the significance of the main shop. Based on the above, the boat shop retains integrity of location, design, materials, workmanship, feeling, and association.

RELATED RESOURCES: (Describe)

1. Office, ca. 1890, non-contributing due to alteration (photos 01 – 07)

Wood frame, 90’ x 50', 1 ½ story, eaves front office building with diagonally and horizontally wood sided walls and an asphalt shingle covered saltbox roof. Spanning the lakefront elevation and partially wrapping around the southwest elevation is a two-story, shed-roofed porch: the enclosed second story is banded by fixed, two light windows with transoms, and deep overhang with exposed 2”x6” dimensional rafter tails. Four, 2/2 double hung windows appear in the porch’s second floor entrance bay accessed by stairs on the southwest elevation. The porch first story is open with lattice skirting and a grid of dimensional framing rising to support the second story. The deep façade overhang is supported by four, solid, full depth, vertically-sided fins at each end and flanking the main, east entrance. Windows appearing on the façade and side elevations are modern vinyl sliders. Doors are modern commercial units. The interior has been completely modernized.

Integrity

Early plans of the Shipyard list this building as an employee boarding house constructed in 1890. The earliest photo available shows the building as an 8 x 2 bay, gable roofed building with an ell extending toward the lake on the east side of the building (photo 97). The presence of the 1912 boat shop in the photo (Building #4) indicates it was taken after that date. By 1953, photos show that ell is no longer there. The longtime owner of the shipyard, Mary Griswold, reports that a substantial fire in the 1950s – thought to be a grease fire in the kitchen - gutted the building and destroyed the roof, which was subsequently rebuilt, and the second-floor porch added. In 1972, Freeman French Freeman (FFF) was hired by the Griswolds to expand the building 16’ to the northwest, extending the roof plane downward and effectively changing the façade to one story from two story. The FFF design included the façade fins, varnished vertical siding throughout the exterior, with new full height windows on the sides of the addition (photo 117). The FFF design was subsequently altered, removing three of the four full height side-elevation windows with the existing vinyl sash, changing the facade openings, installing new doors, and painting the building. Based on the above, the office building no longer possesses sufficient integrity to covey its significance as late 19th-century company boarding house.

2. Boat Storage Shed, ca. 1980, non-contributing due to age (photos 8, 9)

Modern, gable front, steel framed, steel clad 80’ x 120’ storage building with two large overhead doors on the façade,

3. Storage Building, ca. 1990, non-contributing due to age (photo 10)

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Wood frame, 1 story, eaves front, 25’ x 40’ storage building with vertical shiplap covered walls and ribbed steel covered gable roof, supported on a high concrete foundation.

5. Marine Railway Power House, ca. 2020, non-contributing due to age (photos 55, 56)

Wood frame, 2 story, eaves front, 25’ x 30’ powerhouse with clapboarded walls and ribbed steel covered gable roof, supported on a concrete foundation. Plain cornerboards rise to meet boxed eaves with returns. Modern, vinyl windows, single, paired, and tripled are set in molded surrounds. A double leaf door faces the lake, over an operable panel accepting a pair of heavy chains used to haul large vessels up the marine railway to the drydock to the southeast.

This two-story building replaced a ca. 1929, one-story building used to house the marine railway engine and foundation anchor at this location, the first-floor framing of the 1929 engine house is reported by the LCTC foreman to be extant under the current wall cladding. The powerhouse second story houses LCTC offices. The 1929 building replaced an earlier wood frame building containing one end of the block and tackle used when the horse teams powered the railway using hemp ropes to haul the boats up greased skids.

6. Demolished

7. Demolished

8. Bath Building, ca. 1982, non-contributing due to age (photos 57, 58)

One story, 30’ x 35’ bathroom building with quarry-faced concrete block walls and asphalt shingle covered shallow hipped roof with cupola vent. On the lake facing elevation, recessed entrance porches with concrete columns flank the center bay with a fronting glass wall. A gable roofed projection with pedestrian door is centered on the northwest elevation.

9. Boat Storage Shed, ca. 1990, non-contributing due to age (photos 59, 60)

Modern, gable front, steel framed, steel clad 120’’ x 70’ storage building with a single overhead door on the façade.

10. LTC Boat Shop, ca. 1860, non-contributing due to alteration (photos 61 – 64)

Wood frame, 1 story, eaves front, 70' x 20' storage shed with plywood and vertical plank walls and ribbed steel covered gable roof, resting on a concrete slab. Some elements of timber framing have survived, but the building is in poor condition, with multiple areas of reinforcing and replacement of wood elements occurring over the last several decades according to the LCTC foreman. The eaves side facing the marine railway has multiple sliding doors constructed of chicken wire stretched across wood frames and covered in plastic in place of previous vertical wood planking

Integrity

Early plans note this building as a timber shed built in 1860. The LCTC foreman reports that the building was substantially shortened at either end, which is borne out by examining historic photos of what was originally a much longer, timber storage shed. A 1929 photograph shows vertical planking covering much of the southwest, eaves elevation, which now has new headers and the chicken wire/wood framed doors. The building is slated for replacement by LCTC before fall of 2022.

11. Boat Storage Shed, ca. 2019, non-contributing due to age (photos 65, 66)

Modern, gable front, steel framed, steel clad 70'' x 90' storage building with a single overhead door on the façade.

12. Marine Railway (Boat Slide), ca. 1929, contributing (photos 67 – 74)

The marine railway system is used to haul large vessels out of the water and dates largely to 1929 when it was constructed by Crandall Engineering Co. located in Boston, MA. The railway is comprised of three components, the track, the cradle, and the powerplant. The tracks comprise steel plates bolted onto reinforced concrete beams and run 800' southeasterly from the powerhouse (resource #5) to the shoreline, then several hundred feet out into the lake on a roughly one in twelve pitch. The cradle supports the vessels being hauled into drydock, and rides along the tracks on a series of rollers nested in metal frames. Dimensions are 235' long, 65' wide, with a weight of three hundred tons. Steel I-beams frame the cradle floor which is covered in heavy metal grating to form a work platform. A wooden catwalk runs along each side of the cradle.

The power for the railway is supplied by a Westinghouse electric motor which rotates a heavy gear set dating to 1929, fully operable and and well maintained by LCTC staff – all located inside the ca. 2020 powerhouse. The gearing mechanism pulls heavy steel chains connected to the cradle supporting the vessels.

Integrity

The reduction gears located in the powerhouse are the original, dating to 1929. The existing Westinghouse electric motor replaced a pair of original link-motion, reversing steam engines rated at 150 horsepower. The haul chains have been gradually replaced over the years, the oldest now in service being ca. 2006. Most of the onshore concrete beams forming the track bases date to 1929, though the steel plates are modern replacements. Original wood pilings supporting the tracks offshore have been replaced with concrete footings. The I-beams framing the cradle date to 1929, though the existing metal grate floor replaced the original wood deck. The catwalks have been repaired over the years with new timbers but are mostly original to 1929.

13. Bruce Hill Sales Office, ca. 1950, non-contributing due to alteration (photos 75, 76)

Wood frame, one story, eaves front, 65' x 28' residential/commercial building with vertical wood shiplap covered walls and asphalt shingle covered roof. The six-bay façade is divided into three, two bay sections using solid fin extensions extending from the walls and sloping continual with the roof plane. Modern doors access the interior and picture windows on the facade are flanked by double hungs. A shed roofed, enclosed commercial entrance is attached to back half of the west elevation with wood stairs and half wall railing.

Integrity

This building was constructed as a duplex for shipyard employees in the early 1950s. A ca. 1981 remodel designed by architect Marcel Beaudin resided the building, replaced and altered the windows, and divided the six-bay façade appearance into three, two bay sections using solid fin extensions from the walls with upper edges continual to the roof plane. The fins were added, according to the project architect, to add visual impact at the marina entrance when Bruce Hill Yacht Sales occupied the former employee occupied duplex, and to provide architectural continuity with the main office building (building #1) which had been remodeled in 1972 by Freeman French Freeman. The new office entrance on the west elevation was also added at that time.

14. Concrete Pier, ca. 1850, contributing (photos 77, 78)

25' x 25' solid concrete pier located approximately 200' offshore southeast of building #1. The pier was built and used by the shipyard to secure the sterns of steamers when over-wintering or docked at the harbor, now used for a terminus and anchor for one of the shipyard's floating docks as seen on map #1. A wood gazebo has been constructed on the pier cap for enjoyment by the guests. Remnants of a second pier are located at the end of a private dock approximately 450' to the southwest of structure #14. The third pier to the northeast has been removed below the waters

surface. It is likely that the concrete capping the pier was added to an earlier cribbed stone configuration which could be determined with underwater investigation.

15. Fuel Shed, ca. 1975, non-contributing due to age (photo 79)

Wood frame, 12' x 15', gable front fuel shed located next to the valet pier, with T-111 covered walls and a ribbed steel covered gable roof. Two, fixed sash windows appear on the southeast elevation, one 12-lights, and one 6-lights, and a 3-pane, 3-panel pedestrian door access the northeast gable end. The past property owner reports that this building was constructed in the 1970s using salvaged components.

STATEMENT OF SIGNIFICANCE:

Summary History of Shelburne Shipyard

Establishment of Shelburne Harbor and the Champlain Transportation Company

Commercial navigation on Lake Champlain began in earnest after the Revolutionary War, dominated by sailing vessels – many having been built in the Burlington shipyards. The wind powered vessels plied the lake from ports as far north as St. Johns, Quebec and as far south as Whitehall, NY. Increasing demand for lake passage and freight tonnage at the turn of the 19th century fueled the development of the nascent steam powered vessels. The initial rivalry between the sailboats and slow and unwieldy *steamers* was bitter and they fought for control of lake commerce that had extended from Montreal to New York City, the lake being the primary means of north south-regional transportation, and between the New York and Vermont shores.

Conditions were prime for expansion of the steamer fleet in the early 1800s. Commerce was rapidly increasing, the lake was sufficiently broad and deep to handle any size vessel, the distances between the ports were long, and boat building expertise was ample on both sides of the lake. The first steamer in regular operation was the "Vermont" built by the Champlain Steam-boat Company at the Burlington Shipyard in 1809. She could make the 150-mile passage from St. John, Quebec to Whitehall, NY in a then-speedy 24 hours with a stop in Burlington, at about four to six miles an hour. With good winds the sailing fleet could outpace the Vermont and the fierce competition lingered. Exploiting growing demand for the efficiencies the steamers could provide, five separate companies formed over the ensuing 20 years in the building and operation of steamers, the largest being the Champlain Steamboat Company that had built four steamers by 1820 at their Vergennes and Burlington shipyards. By the mid-1820s the Champlain Canal had been opened and the steamers had won supremacy over the sailing fleet.

The Champlain Transportation Company (CTC) was incorporated by the Vermont Legislature on October 26, 1826, Arthur Loomis from Burlington was its first president. Over the next 11 years the ambitious company would acquire all five steamboat companies operating on Lake

Champlain, including their shipyards and vessels, effectively monopolizing commercial lake navigation. The CTC refined hull construction and steam engine technology, launching the steamer Franklin in 1827 from the St. Albans Bay shipyard. With engines rated at 75 horsepower and speeds up to ten miles an hour, the 162' Franklin was larger, faster, and more reliable than any previous steamer.

