



Name: Marinship Machine Shop
Address: 25 Liberty Ship Way, Sausalito, Marin County CA
Photographer: Ed Anderson
Date: October 2009
View: West Façade
Camera Facing South
Photograph # 2.9. 3



Name: Marinship Machine Shop

Address: 25 Liberty Ship Way, Sausalito, Marin County CA

Photographer: Bonnie Bamberg

Date: June 2009

View: South Façade

Camera Facing North

Photograph # 2.9. 4



Name: Marinship Machine Shop

Address: 25 Liberty Ship Way, Sausalito, Marin County CA

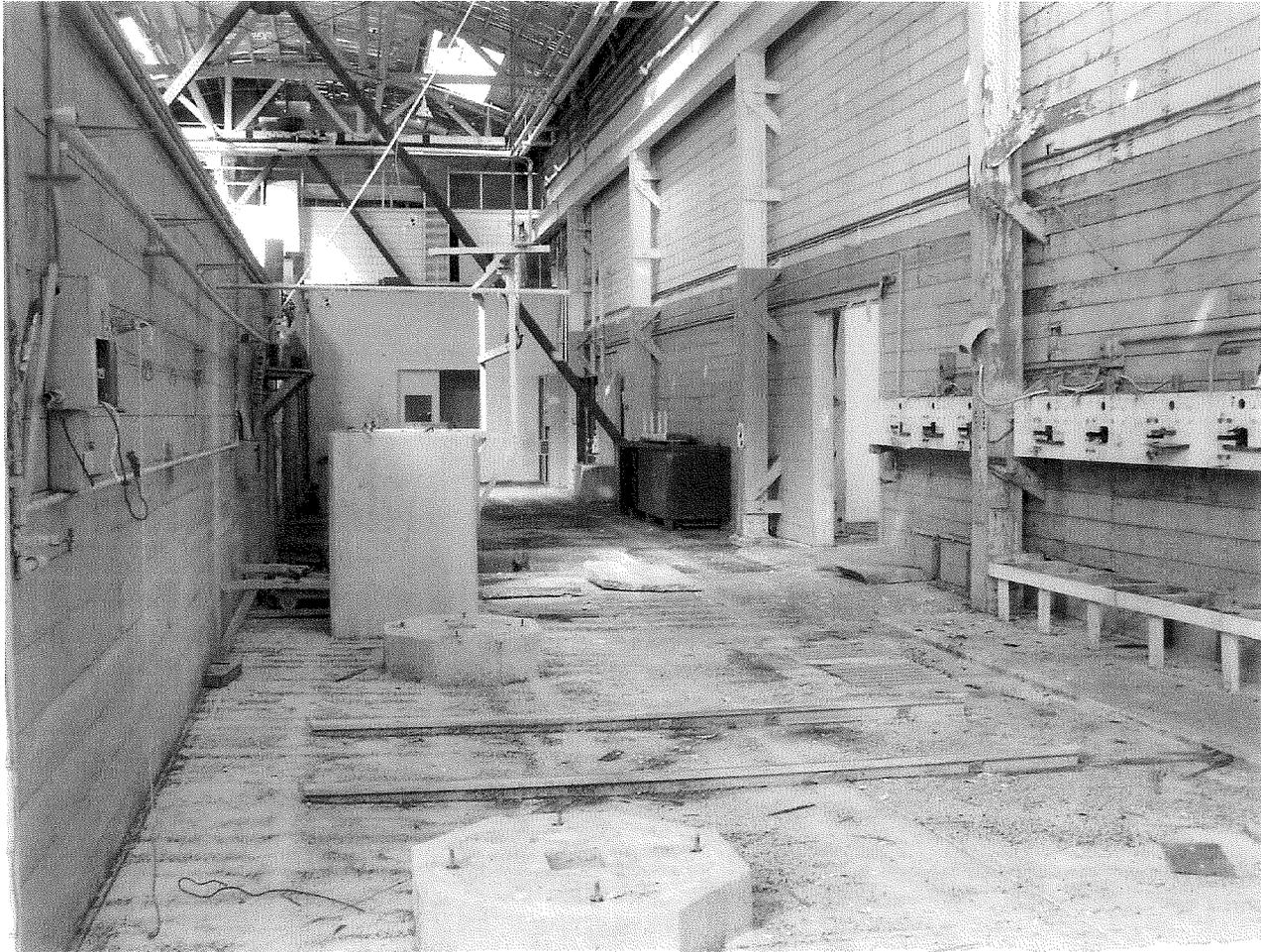
Photographer: Ed Anderson

Date: October 2009

View: Interior, West Bay, Barrel trusses, traveling crane system

Camera Facing south

Photograph # 2.9. 5



Name: Marinship Machine Shop

Address: 25 Liberty Ship Way, Sausalito, Marin County CA

Photographer: Ed Anderson

Date: October 2009

View: Interior, Center Bay, Structural stabilizing and COE era infill walls c. 1947

Camera Facing south

Photograph # 2.9.6



Name: Marinship Machine Shop

Address: 25 Liberty Ship Way, Sausalito, Marin County CA

Photographer: Ed Anderson

Date: October 2009

View: Interior, Second level, Center Bay, COE era infill walls c, 1947

Camera Facing southeast

Photograph # 2.9.7



Name: USACOE- Metal Storage Building

Address: 25 Liberty Ship Way, Sausalito, Marin County CA

Photographer: Ed Anderson

Date: October 2009

View: South facade c, 1948

Camera Facing Northwest

Photograph # 2.9.8

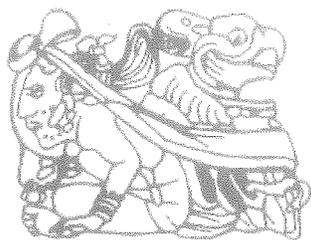
2.9 Archeological Survey (Summary of Report)

An archeological survey records search was performed by Holman and Associates in August 2009. Due to the extensive building coverage and paving, the site survey was inconclusive.

The report concludes that there were no recorded historic or prehistoric archaeological resources inside the project borders, but the project site is located in a zone of moderate to high sensitivity for prehistoric resources and the potential for historic resources exists. This report that follows contains a summary of information gained to date along with recommendations for further research.



