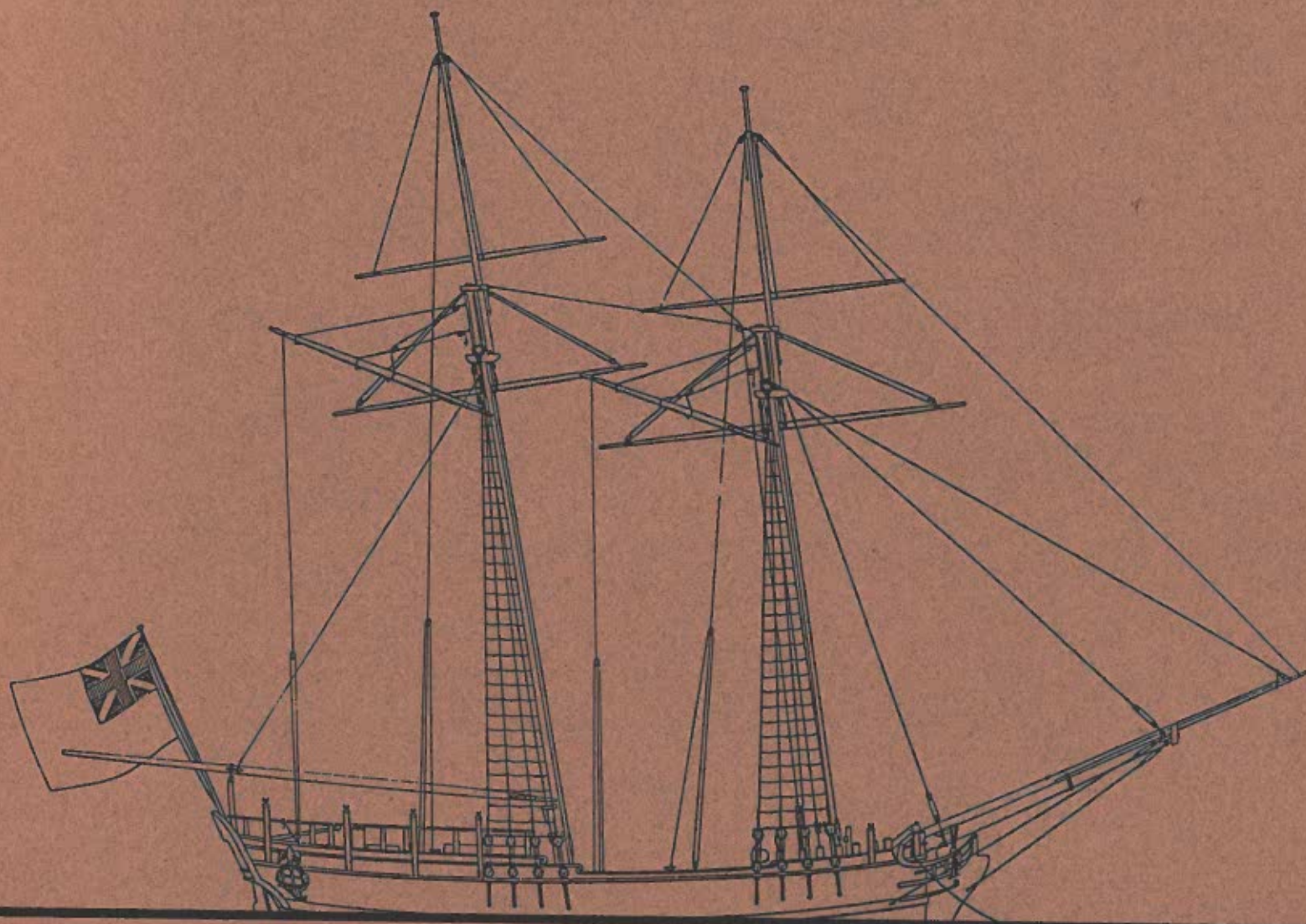




SCHOONER ♦ SULTANA ♦ PROJECT

EXPLORING THE PAST...WORKING FOR THE FUTURE

SCHOONER SULTANA PROJECT

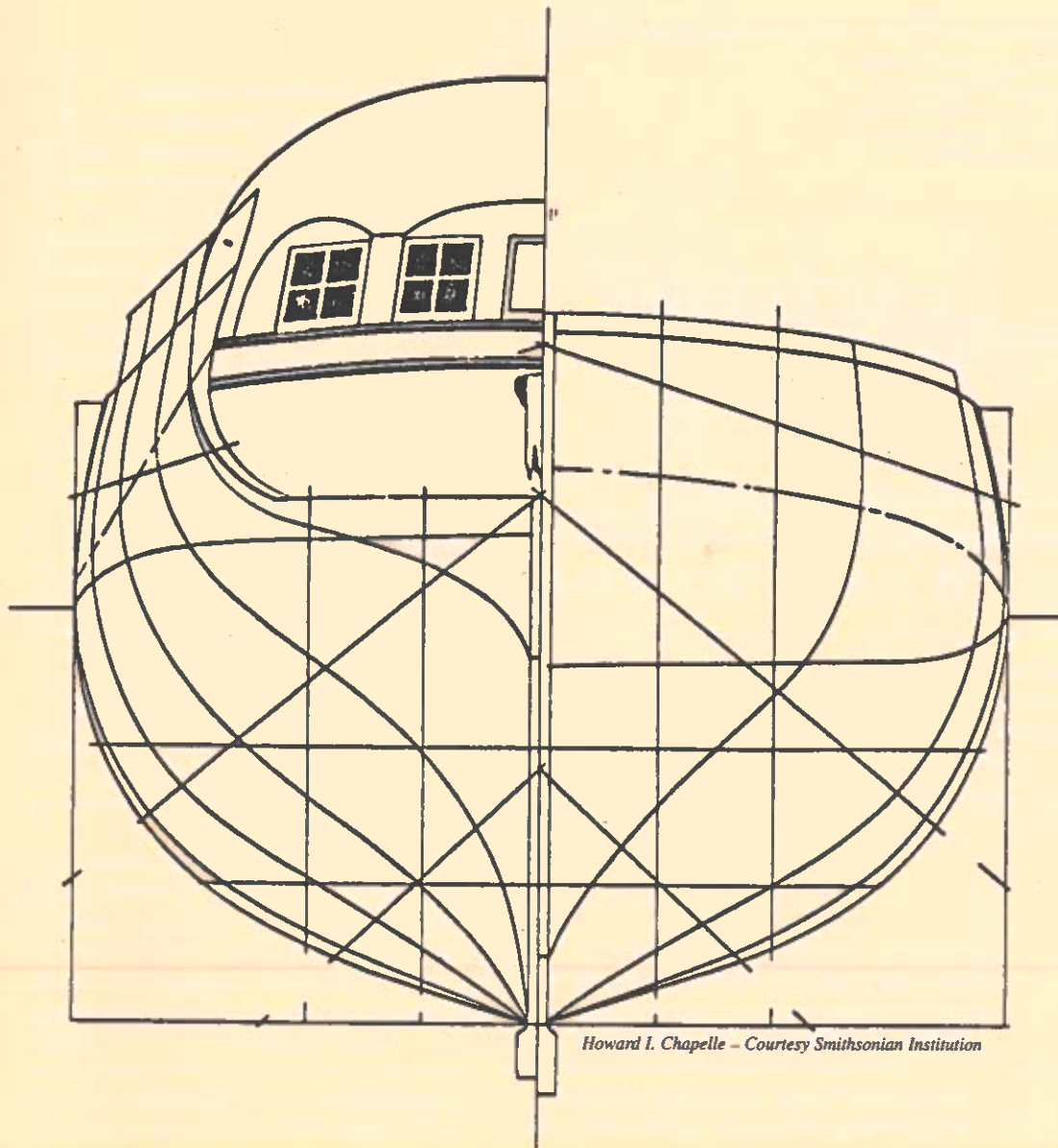


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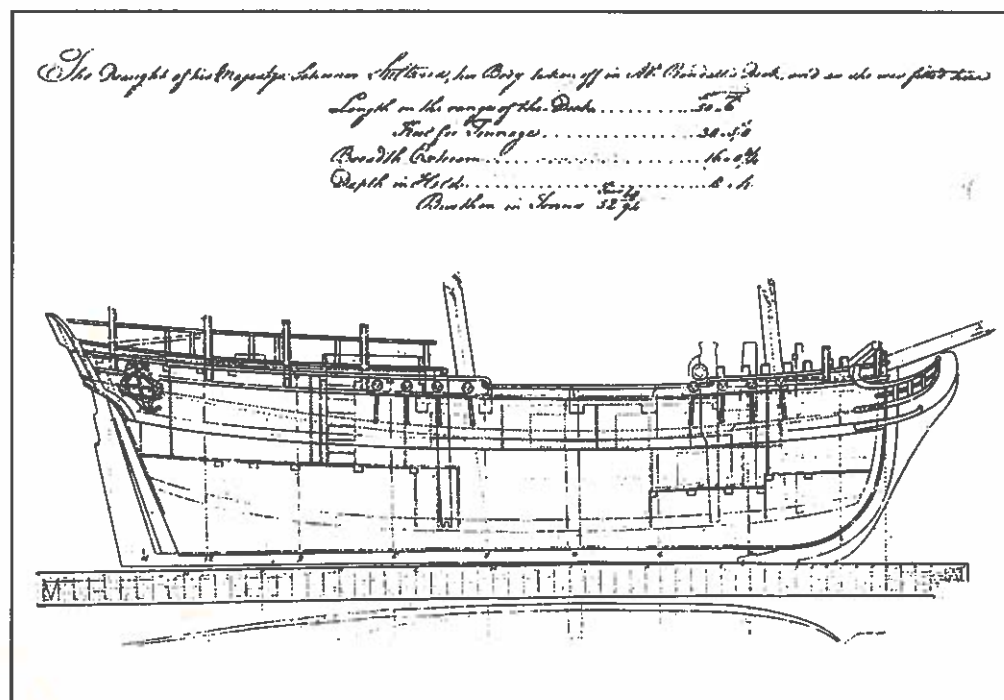
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EXPLORING THE PAST ... WORKING FOR THE FUTURE

The Schooner Sultana Project is an undertaking of Chester River Craft and Art, a non-profit, 501(c)(3) organization located in the historic port of Chestertown on Maryland's Eastern Shore. The object of the Sultana Project is to build and operate a reproduction of the schooner SULTANA, one of the few American-built vessels from the colonial period for which extensive documentation has survived.

Built in Boston, Massachusetts in 1767, SULTANA was purchased by the British Royal Navy in 1768 and employed as a dispatch boat and revenue cruiser until 1772. In the course of her extensive patrols on the East Coast of North America, H.M.S. SULTANA and her crew participated in some of the defining events of the early American Revolution. The new SULTANA will be a living and authentic testament to the revolutionary maritime history of the United States, and specifically the Chesapeake Bay, where SULTANA patrolled between 1769 and 1771.

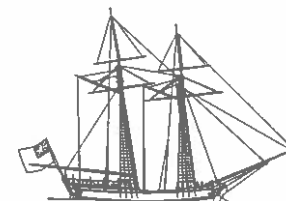
The reconstruction of SULTANA will be a regional and public effort, with portions of the vessel being crafted in cities and towns up and down Maryland's Eastern Shore. Workshops, seminars and apprenticeships will be offered in traditional maritime crafts, providing a unique opportunity for students from the Eastern Shore, Maryland and across the country to learn from and enjoy the building of SULTANA.



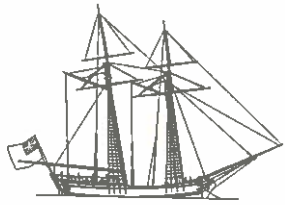
Draught of SULTANA recorded by Royal Navy surveyors on June 21, 1768 at the Deptford Navy Yard outside Greenwich, England. This is one of the few existing detailed renderings of an American-built colonial schooner. Courtesy National Maritime Museum, Greenwich, England.

Under sail, SULTANA will travel many of the same routes as the eighteenth century original, but with a new purpose: to voyage as a classroom for the teaching of history and the aquatic sciences. Each year thousands of students from Maryland and the surrounding states of the Chesapeake Bay watershed will sail aboard SULTANA,

learning about the shared history and environment that bind the communities of the Chesapeake region together. As an extension of this educational mission, SULTANA will also serve as a regional attraction, striving to promote, preserve, and enrich the qualities that make the Eastern Shore of the Chesapeake unique.



PROJECT CONCEPT



PROJECT CONCEPT

In its broadest sense the mission of the Sultana Project is to educate, enrich and preserve the distinctive communities of Maryland's Eastern Shore. Both during construction and under sail the Sultana Project will work to fulfill this mission by supporting and advancing three existing regional initiatives:

1. Education

The Sultana Project will:

- Provide over 2,750 student days per year of high quality educational programming.
- Educate about the history and natural environment of the Chesapeake Bay and the Eastern Shore.
