

Misery Islands Management Plan

2009



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Misery Islands: Basic Management Plan

Location: Misery Islands, Salem, MA

Acreage: 87 acres (Great Misery = 83 ac; Little Misery = 4 ac)

Completed by: Adam Kurowski, assisted by Wayne Mitton, Nathan Mineo, Russ Hopping, Franz Ingelfinger, Ramona Latham, Jim Younger, Julie Phillips, Mary Dell'orto, Lisa Vernegaard, and Peter Madsen

Date: Approved by the FOC September 24, 2009

Supporting Reports and Materials: Property Guide; Structural Resources Database; Trustees' website; Master Plan, Misery Islands, 1994.

I. Introduction

- a. Misery Islands, comprised of Great Misery Island and Little Misery Island, offer coastal views, rolling rocky terrain, diverse wildlife habitats, and interesting ruins. The ruins recall the Islands' past as an exclusive resort and summer colony, known as The Misery Island Club. Although Misery Islands are located off the coast of Beverly and Manchester, in Beverly waters, they are under the jurisdiction of the City of Salem (see Appendix A). The islands are only accessible by boat and as many as 60 boats have been seen anchored offshore on a typical summer weekend.

The Misery Island Club was built in the early 1900's and featured a pier, a club house, a salt water swimming pool, guest cottages, a tennis court, and a nine-hole golf course. It later failed and then a brush fire in 1926 destroyed many homes. Today, a system of trails provides access to most parts of Great Misery Island, including spectacular overlooks, stony beaches, and grassy fields. Little Misery Island is accessible from Great Misery Island by wading across a narrow, shallow channel at very low tide. Off the beach of Little Misery are the remains of the steamship, The City of Rockland, which was decommissioned and was accidentally grounded on its way to be sunk in the surrounding waters. It seems evident that tidal action and waves will eventually destroy what is left of the vessel.

Misery Islands were closed during World War II, and then became overgrown during late 50's early 60's, which made travel on the property difficult. During this period, trash from visitors began to accumulate. In 1969, David A. Ryan, a local school teacher at Manchester High School was hired as the island's summer Superintendent, and he worked with a few students to remove trash, open vistas, and cut trails, essentially resurrecting the island back into an attractive destination location. Ryan's actions changed visitors' image of Misery Islands, as they gained a greater respect for and became stewards of the property. There is a sense of pride and responsibility that "regular" visitors exude and distill on others who disrespect

or misuse Misery Islands. The property now boasts a carry-in, carry-out trash policy which is proving to be effective.

The Trustees hire a Summer Island Manager to live and work on Great Misery Island all summer. They reside in a small cabin, which can be dismantled in the off-season, and they visit the mainland a few times per week for food and fresh water. They act as an ambassador by seeing that the island's rules are adhered to, see Appendix A: Rules and Regulations. The rules were designed to help protect the island's fragile environment that is sensitive to certain human impacts. The Summer Island Manager also supervises visitor activities, provide information and interpretation to visitors, conduct property management tasks as needed, and collect non-member entrance fees.

Misery Island is a B-type management property. These properties are characterized by moderate visitation and may possess significant resource significance and have other complex issues associated with it. These properties have the ability to engage both local and regional visitors and volunteers. Additional resources, including funding, staff, and volunteer time will be needed to implement some of the recommendations in this plan.

- b. Acquisition history: Original acreage purchased in 1935. Additional land given by Mrs. Charles S. Bird and Dr. John C. Phillips in 1938, and by the Estate of Theodore C. Hollander in 1940. Additional land purchased in 1950, 1955, 1983, and 1988. Final 3-acre parcel purchased in 1997.
 - c. Donor's wishes or other clear guiding principles: Misery Islands Reservation is to be preserved as a natural, historic, and scenic recreational area.
- II. Summary of Preliminary Management Goals
- a. Continue to maintain property to B-level standards.
 - b. Continue to monitor and control invasive species.
 - c. Implement the Strategic Plan to increasing public access through the installation a dock and restoring ferry service from mainland.
- III. Legal and Management Considerations
- a. Misery Islands are only accessible by boat which limits management, e.g., large equipment cannot currently be transported to property.
 - b. Installing a dock may require a permit from harbor master and/or Army Corps of Engineers.
- IV. Property Description:
- A. Historic and Cultural Resources

Significant Historic Features: The Misery Islands Club was an exclusive summer resort that offered guests lavish accommodations. Ruins of which remain today include the Bleak House, pump house, casino, water tower, and salt water,

swimming pool. The Trustees' have on file photographs and written commentary about the Club and history. Also in the file is documentation about the history of the island between the time of the Club and its acquisition by The Trustees. A historic feature unrelated to the Misery Island Club, is the City of Rockport shipwreck, which is between Great Misery and Little Misery Island. This decommissioned ship was being transported to a location where it was to be sunk. The journey ended prematurely when the ship was accidentally grounded in the shallow waters. The remnants are visible during low tide.