Photograph #III.1 Lagoon prior to Marinship. Railroad on the outer left line with telegraph lines. ¹



holman & ASSOCIATES
Archaeological Consultants
"SINCE THE BEGINNING"

3615 FOLSOM ST. SAN FRANCISCO,
CALIFORNIA 94110 415/550-7286

Bonnie Bamburg
10710 Ridgeview Avenue
San Jose, CA 95127

November 10, 2010

Dear Ms. Bamburg:

RE: CULTURAL RESOURCES INVESTIGATION FOR THE 25 LIBERTY SHIP WAY
PROJECT AREA, SAUSALITO, MARIN COUNTY, CALIFORNIA

At your request I have completed an archaeological literature review and field inspection of the above referenced project area located in Sausalito, California. There are no recorded historic or prehistoric archaeological resources inside the project borders, but it is located in a zone of moderate high sensitivity for prehistoric resources. This report contains a summary of information gained to date along with recommendations for further research.

PROJECT DESCRIPTION

The proposed project area consists of two buildings located at 25 Liberty Ship Way in Sausalito. The largest is a World War II warehouse which borders Liberty Ship Way and a post-war Butler building separated by a driveway. Located on the San Francisco North U.S.G.S. map, the borders of the property are Liberty Ship Way on the east, a driveway on the north and built out parcels on the south and west. Currently the parcel is covered either by buildings and/or pavement surrounding them with a fringe of vegetation (eucalyptus trees) along Liberty Ship Way. Currently there are no concrete plans for construction of new structures at this site after demolition of the original structures.

ARCHIVAL RESEARCH

An archaeological literature review was completed by this author in person at the Northwest Information Center (NWIC) in Rohnert Park on June 6th, 2009 (NWIC file no. 08-1681). There are no recorded historic and/or prehistoric archaeological sites recorded within the borders of the parcel or within 500 feet of it, and it has not been the subject of a previous focused archaeological study.

