



CITY OF SAUSALITO PLANNING DIVISION MEMORANDUM

Date: November 3, 2016
To: Historic Landmarks Board (HLB)
From: Calvin Chan, Associate Planner
Subject: **Sausalito Shipyard and Marina | 2360 Marinship Way**

BACKGROUND / DISCUSSION

The Marinship Specific Plan Steering Committee recommended in the Strategic Assessment Analysis Report to explore a zoning or historic protection overlay for the marine rails area in the Marinship (Sausalito Shipyard property – 2360 Marinship Way). The City Council, at its June 30, 2015 meeting, directed Staff to execute a contract with a historic consultant for the preparation of a historic evaluation to determine if the marine rails qualify for historic designation. Per the Council's direction, VerPlanck Historic Preservation Consulting completed a Historic Resource Evaluation of the Marinship Shipways, Sausalito Shipyard and Marina and presented the findings to the City Council on November 10, 2015.

At their November 10, 2015 meeting, the City Council directed the HLB to: **1)** commence Local Historic Register designation of two shipways office buildings; **2)** explore methods to preserve the footprint of the shipways; and **3)** review historic significance of the Arques-era of the property. On November 3, 2016, VerPlanck Historic Preservation Consulting will provide a presentation to the HLB.

The Staff Report from the City Council meeting of November 10, 2015 is provided as **Exhibit A**. Within the Staff Report, the following attachments are included:

Attachment 1: Historic Resource Evaluation Report (Exhibit A, Page 5-38)

Attachment 2: Existing regulations and list of allowable uses (Exhibit A, Page 39-40)

Attachment 3: Materials provided by Joe Lemon, property owner (Exhibit A, Page 41-74)

Video from the November 20, 2015 City Council meeting may be viewed at: http://sausalito.granicus.com/MediaPlayer.php?view_id=2&clip_id=256&meta_id=30301.

CORRESPONDENCE

On July 21, 2016, Tony Badger submitted correspondence (**Exhibit B**).

PROJECT

Receive Historic Resource Evaluation Report and introductory presentation from VerPlanck Historic Preservation Consulting and provide direction as appropriate.

EXHIBITS

- A. City Council Staff Report dated November 10, 2015
- B. Correspondence – Tony Badger – July 21, 2016



STAFF REPORT SAUSALITO CITY COUNCIL

AGENDA TITLE

Historic Resource Evaluation Report – Marine Rails

RECOMMENDED ACTIONS

1. Receive Historic Resource Evaluation Report; and
2. Provide direction as appropriate.

BACKGROUND

The Marinship Specific Plan Steering Committee (MSPSC) recommended in the Strategic Assessment Analysis Report to explore a zoning or historic protection overlay for the marine rails area in the Marinship (Sausalito Shipyard property – 2360 Marinship Way)¹. The City Council at its June 30, 2015 meeting directed staff to execute a contract with a historic consultant for the preparation of a historic evaluation to determine if the marine rails qualify for historic designation². The Council also directed staff to meet with Joe Lemon, property owner of the Sausalito Shipyard property, to explore other development options that the property owner might have. This report includes the findings of the historic evaluation report prepared by VerPlanck Historic Preservation Consulting, and discusses staff's meetings with Joe Lemon.

UPDATE

Historic Evaluation Report (HRE) on Marine Rails. Per Council's direction, staff circulated a request for proposals for a historic consultant. Christopher VerPlanck of VerPlanck Historic Preservation Consulting was chosen to prepare the HRE to determine the potential historic significance of the marine rails and to assess the potential historical significance of the property as a whole. Christopher VerPlanck has over 15 years of experience evaluating historical resources in California and the San Francisco Bay Area, including five years of experience in Sausalito, completing several studies including the Marinship Machine Shop Historic Evaluation Report, Marinship Historic Context Statement and Survey, Sausalito Historic Context Statement, and the Marinship Machine Shop National Register Nomination. Mr. VerPlanck has also provided a number of historic evaluation reports on projects that are subject to review by the Historic Landmarks Board.

During the period of significance of the World War II ship building from 1942-1946, the shipways were used for the assembly of 93 vessels, in response to the Japanese attacks on Pearl Harbor, as well as escalating losses of Allied shipping to German and Japanese submarines. The shipways were comprised of sloped ramps constructed in wood, about 250 feet long. When a vessel was ready to be launched the ramp was greased so that the vessel could slide into Richardson Bay.

The term "marine rails" has been used by participants of the MSP Steering Committee and at City Council discussions, referring to the shipways that extend into the Bay. It is important to understand that the "marine rails" are specifically the physical tracks in the shipways that were installed later in the late 1950s or early 1960s for the service of small vessels by a subsequent

¹ Review the February 10, 2015 Staff Report here:

http://sausalito.granicus.com/MetaViewer.php?view_id=2&clip_id=197&meta_id=23418 and review the April 21, 2015 Staff Report here:

http://sausalito.granicus.com/MetaViewer.php?view_id=2&clip_id=218&meta_id=25287

² Review the June 30, 2015 Staff Report here:

http://sausalito.granicus.com/MetaViewer.php?view_id=2&clip_id=238&meta_id=27485

EXHIBIT

property owner of the shipyard, Don Arques. Arques incrementally rebuilt the shipways by paving over the **wood-planked** shipways in concrete and added multiple marine railways to facilitate the “hauling out” of the vessels that his company as well as other companies that leased space from him, worked on.

Staff asked the historic consultant to look at the shipways that were constructed in 1942, consisting of the shipways themselves, or series of “inlets” that the ships were placed for assembly, the adjoining piers, and shipway office buildings at the inland edge of each of the shipways. Therefore, the historic evaluation report is titled more appropriately “Historic Resource Evaluation - *Marine Shipways, Sausalito Shipyard and Marina.*”

Determination of Historic Significance. The HRE report (**Attachment 1**) evaluates the potential eligibility of the Shipyard and Marina for listing in the California Register of Historical Resources (California Register). California Register eligibility is the minimal threshold for determining whether a property is a “historical resource” under the California Environmental Quality Act (CEQA). The report states that the property does not appear eligible for listing in the California Register based on eligibility criteria that are closely based on National Park Service for the National Register of Historic Places (National Register). Marinship originally had six shipways used for the construction of colossal Liberty ships and T-2 tankers. Three are presently in use and the other three no longer exist. The three shipways that are presently in use have undergone significant alterations since they were originally built in 1942, and are not the same facilities that were used by Marinship during World War II. Though elements of the original structures survive, the existing shipways are much smaller than the original Marinship shipways that were incrementally rebuilt from 1958 to 1974 by the previous property owner, Don Arques, to suit his small boat construction, dismantling, and repair business – a very different operation than launching Liberty Ships. The report concludes that the three shipways no longer retain sufficient integrity to qualify for listing in the California Register.

The HRE report indicates that the two surviving shipways office buildings retain a moderate degree of integrity from the period of significance. The two shipway offices retain the aspect of location, design, materials, workmanship, feeling, and association. They do not retain the aspect of setting because the adjoining shipways were incrementally demolished and significantly altered during the late 1950s, 1960s and 1970s.

The report suggests that although the shipways and piers no longer appear to be historical resources due to impaired integrity, the footprints of the shipways and the alternating piers may be preserved in some fashion, combined with an interpretive program to help the local community and visitors understand the importance of what occurred on the site during World War II. Future development of the property could incorporate preserving the footprint.

Meetings with Joe Lemon, property owner.

As directed by the City Council, staff met with Joe Lemon, property owner, on two occasions to explore any other options that the property owner might have, and to get a tour and visual assessment of the property for purposes of completing the historic evaluation report. He showed staff potential plans that illustrated redevelopment of the site with new buildings that included uses that would appear to be allowable pursuant to the Marinship Specific Plan. For reference, the existing regulations and a list of allowable uses on this property (identified as Parcel 5B in the MSP) is attached as **Attachment 2**. Joe Lemon indicated to staff and at the June 30, 2015 City Council meeting that that he did not believe that the marine rails and shipways qualify for historic designation, and provided supporting materials to staff (**Attachment 3**).

NEXT STEPS/OPTIONS

Staff recommends the following next steps and seeks the City Council's direction:

1. Receive the report and refer the report to either the MSPSC or to the General Plan Update Task Force, for input and recommendations on the implementation of some type of protection overlay or preservation of the footprint of the shipways, and/or the development of policies and objectives that can be added to the MSP and General Plan Updates.
2. Commence local designation nomination of the two shipways office buildings with the assistance of VerPlanck Historic Consulting to process the nominations.
3. Direct staff to explore methods on how the footprints of the shipways can be preserved, including development of an interpretive program, working in concert with the property owner's future development plans.
4. Direct staff to continue to meet with Joe Lemon to discuss any future development application of the property.

FISCAL ANALYSIS

The Council adopted FY15-16 budget allocates \$50,000 to the Marine Rails project (account number 140-410-4190-450). The work to prepare a historic evaluation report was to not exceed a cost of \$20,000. The cost for the report from VerPlanck Historic Preservation Consulting was \$5,500, and therefore \$14,500 remains for historic work if the Council directs staff to proceed with Option 2 above.

STAFF RECOMMENDATION

Review the next steps and options included in this report and provide direction to staff.

Attachments:

- Attachment 1 – Historic Resource Evaluation Report - Marinship Shipways, Sausalito Shipyard and Marina, VerPlanck Historic Preservation Consulting
- Attachment 2 – Existing regulations and list of allowable uses – Parcel 5B of the Marinship Specific Plan
- Attachment 3 – Materials provided to staff by Joe Lemon, property owner

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HISTORIC RESOURCE EVALUATION

Marinship Shipways, Sausalito Shipyard and Marina
Sausalito, California



November 2, 2015

Prepared by

Ver **Planck**
HISTORIC PRESERVATION CONSULTING

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I. Introduction

VerPlanck Historic Preservation Consulting prepared this Historic Resource Evaluation (HRE) concerning the Sausalito Shipyard and Marina property at 2350-2 Marinship Way for the City of Sausalito Planning Department (**Figure 1**) The 13.23-acre property (APN 063-120-02) contains remnants of the World War II-era Marinship shipyard, including parts of three of the shipyard's original six "shipways," two shipway office buildings, and several other "portable" structures presently in use as offices and shops. The property, formerly known as the Arques Shipyard and Marina, is presently owned by the Lemon family. It is used for a variety of uses, including small boat construction and repair and associated maritime businesses, self-storage, and a small marina. We were asked to determine how much of the original shipway structures remain, as they were central to the construction of 15 Liberty ships and 78 T-2 tankers in the brief three-year period that the shipyard operated (1942-1945), as well as to assess the potential historical significance of the property as a whole. This HRE concludes that the three shipways presently in use by the Sausalito Shipyard and Marina are not the same facilities that were used by Marinship during World War II. Though elements of the original structures survive, the existing shipways are much smaller than the original Marinship shipways that were incrementally rebuilt from 1958 to 1974 by the previous property owner, Don Arques, to suit his small boat construction, dismantling, and repair business – a very different operation than launching massive Liberty ships.



Figure 1. Map showing the boundaries of the Sausalito Shipyard and Marina property
Source: Bing.com; annotated by Christopher VerPlanck

II. Qualifications

Christopher VerPlanck, the author of this report, has over 15 years of experience evaluating historical resources in California and the San Francisco Bay Area. In addition, he has over five years of experience in Sausalito, where he has completed several studies and reports on individual properties, including the *Marinship Machine Shop Historic Evaluation Report* (2010), the *Marinship Historic Context Statement and Survey* (2011), the *Sausalito Historic Context Statement* (2013), and the *Marinship Machine Shop National Register Nomination* (2014). Mr. VerPlanck is well-versed in evaluating maritime resources, including shipyards, having completed and contributed to several evaluations, National Register nominations, and city landmark nominations for maritime properties, including the former Allemand Brothers Shipyard in San Francisco, the former Bethlehem Shipbuilding Co.'s San Francisco Shipyard, Mare Island Naval Shipyard in Vallejo, and the Hunters Point Naval Shipyard in San Francisco. Mr. VerPlanck meets the Secretary of the Interior's Professional Qualification Standards for History and Architectural History.

III. Methodology

Christopher VerPlanck visited the subject property on October 7, 2015 to complete his fieldwork. He toured the site with the property owner, Mr. Joe Lemon, and Danny Castro, Director of the Sausalito Community Development Department. We walked the site on foot and VerPlanck shot photographs and recorded fieldnotes for the three shipways, four piers, and the buildings on the "inland" part of the site, including the two remaining Marinship shipway offices. When researching the property, Mr. VerPlanck relied in large part on existing research and documentation, especially the 2011 *Marinship Historic Context Statement*. Because this HRE focuses is on the historical integrity of the former Marinship shipways, we conducted additional primary research on the property, including checking historical aerial photographs and Sanborn maps to trace large-scale unpermitted changes to the site since World War II. This research was augmented with a trip to the Marin County Clerk-Recorder's Office to complete a chain of title on the property and the Sausalito Building Department to review building permit applications and associated correspondence dating back to the mid-1950s.

IV. Regulatory Framework

Marinship Specific Plan

Most of the former Marinship shipyard site falls within the Marinship Specific Plan area, an overlay district that governs land use in the Marinship neighborhood of Sausalito. The plan seeks to "preserve and enhance the maritime history and character of the Marinship area." In addition to this primary goal, the plan seeks to preserve the industrial character of the area, facilitate public access to the waterfront, and foster businesses that cater to locals rather than to tourists.¹ Aside from general policy statements, the Marinship Specific Plan does not provide any concrete measures to foster historic preservation in the area. The Marinship Specific Plan divides the former shipyard into five zoning areas, including Waterfront (W), Park (P), Industrial (I), Open Space (OA), and Community Service (CS). The subject property falls within the W and OA zoning classifications.

¹ Section 10.28.050 of the Sausalito Planning Code.

Marinship Historic Context Statement

In 2010, the Sausalito Community Development Department contracted with Knapp & VerPlanck Preservation Architects to complete a historical survey of the Marinship area. The project, which inventoried and recorded every major World War II-era building and structure remaining in the area on state 523-series inventory forms, also included a historic context statement, a narrative history of Marinship from the immediate pre-World War II era to the present day. Because the primary significance of the Marinship area is its World War II-era history, the *Marinship Historic Context Statement* concentrated on the three year period from 1942, when the shipyard was built, to 1945 when it launched its last ship. The *Marinship Historic Context Statement* concluded that while Marinship as a whole retains a much higher degree of architectural integrity than any of the six Emergency shipyards established in the Bay Area during World War II, that its integrity was still too low to establish a National Register historic district that encompassed the entire former shipyard. The *Marinship Historic Context Statement* did conclude that a small California Register-eligible historic district may exist within the southernmost portion of the former shipyard, encompassing eight surviving Marinship buildings, including Building Nos. 10, 11, 12, 13, 15, 17, 26, and 29. The *Marinship Historic Context Statement* also concluded that several buildings and sites were individually eligible for the National Register and/or the California Register, including the National Register-eligible Machine Shop (Building 10) and Shipways and Offices (Building 23); and the California Register-eligible Cafeteria (Building 18), Training and Administration Building (Building 27), Yard Office/Mold Loft (Building 30), and the off-site Hiring Hall at 200 Caledonia Street.²

The Department of Parks and Recreation (DPR) 523 A (Primary) and B (Building, Structure, and Object) forms prepared by Knapp & VerPlanck for the Marinship shipways concentrated on the Sausalito Shipyard and Marina property, because remnants of three of the original shipways (Shipways 1-3) and four piers are clearly evident on the shoreward side of the property, as well as two Marinship-era office building on the inland side of the property. Shipways 4-6 and their associated buildings and structures, which stood on the adjoining property to the south, were demolished almost 50 years ago. The DPR 523 A form prepared by Knapp & VerPlanck for the Sausalito Shipyard and Marina property described it as containing a jumble of World War II and later 1950s, 1960s, and 1970s-era buildings and structures. The form correctly noted that the surviving Shipways 1-3 had been heavily altered, including their truncation by Road 3, the addition of concrete on top of the shoreward end of the originally wood-planked shipways, and the installation of marine rails in the concrete slabs to service the much smaller vessels serviced by the Arques Shipyard in the 1950s and 1960s. The DPR 523 B form concluded that Shipways 1-3 and the two surviving offices were eligible for listing in the National Register under Criterion A (Events) and Criterion D (Information Potential). The form acknowledges the significant alterations to the site but argues that they remain eligible because no other Bay Area Emergency shipyard from World War II retained as much of its critically important shipways as Marinship does.

No action was taken by the City of Sausalito or any other private party to nominate the Marinship Shipways to the National Register of Historic Places or the California Register of Historical Resources. The Sausalito Shipyard and Marina property has no formal historic status.

² Knapp & VerPlanck, *Marinship Historic Context Statement* (San Francisco: 2011), 55-6.

V. Property Description

The Sausalito Shipyard and Marina property is 13.23 acres, though only about 7.5 acres of this parcel are dry land, with the rest submerged within Richardson Bay. A 1960s-era marina occupies much of the submerged area, with channels allowing boats to access the three shipways along the waterfront. A narrow tongue of the roughly rectangular property extends as far as Marinship Way to the southwest. To the southeast, the property is bounded by the Marina Plaza office park, a 1980s-era suburban office park consisting of a pair of office buildings, two surface parking lots, a marina, and publicly accessible open space called Shoreline Park. Richardson Bay bounds the subject property to the northeast. To the northwest is a 1970s-era shopping center consisting of a Mollie Stone's supermarket, a U.S. Postal Service station, and an office building. Further east, this side of the property is also bounded by Spaulding Boat Works, a traditional wooden boat shop that also houses the Arques School of Traditional Boatbuilding.

A. Inland Portion of the Sausalito Shipyard and Marina Property

The subject property itself is divided in half by an unpaved driveway that aligns with Road 3. The inland side of the property is largely devoted to self-storage, including large shipping containers, tractor trailers, boats, and recreational vehicles (**Figure 2**). The inland half of the property also includes two of the surviving Marinship shipways office buildings – a pair of largely identical one-story, wood-frame, rustic channel-clad buildings with shallow-pitch concrete roofs that were once part of the shipways themselves (**Figures 3 and 4**). These two buildings, which were the former home of Donlon Arques' shops, and later the Arques School of Traditional Boatbuilding, have undergone several notable modifications, including the addition of a small gable-roofed building on the roof of the northernmost building and the insertion of a bowstring-roof Quonset hut in the gap between them. To the southwest of these two buildings is a metal-clad warehouse building dating to ca. 1950. This building presently houses an architecture firm.