- Expand the community's understanding of its social, political and cultural history.

2. Conservation

The Sultana Project will:

- Work to preserve and protect the historic legacy, natural environment and traditional culture of the Chesapeake Bay and the Eastern Shore.

3. Economic Development

The Sultana Project will:

- Contribute significantly to the region's economy, provide new jobs and support existing ones, and foster the expansion of regional heritage, craft and environmental tourism.
- Be a model for economic development that is both regionally appropriate and environmentally sustainable.



Photo/Tyler Campbell

In the early 1760's America was little more than a loosely bound collection of undeveloped colonies clinging to the coastline of North America. The fewer than two million European inhabitants of England's North American colonies had barely begun to think of themselves as "Americans," and when they did it was in a geographical rather than a political sense. First and foremost the colonists considered themselves Englishmen, subjects of King George III and proud to be so. As Englishmen, the colonists were citizens of the most powerful empire in the world, an empire that, by the close of the Seven Years War in 1763, was the undisputed master of the seas and ruler of possessions extending to the four corners of the earth.

If most Americans of the 1760's were proud to call themselves Englishmen, certainly there were none more proud than the English colonists of Maryland's Eastern Shore. As much as any people in the

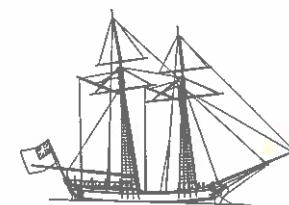
thirteen colonies, the men and women of the Eastern Shore modeled their politics, religion and society directly on the British example. The colonial counties of the Eastern Shore, Cecil, Kent, Queen Anne's, Talbot, Dorchester, Somerset and Worcester, and the colonial towns, Chestertown, Georgetown, Cambridge, Oxford, Bolingbroke, St. Michael's, Talbot, and Queenstown, were British not only in name but also in character.

The 1760's found the Eastern Shore a relatively peaceful and prosperous place. As was true throughout the thirteen colonies, the Eastern Shore was a largely maritime-based society. To a great extent politics, commerce and communication were conducted across the water. Shipyards lined the shores of the Sassafras, Chester, St. Michael's and Choptank rivers, building the ships that connected the Eastern Shore to the world. Tobacco and grain, then the region's staple crops, were placed in the

holds of vessels destined for ports in England, Ireland, the West Indies, Portugal and Spain. These same ships would return, bringing manufactured goods from the British Isles, rum and molasses from the West Indies, and news from Europe and the other American colonies.

1767 and a Schooner Named SULTANA

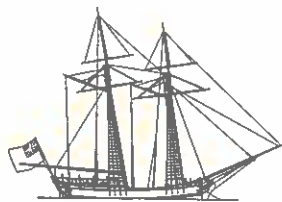
In the summer of 1767 the news coming off these ships and onto the wharves of Chestertown, Annapolis, Philadelphia and New York was only beginning to give a hint of the revolutionary changes that were in the offing. Amazingly, in fewer than ten years the proud English colonists of the early 1760's would find themselves in open revolt against their mother country, the greatest empire in the world.