The two nearest cultural resources studies are historical in nature: in 1981 Carroll Pursell completed an historical study of the adjacent Corps of Engineers Sausalito Base Yard facility. In 1990 Laurence Shoup completed a National Register evaluation of the adjacent Napa Street Pier. At that time Dr. Shoup concluded that the pier, built between 1944 and 1946, failed to meet National Register significance levels based on its then lack of appropriate age (it was then less than 50 years old) and its lack of historical significance. It is not clear to this author that the facility, if evaluated in 2009, would still lack significance under the Section 106 criteria.

FIELD INSPECTION

An attempt was made by this author to conduct a visual inspection of the project area on August 5, 2009. Soils on the site are extremely limited, found principally around the trees which fringe the site on the east and north fence lines. It quickly became apparent that the soils visible at these locations and elsewhere on site were probably fill material and are not related to the surface of the site prior to construction at this location during World War II.

FINDINGS/RECOMMENDATIONS

Given the fact that it is impossible at this time to conduct a visual inspection of the project area to search for historic and prehistoric archaeological resources, this report must restrict itself to commenting on the *potential for the discovery of buried resources* which could be turned up during future site clearing and construction of new buildings there. With this goal in mind, historic topographic maps were consulted to produce the enclosed map showing two relevant features which might be associated with archaeological resources: the original location of the North Pacific Coast Railroad, and the original shoreline prior to the filling and cutting which occurred there.

Based upon topographic map data dating back to 1895, it appears that the proposed project area is found either right at the old shoreline or slightly back of it, if in fact the 19th century rail line was located on dry ground when built. In either case, the property is located in an ideal zone for the location of unrecorded prehistoric archaeological sites.

The nearest recorded prehistoric archaeological site, Mnt-2, was originally recorded by N.C. Nelson along Bridgeway Avenue somewhere in the vicinity of downtown—attempts to plot its real location based on the scant notes and even worse maps provided by Nelson put it at two locations. Actual field observations made by this author and others over the past 20 years have shown that the village, or at least the archaeological soils associated with it, have been found a number of locations thanks to recent redevelopment activities, spanning an area from Bridgeway to the north, Caledonia Street to the south, Johnson Street on the east, and perhaps Locust Street on the west. Most recently Holman & Associates exposed and relocated three human burials with numerous grave goods from the parking lot of a former lumber mill built in the late 19th century at 1201 Bridgeway. Thanks to electrical trenching, at least two meters of dense shell midden was exposed along with the human burials. This location also contained the remains of a rail line spur

which serviced the mill; it is obvious that building activities had entirely altered and obscured the original ground surfaces between Bridgeway and Caledonia by the late 19th century, leaving only a small portion of the original mound visible for Nelson during his 1907 survey.

Similar circumstances could have applied to the 25 Liberty Ship property in 1907 when Nelson undertook his survey of the Bay Area's shoreline to record the large shell mounds still evident along it: a combination of cutting and/or filling of the land south of the rail line could have effectively covered the original ground surface, preventing Nelson from identifying prehistoric resources.

It is the opinion of this author that there is a moderate to high potential that the proposed project area contains buried unrecorded prehistoric cultural resources which could be damaged by proposed construction.

RECOMMENDATIONS

It is the recommendation of this report that a program of mechanical subsurface presence/absence testing be done inside the project borders after removal of the existing structures to search for buried archaeological deposits, if future construction plans call for foundations which require either deep trenching and/or require pilings which would impact either former dry land and/or shallow bay mud deposits, where submerged prehistoric archaeological deposits may still be located. In the event that archaeological deposits are found which will be damaged by the proposed construction, additional work should be done to accurately map the depth and aerial extent of it in relation to the proposed foundation program.

If construction related earthmoving will result in damage to apparently intact archaeological deposits, a plan for the evaluation of the deposit through a limited program of hand excavation should be submitted to the appropriate lead agency(s) for approval. Evaluative testing is required to demonstrate that the resource is eligible for inclusion on the National Register of Historic Places (NRHP). The Section 106 application process also requires Native American consultation initiated through the Native American Heritage Commission (NAHC). The tribal group currently identified by the NAHC for Marin County is the Federated Indians of Graton Rancheria (FIGR).