CTC's operation at the Shelburne Shipyard, then known as Shelburne Harbor, came about after a series of real estate and business transfers. Shelburne Harbor first became a site for boat building in 1796 when it was acquired by Nathan White who along with his sons Andrew, Robert, and Lavator began boat and ship building there. The White family was part of a nascent community of Lake Champlain boat builders. Notably, the brothers built a house on King Street in Burlington ca. 1815, acquired and restored by the LCMM around the year 2000, now occupied by the Alliance Francaise. The Whites sold a portion of their harbor land to the unincorporated Champlain Steam-boat Company owned by Cornelius Van Ness around 1820, who moved their shipyard operations there from Vergennes. Lavator White remained with the Steam-boat company as their master shipwright, overseeing the construction of many vessels, including their first steamboat, the 75-foot General Greene in 1825. The second vessel built at the shipyards was the 136-foot Winooski in 1832. After a complex series of transactions, the CTC acquired the Champlain Steam-boat Company in 1833, launching the 190-foot steamer "Burlington" in 1837 captained by Richard W. Sherman. The Steam-boat's master shipwright, Lavator White, stayed on with the CTC at Shelburne Harbor for the next 50 years.

<u>Early Buildings</u>

Little is known about the first buildings at the Shelburne Shipyard used to construct the first steamers at the harbor, the General Greene, and the Burlington. The earliest building about which there is some information is the Old Stone Shop, constructed in 1827 (photo 91), a two-story stone building with several wood framed additions. This building contained the company's office, power plant, and machine shop. Immediately to the west were buildings containing the 1847 'up and down' sawmill, and to the south was the paint shop. Support buildings at the shipyard were constructed as the need arose – some dedicated to storing materials for maintaining specific steamers.

It is known from the 1833 deed transferring the property from the Steamboat Company to the CTC that the original 'ways' used to launch and haul boats from the water are precisely where the 1929 marine railway is located now (resource #12). Before the 1929 automation, the boats were hauled into drydock along greased wooden skids with teams of horses providing the pulling power. The horse teams were located in a small field northwest of the building predating the 1929 Crandall powerhouse, and hitched to a windlass system, winding thick hemp ropes onto large wooden spools. The ropes were fed into the building where block and tackle further improved mechanical advantage and directed the ropes southeast to the early wood cradle supporting the boats. Hauling a vessel into drydock could take five days.

The impact of the steamers built at Shelburne Shipyards was not to initialize commerce on Lake Champlain, but to dramatically expand it throughout the 19th and into the 20th century – adding speed, capacity, and reliability to the movement of goods and people throughout the Lake Champlain – Hudson River – Richelieu River corridor. New transportation technologies emerging in the ever-improving shipyard steamers were instrumental forces affecting trade, and the growth of businesses and their host communities. In all, twelve steamers were constructed at the shipyard between 1825 and 1906, the shortest being the first boat, the 75-foot General Greene, and the longest being the 261-foot Vermont in 1903. Wooden elements of the boats, including fine cabinetry were constructed in Vermont – both at the shipyard and by subcontractors. Steam engines were supplied by the Fletcher Engine Company of Hoboken, NJ. Lumber for constructing the boats came for surrounding communities and from Canada.

Arrival of the railroads in NY and New England in the 1850s caused changes to the steamer passenger routes to align with the railroad schedules, allowing passengers and freight to transit from one mode to the other. The changes were facilitated by new investors of the CTC's stock who also had financial holdings in the railroads. By 1870, the stock of the CTC was fully under control of the Rensselaer and Saratoga Railroad, who permanently leased the CTC to the Delaware and Hudson Railroad. Expansion of the railroad including a direct rail link from Montreal to New York City in 1874 caused the steady, incremental contraction of the steamer routes, and elimination of some of the boats and shipyard staff. The conversion of some of the vessels to ferry service and the increased offerings of tourism excursions in connection with the rail lines kept the CTC profitable. In 1888 the 205' passenger and excursion steamer "Chateaugay" was launched from Shelburne Shipyard, the first iron-hulled steamer on the lake.

1910 Fire

A catastrophic fire on January 26, 1910 significantly degraded the CTC's shipbuilding operation. Newspaper accounts of the fire report that the greater part of the Harbor operations was destroyed, and only 25% was covered by insurance. Three steamers were docked at the harbor for the winter, the Vermont, the Ticonderoga, and the Chateaugay, and all were towed away from shore and saved after the casting off the securing chains. The CTC's three main production buildings were lost – the machine shop, the sawmill, and the paint shop. Though 28 CTC employees housed in the nearby boarding house, (building #1), assisted by a team of workers from Shelburne Farms tried to extinguish the fires, the buildings were a total loss. The steam-powered fire pump was located in the machine shop and thus could not be used. Two thousand dollars of white pine destined for the deck of the new Lake George steamer was burned – it having been supplied by the surrounding towns and NY.

CTC Rebuilds – Construction of the Main Shop

Even before the fire, CTC shipyard managers had already begun planning to upgrade and consolidate operations at the facility, previously scattered among a dozen buildings on the property. Construction by CTC of the new $30,000 shipbuilding plant (resource #4) started in December of 1911 and was planned to replace the functions of the production shops lost to the fire. J.E. Cashman of Shelburne won the contract to construct the new concrete foundation and the concrete boiler house – noted earlier as the first story of the lakeside

pavilion. The new plant was constructed by the carpenters and masons employed by the CTC – many of them with shipbuilding expertise. All the work was supervised by Luke F. Barrett, then master carpenter at the shipyards and a 30-year employee, assisted by A.H. Peria, a 50-year employee. Materials from surrounding towns were ferried in on CTC's tender, the steamer Mariquita.

The new plant was built directly over the location of the old boiler shop, after grade was raised several feet with beach gravel, the old shop having been sited low in a depression. It was planned to house under one roof the functions previously located in 6 separate buildings scattered throughout the complex, three of which were lost in the fire. The new plant was to be equipped with modern machinery facilitating quality and efficiency improvements. The boiler house was constructed to be connected to the main shop but have concrete floors, walls and ceilings to render it fireproof, mindful that the 1910 fire began in the boiler house. The boiler room was attached to the lakeside elevation of the plant so the water pipes could easily extend to the water's edge.

The first floor of the main block was originally divided into three compartments. At the south end was located a paint shop, 25' by 35' in size, in the center was a blacksmith shop of the same dimensions, and at the north end a machine shop 60' x 30' in size. To the west of each shop were storerooms housing parts and materials. On the second floor was a sawmill, as well as a carpenter, joiner, and woodworking shop. The upper floor was dedicated for storage and drafting. Emulating the original stone shop, the new plant was clad in rock face metal panels painted brown.

The steam to drive the powerplant was originally generated by two horizontal tubular boilers 54" in diameter and 14' long. The engine was a No. 12 Vim, rated at 100 HP. Both were furnished by Ames Iron Works of Oswego, NY. Smaller machine tools for wood and iron works were newly purchased. The building was electrified throughout by a General Electric marine engine and generator powered by steam – wires throughout the plant were run in metal conduit to prevent fires. Heat for the plant was also via steam carried through pipes.

The plant was purpose built to maintain and upgrade as needed the existing fleet of lake steamers. Raw logs were transported and stored outside the plant, then conveyed on a carriage inside to be worked into shapes in the sawmill – then finished to order by the carpenters and joiners. Much of the lumber was kept in the attic – transferred up and down as needed though an extant slot in the floor. Approximately 25 men worked at the plant, with numbers increasing or decreasing with the workload.

<u>Marine Railway Built in 1929</u>

With coal boilers, steam engines, and paddle wheel propulsion the steamers required large amounts of annual maintenance in dry dock. By the 1920s, the horse driven windlass hauling system was considered too slow, cumbersome, and dangerous to get the boats in and out of the water. The replacement system was constructed in the same location as the previous ways, logically located adjacent to the main boat shop (resource #4). Crandall Engineering Company of Boston was selected to build the railway, a firm engaged in the marine railway business in the US, Canada, and Europe. The $60,000 installation was the first of its kind on

Lake Champlain. Company manager D.A. Loomis stated that if not in use for the steamers, the railway could be leased by other private concerns for boat repair.

The railway is comprised of three components, the track, the cradle, and the powerplant. The tracks comprised steel plates bolted onto reinforced concrete beams and run 800' southeasterly from the powerhouse (resource #5) to the shoreline, then several hundred feet out into the lake on a roughly one in twelve pitch. The cradle supports the vessels being hauled into drydock, and rides along the tracks on a series of rollers nested in metal frames. Power was provided by a pair of small steam engines that turned reduction gears located in a wood frame power house building at the inland terminus of the tracks. The time required to haul a vessel from the shore to drydock was reduced from several days to several hours. Remarkably. The railway continues to serve the facility to this day, maintaining LCTC's fleet of diesel ferries, albeit with an electric motor and replacement of some cradle and track components.

Changes to Building Stock

Like most production facilities, the locations and vocations of the buildings at the shipyard evolved over time. A ca. 1920 McAllister photo from the Aske Collection at the Lake Champlain Maritime Museum (LCMM) (photo 95) shows a shoreline view of Shelburne Harbor. Only four of the buildings shown in the photo survive: the 1882 foreman's house shown in historic photo #98 is now sited on land divested from the shipyards in the 1960s and now a private house; the boarding house shown in historic photo 97 is now the office (building #1, photos 1 - 7) and is considered non-contributing due to alteration; the main boat shop shown in historic photo #96 is resource #4, the primary historic building in this survey, and; the wood shed immediately to the right of the main boat shop is resource #10 and considered non-contributing.

A more complete historic view of the property is included in the book *The Steamboats of Lake Champlain* by Ogden Ross and shown in the attached ca. 1950 map # 100. This map shows that the original shipyard property was located around the main shop and boat haul (parcel A) then expanded along the shoreline north and south over the ensuing 100 years. The lower yard, parcels H and G, provided additional shoreline for tying up the large steamers over the winter and connected land for company-built dwellings for managers and foremen. The only house remaining, the "Foreman's Residence" was constructed ca. 1882 for Captain George Rushlow, Chief Engineer for the company and later General Manager. The lower yard parcels were sold by the Aske Marina in the 1960s as one acre building lots.

The cluster of buildings forming the upper yard to the northeast was assigned to boat building and maintenance. Other than the main shop and marine railway, the buildings were purpose-built for storing coal, timber, ice, tools, supplies, and smaller boats. The resources appearing on the ca. 1930 map that remain standing are the main shop (building #4), the office (building #1), the marine railway (structure #12), and the storage shed (building #10). As noted, only two of the resources are now considered historic, the main shop (building #4) and the marine railway (structure #12).

Decline of the Steamers

After managing to coexist with the canal boats and railroads for decades, the CTC faced a new and larger challenge, the rapid growth of the automobile and truck industry which moved transportation inland. The mass production and affordability of cars had substantially reduced the demand for lake excursions, the CTC's most profitable offering for several years. The Chateaugay was converted at the Shelburne Shipyard to a car ferry for cross-lake service but still operated at a loss when competing with a new class of purpose-built diesel ferries which required one tenth the staff to operate. Costs of food, coal, and personnel were rising, and revenues were declining. The elegant steamers Ticonderoga and Vermont II were operating at a loss. As rail and highway transportation siphoned business away from LCTC's steamers, the company looked to tourism to keep the steamers busy – particularly during July and August – about 15 per year. Most of the tours originated in the bigger cities, like Baltimore, Boston, and New York, but travelled through Lake Champlin as part of the excursions. The steamers also provided ferry service between NY and VT, taking more than 19,000 cars in 1928.