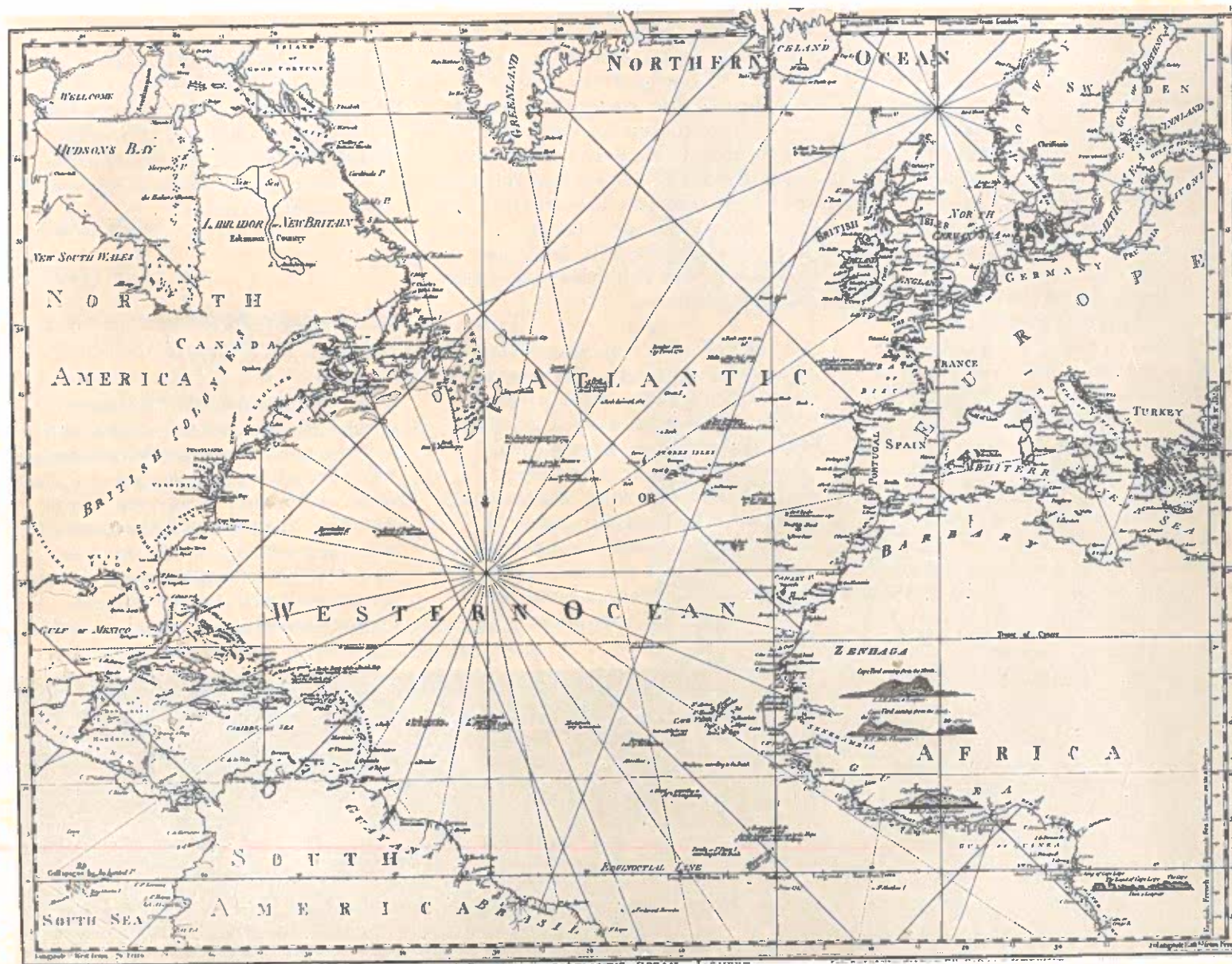
THE HISTORY



Image of Grey's Inn Creek shipyard, Kent County, Maryland, circa 1760. Courtesy of the Maryland Historical Society.



THE HISTORY



A Chart of the Atlantic Ocean, London, 1775. Courtesy The John Carter Brown Library at Brown University.

Certainly the shipwrights working in Benjamin Hallowell's Boston shipyard that summer could not have predicted the turmoil about to befall the thirteen colonies. Neither could they have guessed that one of the ships they were building would shortly find itself on the front lines of the struggle that would become the American Revolution.

Of all the ships rising from the stocks in Hallowell's yard that summer probably none was *less* likely to be significant than the tiny SULTANA. A diminutive vessel from the start – just 50 feet 6 inches from stem to stern, with a calculated burthen of 52 ^{68/94} tons – SULTANA was being built along the lines of a coastal cargo schooner. The shipwrights in Hallowell's yard, used to building far larger vessels than SULTANA, crafted the tiny schooner as if she were a ship-of-the-line. Her thirty-two hull frames averaged a proportionally gargantuan ten to twelve inches square and her double-kneed deck beams, spanning only fourteen feet, were still a hefty seven inches to a side.

The solid construction and sharp, seaworthy lines of the American-built SULTANA would catch the eye of the British Admiralty only a few months after she slid down the ways and into the waters of Boston Harbor. Improbably, SULTANA was to escape the obscurity of private service and instead be purchased by the British Admiralty, becoming the smallest schooner ever to serve in the Royal Navy. As a revenue cruiser and dispatch boat, H.M.S. SULTANA would spend the next five years visiting eleven of the thirteen colonies, engaging American sailors from Cape Cod to the Choptank.

SULTANA *Joins the Royal Navy*

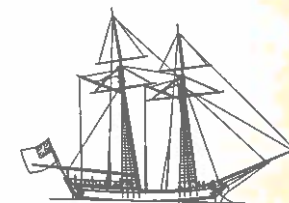
SULTANA's maiden voyage provided the first true test of her seaworthiness. Her owner, Sir Thomas Asquith, knew full well in January of 1768 that the British Admiralty was furiously searching for vessels to augment its North American Fleet. Only months earlier Parliament had passed the notorious Townsend Acts, imposing duties on tea, paint, paper, lead and other items imported by the American colonists. The Royal Navy, on whose shoulders fell the burden of enforcing the new taxes, lacked the quick and maneuverable vessels needed to effectively monitor colonial shipping. Ironically, it would be the American designed and American-built schooners that would best suit the Royal Navy's needs. Hoping to make a quick profit, Asquith hired a captain and crew to sail SULTANA across the frigid January waters of the North Atlantic to the Navy Yard at Deptford, England, where he hoped the Admiralty would see fit to purchase her.

In early March of 1768 the Royal Navy shipwrights surveyed SULTANA and were favorably impressed: "*Has the Character of being a good Sailor . . . Appears well wrot & put together . . . a proper vessel, fit to purchase for his Majesty's service*" [PRO ADM 106/3315]. Along with their account of her qualities and condition, the Navy surveyors also made a detailed draught of SULTANA's lines and construction. Although not an act of consequence at the time, this draught has grown in importance

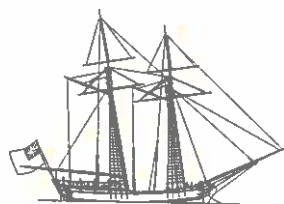
as one of the few detailed recordings that remains of a pre-Revolutionary, American-built vessel. On March 8, 1768, the Lords of the Admiralty ordered that SULTANA be purchased and entered onto the Royal Navy lists.

What we know of SULTANA's activities over the next five years is derived primarily from the pages of the schooner's logs and musterbooks which, amazingly, have survived intact to the present day. Two daily journals of SULTANA's activities were kept on board, one by her Commander, Lieutenant John Inglis, and a separate journal by her sailing master, David Bruce. These men also maintained the musterbook, which recorded the name, age, birthplace, rank and pay of every man and woman who would serve on or sail aboard H.M.S. SULTANA. Taken together these documents provide one of the most authentic and complete histories available for an American-built ship of this period.

SULTANA spent the summer of 1768 being refitted, armed and provisioned in preparation for service interdicting smugglers along the coast of North America. Topmasts, yards and square sails were added to the original "bare-poled" American rig, making SULTANA faster and better able to run down fleeing merchantmen. Bunks were fitted to beams on either side of the hold to accommodate her established crew of twenty-five. Eight $\frac{1}{2}$ -pound swivel guns were mounted on the rail on either side of the deck, and a cache of muskets, shot and powder was stored in the magazine below. After taking on water and provisions SULTANA sailed out of the



THE HISTORY



THE HISTORY

Downs on August 20, 1768, and began her journey back to North America.

SULTANA, the Tea Tax and the Occupation of Boston

On October 24, after a harrowing two-month crossing of the Atlantic, SULTANA reached the safety of Halifax Harbor in Nova Scotia. In the short time that had elapsed since her departure from Boston, the political landscape of the colonies had begun to change dramatically. As news of the Townsend taxes spread in the winter of 1767-68, the colonists reacted with outrage. This was especially true in Boston where the recently established Board of Customs Commissioners met to oversee enforcement of the new taxes.

By the early spring of 1768 life had become difficult for the Customs Commissioners. Mobs regularly gathered outside of their houses, occasionally burning the occupants in effigy. The situation grew worse on June 10, when the Customs Commissioners ordered the seizure of John Hancock's ship LIBERTY, which they suspected of smuggling. The reaction from the Bostonians was immediate and impassioned. The houses of several commissioners were looted and burned. Many commissioners were forced to flee Boston or take refuge with the British garrison in Boston Harbor.