If evaluative testing concludes that the project area contains an archaeological deposit eligible for inclusion on the NRHP, a plan for mitigation of impacts (otherwise known as an Archaeological Treatment Plan) to the resource will be submitted to the appropriate lead agencies and the State Historic Preservation Office (SHPO) for approval before any construction related earthmoving activities are allowed to recommence in the area designated as archaeologically sensitive.

Mitigation can take the form of additional data retrieval through hand excavation coupled with archaeological monitoring of all other soils removal from the archaeologically sensitive

zone to insure that significant archaeological materials and data are retrieved for analysis. Archaeological monitoring also serves to identify human remains and associated grave goods and can reduce or eliminate unnecessary damage to them. In the event of the discovery of human remains, it is the responsibility of the project archaeologist to notify the County Coroner's office and the Native American Heritage Commission (NAHC). The NAHC will assign a Most Likely Descendant (MLD) to represent tribal interests regarding the method of removal and reburial in the form of written recommendations, if this has not already been done during consultation with the Federated Indians of Graton Rancheria, who are the principal contacts recognized by the NAHC.

Sincerely,



Miley Paul Holman
Holman & Associates

REFERENCES

Pursell, Carroll
1981

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE OF THE SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS' SAUSALITO BASE YARD FACILITY, MARIN COUNTY, CALIFORNIA. On file, NWIC S-17470

Shoup, Laurence
1990

Historical Overview and National Register of Historical Places Significance evaluation of the Napa Street Pier, Sausalito, California. On file, NWIC S-11565