Threats to Historic Features:

- Waves and tidal action is slowly destroying the ship remnants.
- Sea level rise and erosion may threaten low-lying features, such as the salt water swimming pool.

Opportunities:

- Continue to monitor the structural integrity of ruins; repair mortar and repoint masonry, as needed. Over a three year period, TTOR contracted repair work on several ruins, which cost a total of ~\$12,000. Additional funds should be set aside annually to continue a proactive campaign of routine maintenance of the ruins' masonry to avoid the accumulation of deferred maintenance.

B. Natural Resources

The ecology and natural resources of Great (83 acres) and Little Misery (4 acres) Islands are heavily influenced by their geology, landscape setting, and recent land use history. These granite islands are topped by glacial till and the soils are thin, well drained, and droughty. Set in the heart of Salem Sound, Misery is subject to the effects of salt spray—which can stunt plant growth and exclude many species. Over three hundred years of agriculture—primarily livestock grazing—left the island with sparse tree cover. After the 1926 wildfire, summer families stopped coming and the islands were left to revert back to “nature.”

Today, Great and Little Misery Island are dominated by a dense maritime shrubland of bayberry, huckleberry, red cedar, black cherry, poison ivy and several non-native shrubs. Tree cover is increasing and includes a mix of native species—white pine, big-toothed and quacking aspen, red and white oak, and red maple. Non-native species such as Norway maple, Scotch and Austrian pine, and black locust also exist. The islands are ringed by a rocky shore punctuated by a few cobble and sandy beaches. Two small wetlands (1.5 acres and 0.75 acres) support a mix of shrub swamp and emergent marsh, and add to the island's diversity.

The maritime shrubland, while impacted by non-native plants, provides habitat for a number of declining species associated with early successional habitats including brown thrasher, grey catbird, Eastern towhee, and American woodcock. While over time small portions of the interior will succeed towards

forest, the maritime shrubland will persist throughout much of its extent due to the influence of frequent salt spray.

Both islands are identified by the Massachusetts Natural Heritage BioMap as core habitat for herring and black-backed gulls which once nested on the island. In addition, prominently located within the Atlantic Flyway, Misery Islands likely provide important habitat for migrating birds, especially tree swallows which fuel their migration with the abundant bayberries that grow there.

Significant Natural Features:

- Extensive Maritime Shrubland provides nesting habitat for a number of bird species dependant upon shrub habitats, and staging habitat for migratory songbirds.
- The Island's Rocky Shore is an uncommon habitat type in Massachusetts.

Threats to Natural Features:

- Invasive plants—invasive species represent a significant threat to Misery Islands' natural resources. Bittersweet is smothering woodlands and shrublands, honeysuckle, barberry, buckthorn are abundant. Of particular concern is the recent establishment of black swallowwort and perennial pepperweed. In addition, Scotch broom, an invasive plant common on the south shore of Massachusetts, has established on Great Misery and could potentially spread to the mainland.
- Wildfire—many of the plant species that dominate the maritime shrubland benefit from the effects of fire and wildfire is not a direct threat to Misery's natural resources. However, if a fire were to occur, it could spread rapidly and have a dramatic effect on the island.
- Climate Change - The Trustees can strengthen a natural landscape's resilience to climate-related changes by reducing existing environmental stressors. Specific management techniques to achieve this include invasive species control, reducing negative recreational impacts, and restoration and expansion of uncommon and declining habitats.

Opportunities:

- To better assess the island's biodiversity, conduct surveys for moths and declining shrubland bird species: whippoorwill and woodcock.
- Invasive species management—institute a program of early detection, rapid response, targeted removal—grounded in the reality of our limited capacity and the site's remoteness.

C. Scenic Resources

Significant Scenic Features: Scenic views of the Salem Sound coastline and Bakers Island; Vistas and views provide visitors with amazing views from many locations on the island. Views include that of Boston, Gloucester, Baker Island, and Cat Island.

Threats to Scenic Features:

- Vegetation growth which could impede views, is limited by maritime conditions.

Opportunities:

- No additional scenic views need to be opened.

D. Structural Resources

Significant Structural Features:

The Structural Resources on Misery Islands play an important part in telling the story of the cultural landscape. The majority of the structures are stone ruins, remnants of the history of the island's inhabitants and its use as a resort destination. Over the past ten years, capital funds have been used to pay for repointing of the masonry including the stone walls, the pump house ruins, and the water tower ruins. Two newer structures that serve as support for visitors and staff are the composting toilet, built in 1990 and designed by a local architect, and a wooden platform and wooden cabin used as base camp for Summer Island Manager. Overall, sufficient operational dollars must be maintained to pay for annual routine maintenance of all structures.

Threats to Structural Resources:

- Vegetation threatens the longevity of stone ruins.
- Deferred maintenance of the structures and ruins could pose a threat to life safety and their structural integrity.

