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EXECUTIVE SUMMARY

The purpose of this Preservation Plan is to look at and address the "big picture" and to provide direction to the Town of Swan's Island and the Light House Committee on the recommended work and adaptive use of the Burnt Coat Harbor Light Station complex of buildings and surrounding landscape. The report includes six main components:

1. An architectural evaluation and recommendations for the restoration and renovation of the buildings exteriors.
2. An assessment of the interior conditions and recommendations for the Keeper's Dwelling.
3. A Site Improvement Plan.
4. Recommendations for educational material on the history of the Light Station.
5. A Maintenance Plan.
6. Recommendations for phasing the work and a cost estimate.

This is a planning document designed to assist in planning for continued long-term good stewardship of the building's and landscape. It is designed to assist with fundraising and with appropriate and timely restoration work. No Preservation Plan is considered finite and is a constantly changing document, as building and landscape conditions change and additional research information is uncovered and added. This document should provide an initial reference point for all work and should be added to and changed, as more information is uncovered.

PROFESSIONAL PROJECT TEAM

Historic Building Architects, LLC (HBA) has addressed the physical conditions of the exterior and interior of the buildings, identified existing materials, historic fabric and recommended repairs, as well as recommended future uses for the buildings. Cindy Brockway of Past Designs has focused on the site and provided a strategic plan for the landscape based on historic documentation and conditions noted in a series of videos. Daedalus Projects, Inc. has developed a cost estimate for the restoration and adaptive use work for each building by phase according to the recommendations provided by HBA.

Al Hodson, PE was asked to provide independent consulting on the ongoing structural repairs and provide observation for work currently in progress. This was requested by the Maine Historic Preservation Commission that has been working closely with Swan's Island and the Light House Committee under the direction of Amy Cole Ives.

No systems evaluation by a civil, mechanical, electrical or plumbing engineer has been included in this Preservation Plan due to the limited funds available. This should be completed in the future. The recommendations in this report for systems upgrades are very limited. No material analysis has been included.

SUMMARY HISTORIC RESEARCH

This Preservation Plan does not include any primary historic research. The basis for most of the information was obtained from a report prepared by Amy Cole Ives of the Maine Historic Preservation Commission's report on March 20th 2006. The information describes a clear chronology of construction at the site and HBA developed a series of site maps showing the development of the buildings between 1872 and 2006. The plans were then supplemented with historic photographs obtained from a variety of collections, which identified and confirmed the chronological development. This was is important to understand because changes can impact the condition of the building envelope and structure and alterations can sometimes cause rapid deterioration of historic fabric.

The Burnt Coat Harbor Light Station is clearly an important part of Swan's Island history since the development of the site in 1872. Even today, this landmark has significance to the local community. It provides a beacon of safety into the Burnt Coat Harbor entrance, it symbolizes the scenic beauty on the Island and is an extremely important part of the Island's history.

DESIGN APPROACH

Interviews were conducted with the community to help understand the value of this site, and outlined below are several key points, which have helped direct the recommendations of this report:

1. Public access and use of the building's and site are important to retain because it represents a significant and historic landmark for the community. The Town no own the site and recognize this responsibility.
2. The exterior of the buildings should be restored to the 1930s to the period just before the Coast Guard took over from the US Light House Board. This was the last period when the Light Station was occupied by a Light Keeper and his family.
3. The interior building fabric will be repaired and remain as is for most of the buildings with the exception of the Keeper's Dwelling, which will be upgraded in phases to include a Caretaker apartment on the second floor and a publicly accessible first floor to be used for museum interpretation and community space in the warmer seasons.
4. The landscape will be preserved and casual recreation encouraged. Barrier-free access and basic services will be provided without compromising the cultural and natural landscapes.

SUMMARY OF PHASED RECOMMENDED WORK

The proposed work has been recommended in phases. The Phase I (immediate work) should be completed immediately within the next 1 to 2 years, the Phase II (mid-term work) is to be completed within the next 3 to 5 years, and the Phase III (long-term work) to be completed within the next 7 to 10 years.

The recommendations were organized by building, however, below we have summarized them by phases:

Phase I – Immediate Recommendations

Site Work (all buildings)

- Regrading to prevent further damage due to moisture build-up adjacent to the perimeter of buildings.
- Removal of concrete parging and swales along perimeter walls.
- Installation of new wood walkways and a barrier-free entrance into the Keeper's Dwelling.
- Repairs and improvements to walkways to provide safe access.

Keeper's Dwelling

- Completion of the exterior restoration work and structural stabilization of the framing elements, as described by Al Hodson.
- Exterior restoration to include the double-hung windows and frames.
- The clapboard repairs and floor framing.
- Masonry repairs along the foundation walls and at the brick access into the basement.
- Piazza structural repairs and restoration of the balustrade.
- Phase I Adaptive Use Recommendations to include providing safe barrier free access to the first floor Keeper's Dwelling and installation of the sound system with the oral history recordings.

Light Tower

- Exterior restoration including removal of masonry repairs.
- Repair and restoration of corroded steel elements, including the lantern, deck walkway and railings.
- Restoration of the three windows to improve ventilation and repairs to the steel stairs to remove corrosion and restoration of the wood access ramp.

Oil House

- Exterior restoration of the entire building to include regrading, roof replacement, repair of the louvered vent, structural stabilization of failed masonry at the foundations, and restoration of the brick walls.

Bell House

- Structural stabilization and rebuilding of the four field stone piers that support the structure.
- Restoration of wood floor framing and sill plates.
- Replacement of the roof with minor repairs to the wood shingle walls.

Phase II – Mid-term Recommendations

Site Work (all buildings)

Follow the strategic plan for the landscape improvements to include:

- Improved parking and safe access.

- The restoration of footpaths and interpretative signage to encourage casual recreational opportunities for the public.

Keeper's Dwelling

- Exterior restoration work to include painting of the clapboard and trim.
- Repair and repointing of the foundations not completed during Phase I.
- Installation of interior storm windows.
- The restoration and adaptive use of the second floor as caretaker apartment to include restoration of all finishes.
- Installation of a bathroom and kitchen, including supplemental upgrades for a grey water system and a new water line.

Light Tower

- Exterior restoration of the brick tower including paint removal, cleaning, and repointing.
- Interior repairs and cleaning of the brick.
- Restoration of the interior metal stairs.

Oil House

- Restoration of the interior finishes including stripping paint and removal of stucco and repointing of the interior brick walls.
- Removal of cement parging and restoration of the brick floor.
- Installation of a new wood walkway to provide safe access.

Bell House

- Exterior restoration work to include the double-hung window, the entrance door and hardware, and the restoration of the interior woodwork, including replacement of rotten wood elements.
- Repair of the wood shingles, as necessary with an option to remove, salvage and reinstall using stainless steel nails.
- Painting of all exterior trim and shingles.

Phase III – Long-term Recommendations

Site Work (all buildings)

- Continue to follow the strategic plan landscape improvements including developing access paths and interpretation signs.

Keeper's Dwelling

- Adaptive use and restoration of the first floor to a museum and community meeting space to include the restoration of finishes, including plaster, wood floors, and trim.
- Recreation of the 1930s plan.
- Other improvements will include a new small kitchen and barrier-free restroom, as well as upgrade of electrical wiring and lighting.

Light Tower

- The exterior entrance door to be replaced with a more appropriate door.
- Installation of proper lighting and handrails to provide access for the public.
- Restoration of the Light Tower railings at the lantern level to provide safe access for a maximum of three visitors at one time.

Oil House

- Adaptive use of the Oil House for a portable type restroom facility.

Bell House

- Reconstruction of the Bell Tower to the 1930s period for which there is extensive documentation.
- Possible reconstruction of the bell mechanism used during the 1930s, as an interpretive exhibit.

SUMMARY OF CONSTRUCTION COST BY PHASE

The estimated construction cost by phase is based on a cost estimate dated March 9th 2007 and prepared by Daedalus Projects, Inc., specialists in estimating historic buildings. The estimate below includes overhead and profit at 25% with estimated inflation prorated out by anticipated year of recommended phased work commencing. In this schematic phase, we have also included a 15% design and pricing contingency to allow for unknown conditions, which could be identified during the preparation of Contract Documents, should these projects move forward. Refer to the main report Section IX for a detailed cost estimate.

Phased Scope of Work	**Phase I Immediate**	**Phase II Mid-term**	**Phase III Long-term**
Anticipated Commencement of Work	2008-09	2012	2014
Escalation for inflation included at:	20%	35%	60%
Site Work – Allowance	$75,000	$10,000	$5,000
Keeper's Dwelling	$181,444	$357,470	$379,617
Light Tower	$152,048	$127,533	$59,800
Oil House	$45,204	$31,964	$25,875
Bell House	$37,284	$32,315	$109,250
Total	**$490,980**	**$559,281**	**$579,542**

CONCLUSION

The Town of Swan's Island should now move forward with this plan. Clearly the costs for the work can be greatly reduced if funds can be obtained sooner and the work completed earlier thereby reducing escalation costs. The purpose of this report was to provide a plan for the future care and use of these buildings but also to help plan for fundraising. The focus now should be on seeking funding opportunities through foundations and individuals interested in preserving this significant cultural resource and landmark on Swan's Island.

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INTRODUCTION

Purpose and Scope of Report

In 1994, when the Town of Swan's Island acquired the Burnt Coat Light Station from the US Government, the Town agreed to maintain and preserve the structures and the property for the public benefit, and to follow historic preservation standards under the supervision of the Maine Historic Preservation Commission.[1] The Town has commissioned this Historic Preservation Plan to carry out its obligations under the 1994 Deed.

The Historic Preservation Plan has been financed with the assistance of a grant form the Hart Family Fund for Small Towns, administered by the National Trust for Historic Preservation. Assistance was also provided by the Virginia Wellington Cabot Foundation and by the Friends of the Swan's Island Lighthouse.

Appropriate planning should always precede preservation work, capital projects, or any intervention. The expenditure of financial resources on an historic site should be well protected with the knowledge that all items are chosen correctly. This Historic Preservation Plan for the Burnt Coat Harbor Light Station provides an important planning tool and was prepared to provide a focus and direction for future intervention at this historic site. In general terms, this plan provides an overview of the historical development and significance of this site, an assessment of the existing conditions, recommendations for planning for its future adaptive use, and for prioritization of repairs as well as maintenance guidelines and cost estimates for future work. This Preservation Plan is purely an architectural and landscape assessment and does not include any evaluation of the structural stability of the buildings. In fact, it has been recommended by HBA that a structural condition assessment be completed for all the buildings and that these recommendations be added as a supplement to this Preservation Plan. This Preservation Plan is therefore intended to guide the future exterior and interior work and provide ideas on how the Burnt Coat Harbor Light Station can be used and enjoyed by the community and visitors to Swan's Island. In addition to the architectural assessment, Cindy Brockway of Past Designs has provided a strategic plan for landscape with some illustrations, and Daedalus Projects have provided a budget for the recommended prioritized scope of work and adaptive use options.

This report concludes the planning phase of the project but does not generate the documents required to execute the repairs and renovations mentioned herein. Such documents, namely drawings and specifications that would be the basis of bidding contracts and permits would be prepared subsequent to this report. This report sets priorities and provides a road map for the public use and enjoyment of the Light Station for future generations. The aim is that the information provided will help the community focus on priorities and successfully seek funding to support the proposed uses.

[1] Quitclaim Deed from US Coast Guard to Town of Swan's Island, dated July 20, 1994, recorded at Book 2340, page 001, Hancock County.

Acknowledgements
We wish to thank all the members of the Swan's Island community who have contributed to this report. During Annabelle Radcliffe-Trenner's visit to the Island in August, many community members participated in discussions regarding the future of the Burnt Coat Harbor Light Station and their commitment to this project. In particular, we wish to thank Selectman Dexter Lee, Selectman Carroll Staples and Chief Selectman Nancy Carter for their contributions and ideas as well as the Light House Committee members, in particular Eric Chetwynd and his wife Fran who accommodated Annabelle Radcliffe-Trenner and gave her a wonderful tour of the Island with an opportunity to meet so many from the community and listen to their thoughts and ideas for the future. This was indeed a collaboration of many and, in particular we wish to thank those who attended the Wednesday evening meeting, which included Kim Colbeth, a teacher, Donna Wiegle who is researching the oral histories, and Candis Joyce, the Librarian. Other contributions and thoughts were given at a Library Community meeting and afterwards at the quarry where younger members also gave some of their thoughts about the Light Station. Indeed this plan could not have been completed without the input of everyone on the Island and there appears a genuine interest and commitment to preserving this historic site. We would also like to thank Amy Cole-Ives for her input, historic research and photographs as well as Charles Petronis from the US Coast Guard who provided background information on the period of US Coast Guard occupation of the Light Station.

Conditional Statement
This Preservation Plan should be considered a living document and one that is subject to reevaluation and revisions from time to time as future discoveries both physical and documentary come to light and as programmatic realities evolve. The statements and opinions expressed herein are solely for the use and information of the Town of Swan's Island and their Light House Committee. The opinions reflect the professional judgments of an architect qualified in the field of historic preservation performing services that are usual and customary. Conclusions drawn in this report are based on those conditions and surfaces that were accessible to the unaided visual observation of the architect. No warranties or guarantees can be inferred from or implied by the statements or opinions contained in this report. In particular, it should be noted that no structural engineering assessment was completed at the time of this Preservation Plan. However, as funds are available, this should be one of the first priorities prior to any further repairs.

Property Description and Setting
Burnt Coat Harbor Light Station is located on Hockamock Head on the south side of Swan's Island. The Light Station is at the most southerly point and faces Harbor Island across the deep water channel into Burnt Coat Harbor. The Light Tower was constructed in 1872 and included an upper light tower and a lower light tower, as well as a Keeper's dwelling. The Keeper's dwelling and the Light Tower remain in the center of the landmass facing out to sea to the southwest. The Oil House is located to the northwest and the Bell House is located further to the south. The Light Station buildings are reached along a small narrow road that enters the park along the ridge of the point running from the north to the south. The road descends to reach the small parking area. Currently there are no services except for electricity to the Light Tower building.

IV HISTORICAL OVERVIEW

Introduction

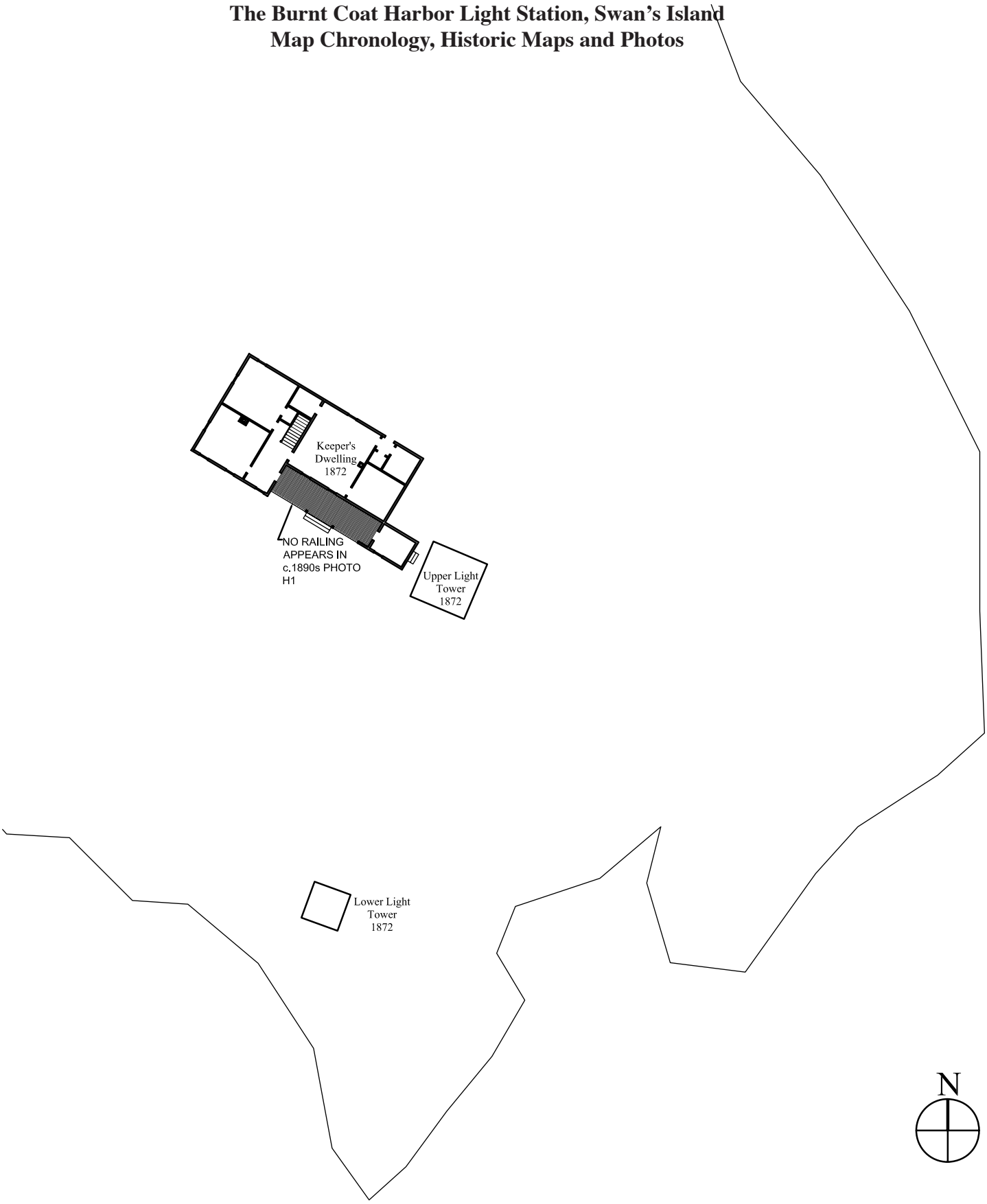
The historic research on the Burnt Coat Harbor Light Station was largely completed by Amy Cole Ives of the Maine Historic Preservation Commission in her report of March 20th 2006 and this forms the primary reference for the overview of historic research included in this section. No additional primary research was completed as part of this Preservation Plan, however, additional historic photographs and oral histories being prepared under a separate contract have contributed to the understanding of the chronological development of the Light Station. Summarized below is the sequence of development of the site plan based on the historic chronology of construction and changes. HBA felt that it was important to understand the previous work completed on the buildings at the Light Station and the sequence of their construction because this impacts the preservation of the site and its adaptive use, especially as it relates to the landscape strategic plan and to the preservation priority recommendations. Often treatments applied to buildings are inappropriate, not because they are deliberately done, but because those involved were not familiar with the historic materials and the impact of a particular restoration treatment, which at the time may have been considered highly appropriate. Understanding the chronological development of the Light Station and the interventions that occurred helps us to understand more clearly the causes for deterioration, which is critical when developing recommendations for appropriate preservation treatment. This section, therefore, provides a summary of the chronology of changes that occurred to the Light Station with a series of site plans. This is then supplemented with historic maps and photographs and followed by a bibliography of referenced documents.