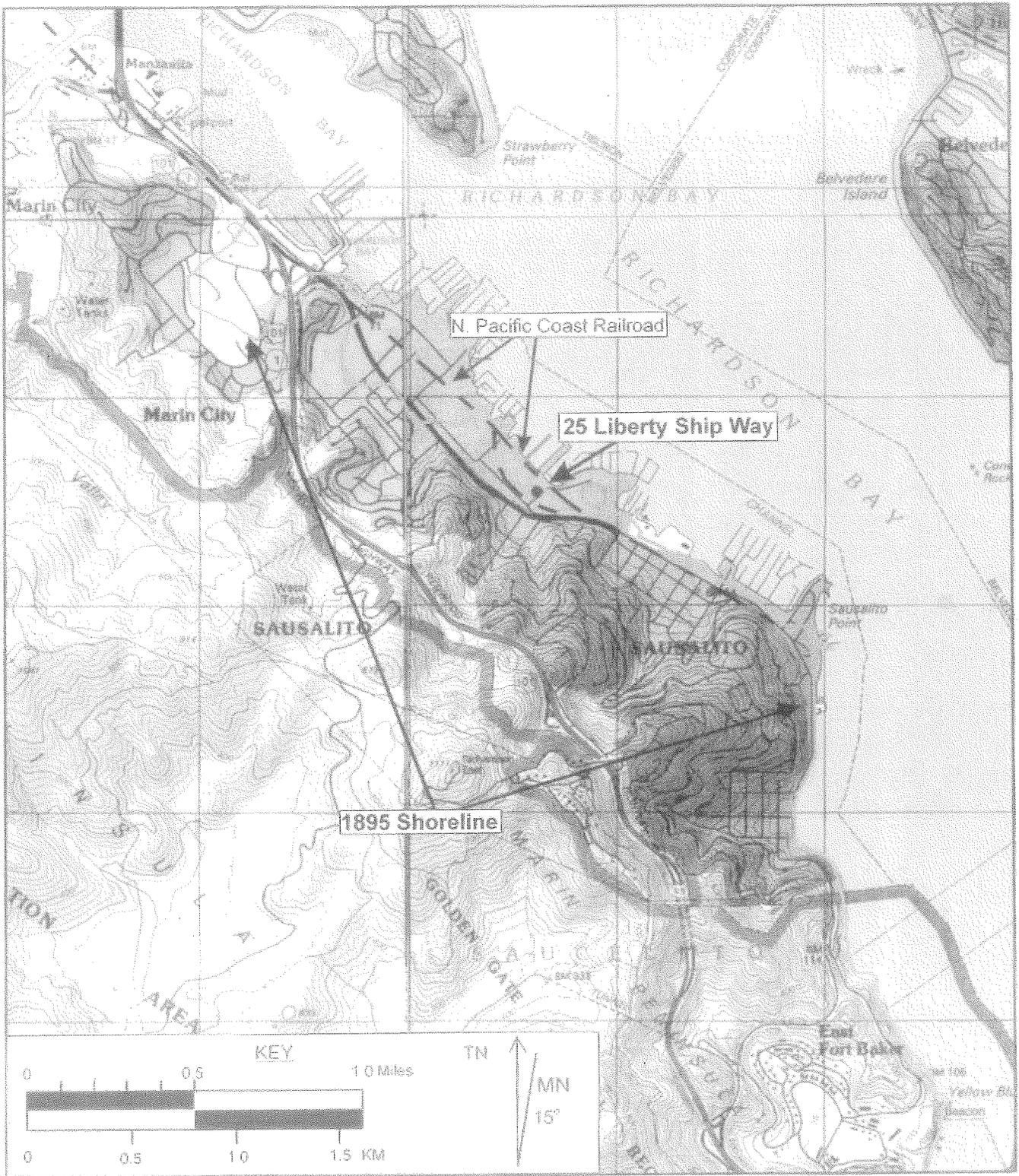
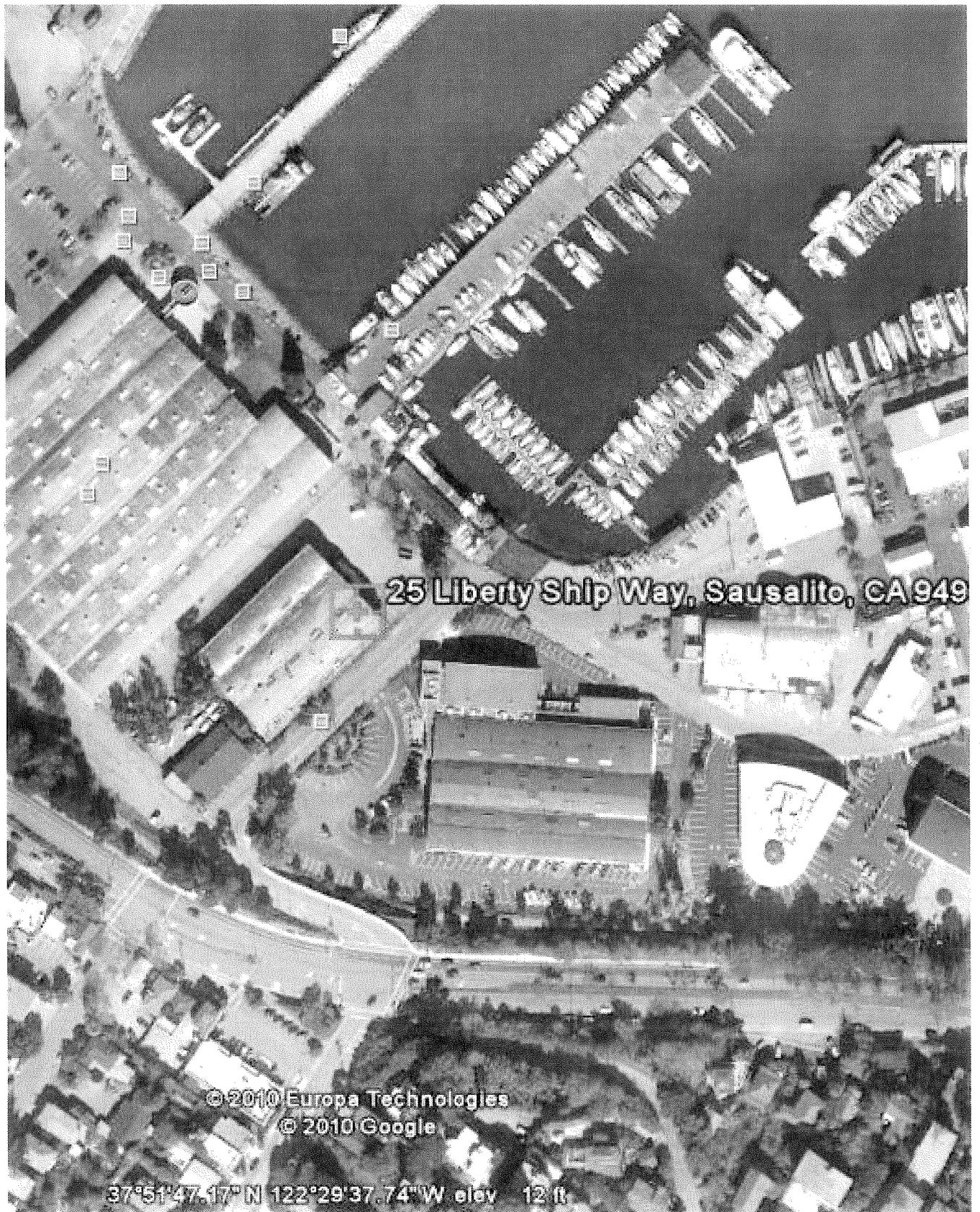