B. Shoreline Portion of the Sausalito Shipyard and Marina Property

The eastern half of the subject property borders Richardson Bay (**Figure 5**). It is dominated by small boat-building and repair facilities occupying the three shipways and intervening four piers. This part of the Sausalito Shipyard and Marina is a seemingly chaotic jumble of buildings and structures, including at least four World War II-era buildings that were moved to the property in the 1950s and 1960s, probably from elsewhere on the former Marinship shipyard property. Historic photographs of Marinship show buildings very similar to these – one-story, gable-roofed, rectangular-plan buildings clad in wood siding – sprinkled throughout the shipyard. They were used as canteens, pay offices, etc., and they were moved around the shipyard as necessary – much like a modern modular office. One of these buildings is currently used as the harbormaster's office and it is located at the northeast corner of the large surface parking lot bordering Spaulding Boat Works (**Figure 6**). This building has a shallow-pitched gable roof and it is clad in wood shingles. A similar building, albeit somewhat longer, is located opposite the harbormaster's office; it is used as shops and offices by one of the maritime industrial tenants (**Figure 7**). Two other likely World War II-era buildings – both used as shops – are located on the piers between Shipways 1 and 2 and Shipways 2 and 3 (**Figures 8 and 9**).



Figure 2. Inland portion of Sausalito Shipyard and Marina property
 Source: Bing.com; annotated by Christopher VerPlanck



Figure 3. Shipway Office Building 2, looking north, 2015
 Source: Christopher VerPlanck



Figure 4. Shipway Office Building 3, looking north, 2015
 Source: Christopher VerPlanck



Figure 5. Shoreline portion of the Sausalito Shipyard and Marina property
 Source: Bing.com; annotated by Christopher VerPlanck



Figure 6. Harbormaster's Office, looking northeast, 2015
 Source: Christopher VerPlanck



Figure 7. Shops building 1, looking southwest, 2015
 Source: Christopher VerPlanck



Figure 8. Shops building 2, looking southeast, 2015
Source: Christopher VerPlanck



Figure 9. Shops building 3, looking northeast, 2015
Source: Christopher VerPlanck

C. Shipways

Until the late 1950s, Shipways 4-6 remained extant southeast of Shipways 1-3. They were demolished after 1958 and the site was subsequently regraded in the early 1980s to construct the Marina Plaza office park and Shoreline Park. Nonetheless, pilings from the foundation of Shipway 4 remain visible in a shallow inlet between Shoreline Park and the Sausalito Shipyard and Marina (**Figure 10**). Nothing else remains above ground from either Shipway 5 or 6, which are now both buried beneath fill deposited to build Shoreline Park.



Figure 10. Site of Shipway 4, looking north, 2011
Source: Christopher VerPlanck

Shipways 1-3 are similar, having all been modified between 1958 and 1960 to accommodate small boat construction and repair. Originally 550 feet long, and inclined so that the upper (inland) end extended above the roofs of the shipway office buildings, the shipways were constructed for building and launching colossal Liberty ships and T-2 tankers. In the late 1950s, Donlon Arques cut the shipways in half to extend Road 3 across his property. He then converted the remaining shoreline-facing portions of each shipway to accommodate small boat construction, dismantling, and repair. Though sections of what may be original heavy timber decking are exposed beneath the concrete decking of the shipways, permit applications on file at the City of Sausalito's Building Department indicate that Arques added new decking in 1960, which is probably the oldest part of the existing shipways. To re-deck the shipways he had to remove the massive groundways at the center of each of them. Arques later paved them in concrete and added multiple marine railways to facilitate the "hauling out" of the vessels that his company, as well as the other companies that leased space from him, worked on. Arques and his lessees erected plywood structures at the head of each shipway to shelter the winches that are used to pull the vessels on metal cradles that travel on the marine rails. Metal bulkheads are used to seal the outshore end of each shipway to keep the work area dry after the vessel is hauled out. In contrast to the original Marinship shipways, which ended at the water's edge, the existing shipways and marine rails extend another 75 to 100 feet into Richardson Bay.

Each shipway is bounded on either side by piers and remnants of pier structures. During the Marinship era the piers were all made of wood pilings supporting wood-plank decks. One of the original piers is in ruins and the other three have been substantially rebuilt since 1958. The pier northwest of Shipway 1, a structure once known as "Jerry's Pier," was rebuilt ca. 1985 to accommodate a surface parking lot. Ruins of the original pier remain in the bay next to the pier. The pier between Shipways 1 and 2 is also in ruins, though many of its supporting pilings are still visible, preserving its outline. The pier between Shipways 2 and 3 is in much better repair. Its fender pilings and some of its decking may date to World War II, but it has been modified many times, including the construction of an extension at an unknown date and the addition of two small structures, which appear to have been moved to the site during the 1950s or early 1960s.

Shipway 1

Shipway 1 and its two attendant piers accommodate Bayside Boatworks, a company that specializes in the repair and restoration of wooden boats, though it also works on larger passenger ferries. The same company also leases a portion of Shipway 3. Shipway 1 consists of three marine railways, two wood-frame shops buildings, a winch house/tool room, and several temporary portable enclosures and storage buildings (**Figure 11**). It has an angled shipway paved in concrete and wood planks (**Figure 12**). Three marine rails are attached to the bottom of the shipway. Shipway 1's associated piers are largely in ruins (**Figure 13**). The facility contains at least two Marinship-era buildings, including an office and a wood shop – both of which are mounted on skids on the flanking piers (**See Figures 7 and 8**). The winch house is made of plywood and appears to have been constructed in in the 1970s. It resembles several other storage rooms and shops on the site. All of the buildings appear to be in poor condition.



Figure 11. Shipway 1, looking northeast, 2015
Source: Christopher VerPlanck



Figure 12. Shipway 1, looking southwest, 2015
Source: Christopher VerPlanck



Figure 13. Pier at Shipway 1, looking northeast, 2015
Source: Christopher VerPlanck

Shipway 2

Shipway 2 and its attendant piers accommodate Aquamaison, a company that specializes in the construction of houseboats and concrete barges. Shipway 2 consists of the concrete-paved shipway, a plywood winch house (**Figure 14**), and a rambling assemblage of linked shops and offices housed in non-historic corrugated metal and plywood buildings (**Figure 15**). It has an angled shipway paved in concrete (**Figure 12**). Three marine rails are attached to the bottom of the shipway. Shipway 2's associated pier to the west is in ruins (**Figure 16**). The landward side of the pier contains a pair of collapsing plywood sheds and the seaward side is demolished aside for the fender pilings and the soil substrate, upon which concrete and gravel has been deposited. The buildings that are still in use appear to be in fair condition. The buildings and structures that are not being used are in extremely poor condition and in a state of collapse.



Figure 14. Winch house at Shipway 2, looking west, 2015
Source: Christopher VerPlanck



Figure 15. General view of Shipway 2, looking northeast, 2015
Source: Christopher VerPlanck

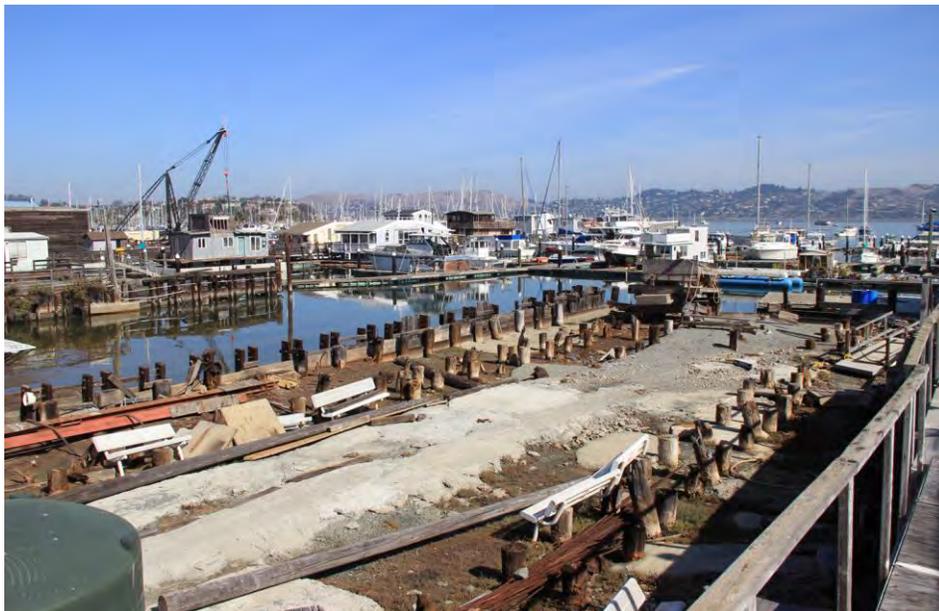


Figure 16. Pier adjoining Shipway 2 to the northwest, looking northeast, 2015
Source: Christopher VerPlanck

Shipway 3

Shipway 3 and its attendant piers accommodate Bayside Boatworks, a company that specializes in the construction of houseboats and concrete barges; Valhalla Signworks, a company specializing in boat lettering; and Everbuilt Construction. Shipway 3 consists of a concrete-paved shipway, a plywood winch house (**Figure 17**), what appears to be a World War II-era shops building sitting atop the pier between Shipways 2 and 3 (**See Figure 9**), and several other wood-frame buildings that appear to have been moved to the site from other locations, including a small cottage housing Valhalla Signworks (**Figure 18**), a small hipped-roof office on the pier between Shipways 2 and 3 (**Figure 19**), and what appears to be a repurposed ship's deckhouse on the same pier (**Figure 20**). There are also several more recent plywood and corrugated metal sheds and shipping containers sprinkled throughout the site. Shipway 3, like its counterparts, has an angled shipway paved in concrete. Three sets of marine rails are attached to the bottom of the shipway. In addition to the moderately intact pier between Shipways 2 and 3, there is a modern pier with an attached floating pier between Shipway 3 and the ruins of Shipway 4. This pier was historically known as "Lefty's Pier." The buildings at Shipway 3 range in condition from poor to fair and the piers appear to be in fair condition.



Figure 17. Shipway 3, looking southwest, 2015
Source: Christopher VerPlanck



Figure 18. Cottage housing Valhalla Signworks, looking east, 2015
Source: Christopher VerPlanck



Figure 19. Hipped-roof building on pier between Shipways 2 and 3
Source: Christopher VerPlanck



Figure 20. Former deckhouse turned into shop/office, looking east, 2015
Source: Christopher VerPlanck

VI. Property History

A. Concise History of Marinship³

What is now the Sausalito Shipyard and Marina were originally developed in 1942 on filled land as part of the Marinship shipyard, one of six “Emergency” shipyard commissioned by U.S. Maritime Commission in the San Francisco Bay Area following the Japanese attacks on Pearl Harbor and other American bases and territories in December 1941. It was constructed by the W.A. Bechtel Corporation on a 210-acre site of former tidelands, industrial sites, and the residential community of Pine Hill. From initial filling to the construction of the first Liberty ships happened in less than six months, with the *William H. Richardson* launched on September 26, 1942. By the end of the year, Marinship had built four more Liberty ships and in early 1943 it built 10 more. In the spring of 1943 Marinship was retrofitted to build T-2 tankers and Navy oilers, larger vessels that required the enlargement of the six original shipways. Between March 1943 and September 1945, Marinship launched a total of 78 tankers and oilers. Toward the end of the war, Marinship constructed a “mini shipyard” to construct 104’-long “invasion barges” for use in the anticipated invasion of Japan. Marinship recruited workers from all across the country, employing thousands of women and members of several minority groups that had been traditionally excluded from shipyard employment. Ninety percent of the workers at Marinship had never worked in a shipyard before, requiring extensive training efforts and the reorganization of traditional craft-based shipyard work into a series of simplified and repetitive tasks. Marinship completed its last vessel, the *Mission San Francisco*, on September 8, 1945 and after ramping down production it closed for good in early 1946.

B. Design and Construction of Marinship

Marinship was designed by the engineering department of W.A. Bechtel Corporation, with consultation from the U.S. Maritime Commission. Because the yard was constructed on land where no shipyard had been before, it was laid out entirely at once to be the most modern and efficient facility possible. In this regard Marinship had an advantage over traditional privately owned shipyards in the Bay Area, all of which had developed organically from the Victorian period onward, and therefore did not make use of modern assembly line techniques. Marinship was also designed to be built quickly and cheaply. Due to wartime restrictions on the use of materials like concrete and steel, it was constructed almost entirely of wood, including plywood and lightweight fir lap siding; modular assemblies, such as glu-lam trusses; and prefabricated elements like wood ribbon windows. Piers, shipways, and wharfs, as well as the foundation mats beneath most of the buildings, were made of non-concrete-jacketed wood pilings. The relatively insubstantial construction materials of Marinship stood in contrast to the substantial brick, steel, and concrete buildings of traditional Bay Area shipyards. However, as a wartime “Emergency shipyard,” Marinship was only designed to last for the duration of the war. The following paragraphs, excerpted from the 2011 *Marinship Historic Context Statement*, describe the design and layout of Marinship in more detail.

Freely borrowing from the assembly line techniques long used in auto manufacturing, Bechtel’s engineers designed a “turning flow” yard deliberately designed to reduce inefficiencies and speed up production. By the early 1940s, shipyard design tended to fall into either the “straight-line” or “turning flow” category. In the straight-line mode, raw materials entered the site at a single point perpendicular to the shore and then proceeded toward the water as a straight “assembly line” through various sorting, burning (cutting), and

³ A much more extensive history of Marinship can be found in the *Marinship Historic Context Statement*, prepared by Knapp & VerPlanck Preservation Architects in June 2011. This document can be found on the City of Sausalito’s website: <http://ci.sausalito.ca.us/modules/show-document.aspx?documentid=9344>

preassembly stages until meeting the shipways at the water's edge. Here, the resulting subassemblies were assembled and the vessel launched. The straight-line approach required a lot of space. If a site did not have that much depth (like Marinship), the turning flow process was used. This mode worked the same as straight-line flow except that the assembly line operated parallel to the water until the subassembly process was completed. At this point the "flow" made a ninety-degree turn to reach the shipways. At the shipways the subassemblies were staged and assembled, the ship launched, and towed to the outfitting docks for completion.⁴

As designed by Bechtel's Engineering Department, Marinship was divided into four zones: administration, subassembly, assembly, and outfitting (**Figure 21**). According to the original plans, the administration zone was to be located in the north, near the primary rail and highway entrances to the yard. Here raw materials, including thousands of steel plates for hulls, deckhouses, pre-manufactured engines, shafts, propellers, rudders, and other machinery and equipment procured from other locations, would enter the 210-acre site. Once inside the incoming materials would be sorted, stacked, and stored prior to production.

Just south of the administration zone was to be the subassembly zone. Here the raw steel plates would be burned (cut) in the Plate Shop (Building 20) before being sent southward to the Subassembly Shop (Building 25), where the various plates would be welded together into subassemblies. The Mold Loft/Yard Office (Building 30), where full-sized drawings and templates for each part were made, would be located just east of these two shops for easy communication and oversight.

Just south of the subassembly zone was to be the assembly area. Upon completion of the subassemblies (deck houses, stern and bow assemblies, bulkheads, etc.), they would be transported by truck or rail to the staging area to the west of the shipways. High-capacity, self-propelled "whirley" cranes operating along tracks on the piers would then transport the completed subassemblies to their designated hull. Here, workers would then weld them into place. Preassemblies meant that only about 250 individual pieces were put together on each shipway prior to launch. Limiting the amount of time in the shipways meant that more vessels could be launched in a shorter amount of time.

A ship was not complete after its launching; there were typically several more weeks of outfitting prior to testing and delivery. After launching, the vessel would be towed to the outfitting zone, which was located south of the assembly zone within the southern portion of the yard. Here an entirely separate section of the shipyard would produce, sort, machine, and install all of the smaller parts of a ship, including electrical, plumbing, navigation instruments, weaponry, insulation, ventilation, joinery, flooring and decking, etc. Buildings serving the outfitting zone included the Outfitting Docks (Structure 14), the Outfitting Shops (Building 15), the Subcontractors' Building (Building 26), the Main Warehouse (Building 29), the Machine Shop (Building 11), the Paint and Oils Warehouse (Building 17), the General Shops (Building 10), and the Blacksmiths' Shop (Building 4). For the most part, these buildings were laid out directly opposite the Outfitting Docks, allowing for individual items to be easily transported to the docks for installation.

Marinship would also contain many buildings that were not directly involved with the production process, including administration offices, training and workforce development facilities, a clinic, cafeterias and canteens, and garages and warehouses. Marinship designers made sure that most of these peripheral functions were located away from the main production line so as to not take up valuable space or cause congestion within critical parts of the yard. The Administration Building (Building 3) would be located in the north, directly opposite the main highway entrance to the yard. Located on the opposite side of the Redwood Highway (now Bridgeway) was a separate complex of buildings called the West Area dedicated to training new hires (Buildings 27 and 28), salvage operations (Buildings 6 and 21), and the Cafeteria (Building 8). The only non-production-related functions built in the assembly area were emergency care and in-yard feeding.

⁴ Wayne Bonnett, *Build Ships!* (Sausalito, CA: Windgate Press, 1999), 50.

The clinic (Building 19) was to be built right near the ways to take care of any workers injured in this dangerous part of the yard. In addition, mobile canteens were placed throughout the production area to allow workers to buy sandwiches, coffee, and snacks within their allotted half-hour lunch break.