Chronology of Construction

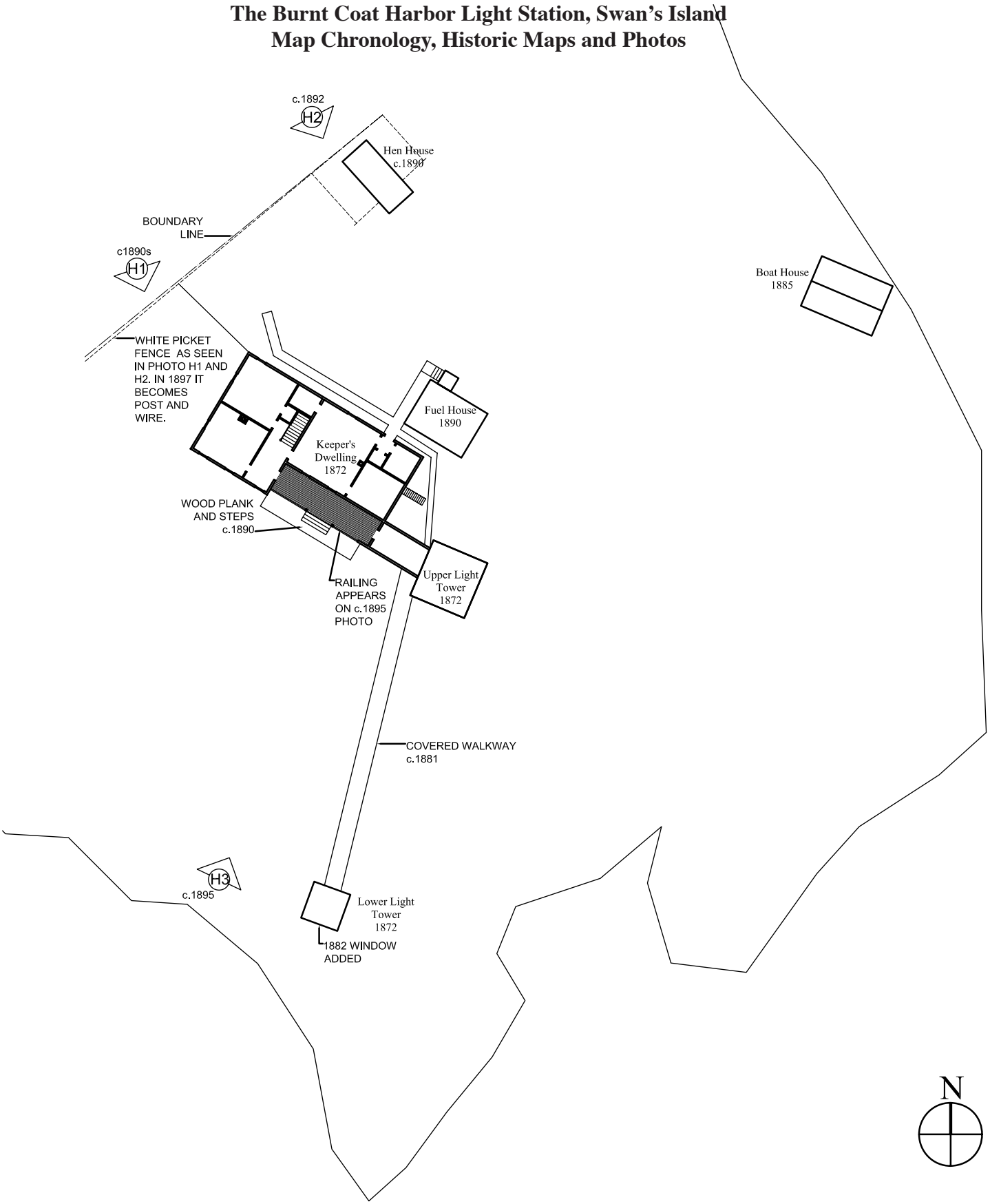
The Burnt Coat Harbor Light Station has evolved since its inception in 1872. The following table lists the changes to the site and its buildings from 1872 to 2006:

1872	Light Tower and Keeper's dwelling built, second light tower built where Bell House stands.
1881	Covered Passage way built to connect the 2 light towers.
1882	Window added to front tower. Masonry foundation rebuilt for Keeper's dwelling.
1884	Front Range Light discontinued and removed.
1885	Boat House built.
1890 Survey	Piazza on Keeper's dwelling connected to upper light tower with a workroom and the lower tower with a covered walkway. North side of the property, there is a boundary fence and hen house.
1895	New Oil House built.
1897	Rough post and wire fence appears, boundary fence rebuilt.
1900	Old Fuel House adjacent to Keeper's dwelling repaired and used as a barn.
1900-1904	Kitchen chimney alteration. Railing on the piazza. Trim a dark color.
1902-1905	Covered walkway removed.
1905-1910	Bulkhead appears on Keeper's dwelling.

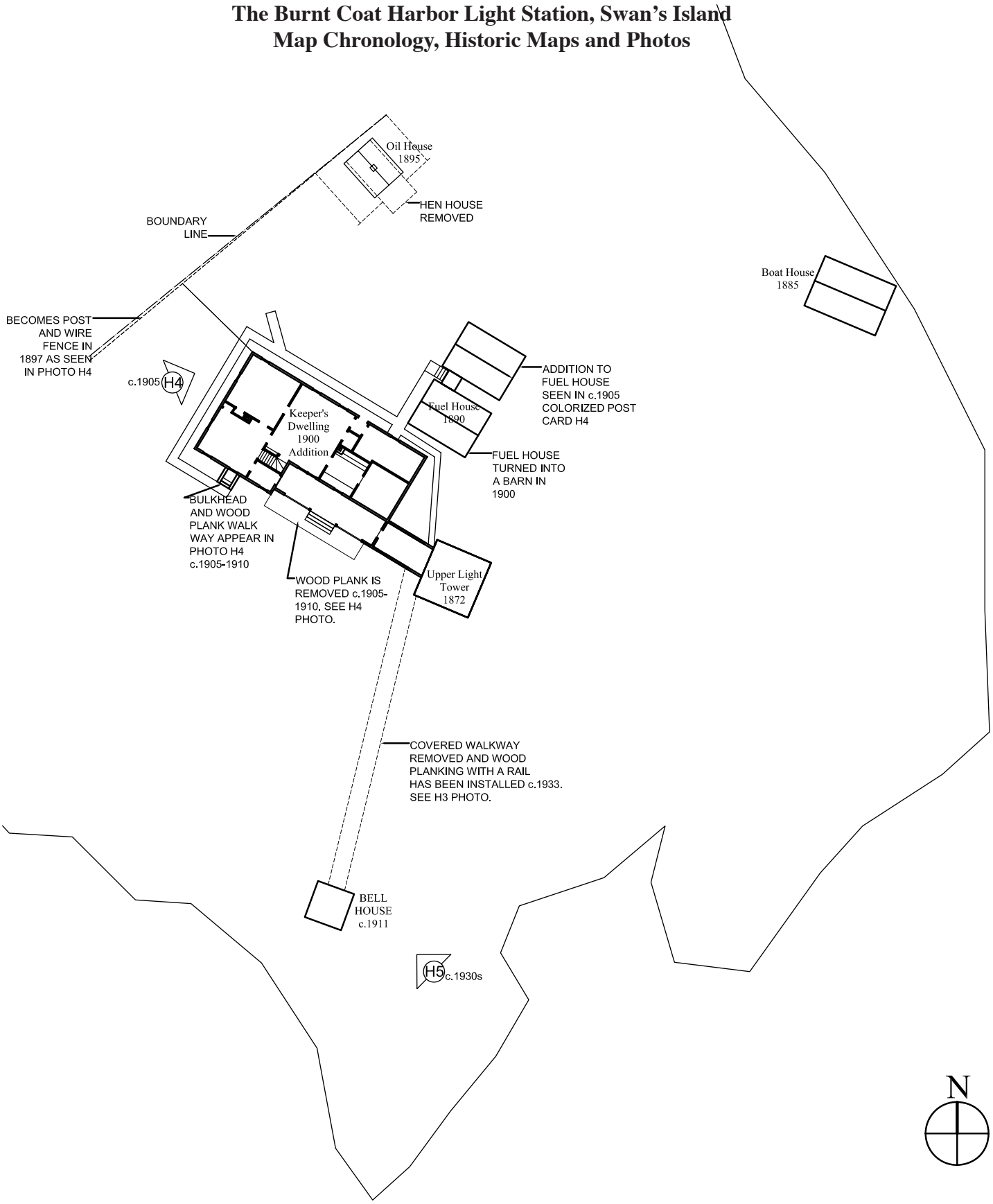
1908-1911	Bell Tower built.
1939	Coast Guard takes over from US Lighthouse Board.
c. 1964	Boat House removed from site.
1965-1970	Height of Bell House lowered.
1974	Keeper's dwelling is still connected.
1975	Burnt Coat Harbor Light was automated Original 4th Order Fresel Lens was removed.
1982	Coast Guard removed paint and coats Light Tower with clear waterproof.
1983	Coast Guard repaints Light Tower.
1987	Site listed on National Register as part of the Multiple Property Listing – Light Stations in Maine.
1994	July 20th Light Station deeded from Coast Guard to Town of Swan's Island
1996	International Preservation Masonry Institute repairs to Light Tower and Keeper's dwelling foundation walls.
1999	Lighthouse Committee appointed by Town of Swan's Island.
2006 -	Ongoing exterior and structural restoration of the Keeper's dwelling.


Keeper's
Dwelling
1872
NO RAILING
APPEARS IN
c.1890s PHOTO
H1
Upper Light
Tower
1872
Lower Light
Tower
1872
N

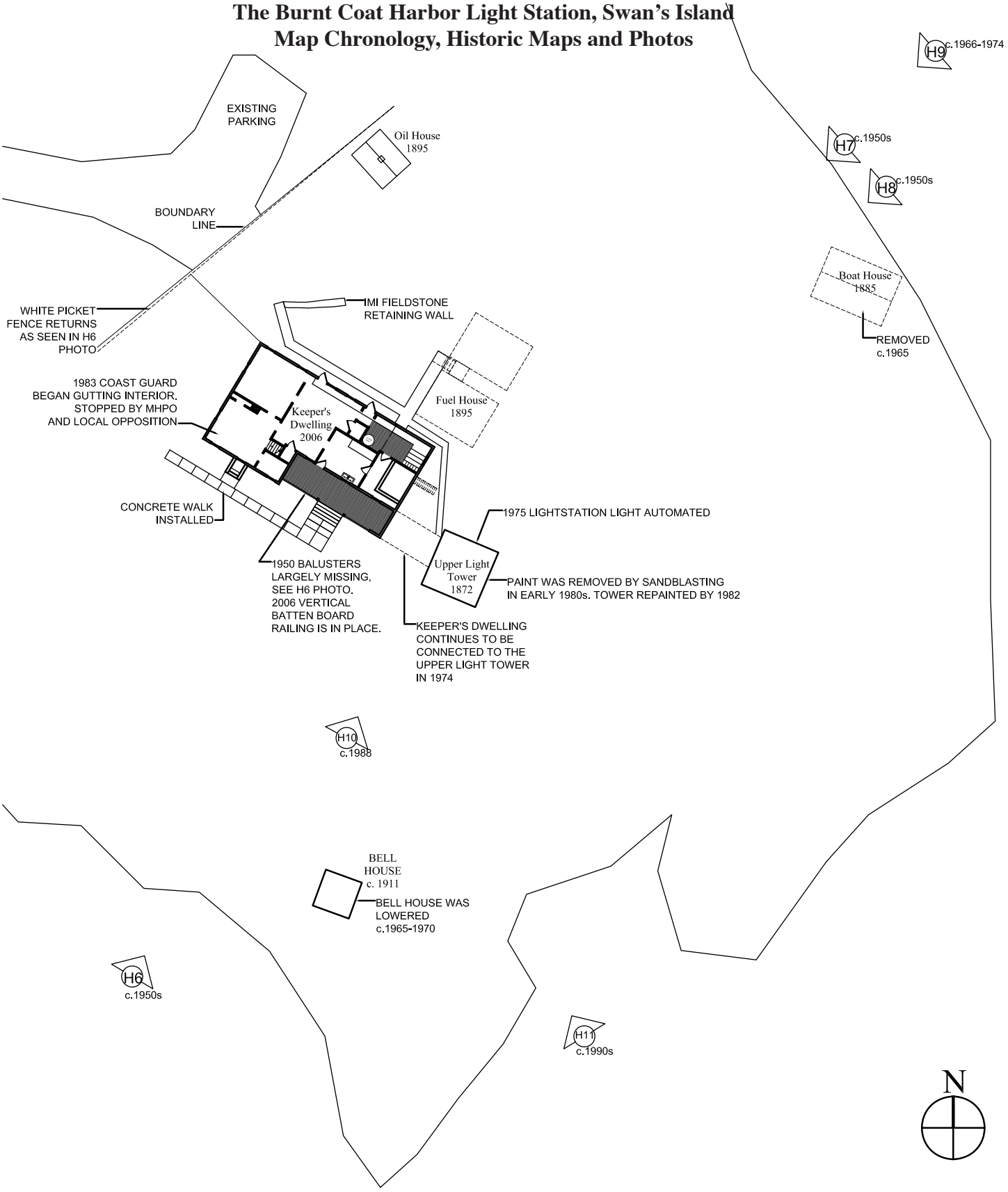
1872 MAP


c.1892
H2
Hen House
c.1890
BOUNDARY
LINE
c1890s
H1
Boat House
1885
WHITE PICKET
FENCE AS SEEN
IN PHOTO H1 AND
H2. IN 1897 IT
BECOMES
POST AND
WIRE.
Fuel House
1890
Keeper's
Dwelling
1872
WOOD PLANK
AND STEPS
c.1890
Upper Light
Tower
1872
RAILING
APPEARS
ON c.1895
PHOTO
COVERED WALKWAY
c.1881
H3
c.1895
Lower Light
Tower
1872
1882 WINDOW
ADDED
N

1890 MAP


Oil House
1895
HEN HOUSE
REMOVED
BOUNDARY
LINE
Boat House
1885
BECOMES POST
AND WIRE
FENCE IN
1897 AS SEEN
IN PHOTO H4
c.1905 H4
ADDITION TO
FUEL HOUSE
SEEN IN c.1905
COLORIZED POST
CARD H4
Keeper's
Dwelling
1900
Addition
Fuel House
1890
FUEL HOUSE
TURNED INTO
A BARN IN
1900
BULKHEAD
AND WOOD
PLANK WALK
WAY APPEAR IN
PHOTO H4
c.1905-1910
WOOD PLANK IS
REMOVED c.1905-
1910. SEE H4
PHOTO.
Upper Light
Tower
1872
COVERED WALKWAY
REMOVED AND WOOD
PLANKING WITH A RAIL
HAS BEEN INSTALLED c.1933.
SEE H3 PHOTO.
BELL
HOUSE
c.1911
H5 c.1930s
N

1930 MAP


H9
c.1966-1974
EXISTING
PARKING
Oil House
1895
H7
c.1950s
H8
c.1950s
BOUNDARY
LINE
Boat House
1885
REMOVED
c.1965
WHITE PICKET
FENCE RETURNS
AS SEEN IN H6
PHOTO
IMI FIELDSTONE
RETAINING WALL
1983 COAST GUARD
BEGAN GUTTING INTERIOR.
STOPPED BY MHPO
AND LOCAL OPPOSITION
Keeper's
Dwelling
2006
Fuel House
1895
CONCRETE WALK
INSTALLED
1975 LIGHTSTATION LIGHT AUTOMATED
Upper Light
Tower
1872
PAINT WAS REMOVED BY SANDBLASTING
IN EARLY 1980s. TOWER REPAINTED BY 1982
1950 BALUSTERS
LARGELY MISSING,
SEE H6 PHOTO.
2006 VERTICAL
BATTEN BOARD
RAILING IS IN PLACE.
KEEPER'S DWELLING
CONTINUES TO BE
CONNECTED TO THE
UPPER LIGHT TOWER
IN 1974
H10
c.1988
BELL
HOUSE
c. 1911
BELL HOUSE WAS
LOWERED
c.1965-1970
H6
c.1950s
H11
c.1990s
N

2006 MAP



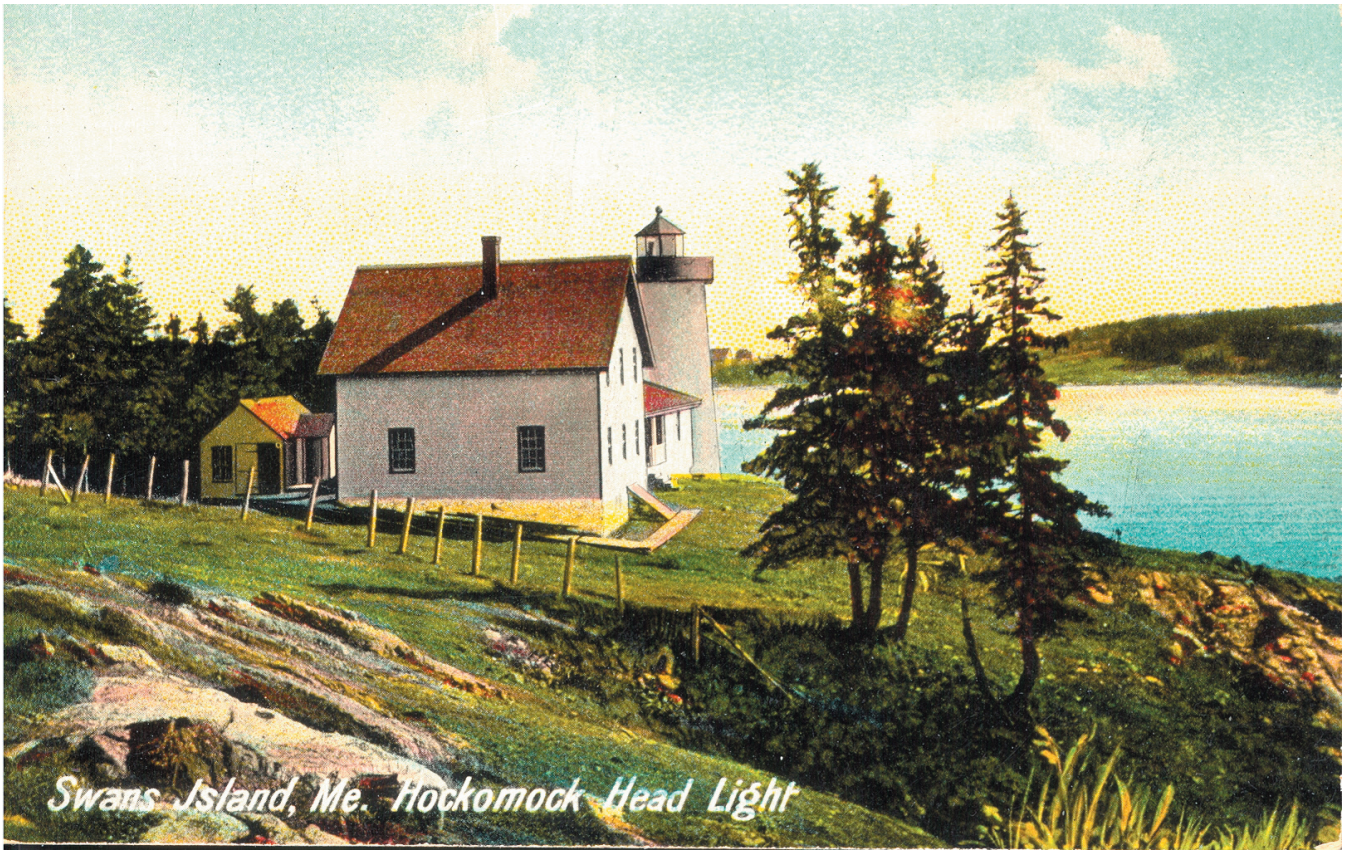
Photograph H1 - c. 1890s: This photograph shows the early white picket fence along the perimeter of the buildings to the west and north of the Keeper's dwelling. A covered walkway connects the upper Light Tower and lower Light Tower and the Piazza on the Keeper's dwelling is connected to the upper Light Tower by the Work Room. No railing appears on the Piazza at this time. The trim on the corner boards and window frames of the Keeper's dwelling are dark at this early period. The fieldstone wall on the Keeper's dwelling is also white washed. The brick chimney on the Keeper's dwelling is topped with a crenellated cap and the shingles appear to be wood.