With costs rising and revenues declining, the CTC finally suspended regular steamer service in 1933. In 1937, the CTC was sold to its ferry competitor Horace Corbin. Corbin controlled all the principal ferry lake crossings but fared no better than the previous owners – keeping the three remaining steamers at the harbor and losing money on the ferries due to their own high operating costs. CTC's finances were rescued when Corbin sold the steamer Chateaugay to replace the Lake Winnipesaukee excursion boat Mount Washington II. The Chateaugay was hauled into the Shelburne drydock and cut into 20 sections for shipment by rail to New Hampshire.

<u>WWII and Shipyard Transition to Present Day</u>

As WWII began, Corbin was able to sell two of the company's ferries for service in New York and relaunch the Ticonderoga for luxury excursions. The shipyard came under focus by the federal government to make ships for the war effort. While the Navy approved the shipyard's facilities for shipbuilding, it would not accept bids from CTC due to its unstable financial position. The situation was resolved when CTC leased the shipyard to Donovan Construction Company who was able to secure Navy contracts to build five, 110' sub-chasers, four tugboats, and several torpedo barges – all under the supervision of their chief engineer Jerry Aske. In a video produced in 2018 for mychamplainvalley.com, Vermont Historical Society Executive Director Steve Perkin noted that due to war rationing, parts were scarce for the boats, resulting in local materials and manufacturing being 90% sourced in Vermont, including Vermont oak from Burlington mills, and machining work in Winooski.

After the war, Corbin sold the shipyard and ferry operations as two separate entities, the ferry operation and shipyard operation. The ferry service was sold to a group of three businessmen in 1948, under the revised name *Lake Champlain Transportation Company* (LCTC) who retained ownership of the marine railway and LCTC boat shed (resource #10). The improving economy, better roads and highways, and an effective north country campaign to attract tourists swelled the demand for lake crossings. The trio would complete construction of the Valcour in 1947 begun by Corbin, the last ferry to be built at the Shelburne Shipyards. The LCTC would go on to commission the ferries Essex, Abenaki, Algonquin, Mt. Mansfield, and Governor George D. Aiken built elsewhere. The Ticonderoga, the last of the Lake

Champlain steamers, became too expensive to operate for excursions and was taken out of service. Saved from the fate of the other steamers, its future as a tourist attraction was secured by Electra Havemeyer Webb, who agreed to have the vessel hauled overland to the Shelburne Museum in the winter of 1953/1954. The "Ti" is now a historic icon and a designated National Historic Landmark.

LCTC's ferry operation on the LCTC portion of the shipyard was sold again in 1976 to 36-year-old Burlington businessman Ray Pecor, Jr. Pecor experimented with winter ferry crossings, installing bubblers to keep the boats from freezing in their slips at night, and reinforcing the hulls to manage the ice. Pecor also commissioned the construction of the Plattsburgh, a larger and more powerful ferry purpose built to push through the ice. By 1988 LCTC was moving over one million cars per year at the Grand Isle-Plattsburg, Burlington-Port Kent, and Charlotte-Essex crossings. The LCTC had retired or sold most of the older ferries, and replaced them with new vessels constructed in Baltimore, Louisiana, Rhode Island, and Florida, some of them commissioned for the LCTC. The LCTC and ferry service continue its operations to this day under the ownership of Ray Pecor III, servicing their fleet at the shipyard where they still own the ca. 1929 marine railway (resource #12), the ca. 2020 powerhouse (resource #5), and the ca. 1860 LCTC Boat Shop (resource #10).

The rest of the shipyard was sold to Donovan Construction's chief engineer Jerry Aske who planned to convert it to a commercial marina. Plans for "Aske's Marina" were interrupted when the Korean war broke out in 1950 and the Navy again called on the Shelburne Shipyard. The Navy awarded a large contract to Aske, totaling 536 boats, including 73, 35' motorboats, and 463 wood hulled, 36' landing craft. Most were loaded onto rail cars and shipped to the west coast for future deployment. News regarding the much larger Navy commission for the Korean War was slight compared to WWII.

After the Korean War, Jerry Aske completed the shipyard conversion from boatbuilding to a commercial marina to service the expanding interest in - and affordability of - recreational boating. Aske burned the three derelict LCTC barges beached at the shore of resource #1 in 1959 to make way for floating docks to handle up to 70 boats. The Marina was immediately successful, winning industry awards for its capabilities and service, welcoming over 600 boats with average lengths of 33 feet in 1959 with average stays of three days. Substantial improvements were made – removing sheds and storehouses and converting the boarding house (resource #1) to offices, ships store, and second floor lounge with porch called the "Captain's Table". In 1963, Aske sold 40 acres of shipyard property south of the yard for 30, one-acre lots to sell at $6,000 - $10,000 each, the higher priced parcels bordering the water. Aske laid out the new roads from Harbor Road and had utilities brought in.

After 20 years operating the marina, Jerry Aske sold it to Shelburne Harbor Marina Inc. in 1966, it being the largest marina on Lake Champlain at the time. In 1971 the Marina was sold again, to S.T. Griswold Co. Inc. of Essex Junction who made more improvements, among them, remodeling the office/store building (resource #1) with a Freeman French Freeman design in 1972 (photo 117). Other improvements included partial new concrete slab and new second floor wood floors in the main shop (resource #4). The upstairs Captain's Table restaurant was also closed at that time, and the second floor of the office/store has been

used sporadically for storage since then. Mary Griswold, daughter of Steele and Terry Griswold. Griswold Company owned and operated the marina when it was sold to the current owners, Texas-based Safe Harbor Shelburne Shipyard Marina in 2019.

Steamboat Archaeology

Early efforts to raise sunken vessels in Lake Champlain for purposes of study and preservation had mixed results, the boats becoming unstable out of the lake. The cold fresh water of Lake Champlain has proven to provide a better environment for preserving the large number of shipwrecks, and researchers adopted an approach of studying them in situ. A significant source of underwater archaeological resources is off the shore of Shelburne Shipyard where decommissioned steamers were stripped of their hardware before the hulls were towed into the deep harbor and intentionally sunk.

About the shipwrecks in Shelburne Harbor, nautical archaeologist and founder of the Lake Champlain Maritime Museum (LCMM) Art Cohn is quoted in the August 12, 2016 edition of the Burlington Free Press as saying in 1997 … "The greatest potential source of archaeological information about Lake Champlain steamboats is the harbor at Shelburne Shipyard, where the Champlain Transportation Company (CTC) built and maintained most of its fleet. For more than a century, as the CTC decommissioned steamers, it dismantled them at the shipyard and left their wooden hulls to sink just outside the main harbor ... a treasure trove of information about lake steamboats."

More than a dozen hulls are located on the harbor bottom, as noted on the attached sketch map provided by the LCMM (map 118). Most of the wrecks are known to contain only the lower timber elements of the hulls. From 2014 – 2017, 35 students enrolled in a summer field school in Nautical Archaeology at Texas A&M University studied the Shelburne Shipyard Steamboat Graveyard in coordination with the LCMM. The students focused on four of the wrecks, using underwater photogrammetric techniques and recovered artifacts conserved at LCMM and Texas A&M.

The LCMM is the regional scientific authority on nautical archaeology and maintains a conservation laboratory and museum. The Vermont Division for Historic Preservation maintains the Lake Champlain Underwater Preserve, providing public access to ten of the lake's large number of historic shipwrecks.

REFERENCE CITATIONS:

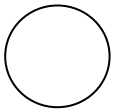
Cohn, Arthur B. *"Lake Champlain's Sailing Canal Boats*" LCMM Press, Basin Harbor VT, 2003
Ross, Ogden. *"The Steamboats of Lake Champlain"* Vermont Heritage Press, 1997

The Burlington Daily News, Burlington, VT
The Burlington Free Press, Various issues, Burlington VT
The Bristol Herald Newspaper, Bristol VT
The Daily Journal Newspaper, Montpelier VT
The Montpelier Morning Journal, Montpelier, VT

The Repertory Newspaper, St. Albans VT
The Saint Albans Weekly Messenger, St. Albans VT
The Vermont Aurora Newspaper, Vergennes VT

Lake Champlain Maritime Museum Documentation
Shelburne Shipyard Archives: Documents, Photos, Maps

Interview with Architect Marcel Beaudin
Interview with Mark Lurvey – SHSS General Manager
Interview with Mary Griswold, previous owner of Shelburne Shipyards
Interview with Chris Scibeck, LCMM Director of Research and Archaeology

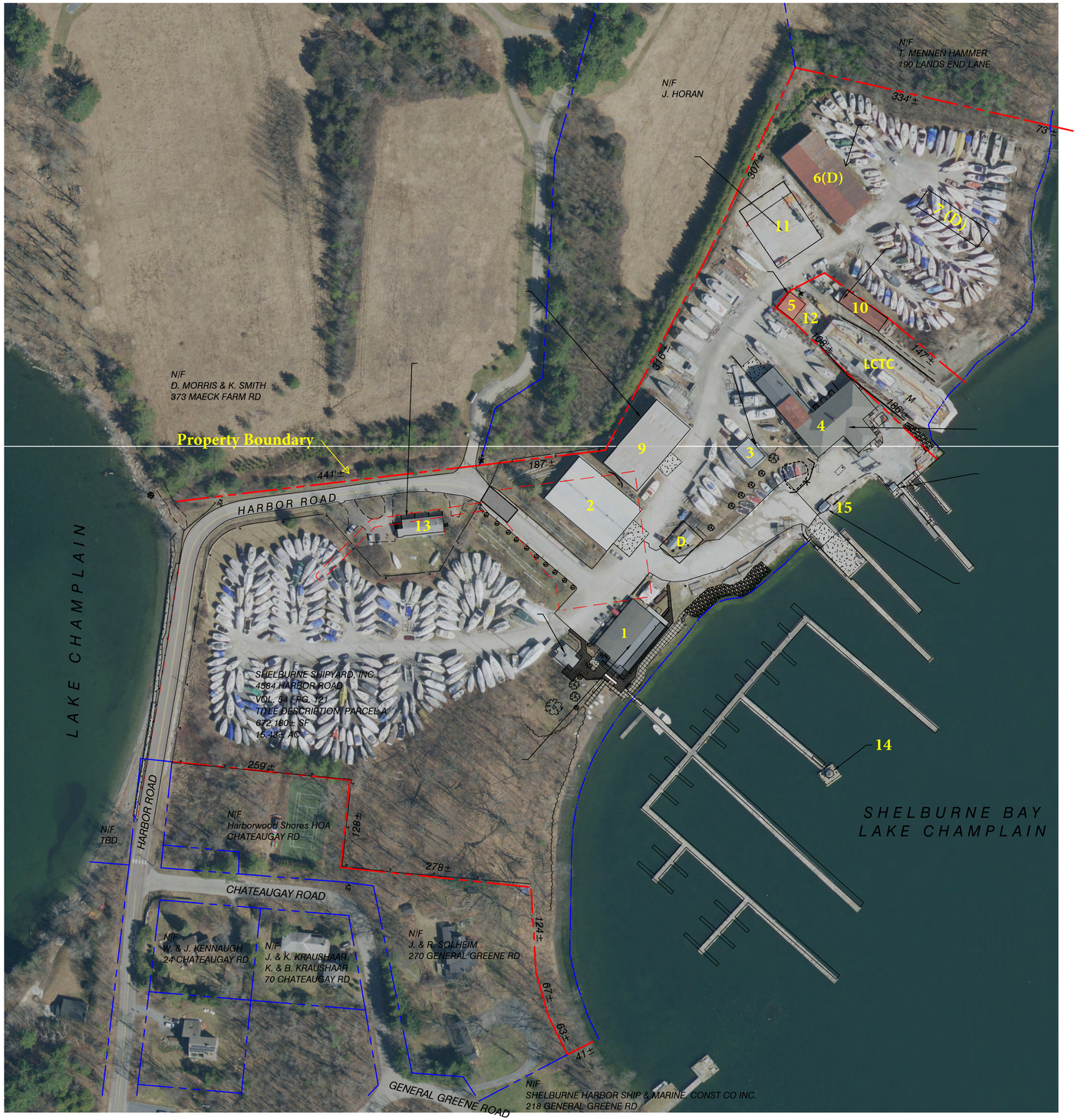
MAP: (Indicate North in Circle) See attached☒ 	SURROUNDING ENVIRONMENT: Open ☐ Woodland ☐ Scattered Buildings ☒ Moderately Built Up ☐ Densely Built Up ☐ Residential ☐ Commercial ☒ Agricultural ☐ Industrial ☐ Roadside Strip Development ☐ Other:
RECORDED BY: Scott Newman	
ORGANIZATION: 106 Associates	
DATE RECORDED: 11/20/20	