At once the British military machine moved into action. By fall the ships of the Royal Navy were descending on Boston, bringing with them hundreds of troops to



Engraving by Paul Revere showing the British fleet landing troops at Boston in the fall of 1768. As part of this fleet SULTANA assisted with the landing of British regulars sent to subdue rioting American colonists.

occupy the city. Immediately upon her arrival in Halifax, SULTANA was ordered to Boston where she joined the ships of the imposing Royal Navy. For the rest of November SULTANA aided with the landing of the troops into Boston – the first instance when British regulars occupied an American city in order to subdue its English colonists. Only twelve months off the stocks, the tiny American-built SULTANA was taking part in the first significant military action of the American Revolution.

With the British troops landed, SULTANA left Boston in early December.

After rounding Cape Cod she came to anchor in the waters off Newport, Rhode Island, where she would spend the first half of 1769 patrolling for smugglers.

Her time in and around Rhode Island marked the beginning of a transformation in the make-up of SULTANA's crew. What had started as a group of predominantly English and Irish sailors would slowly evolve into an eclectic mix of British, European and American-born sailors. While many of the new American crewmembers were of English descent, there were also those whose ancestors had emigrated from other

parts of Europe or who had been brought to America as slaves from the shores of West Africa. The first such man, Prince Gould, a free black, born in Providence, Rhode Island, joined the crew of SULTANA as an able-bodied seaman on April 1, 1769.

SULTANA continued her patrols in the waters off Rhode Island until May when she made her way down the coast – anchoring in New York and Philadelphia in June – then sailing north to Halifax for re-fitting during the month of August. Throughout 1769, SULTANA frequently stopped and searched American merchantmen to inspect their cargo for smuggled goods.

Although SULTANA was technically a man-of-war, her small size and limited firepower often meant that she encountered resistance when attempting to stop larger American merchantmen. Apparently this resistance energized Lieutenant Inglis and his crew, who tenaciously chased down fleeing vessels while firing shots from SULTANA's swivel guns across the offending ship's bow.

SULTANA

Patrols the Chesapeake

After her refit at Halifax, SULTANA was ordered to proceed to her next station at the mouth of the Chesapeake Bay. Departing Nova Scotia in late August, SULTANA sailed south, arriving in Virginia's James River by early October. Captain Inglis and his crew were never

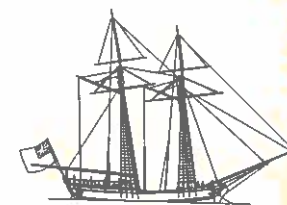


Portrait of a black sailor from the 1770's, anonymous. Prior to the Civil War, both free and enslaved black sailors composed a significant portion of crews on American sailing ships. Courtesy Dr. Alexander A. McBurney.

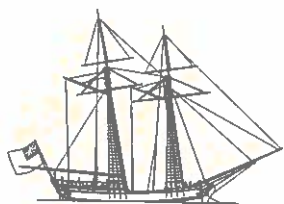
busier than when they were on the Chesapeake. Bruce's logs indicate that the tiny schooner stopped and searched incoming ships from London, Glasgow, Liverpool, Lisbon, Barbados, Jamaica, Antigua, Port-au-Prince, St. Christopher's, Boston, Nantucket, New York and Philadelphia. SULTANA also inspected outgoing vessels from Norfolk, Hampton, Jamestown, Williamsburg, Yorktown, Alexandria, Georgetown, Baltimore, Annapolis, the Susquehanna and the ports of Maryland's Eastern Shore.

Through the fall of 1769 and into the spring of 1770, SULTANA was under orders to monitor the shipping arriving and departing from Virginia's James, York and Rappahannock Rivers. While on station, Lieutenant Inglis and his crew regularly moored SULTANA offshore and rowed into Norfolk, Hampton, Jamestown, Yorktown and Williamsburg. David Bruce recorded several visits by the crew to Williamsburg in the early days of December, 1769, just after the Virginia House of Burgess had gone into session. Unbeknownst to them, the crew of SULTANA walked the streets of the Virginia capital while only feet away the colonial legislature, whose members included Patrick Henry, George Washington and Thomas Jefferson, debated their colony's response to the British taxes SULTANA was enforcing!

In April, SULTANA was ordered to make her way up the Chesapeake to patrol the shipping coming out of the province of Maryland. Lieutenant Inglis kept SULTANA in the area around Smith Point, where she could monitor the ships moving



THE HISTORY



THE HISTORY

in and out of the Potomac as well as the vessels coming and going from the established ports in the Upper Bay.

It is evident from SULTANA's logbooks that even as early as 1770 the Eastern Shore of the Chesapeake had emerged as a distinctive region. In the late spring and summer of 1770, SULTANA "hove to" about an equal number of vessels from the Western and Eastern Shores. Consistently the Western Shore vessels were specified in the log by their port of origin, Baltimore, Annapolis, etc., while the sloops and schooners from the other side of the

Bay were all recorded as sailing from the "Easterning Shore."

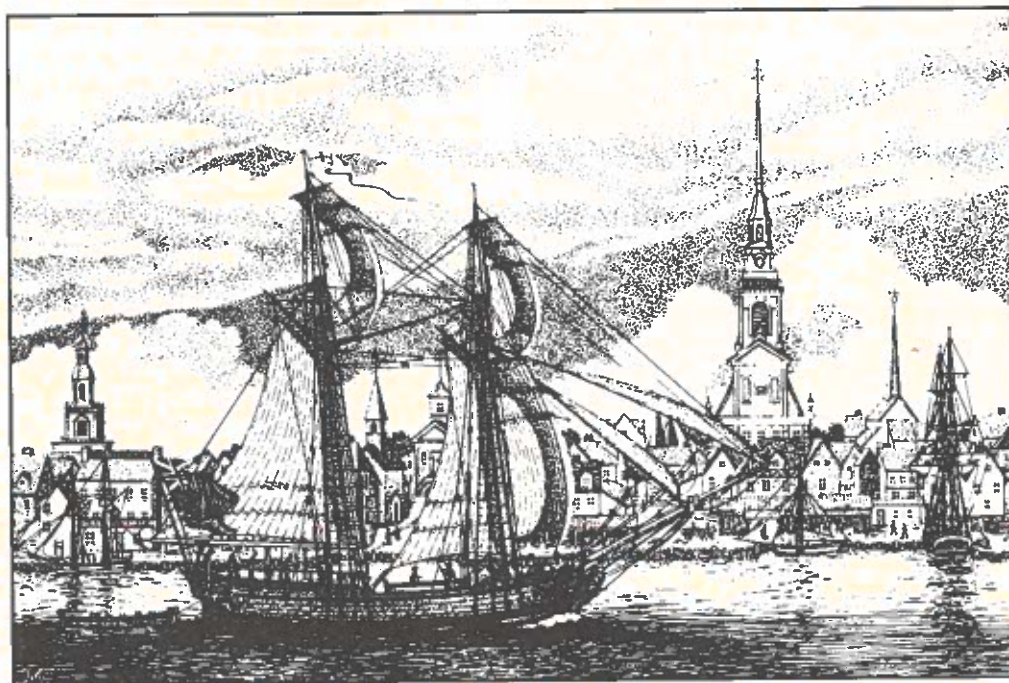
This almost certainly indicates the decentralized nature of Eastern Shore commerce in the eighteenth century. Blessed with a plethora of natural harbors, the Eastern Shore supported numerous local ports like Chestertown, Oxford, St. Michael's and Cambridge. Vessels also left directly from the wharves of large farms that lined the banks of the Eastern Shore's numerous rivers. In contrast, the economy of the western shore flowed through far fewer and larger ports. Apparently, keeping

track of all the ports on the Eastern Shore was too much for David Bruce and he found it easier to lump them together as the "Easterning Shore."

1770-1773, SULTANA And the Growing Rebellion

SULTANA left her station on the Chesapeake in August, 1770, and sailed north, returning to the waters off New England. Events were moving rapidly towards rebellion in the New England of 1770, spurred on in large part by the Boston Massacre. On the fifth of March a group of seven British soldiers was cornered by an angry Boston mob. In the ensuing confusion five American colonists were shot and killed. The uproar created by the Boston Massacre was unprecedented. In response the Admiralty moved to rearrange the North American Fleet, transferring its headquarters from Halifax to Boston. Between August and November SULTANA made several frenetic transits back and forth between Halifax, Boston, and Hampton Roads, carrying urgent orders concerning the reorganization of the fleet.