Figure # 1. USGS Map showing the railroad alignment and the shoreline prior to 1942.
 Source: Holman & Associates.



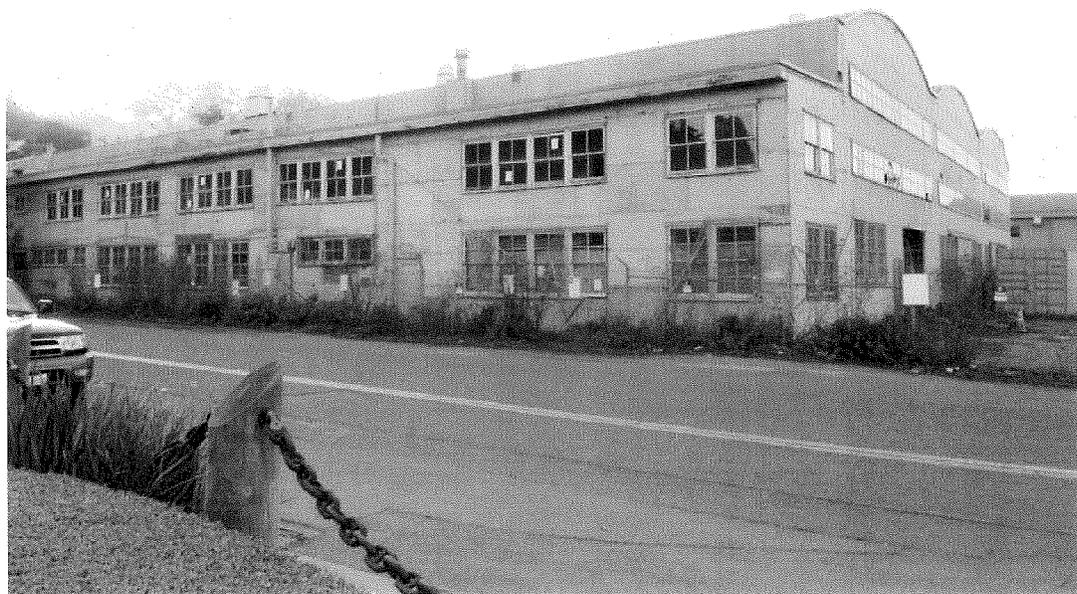
Section I.1 Location Map

FIGURE #1 Aerial Photograph of the site of the proposed undertaking and APE Sausalito CA. Source: Google Earth Pro

3 Summary Assessment

(36 CFR Part 800. 16(y)) Undertaking means a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including those carried out by or with Federal financial assistance; those requiring a Federal permit, license or approval; and those subject to state or local regulation administered pursuant to a delegation or approval by a Federal agency.