* Formerly known as the Historic Sites and Structures Survey

106 ASSOCIATES

Building and Structure Key

1. Office, ca. 1890, rebuilt ca. 1950, altered ca. 1972 (N/C-Alt)
2. Storage Building, ca. 1980 (N/C-Age)
3. Fuel Storage Building, ca. 1990 (N/C-Age)
4. Main Boat Shop, ca. 1912, Contributing
5. Marine Railway Power House, ca. 2020, (N/C-Age)
6. Demolished
7. Demolished
8. Bath Building, ca. 1982, (N/C-Age)
9. Storage Building, ca. 1990, (N/C-Age)
10. LCTC Boat Shop, ca. 1860, (N/C-Alt)
11. Storage Building, ca. 2019, (N/C-Age)
12. Marine Railway, ca. 1929, Contributing
13. Bruce Hill Sales Office, ca. 1950, altered ca. 1972, (N/C-Alt)
14. Concrete Pier, ca. 1850, Contributing
15. Fuel Shed, ca. 1975, (N/C-Age)



GRAPHIC SCALE

80 0 40 80 160 320

(IN FEET)
1 inch = 80 ft.

SITE ENGINEER:
CIVIL ENGINEERING ASSOCIATES, INC.
10 MANSFIELD VIEW LANE, SOUTH BURLINGTON, VT 05403
P: 802-864-2323 FAX: 802-864-2271 web: www.cea-vt.com

DRAWN: GAC
CHECKED: JLM
APPROVED: DSM

CLIENT:
SHELBURNE SHIPYARD

4584 HARBOR ROAD
SHELBURNE
VERMONT 05482

PROJECT:
SHELBURNE SHIPYARD

HARBOR ROAD
SHELBURNE
VERMONT 05482

LOCATION MAP
1" = 2000'

DATE	CHECKED	REVISION

OVERALL EXISTING CONDITIONS PLAN

DATE: FEB., 2021
SCALE: 1" = 80'
PROJ. NO.: 21102

DRAWING NUMBER: C1.0

Photo 1: Building #1, view looking northwest

Photo 2: Building #1, view looking east

Photo 3: Building #1, view looking northeast

Photo 4: Building #1, view looking northeast

Photo 5: Building #1, view looking southwest

Photo 6: Building #1: view shows first floor general conditions

Photo 7: Building #1, view shows second floor porch interior conditions

Photo 8: Building #2, view looking north

Photo 9: Building #2, view looking northwest

Photo 10: Building #3, view looking south

Photo 11: Building #4, view looking southeast

Photo 12: Building #4, view looking south

Photo 13: Building #4, view looking northwest

Photo 14: Building #4, view looking northwest

Photo 15: Building #4, view looking north

Photo 16: Building #4, view looking northeast

Photo 17: Building #4, view looking north

Photo 18: Building #4, view looking northeast

Photo 19: Building #4, view looking southeast, shows entrance to fiberglass shop

Photo 20: Building #4, view looking south

Photo 21: Building #4, view looking east

Photo 22: Building #4, view looking north, shows paired exterior doors accessing lake-facing elevation of projection

Photo 23: Building #4, view looking west, shows main block entrance door on elevation facing the lake east of projection

Photo 24: Building #4, view looking north, shows eaves at fiberglass shop / main block intersection

Photo 25: Building #4, view looking southwest in ground floor, machine shop side (northeast side). Note metal panels on floor.

Photo 26: Building #4: view looking south in ground floor, machine shop side. Note original door, and windows with interior storm units.

Photo 27: Building #4, view looking northwest into one of three storerooms behind the machine shop.

Photo 28: Building #4, view looking southeast from storeroom into machine shop.

Photo 29: Building #4, example of machinery in machine shop

Photo 30: Building #4, example of machinery in machine shop

Photo 31: Building #4, example of machinery in machine shop

Photo 32: Building #4, example of machinery in machine shop

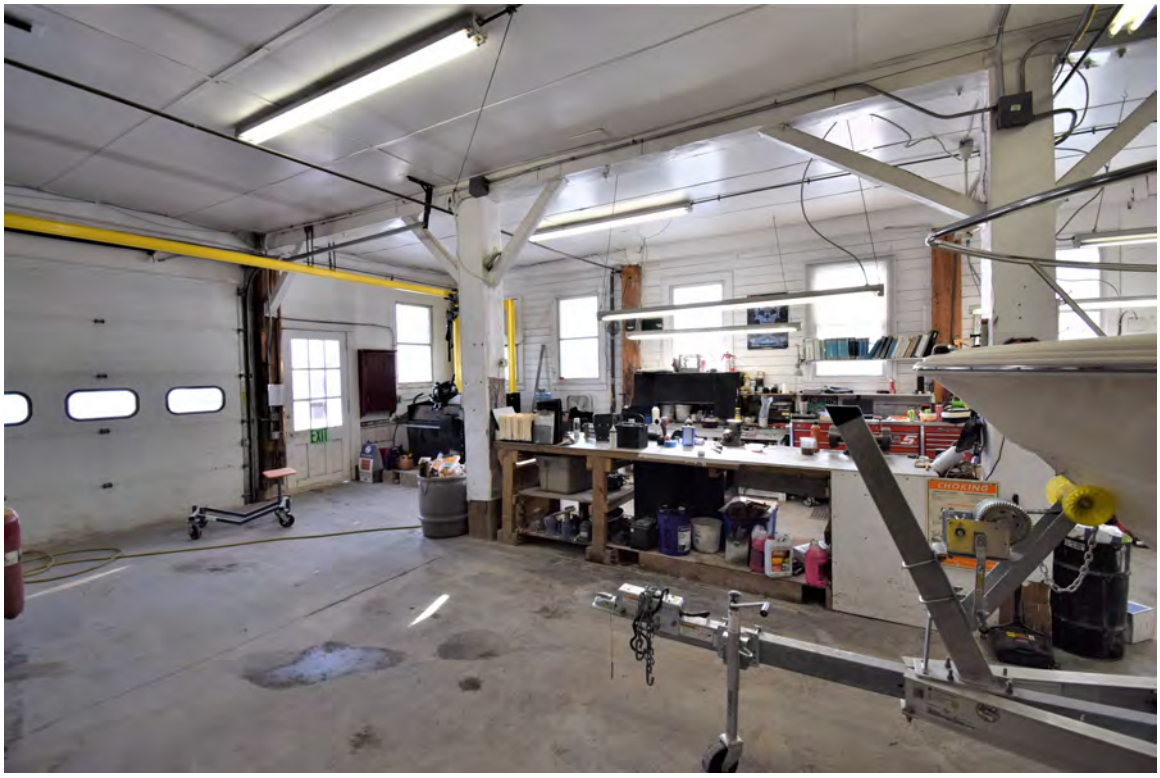


Photo 33: Building #4, view looking south in boat repair shop, southwest side of first floor.

Photo 34: Building #4, view looking northwest in boat repair shop

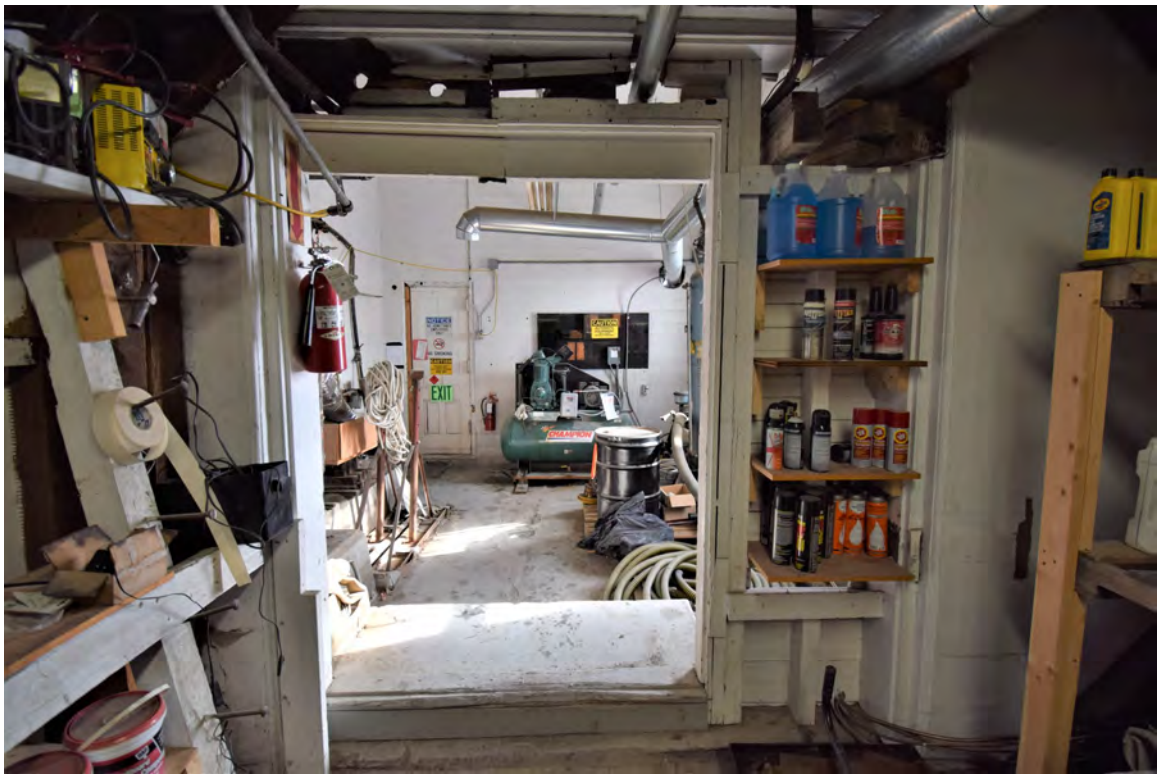


Photo 35: Building #4, view looking southeast from main block first floor into the lakeside pavilion.