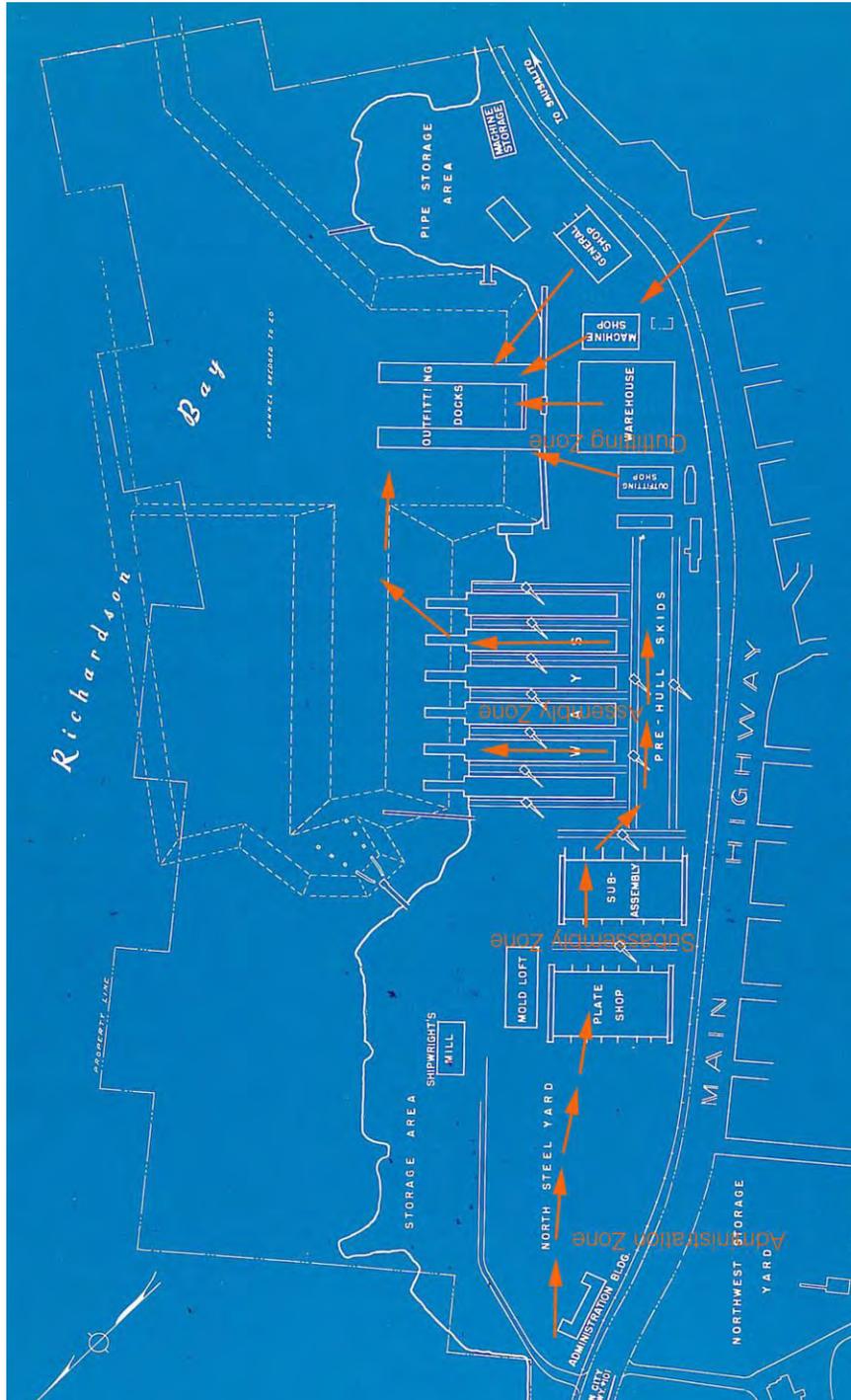


Figure 21. Site Plan of Marinship, with arrows depicting patterns of workflow and major functional zones
 Source: Richard Finnie, *Marinship: The History of a Wartime Shipyard*
 Annotated by KVP Architects

C. *Marinship Shipways during World War II*

The shipways were the most important part of Marinship. This is where the 250 or so subassemblies were assembled to build a vessel that would then be launched and outfitted. Speed and efficiency were critical in this part of the process because any delays in the shipways created a bottleneck, slowing down or stopping all work that preceded it in the “flow.” The most talented welders and experienced shipwrights were assigned to the shipways, including the famous “flying squads,” or crews of especially skilled welders who were given specific tasks to hasten progress. One member of the Marinship flying squads was Joseph James, a welder who organized his fellow African American workers to oppose discriminatory union membership and employment rules. The following section, excerpted from the 2011 *Marinship Historic Context Statement*, briefly describes the work that occurred in the shipways:

The actual ship assembly took place in the six shipways located at the center of the yard facing Richardson’s Bay. The work was done by the “ten-day flying squads” mentioned above that would assemble up to 250 large sections totaling 5,000 tons. Each of the major subassemblies would be lifted into place by the large whirley cranes located between the ways. For heavier lifts, multiple cranes would be used. The cranes were operated by highly skilled riggers capable of engineering complicated lifts involving multiple cranes (**Figure 22**). The men and women who worked in each squad were responsible for welding together the subassemblies, resulting in the ship being 80 percent complete upon launch day. In addition to welding together the hull plates and subassemblies, the flying squads would install the 10,000-horsepower engines fabricated in the Machine Shop (Building 11) and assembled in the Boiler Erection Building (Building 5). On launching day, a special crew would grease the skids and set up the blocks so that precisely as the dignitaries broke the bottle of champagne across the bow, the crew would remove several blocks and the vessel would gently slide down the ways into Richardson’s Bay.⁵



Figure 22. Deckhouse lift involving four cranes
Source: Richard Finnie, *Marinship: The History of a Wartime Shipyard*

Figures 23-25 illustrate the Shipways during the Marinship era.

⁵ Ibid.

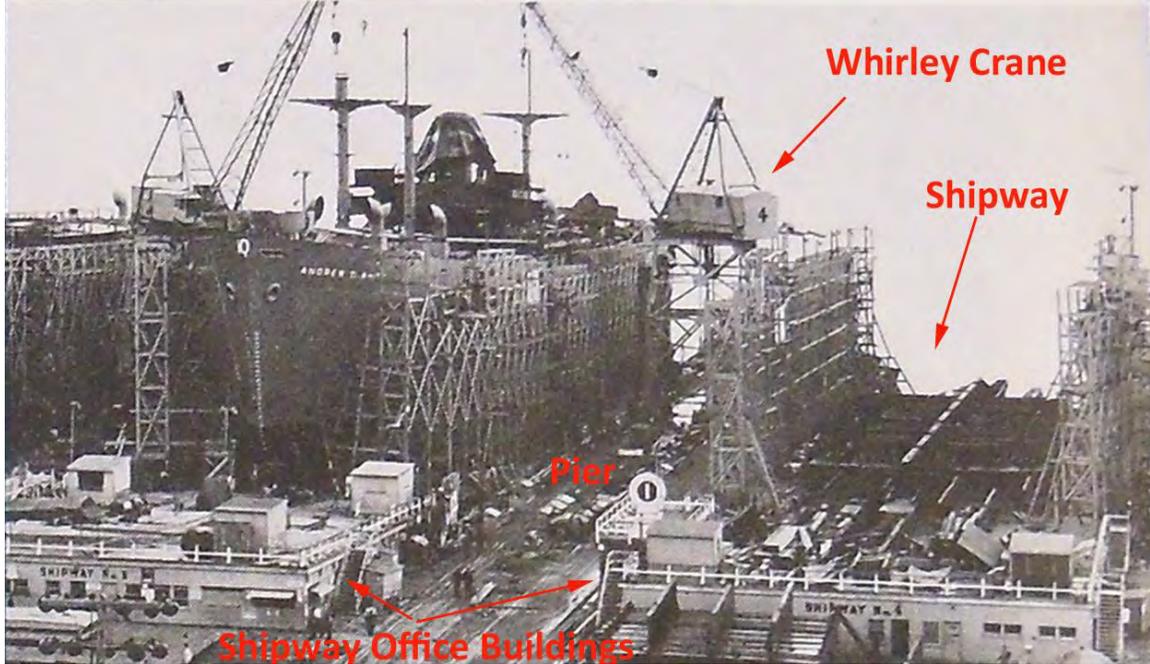


Figure 23. Photograph showing Liberty ships under construction at Shipways 3 and 4, 1943
 Source: *Marin-er*; Sausalito Historical Society

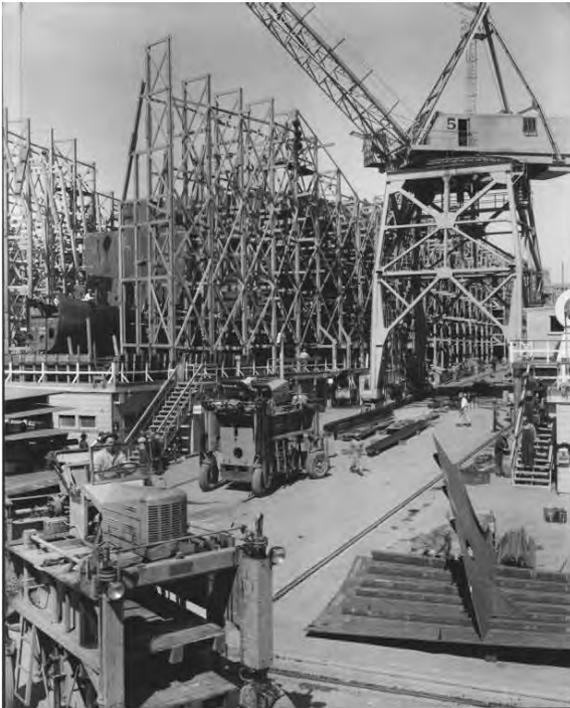


Figure 24. Vessel under construction at Shipway 5,
 n.d
 Source: Sausalito Historical Societv

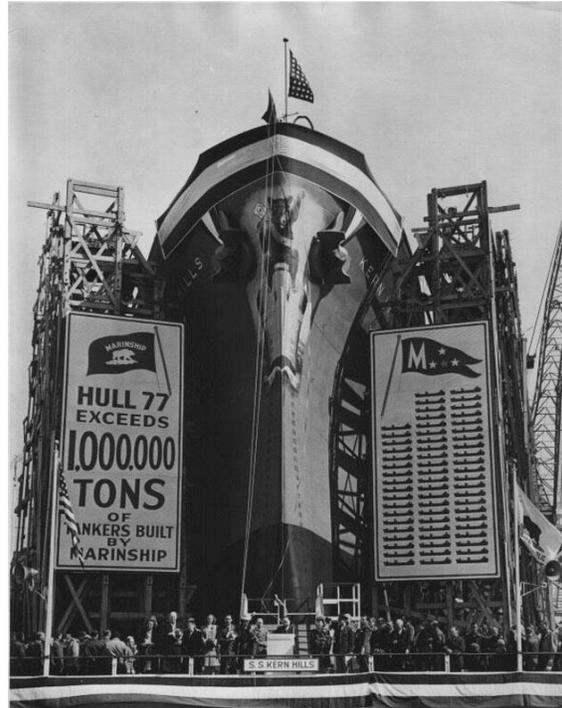


Figure 25. Tanker prior to launching, 1945
 Source: Sausalito Historical Society

As mentioned previously, each shipway was composed of three major elements: the shipway proper, the pier, and the office building. The shipway itself was a sloped ramp about 250 feet long. Supported by wood pilings and clad in heavy wood planks, each shipway contained a groundway at the center. The groundway was a pair of huge continuous timbers that extended from the top of the shipway to the water. The groundway was a pair of huge continuous timbers that extended from the top of the shipway to the water. The hull plates were laid on wooden structures called slideways, which were secured to the groundways. When the vessel was ready to be launched the groundways would be greased and the slideways cut free so that the vessel could slide into Richardson Bay. Drag chains attached to the hull slowed and stopped the vessel after it traveled about 1,000 feet into Richardson Bay. Marinship did not use rails to launch either Liberty ships or T-2 tankers/oilers and the marine rails that are in place now were added in the late 1950s or early 1960s. A diagram published in the *Mariner* depicts the process of launching a Liberty ship at Marinship, a process that changed little after the conversion to tanker production in 1943 (Figure 26).

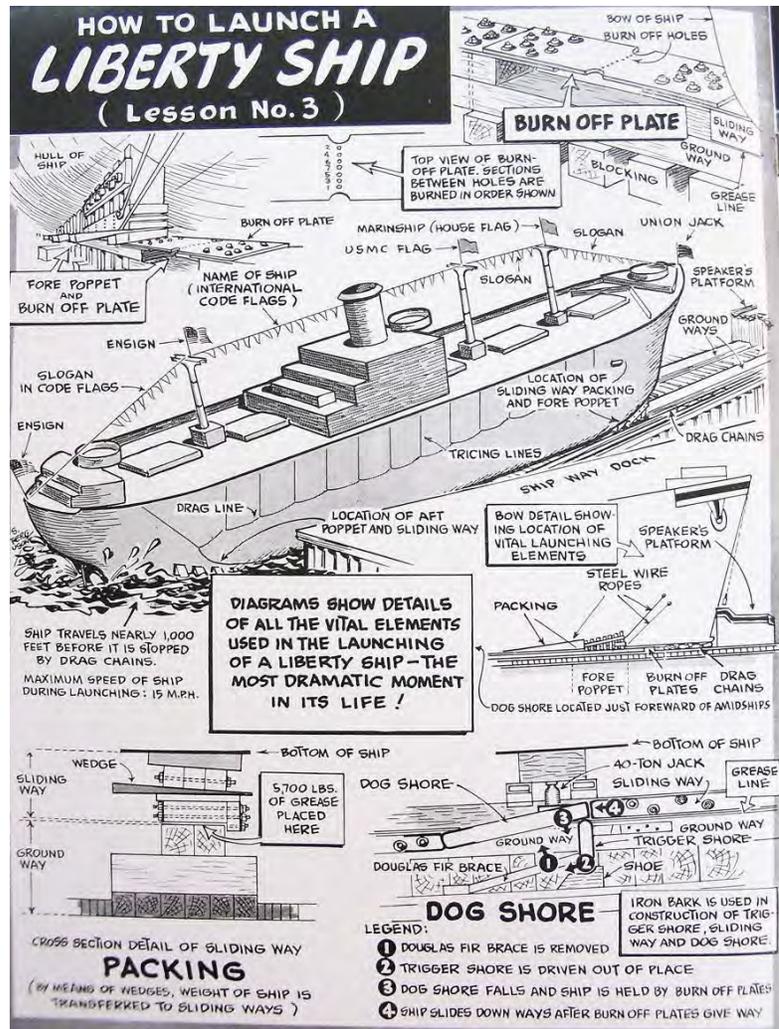


Figure 26. Diagram depicting the process for launching a Liberty ship
Source: *Mariner* archive; Sausalito Historical Society

D. Marinship Closes

As mentioned previously, Marinship launched its last ship, the *Mission San Francisco*, on September 28, 1945. The conclusion of hostilities ended the demand for new freighters and tankers, which remained in large supply for decades after the war. Originally commissioned by the U.S. Maritime Commission to build 100 vessels, Marinship completed 93. The remaining seven tanker contracts were canceled and Bechtel laid off most of the workforce in October 1945, leaving only a skeleton crew of 600 to complete a limited amount of retrofitting work and to oversee the closure of the yard in early 1946.⁶ Though the Maritime Commission had offered to convey the yard to Bechtel, the company did not see a future in peacetime shipbuilding and declined the offer. Nevertheless, the yard had been very profitable to Bechtel. Because the U.S. Maritime Commission owned the yard, paid all capital costs, and purchased all major machinery and supplies, Bechtel had risked almost nothing. During postwar congressional hearings it was estimated that Marinship had earned a total pre-tax profit of \$11,871,394 on Commission contracts of \$280,941,573.

⁶ Knapp & VerPlanck, *Marinship Historic Context Statement* (San Francisco: 2011), 36.

In three-and-a-half years, Bechtel and its partners earned more than a 2,000 percent return on their original investment of \$500,000.⁷

Following the closure of Marinship, the U.S. Maritime Commission conveyed the property to the War Assets Administration on May 16, 1946. The War Assets Administration then conveyed 67.56 acres of the decommissioned shipyard to the U.S. Army Corps of Engineers to serve as its chief base of operations in the Southwest and Pacific Division. However, the Army Corps did not need that much land so it retained only 11.4 acres in the former outfitting zone. After the Army Corps had taken what it needed, the War Assets Administration then demolished and salvaged the steel structures on the site and subdivided the property into large parcels and put them up for sale. Because they had little residual value, the War Assets Administration did not demolish the wood buildings and it also did not demolish any of the docks, piers, or shipways. As Marinship was being auctioned off to private owners, former General Manager William Waste observed: "There's nothing left of Marinship but some rusty steel, empty ways and docks, and dark, damp buildings." With some sadness he predicted that "some day it will probably be torn down and the site used for something else."⁸ A photograph from after the shipyard closed in 1946 shows the once busy ways idled (**Figure 27**).

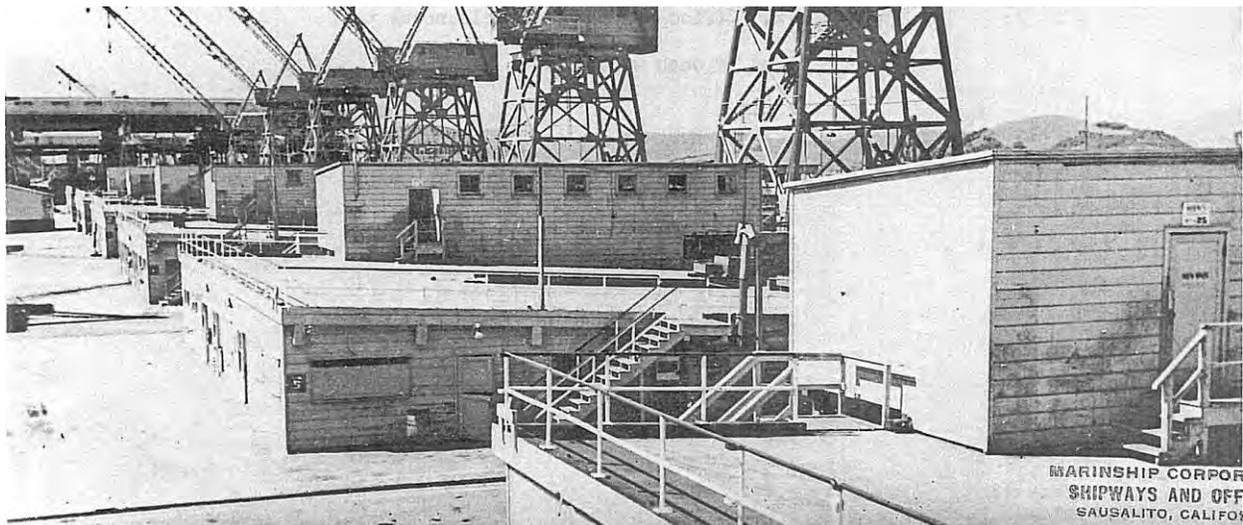


Figure 27. Idled shipways, 1946
Source: Richard Grambow, *Marinship at the Close of the Yard*

⁷ Charles Wollenberg, *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito* (Berkeley: Western Heritage Press, 1990), 36.

⁸ *Ibid.*

E. Postwar History of the Shipways: 1946-2015

Because they contained little steel, which could be sold for scrap, the shipways were left alone by the War Assets Administration and sold “as-is.” An aerial photograph taken in 1946 shows the abandoned ways, piers, cranes, and office buildings entirely intact (**Figure 28**). The cranes were probably removed not long afterward and either sold for scrap or sold to another shipyard. The War Assets Administration subdivided the six shipways among two adjoining parcels, with Shipways 1-3 located on the northerly of the two parcels and Shipways 4-6 on the southerly parcel. In 1949, Donlon Arques, the son of a well-known Sausalito boatbuilder, purchased the northerly parcel, which contained a little over 23 acres, from the War Assets Administration.⁹ After acquiring the property, Donlon Arques began using the property to break up ships and boats for scrap metal. Meanwhile, the 21-acre parcel containing Shipways 4-6 was purchased by Michael J. Ryan. Ryan, who closed on the property in 1949, intended to use the shipways to build minesweepers for the U.S. Navy. However, after being unsuccessful in securing any Navy contracts, Ryan sold the property to Ellis A. Lando in October 1951. Lando, a Mill Valley industrialist specializing in manufacturing window blinds, paid \$60,000 for the property.¹⁰ Two years later, Lando built an \$80,000 concrete factory building on the inland side of the property.¹¹ Lando had no use for his three shipways, which were noted as being abandoned on the ca. 1955 Sanborn maps (**Figure 29**). The maps indicate that Arques was not using Shipways 1-3 either. These long, sloped structures would have been unsuitable for Arques’ boat dismantling operations, which he appears to have done in the adjoining shallow waters of Richardson Bay. The Sanborn maps indicate that the former Marinship site was in the process of becoming an informal industrial park, with several new industrial buildings in the vicinity of the shipways, including Lando’s window blind factory and an iron-works complex built in 1951 by the San Francisco Iron Works Co.

