

COMMUNITY PRESERVATION APPLICATION FOR FUNDING

City of Newburyport
Community Preservation Committee

Applications for funding are due by **Thursday, February 4, 2021 at 4:00 p.m.** with the Community Preservation Committee, c/o Office of Planning and Development, City Hall, 60 Pleasant St., Newburyport MA 01950.

Application Instructions:

- Applicants should file ten (10) paper copies and one electronic copy of the completed application and all accompanying documents.
- Applications should be stapled or clipped. Bound applications are not required.
- Please be mindful of extraneous paper – double sided copies are acceptable.

PROJECT NAME: Phase One of a proposed Newburyport Shipbuilding Memorial: the construction of a bronze statue to Donald McKay, designer-builder of the world famous clipper ships.

PROJECT ADDRESS: Market Landing Park Expansion?

[Click here to enter text.](#)

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MAP/LOT: See attached.

APPLICANT NAME: The Lighthouse Preservation Society (Group or Committee Affiliation)

CONTACT PERSON: James Hyland

TELEPHONE/FAX NO.: 1-800-727-BEAM (2326)

ADDRESS: The Lighthouse Preservation Society
11 Seaborne Drive
Dover, NH 03820

EMAIL: keeper@lighthousepreservation.org

AMOUNT OF COMMUNITY PRESERVATION FUNDING REQUESTED: \$ \$300,000

COMMUNITY PRESERVATION CATEGORY: *(Please check all that apply)*

Open Space Historic Resource† Affordable Housing* Recreation

† Applicants seeking Historic Preservation funds for the preservation, restoration or renovation of historic structures must, as a condition of funding award, record a perpetual Preservation Restriction (PR) on the subject structure(s) prior to any distribution of funds. Applications should attend a meeting of the Newburyport Historical Commission (NHC) as early as possible to discuss and confirm the nature and scope of the required Preservation Restriction. The NHC's advisory opinion will be incorporated as appropriate into any Community Preservation Committee (CPC) recommendation, City Council appropriation, and/or grant award letters or agreements thereunder. *Please Note: The Newburyport Historical Commission (NHC) is an official City board and should not be confused with the local Newburyport Preservation Trust (NPT), a non-profit advocacy group.*

* Applicants seeking Affordable Housing funds must attend a Newburyport Affordable Housing Trust meeting to review and discuss their application. This review must occur prior to the Community Preservation Committee deliberations.

PROJECT SUMMARY: Provide a description of the Project, including the property involved and its proposed use.

The Lighthouse Preservation Society, a nonprofit organization that runs the local romantic dining program at the top of the Newburyport Rear Range Lighthouse, proposes to create a memorial on the Newburyport waterfront to commemorate both the birthplace of the Coast Guard and the birthplace of America's famous clipper ships. Because both these distinctions are directly related to Newburyport's shipbuilding heritage, we are proposing that we call it "The Newburyport Shipbuilding Memorial". It will be both artistic and educational in nature, featuring a centerpiece statue of Donald McKay, who invented the clipper ship and built the first ones in Newburyport. McKay is considered to be "pre-eminent among those Americans whose marine achievements were the wonder of the world...and enthroned the United States of America as Mistress of the Seas." He is the reason behind why Newburyport is called "Clipper City". The McKay statue represents the First Phase of our project, and is what we are currently seeking funds for from the CPA committee. In addition, there will be a later Phase Two for this project that will incorporate a courtyard between two large curved walls, surrounding the centerpiece McKay statue. These walls will be much larger than the rough sketches we've included with this application. They will address the subject of Newburyport's shipbuilding tradition, and will include a mixture of diorama, bas relief, historic photographic images and text, illustrating the building of the first Revenue Cutter Ship for what would later become the U.S. Coast Guard, the development of the clipper ships, and a biography of Newburyport's adapted "native son" Donald McKay, who is buried here. We hope to have an actual (first draft) sculptured model of our proposed McKay statue ready for review by the time of our scheduled presentation with the CPA committee. Our chosen sculptor for this project is Michael Keropian, who is nationally known, among other things, for his work on the Korean Veteran's Memorial in Washington, D.C., and the creation of the massive tiger sculptures that surround the Tiger's Baseball Stadium in Detroit, Michigan.