Photo 36: Building #4, view shows room 2 of 3 in the lakeside pavilion first floor

Photo 37: Building #4, view looking southeast in lakeside pavilion room 3 of 3. Note concrete floor, wall and ceiling fireproofing.

Photo 38: Building #4, view shows concrete detailing at door frames in lakeside pavilion first floor

Photo 39: Building #4, view looking northeast in main block second floor

Photo 40: Building #4, view looking southwest in main block second floor

Photo 41: Building #4, view shows second floor header beam in lieu of post in this area

Photo 42: Building #4, view looking southeast form main block second into lakeside pavilion

Photo 43: Building #4, view shows on of three second floor offices in the lakeside pavilion

Photo 44: Building #4, view shows a second of the three offices in the lakeside pavilion; note the bead-board ceiling under the acoustic tiles

Photo 45: Building #4, view looking northeast in main block third floor

Photo 46: Building #4, view looking southwest in main block third floor

Photo 47: Building #4, view shows roof timberframe support and rafters detail in main block third floor

Photo 48: Building #4, view shows original slot in for moving lumber between the main block 2nd and 3rd floors

Photo 49: Building #4, view shows loft and rafter ridge details in main block third floor loft

Photo 50: Building #4, view looking southeast in lakeside pavilion third floor; note kneewall windows and timber diagonals supporting gable/hip roof connection

Photo 51: Building #4, view looking northwest in lakeside pavilion 3rd floor

Photo 52: Building #4, view shows detail of timber diagonals in lakeside pavilion 3rd floor

Photo 53: Building #4, view looking northwest, shows entrance from main block into fiberglass shop supply room

Photo 54: Building #4, view looking northwest in fiberglass shop

Photo 55: Building #5, view looking west

Photo 56: Building #5, view looking northwest

Photo 57: Building #8, view looking west

Photo 58: Building #8, view looking southeast

Photo 59: Building #9, view looking north

Photo 60: Building #9, view looking west

Photo 61: Building #10, view looking east

Photo 62: Building #10, view looking north

Photo 63: Building #10, view looking northeast, shows concrete slab floor and deteriorating, replacement sliding doors

Photo 64: Building #10, view looking southeast, shows interior conditions

Photo 65: Building #11, view looking north

Photo 66: Building 11, view looking west

Photo 67: Structure #12, view looking southeast, view shows structure #12

Photo 68: Structure #12, view looking southwest

Photo 69: Structure #12, view looking northwest, shows haul chains passing through wall of marine railway powerhouse (resource #5)

Photo 70: Structure #12, view looking southeast, shows steel framed cradle with metal grate floor and wood catwalk

Photo 71: Structure #12, view looking southeast

Photo 72: Structure #12, view looking west

Photo 73: Structure #12, view looking northeast

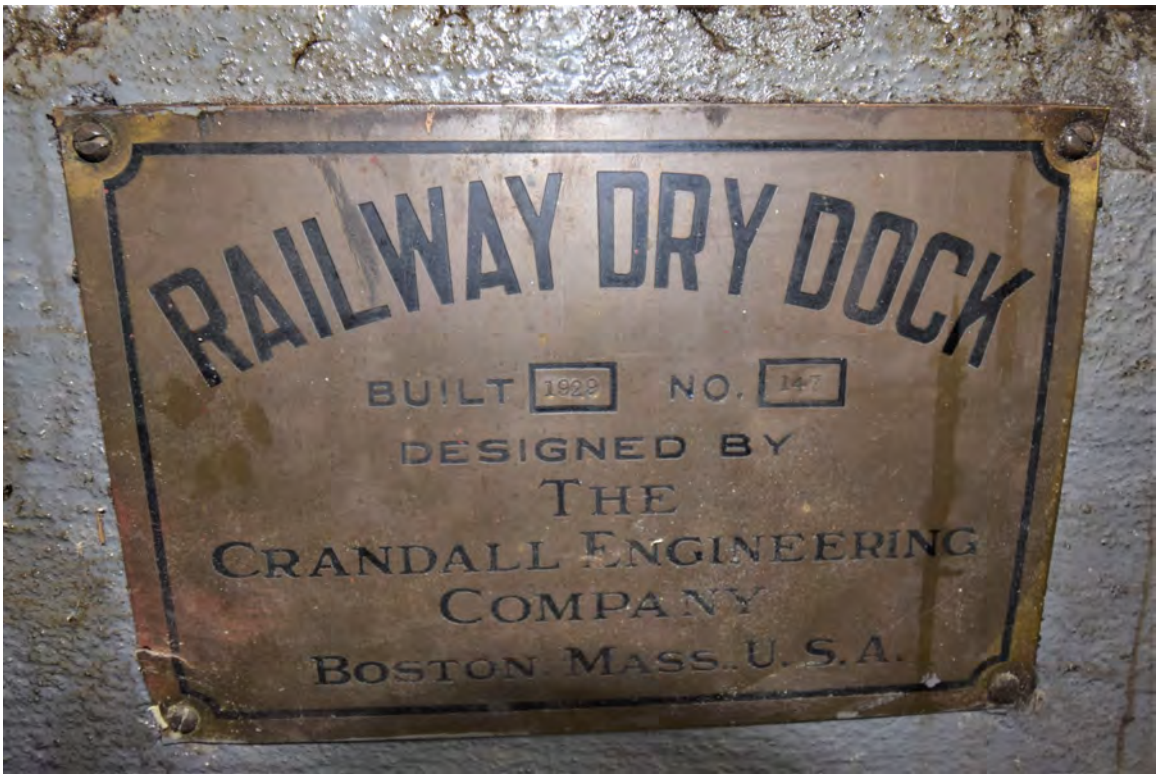


Photo 74: Structure #12, view shows Builder's Plate, Railway Dry Dock No. 147 built in 1929 by Crandall Engineering

Photo 75: Building #13, view looking southwest

Photo 76: Building #13, view looking southeast

Photo 77: Structure #14, view looking southeast with resource in center background

Photo 78: Structure #14, view looking southeast

Photo 79: Building #15, view looking south

Photo 80: View looking west, shows unnumbered utility shed

Photo 81: General View: looking southeast on entrance drive, building #1 in background

Photo 82: General View: looking east from building #8 along boat storage / parking area drive

Photo 83: General View: looking northeast, building #1 in right foreground

Photo 84: General View: looking southwest, building # 9 in right foreground

Photo 85: General View: looking southwest, building #11 in right foreground, building #5 in center background

Photo 86: General View: looking northeast, lake is to the right, building #4 in center background

Photo 87: General View: looking northwest, building #4 at left, building #15 at right

Photo 88: General View: looking southwest, view shows unnumbered utility shed at left, building #4 at right

Photo 89: General View: looking northwest, view from “drop well” shows building #4 in center background, boat launch #12 at right

Photo 90: General View: looking west, view shows building #4 at right, and building #1 in left background

Photo 91: View shows Old Stone Shop, built 1827, burned 1910 with several other manufacturing buildings

Steam Ferry.

24th April, 1830.

THE STEAM-BOAT

GEN. GREENE,

CAPTAIN DAN LYON,

WILL run until further notice in the following order, viz:

Leave Burlington at half past 8 o'clock in the morning, Sundays excepted, touching at Port Kent, and arrive at Plattsburgh at 12 o'clock.

Leave Plattsburgh at 2 o'clock P. M., and PORT KENT at 4 o'clock, and arrive at Burlington at half past 5 the same evening.

The following are the established rates of Ferriage

TO AND FROM PORT KENT.

Every four wheel pleasure Carriage on springs, drawn by two Horses, including driver,	$2 00
Every two wheel pleasure Carriage on springs, drawn by one Horse, including driver,	1 50
Every Wagon or Sleigh drawn by two Horses, including driver,	1 50
Every Wagon, Cart or Sleigh drawn by one Horse, including driver,	1 25
Every Cart drawn by two Oxen, including driver	50
Every additional person, Horse or Ox,	50
Every foot passenger, (children under 12 years of age, half price,)	25
Cattle in droves, each	6
Sheep and Hogs in droves, each	3
Parties of pleasure going and returning the same day, not less than 12 persons, each	25

A reasonable sum will be added to the above prices to and from Plattsburgh.

The above rates will be charged, until the first day of November, after which time the company reserve to themselves the right of charging those rates of ferriage which are established and allowed by law.

Photo 92: View shows 1830 'steam ferry' schedule for General Greene built by the Champlain Steam-boat Company at the Old Stone Shop, Shelburne Shipyard

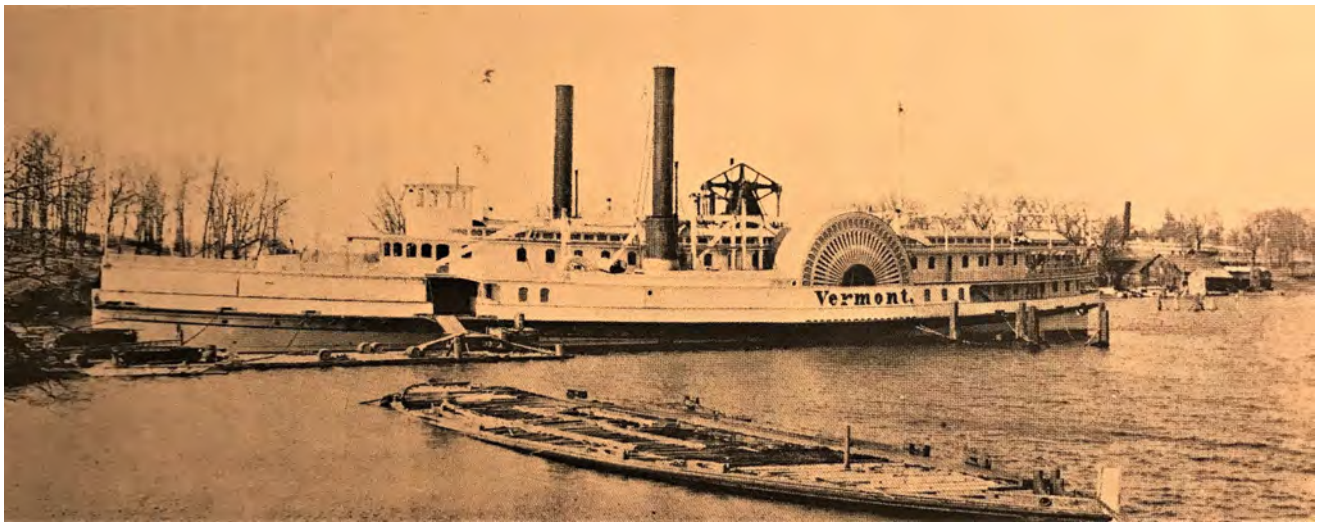


Photo 93: View shows the steamer Vermont tied up at Shelburne Shipyard; several early buildings appear to the right of the boat