As part of this reorganization, SULTANA was again placed on station in the waters off Rhode Island. Like the Bostonians, the colonists of Rhode Island were frothing with rebellion, the myth of the Boston Massacre still fresh in their minds. It was in this rebellious atmosphere on the evening of January 21, 1771 that SULTANA had her first significant encounter with angry American colonists.



SULTANA at Philadelphia. Courtesy Conway Maritime Press, London, England.

The incident began two months previously when Thomas Roberts, one of SULTANA's crewmembers, deserted and ran from the schooner. This was not an uncommon occurrence, as men often used service on board a sailing ship as a convenient means of transportation, simply deserting when the vessel arrived at their desired destination. Unfortunately for Roberts, he had the misfortune to be on board a small sloop when it was boarded by the men of SULTANA in Newport Harbor on the afternoon of January 21. The instant Lieutenant Inglis spotted Roberts he ordered him seized. Inglis had no other choice. As captain he could not run a functioning warship if crewmembers were allowed to desert without consequence.

When word of Roberts's seizure spread into the already seething town of Newport, the citizenry exploded. Bruce recorded the incident in his log: "*The people of Newport threatened to board us, cut us off (the anchor), and burn the Schooner*" [PRO ADM 52/1455-6]. The cool-headed Inglis ordered all of the swivel guns and small arms loaded in preparation for a fight. After a long night the rebels, not eager to face the fire of SULTANA's swivel guns, relented and the schooner escaped unscathed. (In little over a year another Royal Navy schooner, H.M.S. GASPEE, would face a similar situation off the coast of Rhode Island – the difference being that when all was said and done, GASPEE would be burned to the waterline by rebellious American colonists.)

The incident in Newport was a harbinger of things to come for H.M.S.

SULTANA. Beginning around 1770, American sailors were no longer content to watch idly as their vessels were searched and seized by the navy of King George III. In contrast to the first three years of SULTANA's service in North America (1768-1770), when it was unusual for a vessel to seriously question her authority, the final two years (1771, 1772) would see active and often violent resistance coming from the decks of American merchantmen.

Leaving the Rhode Island area in May of 1771, SULTANA spent the summer on station between New York and Cape May. In August the schooner moved into the Delaware Bay where she monitored the

For L O N D O N,



The Ship INDUSTRY,
MICHAEL POWERS,
Commander,
Now lying in Chester
River,

WILL sail by
the First of April next. For Freight or Passage,
apply to *Edward Scott, in Chester-Town.* She
takes in Tobacco at Seven Pounds Sterling per
Ton, with Liberty of Consignment to any Mer-
chant in London.

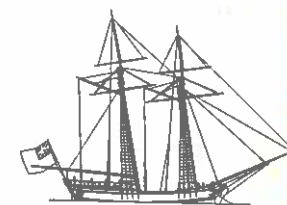
From the Maryland Gazette, March 15, 1753. The INDUSTRY was a large, three-masted ship built on the Chester River on Maryland's Eastern Shore. After its return from London in the fall of 1753, the INDUSTRY slipped its anchor and sank in the Chester River. Courtesy Maryland State Archives.

shipping in and out of Philadelphia until the following fall. The frequency with which SULTANA boarded vessels during this period is almost unbelievable. Often there were up to five separate boardings per day! Whereas in the first three years the crew of SULTANA rarely broke out their muskets, Bruce's logs indicate that the use of muskets had become commonplace by the summer of 1771.

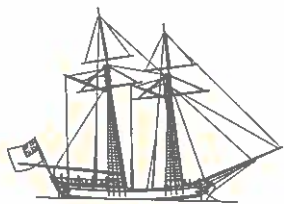
On May 9, 1772, SULTANA's crew became engaged in a full-scale firefight with the men of the brig CAROLINA. SULTANA had seized the CAROLINA on the previous day when smuggled goods were found in her hold. On May 9, the men of the CAROLINA rowed out from shore and attempted to retake their ship by force but were rebuffed by grapeshot and musket fire from SULTANA. Later the same week, Henry Blake, one of SULTANA's crew, was lost overboard and drowned in the confusion of boarding another American ship.

SULTANA and the British Depart America

SULTANA's limits as a warship were being severely tested in 1771 and 1772. What had once been her greatest weapon, the implied strength of the Royal Navy ensign flying from her topmast, was no longer enough to make American vessels submit to the will of this otherwise lightly armed and undermanned schooner. With her crew on the verge of exhaustion, SULTANA was relieved from her station in August, 1772, and ordered back to England.



THE HISTORY



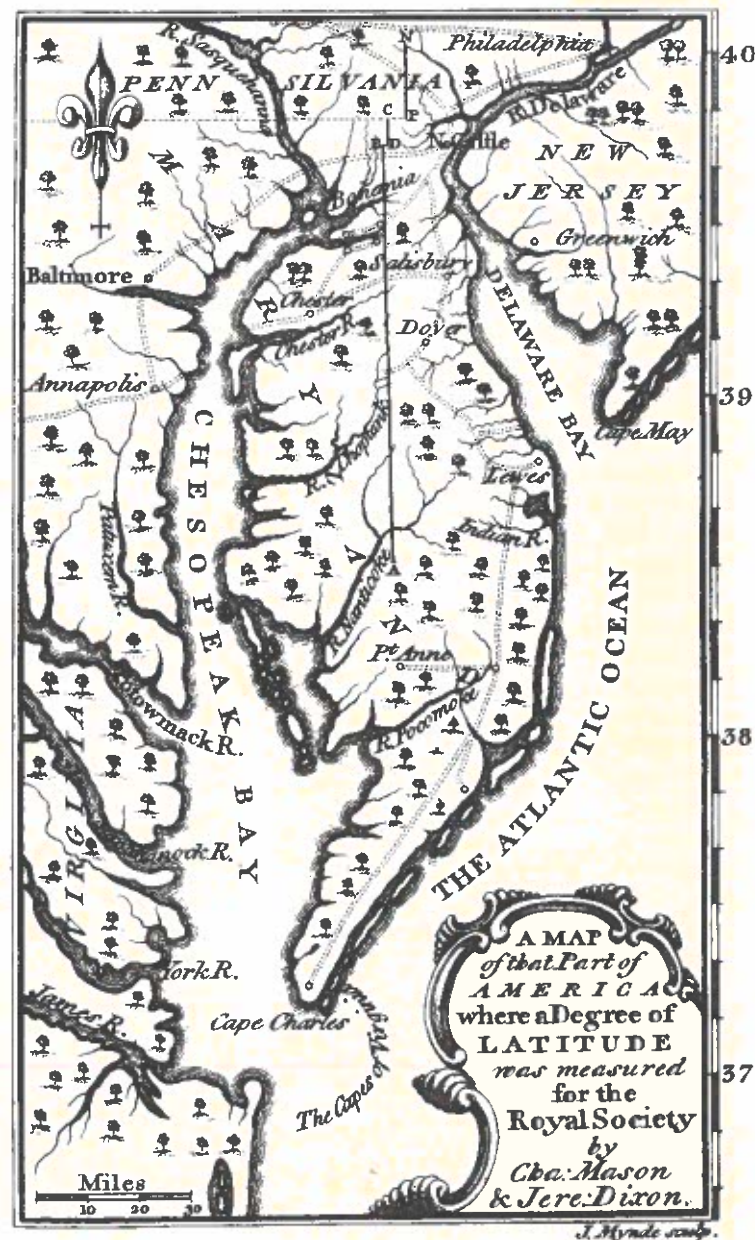
THE HISTORY

There it was decided that despite SULTANA's remarkable seaworthiness she was simply too small to be of use in North America. Within a few months of her return to England, SULTANA was sold out of the Royal Navy. She likely spent the twilight of her years sailing the waters of the British Isles, working as a private cargo schooner.

SULTANA left the Americas just in time. In the months following her departure the citizens of Boston, New York, and Chestertown, all ports recently policed by SULTANA, would defy the King by throwing British tea into the waters of their harbors. In little over a year and a half, on September 5, 1774, the Continental Congress would convene in Philadelphia, marking the first concrete step towards an organized "American" political identity. Finally, on April 19, 1775, only two and a half years after SULTANA departed Boston Harbor, the first true battles of the Revolution were fought at Lexington and Concord.

Though SULTANA was neither the largest nor the most powerful vessel to emerge from an American shipyard, she has the more important distinction of having participated in the formative events of the American republic. The laws SULTANA enforced energized the colonists as nothing had before, driving them to reassess fundamental assumptions about government and society that had shaped Europe for over two thousand years. The egalitarian principles that took root in America during SULTANA's years of service not only helped to spark the Revolution, they have been the driving force behind much of American history ever since.