PUBLIC BENEFIT*: Describe in detail the benefits Newburyport will receive from the Project and how the Project fulfills the Community Preservation Committee's Project Evaluation Criteria.

* **Deed Restrictions:** The City may require, as a condition for funding, that the applicant grant to the City or other authorized grantee certain restrictions, including: Preservation Restrictions on rehabilitated or acquired historic resources, Conservation Restrictions on preserved or acquired lands, and Affordability Restrictions on affordable housing projects. The restriction shall be recorded at the Southern Essex Registry of Deeds.

I have lived and worked in Newburyport for nearly 25 years and I have never seen a detailed explanation as to why we are known as "Clipper City", nor have I seen anything of significance related to Donald McKay and his invention of the clipper ships in this city, although there are two memorials to him in the Boston Harbor area – an obelisk on Castle Island, naming the many famous ships he constructed, and a large bust of his head in an East Boston park, near his shipyard.

In addition, there seems to be only a few minor plaques around the Newburyport waterfront, laying claim to the fact that the city is the birthplace of the U.S. Coast Guard. Unfortunately, these plaques are generally small and easily overlooked by the casual visitor. Although well intentioned, several of them are now old and worn, failing to grab anyone's attention, make an important statement, or capture the imagination. What we propose to do is create a world-class memorial that will depict the history of shipbuilding in Newburyport, which allowed it to become both the birthplace of the Coast Guard and the birthplace of the world famous clipper ships.

In many regards, those remarkable clipper ships have never been equaled, and still hold many world records. Harvard historian, author, and Naval Admiral, Samuel Eliot Morison observed that "Never, in these United States, has the brain of man conceived, or the hand of man fashioned so perfect a thing as the clipper ship". This is a heritage that Newburyport's citizens should be rightfully proud of, if they only really knew. The fact is, however, they don't, or at least most are not adequately educated on the subject. We hope to change that with our proposed Newburyport Shipbuilding Memorial, which will be, in essence, a free outdoor museum educational exhibition on the subject, as well as a work of art.

Several years ago, The Lighthouse Preservation Society created a small memorial to the history of the Ten Pound Island Lighthouse, in Gloucester Harbor, after completing the restoration and relighting of that historic structure. We placed it next to the Man-at-the-Wheel Fisherman Memorial Statue. In looking at that statue, it struck me how an important work-of-art can become an icon for a community, a symbol of what it is most known for. In the case of Gloucester, of course, the fishing industry has been predominant, and the Fisherman Statue captures that rich heritage, as only a great work of art can do. In the same way, Newburyport has a truly remarkable history in shipbuilding, but because it is no longer a current industry, it is now nearly forgotten. That can only change if we promote and educate our community and its visitors about our rich past. If we really want our unique designations as the birthplace of both the clipper ships and the Coast Guard to be remembered, we'll need to put forth some additional effort and do something about it. We believe that our proposed Newburyport Shipbuilding Memorial will go a long way toward addressing this issue by telling our community's rich maritime story in both art and historic text. An investment in a world-class work of art, which dramatically portrays the heritage we should be so proud of, is what's needed to galvanize civic pride in Newburyport's unique place in history. Like Gloucester's Fisherman Statue, a powerful artistic portrayal of Newburyport's Shipbuilding heritage, together with educational text about Newburyport's shipbuilding history will help to address the current lack of education and appreciation of this subject. A major monument, appropriately located along the city's waterfront, in a key location, could easily become a magnet for tourism and a symbol for the community, helping Newburyport establish and promote its unique shipbuilding heritage and claim to fame.

CONTROL OF SITE: Indicate whether the applicant owns or has a purchase agreement for the Project site. If the property is under agreement, include a description of the agreement and the timing and conditions. If the applicant does not have site control, explain.

Our proposed memorial needs to be placed on the Newburyport waterfront, where all the shipbuilding took place. We will be making presentations to both the Waterfront Trust Committee and the new Market Landing Park Expansion Committee in February, and hope to be able to include letters of support after those meetings. Although not yet certain, after initial phone conversations with both committee chairmen, it seems like the new waterfront Market Landing Park Expansion area may be the most likely place to put the Newburyport Shipbuilding Memorial, with the Donald McKay centerpiece statue. We hope to have a definitive decision on that before this proposal gets reviewed in the Spring.