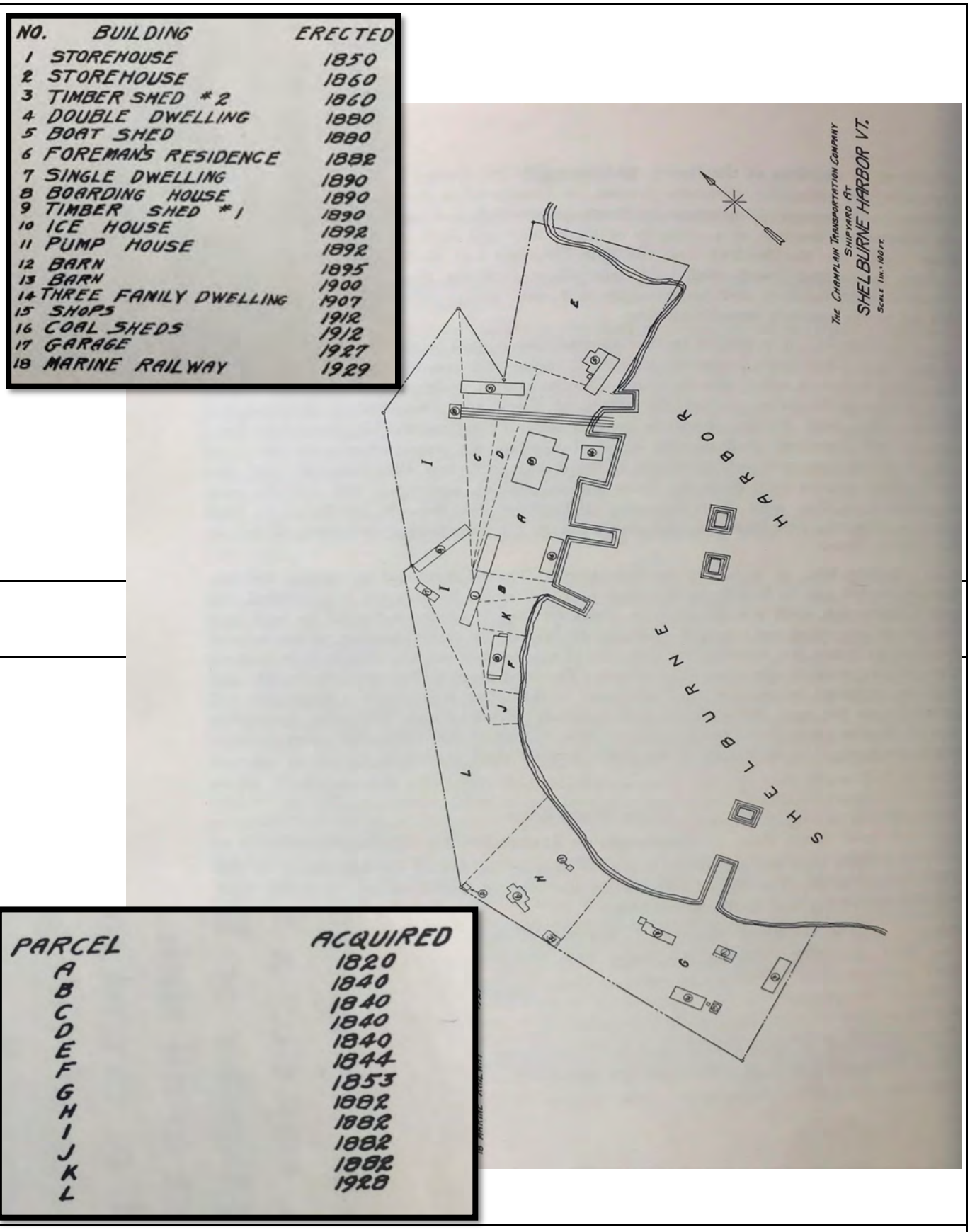
Photo 94: View shows the newly launched steamer Ticonderoga (1906) built at Shelburne Shipyard

Photo 95 (upper): ca. 1920 panorama, McAllister Collection at LCMM
Photo 96: view shows closeup of main shop (building #4) from photo 95 before overhead doors

Photo 97: view shows closeup of boarding house (building #1) from photo 95

Photo 98: View shows closeup of c. 1882 Foreman's house from photo 95, now sited privately owned on land divested from the LCTC in the 1940s. Inset is 2021 view of the same house.

Photo 99: View shows steamers tied up for the winter, from photo 95



Map 100: View shows ca. **1950** map from The Steamboats of Lake Champlain 1809– 1930, with dates of building construction and land acquisition

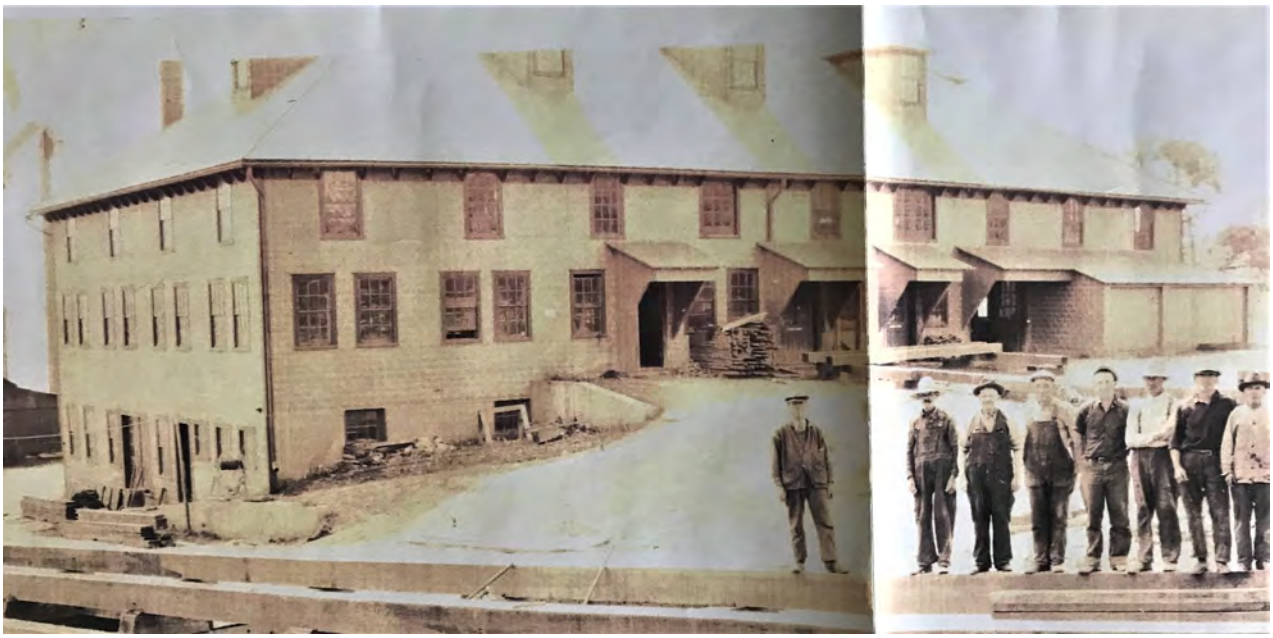


Photo 101: View shows the ca. 1912 Main Shop (building #4) in 1929, with dormers which have been removed, and before the northwest additions were built for the current fiberglass shop

Photo 102: View looking southwest, shows manufacturing and storage buildings ca. 1929, none of which remain

Photo 103: View shows teams of horses, each hitched to a windlass that wound ropes connected in the gear house to the southeast, shown below. Photo before 1929

Map 104: Looking northwest, view shows gear house where block and tackle rendered enough mechanical advantage through dozens of hemp ropes to haul steamers from the water on greased skids.

Photo 105: Looking southwest, view shows new marine railway being constructed in 1929, the foundation for the power house is at right.

Photo 106: Looking northeast, views show completed marine railway power house at left (replaced by building #5 in 2020), and timber shed (building #10) at center

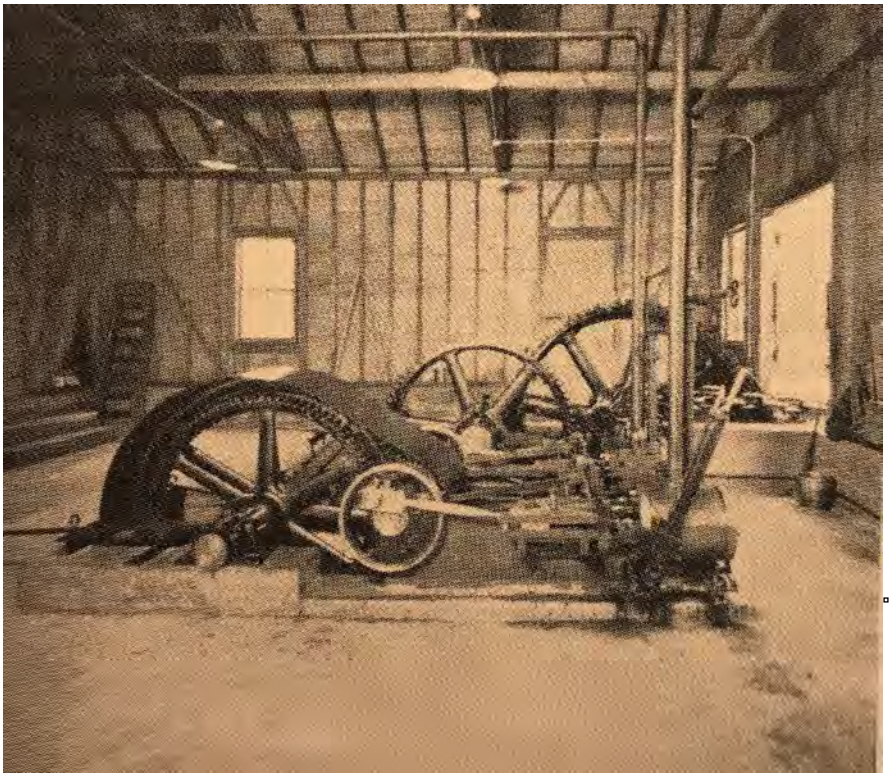


Photo 107: View shows marine railway power house interior ca. 1929, the steam piston engine supplied power to the gears connected to heavy chains to haul boats into dry dock. The gears remain in use.

