



WESTERN CANADA HERITAGE VESSEL REGISTRY

GUIDELINES for Application and Assessment process

The WESTERN CANADA HERITAGE VESSEL REGISTRY (“WCHVR” or the “Registry”) is a program of The Maritime Museum of British Columbia and operates under the leadership of a Management Committee established by and responsible to the MMBC Board of Directors.

Further information on WCHVR is available on the MMBC [website](#).

The Management Committee of WCHVR is responsible for developing and managing the policies and processes under which the Registry operates, including those stated in the Application Form document, and in this Guideline statement.

Summary of Application, Assessment and Registration Process

Phase 1 – Application

1. Application is open to any vessel owner whose vessel meets the eligibility requirements as stated on the Application Form.
2. The vessel owner or a third party (with the written approval of the Vessel owner) may complete and sign the Application Form and submit to the WCHVR, including payment of the Application Fee.
3. Upon submittal, each applicant will receive an acknowledgement that their application has been received and is under review.
4. Each completed application will be reviewed by officers of the Registry and be recommended to the Management Team for either (i) acceptance into the Phase 2 - Assessment process, or (ii) to be declined.
5. Upon completion of this initial review process by the Registry, each applicant will receive written notification their application has been either (i) approved for Assessment or (ii) declined.
6. Each successful applicant will receive written notification regarding the next steps and what information is required to conduct the assessment process.

Phase 2 - Assessment:

1. An Assessment Team of two or more will review each vessel throughout the assessment process. See *Vessel Assessment Teams* section below.
2. The owner of the vessel to be assessed will be asked to provide the following information, to the best extent possible, to the Assessment Team:
 - Photographs of vessel (Historic and current), ideally with dates
 - Copy of vessel registration and/or license documents
 - Details of construction, ownership history, engine (if any)
 - Details of latest survey (place, date, name of surveyor)
 - Owner description of current configuration
 - Copy of Builder's Certificate (if available)
 - Any other relevant information requested by the Assessment Team, if available.
3. One or more assessors will review the vessel in person to determine the current condition of the vessel.
4. The Assessment Team will:
 - Assess the vessel in accordance with the standards as set by the Management Committee and published herein, including applying the criteria and scores as described below.
 - Recommend a classification of condition based on the UNESCO scale of respect for historic fabric.
 - Verify supporting documentation and vessel history submitted by the vessel owner.
 - Prepare, based upon their assessment results, an Assessment Report and a recommendation to the Management Committee either (i) recommending in favour of inclusion of the vessel in the Registry or (ii) declining to recommend in favour.
 - Upon approval by the Management Committee of the Assessment Team's recommendation to accept a vessel for inclusion in the Registry, the owner will receive a written confirmation from the Registry.

Phase 3 - Registration:

1. Inclusion of a recommended vessel in the Registry will be finalized upon written consent/agreement by the vessel owner, including payment of the one-time Registration Fee.
2. Upon final acceptance the owner will receive:
 - A formal, bound "Statement of Significance" describing the vessel, it's history and its significance within BC's maritime history. See *Assessment of Vessel Significance* section below.
 - A mounted medallion with the WCHVR logo and an engraved plaque with the vessel's name and date of build.
 - A WCHVR burgee to be flown on the vessel to recognize its status as a Registered Historic Vessel.

3. If agreeable to the owner, the presentation of the medallion and burgee will be made annually at the Victoria Classical Boat Festival.
4. The Registry intends to provide all appropriate details of all registered vessels for posting on the Nauticapedia database. This will include a unique field to recognize the status of each Registered Historic Vessel. This information will be publicly available.

Vessel Assessment Teams:

The Management Committee will appoint Assessors to serve as members of Assessment Teams to evaluate vessels that have been accepted for (Phase Two) assessment.

Each Assessment Team of two or three qualified persons will have a designated Team Leader. Assessment Teams will be responsible to the Management Committee for:

- Maintaining assessment standards as set by the Management Committee on a consistent basis, vessel by vessel.
- Completing the full assessment process for each vessel
- Writing the Statement of Significance for each vessel recommended for registration in the Registry.
- The Assessment Team Leader for each vessel shall be responsible for collecting originals or fair copies of all supporting documentation referenced in the assessment process. All such information collected and documented during the assessment process will be permanently stored by vessel name and Registration Number (where available) in the archives of The Maritime Museum of British Columbia.
- Providing a final recommendation regarding each assessed vessel to be either (i) entered into the Registry or (ii) declined.

In addition, the Management Committee may appoint Consulting Vessel Assessors who bring specific expertise to an Assessment Team in the review of specific individual applicant vessels. These Consulting Vessel Assessors are intended to provide relevant specialized regional knowledge, class of vessel knowledge or knowledge of vessel condition.

The assessment of vessels should be a consistent process repeatable by different experts and justifiable to the heritage community. The standard of professional credentials and responsibilities of Assessors should be disclosed in advance to the Owners of each vessel to be assessed.

Members of the WCHVR Management Committee and any Assessor appointed by the Management Committee must declare any conflicts and recuse themselves from all steps regarding the application and assessment of any vessel they own or have previously owned, designed, built, or repaired, and any vessel in which a family member has any similar interest.