FEASIBILITY: List all steps that may be required for completion of the Project, such as environmental assessment, zoning or other approvals, agreement on terms of any required conservation, affordability or historic preservation restrictions, and any other known issues. For projects that may impact abutters or the neighborhood, describe support or objections from those affected.

Other than finding an appropriate location for the Newburyport Shipbuilding Memorial and its centerpiece statue of Donald McKay, we see no issues surrounding the feasibility of this project.

PROJECT TIMELINE: Describe the anticipated steps or phases for completion of the Project. Demonstrate whether the Project will be ready to proceed in the coming fiscal year.

We foresee 2 phases for this project: 1) The First Phase is the creation of the centerpiece for our proposed memorial, which is the statue of Donald McKay, who designed and built the first clipper ships in Newburyport. We can begin work on that statue this year, and have a larger-than-life 8-foot bronze figure of McKay and his drafting table completed within two years. We have already spent approximately \$40,000 of our own money in trying to create this memorial, and will have a (first draft) scale model of McKay ready for presentation when our proposal is reviewed in the Spring. If our requested amount of \$300,000 for this first phase is more than the CPA committee can afford this year, then we are willing to divide the cost in half this year for a down payment of \$150,000, and a second \$150,000 the following year, as this will take us 2 years to complete anyhow, and we can pace ourselves to coincide with the spread-out payments. 2) The Second Phase is the creation of a courtyard between two curved walls, surrounding the McKay statue. (We are not asking for funding for this Second Phase, at this time). The walls will be used as an outdoor museum exhibition, combining bronze bas relief images and diorama with historic photographs and educational text

about Newburyport's shipbuilding tradition and how it led the community to become the birthplace of both the clipper ships and the U.S. Coast Guard. This Second Phase will likely take an additional 2 years to complete at a cost of approximately \$500,000. We will be seeking additional funds from other sources for that Second Phase, although we would never turn down additional CPA funding, down the road!

FUNDING:

- A. **Project cost estimates:** Provide recent cost estimates for the proposed project, dated within the past six (6) months, detailing the scope of work and associated costs for each task.
- B. **Amount of Newburyport Community Preservation Funding Requested:** \$ 300,000 this year, or spread it out to \$150,000 for each of the next two years.
- C. **Other Sources of Funding Available:** If funding from other sources may be available for the Project, please complete the following table:

SOURCE OF FUNDING	AMOUNT REQUESTED	STATUS (COMMITTED Y/N IF NOT-WHEN)	CONTINGENT ON CP FUNDS (Y/N)
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ATTACHMENTS:

Include the following with ALL copies of the application:

- Assessor's map showing location of the Project
- Photographs
- Recent written estimates of cost with detailed scope of work
- Proposed oversight and management plan for the Project
- If the project involves public property, provide verification that the applicable public agency or department supports the project as presented and will oversee the project if funded.
- Historic resources include buildings, structures, vessel real properties, documents or artifacts that are listed or eligible for listing on the state register of historic place or determined to be significant in the history, archeology, architecture or culture of the city by the local historic preservation commission. If the project involves a historic resource, please provide evidence (date of listing on the state register or a letter from the Newburyport Historical Commission confirming its determination of significance) with the application that it meets these criteria

Include the following, if applicable and available:

- Architectural plans and specifications, for new construction or rehabilitation
- Maps, renderings, site plans
- Historic structures report, existing conditions report
- Names and addresses of project architects, contractors and consultants
- Budgets

Donald McKay

Donald McKay (September 4, 1810 – September 20, 1880) was a Canadian-born American designer and builder of sailing ships, famed for his record-setting clippers.