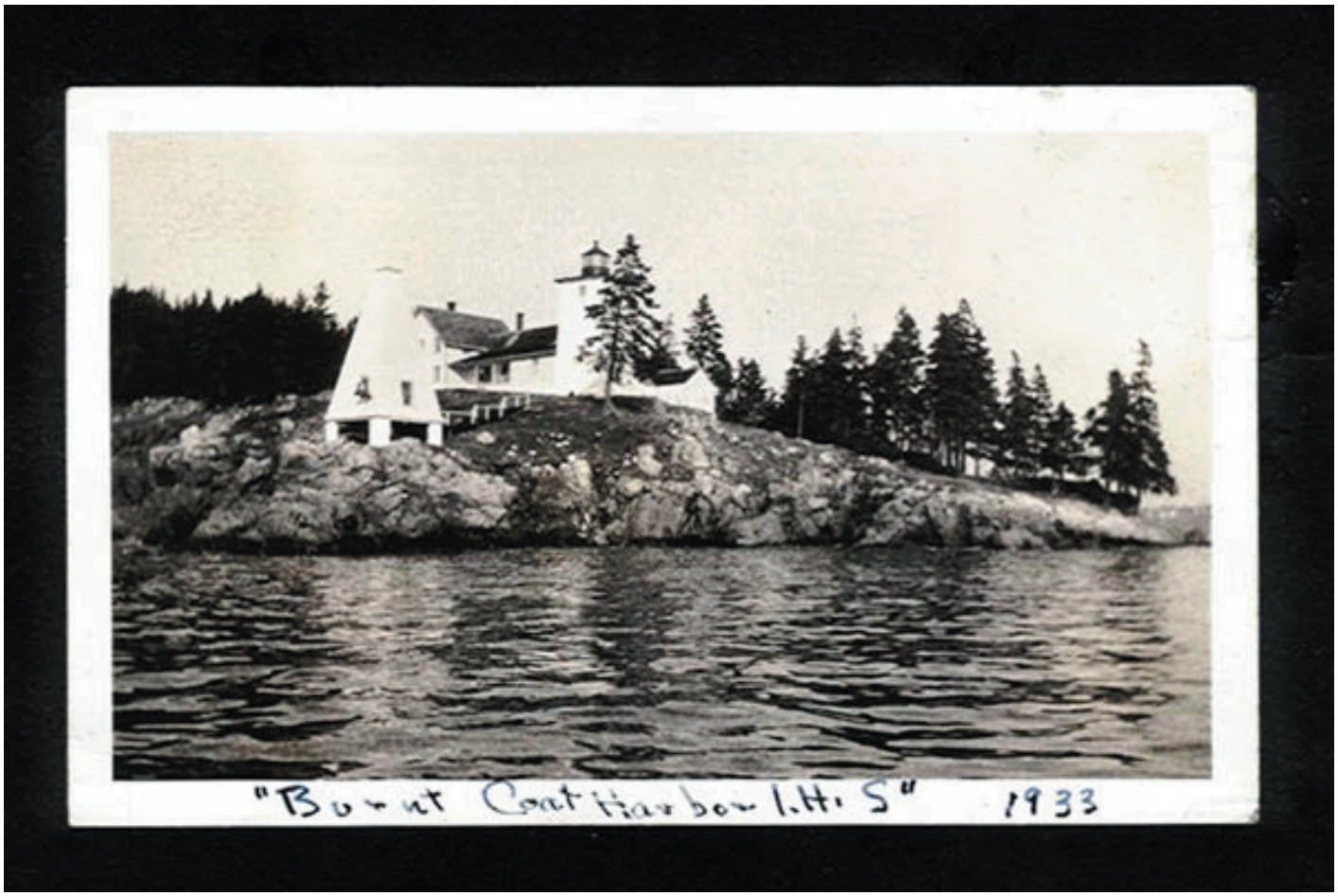
Photograph H2 - c. 1890-1895: Exterior view of the north and west facade of the Keeper's dwelling. The early white picket fence still appears in this photo and a view of the west facade of the Fuel House can be seen. The Hen House can also be seen directly across from the Fuel House.



Photograph H3 - c. 1895: The date is based on no white picket fence appearing to the west of the Keeper's dwelling. A railing can be seen on the Piazza and the window added in 1882 can be seen on the lower Light Tower.



Photograph H4 - c. 1905-1910: This image is an old postcard which is a colorized photograph. The post and wire fence installed in 1897 appears in the foreground to the west of the Keeper's dwelling. A bulkhead now appears on the exterior of the south facade of the Keeper's dwelling. A wood plank walkway leads from the bulkhead heading west, turning north along the west facade of the Keeper's dwelling, then turning east along the north facade. A shed now appears to be connected to the Fuel House through a pedimented extension. The wood plank surrounding the Piazza steps has been removed.



Photograph H5 - c. 1930s: The Bell House built in c. 1911 now appears in the foreground. The covered passage way that attached the upper and lower Light Towers is now removed and has been replaced with a simple wood plank and railing system platform. The Keeper's dwelling is still connected to the upper Light Tower at this time and railings continue to appear on the Piazza. The 1890 Fuel House when converted to a barn in 1900 can still be seen in the background behind the upper Light Tower.



Photograph H6 - c. 1950s: The white picket fence to the west of the Keeper's dwelling re-appears and the railing on the Piazza of the Keeper's dwelling becomes very simple with four balustrades.



Photograph H7 - c. 1950s: The 1895 Oil House can be seen to the far right of the top photo. The 1885 Boat House appears in the foreground. The Fuel House and barn building that were directly behind the Keeper's dwelling are now gone. The trim appears to be a lighter color on the Keeper's dwelling. The second floor of the Keeper's dwelling reflects the 1900 renovation work for the house showing an additional window installed to the left of the original double window.



Photograph H8 - c. 1930s: Similar to H7 showing the Oil House and Boat House. This photo reflects the 1900 alterations that were done in the Keeper's House. Two windows were added on the first floor and a door was moved. One window was installed on the second floor.



Photograph H9 - c. 1966-1974: The 1885 Boat House may be removed by this time but the boat-hoisting ramp still appears. The Bell House was lowered between 1965 and 1970. The walkways can still be seen behind the Keeper's dwelling. The Work Room door that connects the Keeper's dwelling to the upper Light Tower can still be seen at this time. The ell chimney is gone and the vent pipe for modern plumbing can be seen on the house. The outdoor privy has also been removed.



Photograph H11 - c. 1988: The Work Room that once connected the Keeper's dwelling to the upper Light Tower has now been removed. The Keeper's dwelling has cedar shingles, that were installed by the Coast Guard.



Photograph H10 - c. 1990s: The Keeper's dwelling and the upper Light Tower are no longer connected and the Tower now appears red showing its exposed brickwork. This photo was taken after the building was sandblasted and prior to its being repainted.



Map M1: This is a 2006 aerial map of Swans Island concentrating on the Hockomock Head area. The Keeper's House, Light Tower, and Bell House can be seen at the bottom tip of the island.

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Map M2: A topographic map dated 1904 of Swan's Island.

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PRESERVATION PLANNING AND ADAPTIVE USE

Introduction

The purpose of this section is to identify and provide suggestions for the use of the Light Station. The Light Station has undergone a transformation from being a Coast Guard working station to an historic site owned and administered by the Town of Swan's Island. As part of this planning document, we interviewed members of the community to discover what was important about this historic site to them and how they would like it to be used in the future. Interviews included members of the Burnt Coat Harbor Light Station Committee, the Town of Swan's Island Selectmen, members of the community including a teacher, librarian and historian, the local Police and Fire Chief, and other members of the community who attended the community meeting at the Library on August 24th 2006.

Light Station and Its Importance to the Community

The Burnt Coat Harbor Light Station is clearly a significant and historic landmark for the community. Moreover, it provides, and has done for many years, a safe entrance to the sheltered Harbor beyond. One of the most important uses for the Light Station is still a weather check for local fishermen who drive out to the Point to check the weather, especially during the changing of the seasons. The Light Station is part of the Swan's Island community's history. It represents the culture and the life style and reminds the community of the important fishing and seamanship tradition that has gone on for centuries on this Island. There is a deep pride and emotional value to this historic site, which is frequented by Island residents. The Point is enjoyed by an array of visitors including schooners, boaters and bicycle tours.

The architecture and the simple clean lines of the buildings against the uneven landscape background are important icons and many of the tourists items sold on Swan's Island include images and pictures of the Burnt Coat Light Station. The site is also seen in particular by the Town, as a tourist attraction with a potential for revenue for those involved in history and teaching. It is a way of vividly telling the stories to the young people of today and encouraging them to remain on the Island by educating them about the history and the cultural value of this landmark.

Current Uses for the Burnt Coat Light Station

Many people walk or bicycle to the Point whether to check weather, have a picnic, or to sit and relax. Since the Coast Guard left the Light Station in 1975 the Keeper's Dwelling has remained unoccupied and none of the buildings are open to the public. Vandalism has been a problem and most of the lower openings in the buildings are boarded up.

Future Uses for the Burnt Coat Light Station

Many members of the community indicated that a living history site would be very desirable to animate the history of the Island, and in particular of the Keeper's Dwelling, through re-enactment by docents. Oral histories, which have been taken from members of the families who lived at the Light Station, can be used as a more traditional museum with exhibits, possibly from other collections already on the Island, namely the Lobster Museum and the Maine Island history

museum were also recommended. In addition, on a revenue-making basis, suggestions for use of the site for wedding photography, rental for receptions and functions and use of the space for public meetings and other cultural events, such as concerts were suggested. While it was recognized that there are constraints on the number of visitors to the Island and problems with traffic in particular bus tours, suggestions for providing some kind of dock in the future to allow yachters and boaters to visit the Light Station should also be considered. In addition, current visitors should be asked to contribute, including biking vacation organizations that visit and picnic twice a week during the summer months at the Point. A Gift Shop was discussed, but there was a sense that this should not compete with the existing gift shops on the Island. Possible collaboration between the existing gift shops might be worked out to the mutual benefit of the shops and the Light House restoration fund..

Establishing Priorities for the Light Station

As this site becomes a public site for the benefit of the entire community, many decisions need to be made about its use and the cost and operation of the buildings. We recommend strongly that however this is done, it should be done in a phased manner, and below we have outlined a road map on how this might be done slowly allowing for the growth of a non-profit organization that would have sufficient funds to manage and operate the Light Station without incurring expense to the local community. This is a fine balance because public buildings cost money to operate and to make safe for visitors, and if exhibits are to be included in the experience, which seems to be one of the primary recommendations of the community, there is a cost for designing and preparing the exhibits as well as maintaining supervision and management of the site. Currently, there are no staff and the volunteer community provides the support needed for both raising funds through grants and providing interpretation and access to the site. Below we have outlined a possible phasing plan for making the site operational. We recognize that there is a need to provide something back to the community sooner rather than later to ensure that the enthusiasm and interest remains. However, we also recommend that small steps are taken to allow for fiscally responsible management and operation of this site. Below is a list by phase of recommended adaptive use upgrades. These focus primarily on the Keeper's Dwelling but also address the site landscape with a strategic plan for the landscape and the other smaller buildings on the site.

Phased Adaptive Use Recommendations

Phase I: The safety and free access to the public should be the focus of this first phase. We, therefore, recommend the following first steps to achieve this goal:

- Establish proper and safe parking according to the Strategic Landscape Plan recommendations.
- Provide two to three parking spaces clearly marked at the Light Station. One for volunteer, one for barrier-free and one for a visitor, with a turn-around area for a vehicle.
- Design and install a new planked board entrance to a barrier-free door into the Keeper's Dwelling.
- Develop signage to describe clearly access and safety issues with a bulletin board for event and public notices, including operation hours.

- The interior of the Keeper's Dwelling should be minimally repaired on the first floor to make it safe and accessible.
- The exterior renovation and repairs, including the structural stabilization of the framing and the restoration of the windows should be completed.
- A small sound system should be installed in the first floor rooms to broadcast oral history recordings inside of the house. For example, stories gathered about cooking and preparation of foods would be emitted from ceiling mounted speakers in the old kitchen. Unsafe areas would be closed off, including the basement and second floor.
- While the Phase I recommendations for the Keeper's Dwelling would not provide a museum space, they would allow the public to enter the building with little supervision. For example, the dwelling could be locked at night and opened in the morning and would immediately take advantage of the recent oral history research. Opening hours during the summer months could be on a regular schedule.

Phase I – Other Buildings: There are a number of significant repair recommendations for the other buildings provided in the first priority preservation recommendations and the only other adaptive use recommendation in Phase I would be to introduce a self-composting toilet that might be located in the Oil House if funds could be obtained to restore this small building. This would at least provide basic bathroom facilities, and while not barrier-free, it is a service that is already much needed based on the existing visitor traffic to this site. See attachment A for information on composting toilets.

Phase II: The second recommended phase for the Keeper's Dwelling would be to adapt the second floor as a small caretaker apartment. It is recommended that the apartment be in use May through October (the non-freezing months). An example of a similar project can be seen at the Seguin Island Light Station where every year a caretaker provides volunteer stewardship for the Light Station. This second phase would include the installation of an upstairs apartment with composting toilet and a grey water distribution system. Water supply initially could be brought over land and above grade flexible rubber pipe that could then be disconnected in winter but provide the water needs for the apartment and future upgrades. See attachment B for information on grey water distribution systems and above ground water systems. Heating of the apartment can be addressed through the use of small portable gas heaters. See attachment C for additional information on gas heaters. Other repair and restoration work might include the introduction of planking boards to provide safer and easier access. The trails could be repaired and maintained through the efforts of by both volunteers and future caretakers.

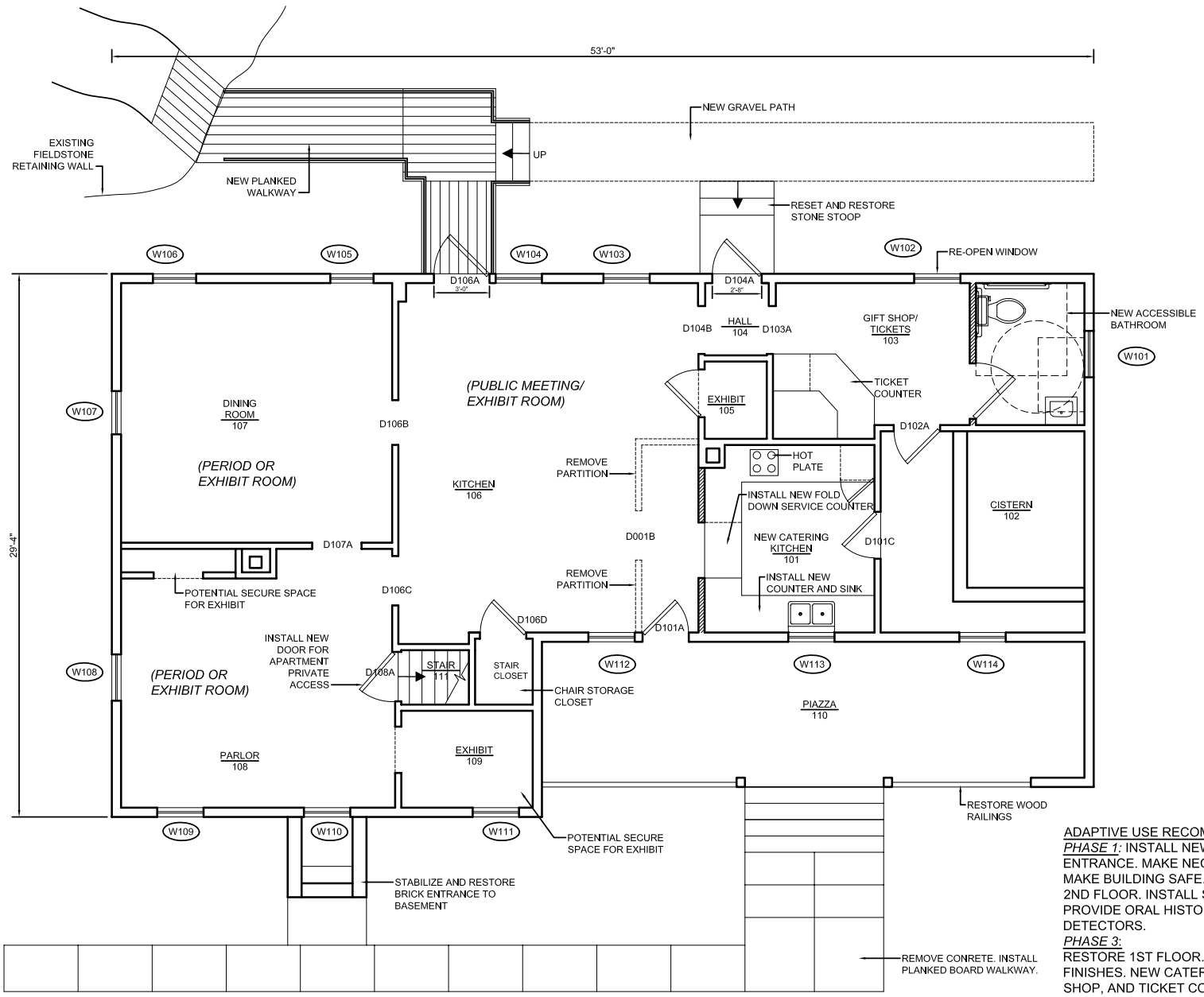
Phase III: The adaptive use of the Keeper's Dwelling would come first in the last phase with the renovation of finishes and the introduction of exhibits on the first floor. A new barrier-free bathroom would be installed again with a composting toilet, and a small catering kitchen would be included. The three large rooms on the first floor could be used as exhibit or meeting spaces and one might be restored to a period room depicting the 1930s lifestyle of a Light Keeper's family. There is an opportunity to use three small closet/rooms as potential secure exhibit space. These would have plexiglas covering the entrance allowing the exhibits to be viewed from adjacent rooms. In addition, there is an option for a small shop and docent desk. With the completion of the apartment and the hope that the establishment of a docent caretaker program

would mean that there would be staff to maintain and monitor the first floor of the Keeper's Dwelling. Tours could also be offered in the Light House.

Other Site Improvements

Access to the Bell House and the Oil House would be improved with new steps and planking. Additional exterior signage could be provided to interpret the trails.

Phase IV: The last phase would include maintenance of trails, restoration of the Bell House to its 1935 look using historic drawings, continued maintenance and upgrading of the entire site, the installation of a small dock to allow boating direct water access, and a planked path from the dock to the Light Keeper's dwelling.



ADAPTIVE USE RECOMENDATION NOTES:

PHASE 1: INSTALL NEW BARRIER FREE ENTRANCE. MAKE NECESSARY REPAIRS TO MAKE BUILDING SAFE. CLOSE ACCESS TO 2ND FLOOR. INSTALL SOUND SYSTEM AND PROVIDE ORAL HISTORIES ON MOTION DETECTORS.

PHASE 3:

RESTORE 1ST FLOOR. INCLUDE ALL FINISHES. NEW CATERING KITCHEN, GIFT SHOP, AND TICKET COUNTER.
2 PERIOD ROOMS.

N

Revisions & Submissions Date

A-6.1

Preservation Plan for the
Burnt Coat Harbor Light Station
Swans Island, ME 04685

Keeper's Dwelling
Adaptive Use First Floor

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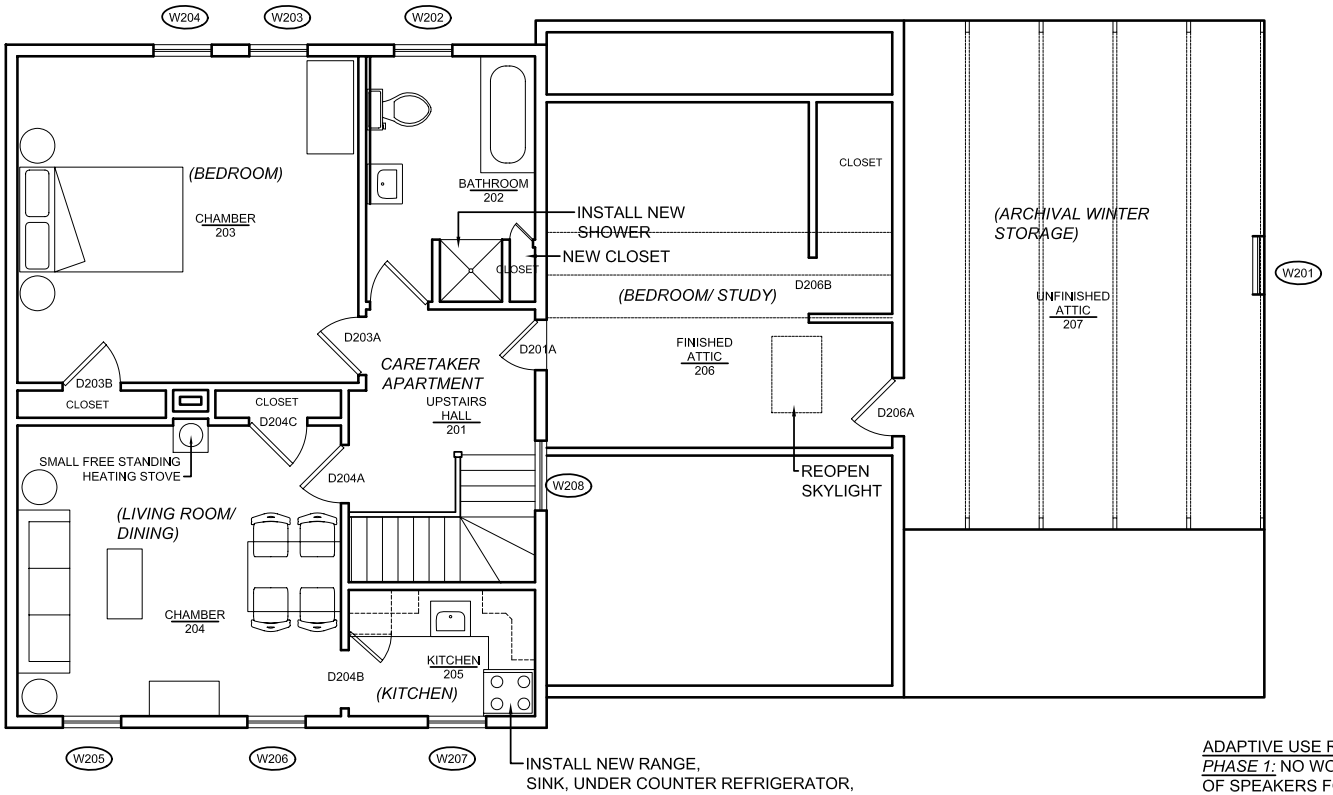
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Certificate of Authorization # AC 245 Expires 01/31/2008

Scale: 3/16" = 1'-0"

Drawn by: SJ

Date: 10/13/2006



ADAPTIVE USE RECOMENDATION NOTES:
PHASE 1: NO WORK EXCEPT INSTALLATION OF SPEAKERS FOR ORAL HISTORY BELOW AND IMPROVED NATURAL VENTILATION.
PHASE 2: RENOVATE APARTMENT TO INCLUDE: SMALL NEW KITCHEN, NEW BATHROOM, AND REFINISHING OF EXISTING FLOORS, WALLS, AND CEILINGS.