*A Map of that Part of America . . .
Charles Mason and Jeremiah Dixon, 1768.
Courtesy of the Maryland State Archives.*





Chesapeake Bay Skipjacks – America's last fleet of working sailboats and sailors.

Photo/Michael C. Wootton

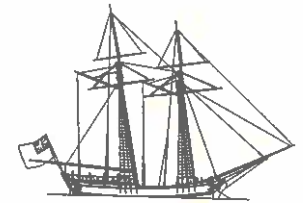
Since the advent of the internal combustion engine, America's once enormous community of working sailing craft and working sailors has almost

completely disappeared. Today most sailing craft are used primarily for recreation and only a handful of working sailing craft remain.

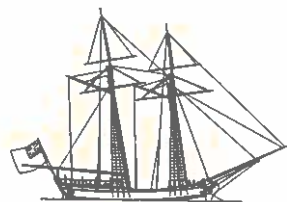
The situation was different when SULTANA sailed the Chesapeake and North Atlantic. Almost every societal activity was dependent upon sailing ships and the individuals who worked them. Far from being glamorous, the life of a sailor in the mid-eighteenth century was dangerous, hard and often short.

Contrasted with the rigid divisions omnipresent in the land-based society of eighteenth century America, the organization of life on board a ship was determined to greater extent by the ever-present collective priority of staying afloat and alive. Certainly discrimination existed, but the hierarchies and divisions of land-based society often diminished and even vanished in the face of a crew's constant struggle with the sea. Crewmembers who demonstrated ability could often secure positions of great responsibility regardless of their background. People who on land might not have acknowledged one another, on board a ship were often drawn together by their common situation.

The Sultana Project will strive to honor the best aspects of eighteenth century maritime society. As a central part of its mission the Project will work to involve people from every part of our community. Every effort will be made to ensure that interested individuals and groups will have access to SULTANA and the educational programs of the Sultana Project, irrespective of their ability to contribute financially.



A SCHOONER FOR EVERYONE



EDUCATION

Mission and Curriculum

The primary mission of the Sultana Project is to provide educational experiences that enlighten and inform students about the history, culture and natural environment of Maryland, the Chesapeake Bay and the United States. SULTANA will be singularly effective at fulfilling these missions because she physically embodies two defining characteristics of the Chesapeake: its rich history and its tidewater environment. Furthermore, SULTANA's involvement in the formative events of the Revolution make her ideal for the teaching of American history.

Under sail the educational programs of the Sultana Project will provide over 2,750 student days of high-quality educational programming each year. Students from elementary through college level will participate in programs on board the schooner, as will groups of professional adults. While each program will be tailored to meet the specific need of the participants, all programs will focus on one or more of the following curriculum areas:

- 1. Environmental Science***
- 2. Colonial & Revolutionary History***
- 3. Historic and Environmental Preservation***



Photo/Gibson Anthony

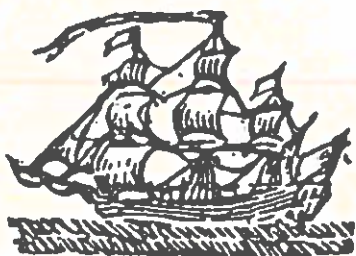
The following pages briefly describe some of the individual programs that will forward the educational mission of the Sultana Project. In addition to these standing programs the Project will set aside a portion of its calendar each year to provide continuing education programs for

school teachers and customized programs for "at risk" youth groups. The educational programs of the Sultana Project will be funded by a combination of tuition from participating individuals and groups, as well as scholarship and matching funds raised by the Project.

The Shipbuilding School At the Sultana Shipyard

Target Group: Adults and Youth Programs
Focus: Shipbuilding and Maritime Craft
Format: Week-Long / Multi-Month Workshops
Time Period: May Through October
Student Days: 600 Per Year

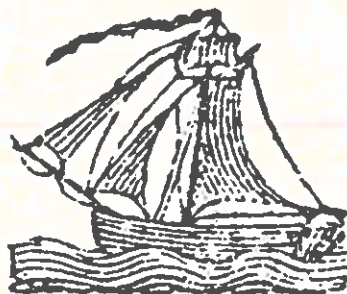
The Shipbuilding Program at the Sultana Shipyard will be the only program in North America that lets students learn the crafts of traditional shipbuilding while working on a full-sized reproduction of an eighteenth century schooner. Groups of students will work alongside the craftsmen of the Sultana Shipyard fashioning oak, iron, bronze, cotton and canvas into an authentic reproduction of the SULTANA. The program curriculum can be adjusted to accommodate both adult participants interested in a learning vacation and specialized youth programs seeking to augment their curriculum.



The Shipbuilding Internship Program

Target Group: Adolescents and Young Adults
Focus: Shipbuilding, Vocational Skills, Personal & Group Development
Format: Long-Term, Part-Time Apprenticeships
Time Period: Year-Round
Student Days: 350 Per Year

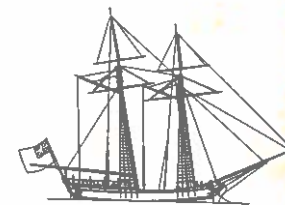
The Shipbuilding Internship Program will take a select group of young adults and immerse them in the building of SULTANA. Participants in the internship program will be paired with one of the craftsmen or administrators at the Sultana Shipyard and work with that individual for a morning or afternoon, one to three days per week. Students will gain practical vocational and administrative experience, but more importantly they will further develop the broader life skills of responsibility, teamwork, creativity and patience that are needed to succeed in everyday life.



Sultana School Outreach Program

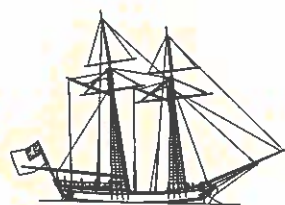
Target Group: 3rd – 12th Grade
Focus: American Colonial History & Eastern Shore History
Format: One-Half to One-Day Fieldtrips With Take-Home Project
Time Period: Year-Round
Student Days: 2,500 to 3,500 Per Year

It's one thing to show a child a picture of a colonial ship, but it is an altogether different and more powerful experience to bring that same child to a working shipyard and let her actually see what a ship is like as it rises from the ground. Through the Sultana School Outreach Program thousands of students will visit the Sultana Shipyard with their elementary, middle and high school classes. Each student will leave with a new understanding of what life was like on the Eastern Shore and in the colonies over two hundred years ago.



EDUCATION PROGRAMS

UNDER CONSTRUCTION



EDUCATION PROGRAMS

UNDER SAIL

Estuarine Ecology Field Seminars

Target Group: 9th – 12th Grade
Focus: Advanced Placement
Aquatic & Environmental
Science, History
Format: Nine-Day Residential
Program with Five-Day
Live-Aboard Experiences
Time Period: Summer
Student Days: 1,000 to 1,200 Per Year

The Estuarine Ecology Field Seminar is an intensive, nine-day course that will provide advanced placement level instruction in estuarine and marine ecology, as well as a curriculum component focusing on maritime and colonial history. The seminar is designed to supplement the classroom-based coursework of high school students interested in ecology and environmental science. The Sultana Estuarine Ecology Field Seminar will give these students the opportunity to learn and utilize the basic techniques of field ecology while they live and work aboard SULTANA.

Each nine-day seminar is composed of a four-day on-land, and a five-day live-aboard component. During the land component students will familiarize themselves with the academic concepts and research techniques they will employ on the water. On board SULTANA, students will work almost round-the-clock, conducting field research and taking part in continuing class work

History & Ecology Day Sails

Target Group: 4th – 9th Grade
Focus: Colonial History and
Estuarine and
Environmental Studies
Format: One-Half to One-Day
Under-Sail
Excursions
Time Period: Spring & Fall
Student Days: 1,800 Per Year

The pervasiveness of maritime activity in eighteenth century America makes SULTANA the perfect tool to teach about many aspects of colonial life. As part of the Sultana History & Ecology Day Sails

Program thousands of students each year will spend a day walking the decks and exploring the hold of SULTANA. Thanks to SULTANA's detailed historical records, students will get an authentic view of what life was like on the shores of Maryland and the other twelve colonies just prior to the American Revolution.

The Sultana History & Ecology Day Sails Program will also devote a significant portion of its curriculum to the study of the Chesapeake Bay and its diverse ecosystems. Employing the techniques of experiential education, students will be introduced to basic environmental concepts including: watersheds, water quality, food webs, runoff, nutrient cycling, biological diversity and basic animal physiology.



Photo/Tyler Campbell



Chestertown during the annual Tea Party Festival.