Contents

Early life

Early years as a shipbuilder

Ships built before 1845^{[4][5]}

East Boston shipyard

Ships built after 1845^{[10][4][11][5]}

Records set

Late life

Design practices

Legacy and honors

See also

References

Further reading

External links

Early life

He was born in Jordan Falls, Shelburne County on Nova Scotia's South Shore. He was the oldest son and one of eighteen children of Hugh McKay, a fisherman and a farmer, and Ann McPherson McKay. Both of his parents were of Scottish descent. He was named after his grandfather, Captain Donald McKay, a British officer, who after the Revolutionary war moved to Nova Scotia from the Scottish Highlands.^[1]

Early years as a shipbuilder

In 1826 McKay moved to New York, working for shipbuilders Brown & Bell and was an apprentice of Isaac Webb from 1827 to 1831.^{[2][1]} After 1832 he did some freelance jobs for Webb and Smith & Dimon. McKay also freelanced for Brown & Bell at their Wescasset's shipyard. In 1840 at Newburyport, he was contracted to finish *Delia Walker*, 427 tons, for John Currier, Jr.^[3] Currier was very impressed with McKay and offered him a five year contract, which McKay refused driven by desire to own his own business.^[4]

In 1841, William Currier offered McKay to become a partner of what would become Currier & McKay shipyard in Newburyport. The partnership did not last long and soon McKay found himself in McKay & Pickett, building the packet *St. George*. The partnership with William Pickett was "pleasant and profitable", but after the success of the *Joshua Bates* the shipyard became too small for McKay's ambitions and he was convinced by Enoch Train to move to East Boston and open his own business.^[4]

Ships built before 1845^{[4][5]}

- 1840 *Delia Walker*, 427 tons, McKay finished her for John Currier, Jr.
- 1841 *Mary Broughton*, 323 tons, barque, built by Currier & McKay.
- 1842 *Ashburton*, 449 tons, ship, build by Currier & McKay.
- 1842 Rio Trader *Courier*, early clipper trading ship, 380 tons OM was the first ship fully designed and built by Donald McKay himself, as a partner in the firm of Currier & McKay, on a commission from Andrew Foster & Son, New York. She was built at Newburyport, Massachusetts. At the time it was rather unusual for a such advanced vessel to be built outside of New York or Baltimore. She was employed in the Rio coffee trade and made a big deal of money to her owners, but most importantly brought a much needed fame to McKay.^[6]
- 1843 *St. George*, 845 tons, pioneer packet of Red Cross Line, built by McKay & Pickett.
- 1844 *John R. Skiddy*, 930 tons, packet, built by McKay & Pickett.
- 1844 *Joshua Bates*, 620 tons, pioneer packet of Enoch Train's White Diamond Line. The White Diamond Line was one of the most important Atlantic emigrant routes from Europe to North America at the time. Built by McKay & Pickett.

East Boston shipyard

In 1845 McKay, as a sole owner, established his own shipyard on Border Street, East Boston, where he built some of the finest American ships for almost 25 years. One of his first large orders was building five large packet ships for Enoch Train's White Diamond line between 1845 and 1850.