N

Revisions & Submissions Date

A-6.2

Preservation Plan for the
Burnt Coat Harbor Light Station
Swans Island, ME 04685

Keeper's Dwelling
Adaptive Use Second Floor

DRAFT

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STRATEGIC PLAN FOR LANDSCAPE

Introduction

Clearly, the focus of effort and enthusiasm at the Light Station over the next five years will be (and rightly so) to preserve and protect the historic buildings that remain part of the Light Station complex. Yet, the Light Station came to Hockamock Head because of the landscape – it was the dangerous rocky outcroppings that posed a significant threat to boats, and the deep protected harbor that attracted the commercial fishing industry, which necessitated the construction of the Light Station. Today the automated light still serves as a beacon to warn and to welcome boats into the harbor. The rugged terrain of its coastline and the breadth and beauty of its views across the harbor and to nearby islands shapes one of the most picturesque spots on the Maine coastline. Many of the Light Station's future visitors will never step through the door of the light keeper's house – they will appreciate its siting and situation, and its history, from the deck of a boat or from the end of the trail. Perhaps one of the best opportunities for preservation of the buildings is its landscape: by considering the buildings as part of a larger cultural and natural resource (the landscape), the intensity of its use, and its future popularity, can be dispersed throughout the park, and not concentrated within the walls of its structures. As such, all who come to appreciate this historic resource can appreciate its larger context, and learn as much about its historic cultural and natural landscape as they do about its historic structures.

Philosophy

The interaction between people and place at Hockamock Head can help us to understand and properly plan for its landscape treatment. Here, heavily wooded (primarily hardwood) forests were the indigenous plant species. Where the soils were too thin to support large trees, exposed granite ledge supported copses of blueberry, spiraea, juniper, grasses and coastland wild flowers. Trees were cleared as the island population expanded. Native Americans lived in this area and the Burying Point remains as a legacy of their history on this site. Roads, meadows, pastures and house yards scattered across the hilly, bony island landscape.

We are fortunate to have a number of historic photographs, descriptions, plans and other archival documentation of the Light Station itself and its immediate surrounds. In addition, the indigenous and cultural landscape of the 19th century is documented in a series of historic photographs available through the Swan's Island Educational Society. These photographs offer us an understanding of landscape details such as fence types, road surfaces, yard layouts, landscape plantings and other information that can help inform our landscape decisions when site-specific information is not available. The majority of landscape recommendations, particularly for the land immediately surrounding the Light Station, are informed by the historic documentation. The broader landscape recommendations, for the trails, parking and circulation in the park are informed by the landscape details in the Educational Society collection.

There are three over-arching philosophical goals that shape these landscape recommendations: attention to historic detail and aesthetics, sensitivity to the natural environment, and public safety. In other words, recommendations are included here that use materials and construction

techniques which are as close to historic treatments as possible given today's purpose as a public landscape. Secondly, safety and the safe passage of the public through the landscape are balanced with this sensitivity to the historic cultural and natural landscape. Finally, and equally important, is a sensitivity to sound stewardship practices for the natural environment. The over arching consideration to any environmental plan should be to respect the ecology of the region and all installations should be designed for low impact on the environment.

Recommendations

1. Circulation and Parking

Existing Conditions

Today many visitors come on foot but most visitors to the park travel the park entrance road by car all the way out to the Light Station, park near the light keeper's house, and then wander the grounds immediately around the Light Station buildings, return to their vehicles, and leave the park. This experience offers easy access to the Light Station, but minimizes the opportunities for enjoying the trails, the landscape, and the cultural features outside of the immediate park road.

Many of the Light Station "visitors" never set foot in the park. They view the buildings and grounds from the water, with no opportunity to dock their boat and explore Hockamock Head on foot.

Some visitors come to the Light Station by bicycle – a very low-impact means of transportation that takes them down the park road to the Light Station. Currently there are no accommodations for parking their bikes, nor are there opportunities for driving to the park and then biking the rest of the way in to the Light Station.

Parking is limited to the small area immediately north of the Light Station, requiring that all vehicles not only make the trek out to the Light Station, but turn around within the confines of the Light Station yard. This area is too small for school bus and van parking, and the tight turn as you descend to the Light Station is difficult for larger wheel base vehicles to maneuver.

There are two blazed hiking trails in the park: one along the northern coastline of Hockamock Head and the other along the southern coastline. Both of these trails offer the opportunity to hike to the Light Station from the park entrance. However, the condition of these trails requires careful footing and in some places it is hard to distinguish the trail from the open areas under the spruce. The trail heads are not well marked, nor are they highly publicized.

Opportunities

To disperse both the vehicular demands on the park and the park road, and to encourage the exploration of the park on foot and/or bicycle, other parking opportunities might be considered. Linking these parking areas to trailheads and other features within the park might encourage visitors to expand their park experience, and perhaps return for multiple visits.

The existing parking for three spaces with a turn-around should be retained. One space should be barrier-free to provide public access to this publicly owned site.

Approximately two thirds of the way along the existing park road, the topography flattens and the vegetation pulls back from the edge of the road into a broad grassy flat area on both sides of the road. This area offers the opportunity for parking approximately 8 cars (4 on each side of the road) and 1 school bus, with ample space for the school bus to turn and head back out of the park. The location of this potential parking area is located near the top of the "Head" and offers an easy descent for pedestrians to the Light Station buildings. The return trip to the parking area is more challenging, requiring pedestrians to make the climb back up to the parking area, but this is not a daunting nor impossible experience. With proper signage, those who could not make the return climb might be allowed to continue to the Light Station parking area, but the majority of the visitors could be encouraged to leave their vehicles behind and wander to the station. The view from this area is beautiful, and the last turn in the road reveals a nice view of the Light Station and the harbor – too nice to appreciate from the car windshield. This will also improve safety for the pedestrians who travel the same route.

Another parking opportunity exists at the very entrance to the park, in the grassy areas both behind and immediately west of the park sign. Visitors who might be encouraged to leave their cars here could perhaps be enticed to travel to the Light Station by foot, along the north or south trail, or to bike the remaining distance along the park road.

A third opportunity for both parking and circulation may exist along the cut away for the power line. We did not explore the topography of this part of the park in great detail, but it might be possible to design a loop road that incorporates the existing entrance road with a return loop along the power line. Parking could be offered either parallel to the park road or in an open area off this loop road. Visitors would then be encouraged to either walk or bike the remaining distance to the Light Station, with those who are unable continuing on to a spot closer to the Light Station.

This opportunity for leaving vehicles and encouraging visitors to walk some of the way to the Light Station should be carefully considered. The John Hay National Wildlife Refuge (Newbury NH) chose to keep their parking close to the main road and require all visitors who are able to walk the driveway into the park grounds. This experience forces visitors to leave behind their drive, and their daily lives, and forces them to slow down and enjoy the landscape, and the sights, sounds and smells of the park on their way in and out.

The North Trail is easiest to maneuver between the Light Station and Burying Point. The topography is more difficult immediately above the Lobster Pound area, and since this area is most sensitive to the commercial fisherman, it might be best to consider routing the North Trail from the entrance road or a specified parking area across the terrain down to Burying Point and then along the coast to the Light Station. Where the topography allows, a new trail might be opened that runs east to west across Hockamock Head, connecting one side of the peninsula to the other and offering the opportunity for circumnavigating the Head in two places (the new trail

and the connection of the two trails at the park entrance).

2. Safety

Without littering the park with signs, it is important to warn motorists traveling the park road that the way is windy and narrow with blind curves and narrow passages. No matter how much traffic uses the park road, it is critical that turnouts are cleared at regular intervals along the road for cars to allow each other to pass, or for cars to make way for emergency vehicles and other heavy equipment.

Both the North Trail and the South Trail offer the opportunity for upgrading in some areas, primarily for safety purposes. Until this happens, it would be wise to warn hikers of the trail conditions so they are mindful of their way and understand the conditions for small children and the infirm. The intimacy and the rugged character of the trails is an important aspect of their character, and this should not be sacrificed in any way. It is merely recommended that perhaps some subtle upgrading could vastly improve hiker safety.

3. Celebration of the Cultural and Natural Landscape

The entire park offers innumerable opportunities for celebrating the balance between a landscape shaped by people and a landscape shaped by nature. The front door for the Light Station is really the entrance to the park. As such, there are innumerable opportunities for visitors to experience the cultural history and the natural history of the island in addition to the specifics of the Light Station itself.

Guided tours, hiker guides and /or carefully placed simple interpretive signs could highlight some of these features for the uninformed. These programs could be offered as a series of thematic tours that focus on the cultural landscape, the natural landscape, the Light Station and its history, marine studies, wildlife and ecology, etc. These programs might be considered year round: snowshoeing or cross country skiing in the winter; hiking or biking in good weather. A good example of this type of programming can be found at the John Hay National Wildlife Refuge (The Fells) in Newbury NH with programs jointly sponsored by the Society for the Protection of New Hampshire Forests, the Lake Sunapee Protection Association, the Friends of the Fells, and the U.S. Fish and Wildlife Service. (http://www.thefells.org).

An example of features that might be considered for further interpretation and exploration include:

Cultural Landscape:
- Burying Point
- Views to the Quarry
- The Light Station buildings and grounds
- Burnt Coat Harbor
- Power Line (power, utilities and basic living at the Light Station)
- Cow pastures and hen yards
- Non-native and introduced plants and their origin

Additional neighboring properties can be viewed from the Point, however, these are privately owned and therefore not included.

Natural Landscape: Hockamock Head
Native plants
Age of the woodland
Birds and Wildlife
Topography and soils
Marine life

4. Recreational Opportunities

In addition to hiking and biking, the park offers the potential for other recreational uses: fishing, picnicking, boating, etc. All of these uses should be carefully considered and controlled, always with the goal that the preservation of the park, its cultural and natural resources supersedes its recreational purposes. Too much of a good thing could be harmful to the park resources and this carrying capacity for any activity should be carefully considered. Within reason, however, picnicking could be encouraged along the grassy banks below the Light Station (with a carry-in and carry-out trash policy). Restoration of the boat ramp, or a small dock or pull up might offer an opportunity for those visiting the park by boat to come ashore. Bike and foot races to the Light Station and back might be a consideration, particularly at the beginning and end of the season.

5. Vegetation

The rugged, rocky nature of the park soils, the fierce winter winds, wildly fluctuating seasonal temperatures and limited fresh water supply have created an environment for plants that demands the most durable, most tenacious species. Historically, the Light Station yards featured scattered spruces, rock-strewn pastures and meadows, and perhaps mown lawns only within the immediate vicinity of the keeper's house. Native grasses, shrubs such as juniper, blueberry, blackberry, spiraea, steeplebush, alder, and sumac, and the ever-present spruce are some of the most dominant plantings on the island. Each ecological community's composition directly responded to the availability of water, exposure to weather, thinness of soils, and topography that shaped its growing conditions. Therefore, any new parking areas, trail heads or other site improvements should blend effortlessly back into its surrounding native plant community. The rhythm of the seasons, like the pounding of the surf, will offer enough diversity of color, texture, form and seasonal interest to create a landscape tapestry that beautifies the park in its most fitting form.

6. Landscape Features at the Light Station

The landscape surrounding the Light Station was shaped by its inhabitants as much as the natural landscape shaped the location, orientation and purposes of the Light Station buildings. The same careful consideration for historic accuracy that has pervaded the approach to the buildings should be considered for the treatment of the landscape.

Fences

In the historic photographs a white picket fence is a key landscape feature that defines and delineates the yards surrounding the Keeper's Dwelling from the larger landscape. Secondary fences surrounded the hen house and separated the "front" and "rear" yards of the keepers dwelling (one fence ran from the picket fence on the north boundary line to the corner of the keeper's house).

Hen House and other Utility Outbuildings

As the technology of the Light Station changed, smaller outbuildings, covered ways and light towers themselves responded to the technological advances. Similarly, the boat house, hen house and other ancillary structures were built and removed as the needs of daily living at the Light Station changed. These buildings, both extant and destroyed, offer the opportunity for a rich site interpretation program. Each should be carefully considered for its period purposes, its value to understanding the site, its maintenance costs, and its potential to fulfill the needs of the current site stewards.

Walks and Stairs

Over a long period of time, the walks connecting the buildings and outbuildings consisted of simple plank or board paths – long boards laid atop the rocky terrain. These walkways are as indigenous to the island as the buildings themselves and are an important feature of the landscape experience. East of the Keeper's Dwelling, a set of wooden stairs descended the slope in the 1890 survey. These stairs and others offer the opportunity for the public to descend the steeper grassy slopes and more easily navigate around the Light Station buildings.

Roads and Parking Areas

Nineteenth and early twentieth century images of the Light Station and the island overall feature packed gravel roads. Secondary lanes and less traveled ways often included a grassy strip between the wheel tracks of the road. Well built roads and parking areas, including a stabilized base and road-grade finish gravel with both fines and crushed stone are the most appropriate treatments for the park roads and parking areas. The main entry road was covered with asphalt in the recent past, and probably should remain as such since it offers an easy to maintain three-season access to the Light Station. However, the steep incline of the road means that it cannot be plowed in winter and ice can build up resulting in dangerous conditions and requiring its closure by the Town. It is not, by nature, however, as environmentally friendly as the more permeable gravel alternative.

Tree and Meadow Edges

It is clear from the historic photographs of both the Light Station and the larger island landscapes that the forest has moved its way back toward the shorelines of the island. Even in aerial

photographs, it is easy to determine the more densely forested portions of the park from the previously open fields. This interface should be carefully considered and carefully managed in the future, as it offers immense opportunities to control wind patterns and weather conditions in the park and around the Light Station. Re-opening former meadows could diversify plant and animal habitats, increasing the wildlife diversity in the park. Aesthetically, carefully opened vistas and viewsheds can enhance the beauty of the landscape and its experiences. At a minimum, it would enhance the setting and context of the Light Station buildings if the historic tree line and meadow edges were maintained.

Map

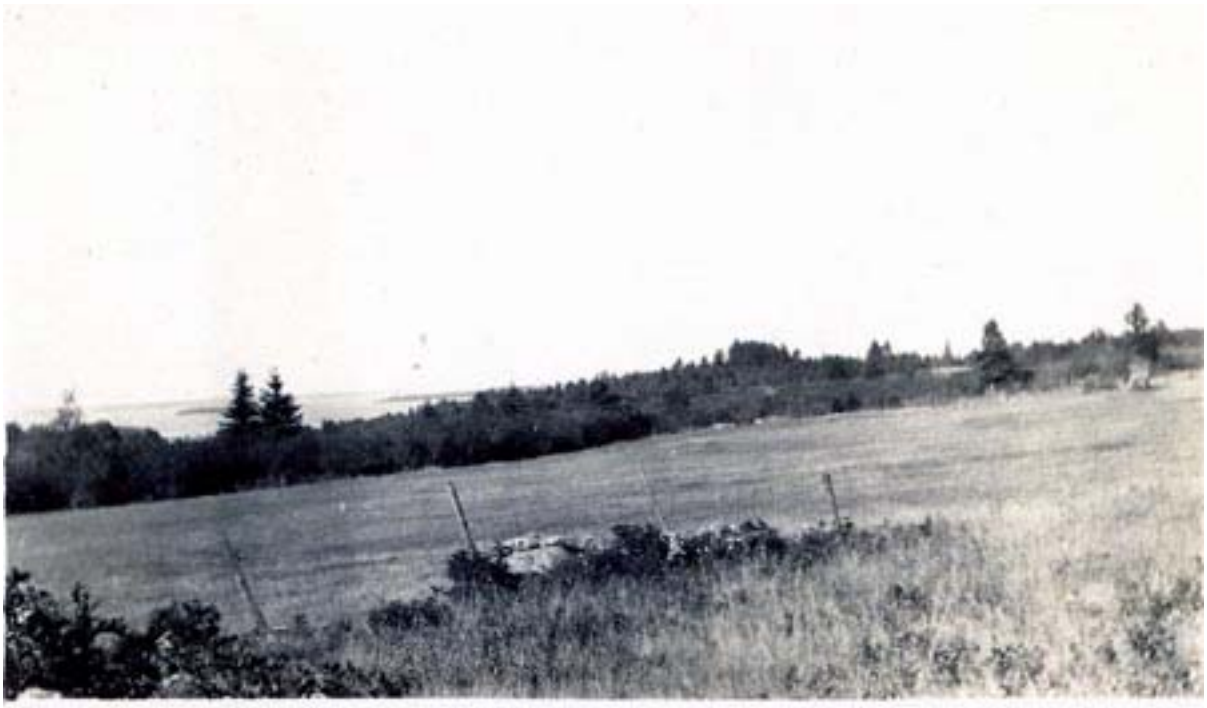
During the project period we were unable to obtain a good topography map of the park and the Light Station area. Therefore, the accompanying aerial photograph (Photograph 5) has been annotated in an effort to depict, in graphic form, some of the recommendations included in this report. As work on the park moves from the buildings to the grounds, then the landscape opportunities and constraints should be studied in more detail, and prioritized work plans should guide the full enhancement of the park landscape.

A survey of the land is recommended.



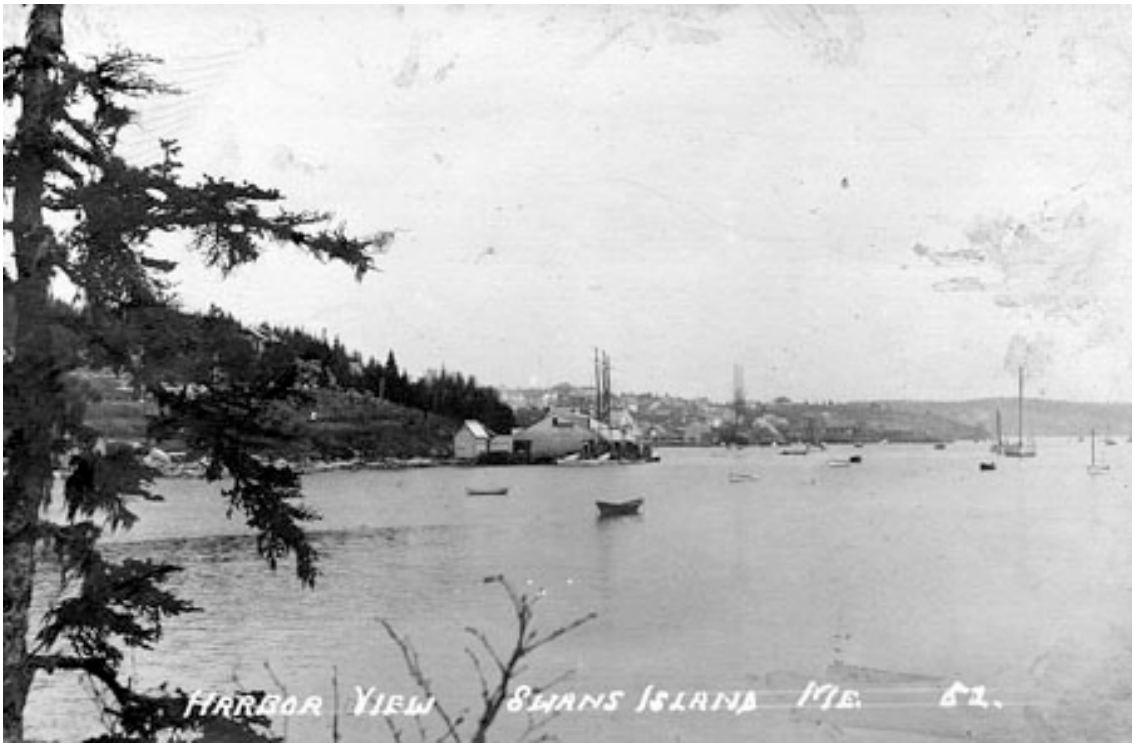


Photograph 1. These views of Swan's Island street scenes depict the gravel roads and plank walks typical of both public and private spaces.
(Photos courtesy of Swan's Island Educational Society.)