The SFVAMC proposes to use federal funds to redevelop the property at 25 Liberty Ship Way, Sausalito, Marin County, California. The proposed undertaking will affect the 36,500 square foot, 2 1/2 story, wood industrial building that was the Marinship Machine Shop, constructed in 1942 as part of the WWII effort to construct Liberty ships and tankers.



Marinship Machine Shop, 2009

3.1 Area of Potential Effect

According to (36 CFR Sec 800.16(d)) the area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The proposed undertaking is located on both sides of Liberty Ship Way in Sausalito. The site is bounded by industrial use on the south, the Bay Model on the north and a narrow band of waterside business at the edge of Richardson Bay, Marinship Road on the west. Its area of potential effects comprises this site plus those surrounding areas on which it is plausible to anticipate visual and other effects, including one parcel on the north, south and west, and across North Fifth St. one parcel on the east.

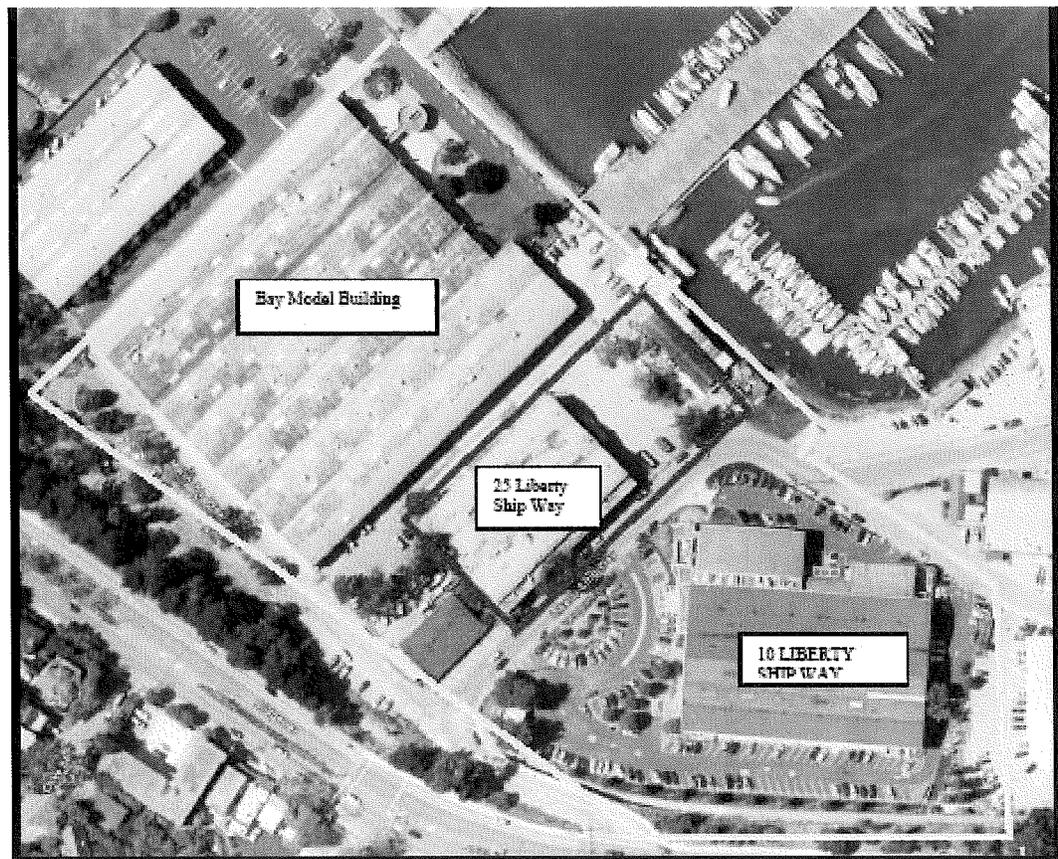


Figure # 2 Area of Potential Effect
Source: Google Earth Pro: Urban Programmers

3.1.1 Resources Within the Area of Potential Effect (APE)

The Area of Potential Effect (APE) was selected to provide sufficient area to evaluate what changes may occur as a result of the proposed project, and if these changes cause an effect to any property that is eligible for listing or is listed in the National Register of Historic Places. Within the APE potential resources investigated and evaluated are those buildings over 50 years in age, natural or man-made features, and any area where there is a potential for prehistoric resources.