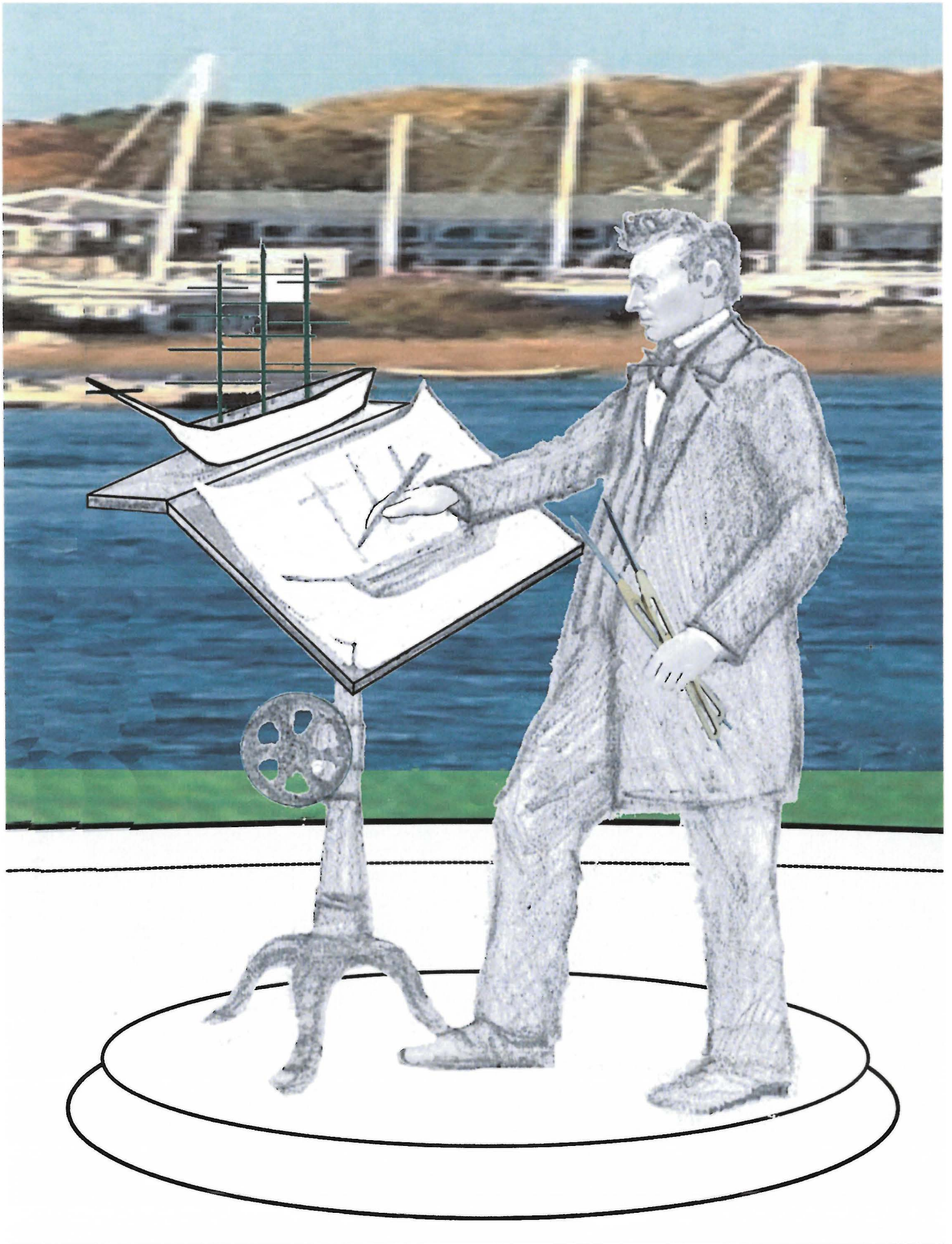
Between 1845 and 1850 McKay built five large packet ships for Enoch Train's White Diamond line: *Washington Irving*, *Anglo Saxon*, *Anglo American*, *Daniel Webster*, and *Ocean Monarch*.^[7] The *Ocean Monarch* was lost to fire on August 28, 1848, soon after leaving Liverpool and within sight of Wales; over 170 of the passengers and crew perished.^[8] The *Washington Irving* carried Patrick Kennedy, grandfather of Kennedy family patriarch Joseph P. Kennedy, Sr., to Boston in 1849.