Photograph 2A & B. The open fields offered broader views of the island scenery and the views across the water. Determining the scale and relationship between the woods and the meadow areas will be a critical part of the park landscape.
(Photos courtesy of Swan's Island Educational Society.)



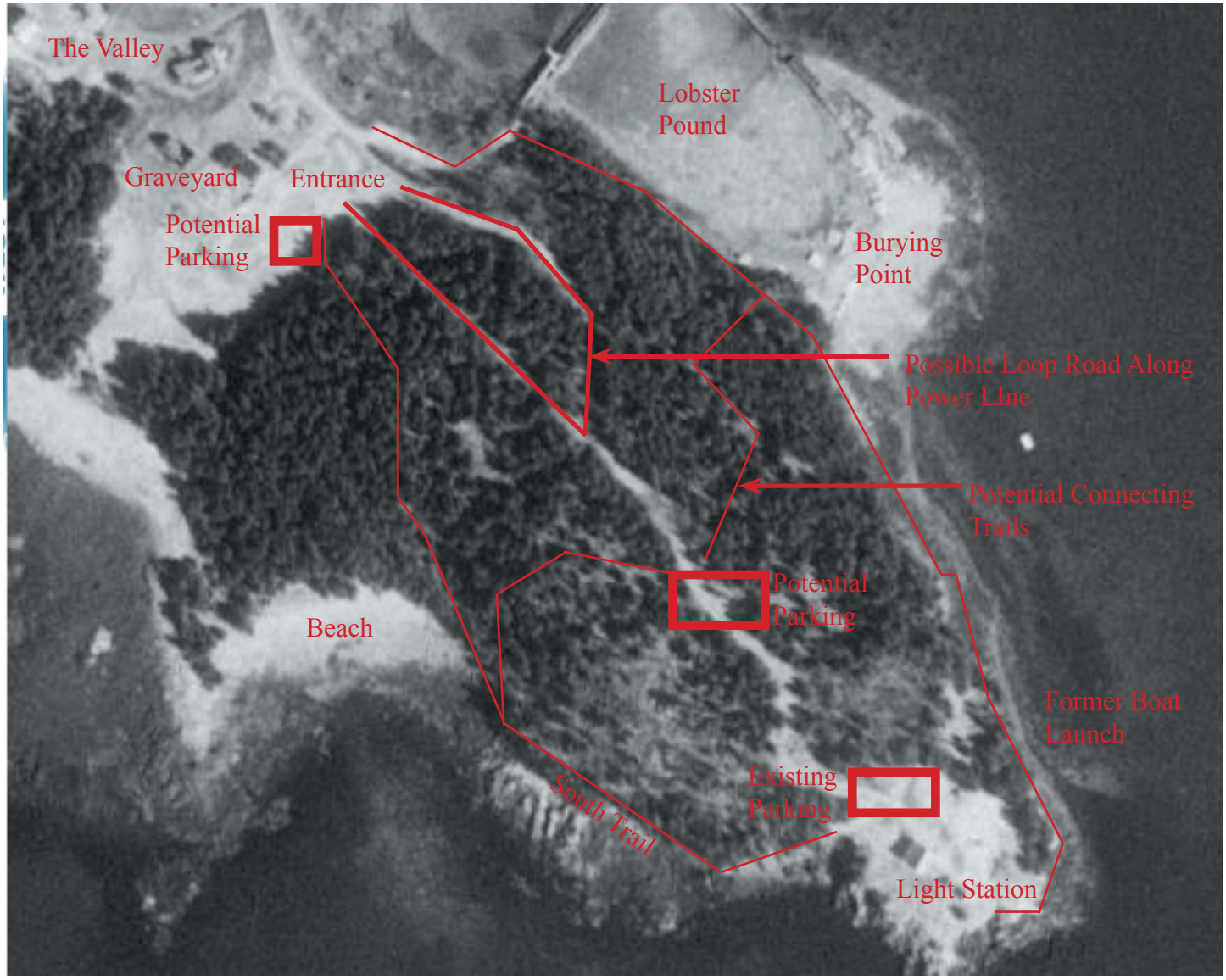


Photograph 3A & B. Historic views such as these from the (Burying Point (above) and across the Valley (below)) could enhance the interpretation along the North and South Trail and expand the opportunities for learning throughout the park (Photos courtesy of Swan's Island Educational Society.)





Photograph 4A & B. The historic archives included images such as these, which document the details and context of the Light Station landscape (Light Station images by Emerson Sadler, c. 1890's.)



C. 2006 Aerial photograph. Hockamock Head, showing location of features mentioned in text

Photograph 5: Recommendations for the Site Plan improvements.

PRESERVATION RECOMMENDATIONS

Preservation Philosophy And Objectives

The Town is obligated to maintain and preserve the structures at Burnt coat Light Station for the public benefit, following the guidance of the Maine Historic Preservation Commission. The Commission follows the preservation philosophy and approach set out in The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (revised 1995). Preservation as determined in the Secretary's Standards is defined as "the act or process of applying measures necessary to sustain the existing form, integrity and materials of an historic property."

In line with our objectives our approach to any intervention is as follows:

- Repair rather than replace damaged building materials when possible.
- Preserve all sound existing building fabric.
- Replace in kind all decayed and severely deteriorated building fabric.
- Acknowledge and respect the story of change to all buildings.
- Make any alteration or addition readily reversible.
- Treat or clean building materials carefully. Intervene only when necessary and in the least aggressive manner possible.
- Recognize the need to balance the cultural values with the socio-economic values of the building.
- Insure that adaptive use alterations are in keeping with the federal guidelines and adhere to the approach guidelines set out above.

Objectives

Striking the appropriate balance between necessary replacement, long-term durability and adaptive use, and the desire to retain the greatest amount of historic fabric is the most important challenge faced in the preservation of historic buildings. These recommendations strive to identify the most appropriate sequence for intervention, to secure the buildings' long-term conservation and adaptive use, and to respect the buildings' fabric and methods of construction.

This assessment plan does not include an evaluation of existing systems and structural framing. The structural repairs and stabilization requirements are extensive. Following this section is a letter to Al Hodson, PE, prepared by HBA, in October 2006 identifying the primary structural issues to be addressed. In addition no assessment of mechanical, electrical and plumbing systems have been included in this report.

Format

This section is for planning purposes and should **not** be used to execute any construction work on these buildings. The purpose is to provide The Town of Swan's Island with an overview of the conditions and recommend work priorities with an estimated construction budget for the recommended work. The recommendations below are based on the existing Condition Assessment shown in Section V, and the Adaptive Use and Landscape Recommendations described in Section VI.

Immediate Work: This represents work that is critical and should be completed as soon as possible and within the next 1-2 years. It represents potential safety hazards and deteriorated conditions that would result in irreversible structural damage to the building fabric. In addition the work recommended is designed to prevent rapid deterioration of building fabric.

Mid-term Work: This work is urgent, should be done within the next 3-5 years. Further delay could result in irreparable damage to the historic fabric.

Long-term Work: This work should be done within the next 7-10 years in order to maintain the existing building fabric and is meant to assist The Town of Swan's Island in planning for completing the transition to a public museum.

RECOMMENDED REPAIRS

Site Work (all buildings)

Below is a list of recommended work by priority. It should be read in conjunction with the site improvements shown in the Strategic Plan for the landscape.

Immediate Work:

1. Regrade to prevent excess moisture build up adjacent to buildings especially along the southwest corner of the Oil House, where the grade and drainage slopes steeply down from southwest to northeast. Similarly, this condition occurs on the northwest corner of the Keeper's dwelling where the hill slopes down to the southeast and moisture can be potentially trapped along the north foundation walls.
2. Remove inappropriate concrete parging and swales along base of the perimeter walls, which trap moisture.
3. Install a new wood walkway and barrier-free entrance on the north elevation of the Keeper's dwelling. See A-6.1.
4. Make necessary repairs and improvements to the wood walkways to provide safe access, as described in the strategic plan for landscape.

Mid-term & Long-term Work:

1. Follow the strategic plan for landscape improvements, as set out and prioritized in Section VI.

KEEPER'S DWELLING

Below is a list of recommended work by priority.

Immediate Work:

1. The exterior of the Keeper's dwelling is currently undergoing restoration, which includes structural stabilization repairs as recommended by Al Hodson, PE. This work is scheduled to be completed in 2007and includes:
   a. Rebuilding of the fieldstone foundation walls where they are structurally unstable.
   b. Rebuilding of the basement foundation walls to provide sound footings and supports for floor framing.

c. Repair and restoration of structural framing elements (many of which were completed in 2006), which are a result of previous alterations to the dwelling, such as the 1872 partition removal and supporting the wall under the east elevation of the Vestibule Room #109.
d. The rebuilding and reinforcement of the Piazza floor, which as it relates to the recommended structural stabilization work. Installation of new railings to allow for safe public access to the Piazza. The new wood railings should be designed based on historic 1930's photographs. However, they must also comply with minimum Code Safety requirements, which may reduce the spacing of the balusters. Code requires spacing to be no greater than a 4" sphere.
e. Renovation and rebuilding of the exterior chimney using historic photographs at the west end of the dwelling.
f. Clapboard repair and restoration, primarily where the clapboards have been removed for structural stabilization work.
g. Restoration of roof eaves trim, including installation of built-in wood gutters and downspouts properly sized to provide roof drainage away from the building. This work was part of the ongoing reroofing work in 2006.
h. Alteration of the clapboard detail, where it meets the stone foundation walls to allow a proper drip edge to be installed and prevent wood rot deterioration to the sill plate.
i. Upgrades to floor framing to allow for assembly use of the first and second floor, as determined by the structural engineer.
j. Review by the structural engineer of the structural framing for the roofs to ensure that current wind and snow load requirements are met. Installation of roof framing reinforcement as necessary.

2. Other work recommended in Immediate Work not involving structural engineering issues:
   a. Restoration of the double-hung windows and frames, including the removal of exterior metal grilles and storms, which detract from the architectural character of the fenestration.
   b. Restoration and adaptive use of the doors to allow barrier-free access, as noted in the Adaptive Use Recommendations Section VI. See A-6.1.
   c. Repair and restoration of all wood flooring with temporary repairs to allow for safe access to the first floor by the public.
   d. Repair and restoration of the brick access into the basement as well as installation of a new wood access door.
   e. Upgrades recommended for the Phase 1 Adaptive Use are designed to provide safe access into the first floor of the Keeper's dwelling for members of the public and include the widening of Door D-106, a new barrier-free wood walkway access and entrance along the north wall and the stabilization of existing paths around the perimeter of the building. Install a sound system with oral history recordings.
   f. Restore the wood railings to the Piazza to replicate historic photographs and allow the deck to drain properly. Restore and repair the wood Piazza floor deck including stripping and refinishing the deck surface. (Note: Unstable Piazza deck areas were stabilized during immediate work phase.)

Mid-term Work:

1. Paint exterior wood clapboard and trim.
2. Rake out and repoint foundation walls not previously restored using an appropriate Type N Mortar.
3. Install interior storm windows throughout. These can be easily removed and stored during summer months to allow for ventilation throughout the building. Exterior storms are a visually less desirable alternative because they detract from the fenestration patterns and create large reflective glazed panels.
4. Interior finish restoration will focus on the second floor with the removal of all biological and mold growth using appropriate remediation methods, which can include cleaning and some plaster and lath removal. An environmental assessment of the mold on this floor is recommended to insure the safety of the remediation crew.
5. Failed unstable plaster should be removed and new sheetrock with veneer plaster installed as necessary. Every effort should be made to retain as much original sound plaster as possible.
6. Repair and restoration of wood floors to include paint removal and refinishing once the vinyl tile has been removed. Finish analysis is recommended to determine the color and finish on the wood floors.
7. Restoration and repair of all interior wood trim, including window and door surrounds and baseboards.
8. Installation of new solid wood paneled doors, as necessary on the second floor.
9. Reconfiguring and renovation of the Bathroom and new Kitchen, as described in the Adaptive Use Recommendation Plans in Section VI. See A-6.2.
10. Installation of a new skylight where previously removed by the Coast Guard.
11. Painting of all second floor finishes.
12. Installation of new electrical wiring and plumbing, as necessary for the adaptive use.
13. Disconnection and drainage of all existing radiators, however, the radiators should be retained as part of the interpretation of the house. Installation of a new color gas stove to provide some background heating during colder evenings in the summer months.

Long-term Work:

1. Adaptive use and conversion of the first floor interior into a museum and community meeting spaces. Refer to recommendations set out in Preservation Planning and Adaptive Use Section VI.
2. Restore all finishes, including plaster, wood floors and trim.
3. Complete minor alterations to walls to allow for a meeting room (old Kitchen) and two period rooms, which will be used to interpret the 1930s period at the Light Station.
4. Other improvements will also include a new small kitchen for catering events and new barrier-free restroom.
5. New electrical wiring and lighting should be included, and an electrical engineer should review the conditions and make recommendations.

LIGHT TOWER

Immediate Work:

1. All contemporary concrete should be removed from the base of the Light Tower and the

brick behind repaired as necessary to allow for proper ventilation of the masonry at grade.
2. Brick suffering from rust heave is to be rebuilt and restored as necessary. To be reviewed by a structural engineer.
3. The steel deck and support brackets, which cantilever out from the masonry tower are to be either replaced with new stainless steel brackets or restored and repaired in place. This work must be coordinated with a structural engineer.
4. The metal lantern should be stripped of paint and the corrosion removed, primed and repainted with an appropriate paint product for metal work.
5. The handrails along the perimeter at the lantern platform should be removed where severely corroded and replaced, preferably with new stainless steel designed to replicate the metal railing work and properly secured according to the structural engineer's recommendations.
6. All glazing in the lantern should be repaired and restored especially where elements of the trim are missing.
7. The lantern interior woodwork is to be stripped of paint, consolidated as necessary and restored, primed and repainted.
8. The floor in the lantern is to be stripped of paint and repainted.
9. The copper vents installed in the lantern wall are to be cleaned and made operational to allow proper ventilation of the lantern.
10. All hardware is to be repaired to allow the lantern door to operate properly.
11. The three glass block windows installed in the tower should be removed and replaced with high quality solid wood double-hung windows designed to replicate the original windows. They should be opened during the summer to provide better ventilation in the tower and reduce the high levels of moisture. Stainless steel screens should be installed during summer months.
12. The steel stairs in the tower providing access to the lantern are to be inspected by a structural engineer and all corrosion removed, sanded, primed and repainted with an appropriate metal paint.
13. The wood ramp access into the Light Tower is to be stabilized and restored with all the wood being prepped, primed and painted.

Mid-term Work:

1. All loose and uneven paint should be removed from the brick and all biological growth cleaned using the gentlest, most appropriate means.
2. All open and failing mortar joints are to be raked out and repointed with an appropriate mortar assumed to be Type N. Mortar analysis is recommended.
3. All corrosion surface staining on the painted masonry is to be removed using the gentlest cleaning means possible to avoid damage to the brick.
4. Brick rebuilding and repair on the underside of the brackets is to be completed during the immediate work, however, there may be some additional brick restoration and repointing work in this phase.
5. The interior brick walls should be cleaned of biological growth and touch-up repointing work completed as necessary.
6. The metal stairs should be cleaned and all rust removed, repairs completed, primed and painted.
7. After repointing the exterior brick walls should be painted with an appropriate paint coating such as a Keim paint or possibly a lime wash application. Options on appropriate

paints/finishes should be completed prior to determining the approach
8. Material analysis should be completed to ascertain the condition of the brick surface, which was sandblasted during the 1970s.
9. Miscellaneous surface mounted attachments on the exterior masonry should be removed.

Long-term Work:
1. The exterior entrance door should be changed to provide a more appropriate entrance door to the Light Tower. The existing door was designed as a vandal-proof entrance, however, as operations and visitation dynamics change, it is hoped that vandalism will no longer be such a big issue and that the door can be restored to something more appropriate in accordance with historic documentation.
2. Installation of appropriate lighting and necessary handrails to provide safe access for public visitors. An electrical engineer should review the lighting options and possible emergency lighting.
3. Public visitation to the Light Tower should be limited, and it is not recommended that members of the public be permitted to use the exterior lantern platform. The steps and access into the lantern would need to be improved to provide safe access into the lantern for no more than three visitors at one time.

Summary

The prioritized recommendations listed above for the Light Tower respond to the conditions identified in Drawings A-2.21, A-2.22, and A-1.20 through A-1.22. These drawings identified deteriorated conditions and are supplemented with photographs of the conditions observed. While it is noted that two phases are recommended for the Light Tower to address immediate and mid-term concerns, we would ask the Town to consider consolidating these efforts, in part because the logistics and staging for access to the platform, which has severely corroded would be extremely difficult without scaffolding, and once scaffolding is installed, there is an opportunity to complete the masonry restoration work, which while not immediately urgent in terms of failure will become necessary in short order (within the next 2-3 years) and might, therefore, be considered as part of the first phase. It should also be noted that in terms of fundraising it may be more desirable to obtain funds to restore the entire exterior of the Light Tower at one time because this might be a more attractive funding opportunity.

OIL HOUSE

Immediate Work:
1. Regrade along the perimeter following the guidelines set out in site work above.
2. Repair and rebuild the masonry corner and foundations following guidelines from a structural engineer at the northeast corner where there is substantial settlement.
3. Remove the concrete curb along the perimeter of the Oil House, which was probably intended to provide a drainage swale and provide proper drainage using grading.
4. Remove and replace the shingle roof with a new shingle roof in black to replicate the original slate roof.
5. Repair all rotten and missing woodwork on the louvered vent. Prime and paint and re-roof.
6. Install stainless steel mesh on the inside of the vent louvers to prevent pest infestation.

7. Repair and restore all wood trim at the roof.
8. Strip all paint from the brick using an appropriate paint removal product that is PH neutral.
9. Rake out and repoint the brick walls on the exterior. Complete mortar analysis to match the mortar strength, color and texture.
10. Install a new wood threshold and restore the door according to historic drawings of typical Oil Houses.

Mid-term Work:

1. Restore the interior finishes in the Oil House to include stripping paint and stucco build-up on the interior brick walls, rake and repoint brick.
2. Remove the cement parging on the floor and restore the brick floor. Clean with gentlest means using PH neutral cleaning product.
3. Rake out and repoint interior brick walls.
4. Provide a safe wood walkway access to the Oil House from the southeast and as recommended in the Landscape Strategic Plan.

Long-term Work:

1. Adaptive use of the Oil House might be for a portable type toilet to be used by visitors to the Light Station, who are participating in hiking, biking, and other outdoor activities. This restroom would not be barrier-free but would provide basic facilities when the Keeper's dwelling was closed.

Summary

This building is extremely small and while we are aware that funds are limited, it may be more cost effective to complete all the restoration work on the Oil House at one time. If this recommendation is accepted, there is an opportunity to convert the Oil House in the first phase to provide a restroom facility on the site immediately, this would benefit hikers and bikers who already frequently visit the site and currently have no facilities.

HBA considers that the roof is obviously an immediate priority, however, the masonry work except for the failed areas in the northeast corner could be done in a second phase if funds are limited. It should be noted that these Oil Houses were fairly standard and several remain, as well as original drawings for their construction. These drawings should be reviewed carefully prior to commencing any restoration work.

BELL HOUSE

Immediate Work:

1. Structural stabilization of the four fieldstone piers, including repointing and rebuilding as necessary and indicated by a structural engineer.
2. Review of the structural floor framing and sill plates at the base of the Bell House should be completed by a structural engineer.
3. Replacement of the roof with a short-term new asphalt shingle roof. Determination on the longevity of the roof will depend on whether it is feasible in the long term to rebuild the Bell Tower.

4. Minor repairs to missing and loose wood shingles. See Mid-term below.
5. Restoration of the rafter end and installation of a proper drip edge to the roof.

Mid-term Work:

1. Restoration of the double-hung window to improve ventilation during the warmer months. Install a screen to prevent pest infestation.
2. Restoration of the door and all hardware, including removal of corrosion on hardware.
3. Restoration and repair the interior wood work, which has suffered wood rot and deterioration, including several wood floor boards.
4. Repair wood shingles as necessary, including installation of new shingles using all stainless steel attachments. Eventually all the shingles will fail due to the corrosion of attachments and will need to be replaced. An option for removing, salvaging, and reinstalling all the shingles with stainless steel attachment should be considered at this time.
5. Painting of all shingles.

Long-term Work:

1. Reconstruction of the Bell Tower would restore the view to the 1930s period for which the site has extensive documentation, including oral histories many of which describe the process of ringing the bell during bad weather. Reconstruction should be based on historic drawings and photographs.
2. The Bell Tower reconstruction could include the reinstallation of bell and if possible, the mechanics for its operation. This would provide an excellent interpretation tool for the site and allow people to understand the lifestyle and work involved in operating a Light Station during the 1930s.