FIGURE # 3 Key to the Area of Potential Effects

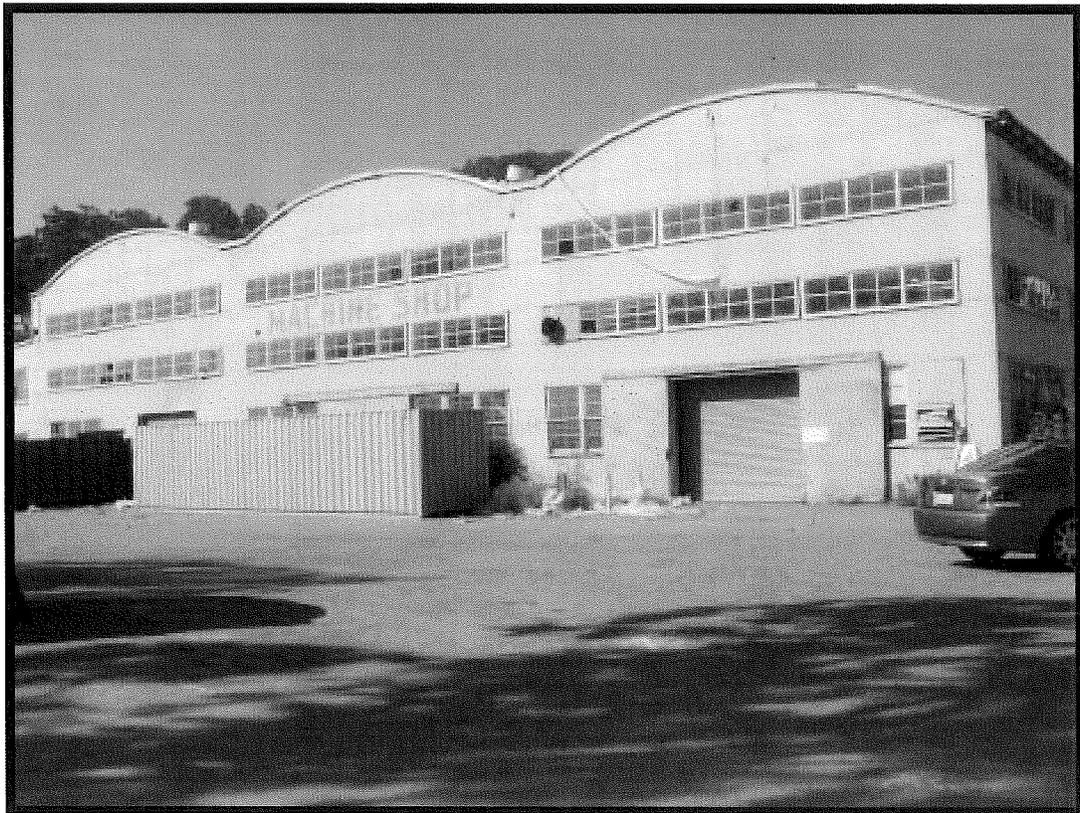


*Figure # 3 Buildings and sites within the APE, Red borders the proposed project site, yellow the APE.
Source: Google Earth Pro: Urban Programmers*

3.1.2 Proposed Development Site:

One apparent historic resource is within the proposed development site.

The Marinship Machine Shop appears eligible for listing in the National Register under Criteria A ,B,C and D. The second building, a common rib-style metal building manufactured by the Butler Building Company that was used by the U.S. Army Corps of Engineers for storage does not appear to meet the criteria and is not regarded as eligible for listing in the National Register. ²⁴



Photograph #1 Marinship Machine Shop, 25 Liberty Way, Sausalito CA

Constructed 1942, Age: 68 years

View: Front (east) Façade of the building

Photographer facing West

Date: October 2009



*Photograph #2 Corps of Engineers Metal Storage building 25 Liberty Way, Sausalito CA
Installed c. 1947 Age: 53 years
View: Front (west) Façade of the building
Photographer facing East
Date: October 2009*