Opportunities:

- Replace TTOR mooring chain.
- Maintain the Clivus New England composting toilet twice annually or as needed.
- Structures and ruins must be reviewed annually to insure they pose no threat to life safety.
- Currently the solar power system that charges marine batteries for the seasonal cabin is not working and needs to be addressed.

Structure	Current Use	Current Condition
Bleak House ruins	In self guided tour	Good
Bulletin Board		Good, South Beach board needs repairs
Casino stone ruins	In self guided tour	Good, stairs and columns repointed w/in last 6 years
Compost Toilet	Visitor Support	Good, services twice/year
Pump House stone ruins	In self guided tour	Good, repointed w/in last 6 years
Seasonal Cabin	Summer Island Manager home	Good

Stone Walls – perimeter		Good
Water Tower ruins	In self guided tour	Good, repointed w/in last 6 years

E. Opportunity for Engagement and Visitor Services

Visitor Engagement:

- Engagement tools include two kiosks with up to date information, property signs, Quest, and a self-guided tour.
- The Cape Ann Interpreter occasionally offers an interpretive program.
- Summer Island Manager engages visitors with property guidance, interpretive information, and promotes Trustees membership.

Opportunities:

- Update the property brochure, which includes the self-guided tour.
- Install a dock and float in North Cove to provide a ferry service to increase public access to Misery Islands. It is assumed that The Double Eagle, which leaves out of Manchester Harbor, will be the ferry service provider and that ongoing operating costs would be covered by including the property entry fees in the ferry ticket price. Assumptions need further testing. (See Appendix B for project scope) Note: The management implications of increased visitors due to the potential ferry service will not be studied in this plan.
 - This opportunity would implement the Strategic Plan goals of engaging the interest and participation of a substantial number of new visitors and engaging more people in conservation.
- Acquire proper permitting to install dock. A new permit may need to be acquired from Beverly Harbor Master and Army Corps of Engineers. However, an old permit may exist and could be used or renewed. This process could be more efficient than applying for a new permit. See Appendix B for a detailed explanation. Increased access will engage the interest and participation of a substantial number of new visitors, which may engage more people in conservation.

Visitor Service:	Does it Exist?	Specific Description: age, condition, actively updated?
1. Approach signs that lead visitors to the property	N	None needed at this time.
2. Entrance and trailhead signs.	N	No entrance sign or trailhead signs are needed.
3. Kiosk or Bulletin Board meets standards.	Y	Two kiosks exist and new signs have been installed recently.
4. Up-to-date Map on bulletin board and website.	Y	Bulletin board maps are up to date. Brochure with trail map and self-guided tour need updating.

5. Trails are clearly marked	Y	Trails are clearly defined, but no trail markers exist. Self-guided tour directs visitors along trails.
6. Adequate mooring area.	Y	Public and private moorings are available at the two mooring areas. No TTOR designated parking is available on mainland.

Current Volunteer Engagement:

- The Trustees’ ability to shuttle volunteers to and from the island is limited due to the property’s remoteness and current transportation, Charity, a 26’ flat bottom boat.
- A 6-person property committee exists to assist with membership promotion and property work days, including brush cutting.
- Boy scouts conduct pre-season trash and beach cleanup and other general management tasks.

Opportunities:

- Regular visitor/boaters could be of assistance with management duties. The property committee could engage visitors/boaters with information about how they can help.

V. Current Resources Available for Management

- a. Staff and Volunteers: Superintendent (currently vacant), Maintenance Foreman, Cape Ann Interpreter, Summer Island Manager, a summer seasonal maintenance tech, and a few volunteer groups on occasion. Volunteer days occur throughout the Cape Ann Management Unit. Staff is working to increase volunteer work days in the Management Unit
- b. Equipment: Boat (Charity) 26’ flat-bottom with Honda 90hp motor, mowers, weed whackers, brush saws, other various hand and power tools.
- c. Operating budget: Total funds available for use in FY10 total \$51,806, which is comprised of the following: Investment Income (\$41,361), Membership (\$9,945), Reservation Receipts (\$500).
- d. Other (partners, etc.): Double Eagle Ferry has been used on rare occasions. Kestrel Educational Adventures developed the Quest that is available on the property.

VI. Recommended One-time Actions

Rec#	Type	Resource Protection Action	Description/Rationale	Phase	Rank	1° staff	2° staff	Phase 1 Staff Hours	Phase 2 Staff Hours	Phase 3 Staff Hours	Total Plan Staff Needs	Vol. Op?	Total Phase 1 Cost	Total Phase 2 Cost	Total Phase 3 Cost	Total Plan Costs all Phases	Budget Source	Operating	Supplemental	Capital	Target Funding Source	Notes	Status
1	GM	Replace TTOR mooring chain.	Existing chain is corroded.	I	C	Con	PM	2			2		\$10,000	\$0	\$0	\$10,000	O	\$10,000				Cost is estimated by TTOR staff; contractor cost may vary.	NS
2	GM	Repair the bulletin board on South Beach.		I	N	PM		4			4		\$50	\$0	\$0	\$50	O	\$50					NS
3	VM	Update the property brochure, which includes the self-guided tour.	Last printed in 2001.	I	D	PM	E&O	8			8		\$860	\$0	\$0	\$860	O	\$860				C.A. Interpreter has started updating text and has added a location to tour. Map and design updates are needed, as well. Hours include all updates, cost is for printing 5,000 copies.	IP

