



U.S. Department
of Transportation
**Maritime
Administration**

1200 New Jersey Avenue S.E.
Washington, DC 20590

September 29, 2011

Mr. Milford Wayne Donaldson
Chairman
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue NW, Suite 809
Washington, DC 20004

Dear Chairman Donaldson:

The Maritime Administration is pleased to submit our Section 3 report pursuant to Executive Order 13287, Preserve America.

Consistent with the Maritime Administration's mission and national security requirements, this report discusses the Maritime Administration's procedures for ensuring that historic properties owned or leased by the agency are identified and preserved in accordance with the objectives of Executive Order 13287.

If you have any questions regarding this report, please contact Ms. Barbara Voulgaris, Maritime Administration Federal Preservation Officer at 202-366-0866 or by e-mail at Barbara.Voulgaris@dot.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "James E. Caponiti", written over a horizontal line.

James E. Caponiti
Assistant Administrator
Senior Policy Official

U.S. Department of Transportation
Maritime Administration



**Report on the Assessment of Historic Properties Pursuant to
Executive Order 13287, Preserve America
September 30, 2011**

INTRODUCTION

On March 3, 2003 President George W. Bush issued Executive Order (EO) 13287 "Preserve America." EO 13287 charges Federal agencies with preserving America's heritage by advancing the protection, development, and contemporary use of historic properties owned by the Federal government. Section 3(c) of EO 13287 requires the Advisory Council on Historic Preservation (ACHP) to prepare a report for the President on the state of the Federal government's historic properties and the contributions of federally-controlled historic properties to local economic development. Federal agencies with real property management responsibilities must submit to the ACHP and the Secretary of the Interior a report detailing the progress that the agency has made in identifying, protecting, and using historic properties under their jurisdiction. Consistent with the Maritime Administration's (MARAD) mission and national security requirements, this report discusses the agency's procedures for ensuring that historic properties owned or leased by the agency are identified and preserved in accordance with the objectives of EO 13287.

MISSION

MARAD's mission is to strengthen the U.S. maritime transportation system – including infrastructure, industry and labor - to meet the nation's economic and security needs. To that end, the agency supports the development and maintenance of a sufficient, well-balanced U.S. merchant marine to transport the nation's domestic waterborne commerce and a large portion of its waterborne foreign commerce. Moreover, it should be capable of serving as a naval and military auxiliary in time of war or national emergency. Additionally, the agency ensures that the U.S. maintains adequate shipbuilding and repair services, efficient ports, effective intermodal water and land connections, and reserve shipping capacity for use during a national emergency. The primary legislative authority governing MARAD's current role in maritime transportation is the Merchant Marine Act of 1936 (46 U.S.C. §57103), as amended. Section 101 of the Act declares that it is U.S. policy to foster the development and encourage the maintenance of a merchant marine that is for the national defense and development of its foreign and domestic commerce.

BACKGROUND

MARAD submitted its first Section 3 report to the ACHP in September 2008. The 2008 report focused mainly on MARAD's mitigation efforts concerning its obsolete ships that were determined eligible for listing on National Register of Historic Places (NRHP). In 2008, MARAD reported that three vessels were determined eligible for listing. The 2008 report further identified an area at the U.S. Merchant Marine Academy in Kings Point, New York that was deemed eligible for listing as a National Historic District and one building that was determined individually eligible for listing on the National Register. Since 2008, MARAD has identified four major categories of historic property:

1. National Register Eligible vessels;
2. One National Historic Landmark (NHL);
3. National Register Eligible structures at U.S. Merchant Marine Academy;
4. Heritage assets/museum collections.

NATIONAL REGISTER ELIGIBLE VESSELS

The National Maritime Heritage Act as amended (16 U.S.C. §5405), legally obligates MARAD to dispose of all non-retention vessels in its National Defense Reserve Fleet (NDRF).¹

Additionally, MARAD is the U.S. government's disposal agent for merchant-type ships that are 1,500 gross tons or more. When ships are no longer considered useful for defense or aid missions, the agency arranges for their disposal.

Therefore, part of MARAD's mission involves disposing of vessels, some of which are eligible for listing, and disposal, by its very nature, is an adverse effect. As reported in 2008, prior to the disposal of a non-retention vessel, the agency first evaluates the ship for National Register eligibility and consults with the appropriate State Historic Preservation Officer (SHPO). Since 2008, MARAD has evaluated 36 vessels for historical significance. Of that number, seven were determined eligible for listing.