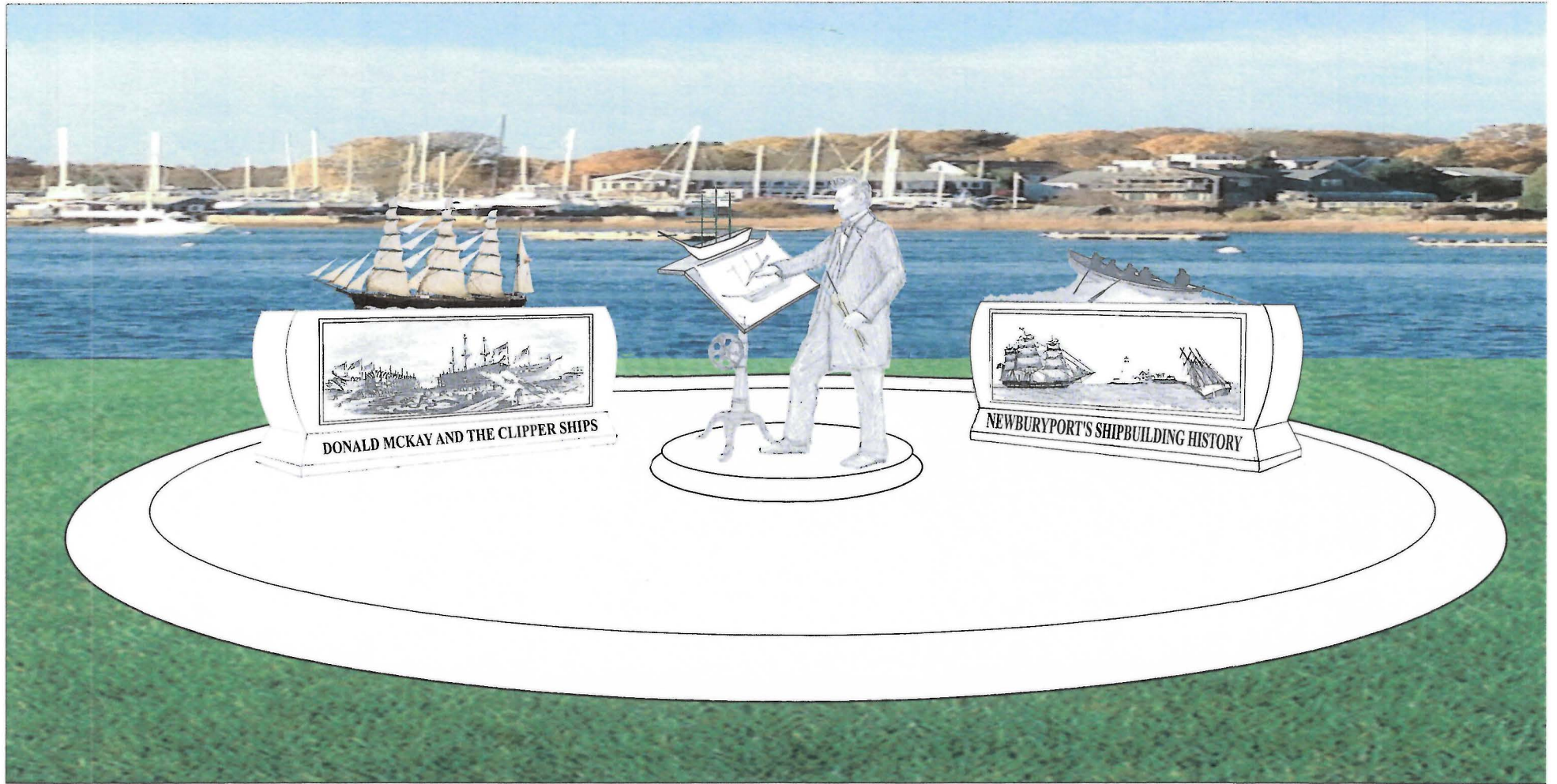
In the summer of 1851, McKay visited Liverpool and secured a contract to build four large ships for James Baines & Co.'s Australian trade: *Lightning* (1854), *Champion of the Seas* (1854), *James Baines* (1854), and *Donald McKay* (1855).^[9]

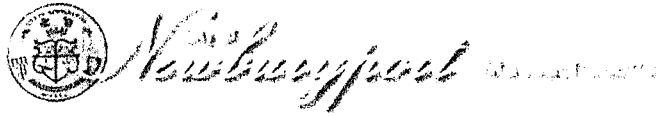
Donald McKay



Born	September 4, 1810 <div>Jordan Falls, Shelburne County, Nova Scotia, Canada</div>
Died	September 20, 1880 (aged 70) <div>Hamilton, Massachusetts, USA</div>
Occupation	Ship Designer
Known for	<i>Flying Cloud</i>
Spouse(s)	Albenia Boole (married 1833–1848, until her death) and Mary Cressy Litchfield (m.1850)







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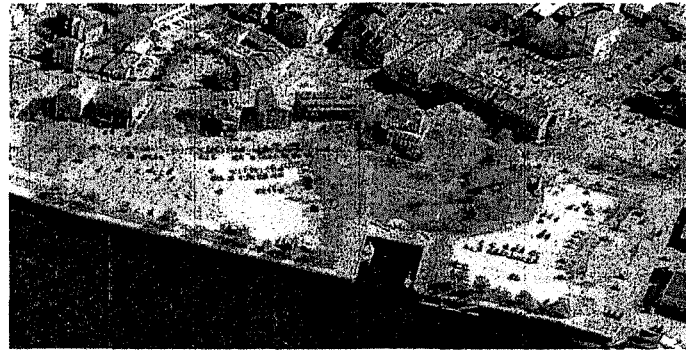
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Market Landing Park Expansion