Key:

Type: GM – General Management, HR - Historical and Cultural Resource Management, NR – Natural Resource Management, SR – Structural Resource Management, VM - Visitor Management

Phase: 1 – 2009 through 2011, 2 – 2012 through 2014, 3 – 2015 through 2017

Rank: C - Critical, N – Needed, D - Desired

Staff: DSR – Director of Structural Resources, E & O - Education & Outreach, EC – Ecologist, HR - Historic Resource Staff, RD – Regional Director, S – Superintendent

Budget Source: C – Capital, N – Not Applicable, O – Operating, S - Supplemental

Status: IP – In Progress, NS – Not Started

VI. Recommended One-time Actions (Continued)

Rec#	Type	Resource Protection Action	Description/Rationale	Phase	Rank	1° staff	2° staff	Phase 1 Staff Hours	Phase 2 Staff Hours	Phase 3 Staff Hours	Total Plan Staff	Vol. Op?	Total Phase 1 Cost	Total Phase 2 Cost	Total Phase 3 Cost	Total Plan Costs	Budget Source	Operating	Supplemental	Capital	Target Funding Source	Notes	Status
4	SR	Repair the solar powered system on the seasonal cabin.	The battery currently is charged by the solar panel, but the current does not distribute properly across the wiring network.	I	C	Con	PM	4	4		8		\$300	\$0	\$0	\$300	O	\$300				Combine task with other seasonal cabin electrical work. This could be scheduled as part of the work Clivus new England performs next spring since they should be able to troubleshoot.	NS
5	NR	Develop and implement a program for targeted removal of invasive species.		I	N	EC	S	8			8		\$0	\$0	\$0	\$0	O						NS
6	NR	Train summer Island Manager/seasonal employee on invasive identification and basic mapping, as needed.	Seasonal employees who live on island can assist with invasive monitoring with proper training.	I	N	EC	S	8			8		\$0	\$0	\$0	\$0	O						NS
7	NR	Conduct surveys for moths, whippoorwills and woodcock.		2	D	EC		60			60	yes	\$500	\$0	\$0	\$500	O	\$500				Funds will cover moth identification costs.	IP

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 Rank: C - Critical, N – Needed, D - Desired
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 Budget Source: C – Capital, N – Not Applicable, O – Operating, S - Supplemental
 Status: IP – In Progress, NS – Not Started

VI. Recommended One-time Actions (Continued)

Rec#	Type	Resource Protection Action	Description/Rationale	Phase	Rank	1° staff	2° staff	Phase 1 Staff Hours	Phase 2 Staff Hours	Phase 3 Staff Hours	Total Plan Staff Needs	Vol. Op?	Total Phase 1 Cost	Total Phase 2 Cost	Total Phase 3 Cost	Total Plan Costs all	Budget Source	Operating	Supplemental	Capital	Target Funding Source	Notes	Status
8	GM	Research existence of dock permit and/or acquire new permit.	An old permanent dock permit may exist. A new permit may need to be approved by Beverly Harbor Master and ACOE.	1	N	S				20	20		\$0	\$0	\$200	\$200	O	\$200				Cost estimate for permit application, may vary.	NS
9	VM	Install dock and float for ferry from mainland.	Increase public access and use of property.	2	D	S	Con						\$0	\$0	\$15,000	\$0	O					Task should involve DSR. Cost covers start-up cost and assumes that ferry operating costs will be covered by earned income. Assumption needs further testing.	NS
TOTAL								94	4	20	118		\$11,710	\$0	\$15,200	\$11,910		\$11,710	\$0	\$0			

Key:
 Type: GM – General Management, HR - Historical and Cultural Resource Management, NR – Natural Resource Management, SR – Structural Resource Management, VM - Visitor Management
 Phase: 1 – 2009 through 2011, 2 – 2012 through 2014, 3 – 2015 through 2017
 Rank: C - Critical, N – Needed, D - Desired
 Staff: DSR – Director of Structural Resources, E & O - Education & Outreach, EC – Ecologist, HR - Historic Resource Staff, RD – Regional Director, S – Superintendent
 Budget Source: C – Capital, N – Not Applicable, O – Operating, S - Supplemental
 Status: IP – In Progress, NS – Not Started