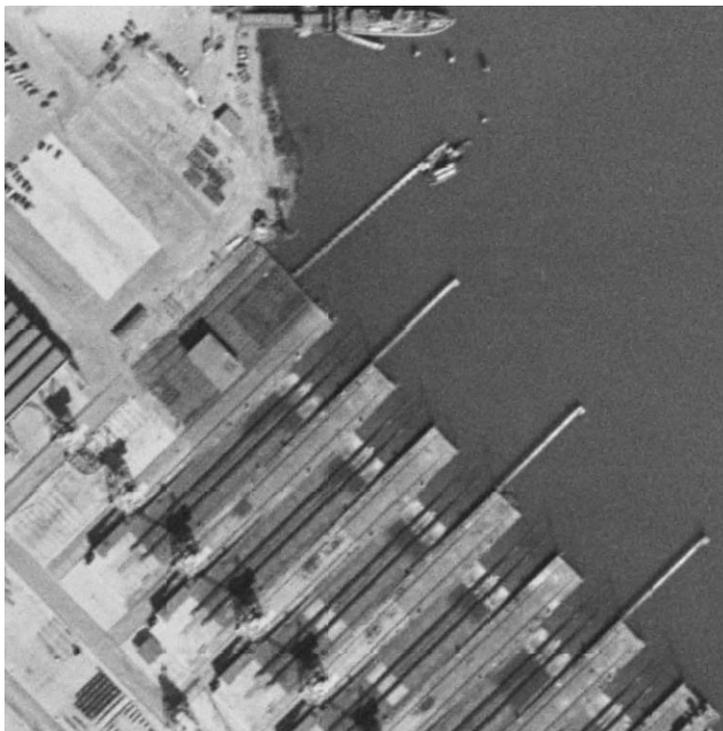


Figure 28. 1946 aerial photograph showing the former Marinship Shipways
Source: Historical Aerials

However, after being unsuccessful in securing any Navy contracts, Ryan sold the property to Ellis A. Lando in October 1951. Lando, a Mill Valley industrialist specializing in manufacturing window blinds, paid \$60,000 for the property.¹⁰ Two years later, Lando built an \$80,000 concrete factory building on the inland side of the property.¹¹ Lando had no use for his three shipways, which were noted as being abandoned on the ca. 1955 Sanborn maps (**Figure 29**). The maps indicate that Arques was not using Shipways 1-3 either. These long, sloped structures would have been unsuitable for Arques’ boat dismantling operations, which he appears to have done in the adjoining shallow waters of Richardson Bay. The Sanborn maps indicate that the former Marinship site was in the process of becoming an informal industrial park, with several new industrial buildings in the vicinity of the shipways, including Lando’s window blind factory and an iron-works complex built in 1951 by the San Francisco Iron Works Co.

⁹ County of Marin Clerk-Recorder’s Office, Deeds on file for 2350 Marinship Way.

¹⁰ “Lando Buys 21 Acres of M’Ship Land,” *Sausalito News* (November 1, 1951).

¹¹ “\$80,000 Manufacturing Plant Near Completion; 2nd Building Planning by Firm,” *Sausalito News* (September 17, 1953).

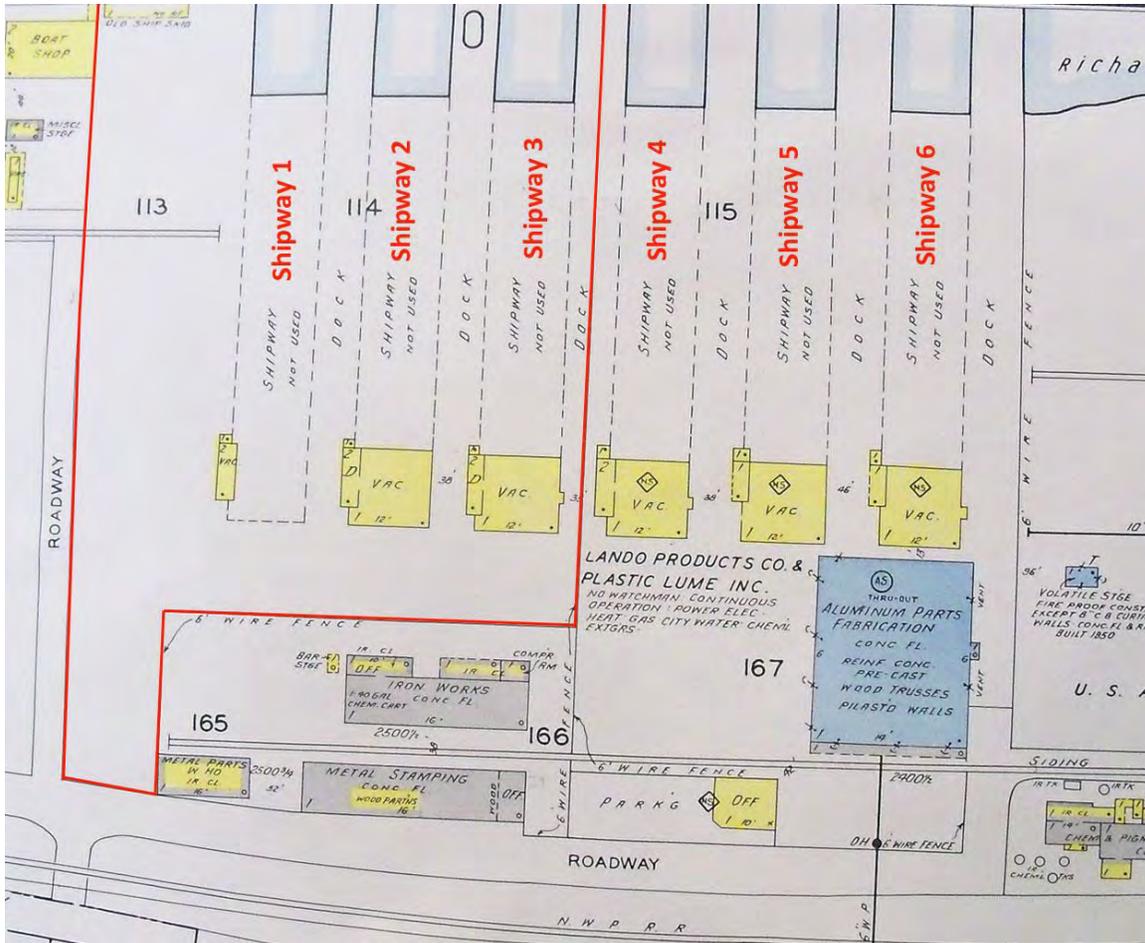


Figure 29. Ca. 1955 Sanborn Maps showing the former Marinship Shipways
Red line indicates boundary of Arques/Sausalito Shipyard and Marina property
Source: Sausalito Historical Society; annotated by Christopher VerPlank

Aerial photographs and maps do not indicate a great amount of building activity at the former Marinship shipways complex for about a decade after Arques purchased the property. Early changes to the site include the construction of “Lefty’s Pier,” an extension to the pier between Shipways 3 and 4, by 1952. On a 1952 aerial photograph several vessels are shown moored to the pier, suggesting that Arques may have conducted his dismantling business there or that he had leased the pier to some other business. Similar conditions are depicted on aerial photographs from 1956, though by this time there was clearly more activity occurring on Arques’ property, with several vessels moored within the now submerged ends of Shipways 1, 2, and 3. This suggests that Arques had demolished or otherwise modified the bay ends of the shipways to allow boats to be hauled out for maintenance or repair. According to permit application records, in 1955, Arques erected a corrugated iron building with a bowstring truss roof at the southwest corner of the property. This building, which Arques had dismantled and moved from Sutter Creek, California, was reassembled on the site and used for storage. The building still exists, though it is now located between shipway office buildings 2 and 3.¹² The 1956 aerial photographs show several changes in the immediate vicinity of Arques’ property, including the construction of a boatyard on the site of what is now Spaulding Boatworks and a marina at what is now Clipper Yacht Harbor.

¹² City of Sausalito Department of Building Inspection, “Building Records for 2350 Marinship Way.”

Aerial photographs from 1958 are the last to show the six Marinship shipways resembling their wartime condition (**Figure 30**). The aerial shows each of the three ways on Arques' property in use for boat repair or dismantling. The giant groundways appear to have been demolished at the lower end of each of the three ways and possibly replaced with smaller marine rails to assist in hauling vessels out of the water and onto dry land for easier access. Piles of debris occupy the inland area just beyond Shipway 2, suggesting that dismantling was the primary activity of the yard. Another significant change recorded on the 1958 photograph is the construction of a yacht harbor on the submerged portion of the Arques property. Arques had applied for a permit for this facility, which cost \$10,000 to build, on May 6, 1958. The contractor who built the yacht harbor was Robert H. Hall.¹³ Two years later, on November 3, 1960, Donlon Arques applied for a permit to "redeck old skid dock area" with 2' x 10" planks, as well as adding bulkheads to the shoreward side of the three shipways. The original decking was apparently entirely removed as part of this project. The permit application also made mention of filling within an unspecified area within 18 months.¹⁴



Figure 30. 1958 aerial photograph showing the former Marinship shipways
Source: Historic Aerials

An aerial photograph from 1968 shows a multitude of alterations made by Donlon Arques, as well as his neighbor Ellis Lando, to the former Marinship shipways (**Figure 31**). In contrast to the 1958 aerial, which shows all six shipways largely intact, by 1968, the three ways on Lando's property (Shipways 4-6) had been destroyed and covered in fill. Meanwhile, the three ways on Arques' property (Shipways 1-3) had been heavily altered and the inland sections partially demolished. In addition to the expansion of the marina begun in 1958, a new parking lot had been constructed on fill to the north of Shipway 1, resulting in the demolition of the pier in this location. The remaining three piers on the site had all been modified with extensions and buildings added to them. The shoreward ends of the shipways themselves had been changed, with marine rails installed in place of the groundways. The inland sections of the three ways had been bisected by an extension of Road 3. The remaining inland sections of the three shipways appear to be in a semi-ruined condition, with junk and abandoned vehicles parked on them. In striking contrast to earlier aerial photographs, the 1968 aerial shows at least a dozen small buildings, nearly all of which were

¹³ City of Sausalito Department of Building Inspection, "Building Records for 2350 Marinship Way."

¹⁴ City of Sausalito Department of Building Inspection, "Building Records for 2350 Marinship Way."

moved to the property from other locations – either from other parts of the former Marinship property or from other locations entirely – peppered throughout the site. The three office buildings for Shipways 2 and 3 were still extant, though by this time the corrugated iron building with the bow-string truss roof had been moved into the gap between them, forming Donlon Arques’ shop complex. By this time Arques had begun leasing level areas of the inland portion of the property to people wishing to store boats and vehicles. It is also well-known that by this time Arques had allowing scores of beatniks, artists, and hippies to live on the property – either in buildings, marooned vessels, or in their vehicles.



Figure 31. 1968 aerial photograph showing the former Marinship shipways

Source: Historic Aerials

By the late 1960s, Sausalito had become a preferred destination for flower children escaping rising crime and social breakdown in San Francisco’s Haight-Ashbury neighborhood.

Sausalito had a long history of welcoming beatniks and others with a countercultural orientation, and by 1970 there were hundreds of hippies living along Sausalito’s waterfront, including an untold number at Arques’ Shipyard and Marina. In the early 1970s, the City of Sausalito, which had annexed nearly all of the former Marinship shipyard in the 1950s, began to crack down on Arques. On June 8, 1972, the Marin County Health Department and the City of Sausalito’s Building Department jointly inspected the Arques Shipyard, finding hundreds of health and safety violations. Ordered to remedy the situation, Arques apparently did nothing. In a subsequent memo to Donlon Arques from Robert C. Quayle, Acting Sausalito Fire Chief, he demanded that Arques demolish the rotted and dilapidated Shipways 1, 2, and 3, replace the rotted piers between Shipways 2 and 3 and 3 and 4, replace the decking of the yacht harbor piers, upgrade insufficient water and electrical service, remove all sunken hulls from the water, clear all scrap, debris and waste from the rest of the property, and evict all persons living illegally on the site.¹⁵

A hand-drawn diagram from 1972 shows how the Arques property was used during this time (**Figure 32**). Shipway 1 was co-leased to Jerry’s Yacht Service and Channel Marine. Shipway 2 was rented to Enman Diesel and an unnamed boat builder (probably Arques). Meanwhile, Shipway 3 was used by an unnamed houseboat builder. Arques’ shop was located in the corrugated iron building between the two surviving shipways office buildings, which were then used for both residential and industrial space. Other residences were scattered throughout the site. The inclined inland portion of Shipways 1, 2, and 3 continued

¹⁵ June 6, 1972 memo from Robert C. Quayle, Acting Sausalito Fire Chief, to Donlon Arques. In Building Department file for 2350-2 Marinship Way.

to stand west of Road 3. The rest of the site was used to store scrap iron and there was a parking lot that Arques leased to the Golden Gate Bridge District to park buses.

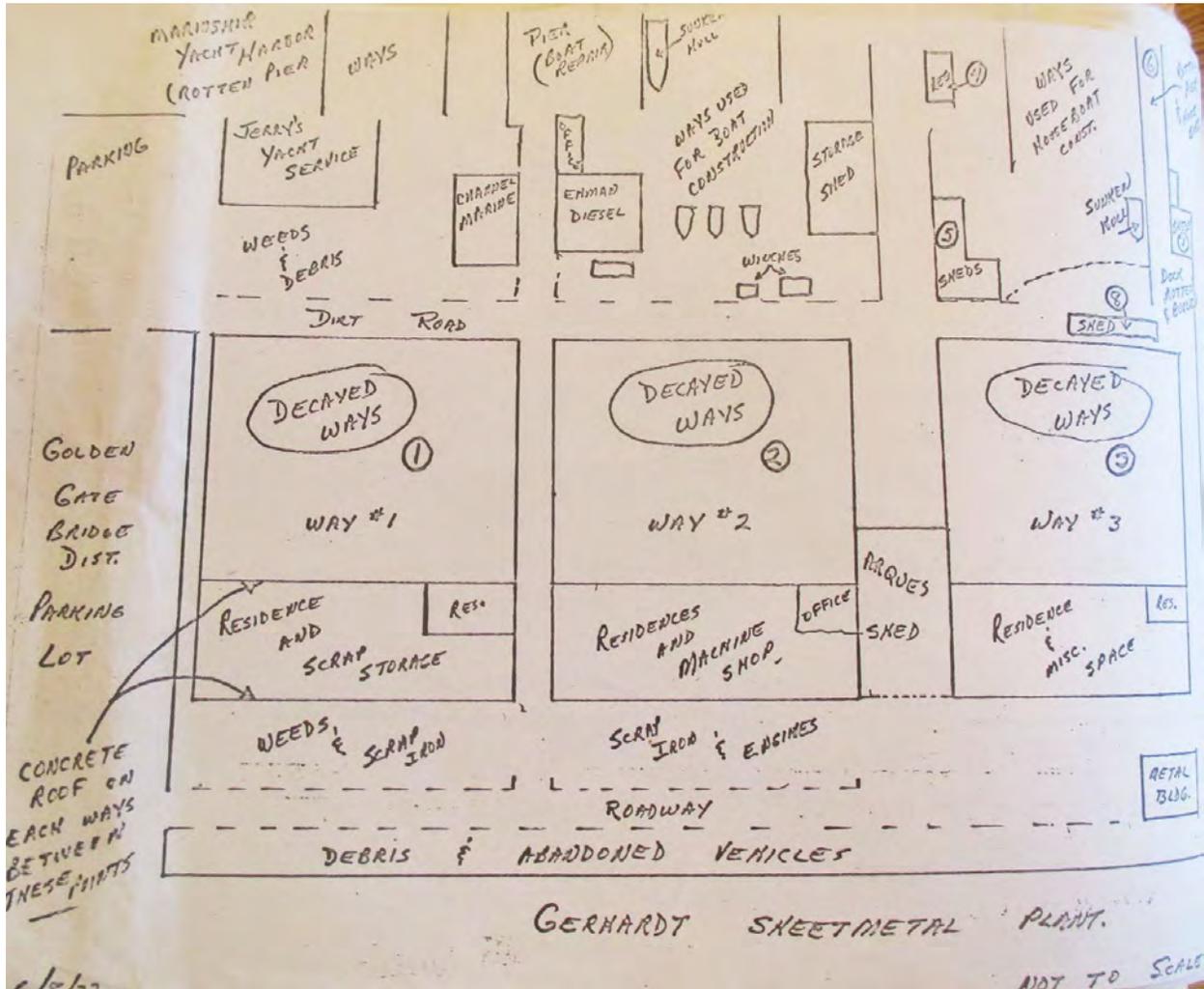


Figure 32. Hand-drawn sketch plan of Arques Shipyard and Marina, 1972
 Source: Building Department file for 2350-2 Marinship Way

The City of Sausalito eventually sued Donlon Arques to clean up his property. In a February 8, 1974 letter from the City's attorney to Arques' attorney, the work was underway, with Shipways 1 and 3 demolished and Shipway 2 in the process of being demolished. The reference to ways is almost certainly to the remaining inland sections shown on the 1972 site plan, and not the shoreward sections. In addition, Lefty's Pier (the pier between what had been Shipways 3 and 4) was being rebuilt and all of the residents had been evicted. The letter says that all of the "shacks" on the property would be demolished, with the exception of buildings that could be used for storage.¹⁶

Between 1974 and 1981 there were no further complaints by the City, suggesting that Donlon Arques had done the work to comply with City and County codes. However, by the early 1980s, the City renewed its

¹⁶ February 8, 1974 letter from William S. Hochman, Esq. to Vernon L. Bradley, Esq. In Building Department file for 2350-2 Marinship Way.

efforts. As before, the same issues re-emerged, including decaying buildings and infrastructure, illegal residential units (mainly houseboats and shacks), piles of debris, and legions of unoccupied and abandoned vehicles and boats. Evidently the primary driver behind the City's enforcement campaign was the owner of the newly completed (in 1984) Marina Plaza office park built on the former site of Ellis Lando's window blind factory. The office park was owned by the San Francisco law firm of Kutsko, Moran, and Mullin (KMM) and in 1985, KMM sued Arques and the City to enforce the cleanup of the yard to meet the letter of the law, charging that the shipyard's residents and dilapidated conditions were scaring off prospective tenants and lowering property values. Donlon Arques, feeling like he had no other choice, decided to evict his 65 residential tenants – many of whom were artists and craftspeople who lived in their own ad hoc live-work space – from the property and compel the remaining commercial tenants to upgrade their leased facilities to meet contemporary building codes, which reportedly would have had the effect of driving all of them out of business.¹⁷

Marinship Specific Plan

Many Sausalitans, including then-Mayor Alice Rogers, felt that the lawsuits were an attempt by KMM to drive Arques out of business and foster more suburban-style office park development in the Marinship area. In response, the City crafted a plan for the Marinship area. An element of the Sausalito General Plan, the Marinship Specific Plan was implemented in 1985 and revised in 1989. The primary aim of the plan was to stave off any new suburban office parks in the area, preserve waterfront access, and ensure that a reservoir of both industrial and maritime industrial land remained available in Sausalito.¹⁸

Arques School of Traditional Boatbuilding

The passage of the Marinship Specific Plan allowed Arques Shipyard and Marina to continue along with its business. However, Donlon Arques and his wife Verna, were both rapidly aging. Verna Arques died on February 19, 1989, and Donlon on January 28, 1993.¹⁹ Before he died, Donlon Arques founded a non-profit dedicated to teaching the skills required for the "restoration and replication of small wooden boats that have historical significance in the greater San Francisco Bay Area."²⁰ In 2007, the school moved into the Spaulding Boatworks property next-door to the Sausalito Shipyard and Marina, which also maintains its own wood boatbuilding school.