Summary

If funds are available, the Bell House immediate and mid-term work should be completed together as one project because of the small size of the building. The long-term work involving the reconstruction of the Bell Tower would clearly be completed as a separate project and would be dependent on the success of the museum and the public interest in the operation of the Bell Tower and its interpretation to the general public.

This concludes our review and prioritized recommendations for the restoration and Adaptive Use of the buildings at the Burnt Coat Harbor Light Station. These need to be reviewed in conjunction with the Strategic Plan for Landscape, which identifies a number of recommended safe access walking decks and steps as well as landscaping and signage to allow the public to enjoy this site as a whole.

Historic
Building Architects, LLC
312 West State Street, Trenton, New Jersey 08618 tel 609 393 3999 fax 609 393 4333 www.hba-llc.com

Letter of Transmittal via Email

Date: October 13, 2006

To: Alfred H. Hodson, III, PE
Resurgence Engineering and Preservation, Inc.
132 Brentwood Street
Portland, ME 04103
resurgence@verizon.net

From: Annabelle Radcliffe-Trenner, AIA, RIBA

Amy Cole Ives, amy.cole-Ives@maine.gov
Dexter Lee, swanisle@tdstelme.net
Eric Chetwynd, efcheywynd@aol.com

Re: Emergency Structural Winterization Work and Report of August 30th 2006 for the Burnt Coat Light Station Keepers House, Swan's Island, ME

Dear Al:

I have reviewed your report and have annotated my comments on the report with some clarifications of orientation and location of elements. Unfortunately, I did not receive the PDF of the photographs and I know you are out today, so I proceeded with preparing my comments, some of which may be obvious upon receipt of the photographs and I apologize if this is the case.

Pre-Winter Emergency Structural Stabilization

A couple of comments below that I think are important to draw your attention to regarding the emergency structural stabilization prior to winter:

1. We want to avoid "shrink wrapping" the building and making it too weather tight with the use of vapor barrier products. The south elevation in particular is susceptible to "sweating" due to condensation build up on sunny, cold winter days and we do not want this to result in additional wood rot.

2. As part of the emergency structural work, I do not believe we need to replace the existing open floor joist and can leave these visible until we move forward with a complete renovation project. No one will be accessing the building over the winter and caution tape can be installed.

3. The second floor framing along the north wall. I was especially concerned by the bowing outwardly of this wall, and I am not certain that this has been addressed. The bowing is approximately 2" out from the corner post based on the measurements that I made with Mark and I wonder whether we do need some kind of bracing/shoring on the exterior to prevent this wall moving out any further. However, I defer to you as a structural engineer

on this item. See my note 10 on the attached plan. I am concerned that the heavy wind loads in this location might warrant additional shoring/bracing. However, I have not observed the work completed by Mark to date and, therefore, do not know whether he has resolved the issue of the bearing of the second floor joist, which was in some instances minimal by less than 1/2" onto the second floor sill plate.

4. The flooring on the Piazza is distinctly unsafe due to the loss of the support wall at the west end. I believe as part of the emergency stabilization, the access to the Piazza should be prevented until this repair has been done. I would also like you to look carefully at this east wall of the house, which has some severe and substantial cracking on the second floor east walls.

Preservation Plan

As you are aware, the Preservation Plan did not include any structural evaluation work. We now clearly need to incorporate a structural report into this plan as the structural concerns are much more substantial than we were previously led to believe. I would like to recommend to Amy that you be requested to prepare a structural evaluation component to our Preservation Plan. I have, therefore, listed a number of structural issues below that I would like you to review during your site visit, if you have time, in anticipation that you will have an opportunity to provide recommendations. My structural concerns raised during the site evaluation are listed by building below:

1. Fuel House: The perimeter foundation is cracked and the floor has broken and settled in the northeast corner (see Drawing A-1.41 showing this condition).

2. Bell House: The footings and piers have failed substantially especially along the east elevation at the northeast and southeast corners. The center beam supporting the floor joists does not appear to be properly supported at either end and I wonder whether additional structural support for this floor is required. In addition, the end of this beam on the west side has severe corrosion and possible wood rot.

3. Light Tower: The metal platform on the Light Tower is supported by cantilevered steel brackets, which travel through the masonry wall from the circular steel framing that supports the lantern in the center. We noted a number of areas where the brick has been displaced due to rust jacking. Some of this was discussed in the 1996 report and supposedly the northwest bracket was treated with corrosion resistant paint. However, the cracking and movement of the brick is still occurring and of considerable concern to us. In particular what appears to have happened on the interior is that the rust jacking has expanded between the brackets pinching the top course of brick and lifting the entire course length up and inwards.

   Please could you review carefully these conditions and let us know if you think there are any major structural concerns that should be addressed. I am also concerned that the platform has a number of holes caused by corrosion and I wonder about the thickness of the steel deck. On the interior of the tower we noted that the steel treads, which are set into the masonry have corroded in many locations. We have overlaid and mapped these treads with the exterior conditions we have observed and noted that in several instances,

the mortar failure directly corresponds to the severe corrosion where the tread meets the masonry. We would like you to inspect the treads to ensure that none of them are unsafe to use this winter for maintenance of the lantern.

4. Light Keepers House: We are currently working on the program, which should be complete early next week, but unfortunately not before your visit on Monday, and in the program we are recommending 'Assembly Use' for the first floor and 'Residential Use' for the second floor. Because the first floor will probably be used for community meetings, as well as possible museum exhibits, we do confirm that the assembly load of 100 lbs. per square foot is recommended. We hope that as part of the Preservation Plan, you will provide recommendations on upgrading the floor framing to permit this use.

5. Wind and Snow Loads on the Roof: I agree with you that no stress from winds and snow loads were observed on the interior of the structure. We would like as part of the Preservation Plan scope of work for you to review the existing load capability of the roof and verify whether we need any upgrades. It is unfortunate that Preservation Plan and structural assessment were not completed prior to the roofing work, as this might have saved some costs and made any framing repairs easier to complete from the exterior.

I hope this provides you with sufficient information for your site visit. We are forwarding to you a series of drawings showing the conditions we observed and a set of photographs reinforcing our comments on the drawings.

Please do not hesitate to call me if you have any questions. I can be reached on my cell (908) 420-2885, or on my home phone (609) 921-9191 this weekend. I will be in the office all day on Monday if you have questions while you are out in the field.

Al, thank you very much for addressing so many of the issues and we look forward to working with you.

ART COMMENTS.

RESURGENCE
ENGINEERING AND PRESERVATION, INC.

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Ms. Amy Cole Ives
Maine Historic Preservation Commission
55 Capitol Street State House Station Box 65
Augusta, ME 04333

August 30, 2006

RE: Engineering Review and Assessment of Existing Structural Framing Stability
Burnt Coat Light Station Keeper's House, Swan's Island, Maine
Resurgence Engineering & Preservation, Inc. Project Number 06-019

Amy,

I enjoyed meeting with you, Eric and Fran Chetwynd (Swan's Island Lighthouse Committee), Dexter Lee (Town of Swan's Island), Annabelle Radcliffe-Trenner,(Historic Building ArchitectsLLC), and Mark Stanley (builder) on August 24 to view the Burnt Coat Light Keeper's House. The following letter details my findings based upon our meeting and my inspection. **Text written in bold Arial font addresses concerns you had about the draft report.**

PROPERTY DESCRIPTION AND INSPECTION PURPOSE

Burnt Coat Light Keeper's House sits on a bluff overlooking Burnt Coat Harbor. For purposes of this report, and to keep with the elevation descriptions provided by Historic Building Architects, the gable end of the main house faces the south, the main entrance wall faces the north, and the gable end of the ell faces east. Burnt Coat Light Keeper's House (Photo #1 and Photo #2) is approximately 135 years old, constructed with a balloon frame on rubble wall foundation. Painted wood clapboard siding clads the building, and a new asphalt shingle roof covers the structure.

The purpose of this inspection, and of this report, is to review and address *acute* concerns about structural instability caused by ongoing work. It is not intended to be a comprehensive structural assessment or design for long-term structural rehabilitation. Such work would be more comprehensive in scope and in fee. It would include preparation of construction documents to guide long-term repairs.

What started out earlier this year as a limited sill replacement and roof resurfacing project has expanded into substantial framing modifications and supplementing, as carpenters performing the sill replacement uncovered greater than anticipated framing rot and structural distress.

LIMITATIONS

The inspection scope included the building structure. The scope did not include a comprehensive structural evaluation, significant analysis calculations, or structural design. We tested no existing materials. The inspection was limited to observations made from visible framing and finishes, and to framing exposed by removing some interior partitions.

In an older building such as this, rot or insect infestation may occur in areas that are not visible or readily accessible. You may find rot in the future if you perform any repairs or renovations. This is typical for any older wood-framed building.

OBSERVATIONS AND EVALUATION

The building is in the midst of a significant structural upgrade, work that started out as a routine perimeter sill replacement project. As I understand it, carpenters became concerned that they could not replace the sills without performing the other structural repairs, such as strengthening joists and supplementing wall studs. Roof resurfacing uncovered rotted and/or uneven sheathing that would likely void the roof warrantee. As a result, the roof sheathing was stripped and replaced.

For purposes of this **final** *report, items that are acute in nature and should be addressed before winter or before closing up the building perimeter have been italicized and underlined.*

Review of Existing Construction Documents and Previous Studies

We reviewed a small set of original construction documents, which did not necessarily reflect the original as-built conditions. Annabelle provided us with a set of documents that detailed an early-1900s building modification. This modification changed the interior stair layout and removed much of the main house gable end wall that adjoined the ell.

We also reviewed documents prepared by the International Masonry Institute (IMI) that chronicled foundation repairs performed in 1996. These documents provide useful discussion about the condition and original construction of the foundation walls.

Masonry Foundation

The masonry foundation consists of stacked rubble stone that has been pointed on the outside face using a relatively hard mortar (Photo #4 through Photo #6). According to the IMI report, the wall was dry-stacked and pointed on the outside only. Significantly, the foundation wall extends beyond wall face above, providing a water catchment that likely caused much of the sill rot (Photo #6). Like most buildings of this age and construction type, there is no positive anchorage between the building sill and the foundation.

All I do not think the masonry did project on this elevation but there was so much construction + framing on going it was difficult to tell!

? is your work mine or is this the west wall. Plan attached.

Along the north building wall (Photo #3), the foundation is in fair to good condition, but will need repointing and reconstruction in order to batter (slope) the wall and eliminate the water catchment. This wall is quite close to the surrounding grade, and future grade modifications may occur along this wall to incorporate accessibility improvements. After the Preservation Plan is complete, the wall should be disassembled to a point at least 12 inches below current finish grade. If the underground portion of the wall is sound, the top portion can be rebuilt. If the underground portion is not sound, the wall should be further excavated and rebuilt from a point at least three feet below finish grade. Additionally, lead flashing along the top of the stone could help eliminate moisture wicking up onto the sill.

I do not recommend rebuilding wall instead use furring strips to temper + can use wood siding = cheaper.

maybe? mixed opinions on this!

yes! North wall

The east wall consists of a combination of brick and rubble masonry. Cisterns are located just inboard of the east wall. I did not view the wall condition and location relative to the cisterns; this should be reviewed in the future to assist the Preservation Plan.

? east

at the south end (5)

The west wall (Photo #4) requires repair work along the top foot to 18 inches, to eliminate the water catchment that causes sill rot. These repairs could occur next spring.

Near the southwest corner of the building, the foundation is in poor condition. Much of the backing stone is missing and should be replaced to strengthen the wall. While it is not an emergency repair, this area should be rebuilt next spring. **An entire concrete backup wall is not necessary for this building. Filling out the wall thickness with stone should provide substantial improvement to the existing wall stability. Other, less intrusive techniques can be used, if necessary, to provide additional protection against wind uplift.**

We have never done this. Provided the wall is sound & not sagging or leaning the sill plate is typically fine.

Like most buildings of this age and construction type, there is no positive anchorage between the building sill and the foundation. **While the lack of positive anchorage is not in conformance with contemporary building codes, the building has remained on its site for over 130 years.** You may want to address the foundation anchorage issue by placing strategically-located sonotube footings just inboard of the masonry walls. **You could then provide positive anchorage between the top of the sonotube and the sills, to resist wind loads. These sonotubes and anchorage details will need to be designed to resist wind loadings in conformance with the building code, as practical.** Placing an entire concrete foundation wall with a stone veneer would be an unnecessary, heavy-handed approach to structural rehabilitation **that permanently alters the original foundation construction technique.** Any metal fasteners incorporated with this work should be A316 Stainless Steel.

An interior stone wall beneath the inside face of the porch has collapsed near its west end (Photo #7). We debated whether or not that wall originally continues or should continue around the corner to the south perimeter wall, but we found no evidence of the wall turning. The end of this wall should be stabilized and rebuilt. *As a temporary measure, place a stone footing and timber*

The exterior piazza should be closed off as the floor to the west is very unsafe.

post below the girder splice (in line with the wall) and beneath the intersection of the two primary girders that support the first floor. (8)

First Floor Framing

First floor framing consisted of rough-cut 1 3/4" x 7" joists spaced at approximately 18 inches on center, bearing on interior 7x7 timber girders. The joists were mortised into exterior 6x6 sills, that replaced the original 7x7 sills(Photo #12). As I understand it, the 6x6 sill size was chosen by the carpenters in order to facilitate fitting against the existing foundation. Over the winter, these sills should be shimmed below each stud to provide positive bearing of the sill onto the stone. ✓

Sistering joists have been paired against the original floor joists over much of the front of the building. Notches cut into joists to frame them into the sills (Photo #10) had begun to split, likely due to green lumber shrinkage. The notched area is a natural stress concentration point. Ultimately, this should be repaired or supplemented. On site, we agreed to the long-term solution of plywood gusset plates on either side of the joist, attached with staggered stainless steel screws. *It may be necessary to perform this work now at the north wall of the building, where the floor will likely be covered over, unless you can pull up and replace perimeter decking next year.* ✓ ✓

A large, carbon-steel hanger assembly supports the primary girder framing into the north wall, at the junction of the main building and ell (Photo #9). This hanger is not properly primed, and should be done so before closing the flooring up for the winter. The hanger should be properly cleaned and generously coated with a zinc-rich primer. It is important to prime all sides of this hanger, ideally even the side that backs against the perimeter sill. (9)

All do we need to close up flooring before winter or just put temp insulation to prevent pest infestation

Would they need to take this out to do this?

First-floor girders are likely undersized for the spans that they support. Ultimately, they should be provided with appropriate frost-protected footings to keep them from moving. ✓

We are recommending this load.

Current codes require that assembly areas (public first-floor areas holding more than 50 persons) support a live load of 100 psf. Assembly areas with fixed seating are required to support 60 psf. The ultimate use of the first-floor space could dictate the required live load capacity. Alternately, the space could be limited to a certain number of occupants to prohibit floor overloading. This could possibly become an issue, say, for large bus-tour groups, busy meetings, or other events, and should be discussed as part of the Preservation Plan for the building.

Museum artifacts can weigh a lot so want to make sure we have sufficient load capability on the 1st floor.

Second Floor Framing

Second floor framing consisted of rough-cut 1 ¾" x 7" joists at approximately 24 inches on center. These joists are likely undersized in comparison with contemporary code requirements. Further coordination of these requirements will need to be included in the structural portion of the Preservation Plan.

At the east end of the main house, the loadbearing wall was removed to accommodate an early 20th-century stair modification (Photo #15). This area should be studied further during the preservation plan to determine required structural strengthening.

The second-floor stair also appeared to be somewhat casually installed (Photo #16) and also requires further study during the preservation plan. define?

Roof Framing
Roof framing consisted of 1 ¾" x 6" rafters at approximately 3 feet on center. While this is not likely in conformance with contemporary codes for snow loads, the roof appeared to be fairly straight. Portions of the porch roof were also strengthened, and should be reviewed to determine if they have sufficient capacity to support anticipated snow loads.

As with the issue of foundation anchorage, there is the potential for roof uplift caused by hurricane-force winds. Strengthening the roof framing could be fairly straightforward. This should be discussed further in the Preservation Plan. Agree need you to do this.

RECOMMENDATIONS
While we were on site, it was agreed that the structural repairs should wind down for the winter, and that rehabilitation efforts resume in the spring, after Annabelle Radcliffe-Trenner completes the Preservation Plan. This is important to allow design professionals to properly plan the long-term preservation of the Keeper's House, in the context of its anticipated future use.

We discussed sheathing over the walls with 1x rough-cut lumber to a level close to the sills, then using housewrap to cover the sheathing and polyethylene to cover the sill and foundation area. This should be done where the sills have been exposed and/or replaced. Must be careful to make sure the house has some natural ventilation or it will sweat on the south side on warm winter days due to condensation.
Based upon the work viewed at the site, I have prioritized repairs from Priority One through Priority Three in order of importance, with Priority One items most critical.

Priority One items should be performed immediately, if not before winter weather sets in.
Priority Two items should be addressed as soon as funding is available, beginning next spring.
Priority Three items are longer-term items that may be addressed as rehabilitation progresses.

Recommendations:
Priority One:
S1A Install gusset plates on ends of first-floor joists ? N+S walls
S1B Enclose floor and build temporary support wall to second floor on north wall ***(As I understand it, Mark Stanley reworked this portion of the wall and replaced wall studs in the locations that the previous studs were located.***
S1C Sheathe over wall bases, cover with housewrap and weighted polyethylene around base. # see concern above
S1D Provide temporary post and footing below girder supporting ell and main building wall.
S1E Properly clean, surface prep, and prime steel girder support assembly at north wall.

S1F Provide preservative treatment (Bora-Care) on new timber sills and stud bases. ✓

Priority Two:
S2A Include a structural engineering assessment in conjunction with the preservation plan for this complex. Yes please!

Priority Three:
S3A Strengthen first floor framing, particularly around stairwell and interior loadbrng wall. ✓ earing
S3B Strengthen second floor framing, particularly around stairwell and interior wall. ?
S3C Supplement porch roof framing as required by analysis.
S3D Perform other structural alterations as required by building program and common-sense application of building codes.

Rehabilitation of any building often leads to unexpected conditions that may increase project costs. With additional investigation and contract document preparation, rehabilitation estimates could be refined and discussed in more detail with contractors that are likely to do the work.

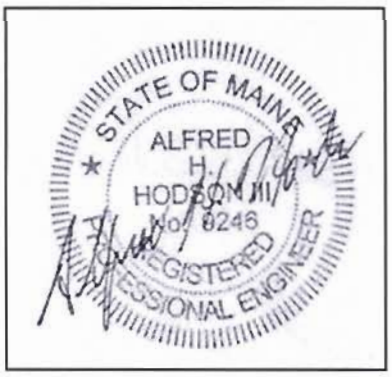
Priority One items should be addressed whether or not you proceed with full rehabilitation. These items are necessary to protect the building while you weigh overall plans for the building.

CONCLUSION

Generally, the building structure at Burnt Coat Light Keeper's House is in fair condition considering its age and construction type. While there are some items that need to be addressed by the winter season, these should be addressed relatively easily. The construction work can begin again next spring in accordance with recommendations developed in the Preservation Plan completed by Historic Building Architects. A more thorough review of the structure should occur in conjunction with the Preservation Plan.