VII. Routine Management Program

Line #	Task	Action Type	Acceptable Performance Level (APL)	Acceptable Frequency	Less Than Annual	Season	Who?	Volunteer Op?	Total Hours Needed to Reach APL	Add'l Funds Needed to Reach APL	Notes
1	Implement a program for targeted removal of invasive species.	NR	Strong	Annually	no	Sp, S, F	S	yes	120	\$250	Regional Ecologist to assist. Add't funds may be needed for herbicide and misc equipment. Staff efforts will be limited due to reservation's remoteness. 3 staff memeber working for 5 days.
2	Continue to monitor for invasive species.	NR	Strong	3 times per season	no	Sp, S	PM	no	12	\$0	Seasonal employee/summer Island Manager should be given training on invasive ID and look-out species / recent invaders. Basic mapping skills also helpful. Staff efforts will be limited due to reservation's remoteness.
3	Put seasonal cabin online and take offline.	SR	Adequate	Twice annually	no	Sp, F	PM	no	10	\$0	Involves wiring and solar panels. Maintenance Foreman could use assistance with wiring.
4	Maintain bulletin board structures.	SR	Adequate	As needed	no	Sp, S, F	PM	yes	4	\$50	South Beach bulletin board needs repairs as of summer 2009.

Key:
Action Type:
 GM – General Property Management
 NR – Natural Resources Management
 SC – Scenic Resources Management
 SR – Structural Resources Management
 VM – Visitor Management
Performance Level:
 Adequate - The task is currently completed at a level that does not hinder resource protection or the visitor experience.
 Strong - The task is completed in a manner/at a frequency that represents the ideal.
Who?:
 C – Contractor
 EC – Ecologist
 PM – Property Manager
 S - Superintendent

VII. Routine Management Program (Continued)

Line #	Task	Action Type	Acceptable Performance Level (APL)	Acceptable Frequency	Less Than Annual	Season	Who?	Volunteer Op?	Total Hours Needed to Reach APL	Add'l Funds Needed to Reach APL	Notes
5	Monitor all structures and ruins for safety hazards and structural integrity.	SR	Strong	As needed	no	Sp, S, F	PM	yes	0	\$0	Can be done in conjunction with general monitoring. Hours are covered in general property management task.
6	Service composting toilet.	SR	Adequate	Twice Annually	no	Sp, S, F	Con	no	4	\$0	Clivus technician conducts on-site general maintenance.
7	Collecting entrance fees, talking to public, and discussing membership.	VM	Strong	2 days per week	no	Sp, S, F	PM	no	160	\$0	Island Manager's duties.
8	General property management.	GM	Strong	3 days per week	no	Sp, S, F	PM	no	275	\$0	Island Manager does mowing, weed wacking, trail clearing, trash pickup, and general monitoring.
9	Continue to monitor mortar and repoint stones, as needed.	SR	Adequate	Annual	no	Sp, S, F	S	yes	4	\$3,000	Monitoring should be completed annually and covers staff hours. Cost is for annual renewal as part of on-going routine maintenance. Annual renewal would cost less than would cost less than deferred maintenance.
TOTAL									589	\$3,300	

Key:
Action Type:
 GM – General Property Management
 NR – Natural Resources Management
 SC – Scenic Resources Management
 SR – Structural Resources Management
 VM – Visitor Management
Performance Level:
 Adequate - The task is currently completed at a level that does not hinder resource protection or the visitor experience.
 Strong - The task is completed in a manner/at a frequency that represents the ideal.
Who?:
 C – Contractor
 EC – Ecologist
 PM – Property Manager
 S - Superintendent

VIII. Conclusions

- a. Misery Islands is challenging to manage due its remoteness as staff and equipment have to travel by boat from the mainland. However, visitors with personal boats are attracted to the property for this same reason and it is a destination location for a significant number of seasonal visitors. Also, the property is comprised of sensitive ecology, interesting historic and cultural remains, and outlets for relaxation and recreation which add to the management complexity. The Trustees need to continue to coordinate management and monitoring activities between staff in order to efficiently maintain the property and implement the tasks outlined in this plan. It is very beneficial to have volunteer support and that visitors take pride in keeping Misery Islands clean. Methods of enhancing volunteer and visitor support and future ferry service are worth exploring. Advancement of the Strategic Plan could occur if ferry service was available by engaging the interest and participation of a substantial number of new visitors and engaging more people in conservation.

IX. Monitoring and Review

- a. Property plan should be reviewed annually by staff to ensure progress is being made to complete the recommendations. Future plan revisions may require additional research and field work.

APPENDIX A: Rules and Regulations

For the protection and enjoyment of the Reservation, visitors shall comply with the regulations listed below.

REGULATIONS:

1. Camping is prohibited for public health reasons.
2. All fires are prohibited except on beaches. Prohibition includes open fires, charcoal grills, gas stoves, hibachis, canned heat, and so forth. Extinguish all coals or ashes with water after use. The density of surrounding vegetation, shallow soils, and exposure to drying winds make the use of fire on the islands hazardous.
3. Cutting or removing vegetation is prohibited. Trees, shrubs, and wildflowers are of scientific interest - all are part of the beauty of the landscape.
4. Littering is prohibited. Carry all your trash back to the mainland.
5. Motorized vehicles are prohibited. The fragile vegetation and shallow soil of the Reservation make it inappropriate for trail vehicles in any season.
6. Disturbing, removing, defacing, cutting or otherwise causing damage to a natural feature, sign, poster, barrier, building, or other property is prohibited.
7. The use of metal detectors and digging are prohibited.
8. Playing horseshoes is prohibited except on beaches because it damages the ground cover.
9. Conduct which disturbs the tranquility of the Reservation or its enjoyment by others is prohibited.