¹⁷ Katy Butler, "65 Face Eviction on Sausalito Waterfront," *San Francisco Chronicle* (September 1, 1984), 3.

¹⁸ Section 10.28.050 of the Sausalito Planning Code.

¹⁹ California Death Index, 1940-1997.

²⁰ "About Us," The Arques School website: <http://www.arqueschl.org/about-us/>

Lemon Family Purchases the Arques Shipyard and Marina

Before he died, Arques established a trust called the Arques Charitable Education Trust to own and co-manage the property, along with the Arques Maritime Preservation Foundation, after his death. On November 1, 1996, the Lemon Family, LLC purchased a 50 percent interest in the Arques Shipyard and Marina.²¹ At the same time, the Arques Shipyard Management Company, LLC, which was owned by the Lemon family, entered into a contract with the Arques Maritime Foundation to redevelop the property.²² About a decade ago, the Lemon family assumed full ownership of the former Arques Shipyard and Marina, which was subsequently renamed the Sausalito Shipyard and Marina.²³ Since then the Lemon family has prepared several proposals to redevelop the property with offices, commercial space, as well as space for maritime industrial usage. In the meantime, the Lemon family has continued to manage the shipyard much as it has been for at least the last 50 years.

F. Donlon Arques: 1908-1993

Donlon Arques, the founder and proprietor of Arques Shipyard and Marina for almost fifty years, was a well-known figure in Sausalito. Born in San Francisco on October 29, 1908, Donlon moved to Sausalito with his family around 1920. His father Camillo L. Arques was a Chilean-American boatbuilder who established a yard specializing in barges and lighters at the foot of Napa Street, and later Johnson Street, in Sausalito. His mother Teresa was a California native of Irish parentage.²⁴ Arques was raised around boats and boatbuilding. During World War II, he worked for Marinship as a contractor, building barges, personnel boats, and other small watercraft. He also did repairs on Navy vessels. After the war he purchased a little over 23 acres of former Marinship land to build a larger boatyard.²⁵ Donlon was always getting into trouble with the City of Sausalito for one thing or another, and this continued to intensify once the City had annexed Marinship in 1955. His first major run-in with the City occurred in 1958 when Sausalito City Attorney John B. Ehlen filed a lawsuit against Arques for allowing people to live aboard houseboats and in shacks on his property. Many of the residents were artists, playwrights, poets and other countercultural types who loved the freewheeling ways of the Sausalito waterfront.²⁶ Well-known as a refuge for Bohemia, famous figures like artist Jean Varda and Zen philosopher Alan Watts lived on old ferry boats near Gate 5 (not on the subject property), and illustrator/author Shel Silverstein and cartoonist Phil Frank lived on houseboats in or near the shipyard. By the late 1960s, hippies from San Francisco's Haight-Ashbury district had heard about Arques' shipyard and many took up residence on his property. Arques, who continued his business of dismantling and repairing wooden boats, was evidently tolerant of the hippies and he even employed some on occasion. Some paid rent but most did not, but he was reluctant to kick them out even when the City cracked down on him in the early 1970s and again in the mid-1980s. Donlon Arques died in Sausalito on January 28, 1993 at the age of 85.²⁷ Before he died he founded the Arques School of Traditional Boatbuilding, to pass on traditional wood boatbuilding skills to a new generation.

²¹ County of Marin Clerk-Recorder's Office, Deeds on file for 2350 Marinship Way.

²² Arques Shipyard & Marina, "Meeting with Sausalito Planning Staff," July 7, 1998. Correspondence in the Sausalito Building Department file for 2350-2 Marinship Way.

²³ Author's conversation with Joe Lemon, October 7, 2015.

²⁴ U.S. Bureau of the Census: 1920, San Francisco City, Enumeration District 6906, Sheet 9B.

²⁵ Phil Frank, *Houseboats of Sausalito* (Charleston, SC: Arcadia Publishing, 2008), 74-5.

²⁶ Larry Clinton, "Sausalito's Houseboat War I," *Sausalito Historical Society Journal* (June 4, 2014).

²⁷ California Death Index, 1940-1997.

VII. Determination of Eligibility

VerPlanck Historic Preservation Consulting evaluated the potential eligibility of the Sausalito Shipyard and Marina for listing in the California Register of Historical Resources (California Register). California Register eligibility is the minimal threshold for determining whether a property is a “historical resource” under the California Environmental Quality Act (CEQA). The Sausalito Planning Department asked us to look at the entire Sausalito Shipyard property and not just the “marine rails,” which were mentioned by participants in a Sausalito City Council Meeting on April 21, 2015. Indeed, there has been some controversy over what is meant by the term “marine rails,” which some have taken to be the entire shipway itself as opposed to just the physical tracks in the shipways used to haul out vessels for repair. This report considers only the tracks to be the marine rails. On the other hand, we define the shipway as a complex consisting of the shipway itself, the adjoining piers, and the office building at the inland edge of each shipway. The following analysis considers primarily the World War II-era period of significance (1942-1945) identified in the 2011 *Marinship Historic Context Statement*. Any building, structure, or object added to the property after 1945 is part of a different context(s) and though discussion of other contexts is included in the following sections it is our understanding that the World War II contexts identified in the National Park Service’s National Historic Landmarks Theme Study: *World War II and the American Home Front* (2007) that are of primary importance in evaluating the significance of the site.

A. California Register of Historical Resources

The California Register is an authoritative guide to significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-eligible properties (both listed and formal determinations of eligibility) are automatically listed. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. These include properties identified in historical resource surveys with Status Codes of 1 to 5 and resources designated as local landmarks or listed by city or county ordinance. The eligibility criteria used by the California Register are closely based on those developed by the National Park Service for the National Register of Historic Places (National Register). In order to be eligible for listing in the California Register a property must be demonstrated to be significant under one or more of the following criteria:

Criterion 1 (Event): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2 (Person): Resources that are associated with the lives of persons important to local, California, or national history.

Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

Criterion 4 (Information Potential): Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California or the nation.

Criterion 1

Though it is clearly associated with important events that have made significant contributions to the history and cultural heritage of California and the United States, as a whole the Sausalito Shipyard and Marina appears ineligible for listing in the California Register under Criterion 1 (Events) because it lacks integrity from the period of significance (1942-1945). Of the six original Marinship shipways, only three survive in some semblance, and all three are located on the Sausalito Shipyard and Marina property. However, as it is described in greater depth below, Shipways 1-3 have all been significantly altered and rebuilt over time, such that they no longer look or function as they did when Marinship occupied the property. That said, a very limited number of elements of the property dating from the Marinship era do retain a moderate level of integrity – specifically the two remaining shipway office buildings that until 2007 housed the Arques School of Traditional Boatbuilding. At least four other buildings on the property are likely remnants of the Marinship era. Simple, gable-roofed, shingled and wood-clad buildings now used as offices and shops, their original locations and functions within the shipyard are unknown, though they were probably used as portable pay offices, canteens, or other employee-serving functions. They were all brought to the site after Donlon Arques bought the property in 1949, after the end of the period of significance, so they do not contribute to the significance of the historic shipways complex.

Criterion 2

As the owner and operator of the Arques Shipyard and Marina for half a century, and as the founder of the Arques School of Traditional Boatbuilding, one of about 20 schools in the United States and Canada that teach people the skills of traditional wooden boatbuilding, Donlon Arques is certainly an important individual who has made significant contributions to local and national history. However, his association with Marinship during World War II was as a contractor building barges and other smaller watercraft at his previous property at the foot of Johnson Street. Therefore the property does not appear eligible for listing in the California Register under Criterion 2 (Persons) for its associations with Donlon Arques during the World War II/Marinship era.

Analysis of the significance of the property for association with Donlon Arques after World War II would need to take into account the “50 year rule,” meaning that in order for the property to be eligible for listing in the California Register that only events occurring before 1965 could be taken into consideration. Events that happened less than 50 years ago would have to be of “extraordinary significance” in order to qualify for listing. As it appears that the notoriety/fame of the Arques Shipyard and Marina grew only after 1965 that the property is ineligible for its postwar association with Donlon Arques.

Criterion 3

None of the buildings or structures on the Sausalito Shipyard and Marina site appear eligible for listing in the California Register under Criterion 3 (Design/Construction). All of the remaining World War II/Marinship-era buildings are simple, vernacular structures made of industrially produced materials assembled in a straightforward and expedient fashion without any ornamental detailing or significant visual interest. The remaining buildings on the site likely post-date World War II and these buildings range from utilitarian corrugated metal sheds to ad hoc plywood equipment enclosures and storage sheds. Though some may have scenic/picturesque qualities, none have any significant architectural significance that would qualify them for listing in the California Register.

Criterion 4

The 2011 *Marinship Historic Context Statement* by Knapp & VerPlanck found the surviving Marinship shipways on the Sausalito Shipyard and Marina property potentially eligible under the corresponding National Register Criterion D (Information Potential). This finding was based on the potential for World War II/Marinship-era archaeological resources to remain in and around the three shipways. In 2011, Knapp & VerPlanck did not have access to the subject property and they conducted their fieldwork from adjoining properties. They also had a tightly limited budget for primary research. As part of this report we reviewed the extensive building permit history for the property. These permit applications, combined with the enhanced fieldwork that we were able to do with access to the property, indicate that the three remaining shipways and associated piers were each rebuilt after 1958. What exists today, aside for some pilings, largely dates to the 1960s and 1970s, well after the Marinship period. The existing shipways were converted from large wooden structures designed to launch tankers into much smaller and intimate concrete ramps designed to haul out and work on much smaller watercraft. In conclusion, the Sausalito Shipyard and Marina does not appear eligible for listing in the California Register under Criterion 4 (Information Potential).

Integrity

As described above, the three remaining shipways at the Sausalito Shipyard and Marina have undergone significant alterations since they were originally built in 1942. As described in more depth above, the six original shipway complexes, including their associated piers and office buildings, remained largely intact until the late 1950s, when Shipways 4-6 were demolished by Ellis Lando and Donlon Arques embarked upon a series of radical changes to the massive World War II-era Shipways 1-3. Beginning in 1958, Arques between converting the 550-foot long structures that were originally used for assembling and launching Liberty ships and T-2 tankers to much smaller structures suitable for “hauling out” smaller watercraft for dismantling or repair. Over the next decade, Arques pulled additional permits to replace the original timber decking of the shipways, remove the massive groundways, and install marine rails. The marine rails were embedded in angled concrete slabs that extend out into Richardson Bay, a condition that was quite different from the original Marinship ways, which ended abruptly at the water so that the hulls of the vessels being launched would not be damaged as they slid into the water. In 1974, Arques demolished the remaining inland sections of the three shipways that had been cut off by the construction of Road 3. The four original piers flanking the shipways deteriorated during the 1960s and 1970s and all were demolished or rebuilt, though pilings from the original piers survive in Richardson Bay. Aside for these pilings, the only surviving parts of the original shipways are the two remaining office buildings of Shipways 2 and 3. The office building for Shipway 1 was demolished or destroyed at an unknown time after 1974.

In conclusion, the three shipways no longer retain sufficient integrity to qualify for listing in the California Register. Of the seven aspects used to measure integrity: location, design, setting, materials, workmanship, feeling, and association, the shipways retain only the aspect of location, as their design, setting, materials, and workmanship have been irreversibly changed. It could be argued that they retain some degree of the aspects of feeling and association, though these relate to the post-World War II history of the site.

On the other hand, the two surviving shipways office buildings retain a moderate degree of integrity from the period of significance. Though architecturally undistinguished, both buildings have undergone com-

paratively few changes in comparison with the majority of the surviving Marinship-era buildings in Sausalito. The most notable changes to the buildings include the addition of a small rooftop addition on the northernmost building and the insertion of a corrugated metal building between them in the 1960s. The two shipway offices retain the aspects of location, design, materials, workmanship, feeling, and association. They do not retain the aspect of setting because the adjoining shipways were incrementally demolished during the 1960s and 1970s.

VIII. Preliminary Treatment Recommendations

It is our understanding that the Lemon family plans to redevelop the Sausalito Shipyard and Marina in the near future. Though we have not seen the proposal, previous proposals have included general-purpose office space, retail, and other uses that diverge from the traditional maritime industrial usage of the site. Based on the research and analysis in this report, the only likely historical resources on the property are the two former shipway office buildings on the inland part of the property. Though the existing shipways and piers occupy roughly the same location that their original Marinship predecessors did, they have been rebuilt to such a degree that they no longer appear eligible for the California Register. That said, more of the Marinship shipways complex remains than any of the other five World War II-era Emergency shipyards in the Bay Area, including Kaiser Shipbuilding Co.'s Yards 1-4 in Richmond or the Belair Shipyard in South San Francisco. Any proposed redevelopment of the Sausalito Shipyard and Marina property should acknowledge the history of the site and its contribution to the Marinship shipyard, one of the most important World War II-era shipyards in the Bay Area.

Though there is nothing in state or federal law that can ultimately prevent the property owners from redeveloping the site, provided that their project meets local planning and zoning regulations, any proposal to demolish or substantially alter a "historical resource" would have to be evaluated for compliance with the California Environmental Quality Act (CEQA). If the proposed project was deemed to have a substantial adverse effect on the environment under CEQA, it would be necessary to employ mitigation measures to reduce the impact to a less-than-significant effect. Alternatively, the property owner could take steps to avoid harmful impacts to historical resources, such as preserving and rehabilitating the two shipway office buildings. Though the shipways and piers no longer appear to be historical resources due to impaired integrity, the property owner may wish to preserve the footprints of the shipways and the alternating piers. This, combined with an interpretive program would help visitors to understand the importance of what occurred on the site during World War II.

Clearly, what we are suggesting at this point is just a preliminary approach to grappling with the challenges posed by redeveloping a property that has immense historical significance but a scanty number of remaining historic components. We anticipate that what we have suggested here will serve as a conversation starter between the City and the property owner to facilitate the property owner's wishes to redevelop the property while ensuring that the historic significance of the site is not buried and forgotten.

IX. Conclusion

The Sausalito Shipyard and Marina contains remnants of three of the original six Marinship shipways. The six shipways, where all of the 93 major Liberty ships and T-2 tankers were launched between 1942 and 1945, were divided among two separate parcels after the U.S. Maritime Commission conveyed the decommissioned shipyard to the War Assets Administration in 1946. The northernmost of the two parcels was sold to Sausalito boatbuilder Donlon Arques in 1949. Arques moved his operations from his father's old yard at the foot of Johnson Street to his property at Marinship, where he used the abandoned shipways for boat dismantling and repair during the early and mid-1950s. However, the ways were not optimal for this type of work, and by the late 1950s, Arques began to rebuild them for small boat repair and dismantling. Changes included removing the large groundways and timber decking, extending the ways out into Richardson Bay, repaving the shoreward ends of the shipways in concrete and installing marine rails to enable easier haul outs, demolishing the inland sections of the three shipways, incrementally rebuilding the four piers flanking the shipways, and moving several World War II-era buildings from elsewhere on the Marinship property to his property for use as shops and offices. What exists today on the site is a jumbled assortment of World War II-era ruins, several portable World War II-era buildings brought from elsewhere, two World War II-era shipway office buildings that remain in their original location, as well as three shipways and four associated piers that have been incrementally rebuilt to serve a very different function than their original use. It is our opinion that the sole remaining historical resources on the property are the two shipway office buildings on the inland part of the property. Though the shipways themselves and their associated piers were demolished and rebuilt many times, their footprint and alternating configuration recalls the original design of the shipways complex and may warrant some form of protection or acknowledgement in any proposed redevelopment of the property.

X. Bibliography

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EXISTING REGULATIONS AND LIST OF ALLOWABLE USES – PARCEL 5B (MARINSHIP SPECIFIC PLAN), 2360 MARINSHIP WAY

The Marinship Specific Plan provides specific regulations with regards to the allowed uses at the parcels on which the shipways sit. The shipways are located in the Waterfront Zoning District, on what is identified as Parcel 5B (“Arques Gate 3”) in the Marinship Specific Plan (MSP).

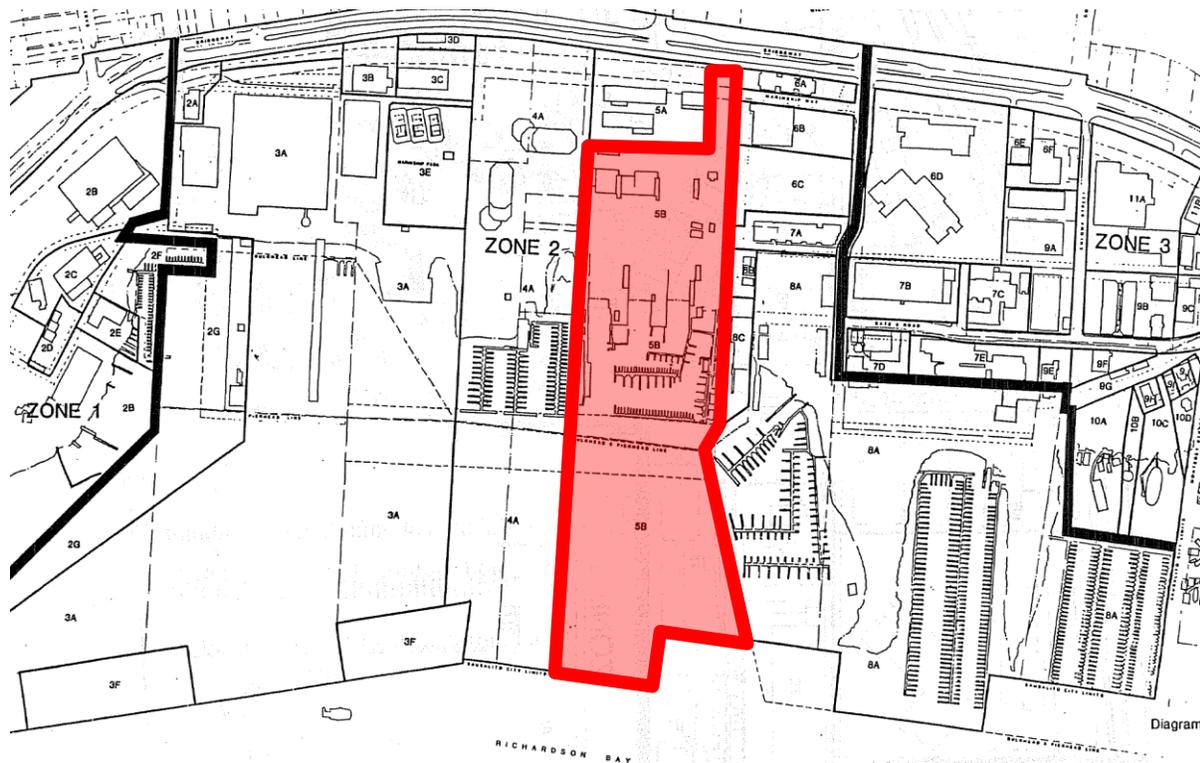


Figure 3: MSP Diagram #2 showing Zone 2. Parcel 5B has been highlighted

The “site specific” exceptions in the Waterfront (W) Zone of the MSP states for Parcel 5B:

“As mentioned in the “I” zone material above, this site represents the greatest opportunity to create a significant marine service center in the Marinship. The parcel is large, has good water access, and has been in this type of use since World War II. The objective for this parcel is that it should be developed into a full service marine center, complete with all necessary support uses and facilities. This parcel is also one of the Marinship’s largest, and should be capable of supporting a variety of mixed-uses including commercial services and food service. This parcel has been mentioned as a potential site for limited commercial fishing facilities this could include berthage, loading and unloading dockage, and associated support uses. If this use is determined to be feasible, it could be considered as an element of this site’s development program.”