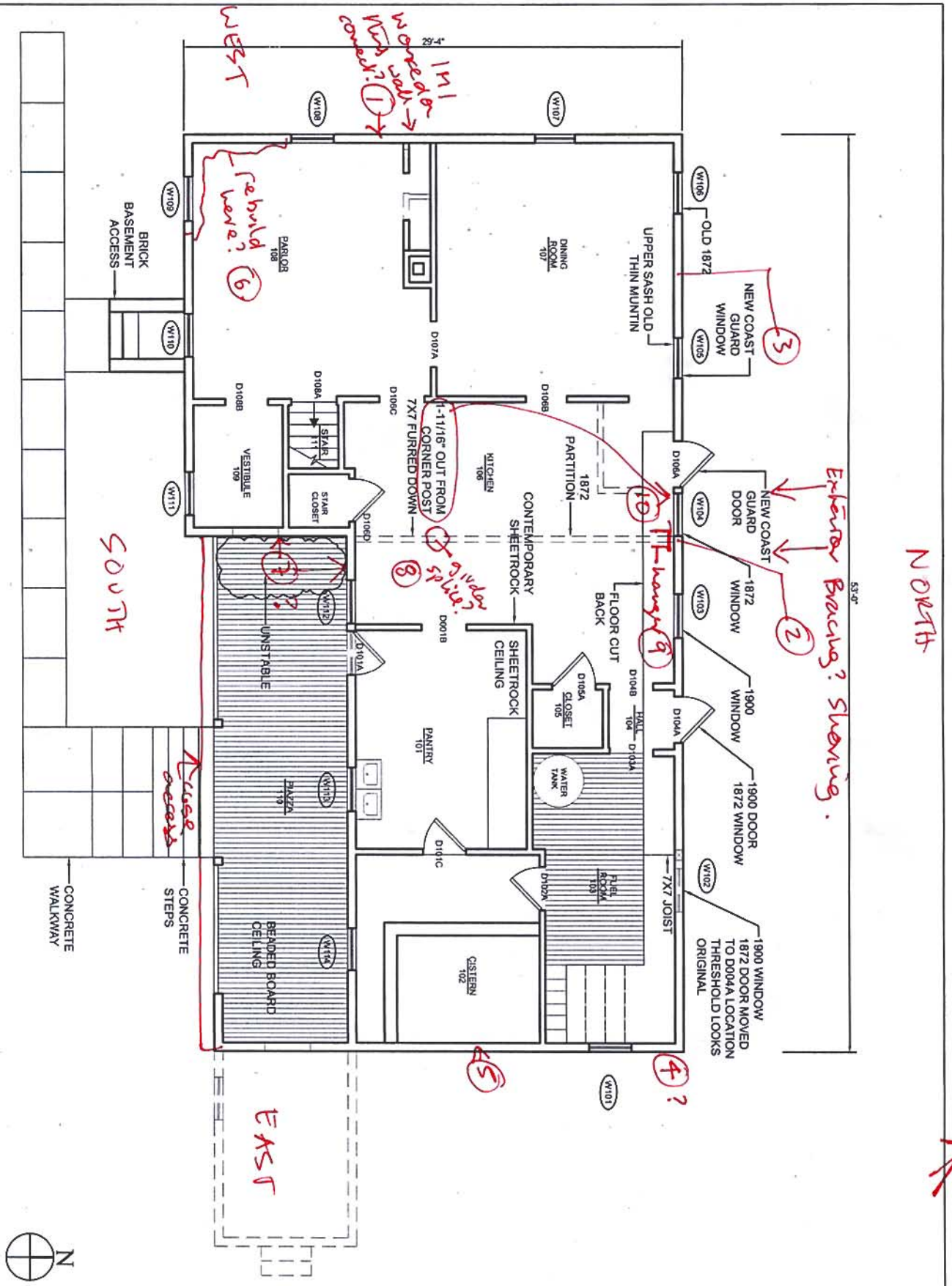
If you have any questions, please do not hesitate to contact me. I enjoyed discussing these issues with you, and I hope that these discussions help with long-term preservation of the building.

Sincerely,



Alfred H. Hodson III, P.E.
Principal

AHH/ah
encl: Site Photographs (separate pdf files)
c:\06jobs\06burntcoat\0619burntcoatreportfinal.doc



(1) keyed to your report

Historic Building Architects, LLC
312 West State St. Trenton, NJ 08618 TEL 609 393 3999 FAX 609 393 4333
Certificate of Authorization # AC 245 Expires 01/31/2008

Preservation Plan for the
Burnt Coat Harbor Light Station
Swans Island, ME 04685

Revisions & Submissions Date

Date:	Drawn by:	Scale:
08/15/2006	SJ	3/16" = 1'-0"

Keepers House
First Floor Plan

A-1.11

Section VIII
Maintenance Guidelines

(** Bound separately, not included on CD)

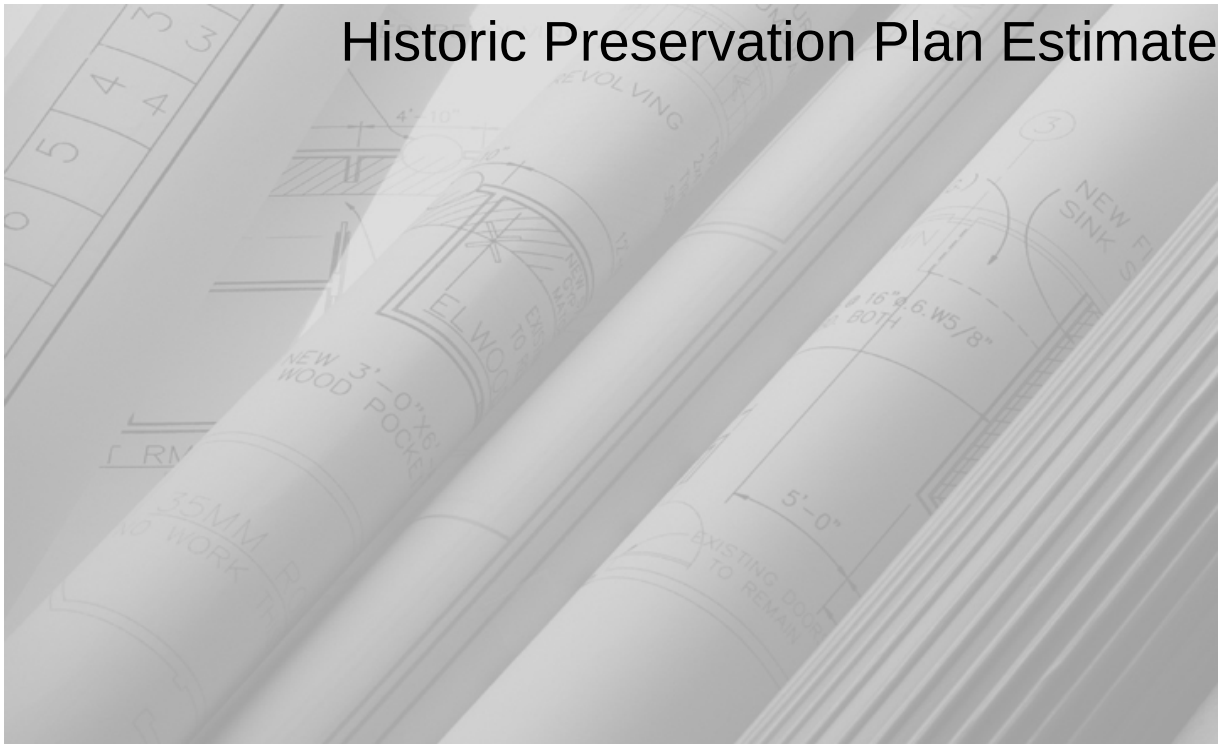
Section IX
Project Budget – Daedalus Projects, Inc.*

(* not included)

DAEDALUS

The Burnt Coat Harbor Light Station
Swan's Island, Maine

March 9, 2007



Historic Preservation Plan Estimate

Architect:
Historic Building Architects, LLC
312 West State Street
Trenton, NJ 08618
(609) 393 3999

Cost Estimator:
Daedalus Projects Incorporated
112 South Street
Boston, MA 02111
(617) 451 2717

INTRODUCTION

Project Description:

Site and landscape improvements.

Exterior and interior restoration work and adaptive re-use, including code and safety upgrades, to all buildings.

Project Particulars:

- Draft Historic Preservation Plan Report dated November 10, 2006 prepared by Historic Building Architects, LLC.
- Daedalus Projects, Inc. experience with similar projects of this nature.
- Discussion and review with Historic Building Architects and their Consultant Design Team

Project Assumptions:

- The project will be a public bid. Our costs assume at least four General Contractors
- Our estimate assumes that there will be at least three subcontractors submitting unrestricted bids in each sub-trade, and it will be bid among at least three selected pre-qualified general contractors.
- The Total Construction Cost reflects the fair construction value of this project and should not be construed as the prediction of the lowest bid.
- Unit rates are based on current dollars.
- Each Priority has been escalated to reflect :
  - Immediate Work - to be carried out within the next 2 years (20% escalation)
  - Mid-Term Work - to be carried out within the next 5 years (35% escalation)
  - Long-Term Work - to be carried out within the next 10 years (60% escalation)
- Subcontractor's markups have been included in each unit rate. Markups cover the cost of field overhead, home office overhead and subcontractor's profit.
- Design and Pricing Contingency markup is an allowance for unforeseen design issues, design detail development and specification clarifications.
- General Conditions and Requirements value covers Contractor's bond, site office overheads, and building permit applications.
- Overhead and profit markup is calculated on a percentage basis of direct construction costs. The value covers Contractor's bond, insurance and profit.
- Labor will be at prevailing wages.

INTRODUCTION

Project Exclusions:

- Professional service design fees and other soft costs.
- Interest expense.
- Owner's project administration.
- Construction contingency.
- Construction of temporary facilities.
- Relocation expenses.
- Printing and advertising.
- Specialties, loose furnishings, fixtures and equipment beyond what is noted.

MAIN SUMMARY

The Burnt Coat Harbor Light Station
Swan's Island, Maine
7,900 GSF

ELEMENT	TOTAL COST		
	Immediate	Mid-Term	Long-Term
SITE WORK - allowance	$75,000	$10,000	$5,000
KEEPER'S DWELLING	$181,444	$357,470	$379,617
LIGHT TOWER	$152,048	$127,533	$59,800
OIL HOUSE	$45,204	$31,964	$25,875
BELL HOUSE	$37,284	$32,315	$109,250
PHASED SUBTOTAL	**$490,980**	**$559,281**	**$579,542**
ESTIMATED CONSTRUCTION COST TOTAL			**$1,629,804**

KEEPER'S DWELLING

The Burnt Coat Harbor Light Station
Swan's Island, Maine
2,560 GSF

ELEMENT		TOTAL COST		
		Immediate	Mid-Term	Long-Term
02 SITEWORK		$11,375	$5,000	$0
02 LANDSCAPE		$1,500	$0	$0
03 CONCRETE		$0	$5,000	$0
04 BRICK & MORTARS		$7,500	$20,213	$0
06 WOOD - ROUGH & FINISH CARPENTRY		$6,525	$29,330	$12,015
07 THERMAL & MOISTURE PROTECTION		$0	$3,000	$0
08 OPENINGS - DOORS & WINDOWS		$41,500	$25,200	$2,500
09 INTERIOR/WOOD TRIM		$2,925	$9,025	$500
09 WALLS & CEILINGS		$2,000	$40,936	$78,963
09 FLOORS & STAIRS		$7,650	$12,000	$12,749
10 MISCELLANEOUS		$0	$2,600	$2,975
15 PLUMBING		$0	$11,250	$35,700
15 MECHANICAL		$0	$2,500	$0
16 ELECTRICAL		$24,210	$18,150	$19,650
Trade Cost Subtotal		**$105,185**	**$184,203**	**$165,051**
General Conditions, Overhead & Profit	25%	$26,296	$46,051	$41,263
Design and Pricing Contingency	15%	$19,722	$34,538	$30,947
Escalation Allowance		$30,241	$92,677	$142,357
TOTAL		**$181,444**	**$357,470**	**$379,617**

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
02 SITEWORK						
Remove concrete walk	**210**	SF	$5.00	$1,050		
New planked walkway	**325**	SF	$30.00	$9,750		
New gravel path	**115**	SF	$5.00	$575		
Basement earthwork for new self-composting toilet and grey water system	**1**	LS	$5,000.00		$5,000	
SITEWORK TOTAL				$11,375	$5,000	
02 LANDSCAPE						
Allowance	**1**	LS	$1,500.00	$1,500		
LANDSCAPE TOTAL				$1,500		
03 CONCRETE						
Basement foundations for new sanitary system	**1**	LS	$5,000.00		$5,000	
CONCRETE TOTAL					$5,000	
04 BRICK & MORTARS						
Currently Undergoing Restoration						
Basement and fieldstone foundation walls						
Exterior chimney						
Repairs and Restoration						
Reset and restore stone stoop	**1**	LS	$2,500.00	$2,500		
Stabilize and restore brick access to basement	**1**	LS	$5,000.00	$5,000		
Rake out and repoint foundation wall w/Type N mortar	**578**	SF	$35.00		$20,213	
BRICK & MORTARS TOTAL				$7,500	$20,213	

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
06 WOOD - ROUGH & FINISH CARPENTRY						
Currently Ongoing Restoration						
Repair and restoration of structural framing elements						
Repair and restoration of clapboards						
Restoration of roof eave trims						
New gutters and downspouts						
Upgrade First and Second Floor framing						
Reinforce roof framing						
Restore wood railings to replicate historic photographs, Piazza	**20**	LF	$100.00	$2,000		
Restore and repair floor deck, strip and refinish, Piazza	**235**	SF	$15.00	$3,525		
Strip delaminated paint, sand and paint						
Clapboards and trim	**3,065**	SF	$6.50		$19,920	
Apartment Kitchen 205; sink countertop, base and upper wall cabinets	**13**	LF	$400.00		$5,200	
Remove interior partition	**7**	LF	$30.00		$210	
New interior partition framing	**12**	LF	$125.00		$1,500	
Kitchen 101; sink countertop w/base cabinets	**25**	LF	$275.00			$6,875
New pantry unit	**1**	EA	$1,000.00			$1,000
Remove old kitchen casework	**8**	LF	$35.00			$280
Remove interior partition	**12**	LF	$30.00			$360
New interior partition framing	**20**	LF	$125.00			$2,500
Gift Shop/Tickets 103; built-in furniture	**10**	LF	$400.00			NIC

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
Miscellaneous repairs and upgrades	**1**	LS	$1,000.00	$1,000		$1,000
Miscellaneous repairs and upgrades	**1**	LS	$2,500.00		$2,500	
WOOD - ROUGH & FINISH CARPENTRY TOTAL				$6,525	$29,330	$12,015
07 THERMAL & MOISTURE PROTECTION						
Open skylight shaft and install new skylight	**1**	LS	$2,500.00		$2,500	
Miscellaneous repair/replacement flashings and upgrades	**1**	LS	$500.00		$500	
THERMAL & MOISTURE PROTECTION TOTAL					$3,000	
08 OPENINGS - DOORS & WINDOWS						
Remove former window infill, prepare opening for new replacement window	**2**	EA	$500.00	$1,000		
New window trims	**1**	SET	$250.00	$250		
New 6 over 6 double hung window to match existing	**2**	EA	$3,500.00	$7,000		
Restore 6 over 6 double-hung window sash and frame	**10**	EA	$750.00	$7,500		
Remove remaining glazing putty and apply new putty to all glass panes	**5**	EA	$250.00	$1,250		
Replace missing glass pane with new	**3**	EA	$200.00	$600		
Remove metal grille/storm at double hung window	**17**	EA	$250.00	$4,250		
New window hardware/weights	**3**	SET	$500.00	$1,500		
New interior storm window	**22**	EA	$850.00		$18,700	
Scrape off delaminated paint, prepare, prime and paint						
Window trim	**1**	EA	$250.00	$250		
Window sash and frame	**17**	EA	$250.00	$4,250		
Paint new window sash and frame	**2**	EA	$150.00	$300		
Paint new window trims	**1**	SET	$100.00	$100		

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
New exterior access door to Basement	**1**	LEAF	$1,500.00	$1,500		
Repair contemporary door frame	**1**	EA	$250.00	$250		
Interior door restoration	**3**	LEAF	$500.00	$1,500		
New interior door and hardware	**3**	LEAF	$500.00	$1,500		
Remove hardware from framed opening, add new opening trim, D103C	**1**	LEAF	$300.00	$300		
Prepare and paint existing door and frame	**14**	LEAF	$175.00	$2,450		
Paint new door/framed opening trims	**4**	LEAF	$125.00	$500		
Paint new door	**1**	LEAF	$150.00	$150		
Remove door, enlarge opening, new exterior door, frame and hardware, D-106	**1**	LEAF	$3,600.00	$3,600		
New solid core wood panel door w/frame, hardware and paint	**2**	LEAF	$2,500.00		$5,000	
New Bathroom closet door	**1**	LEAF	$1,500.00		$1,500	
Close off access to Second Floor	**1**	LS	$1,500.00	$1,500		
New Apartment private access door at bottom of stairs	**1**	LEAF	$2,500.00			$2,500
OPENINGS - DOORS & WINDOWS TOTAL				$41,500	$25,200	$2,500
09 FINISHES - INTERIORS						
09 INTERIOR/WOOD TRIM						
Restoration and repair interior wood trim, and paint						
Window and door surrounds, Second Floor	**16**	LOC	$350.00		$5,600	
Wall baseboard, Second Floor	**385**	LF	$5.00		$1,925	
Wall baseboard, First Floor	**485**	LF	$5.00	$2,425		
Miscellaneous repairs/replacement wood trims	**1**	LS	$500.00	$500		$500
Miscellaneous repairs/replacement wood trims	**1**	LS	$1,500.00		$1,500	
INTERIOR/WOOD TRIM TOTAL				$2,925	$9,025	$500

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
09 WALLS & CEILINGS						
Clean biological and mold growth using appropriate remediation methods						
Walls, Second Floor	**1,232**	SF	$2.50		$3,080	
Stair walls	**1**	FLT	$250.00		$250	
Ceilings, Second Floor	**184**	SF	$2.75		$506	
Remove failed unstable plaster and replace w/new sheetrock and veneer plaster, and paint						
Walls, Second Floor	**1,848**	SF	$12.50		$23,100	
Ceilings, Second Floor	**736**	SF	$15.00		$11,040	
Walls, First Floor	**4,365**	SF	$12.50			$54,563
Ceilings, First Floor	**1,160**	SF	$15.00			$17,400
New interior partition lining and finish	**192**	SF	$5.00		$960	
New interior partition lining and finish	**400**	SF	$5.00			$2,000
Modifications for new Period Room	**2**	RM	$1,500.00			$3,000
Miscellaneous upgrades to existing finishes	**1**	LS	$2,000.00	$2,000	$2,000	$2,000
WALLS & CEILINGS TOTAL				$2,000	$40,936	$78,963
09 FLOORS & STAIRS						
Remove VCT flooring, repair and restore wood flooring, and refinishing						
First Floor wood flooring w/temporary repairs	**1,210**	SF	$5.00	$6,050		
New infill flooring where floor cut back for construction	**80**	SF	$20.00	$1,600		

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
Floorboards, Second Floor	**920**	SF	$12.50		$11,500	
Floorboards, First Floor	**1,290**	SF	$9.50			$12,249
Miscellaneous upgrades to existing finishes	**1**	LS	$500.00		$500	$500
FLOORS & STAIRS TOTAL				$7,650	$12,000	$12,749
10 MISCELLANEOUS						
Residential appliances; range, undercounter refrigerator	**1**	RM	$2,500.00		$2,500	
Bathroom shower accessories	**1**	FIX	$100.00		$100	
Catering appliances; hot plate, undercounter refrigerator	**1**	RM	$2,500.00			$2,500
ADA Bathroom accessories	**1**	RM	$475.00			$475
MISCELLANEOUS TOTAL					$2,600	$2,975
15 PLUMBING						
Water Service	**-**	EA	Existing			
Electric water heater	**1**	EA	$1,500.00		$1,500	
Self Composting Toilet Phoenix PF-199	**1**	EA	$5,000.00		$5,000	
Tub	**1**	EA	$2,500.00		$2,500	
Shower	**1**	EA	$2,250.00		$2,250	
Lavatory	**1**	EA	$1,850.00			$1,850
Kitchen Sink	**1**	EA	$1,850.00			$1,850
Self Composting Toilet Phoenix PF-199	**1**	EA	$5,000.00			$5,000
Grey Water System	**1**	EA	$25,000.00			$25,000
Test and sterilize	**1**	LS	$250.00			$250
Permits & fees	**1**	LS	$1,500.00			$1,500
Shop drawings	**1**	LS	$250.00			$250
PLUMBING TOTAL					$11,250	$35,700

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
15 MECHANICAL						
Gas Heating Stove	**1**	EA	$2,500.00		$2,500	
MECHANICAL TOTAL					$2,500	
16 ELECTRICAL						
Immediate						
Demolition						
Electrical demolition	**1**	LS	$2,000.00	$2,000		
Goal: Stabilize and make accessible first floor						
Gear & Distribution						
Normal power gear & distribution allowance	**2,560**	GSF	$2.50	$6,400		
Equipment Wiring						
Equipment wiring allowance	**2,560**	GSF	$1.00	$2,560		
Lighting & Branch Power						
Allowance provided	**1**	AL	$6,000.00	$6,000		
Fire Alarm, Telephone/Data/CATV, Security System			NIC			
Sound System						
Sound System for interpretation	**1**	LS	$6,500.00	$6,500		
Reimbursable						
Temp power & lights	**1**	LS	$750.00	$750		