In June 2020 the Massachusetts legislature dissolved the Newburyport Redevelopment Authority (NRA) as requested by vote of the Newburyport City Council. In accordance with the relevant Special Act, all land and assets of the former NRA were transferred to the City of Newburyport for use in creating and maintaining an expanded Market Landing Park in the "East" and "West" lots (currently parking and interim lawn space). In November 2020 the City's Office of Planning & Development issued a Request for Proposals (RFP) to solicit responses from qualified design firms interested in developing schematic plans and cost estimates, as well as detailed drawings and specifications suitable for bidding and construction. An "Ad Hoc Committee on Market Landing Park Expansion" was established by the City Council for the purpose of reviewing the draft RFP, reviewing firm proposals, selecting a design team, and overseeing the progress of design work by the selected consultant team.

A copy of the RFP (compact/full versions) is available for download here. Proposals from design firms are due on December 23, 2020 and will be compiled and distributed to Ad Hoc Committee members for review in anticipation of firm selection in January 2021. The RFP provides background information on the Market Landing Park Expansion project and outlines the key "scope of services" and "deliverables" required from the consul-

News

Important Changes in Trash Collection Schedule due to Snow Storm - February 2nd to February 6th

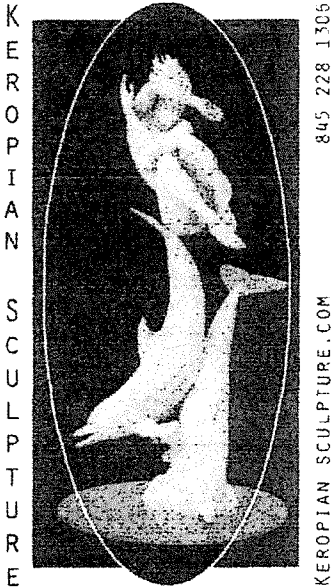
City Hall Open to the Public By Appointment Only

Presentation of Newburyport Climate Resiliency Plan

City Hall Closed Tuesday, February 2, 2021

Small Business Grant Webinar - January 20, 2021

[View all](#)



Michael Keropian is a graduate of the Pennsylvania Academy of the Fine Arts, the oldest art school in the United States where he was honored a working scholarship, exceptional training and learned to sculpt in a traditional figurative style.

His experience in sculpture encompasses all aspects of the discipline. Mike's work history includes a decade at the Tallix Sculpture Foundry in Beacon, New York where he was responsible for enlarging, restoration and mold making important monuments such as the Korean Veteran's Memorial in Washington D.C. Mike has extensive knowledge of the sculptural process involved in bringing a work of art from conception to completion.

Along with developing a unique personal style in figurative sculpture; Keropian created Keropian Sculpture LLC in 1989 that provides sculptural services to a variety of clientele. He specializes in dynamic custom sculpture; figure and animal compositions, portraiture and relief sculpture, architectural, memorials and historical sculpture. Other services provided are design, instruction and consultation, sculpture restoration and casting services.

As a Fellow of the National Sculpture Society in New York City, Mike stands amongst the leading figurative sculptors in our country. He regularly attends the society's meetings in New York City and has had his work published in *Sculpture Review* magazine which has been called the foremost figurative sculpture magazine in the world. His work is reproduced in more than a dozen publications. Mike's achievements in the field of figurative sculpture have earned him numerous awards and first prize awards, including the coveted Hudson Valley Art Associations Gold Medal in 2010.

One of Keropian's most public commissions was creating nine heroic-sized tiger sculptures to adorn the new stadium of the Detroit Tiger's Baseball Team, Comerica Park. The mix of these grand sculptures with an iconic American pastime is brilliant. He has an impressive portfolio, which includes portraits of famous musicians and celebrities, Native Americans, martial arts masters, a college president and the former Mayor of Brewster, New York. Keropian's work is in numerous private collections around the world.