Misery Islands Reservation is a property of The Trustees of Reservations. Visitors are welcome, but on the understanding that they use the area at their own risk, and that they will comply with all the above regulations. Whoever disregards or violates any of the above regulations is hereby subject to arrest, fine and imprisonment as provided by law. The Trustees of Reservations cannot assume responsibility for injuries or for the loss of personal property.

APPENDIX B: Memorandum Regarding Float System and Ferry Service

To: Wayne Mitton
From: Joe Christian
Date: 25 April 2008
Re: Misery Float System Proposal

After a few years of healthy membership sales and gate fees on Misery Island I would like to propose a plan to reestablish ferry service to the island by installing a float system that would allow a conventional boat to do the job. At the moment there are no landing craft in the area similar to the one that Sunline Cruises operated and it is very unlikely that one will emerge in the near future. If we wish to reestablish access to the island for the general public we will have to adapt and become suitable for a ferry service with a conventional boat to serve the island. The best way to do this is with a float system that would go from the extreme high water mark to the extreme low water mark and would be removed each year during the off season.

The cost of the system will be \$15,000 (I have asked for an updated estimate). Assessing the last four years that Sunline Cruises ran the ferry service the number of island visitors that will utilize the ferry will be between 900 and 1000 per year. With a gate fee of \$5 per person, the income generated would be approximately \$4,500 per year which means that the fees alone would pay for the dock in just over three years. Add to this the reduced wear and tear on Charity (described below) and it is feasible that the project would pay for itself and most likely be profitable within the first two years. There is also \$5,000 in the Cape Ann Management Unit membership funds that can be used to help pay for the project if needed.

While the biggest benefit to this type of system is that it provides a relatively inexpensive way to open up the doors for ferry services with conventional boats, it has many other benefits as well. It will make an easy access point for boaters who currently have no convenient way to land - which should increase visitation. My crew would also benefit. Bringing water, equipment and supplies to the island would be much safer and easier and it would reduce the wear and tear on Charity. Due to landing charity on the beach, we currently spend \$250 for propeller repairs per year from hitting bottom while dropping off equipment and supplies. One year we had to replace the lower unit on the motor (\$1200) after a piece of cable was picked up off the bottom and wound its way around the propeller mount - ruining it. Sand gets pulled into the water pump and causes it to wear out every few years. Barging equipment and supplies across on a section of the float would be an easy and safe solution.

I have been working with the Captain of the 'Double Eagle' - Walter Beebe-Center. He already runs a ferry service to our neighbors on Bakers Island and we believe that it benefits both of us if Misery Island becomes a leg on his schedule. We will regain public access and he will be able to expand his business. The Double Eagle has convenient parking for 50 cars at the Launch site. We have decided on the following service schedule and will allow for changes as deemed necessary:

Weekday Schedule
Misery Island

Departures from Mainland: 9:00am / 1:00pm
Pickups from Misery Island: 1:00pm / 6:00pm

Season

Weekends commencing May 2005

Daily from Memorial Day through Labor Day.

Weekends following Labor Day through Columbus Day.

Fees (for Ferry only - TTOR fees will be collected by Island Rangers):

Round Trip \$15 for Adults. (XXXX to be updated XXXX)

Round Trip \$10 for Children. (XXXX to be updated XXXX)

Parking will be \$5 per Vehicle. (XXXX to be updated XXXX)

Here is a description and history of the boat and operation that Walter runs:

The ferry boat Double Eagle was Built by the Hodgdon Brothers boat yard in Boothbay, Maine in 1973. Originally built as a lobster boat and dragger for a member of the Hodgdon family it was converted to passenger use by Paul Ross of Falmouth Mass in 1986. In 2003 the Detroit Diesel power plant went through a complete rebuild, effectively producing a *brand new engine*. The Double Eagle is *certified by the Coast Guard* to carry 49 passengers and is *inspected by the Coast Guard annually*, both in water and in dry dock. Bakers Transport and Double Eagle Charters is *fully insured* for commercial passenger service and *all Captains on board are Coast Guard licensed*. It began providing scheduled ferry service to Bakers Island in 1997 and has done so each summer since. Only once has the ferry failed to run as scheduled, and that was due to unsafe weather conditions. In addition to the Bakers ferry service the boat provides sightseeing and lobstering charters in Salem Sound. Walter has *convenient parking* for 50 cars at his launch in Manchester.

I have included two proposals for the construction of the floats and I have attached digital photos of the Double Eagle from both the side and rear (not shown). The proposals describe the construction, dimensions and installation of the floats.