Assessment of Vessel Significance

Vessel significance will be assessed and considered by the impact or contribution of the vessel and its operations in terms of:

- Historical themes and events such as the history of trade and commerce, the relevance of the vessel to the development of coastal, riverine and regional communities, to sport and leisure pursuits and vessel design and technology.
- Scientific and research lessons that can be learned from the vessel.
- Social importance of the vessel to its communities e.g. fishing vessels, Mission Boats, Indigenous craft, river and coastal transport vessels.
- Significance of the vessel design in terms of configuration, propulsion, structural, or material breakthroughs that set an exceptional technological standard, and has paved the way for subsequent vessel design development.
- Prototype vessels that may be seen as at the vanguard of technological development.
- Exceptional or pioneering examples of performance achievement resulting from the exemplary nature of the vessel, whether it be ocean/still water racing, sail training, cruising, naval, ocean science, commercial trade or recreational boating.
- Representation of a type of craft unique to British Columbia/Western Canada by virtue of its design or operations

Assessment Criteria and Scoring

As part of their assessment of each vessel, the Assessment Teams will apply the following criteria and scoring system as input to the final assessment recommendation:

Age from date of completion of construction (5 points x 3 weight = 15 points total)

- | | |
|--------------------------|------------|
| • 50-59 years | (1 point) |
| • 60-69 years | (2 points) |
| • 70-79 years | (3 points) |
| • 80-100 years | (4 points) |
| • Greater than 100 years | (5 points) |

Design Origins? (5 points x 2 weight = 10 points total)

- | | |
|---|------------|
| • No record of Designer | (0 points) |
| • Designed outside of Canada | (1 point) |
| • Designed in Canada, but outside of Western Canada | (3 points) |
| • Designed in Western Canada | (5 points) |

Served in Western Canadian Waters? (5 points x 2 weight = 10 points total)

- | | |
|-----------|------------|
| • <20% | (0 points) |
| • 20%-40% | (1 point) |
| • 41%-60% | (2 points) |
| • 61%-80% | (3 points) |
| • 81%-99% | (4 points) |
| • 100% | (5 points) |

Scarcity of Vessel by Type/Function (5 points x 3 weight = 15 points total)

- Record number of surviving examples (to the extent possible)
- For vessels with more than 5 extant examples. (0 points)
- For vessels with 2 to 5 extant examples (3 points)
- For a vessel that is only remaining example. (5 points)

Provenance available and verified? (5 points x 3 weight = 15 points total)

- <20% (0 point)
- 21%-40% (1 point)
- 41%-60% (2 points)
- 61%-80% (3 points)
- 81%-99% (4 points)
- 100% (5 points)

Condition of Vessel (5 points x 3 weight = 15 points total)

- Integrity now being lost (0 points)
- Serious cause for concern for future integrity of vessel (1 point)
- Some cause for concern (2 points)
- Reasonably stable condition (3 points)
- Condition suggests a secure future for vessel (4 points)
- Very good condition (strength, infestation, care of fabric (5 points)

Respect for original vessel fabric (hull and interior and exterior fittings) (5 points x 4 weight = 20 points total)

This category employs a variation of the UNESCO scale of respect for original fabric.

- Re-assembly (<5%) (0 points)
- Rehabilitation (5% – 20%) (1 point)
- Consolidation or Restoration (21%-40%) (2 points)
- Stabilization (41%-60%) (3 points)
- Preservation adequate (61%-80%) (4 points)
- Preservation Good to Excellent (81%-100%) (5 points)

Technological Innovation (5 points x 2.5 weight = 12.5 points total)

- Contains/represents technological innovation (1 point)
- Contains one important design innovation (2 points)
- Contains two or more important design innovations (3 points)
- Add one point for identification of the designer of each named innovation (up to maximum of 2 additional points)

Quality Type and Construction (5 points x 2 weight = 10 points total)

- Very poor exemplar of type and construction (0 points)
- Poor exemplar of type AND construction (1 point)

- Poor exemplar of type OR construction (2 points)
- Mediocre exemplar of type AND construction (3 points)
- Good exemplar of type OR construction (4 points)
- Good exemplar of type AND construction (5 points)

Aesthetic Impact and Influence (5 points x 2.5 weight = 12.5 points total)

- No aesthetic appeal (0 point)
- No appeal to popular imagination, no design content (1 point)
- Weak popular appeal, no design content (2 points)
- Considerable popular appeal, no design content (3 points)
- High popular appeal, some design content (4 points)
- High art/design content (5 points)

Contribution of vessel to Western Canadian Nautical History (5 points x 3 weight = 15 points total)

- No notable contribution to maritime history (0 point)
- A good example of a particular designer or builder in western Canada (2 points)
- Represents a unique or notable way of life on the water in western Canada (3 points)
- Notable connection to important persons in western Canada (4 points)
- Associated with important events or activities with western Canadian history (5 points)

Maximum possible Score: 150 points.

Threshold Score for Registration: A vessel should achieve at least 100 points to qualify for recommendation by the Assessment Team for inclusion in the Registry.