Michael Keropian Sculpture

Portrait Sculpture

Animal Sculpture

The Process

Restorations

Anatomy Sculpture

Figurative Sculpture

Historical Sculpture

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<http://www.KeropianSculpture.com>**

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ACCOMPLISHMENTS

The Lighthouse Preservation Society is the nonprofit organization that has made lighthouse preservation a national issue with Congressional hearings, conferences, the sponsorship of National Lighthouse Day and its celebrations, the nomination of 35 U.S. lighthouse stamps, and the raising of nearly \$6 million for over 160 lighthouse projects. This prestigious group is also the recipient of a Presidential Achievement Award from the federal government for its efforts to preserve our lighthouse heritage. Specifically, the Society's accomplishments include:

CREATED FEDERAL ACTION

- Proposed and passed a Congressional \$3 million Lighthouse Bicentennial Fund that provided matching grants for over 160 lighthouse restoration projects.
- Lobbied successfully for a Congressional hearing on lighthouse issues.
- Persuaded Congress to mandate a U.S. Coast Guard review of lighthouse management issues, which led to numerous policy changes.
- Had Congress proclaim National Lighthouse Day in celebration of America's Lighthouse Bicentennial & created exhibits for the Senate and House Rotundas.
- Nominated 35 U.S. lighthouse postal stamps from 1990 through 2021.
- Received the prestigious Presidential Achievement Award from the federal government in 1992.
- Hosted 3 National Lighthouse Conferences in Washington, D.C., which led to the National Historic Lighthouse Preservation Act of 2000.
- Initiated and funded the study to create the National Lighthouse Museum at Staten Island, New York.

DIRECTLY AIDED LOCAL ACTION

- Proposed and passed a Massachusetts \$2 million lighthouse grants program through the state legislature.
- Created an incentive program, which led to the nomination of 124 lighthouses to the National Register of Historic Places.
- Funded a thematic National Register nomination for Maine's Lifesaving Stations.
- Provided technical and advocacy support to dozens of local lighthouse groups.
- Coordinated 70 coastal lighthouse celebrations for the Lighthouse Bicentennial.
- Invented the acclaimed "Dine at the Top of the Lighthouse" fundraising program.

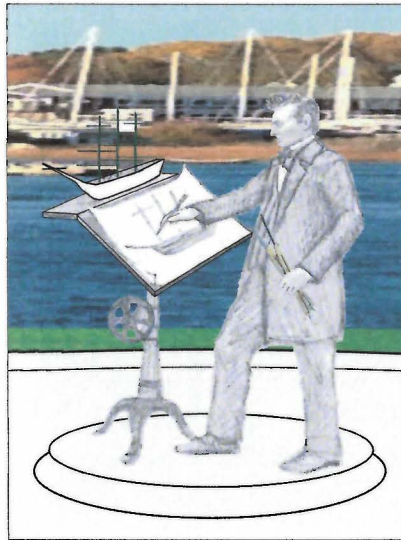
INITIATED DEMONSTRATION PROJECTS

- Isle au Haut Lighthouse (now The Keeper's House inn).
- Thacher Island North Tower (restored and relit).
- Monomoy Point Light (now used for wildlife tours).
- Ten Pound Island Light (restored and relit).
- Portland Breakwater Light (restored and relit).
- Newburyport Front and Rear Range Lights (currently being restored).
- Roanoke River Light (purchased, moved, and transferred to the State of NC).

Michael Keropian Sculpture LLC 392 Gypsy Trail Road. Carmel, New York 10512

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<http://www.KeropianSculpture.com>



February 4, 2021

Cost Estimate for stand alone **Donald McKay Figure Sculpture** in bronze on stone base including materials:

Create in clay a working model of Donald McKay approximately 3 feet tall. Including drafting table and base in same scale. \$30,000.

Rubber Molds of sculpture above \$20,000.

Resin Cast of Donald McKay 3' figure from molds. \$10,000.

Enlarge work to 8' scale w/ drafting table in clay and finish sculpt. \$40,000

Rubber Molds of 8' sculpture \$20,000.

Cast work in bronze \$100,000

Carve stone base, engraved words and install base on proper footing. \$30,000.

Install bronze sculpture on base. \$10,000

Ground work for footing, install footing, prepare for stone base. No landscaping included, additional \$40,000.

Total \$300,000.00