There are some challenges to the project. The last time we visited the idea of a float, we were road blocked by the Beverly Harbor Master. While it is my understanding that he had the authority to approve a project like this one, he refused to. His reasons regarded the idea that this wasn't a "private float" and he would not sign off on it if the general public or a ferry service was going to be using it. He said that it was something that the Army Corps of Engineers would have to approve. When I approached the Corps, they only had authority over permanent docks and wouldn't consider a float.

In the past few weeks I have been doing more research and getting updated bids. In the process I was told by someone that, recently, the Army Corps took concurrent jurisdiction over temporary floats so now permitting is required from both the harbor master and the Army Corps. This means a one time permit from the Corps. and an Annual permit from the harbor master. I confirmed this with a representative at the Corps.

The Army Corps rep also told me that there is a way to bypass the harbor master by applying for a Chapter 91 license. An added benefit to this is that the license is permanent. I feel that it

would be smart to have our lawyers look into this matter to clarify. I was also informed by my new Misery Island chair, Tom Walker, that the permitting could take as long as 2 years if we have to go through the Army Corp and Chapter 91.

There is evidence of old docks and floats on the island. It would be a good early step to look for old permits on record. If we are able to secure one, permitting could be for a Chapter 91 repair rather than a new structure. This is a much easier permitting process. Unfortunately, the states Chapter 91 record keeping department of late has been less than competent and has destroyed a significant number of old records and permits.

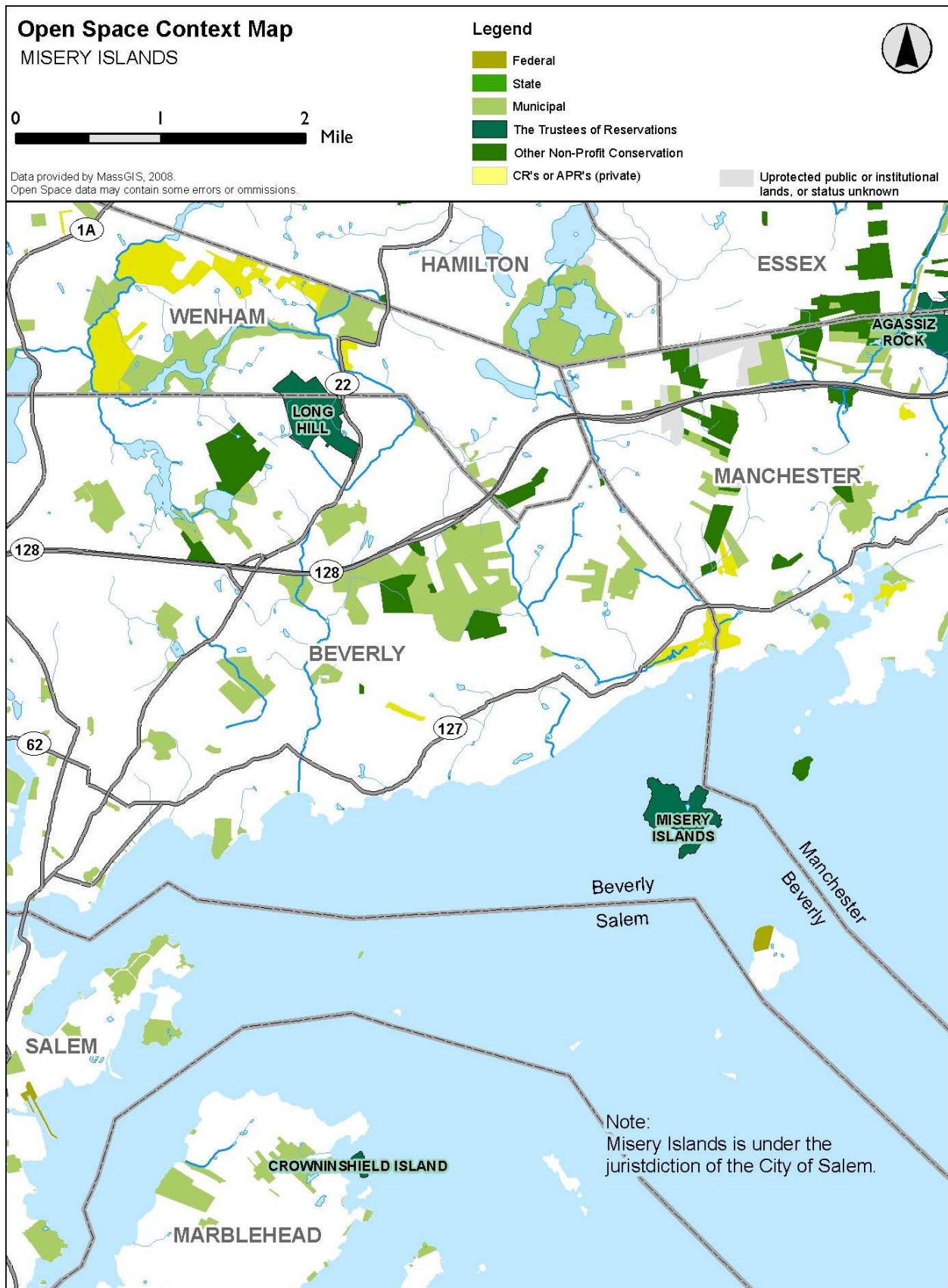
In addition to the permitting, there is the matter of funding the project. I have already mentioned that there is membership incentive money that I am willing to put towards it. The balance would have to be raised. I am guessing at around \$10,000. As I get the updated bids, I will know better how much this will be.