The “site specific” exceptions in the Industrial (I) Zone of the MSP states for Parcel 5B:

“This parcel is large, has remained in a single ownership for many years, and with its water access, represents the greatest remaining opportunity in the Marinship to create a significant marine service center. The development objective for this parcel is that it be used

for a mixed-use development concept focusing upon industrial and art uses, especially those oriented to, an complementary to, marine services. Its central Marinship location, as well as the potential for significant amounts of industrial and arts uses, justifies such additional uses as commercial service and food services.”

Currently, uses which are allowed on Parcel 5B include:

- General Industrial (e.g., light manufacturing, industrial R&D, warehousing, industrial, trade and business services, packing and crating, repair shops, etc.)
- Marine Industrial (both land and water, e.g., boat building/repair/service/storage/towing/restoration/measuring and surveying, houseboat construction, marine carpentry, marine electronic service/repair, marine salvage, rigging, sail construction and repair, etc.)
- Industrial, Marine and Fine Arts (e.g., industrial: cabinet making, woodworking; marine: boat building, marine carpentry; fine: poet, potter, sculptor)
- Applied Arts (with Minor Use Permit, e.g., architects, computer software designers, etc.)
- Existing Office (“grandfathered,” established prior to MSP)
- Business Commercial Services (e.g., art and business supplies, printing facilities, etc.)
- Marine Commercial Services (e.g., bait and tackle shops, boat charters, chandlery, etc.)
- Restaurant (for consumption on-premise, with Conditional Use Permit, limited to 20 seats in the “W” zone and 40 seats in the “I” zone; requires analysis of need for such facility to service employees of Marinship)
- Food Service (for consumption off-premise, with Conditional Use Permit, limited to amount of square footage needed to serve needs of employees of Marinship)
- Live-aboard boats
- Pleasure boat and Marine Service berths
- Dry boat Storage
- Open Space and Open Water

1. Myth 1: The “Marine Rails” are historic

The concept that the “Marine Rails” date back to the Marinship is a fabrication, which is not supported by any evidence and is contradicted by historical photographs and visual observation.

The reason that this is concerning is that the City proposes to take a policy action based upon specious grounds that indicate a pretextual discrimination against the reasonable uses that could be sought by the property owners and their tenants.

Liberty Ships (and other similar vessels) were approximately 450’ long and weighed nearly 5,000 tons without cargo. Today’s typical pleasure craft is 50’ or less.

The Marinship was built as an “Emergency Shipyard” for the purpose of serving the war effort. It was never intended that its structures would be maintained for the construction of

According to the report by Knapp & Verplanck, the Marinship does not qualify for special historic designation.

2. Myth 2: The Lemon Family does not support maritime services

A number of our tenants are involved in the maritime industry.

We work with them on a nearly daily basis to help facilitate their businesses.

In fact, we have worked hard to keep their rents affordable – and, depending upon the tenant – without rent increases for the past 5-7 years.

More significantly, when we renovated a pier and related berths in 2006, in the middle of the construction, we re-engineered the project so as to allow maximum access to Way 3. This required a modification of four berths that diminished their usefulness and value in order to accommodate a maritime tenant.

3. Myth 3: There is a robust demand for wooden boatbuilding and boat repair

According to public documents, our immediate neighbors are the leading wooden boatbuilding experts and facilities in the region. These include the Spaulding Wooden Boat Center and the Arques Maritime Preservation Foundation.

According to tax records, Spaulding's operations lost \$42,000 in 2013 – even after receiving grants in the amount of \$186,327. In 2012, they lost \$82,500 – even after receiving grants in the amount of \$227,529.

Similarly, Arques lost \$73,000 in 2013 – despite earning \$157,701 in investment income. In 2012, they lost \$82,943 – despite earning \$146,047 in investment income.

Northbay Boatworks – a collection of several graduates of the Arques School – disbanded operations altogether in 2014.

In short, the financial facts suggest that work on wooden boats is a declining industry, in need of generous subsidy (or other investment mechanisms) to ensure survival.

4. Myth 4: “Marine Rails” are required to haul “classic wooden boats”

The Spaulding Center hauls all of its “classic wooden boats” by use of a crane. In addition, we maintain a crane for this purpose at the end of one of our piers.

5. Myth 5: Shipways are a preferred method of hauling for boat repair

In fact, nearly every modern boatyard employs TraveLifts.

The reason for this is obvious: by working only in a shipway, the repair facility's capacity is limited only to the square footage in the shipways. By lifting boats onto land, boatyards are able to work on many, many more boats at a time – on level ground – thus improving their efficiency and profitability.

An obvious example of this use of modern technology occurs at KKMI Boatyard, located in Sausalito's Clipper Yacht Harbor

6. Myth 6: There are no larger boatyards in the Bay Area to haul and repair large boats

Bay Ship & Yacht in Alameda services vessels up to 390' and 3,000 tons – including the ability to use a TraveLift for boats up to 200' and 1,200 tons.

7. Myth 7: The shipways are a necessary resource for the houseboat community

In the past 18 months, our tenant Aquamaison has worked on only 1 houseboat – and it has lain fallow for months now.

8. Myth 8: Further restrictions on the Sausalito Shipyard property will improve market conditions for maritime services

The market forces indicate what is popular in our community. According to the City's Finance Director, some of the most successful and popular services are restaurants in the Marinship which are in violation of the Marinship Specific Plan – including "Fish." and "Le Garage."

The way to enhance demand for maritime services in Sausalito is to provide incentives to allow for the facilities' continued use at Sausalito Shipyard.

The severe restrictions in use imposed by the Marinship Specific Plan have prevented investment in the district leading to the departure of a leading maritime resource (and sales tax generator) (West Marine) and the decision by Heath Ceramics to expand into Sausalito rather than Sausalito.

As with the departure of Northbay Boatworks, we expect the decline in demand for maritime services to lead to other business closures in the years ahead.

9. Myth 9: The Lemon family is not interested in historic preservation

In fact, we have renovated multiple properties which are over 100 years old and are on the National Register of Historic Places

10. Myth 10: We do not have resources for historic preservation of the Marinship war effort or for wooden boats or for small waterfront parks

The Bay Model maintains an exquisite exhibit of the history of the Marinship.

The Spaulding Wooden Boat Center and the Arques Maritime Preservation Foundation are dedicated to the public use of wooden boats.

Shoreline parks dot the Sausalito waterfront, including at Marinship Park (our immediate neighbor to the south), Schoonmacher Point, Dunphy Park, and Gabrielson – to name a few (3 of which are in the Marinship).

11. We need guidance from the City on its preferences on Sausalito Shipyard & Marina in a manner that allows for a reasonable return on investment for the preservation of maritime services which it contends are favored and worthy

The Arques School



Home Page of the Arques School of Traditional Boatbuilding

The Arques school, in Sausalito, California, is a small school dedicated to teaching the art of traditional wooden boatbuilding. Traditional wooden boatbuilding is a beautiful and complex woodcraft that is based upon centuries of traditional boat design, the related art of lofting boat lines to full size, and an in-depth understanding of various construction methods. Traditional boatbuilding depends on the use of hand-tools. After learning about tool sharpening and care, students cultivate the long-term mastery of their tool skills.



The Arques School has, since its inception, harvested its own lumber as much as possible, abandoned the use of toxic fungicides, and limited the use of harmful glues. Power tool noise hazards are reduced through an emphasis on hand tools, which also reduces the production of wood dust. The Arques School's classes have been developed over the last twelve years to provide adult students with an authentic understanding of traditional boatbuilding. The following are some of the key points of this approach:

*** To develop our attention capacity through quiet focus on the work at hand; to cultivate the patience and persistence necessary to truly learn the fundamentals of theory and practice of this complex craft.**

*** To progressively develop our handtool skills by learning them systematically through a series of wood-joint cutting and fitting exercises that allow us to master the basic skills required for careful traditional boatbuilding.**

*** To broaden our understanding of the scope and complexity of traditional boatbuilding. Appreciating the beauty and scope of this craft increases our commitment to learning the craft as it was historically taught, carefully and by degrees.**

Return of Organization Exempt From Income Tax

OMB No 1545-0047

2013

Open to Public Inspection

Under section 501(c), 527, or 4947(a)(1) of the Internal Revenue Code (except private foundations)

Do not enter Social Security numbers on this form as it may be made public.

Information about Form 990 and its instructions is at www.irs.gov/form990.

Department of the Treasury
Internal Revenue Service

A For the 2013 calendar year, or tax year beginning _____, **and ending** _____

B Check if applicable:
 Address change
 Name change
 Initial return
 Terminated
 Amended return
 Application pending

C Name of organization Arques Maritime Preservation Foundation
 Doing Business As _____
 Number and street (or P O box if mail is not delivered to street address) Room/suite
PO Box 2010
 City or town State ZIP code
Sausalito CA 94966
 Foreign country name Foreign province/state/county Foreign postal code

D Employer identification number
94-3097708

E Telephone number
(415) 331-7134

G Gross receipts \$ 183,816

F Name and address of principal officer
Robert Darr, same as above

H(a) Is this a group return for subordinates? Yes No
H(b) Are all subordinates included? Yes No
 If "No," attach a list (see instructions)

I Tax-exempt status 501(c)(3) 501(c) () ◀ (insert no) 4947(a)(1) or 527

J Website: www.arqueschl.org

K Form of organization Corporation Trust Association Other ▶

L Year of formation 1995 **M State of legal domicile** CA

H(c) Group exemption number ▶

Part I Summary		Prior Year	Current Year
Activities & Governance	1 Briefly describe the organization's mission or most significant activities. <u>To preserve the skills and methods of traditional wood boat building.</u>		
	2 Check this box <input type="checkbox"/> if the organization discontinued its operations or disposed of more than 25% of its net assets.		
	3 Number of voting members of the governing body (Part VI, line 1a)	<u>3</u>	<u>4</u>
	4 Number of independent voting members of the governing body (Part VI, line 1b)	<u>4</u>	<u>3</u>
	5 Total number of individuals employed in calendar year 2013 (Part VII, line 2a)	<u>5</u>	<u>2</u>
	6 Total number of volunteers (estimate if necessary)	<u>6</u>	<u>6</u>
	7a Total unrelated business revenue from Part VIII, column (C), line 12	<u>0</u>	<u>0</u>
b Net unrelated business taxable income from Form 990-T, line 34	<u>0</u>	<u>0</u>	
Revenue	8 Contributions and grants (Part VIII, line 1h)	<u>0</u>	<u>2,492</u>
	9 Program service revenue (Part VIII, line 2g)	<u>21,424</u>	<u>23,623</u>
	10 Investment income (Part VIII, column (A), lines 3, 4, and 7d)	<u>146,047</u>	<u>157,701</u>
	11 Other revenue (Part VIII, column (A), lines 5, 6d, 8c, 9c, 10c, and 11e)	<u>3,520</u>	<u>0</u>
	12 Total revenue—add lines 8 through 11 (must equal Part VIII, column (A), line 12)	<u>170,991</u>	<u>183,816</u>
	Expenses	13 Grants and similar amounts paid (Part IX, column (A), lines 1–3)	
14 Benefits paid to or for members (Part IX, column (A), line 4)			<u>0</u>
15 Salaries, other compensation, employee benefits (Part IX, column (A), lines 5–10)		<u>132,638</u>	<u>127,990</u>
16a Professional fundraising fees (Part IX, column (A), line 11e)			<u>0</u>
b Total fundraising expenses (Part IX, column (D), line 25) ▶		<u>0</u>	
17 Other expenses (Part IX, column (A), lines 11a–11d, 11f–24e)		<u>121,296</u>	<u>129,198</u>
18 Total expenses Add lines 13–17 (must equal Part IX, column (A), line 25)	<u>253,934</u>	<u>257,188</u>	
19 Revenue less expenses. Subtract line 18 from line 12	<u>-82,943</u>	<u>-73,372</u>	
Net Assets or Fund Balances	20 Total assets (Part X, line 16)	<u>5,243,816</u>	<u>5,564,366</u>
	21 Total liabilities (Part X, line 26)	<u>0</u>	<u>0</u>
	22 Net assets or fund balances. Subtract line 21 from line 20	<u>5,243,816</u>	<u>5,564,366</u>

Part II Signature Block

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. Declaration of preparer (other than officer) is based on all information of which preparer has any knowledge.

Sign Here
 Signature of officer: Lakae Pearson
 Date: 10/16/14
 Type or print name and title: Lakae Pearson, Secretary

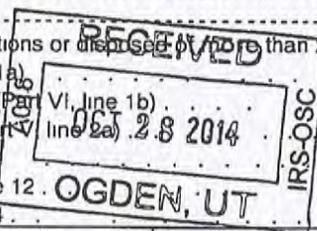
Paid Preparer Use Only
 Print/Type preparer's name: Donna Cohen
 Preparer's signature: Donna Cohen
 Date: _____
 Check if self-employed
 PTIN: P01396479
 Firm's name: Donna Cohen, CPA
 Firm's EIN: 68-0288004
 Firm's address: 1116 Lincoln Avenue, San Rafael, CA 94901
 Phone no: (415) 457-8770

May the IRS discuss this return with the preparer shown above? (see instructions) Yes No

For Paperwork Reduction Act Notice, see the separate instructions.

Form **990** (2013)

SCANNED NOV 12 2014



Part VIII Statement of Revenue

Check if Schedule O contains a response or note to any line in this Part VIII.

		(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512-514	
Contributions, Gifts, Grants and Other Similar Amounts	1a Federated campaigns	1a 0				
	b Membership dues	1b 0				
	c Fundraising events	1c 0				
	d Related organizations	1d 0				
	e Government grants (contributions)	1e 0				
	f All other contributions, gifts, grants, and similar amounts not included above	1f 2,492				
	g Noncash contributions included in lines 1a-1f \$	0				
	h Total. Add lines 1a-1f	2,492				
	Program Service Revenue	Business Code				
2a Tuition		611600	5,560	5,560		
b Boat services		611600	18,063	18,063		
c			0			
d			0			
e			0			
f All other program service revenue			0			
g Total. Add lines 2a-2f			23,623			
Other Revenue	3 Investment income (including dividends, interest, and other similar amounts)		157,701		157,701	
	4 Income from investment of tax-exempt bond proceeds		0			
	5 Royalties		0			
	6a Gross rents	(i) Real				
		(ii) Personal				
		b Less rental expenses				
		c Rental income or (loss)	0	0		
	d Net rental income or (loss)		0			
	7a Gross amount from sales of assets other than inventory	(i) Securities				
		(ii) Other				
		b Less cost or other basis and sales expenses	0	0		
		c Gain or (loss)	0	0		
	d Net gain or (loss)		0			
	8a Gross income from fundraising events (not including \$ of contributions reported on line 1c). See Part IV, line 18	a	0			
		b Less direct expenses	b	0		
c Net income or (loss) from fundraising events			0			
9a Gross income from gaming activities. See Part IV, line 19	a	0				
	b Less direct expenses	b	0			
	c Net income or (loss) from gaming activities		0			
10a Gross sales of inventory, less returns and allowances	a	0				
	b Less: cost of goods sold	b	0			
	c Net income or (loss) from sales of inventory		0			
Miscellaneous Revenue		Business Code				
11a		0				
b		0				
c		0				
d All other revenue		0				
e Total. Add lines 11a-11d		0				
12 Total revenue. See instructions		183,816	23,623	0	157,701	

Part IX Statement of Functional Expenses

Section 501(c)(3) and 501(c)(4) organizations must complete all columns. All other organizations must complete column (A)

Check if Schedule O contains a response or note to any line in this Part IX.

Do not include amounts reported on lines 6b, 7b, 8b, 9b, and 10b of Part VIII.		(A) Total expenses	(B) Program service expenses	(C) Management and general expenses	(D) Fundraising expenses
1	Grants and other assistance to governments and organizations in the United States See Part IV, line 21	0			
2	Grants and other assistance to individuals in the United States. See Part IV, line 22	0			
3	Grants and other assistance to governments, organizations, and individuals outside the United States See Part IV, lines 15 and 16	0			
4	Benefits paid to or for members	0			
5	Compensation of current officers, directors, trustees, and key employees	104,529	88,340	16,189	
6	Compensation not included above, to disqualified persons (as defined under section 4958(f)(1)) and persons described in section 4958(c)(3)(B)	0			
7	Other salaries and wages	14,403	14,403		
8	Pension plan accruals and contributions (include section 401(k) and 403(b) employer contributions)	0			
9	Other employee benefits	0			
10	Payroll taxes	9,058	7,791	1,267	
11	Fees for services (non-employees):				
a	Management	0			
b	Legal	0			
c	Accounting	5,652		5,652	
d	Lobbying	0			
e	Professional fundraising services. See Part IV, line 17	0			
f	Investment management fees	15,150		15,150	
g	Other (if line 11g amount exceeds 10% of line 25, column (A) amount, list line 11g expenses on Schedule O)	4,275	4,275		
12	Advertising and promotion	0			
13	Office expenses	2,992	2,160	832	
14	Information technology	0			
15	Royalties	0			
16	Occupancy	74,376	63,974	10,402	
17	Travel	0			
18	Payments of travel or entertainment expenses for any federal, state, or local public officials	0			
19	Conferences, conventions, and meetings	0			
20	Interest	0			
21	Payments to affiliates	0			
22	Depreciation, depletion, and amortization	7,097	6,105	993	0
23	Insurance	11,491	9,884	1,607	
24	Other expenses Itemize expenses not covered above (List miscellaneous expenses in line 24e. If line 24e amount exceeds 10% of line 25, column (A) amount, list line 24e expenses on Schedule O.)				
a	Program expenses	5,839	5,839		
b	Boatbuilding expenses	1,992	1,992		
c	Auto and truck expenses	334	334		
d		0			
e	All other expenses	0			
25	Total functional expenses. Add lines 1 through 24e	257,188	205,097	52,092	0
26	Joint costs. Complete this line only if the organization reported in column (B) joint costs from a combined educational campaign and fundraising solicitation Check here <input type="checkbox"/> if following SOP 98-2 (ASC 958-720)				

Form **990**

Return of Organization Exempt From Income Tax

OMB No 1545-0047

Under section 501(c), 527, or 4947(a)(1) of the Internal Revenue Code (except private foundations)

2013
Open to Public Inspection

Department of the Treasury
Internal Revenue Service

Do not enter Social Security numbers on this form as it may be made public.
Information about Form 990 and its instructions is at www.irs.gov/form990.