In 2006, MARAD entered into an interagency agreement with the National Park Service's (NPS) Historic American Engineering Record Maritime Documentation Project (HAER), to document

¹ The NDRF was established under Section XI of the Merchant Ship Sales Act of 1946 (50 U.S.C. App. 1735-1745) to serve as a reserve of ships for national defense and national emergencies. An RRF component was established in 1976, which consists of vessels that can be activated on short notice to provide rapid deployment of military equipment during an emergency. When activated, the ships are transferred from MARAD to the Navy's Military Sealift Command. The RRF later became known as the Ready Reserve Force. As of August 31, 2011, the total number of vessels in the NDRF is 149. Of this number, 48 are assigned to the Ready Reserve Force; of the remaining 101, 35 are in a retention status and 66 are in a non-retention status. More than 32 of these vessels are 50-years-old or older.

vessels that met the eligibility requirements for the National Register. The team documented significant design features through measured and interpretive drawings, large format photographs, and written data. When completed, all original documentation will be conveyed to the HAER collection at the Library of Congress. As reports are completed, MARAD will make them available on its website. Since 2008, NPS has documented all seven vessels that were determined eligible for listing. Copies of the reports were provided to the relevant SHPOs and other interested parties.



The N/S *Savannah* underway circa 1964. *Savannah* was named a National Historic Landmark in 1991.

NATIONAL HISTORIC LANDMARK

MARAD owns one National Historic Landmark (NHL) and the Department of Transportation's (DOT) only NHL. The Nuclear Ship *Savannah*, the world's first nuclear-powered merchant ship, was designed and constructed in the late 1950s as a signature element of President D. Eisenhower's Atoms for Peace initiative. In May 2008, the *Savannah* arrived in Baltimore, Maryland under tow from Norfolk, Virginia to continue radiological and industrial remediation and facility pre-decommissioning work for the ship's nuclear power plant. The initial three-year berthing contract was renewed in 2011, and *Savannah* may remain in Baltimore for an additional five years under a contract with the Vane Brothers Company at their Canton Marine Terminal facility in the Canton section of Baltimore. *Savannah* is licensed and regulated by the U.S. Nuclear Regulatory Commission (USNRC). *Savannah* was listed as a NHL in 1991.



Constructed in 1916, Wiley Hall was the former Bendel-Chrysler house. Little alteration was required to make this former North Shore mansion into executive offices for the academy's superintendent.

NATIONAL REGISTER ELIGIBLE STRUCTURES

MARAD operates the U.S. Merchant Marine Academy (USMMA) in Kings Point, N.Y. Established in 1943, the academy is located on 82-waterfront acres 20 miles from New York City. Its mission is to educate and graduate officers to serve in the nation's merchant marine, maritime and intermodal transportation industries and in the Armed Forces. A 2004 cultural resources survey submitted to the Academy concluded that the buildings that encircle the central quadrangle of the campus comprise a historic district that meets National Register Criterion A (historical association) and Criterion C (architectural values). The study also concluded that the Merchant Marine Museum (former William S. Barstow house) is individually eligible for listing on the National Register under Criterion C. The buildings that encircle the central quadrangle include the following:

- Barry Hall: Current use: Dormitory;
- Bowditch Hall: Current use: Academic;
- Jones Hall: Current use: Dormitory;
- Cleveland Hall: Current use: Dormitory;
- Rogers Hall: Current use: Dormitory;
- Delano Hall: Current use: General support; dining hall;
- Palmer Hall: Current use: Dormitory;
- Murphy Hall: Current use: Dormitory;
- Wiley Hall; Current use: Main administrative building;

- Fulton Hall: Current use: Academic;
- Bland Memorial Library: Current use: Library/academic.
- William S. Barstow house: the Merchant Marine Museum (former William S. Barstow house) is individually eligible for listing.

As noted above, these buildings are used as administrative and academic spaces, as well as student dormitories. The William S. Barstow house serves as the American Merchant Marine Museum. Classes and lectures are occasionally held in the museum. Since MARAD's 2008 report, these properties have been identified as National Register Eligible (NRE) in DOT's Real Estate Management System, commonly known as REMS. REMS is the designated system used to track all of the department's operating administrations. This data is reported to the Office of Management and Budget (OMB) in compliance with Executive Order 13327.