Let me know if you have any questions or comments.

Thank you,

Joe Christian
Superintendent -
Cape Ann Management Unit

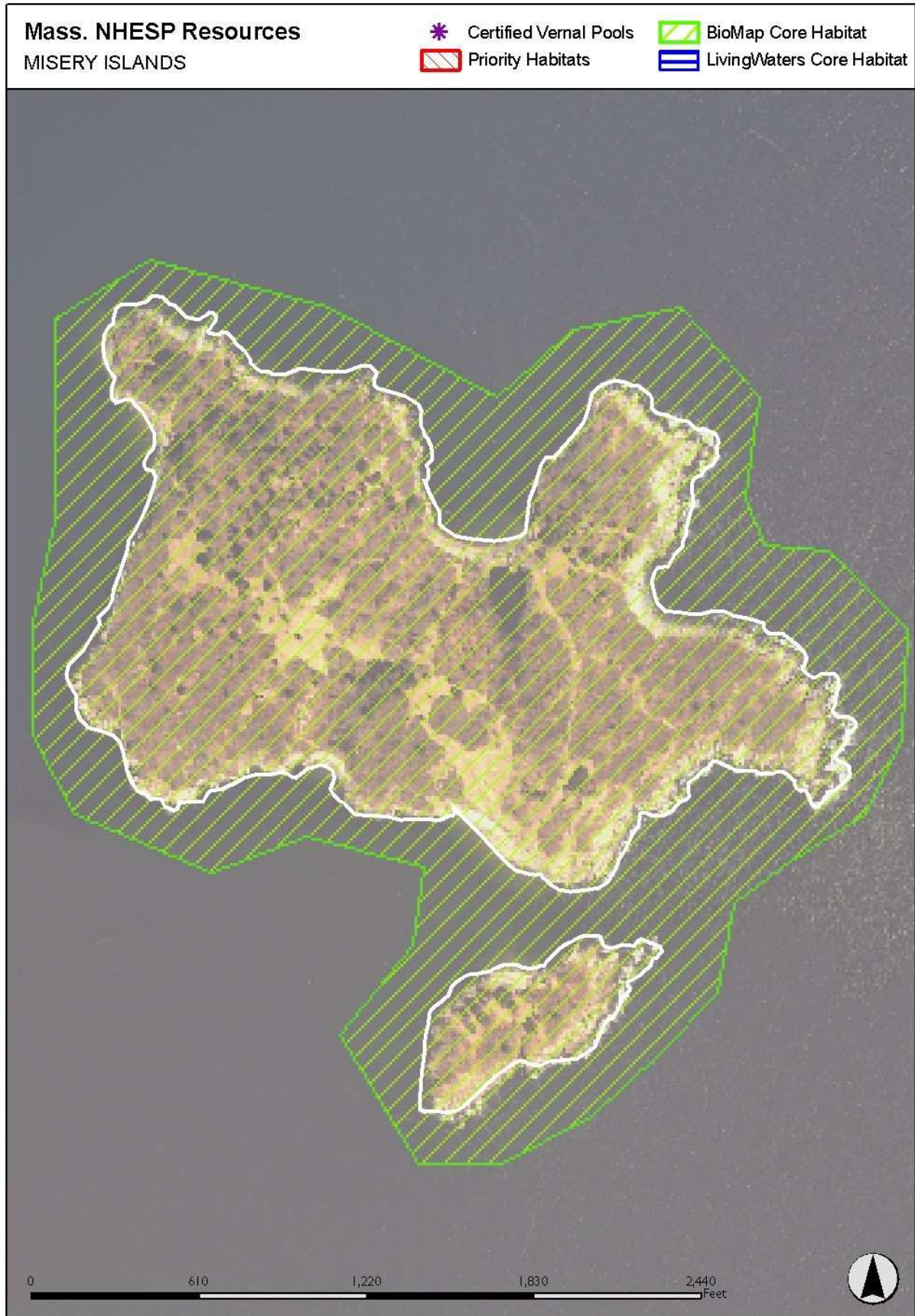
APPENDIX C: Misery Islands Open Space Context Map



APPENDIX D: Misery Islands Base Map



APPENDIX E: Misery Islands Natural Heritage & Endangered Species Program Map



APPENDIX F: Trail Map