A For the 2013 calendar year, or tax year beginning _____, and ending _____

B Check if applicable:
 Address change
 Name change
 Initial return
 Terminated
 Amended return
 Application pending

C Name of organization
THE SPAULDING WOODEN BOAT CENTER
 Doing Business As _____
 Number and street (or P O box if mail is not delivered to street address) Room/suite
FOOT OF GATE 5 ROAD
 City or town, state or province, country, and ZIP or foreign postal code
SAUSALITO CA 94965

D Employer identification number
75-3079357

E Telephone number
415-332-3179

G Gross receipts \$ **471,508**

F Name and address of principal officer
THOMAS MILLER, PRESIDENT
 H(a) Is this a group return for subordinates? Yes No
 H(b) Are all subordinates included? Yes No
 If "No," attach a list (see instructions)

I Tax-exempt status 501(c)(3) 501(c) () (insert no) 4947(a)(1) or 527

J Website **N/A**
 H(c) Group exemption number _____

K Form of organization Corporation Trust Association Other _____

L Year of formation **2002** **M** State of legal domicile **CA**

Part I Summary

1 Briefly describe the organization's mission or most significant activities
TO PROVIDE A GATEWAY TO WOODEN BOAT CONSTRUCTION, TRADITIONS, AND SEAMANSHIP FOR PEOPLE OF ALL WALKS OF LIFE.

2 Check this box if the organization discontinued its operations or disposed of more than 25% of its net assets

3 Number of voting members of the governing body (Part VI, line 1a)

4 Number of independent voting members of the governing body (Part VI, line 1b)

5 Total number of individuals employed in calendar year 2013 (Part V, line 2a)

6 Total number of volunteers (estimate if necessary)

7a Total unrelated business revenue from Part VIII, column (C), line 34

b Net unrelated business taxable income from Form 990-T, line 34

3	4
4	4
5	10
6	50
7a	0
7b	0

	Revenue	
	Prior Year	Current Year
8 Contributions and grants (Part VIII, line 1h)	227,529	186,327
9 Program service revenue (Part VIII, line 2g)	399,941	244,340
10 Investment income (Part VIII, column (A), lines 3, 4, and 7d)	300	267
11 Other revenue (Part VIII, column (A), lines 5, 6d, 8c, 9c, 10c, and 11e)	40,025	40,574
12 Total revenue - add lines 8 through 11 (must equal Part VIII, column (A), line 12)	667,795	471,508
13 Grants and similar amounts paid (Part IX, column (A), lines 1-3)		0
14 Benefits paid to or for members (Part IX, column (A), line 4)	1,403	0
15 Salaries, other compensation, employee benefits (Part IX, column (A), lines 5-10)	336,628	189,915
16a Professional fundraising fees (Part IX, column (A), line 11e)		0
b Total fundraising expenses (Part IX, column (D), line 25) 21,512		
17 Other expenses (Part IX, column (A), lines 11a-11d, 11f-24e)	412,267	324,114
18 Total expenses Add lines 13-17 (must equal Part IX, column (A), line 25)	750,298	514,029
19 Revenue less expenses Subtract line 18 from line 12	-82,503	-42,521
Net Assets or Fund Balances	Beginning of Current Year	
	End of Year	
	20 Total assets (Part X, line 16)	1,647,772
21 Total liabilities (Part X, line 26)	130,214	138,946
22 Net assets or fund balances Subtract line 21 from line 20	1,517,558	1,510,402

Part II Signature Block

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. Declaration of preparer (other than officer) is based on all information of which preparer has any knowledge.

Sign Here
 Signature of officer: **Thomas Miller** Date: **11/14/2014**
 Signature of preparer
THOMAS MILLER **PRESIDENT**
 Type or print name and title

Paid Preparer Use Only
 Preparer's name: **Gregory L. Call, CPA** Preparer's signature: *Gregory L. Call* Date: **11/12/14** Check if self-employed if PTIN: **P00096190**
 Firm's name: **Call & Metcalfe, CPA's** Firm's EIN: **91-1753998**
 Firm's address: **690 De Long Ave Ste 400 Novato, CA 94945** Phone no: **415-892-9001**

May the IRS discuss this return with the preparer shown above? (see instructions) Yes No

For Paperwork Reduction Act Notice, see the separate instructions.
 DAA

Form 990 (2013)

G17 *17*

Part VIII Statement of Revenue

Check if Schedule O contains a response or note to any line in this Part VIII

		(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512-514	
Contributions, Gifts, Grants and Other Similar Amounts	1a Federated campaigns					
	b Membership dues					
	c Fundraising events					
	d Related organizations					
	e Government grants (contributions)					
	f All other contributions, gifts, grants, and similar amounts not included above	1f 186,327				
	g Noncash contributions included in lines 1a-1f \$					
	h Total. Add lines 1a-1f		186,327			
Program Service Revenue	2a WOODEN BOAT REPAIR	Busn. Code	240,317	240,317		
	b TUITION		3,962	3,962		
	c TICKET SALES		61	61		
	d					
	e					
	f All other program service revenue					
	g Total. Add lines 2a-2f		244,340			
	Other Revenue	3 Investment income (including dividends, interest, and other similar amounts)		267		267
4 Income from investment of tax-exempt bond proceeds						
5 Royalties						
6a Gross rents		(i) Real	40,000			
		(ii) Personal				
b Less rental exps						
c Rental inc or (loss)		40,000				
d Net rental income or (loss)			40,000		40,000	
7a Gross amount from sales of assets other than inventory		(i) Securities				
		(ii) Other				
b Less cost or other basis & sales exps						
c Gain or (loss)						
d Net gain or (loss)						
8a Gross income from fundraising events (not including \$ of contributions reported on line 1c) See Part IV, line 18		a				
b Less direct expenses		b				
c Net income or (loss) from fundraising events						
9a Gross income from gaming activities See Part IV, line 19	a					
b Less direct expenses	b					
c Net income or (loss) from gaming activities						
10a Gross sales of inventory, less returns and allowances	a	574				
b Less cost of goods sold	b					
c Net income or (loss) from sales of inventory		574	574			
Miscellaneous Revenue		Busn. Code				
11a						
b						
c						
d All other revenue						
e Total. Add lines 11a-11d						
12 Total revenue. See instructions		471,508	244,914	0	40,267	

Part IX Statement of Functional Expenses

Section 501(c)(3) and 501(c)(4) organizations must complete all columns. All other organizations must complete column (A).

Check if Schedule O contains a response or note to any line in this Part IX

Do not include amounts reported on lines 6b, 7b, 8b, 9b, and 10b of Part VIII.	(A) Total expenses	(B) Program service expenses	(C) Management and general expenses	(D) Fundraising expenses
1 Grants and other assistance to governments and organizations in the U S See Part IV, line 21				
2 Grants and other assistance to individuals in the U S See Part IV, line 22				
3 Grants and other assistance to governments, organizations, and individuals outside the U S See Part IV, lines 15 and 16				
4 Benefits paid to or for members				
5 Compensation of current officers, directors, trustees, and key employees				
6 Compensation not included above, to disqualified persons (as defined under section 4958(f)(1)) and persons described in section 4958(c)(3)(B)				
7 Other salaries and wages	168,737	134,990	18,561	15,186
8 Pension plan accruals and contributions (include section 401(k) and 403(b) employer contributions)				
9 Other employee benefits	4,867	3,894	535	438
10 Payroll taxes	16,311	13,049	1,794	1,468
11 Fees for services (non-employees)				
a Management	3,080	3,080		
b Legal	9,390		9,390	
c Accounting	12,995		12,995	
d Lobbying				
e Professional fundraising services See Part IV, line 17				
f Investment management fees				
g Other (If line 11g amount exceeds 10% of line 25, column (A) amount, list line 11g expenses on Schedule O)				
12 Advertising and promotion	4,947	3,463	1,237	247
13 Office expenses	2,387	1,671	239	477
14 Information technology				
15 Royalties				
16 Occupancy	1,700	1,700		
17 Travel	33	33		
18 Payments of travel or entertainment expenses for any federal, state, or local public officials				
19 Conferences, conventions, and meetings				
20 Interest				
21 Payments to affiliates				
22 Depreciation, depletion, and amortization	31,811	31,811		
23 Insurance	53,304	40,895	9,012	3,397
24 Other expenses Itemize expenses not covered above (List miscellaneous expenses in line 24e. If line 24e amount exceeds 10% of line 25, column (A) amount, list line 24e expenses on Schedule O)				
a BAYKEEPERS	55,660	55,660		
b REPAIRS & MAINTENANCE	47,319	47,319		
c SUPPLIES	25,588	25,588		
d PROGRAM SUBCONTRACTORS	25,207	25,207		
e All other expenses	50,693	48,892	1,502	299
25 Total functional expenses. Add lines 1 through 24e	514,029	437,252	55,265	21,512
26 Joint costs. Complete this line only if the organization reported in column (B) joint costs from a combined educational campaign and fundraising solicitation. Check here <input type="checkbox"/> if following SOP 98-2 (ASC 958-720)				

Liberty ship

From Wikipedia, the free encyclopedia

The **Liberty ship** was a class of cargo ship built in the United States during World War II. Though British in conception, the design was adapted by the U.S. for its simple, low-cost construction.^[4] Mass produced on an unprecedented scale, the now iconic Liberty ship came to symbolize U.S. wartime industrial output.

The class was developed to meet British orders for transports to replace those torpedoed by German U-boats. The vessels were purchased both for the U.S. fleet and lend-lease deliveries of war materiel to Britain and the Soviet Union. Eighteen American shipyards built 2,710 Liberty ships between 1941 and 1945, easily the largest number of ships produced to a single design.

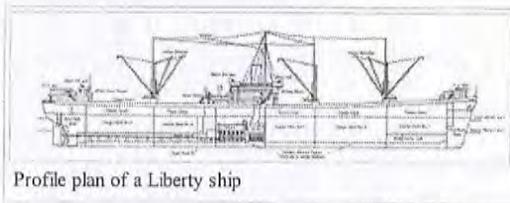
Their production mirrored on a much larger scale the manufacture of the *Hog Islander* and similar standardized ship types during World War I. The immensity of the effort, the sheer number of ships built, the vaunted role of Rosie the Riveters in their construction, and the survival of some far longer than their original five-year design life, all make them the subject of much continued interest.

Only a handful remain in 2015, two as operational museum ships.

Contents

- 1 History and service
 - 1.1 Design
 - 1.2 Propulsion
 - 1.3 Construction
 - 1.4 Problems
 - 1.4.1 Hull cracks
 - 1.5 Use as troop ships
 - 1.6 After the war
- 2 Shipyards
- 3 Ships in class
- 4 In popular culture
- 5 See also
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History and service



Design

In 1936, the American Merchant Marine Act was passed to subsidize the annual construction of 50 commercial merchant vessels which could be used in wartime by the United States Navy as naval auxiliaries. The number was doubled in 1939 and again in 1940 to 200 ships a year. Ship types included a tanker and three types of merchant vessel,

all to be powered by steam turbines. Limited industrial capacity, especially for reduction gears, meant that relatively few of these ships were built.

In 1940 the British government ordered 60 *Ocean*-class freighters from American yards to replace war losses and boost the merchant fleet. These were simple but fairly large (for the time) with a single 2,500 hp (1,860 kW) reciprocating steam engine of obsolete but reliable design. Britain specified coal-fired plants because it had extensive coal mines but did not at the time have significant domestic oil fields, as the major North Sea field had yet to be discovered.

The predecessor designs, which included the *Northeast Coast*, *Open Shelter Deck Steamer*, were based on a simple ship originally produced in Sunderland by J.L. Thompson & Sons (see Silver Line) from 1879, and widely manufactured up to the *SS Dorrington Court* built in 1938. The order specified an 18-inch (0.5 m) increase in draft to boost displacement by 800 long tons (810 t) to 10,100 long tons (10,300 t). The accommodation, bridge, and main engine were located amidships, with a tunnel connecting the main engine shaft to the propeller via a long aft extension. The first *Ocean*-class ship, *SS Ocean Vanguard*, was launched on 16 August 1941.

The design was modified by the United States Maritime Commission, in part to increase conformity to American construction practices, but more importantly to make it even quicker and cheaper to build. The US version was designated 'EC2-S-C1': 'EC' for Emergency Cargo, '2' for a ship between 400 and 450 feet (120 and 140 m) long (Load Waterline Length), 'S' for steam engines, and 'C1' for design C1. The new design replaced much riveting, which accounted for one-third of the labor costs, with welding, and had oil-fired boilers. It was adopted as a Merchant Marine Act design, and production awarded to a conglomerate of West Coast engineering and construction companies headed by Henry J. Kaiser known as the Six Companies. Liberty ships were designed to carry 10,000 tons of cargo, usually one type per ship, but, during wartime, generally carried loads far exceeding this.^[5]



SS *John W. Brown*, one of two surviving operational Liberty ships, photographed in 2000

Class overview

Name:	Liberty ship
Builders:	18 shipyards in the USA
Cost:	US\$2 million (\$34 million in 2015) ^[1]
Planned:	2,751
Completed:	2,710
Preserved:	2

General characteristics

Class and type:	Cargo ship
Displacement:	14,245 long tons (14,474 t) ^[2]
Length:	441 ft 6 in (134.57 m)
Beam:	56 ft 10.75 in (17.3 m)
Draft:	27 ft 9.25 in (8.5 m)
Propulsion:	Two oil-fired boilers triple-expansion steam engine single screw, 2,500 hp (1,900 kW)
Speed:	11–11.5 knots (20.4–21.3 km/h; 12.7–13.2 mph)
Range:	20,000 nmi (37,000 km; 23,000 mi)
Capacity:	10,856 t (10,685 long tons) deadweight (DWT) ^[2]
Complement:	38–62 USMM 21–40 USNAG ^[3]
Armament:	Stern-mounted 4-in (102 mm) deck gun for use against surfaced submarines, variety of anti-aircraft guns

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Abbey History A Former Serene Monastery and Elegant Hotel

Generally

For nearly 80 years, The Abbey served as a monastery for solemn prayer and contemplation. After a major renovation effort, The Abbey operated as a luxurious, AAA-Four Diamond-rated boutique hotel for 16 years. Today, The Abbey is among the finest addiction treatment centers in the United States.

The Regina Coeli Monastery

The Abbey was constructed in 1914-17 as a monastery for the Sisters of Our Lady of Mount Carmel, usually referred to as the “Carmelite Sisters.” These Sisters came to Davenport in 1911 from Baltimore, Maryland. They settled at the intersection of 15th and Brady Streets in Davenport, Iowa (about 10 miles from our current Bettendorf location), and began construction of a monastery there. They built the main chapel of this monastery on that site in 1912. When they decided to move to this site in 1914, however, they dismantled the chapel brick by brick and rebuilt it on this spot! Consequently, the chapel cornerstone has both dates – 1912 and 1917 – indicating that the chapel was built twice.

The Sisters named their monastery “Regina Coeli Monastery” – Latin for “Queen of Heaven.” The Monastery was built to accommodate 21 Sisters, plus additional rooms for “novices,” or beginners.

Once a young woman entered this Monastery, she was never supposed to leave. The Sisters never looked upon the face of an outsider, except through a metal screen covered by a black cloth. Even here in the chapel, the Sisters attended Mass on the left side of the altar, behind a metal screen and black cloth. For them to receive communion, the priest – who never saw them – just put the host through a small door in the screen with the tips of his fingers.

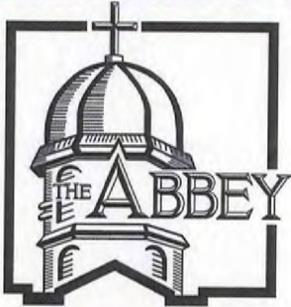
No one was permitted to see the Sisters. If a tradesman came to the door to deliver food or goods, he just put his parcels on a turntable called a “turn,” which the Sisters revolved to get the parcel without seeing the man.

Men were never allowed in the cloistered portions of the Monastery. They were allowed in the main chapel on certain occasions, and doctors and dentists treated the Sisters in the infirmary on the floor below, behind the chapel building.

Many Sisters were buried in this building, in the crypt beneath the altar. (This room is now the main kitchen.) The bodies of the deceased Sisters were removed in 1975, when the Carmelites left this monastery. Father Nagle, who was helpful to the Sisters in establishing the monastery, was originally buried in the side chapel (below where the marble altar now sits), but his body was removed many years ago.

The Sisters led very severe lives. Their monastery was beautiful on the outside, but the interior was stark and undecorated. They slept on boards covered with straw. They had no rugs,





THE ABBEY

Addiction Treatment Center

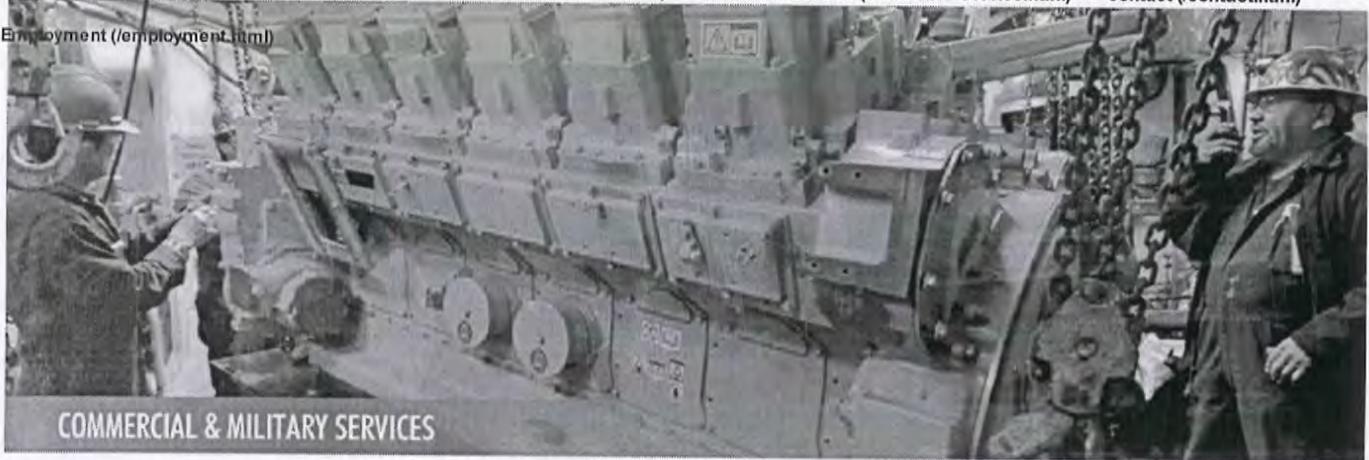
Karen Relf, MS Ed.
Program Director
Karen.Relf@TheAbbeyCenter.com
(800) 438-7535
Cell (563) 723-1154

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At Bay Ship & Yacht, we service vessels up to 390' and 3000 tons on our floating drydock. We also lift vessels to 200' and 1,200 tons with our state-of-the-art Syncrolift®. Each dry berth work station is equipped with power, compressed air, water and phone lines with workshops, supplies and equipment strategically placed nearby. This efficient layout allows us to employ our "pit stop" system, in which we start work literally as soon as your vessel is raised out of the water and moved into position.