HERITAGE ASSETS/MUSEUM COLLECTIONS

In 2011, MARAD reported 11,675 heritage assets in its collection. The majority of the collection is either on exhibit or stored at the U.S. Merchant Marine Museum. Other artifacts include property from obsolete ships removed prior to their disposal. All heritage assets are tracked in a database specific to museum collections. The number of heritage assets, as well as information on the number of artifacts on loan, is reported to MARAD's chief financial officer on a quarterly basis.

MARAD has authority to transfer equipment from its obsolete ships to qualified memorial/museum ships. Between 2008 and 2011 MARAD transferred more than 300 artifacts and equipment to memorial ships and museums located throughout the U.S. For example, MARAD transferred equipment and parts from the ex-USS *Gage*, a World War II troop transport and National Register eligible vessel slated for disposal, to the memorial ships USS *Slater* and USS *Massachusetts*, for use as replacement parts. The artifact loan program is an important element in MARAD's program of making its heritage assets accessible to the widest possible audience.

PROTECTION OF HISTORIC PROPERTIES



The Merchant Marine Museum is a well-preserved example of the early twentieth-century estates common to Long Island's North Shore.

In 2011, the USMMA restored the patio at the American Merchant Marine Museum (former William S. Barstow house). The three-story dwelling is of stucco with a terra-cotta tiled roof. The patio is also terra cotta tile on a concrete base. Several years ago, the museum's tile and concrete patio was identified as a potential hazard to the public. Portions of the patio had sagged, tiles had cracked, and parts of the patio had heaved up, creating a tripping hazard. The two photographs below illustrate some of the hazardous elements of the patio.

Tiles that were cracked or shattered were repaired. The patio's ornamental ceramic tiles were also repaired and reinstalled, therefore retaining the patio's original material.



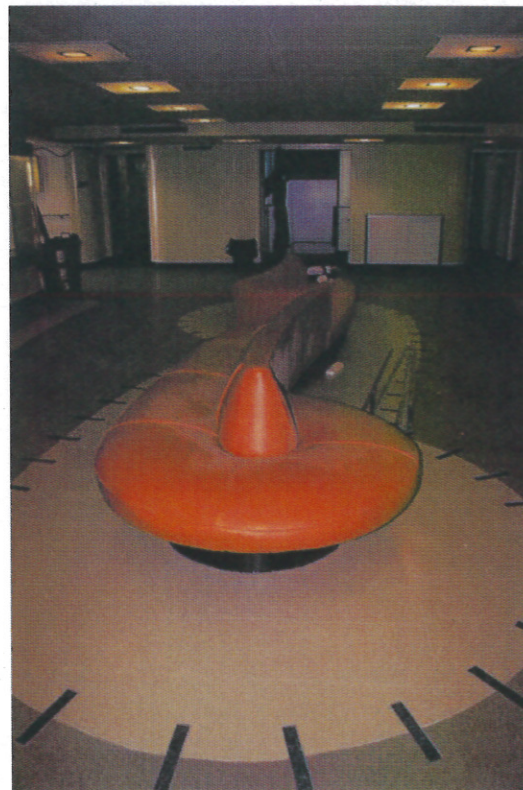
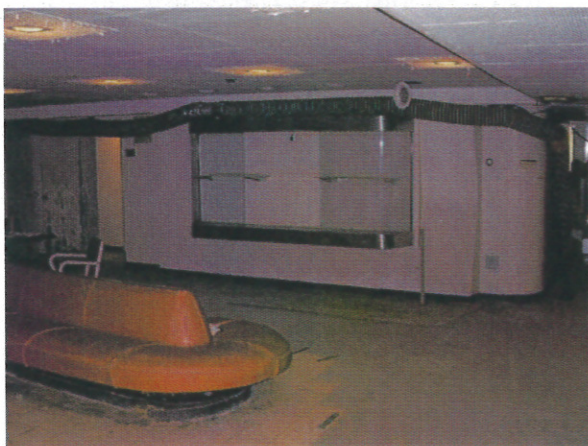


The museum's patio after this summer's restoration work. The museum is also used for classes and lectures.



N/S Savannah restoration project

The N/S *Savannah* has undergone several preservation projects over the last three years. An example of heritage stewardship is the restoration work completed on *Savannah's* original sofa (décor American modern). Designed by industrial designer Jack Heaney, the couch currently sits in the ship's main lobby, which is located on the first deck. A private non-profit group provided the funding to restore the upholstered portion of the couch, while MARAD renewed the couch's structural foundation and the lobby's tile deck.



Far Left: These two photographs illustrate how the couch and deck looked prior to the restoration work. The photograph on the right is the sofa and deck today.