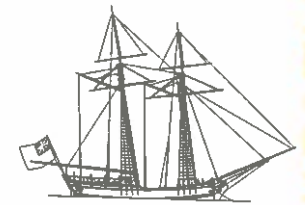
Photo/Gibson Anthony

The Benefits of Heritage and Educational Tourism to Maryland's Eastern Shore

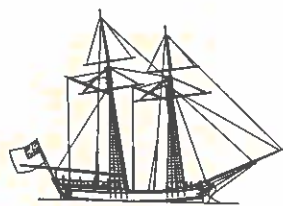
The open fields, twisting tidewater and historic towns of Maryland's Eastern Shore belie the fact that it is located less than two hours from the major urban centers of Washington, Philadelphia and Baltimore. Visitors from these cities and beyond have long journeyed to the Eastern Shore, attracted by its culture, waterways, wildlife and over three hundred years of well preserved history. These visitors make a significant and consistent contribution to the region's economy.

The Sultana Project will highlight and complement the Eastern Shore's existing tourism strengths by providing high quality educational experiences centered on the reconstruction and operation of the colonial schooner, SULTANA. The potential economic and educational benefits of the Sultana Project have been widely recognized and the project is supported by several prominent business and civic organizations, as well as the governments of Kent and Queen Anne's counties.

The activities of the Sultana Project, both during construction and under sail, will attract tourists, students and visitors from across the country. The expenditures made by these visitors on tuition, travel, food and lodging will result in approximately one million dollars of total economic impact to the Upper Eastern Shore region each year. (See Tables One & Two, page 18.) In this way the Sultana Project will help to support and expand the economy of the Eastern Shore while its educational programs work to preserve and protect the rural, tidewater qualities that make the region attractive.



ECONOMIC IMPACT



ECONOMIC IMPACT

Table One: SULTANA Under Construction
January, 1998 to June, 2001 – Economic Impact Estimate¹

Activity	Construction Phase (42 Months) Direct Economic Impact ²	Construction Phase (42 Months) Total Economic Impact ³
Heritage Tourism ⁴	\$806,250	\$1,612,500
Learning Vacations ⁵	\$200,000	\$400,000
Capital Expenditures ⁶	\$800,000	\$1,600,000
Construction Phase Totals	\$1,806,250	\$3,612,500

Table Two: SULTANA Under Sail
Beginning July, 2001 – Annual Economic Impact Estimate

Activity	Operational Phase Annual Direct Economic Impact ²	Operational Phase Annual Total Economic Impact ³
Heritage Tourism ⁴	\$322,500	\$645,000
Educational Programming		
Long-Term Programming ⁷	\$120,000	\$240,000
Day Programming ⁸	\$59,500	\$119,000
Annual Totals	\$502,000	\$1,004,000

Notes and Definitions

1. **Table One, "SULTANA Under Construction—Economic Impact Estimate,"** figures represent cumulative (not annual) impact estimates for the 42-month construction phase.
2. **Direct Economic Impact** represents total dollars spent in Upper Eastern Shore region as a result of the specific activity.
3. **Total Economic Impact** estimates the increase in regional gross sales as the result of a specific activity. Due to the fact that no detailed model describing the economic impact of tourism to the region exists, and as per suggestion of the Maryland Office of Tourism and the Kent County Office of Economic Development, a conservative multiplier of 2.0 has been used for this estimate.
4. **Heritage Tourism** figures assumes 5,000 visitors per year with a daily per capita expenditure of \$65. Expenditure estimate derived from 1996 Maryland Office of Tourism figure of \$129 per-capita/per-day tourism expenditures on the Eastern Shore. Figure has been multiplied by 0.5 to represent a half-day trip.
5. **Learning Vacation** figures represent impact from participants in shipbuilding program. Program estimated at 100 participants per year for two years. Average stay is one week. Tuition, room and board per week is \$1,000.
6. **Capital Expenditures** represents portion of construction budget estimated to be spent in the Upper Eastern Shore region.
7. **Long-Term Programming** represents tuition figures for long-term programs. Estimated annual participants – 100. Ten-day tuition – \$1,200.
8. **Day Programming** represents tuition figures for day programs. Estimated annual participants – 1,700. One-day tuition – \$35.

Heritage Tourism At the Sultana Shipyard

In today's world of fiberglass and steel, wooden vessels of SULTANA's scale are rarely seen while under construction. The reconstruction of SULTANA will be an impressive process, making the Sultana Shipyard one of the most distinctive destinations in the mid-Atlantic region.

SULTANA will be built in a central and visible location that allows for extensive public access. Historic Chestertown, in Kent County, has been chosen as the primary building site. In addition to the primary site, satellite building sites will be established in several locations on the Eastern Shore.

Each week hundreds of people will visit the primary and satellite building sites of SULTANA. For every thousand visitors approximately \$65,000 of direct expenditures will be made in the regional economy. Annually, this will result in approximately \$300,000 of direct expenditures. (See Table One, page 18.)

The Economic Impact of "Learning Vacations"

Working alongside the experienced craftsmen of the Sultana Shipyard will be students who have traveled from across the country to participate in the only shipbuilding program of its kind. The Shipbuilding Program at the Sultana Shipyard will attract approximately one hundred students per year to take part in its week to month long learning vacations.

Modeled after similar boatbuilding programs in New England and California, the Shipbuilding Program at the Sultana Shipyard will distinguish itself by being the only program in North America that teaches students the skills of eighteenth century shipbuilding while working on a full-size reproduction.

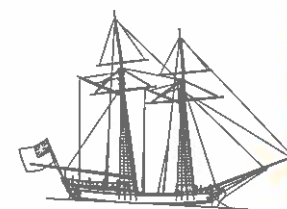
The tuition, room and board for participants in the Shipbuilding Program will contribute approximately \$100,000 of direct expenditures to the regional economy each year. (See Table One, page 18.)

Capital Expenditures, The Building of SULTANA

The economic benefit derived from building SULTANA will be similar to that derived from any large construction project. As with a standard construction project the large initial capital outlay required to build SULTANA will produce a durable and useful vessel that will provide years of productive service.

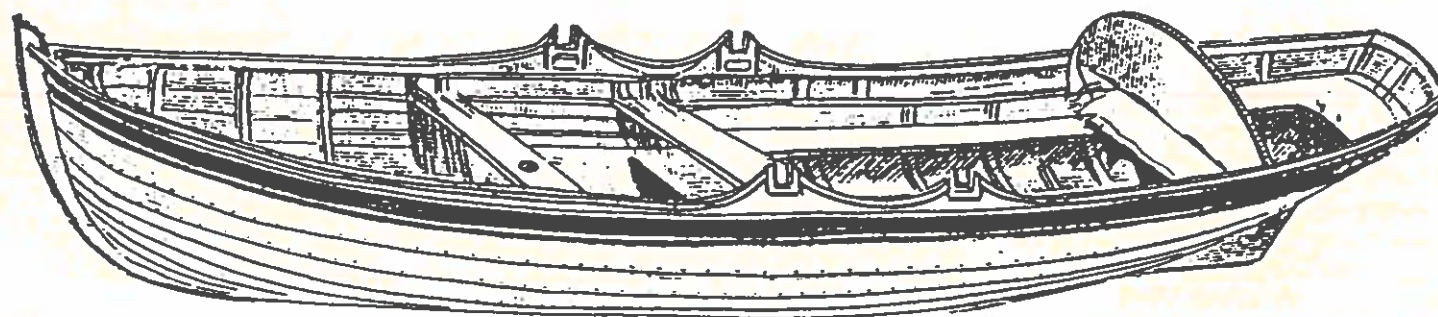
The skills and services of numerous subcontractors and suppliers will be needed to help build, equip and outfit SULTANA. Approximately seventy-five percent of these subcontractors and suppliers are located on Maryland's Eastern Shore.

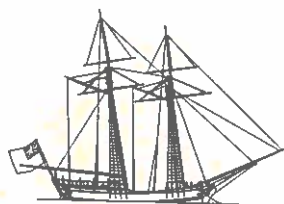
Over the course of the forty-two month planning and building phase, the direct economic impact of SULTANA's construction will average approximately \$300,000 per year, with final construction expenditures approaching \$1,000,000. (See Table One, page 18.)