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
Mid-Term						
Demolition						
Electrical demolition	**1**	LS	$1,000.00		$1,000	
Goal: Renovate second floor for caretakers apartment						
Gear & Distribution						
Normal power gear & distribution allowance	**2,560**	GSF	$1.50		$3,840	
Equipment Wiring						
Equipment wiring allowance	**2,560**	GSF	$1.00		$2,560	
Lighting & Branch Power						
Allowance provided	**1**	AL	$10,000.00		$10,000	
Fire Alarm, Telephone/Data/CATV, Security System			NIC			
Reimbursable						
Temp power & lights	**1**	LS	$750.00		$750	

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
Long-Term						
Demolition						
Electrical demolition	**1**	LS	$1,000.00			$1,000
Goal: Complete renovation of first floor for public use						
Gear & Distribution						
Normal power gear & distribution allowance	**2,560**	GSF	$2.00			$5,120
Equipment Wiring						
Equipment wiring allowance	**2,560**	GSF	$0.50			$1,280
Catering kitchen equipment wiring	**1**	LS	$1,500.00			$1,500
Lighting & Branch Power						
Allowance provided	**1**	AL	$10,000.00			$10,000
Fire Alarm, Telephone/Data/CATV, Security System			NIC			
Reimbursable						
Temp power & lights	**1**	LS	$750.00			$750
ELECTRICAL TOTAL				$24,210	$18,150	$19,650

LIGHT TOWER

The Burnt Coat Harbor Light Station
Swan's Island, Maine
360 GSF

ELEMENT	TOTAL COST		
	Immediate	Mid-Term	Long-Term
02 SITEWORK	$1,500	$0	$0
02 LANDSCAPE	$500	$0	$0
04 BRICK & MORTARS	$15,206	$61,592	$0
05 METALS	$39,738	$0	$6,500
06 WOOD - ROUGH & FINISH CARPENTRY	$1,500	$1,500	$0
07 THERMAL & MOISTURE PROTECTION	$4,800	$0	$0
08 OPENINGS - DOORS & WINDOWS	$14,500	$0	$5,000
09 INTERIOR/WOOD TRIM	$500	$500	$500
09 WALLS & CEILINGS	$3,400	$2,125	$2,000
09 FLOORS & STAIRS	$5,000	$0	$0
10 MISCELLANEOUS	$1,500	$0	$0
16 ELECTRICAL	$0	$0	$12,000
Trade Cost Subtotal	**$88,144**	**$65,717**	**$26,000**
General Conditions, Overhead & Profit 25%	$22,036	$16,429	$6,500
Design and Pricing Contingency 15%	$16,527	$12,322	$4,875
Escalation Allowance	$25,341	$33,064	$22,425
TOTAL	**$152,048**	**$127,533**	**$59,800**

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
02 SITEWORK						
Stabilize, restore, prepare, prime and paint, Tower wood ramp	**1**	LS	$1,500.00	$1,500		
SITEWORK TOTAL				$1,500		
02 LANDSCAPE						
Allowance	**1**	LS	$500.00	$500		
LANDSCAPE TOTAL				$500		
04 BRICK & MORTARS						
Scaffolding and access staging	**455**	SF	$10.00	$4,550		
Remove contemporary concrete base, repair brick behind to allow for proper ventilation at grade	**195**	SF	$18.75	$3,656		
Exterior walls - rebuild and restore	**14**	LOC	$500.00	$7,000		
Scaffolding and access staging	**1,825**	SF	$5.00		$9,124	
Exterior walls - remove biological growth	**457**	SF	$5.00		$2,285	
Exterior walls - 100% repoint	**1,825**	SF	$25.00		$45,621	
Prepare and repaint entire brick walls	**1,825**	SF	$2.50		$4,562	
BRICK & MORTARS TOTAL				$15,206	$61,592	
05 METALS						
MR7 - corrosion staining from nails						
Strip paint and apply new paint; Tower interior platform	**45**	SF	$7.50	$338		
Steel supports/fins for roof above	**4**	LOC	$250.00	$1,000		
Tower platform	**180**	SF	$15.00	$2,700		
New stainless steel Tower platform railing to replicate existing w/> 50% loss	**10**	LF	$1,200.00	$12,000		

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
Tower platform railing base/baluster, > 50% loss	**2**	LOC	$500.00	$1,000		
Tower platform railing, minor loss	**20**	LF	$175.00	$3,500		
Tower platform underside	**105**	SF	$15.00	$1,575		
Tower platform underside, remainder	**105**	SF	$5.00	$525		
New stainless steel platform bracket to replace existing w/severe corrosion, structural concern	**6**	EA	$1,500.00	$9,000		
Restore existing platform bracket in place, remainder	**18**	EA	$150.00	$2,700		
Platform holes, repaint	**7**	EA	$200.00	$1,400		
Interior steel stair repairs	**1**	AL	$2,500.00	$2,500		
New safety guard/hand railing	**1**	LS	$5,000.00			$5,000
Allowance	**1**	LS	$1,500.00	$1,500		$1,500
METALS TOTAL				$39,738		$6,500
06 WOOD - ROUGH & FINISH CARPENTRY						
Miscellaneous repairs and upgrades	**1**	LS	$1,500.00	$1,500	$1,500	
WOOD - ROUGH & FINISH CARPENTRY TOTAL				$1,500	$1,500	
07 THERMAL & MOISTURE PROTECTION						
Strip paint, remove corrosion, prime and paint; Lantern Roof pitted w/some large surface corrosion	**45**	SF	$15.00	$675		
Lantern Roof metal ball; severe crack	**1**	LOC	$500.00	$500		
Roof eave; corroded and paint de-lamination	**13**	LF	$250.00	$3,125		
Miscellaneous repair/replacement flashings and upgrades	**1**	LS	$500.00	$500		
THERMAL & MOISTURE PROTECTION TOTAL				$4,800		

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
08 OPENINGS - DOORS & WINDOWS						
Repair and restore Lantern glazing	**10**	EA	$500.00	$5,000		
Repair exterior hardware and make operational	**1**	LEAF	$500.00	$500		
Remove glass block window and replace w/wood double hung window w/stainless steel insect screen to replicate original window	**3**	EA	$3,000.00	$9,000		
Remove main entrance door and replace w/new historic replica	**1**	LEAF	$5,000.00			$5,000
OPENINGS - DOORS & WINDOWS TOTAL				$14,500		$5,000
09 FINISHES - INTERIORS						
09 INTERIOR/WOOD TRIM						
Miscellaneous repairs/replacement wood trims	1	LS	$500.00	$500	$500	$500
INTERIOR/WOOD TRIM TOTAL				$500	$500	$500
09 WALLS & CEILINGS						
F01 - paint de-lamination						
Strip paint, prime and paint; Vertical beaded board in Lantern	**175**	SF	$5.00	$875		
MR5 - biological growth						
Vertical beaded board	**25**	SF	$5.00		$125	
MR7 - corrosion staining from nails						
Strip paint, consolidate, restore; Vertical beaded board	**53**	SF	$10.00	$525		
Miscellaneous upgrades to existing finishes	1	LS	$2,000.00	$2,000	$2,000	$2,000
WALLS & CEILINGS TOTAL				$3,400	$2,125	$2,000

LIGHT TOWER

The Burnt Coat Harbor Light Station

Swan's Island, Maine

360 GSF

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
09 FLOORS & STAIRS						
Remove corrosion, sand, prime and paint; Interior Tower steel stair	**1**	FLT	$5,000.00	$5,000		
FLOORS & STAIRS TOTAL				$5,000		
10 MISCELLANEOUS						
Clean and make operational; copper vents	**3**	EA	$500.00	$1,500		
MISCELLANEOUS TOTAL				$1,500		
16 ELECTRICAL						
Long-Term						
Demolition						
Electrical demolition	**1**	LS	$1,000.00			$1,000
Gear & Distribution						
Normal power gear & distribution allowance	**1**	LS	$2,500.00			$2,500
Equipment Wiring						
Equipment wiring allowance						
Lighting & Branch Power						
Lighting	**1**	LS	$5,000.00			$5,000
Lighting control allowance	**1**	LS	$500.00			$500
Small power device allowance	**1**	LS	$250.00			$250
Device box and wiring allowance	**1**	LS	$2,500.00			$2,500
Fire Alarm, Telephone/Data/CATV, Security System	**NIC**					
Reimbursable						
Temp power & lights	**1**	LS	$250.00			$250
ELECTRICAL TOTAL						$12,000

OIL HOUSE

The Burnt Coat Harbor Light Station
Swan's Island, Maine
106 GSF

ELEMENT		TOTAL COST		
		Immediate	Mid-Term	Long-Term
02 SITEWORK		$1,859	$2,500	$0
02 LANDSCAPE		$500	$0	$0
04 BRICK & MORTARS		$12,357	$12,471	$0
05 METALS		$500	$500	$0
06 WOOD - ROUGH & FINISH CARPENTRY		$500	$500	$0
07 THERMAL & MOISTURE PROTECTION		$8,489	$0	$0
08 OPENINGS - DOORS & WINDOWS		$2,000	$0	$0
09 INTERIOR/WOOD TRIM		$0	$500	$0
15 PLUMBING		$0	$0	$11,250
Trade Cost Subtotal		**$26,205**	**$16,471**	**$11,250**
General Conditions, Overhead & Profit	25%	$6,551	$4,118	$2,813
Design and Pricing Contingency	15%	$4,914	$3,088	$2,109
Escalation Allowance		$7,534	$8,287	$9,703
TOTAL		**$45,204**	**$31,964**	**$25,875**

OIL HOUSE
The Burnt Coat Harbor Light Station
Swan's Island, Maine
106 GSF

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
02 SITEWORK						
Remove concrete curb and regrade along perimeter	**62**	LF	$30.00	$1,859		
New wood walkway access	**1**	LS	$2,500.00		$2,500	
SITEWORK TOTAL				$1,859	$2,500	
02 LANDSCAPE						
Allowance	1	LS	$500.00	$500		
LANDSCAPE TOTAL				$500		
04 BRICK & MORTARS						
Repair and rebuild masonry corner and foundations; North East	**1**	LS	$2,000.00	$2,000		
Strip all paint form brick, rake out and repoint all joints	**345**	SF	$30.00	$10,357		
Strip paint and stucco build-up on interior, rake out and repoint all joints	**345**	SF	$30.00		$10,357	
Remove cement parging, restore brick floor, clean by gentlest means	**106**	SF	$20.00		$2,114	
BRICK & MORTARS TOTAL				$12,357	$12,471	
05 METALS						
Allowance	**1**	LS	$500.00	$500	$500	
METALS TOTAL				$500	$500	
06 WOOD - ROUGH & FINISH CARPENTRY						
Miscellaneous repairs and upgrades	**1**	LS	$500.00	$500	$500	
WOOD - ROUGH & FINISH CARPENTRY TOTAL				$500	$500	

OIL HOUSE
The Burnt Coat Harbor Light Station
Swan's Island, Maine
106 GSF

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
07 THERMAL & MOISTURE PROTECTION						
Remove asphalt shingle roofing and replace w/black shingle to imitate original	**149**	SF	$20.00	$2,989		
Repair louvered vent, prime and paint, new roofing	**1**	LOC	$2,000.00	$2,000		
New stainless steel insect screen mesh to inside face of louver	**4**	EA	$250.00	$1,000		
Repair and restore roof wood trims	**1**	LS	$2,000.00	$2,000		
Miscellaneous repair/replacement flashings and upgrades	**1**	LS	$500.00	$500		
THERMAL & MOISTURE PROTECTION TOTAL				$8,489		
08 OPENINGS - DOORS & WINDOWS						
Restore exterior door to replicate historic intent	**1**	LEAF	$1,500.00	$1,500		
Remove threshold and replace w/new wood	**1**	LEAF	$500.00	$500		
OPENINGS - DOORS & WINDOWS TOTAL				$2,000		
09 FINISHES - INTERIORS						
09 INTERIOR/WOOD TRIM						
Miscellaneous repairs/replacement wood trims	**1**	LS	$500.00		$500	
INTERIOR/WOOD TRIM TOTAL					$500	
15 PLUMBING						
Self Composting Toilet Phoenix PF-201	**1**	EA	$10,000.00			$10,000
Test and sterilize	**1**	LS	$250.00			$250
Permits & fees	**1**	LS	$750.00			$750
Shop drawings	**1**	LS	$250.00			$250
PLUMBING TOTAL						$11,250

BELL HOUSE

The Burnt Coat Harbor Light Station
Swan's Island, Maine
223 GSF

ELEMENT		TOTAL COST		
		Immediate	Mid-Term	Long-Term
02 SITEWORK		$0	$0	$30,000
02 LANDSCAPE		$500	$0	$7,500
04 BRICK & MORTARS		$10,000	$0	$0
05 METALS		$500	$500	$0
06 WOOD - ROUGH & FINISH CARPENTRY		$4,100	$500	$0
07 THERMAL & MOISTURE PROTECTION		$6,514	$7,652	$0
08 OPENINGS - DOORS & WINDOWS		$0	$3,000	$0
09 INTERIOR/WOOD TRIM		$0	$5,000	$0
10 MISCELLANEOUS		$0	$0	$10,000
Trade Cost Subtotal		**$21,614**	**$16,652**	**$47,500**
General Conditions, Overhead & Profit	25%	$5,403	$4,163	$11,875
Design and Pricing Contingency	15%	$4,053	$3,122	$8,906
Escalation Allowance		$6,214	$8,378	$40,969
TOTAL		**$37,284**	**$32,315**	**$109,250**

BELL HOUSE
The Burnt Coat Harbor Light Station
Swan's Island, Maine
223 GSF

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
02 SITEWORK						
Reconstruct top section of Bell House based on historic drawings and photographs	**1**	LS	$30,000.00			$30,000
SITEWORK TOTAL						$30,000
02 LANDSCAPE						
Allowance	**1**	LS	$500.00	$500		
New wood deck path	**300**	LF	$25.00			$7,500
LANDSCAPE TOTAL				$500		$7,500
04 BRICK & MORTARS						
Structural stabilization of field stone pier including repointing and rebuilding	**4**	EA	$2,500.00	$10,000		
BRICK & MORTARS TOTAL				$10,000		
05 METALS						
Allowance	**1**	LS	$500.00	$500	$500	
METALS TOTAL				$500	$500	
06 WOOD - ROUGH & FINISH CARPENTRY						
Restoration of rafter end	**18**	EA	$200.00	$3,600		
Miscellaneous repairs and upgrades	**1**	LS	$500.00	$500	$500	
WOOD - ROUGH & FINISH CARPENTRY TOTAL				$4,100	$500	

ELEMENT	QUANTITY	UNIT	UNIT RATE	TOTAL COST		
				Immediate	Mid-Term	Long-Term
07 THERMAL & MOISTURE PROTECTION						
Remove asphalt shingle roofing and replace w/new	**241**	SF	$20.00	$4,822		
Minor repairs to missing and loose wood shingle wall cladding	**119**	SF	$10.00	$1,192		
Remove wood shingles, salvage and reinstall using stainless steel attachments. Paint	**477**	SF	$15.00		$7,152	
Miscellaneous repair/replacement flashings and upgrades	**1**	LS	$500.00	$500	$500	
THERMAL & MOISTURE PROTECTION TOTAL				$6,514	$7,652	
08 OPENINGS - DOORS & WINDOWS						
Restoration of double-hung window, add new insect screen	**1**	LS	$1,500.00		$1,500	
Restoration of door and hardware	**1**	LEAF	$1,500.00		$1,500	
OPENINGS - DOORS & WINDOWS TOTAL					$3,000	
09 FINISHES - INTERIORS						
09 INTERIOR/WOOD TRIM						
Restoration of interior woodwork	**1**	LS	$5,000.00		$5,000	
INTERIOR/WOOD TRIM TOTAL					$5,000	
10 MISCELLANEOUS						
Re-install bell and operation mechanics	**1**	AL	$10,000.00			$10,000
MISCELLANEOUS TOTAL						$10,000

INTRODUCTION

Purpose and Scope of Report

In 1994, when the Town of Swan's Island acquired the Burnt Coat Light Station from the US Government, the Town agreed to maintain and preserve the structures and the property for the public benefit, and to follow historic preservation standards under the supervision of the Maine Historic Preservation Commission.[1] The Town has commissioned this Historic Preservation Plan to carry out its obligations under the 1994 Deed.

The Historic Preservation Plan has been financed with the assistance of a grant form the Hart Family Fund for Small Towns, administered by the National Trust for Historic Preservation. Assistance was also provided by the Virginia Wellington Cabot Foundation and by the Friends of the Swan's Island Lighthouse.

Appropriate planning should always precede preservation work, capital projects, or any intervention. The expenditure of financial resources on an historic site should be well protected with the knowledge that all items are chosen correctly. This Historic Preservation Plan for the Burnt Coat Harbor Light Station provides an important planning tool and was prepared to provide a focus and direction for future intervention at this historic site. In general terms, this plan provides an overview of the historical development and significance of this site, an assessment of the existing conditions, recommendations for planning for its future adaptive use, and for prioritization of repairs as well as maintenance guidelines and cost estimates for future work. This Preservation Plan is purely an architectural and landscape assessment and does not include any evaluation of the structural stability of the buildings. In fact, it has been recommended by HBA that a structural condition assessment be completed for all the buildings and that these recommendations be added as a supplement to this Preservation Plan. This Preservation Plan is therefore intended to guide the future exterior and interior work and provide ideas on how the Burnt Coat Harbor Light Station can be used and enjoyed by the community and visitors to Swan's Island. In addition to the architectural assessment, Cindy Brockway of Past Designs has provided a strategic plan for landscape with some illustrations, and Daedalus Projects have provided a budget for the recommended prioritized scope of work and adaptive use options.

This report concludes the planning phase of the project but does not generate the documents required to execute the repairs and renovations mentioned herein. Such documents, namely drawings and specifications that would be the basis of bidding contracts and permits would be prepared subsequent to this report. This report sets priorities and provides a road map for the public use and enjoyment of the Light Station for future generations. The aim is that the information provided will help the community focus on priorities and successfully seek funding to support the proposed uses.

[1] Quitclaim Deed from US Coast Guard to Town of Swan's Island, dated July 20, 1994, recorded at Book 2340, page 001, Hancock County.

Acknowledgements
We wish to thank all the members of the Swan's Island community who have contributed to this report. During Annabelle Radcliffe-Trenner's visit to the Island in August, many community members participated in discussions regarding the future of the Burnt Coat Harbor Light Station and their commitment to this project. In particular, we wish to thank Selectman Dexter Lee, Selectman Carroll Staples and Chief Selectman Nancy Carter for their contributions and ideas as well as the Light House Committee members, in particular Eric Chetwynd and his wife Fran who accommodated Annabelle Radcliffe-Trenner and gave her a wonderful tour of the Island with an opportunity to meet so many from the community and listen to their thoughts and ideas for the future. This was indeed a collaboration of many and, in particular we wish to thank those who attended the Wednesday evening meeting, which included Kim Colbeth, a teacher, Donna Wiegle who is researching the oral histories, and Candis Joyce, the Librarian. Other contributions and thoughts were given at a Library Community meeting and afterwards at the quarry where younger members also gave some of their thoughts about the Light Station. Indeed this plan could not have been completed without the input of everyone on the Island and there appears a genuine interest and commitment to preserving this historic site. We would also like to thank Amy Cole-Ives for her input, historic research and photographs as well as Charles Petronis from the US Coast Guard who provided background information on the period of US Coast Guard occupation of the Light Station.

Conditional Statement
This Preservation Plan should be considered a living document and one that is subject to reevaluation and revisions from time to time as future discoveries both physical and documentary come to light and as programmatic realities evolve. The statements and opinions expressed herein are solely for the use and information of the Town of Swan's Island and their Light House Committee. The opinions reflect the professional judgments of an architect qualified in the field of historic preservation performing services that are usual and customary. Conclusions drawn in this report are based on those conditions and surfaces that were accessible to the unaided visual observation of the architect. No warranties or guarantees can be inferred from or implied by the statements or opinions contained in this report. In particular, it should be noted that no structural engineering assessment was completed at the time of this Preservation Plan. However, as funds are available, this should be one of the first priorities prior to any further repairs.

Property Description and Setting
Burnt Coat Harbor Light Station is located on Hockamock Head on the south side of Swan's Island. The Light Station is at the most southerly point and faces Harbor Island across the deep water channel into Burnt Coat Harbor. The Light Tower was constructed in 1872 and included an upper light tower and a lower light tower, as well as a Keeper's dwelling. The Keeper's dwelling and the Light Tower remain in the center of the landmass facing out to sea to the southwest. The Oil House is located to the northwest and the Bell House is located further to the south. The Light Station buildings are reached along a small narrow road that enters the park along the ridge of the point running from the north to the south. The road descends to reach the small parking area. Currently there are no services except for electricity to the Light Tower building.