Photo 108: View shows steamer being hauled into dry dock

Photo 109: Looking southwest, view shows one of several 110' "sub-chasers" commissioned by the US Navy during WWII and built by Donovan Construction Co. at Shelburne Shipyard

Photo 110: View shows two, WWII sub-chasers built by Donovan Contracting at Shelburne Shipyard

Hull #	O.N.	Original Name	Original Owner	Vessel Type	GT	Ft.	Delivery	Disposition
Built by Shelburne Shipyard								
		General Greene	Lake Champlain Tptn.	Psgr. Steamer		75	1825	
		Winooski	Lake Champlain Tptn.	Psgr. Steamer		136	1832	
		Burlington	Lake Champlain Tptn.	Psgr. Steamer		190	1837	
		Saranac	Lake Champlain Tptn.	Psgr. Steamer		166	1842	
		United States	Lake Champlain Tptn.	Psgr. Steamer		240	1847	
		Boston	Lake Champlain Tptn.	Psgr. Steamer		127	1851	
		Montreal	Lake Champlain Tptn.	Psgr. Steamer		224	1856	
		Adirondack	Lake Champlain Tptn.	Psgr. Steamer		251	1867	
	25841	Vermont	Lake Champlain Tptn.	Psgr. Steamer	1,125	261	1871	
	126487	Chateaugay	Lake Champlain Tptn.	Psgr. Steamer	743	196	1887	First iron-hulled ferry on Lake Champlain, later Mount Washington
	161944	Vermont	Lake Champlain Tptn.	Psgr. Steamer	1,195	251	1903	Converted to freighter 1945
	203172	Ticonderoga	Lake Champlain Tptn.	Psgr. Steamer	892	212	1906	Now a museum in Shelburne
Built by Donovan Contracting								
		SC 1029	US Navy	Sub Chaser	148d	110	16-Nov-42	To Free French 1944 as CH 123
		SC 1030	US Navy	Sub Chaser	148d	110	16-Nov-42	To Free French 1944 as CH 136
	288900	YFT 3	US Navy	Torpedo Lighter	74d	85	1943	Later Harry J
		YFT 4	US Navy	Torpedo Lighter	74d	85	1943	
		YFT 5	US Navy	Torpedo Lighter	74d	85	1943	
	261794	YT 297	US Navy	Yard Tug	70d	66	1943-44	Later YTL 297, sold 1951 as J. T. Spellman, scrapped 1962
		YT 298	US Navy	Yard Tug	70d	66	1943-44	Later YTL 298
		YT 299	US Navy	Yard Tug	70d	66	1943-44	Later YTL 299
		YT 300	US Navy	Yard Tug	70d	66	1943-44	Later YTL 300
		SC 1504	US Navy	Sub Chaser	148d	110	31-May-44	To USSR 1944 as BO 228
		SC 1505	US Navy	Sub Chaser	148d	110	29-Jun-44	To USSR 1944 as BO 234
		SC 1506	US Navy	Sub Chaser	148d	110	21-Jul-44	To USSR 1944 as BO 241
Built by Shelburne Harbor Ship & Marine Construction Co.								
	253785	Horace W. Corbin	Lake Champlain Tptn.	Ferry	446	178	1947	Later Valcour 1949
			US Navy	Motor Boat	8d	35	1952-54	73 boats
			US Navy	LCVP	9d	36	1955-58	463 boats (NObs 3655)

Photo 111: List of steamers and military vessels built at Shelbune Shipyard. Source: shipbuildinghistory.com

Photo 112: Looking southwest, 1953 aerial view shows shipyard property and the Ticonderoga tied to shore shortly before it was relocated to Shelburne Museum. Private boats stored indicate the conversion of the property to a marina under the Jerry Aske ownership.

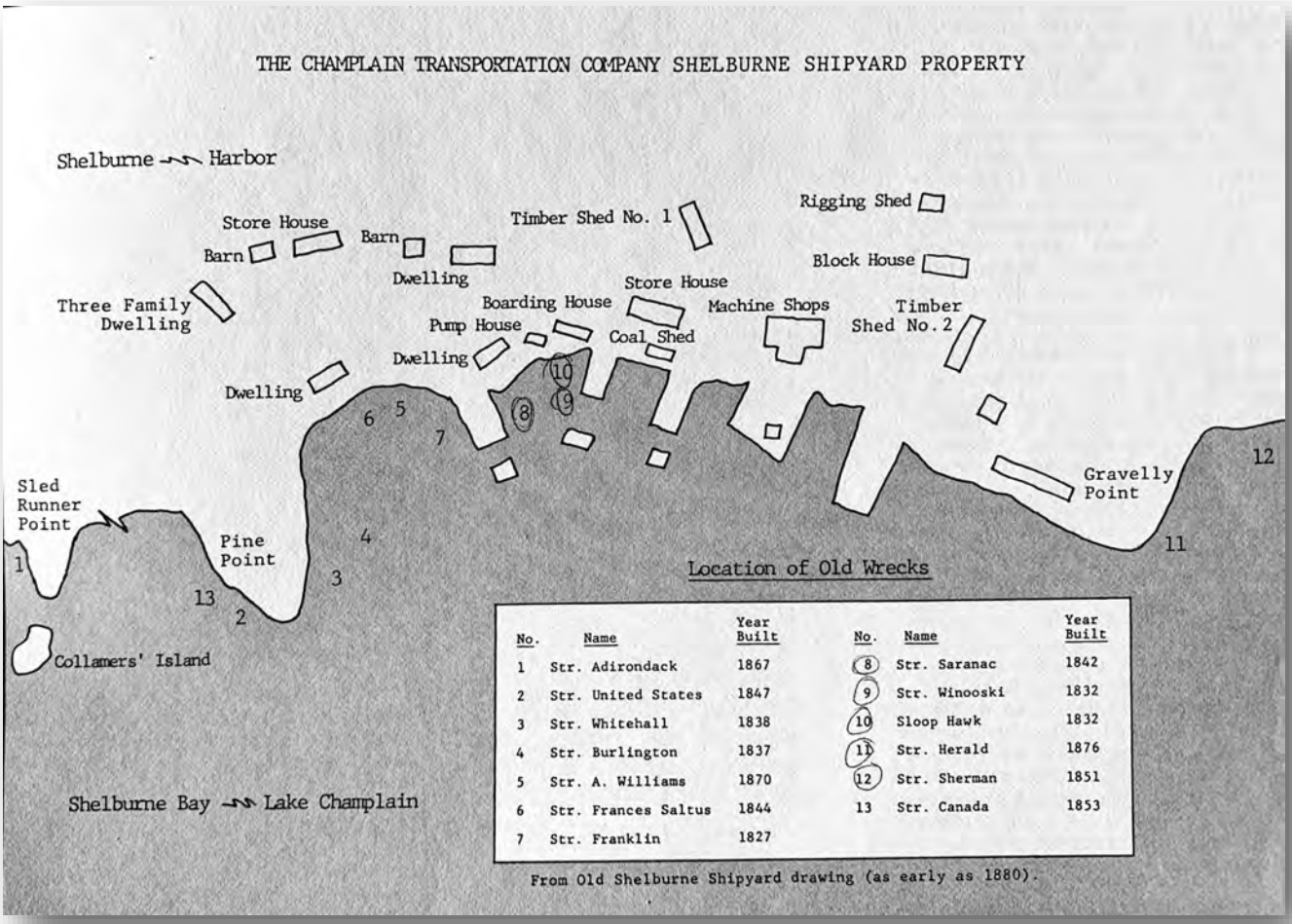
Photo 113: Looking southwest, view shows ca. 1953 image of extant building #1, before the lakeside porch or façade addition were added

Photo 114: Looking northeast, aerial view shows shipyard configuration ca. 1970. Building #4 now has the lakefront 2-story porch, but no façade extension. Building #15 has been built. The building #4 fiber-glass shop has been extended but not re-sided

Photo 115: Looking northeast, view shows closeup of building #1 from photo 114

Photo 116: Looking northeast, ca. 1975 view shows building #1 façade has been extended 16' to the northwest.

Photo 117: Looking southwest, view shows building #1 ca. 1977, after the 1972 remodeling designed by Freeman French Freeman



No.	Name	Year Built	No.	Name	Year Built
1	Str. Adirondack	1867	8	Str. Saranac	1842
2	Str. United States	1847	9	Str. Winooski	1832
3	Str. Whitehall	1838	10	Sloop Hawk	1832
4	Str. Burlington	1837	11	Str. Herald	1876
5	Str. A. Williams	1870	12	Str. Sherman	1851
6	Str. Frances Saltus	1844	13	Str. Canada	1853
7	Str. Franklin	1827			

Map 118: Map furnished from the Lake Champlain Maritime Museum indicating general locations of shipwrecks in Shelburne Harbor. Most are known to have been decommissioned steamers, stripped of their decks and equipment and intentionally sunk

Historic Sites and Structures Survey Report

for the

Town of Shelburne

Pamela Daly
Shelburne, Vermont
June 2000

Listed on State Register
VT ACHP
Date: 4-9-80

STATE OF VERMONT
Division for Historic Preservation
Montpelier, VT 05602

HISTORIC SITES & STRUCTURES SURVEY
District ☐ Complex ☒ Survey Form

SURVEY NUMBER: 0413-10
NEGATIVE FILE NUMBER(S):
77-A-18, 77-A-22

UTM REFERENCES:
Zone/Easting/Northing

A	18	639540	4921550
B	18	639380	4921400
C	18	639360	4921450
D	18	639450	4921610

U.S.G.S. QUAD. MAP:
Burlington quad

COMPLEX INFORMATION ONLY

COMMON NAME:
Shelburne Shipyard

PRESENT FORMAL NAME:
Shelburne Harbor Marina

ORIGINAL FORMAL NAME:
Shelburne Shipyard

TYPE OF COMPLEX: industrial

TYPES OF STRUCTURES:
office, sheds

PRESENT USE: marina

ORIGINAL USE: shipyard

ARCHITECT/ENGINEER:

BUILDER/CONTRACTOR:

ACCESSIBILITY TO PUBLIC:
Yes ☐ No ☒ Restricted ☐

COUNTY: Chittenden

TOWN: Shelburne

LOCATION:
end of Harbor Road

NAME OF DISTRICT:

TYPE OF DISTRICT:

PHYSICAL CONDITION OF STRUCTURES:
Excellent 40 % Good 60 %
Fair % Poor %

LEVEL OF SIGNIFICANCE:
Local ■ State ■ National ☐

THEMES:

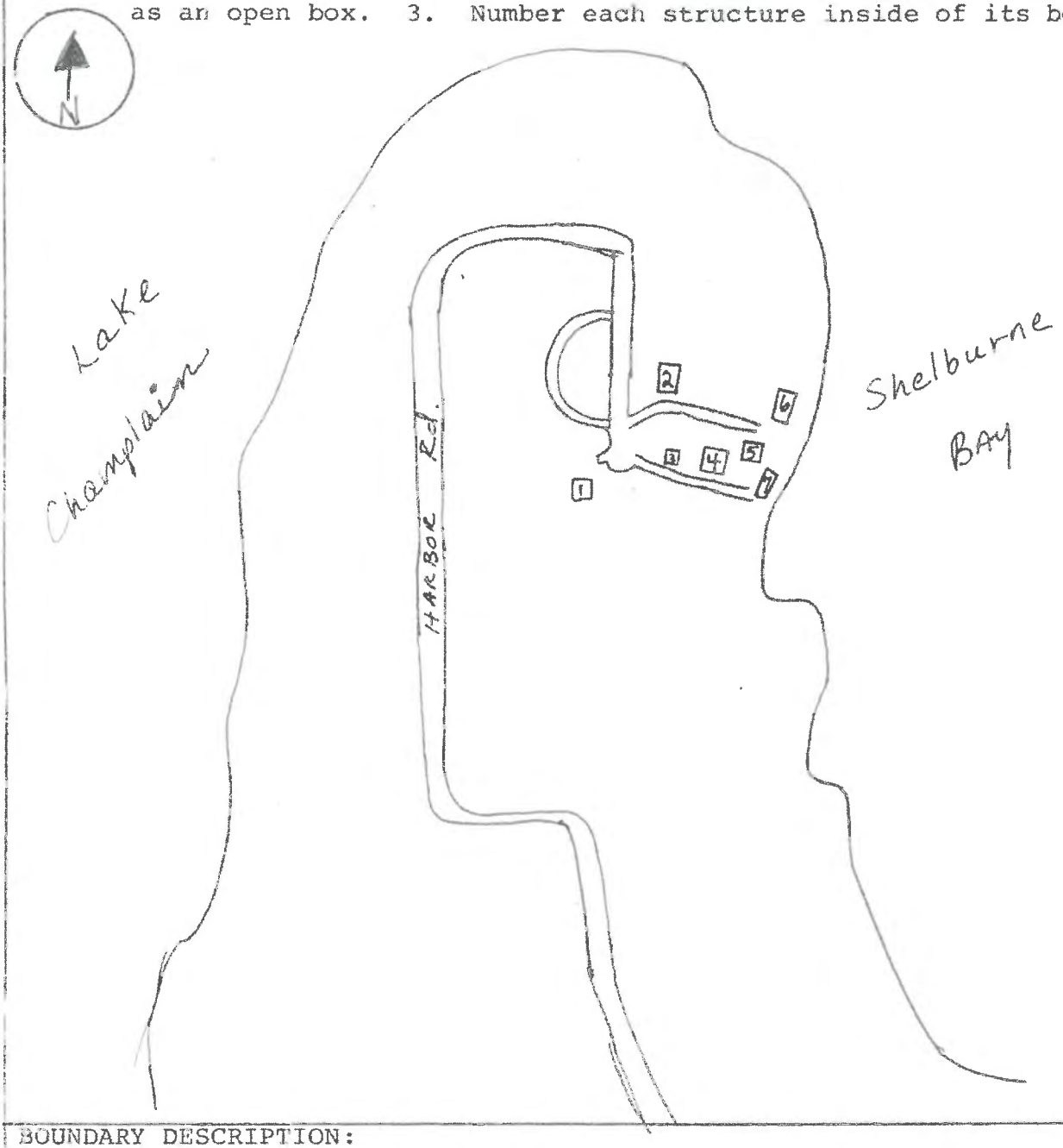
STATEMENT OF SIGNIFICANCE:

Shelburne Shipyard has contributed continuously and significantly to the history of Shelburne. Boats have been constructed at this location since the 1820's, including steamboats and ferries as well as World War II submarines and warships. During the Korean conflict, about 500 naval vessels were constructed at the boat yard. In 1910, fire destroyed the 1827, stone structure which served as the main building. In 1913, the present hip-roofed building, clad with pressed tin, in imitation of rochfaced, concrete block, was constructed. In 1929, the marine railway was added to facilitate hauling vessels out of the water for winter storage. New buildings were built after 1966, when the shipyard was sold and became the Shelburne Harbor Marina.

THREAT TO STRUCTURES:
No Threat ☐ Zoning ☐ Roads ☐
Development ☐ Deterioration ☐
Alteration ☐ Other:

LOCAL ATTITUDES:
Positive ☐ Negative ☐
Mixed ☐ Other:

MAP: (1. Indicate NORTH in circle. 2. Represent each structure as an open box. 3. Number each structure inside of its box.)



BOUNDARY DESCRIPTION:

Coterminous with the property limits of the Shelburne Harbor Marina.

REFERENCES:

#1

RECORDED BY:	ORGANIZATION:	DATE RECORDED:
Adele Cramer	VT. Div. for Historic Preservation	2/2/77

OUTSTANDING COMPONENTS OF DISTRICT ☐ COMPLEX ■
(Include individual survey number ONLY if surveyed individually.)

MAP NUMBER: 1	DATE BUILT: ca. 1970	SURVEY NUMBER:
FUNCTIONAL TYPE:		NEGATIVE FILE NUMBER:
COMMON NAME: office		OWNER: Stewart Griswold

DESCRIPTION:

Salt-box-shaped, 1-story building with a deck overlooking the lake. The front elevation is sided with natural boards laid in a chevron pattern. The side elevations are sided with natural-wood boards laid vertically.

MAP NUMBER: 2	DATE BUILT: ca. 1970	SURVEY NUMBER:
FUNCTIONAL TYPE: shed		NEGATIVE FILE NUMBER:
COMMON NAME: Barrett Building		OWNER:

DESCRIPTION:

A large, gable-roofed, metal-sided shed.

MAP NUMBER: 3	DATE BUILT: ca. 1929	SURVEY NUMBER:
FUNCTIONAL TYPE: shed		NEGATIVE FILE NUMBER:
COMMON NAME:		OWNER:

DESCRIPTION:

Small, gable-roofed, shed, shiplap-sided and with a corrigated metal roof.

MAP NUMBER: 4	DATE BUILT: 1913	SURVEY NUMBER:
FUNCTIONAL TYPE: main building		NEGATIVE FILE NUMBER:
COMMON NAME:		OWNER:

DESCRIPTION:

A 2 1/2-story building with a hip roof and pressed tin siding to resemble rockfaced concrete block. The eaves overhang and are bracketed. The actual plan of the building is a T. Small rectangular windows are set close under the eaves.

OUTSTANDING COMPONENTS OF DISTRICT ☐ COMPLEX ■
(Include individual survey number ONLY if surveyed individually.)

MAP NUMBER: 5	DATE BUILT: ca. 1929	SURVEY NUMBER:
FUNCTIONAL TYPE: shed		NEGATIVE FILE NUMBER:
COMMON NAME:		OWNER:

DESCRIPTION:

Shiplap-sided gable-roofed building with exposed rafter-tails and a corrugated metal roof. A sign with the letters LCT on it hangs on the side elevation. This building houses the mechanicals for the marine railway.

MAP NUMBER: 6	DATE BUILT:	SURVEY NUMBER:
FUNCTIONAL TYPE:		NEGATIVE FILE NUMBER:
COMMON NAME:		OWNER:

DESCRIPTION:

Large, gable-roofed, corrugated-metal building with an ell.

MAP NUMBER: 7	DATE BUILT:	SURVEY NUMBER:
FUNCTIONAL TYPE: shed		NEGATIVE FILE NUMBER:
COMMON NAME:		OWNER:

DESCRIPTION:

Vertical-boarded, 3-sided shed with a sheet-metal roof.

MAP NUMBER:	DATE BUILT:	SURVEY NUMBER:
FUNCTIONAL TYPE:		NEGATIVE FILE NUMBER:
COMMON NAME:		OWNER:

DESCRIPTION:

Shelburne Historic Sites and Structures Survey and Update - 2000

State Register #: 0413-10 Name of Parcel: Shelburne Shipyard

Date Surveyed: 02/04/00 Surveyor: Pamela Daly

Sponsor: Town of Shelburne Parcel ID: 13-20-02.000, 13-20-03.000

Street Address: 4584 Harbor Road, 223 Harbor Road, Shelburne

Present Use: Dry dock facilities for Lake Champlain Transportation Co. and Shelburne Shipyard, private boatyard.

Current Landscape: Scattered buildings.

Construction date: Building type:

Arch. Style: Condition: Good

Recommendation: Retain

Beers Map Ref: Champlain Transportation Co. - Steamboat Landing Wallings Map Ref:

History:
Architectural Description:

Related buildings and dates: See attached list

Additions/Alterations: Office building enlarged in 1970, cinderblock building with bathrooms built 1970, large boat storage building closest to main office built 1980, very large boat storage building built 1990.

Buildings Demolished:

Current Roof: Current Siding:

Current Windows/Doors: Foundation:
Additional Description:

Threats to Property: Older buildings in danger of demolition due to obsolesence.

Archeological Resources:

Statement of Significance changes/additions: LCTC is still using shipyard for drydock facilities for lake ferries.

Note: New map of complex attached.

Attachment to Survey #0413-10

Map #1 - Main office building. Eastern section of the building dates from c. 1950. Western part added c. 1970.

Map #2 - Shed/boat storage.

Map #3 - Shed.

Map #4 - Main building/Lake Champlain Transportation building.

Map #5 - Shed.

Map #6 - Boat storage building.

Map #7 - Shed.

Map #8 - Restrooms and showers, built c. 1970.

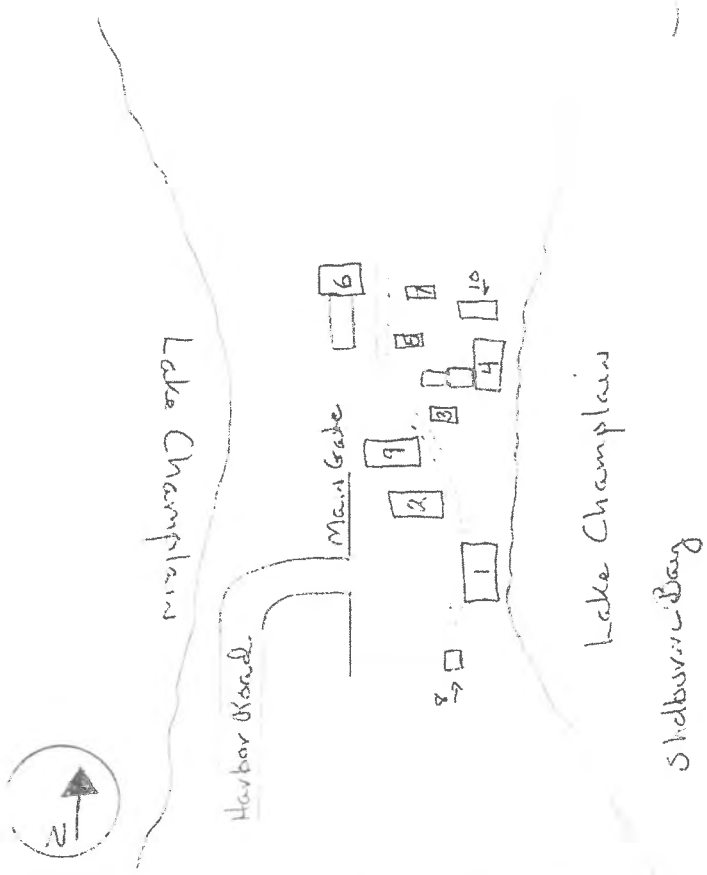
Map #9 - Boat storage, built c. 1990.

Map #10 - Shed.

Shelburne Historic Sites and Structures Survey and Update - 2000

MAP: (1. Indicate NORTH in circle. 2. Represent each structure as an open box. 3. Number each structure inside of its box.)

Property: 0413-10, Shelburne Shipyard



RECORDED BY:	ORGANIZATION:	DATE RECORDED:
Pamela Daly	Town of Shelburne	02/04/00

0413-10

77A18

VERMONT DIVISION FOR HISTORIC PRESERVATION

CO. Chittenden TOWN [illegible] DATE /72

SUBJECT ... Shipyard Complex VIEW E

FILE # 77-A-18 CREDIT [illegible]

0413-10

VERMONT DIVISION FOR HISTORIC PRESERVATION

CO. _____ TOWN _____ DATE _____

SUBJECT _____ VIEW _____

FILE # _____ CREDIT _____

0413-10

77A 18

VERMONT DIVISION FOR HISTORIC PRESERVATION

CO. _____ TOWN _____ DATE _____

SUBJECT _____ VIEW _____

FILE # _____ CREDIT _____

0413-10

T7A10

VERMONT DIVISION FOR HISTORIC PRESERVATION

CO. _____ TOWN _____ DATE _____

SUBJECT _____ VIEW _____

FILE # _____ CREDIT _____