ECONOMIC IMPACT

UNDER CONSTRUCTION





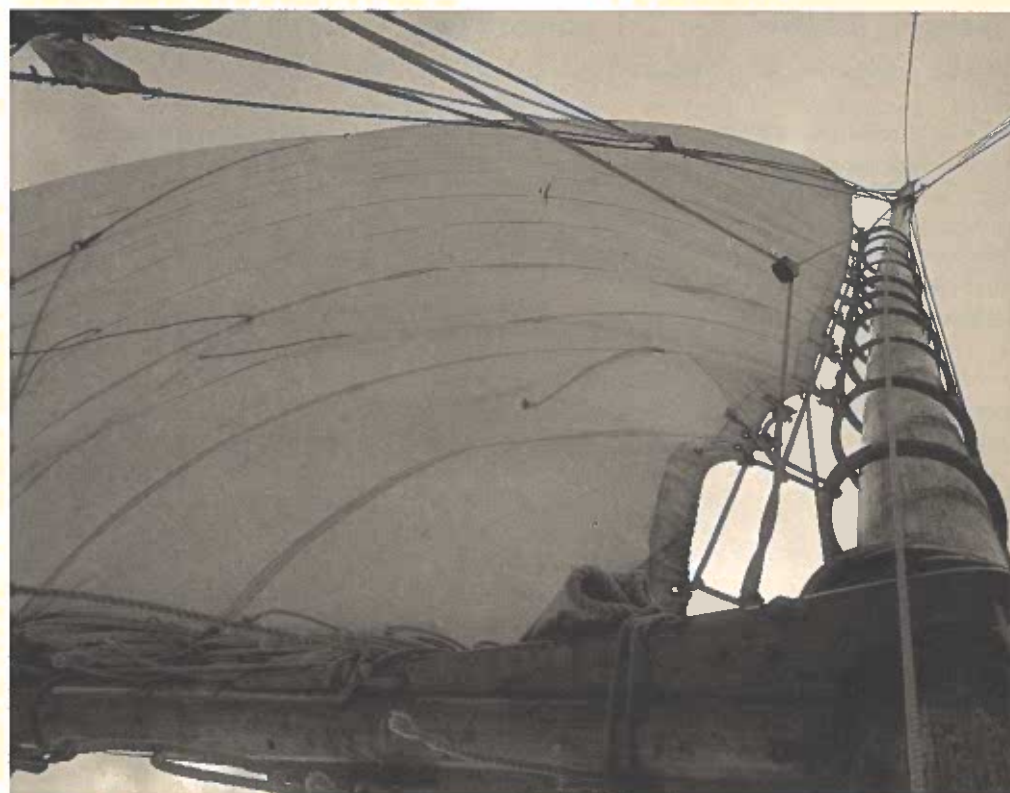
ECONOMIC IMPACT

UNDER SAIL

Heritage Tourism Under Sail

The most significant long-term economic contribution of the Sultana Project will be its impact on heritage tourism to Maryland's Eastern Shore. In a recent survey performed by the Maryland Department of Economic Development, tourists cited aquatic recreation and the visiting of historic sites as their top two reasons for traveling to Maryland. By combining Maryland's two most appealing qualities, water and history, the Sultana Project will create a unique and enticing educational destination, regularly drawing thousands of visitors to the completed SULTANA as well as to other sites on Maryland's Eastern Shore. A conservative estimate of 5,000 visitors per year would place the direct economic impact from heritage tourism to SULTANA at over \$300,000 annually. (See Table Two, page 18.)

The Sultana Project will benefit from the fact that the Eastern Shore already provides an ideal backdrop for heritage tourism. The small town, tidewater and agricultural environment that typified the Eastern Shore in the eighteenth century is still much in evidence today. As SULTANA sails the rivers of the Eastern Shore and comes to anchor in historic towns throughout the Chesapeake, much of what surrounds her will be similar and in some cases identical to what was present when she first visited the Chesapeake in 1769.



Photo/Tyler Campbell

The Economics of Educational Programming

Each year the educational programs of the Sultana Project will bring thousands of people to the Eastern Shore, many of them for the first time. In the course of their programs with the Sultana Project, participants will have a direct impact on the region's economy through expenditures on tuition, travel and lodging.

Additionally, as part of their educational experience participants will be exposed to some of the most appealing qualities of the Eastern Shore. This will serve to stimulate interest for additional visits to the region, creating additional economic benefit. In programming fees alone the educational programs of the Sultana Project will contribute \$180,000 annually in direct expenditures to the regional economy. (See Table Two, page 18.)

Today the Chesapeake Bay and its Eastern Shore as we know them are threatened. Thoughtless development has the potential to alter severely the historic legacy and natural environments that have

defined the tidewater Chesapeake for hundreds of years.

If the traditional characteristics of the tidewater Chesapeake are to be preserved

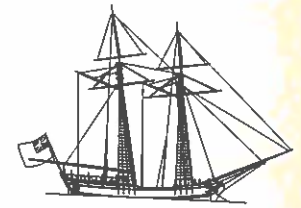


Photo/Michael C. Wootton

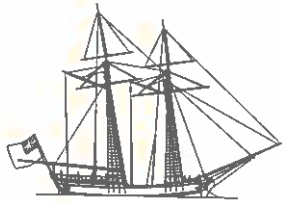
two things must happen. First, the citizens of the region must continue to value their history and natural environment. Second, an appropriate development strategy must be implemented that allows for healthy economic development compatible with the preservation of the region's historic legacies. The Sultana Project will be actively involved in furthering both of these initiatives and in so doing it will make an important contribution to the continuing preservation of both the Chesapeake Bay and its Eastern Shore.

Every year the educational programs of the Sultana Project will expose thousands of children and adults to the historic and natural legacies of the tidewater Chesapeake. These programs will help to develop an understanding of the value, both economic and cultural, of our natural and historic inheritance. The creation of this "sense of value" is the first, and arguably most important, step in the process of preservation. Only if something is valued will it be preserved.

In addition to illuminating the value of the region's legacy, the Sultana Project will demonstrate how this legacy can be successfully utilized as the basis for preservation-minded economic development. The heritage and environmental tourists attracted to SULTANA and her Eastern Shore backdrop will make an important contribution to the economy without significantly impacting the region's historic character or appearance.



PRESERVING THE CHESAPEAKE AND ITS EASTERN SHORE



CONCLUSION

The Eastern Shore of the Chesapeake has always been a place apart. Almost completely surrounded by water, the small peninsula sandwiched between the Atlantic and Chesapeake is blessed with some of the most productive forests, fields and rivers in all of North America. Since the native Americans first settled in the area, the Eastern Shore has been the backdrop for a long succession of unique peoples, histories and cultures.

Today it is hard to imagine that in the hundred years prior to the American Revolution, the Eastern Shore was a center for shipbuilding and international trade and that ships leaving from places like Chestertown and Oxford regularly traveled to distant corners of the world. SULTANA will be a fitting tribute to the revolutionary and colonial history of the Eastern Shore as well as the entire United States. The extensive primary records of SULTANA – her logbooks, musterbooks, construction draughts and correspondence – provide an authentic portrayal of what life was like for the maritime peoples of the Chesapeake and England's North American colonies over two hundred years ago.

The Sultana Project will attract thousands of people who are interested in becoming a part of this unique story. Some will come to help build SULTANA, some will come to voyage as students of history and the environment on the completed schooner's decks, and still others will come to visit the Eastern Shore and see a sailing ship, the like of which has not graced its waters for over two centuries. Every dollar spent by these visitors will concretely demonstrate the economic value of historic and environmental conservation.

Finally, at the core of the Sultana Project is its educational mission. Over the course of SULTANA's working life hundreds of thousands of students, young and old, will voyage on her decks. Generations of elementary and middle school children will have their first tangible contact with the diverse, productive and threatened Chesapeake Bay through the educational programs of the Sultana Project. Each summer, groups of young adults will live and work on board SULTANA, developing the skills that will help them to become successful scientists, historians, legislators, business-people, teachers and citizens. By providing diverse, high-

quality educational programming focusing on the history and natural environment of the Chesapeake Bay, the Sultana Project will be helping to preserve the finest qualities of the region while working to create a promising future for subsequent generations.



Photo/Tyler Campbell

Chester River Craft and Art is a non-profit 501(c)(3) organization located in Chestertown, Maryland. The mission of Chester River Craft and Art is to promote and instruct the arts and crafts through the operation of a nationally recognized facility, bringing economic benefit to the Upper Eastern Shore of Maryland.

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Front Cover: Rendering by John Poicus

SULTANA log entries on back fly leaf beginning Thursday, June 21, 1770 [PRO/ADM 52/145(4)], Crown copyright material in the Public Record Office, London, reproduced by permission of the controller of Her Britannic Majesty's Stationery Office.

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