Additional Bay Ship & Yacht Co. 5-star service advantages include:

- Dedicated project managers that rigorously plan for your project in advance and organize regular review meetings to ensure your continued satisfaction
- Comfortable customer offices that include satellite TV, phone and fax service, Wi-Fi and hot and cold beverages; we even provide bicycles for travel around the yard
- A well-stocked supply center with a full range of supplies
- The use of OSHA-approved stair towers, not ladders, for vessel access
- Bermed work zones that contain and process all wash-down water and work by-product contaminants

Our service specialties include:

- Out of the yard support through our [Fleet Service Division \(/fleet-service-division.html\)](#)
- [Re-engining \(/re-engining.html\)](#)
- [Joinery \(/joinery.html\)](#)
- [Sandblasting & painting \(/sandblasting--painting.html\)](#)
- [Structural steel & aluminum \(/structural-steel--aluminum.html\)](#), new construction & repair
- [Main & auxiliary machinery \(/main--auxiliary-machinery.html\)](#), installation, service & repair
- [Propellers & shafting \(/propellers--shafting.html\)](#)
- [Industrial machining & fabrication \(/industrial-machine--fabrication.html\)](#)
- [Piping \(/piping.html\)](#)
- [Naval Architecture & Marine Engineering \(/naval-architecture--marine-engineering1.html\)](#)
- [Project Management \(/project-management1.html\)](#)



[\(/pit-stop-com.html\)](#)

We start work literally as soon as your vessel arrives. Click image to see our "pit stop" service model in action.



[\(/com-virtual-tour.html\)](#)

Click image to see a virtual tour of our shipyard.

Is Your Vessel 100 Tons or Under?



<http://baymarineboatworks.com>

BSY's sister company, Bay Marine Boatworks, is a full-service

boatyard located in Richmond, California, about 15 miles across San Francisco Bay from our Alameda shipyard. Bay Marine Boatworks services both commercial and recreational boats, and is capable of repairs of any scope. Need a haulout on short notice? No problem! BMB's 100-ton travelift handles up to 23' beam. [Learn more>>](#) (<http://baymarineboatworks.com/>)



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KKMI Service Center

Investments made to protect the environment and increase efficiency.

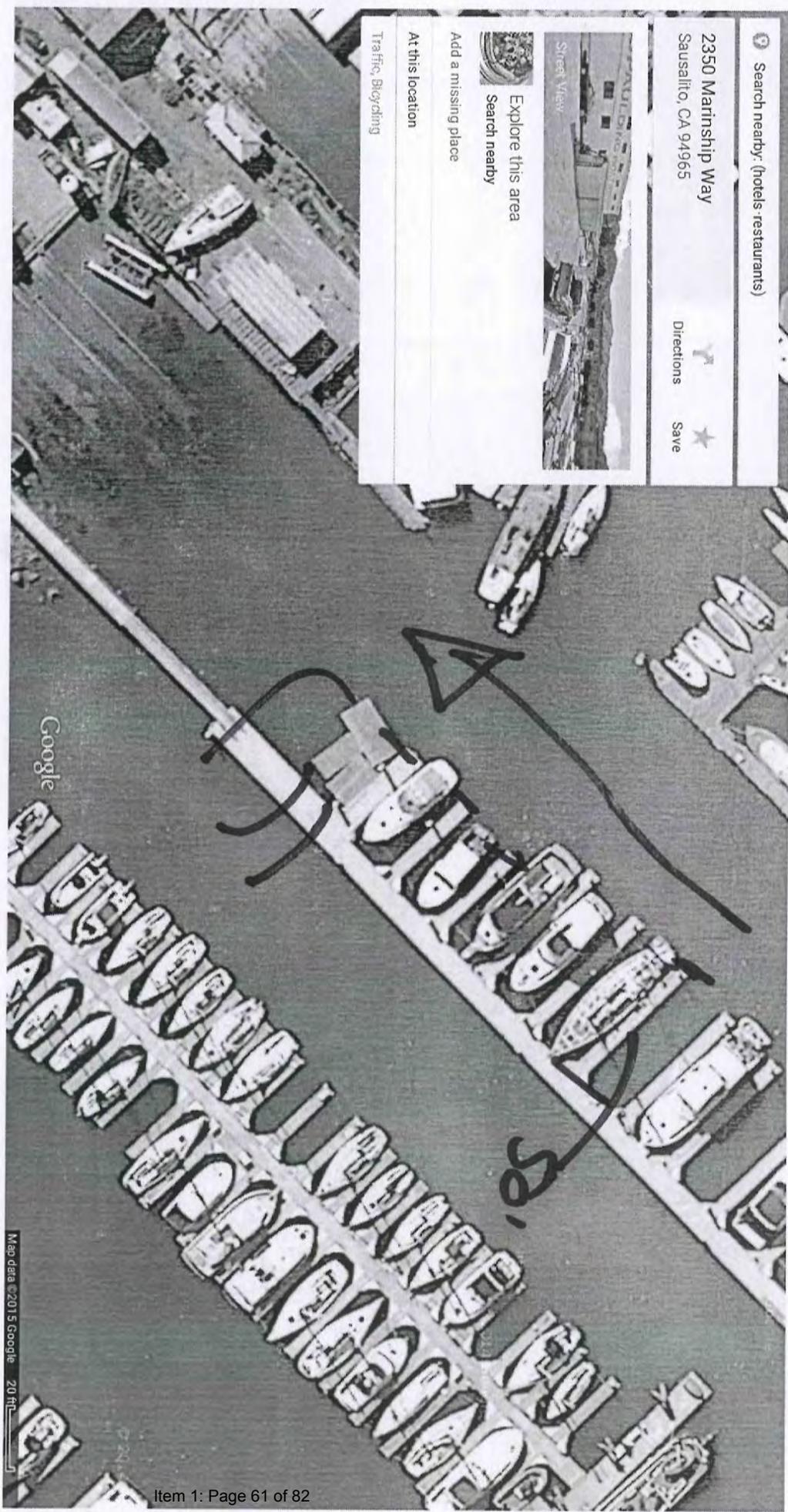


COMPLETE

D

- 4 Work Sheds
- Crane & Mast Yard
- Wash & Stormwater Treatment Plant
- 2 Barge Shops

W →



Search nearby: (hotels-restaurants)

2350 Marinship Way
Sausalito, CA 94965

Directions 
Save 



Explore this area
Search nearby

Add a missing place

At this location

Traffic, Bicycling

Google

Map data ©2015 Google 20 ft

MEMORANDUM

DATE: July 19, 2012

TO: Business Advisory Committee

FROM: Heidi Burns, Associate Planner 

SUBJECT: Marinship Opportunities

At the June 21, 2012 Business Advisory Committee (BAC) meeting, the BAC asked staff to identify projects within the Waterfront and Marinship area which the BAC could pursue. Upon review of the Sausalito Waterfront and Marinship (WAM) Vision dated May 18, 2010 and the Sausalito Community and Economic Development Study prepared by Robert Eyler, dated January 2012, staff suggests the following three projects/undertakings be considered:

1. **Facilitate a Maritime Business Association or a Marinship Business Association.** As suggested in the WAM Vision (See **Attachment 1** for recommendation number 10 on page 52), the BAC could help facilitate the creation of a business association within the Marinship. The benefits of an association include:
 - a. Bringing business owners together to network and share information/resources, raise their visibility, and provide administrative assistance.
 - b. Participation and continuity by uniting on important issues.
2. **Community Outreach.** The BAC could work on identifying and establishing marketing tools (e.g., informational handouts/brochures for property managers and property owners and/or utilizing web-based networking) to inform property owners and/or property managers how to target permitted businesses which are allowed by the Marinship Specific Plan. As described in the Eyler Report, scientific and technical service uses are the highest economic revenue generator for the City (See **Attachment 2** for Figure 5, page 16). For example, light manufacturing and industrial research and development uses, which are uses classified under the technical services category of the Eyler Report, are permitted in 37 of the 54 parcels identified in the Marinship Specific Plan. Permitted land use uses only require issuance of an Occupational Use Permit (over-the-counter permit at the Community Development Department), a business license (application and fee), and possible a building permit to allow tenant improvements.

There may also be an opportunity for the BAC to host an informational workshop for property owners, property managers, real estate companies, and interested persons on the Specific Plan. The workshop(s) could help property owners understand the Specific Plan, its constraints, how to navigate through the Specific Plan, how to target permitted land uses, etc. The workshop may require minimal staff time regarding the noticing and set-up of the actual workshop.

ATTACHMENTS

1. WAM Vision Excerpt regarding Recommendation No. 10 on page 52
2. Eyler Report Excerpt regarding Figure 5 on page 16

I:\CDD\Boards & Committees\BAC\Staff Reports\BAC Staff Report- Marinship Opportunities 7-19 -12.doc

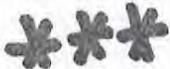
*** Excerpt from the WAM Vision ***

environmental mitigation costs; 3) develop public amenities and set aside more open space; and
4) help preserve the maritime and art industries.

Although the recommendations below will help mitigate these costs, the zoning changes and development proposals are expected to take years to go into effect, if in fact they are ever approved. The WAM Committee acknowledges that it has not identified a solution to save these businesses during the interim, although some believe that longer leases would be helpful. Because Sausalito's maritime heritage is at stake, the Committee would like the community and the city to address this problem as quickly as possible by giving it the special attention it deserves. Organizations such as Richardson's Bay Maritime Association could be instrumental in providing some assistance in finding a more immediate solution to preserving these businesses.

Recommendations:

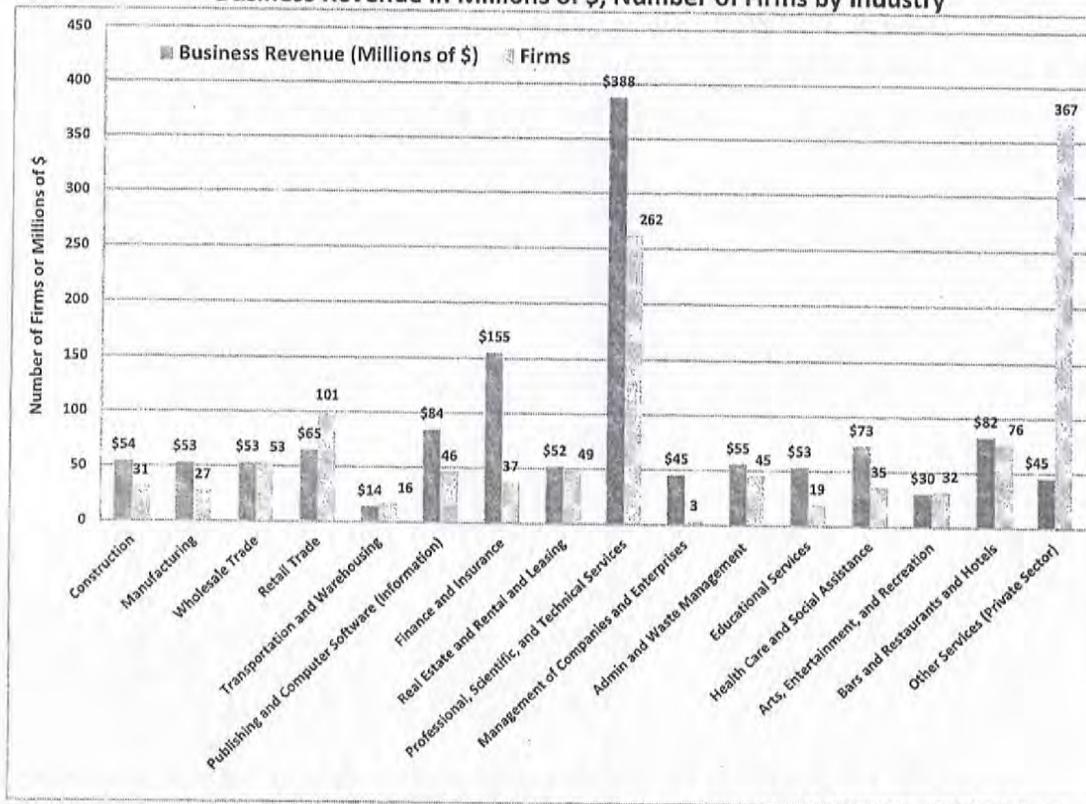
1. Encourage property owners of existing marine haul-out facilities and industrial shops to extend the length of leases to tenants interested in having more than month-to-month leases until long-term renovation and development plans are implemented
2. Better balance lower rent art and maritime uses with new uses that generate higher revenue
3. Provide development incentives to large waterfront property owners with existing marine service facilities and businesses in exchange for greater development flexibility and plan approval expedition for the renovation and growth of such businesses
4. Provide similar development incentives to waterfront property owners who preserve and expand public benefits
5. Encourage property owners along the working waterfront to provide basic facilities such as restrooms and ancillary office space to tenants willing to pay rent for such space
6. Promote maritime uses that provide focal points and activity nodes for public enjoyment, if compatible and appropriate
7. Support efforts to re-establish locally-based commercial fishing facilities, fish sales and habitat recovery
8. Continue to encourage artists to stay and to locate in the Marinship by actively promoting the arts
9. Explore grants and low-cost loans from such places as the Environmental Protection Agency, State Department of Boating and Waterways and local bank Community Reinvestment grant programs to comply with environmental standards and implement best practices, upgrade public servicing marine facilities and improve marine habitat
10. Establish a Maritime Business Association to initiate and coordinate a marketing strategy that promotes the industry, raises their visibility and provides administrative assistance
11. Financially support an independent market analysis and a cost/benefit analysis for new development that determines what land uses and rents are needed to offset the costs of construction, permitting, environmental clean-up and compliance, public benefits and public infrastructure improvements



Attachment 1
(1 page)

*** Excerpt from the Eyler Study ***

Figure 5: Business Revenue and Firms in Sausalito, 2010 Estimates
Business Revenue in Millions of \$, Number of Firms by Industry



Source: City of Sausalito and Zip Code Business Patterns, Census Bureau

The demand for commercial real estate leads to a demand for other goods and services. An economic impact analysis becomes a demand-driven model by investigating what firms provide the largest "bang for buck" in utilizing currently available commercial property. If there is a demand to do business in Sausalito from a specific industry, and commercial space is available, the type of business that enters commercial space has multiplier (economic impact) effects on other businesses and can guide which companies will receive additional revenue from increased demand due to the new or expanding companies, including companies that already exist in Sausalito⁸.

⁸ See <http://www.ci.sausalito.ca.us/Index.aspx?page=695> for documents pertaining to the Imagine Sausalito process. See <http://www.seagroup.org/> for information on Sausalito Environmental Action (SEA).

Attachment 2
(1 page)

**SUMMARY PRESENTATION OF RESULTS
FROM A SURVEY OF ADULT RESIDENTS IN
THE CITY OF SAUSALITO, CALIFORNIA**

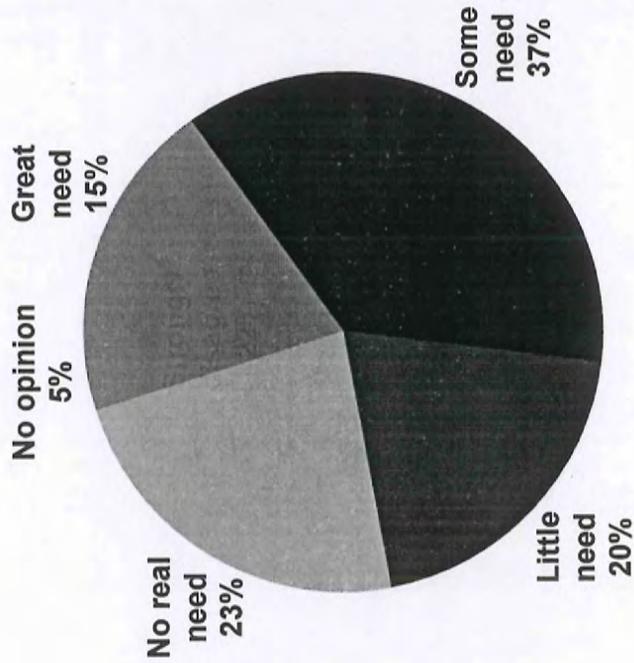
**172 INTERVIEWS
SEPTEMBER, 2006**

**CONDUCTED BY
GENE BREGMAN & ASSOCIATES**



GENE BREGMAN & ASSOCIATES

Need to Improve Local Economy in City of Sausalito



Sausalito Has Good Mix of Businesses to Keep Economy Vital & Healthy

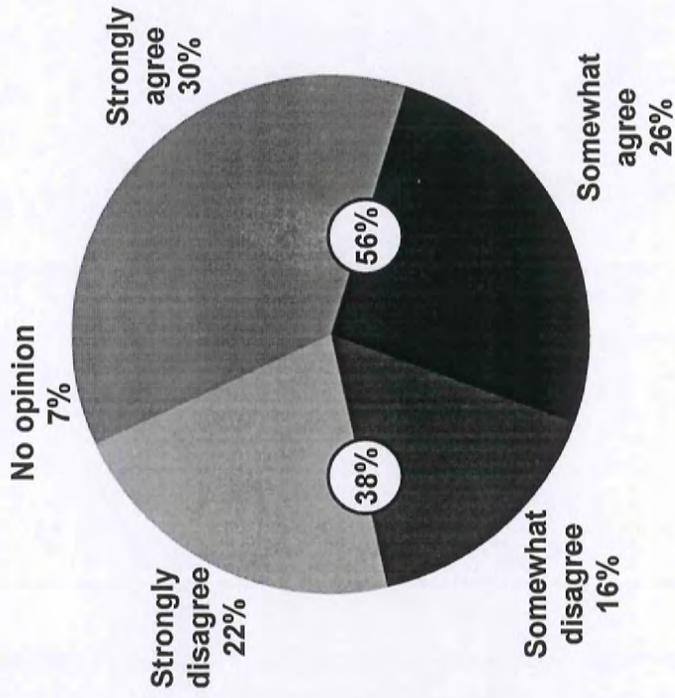


Chart 2

Need For Various Changes in City of Sausalito

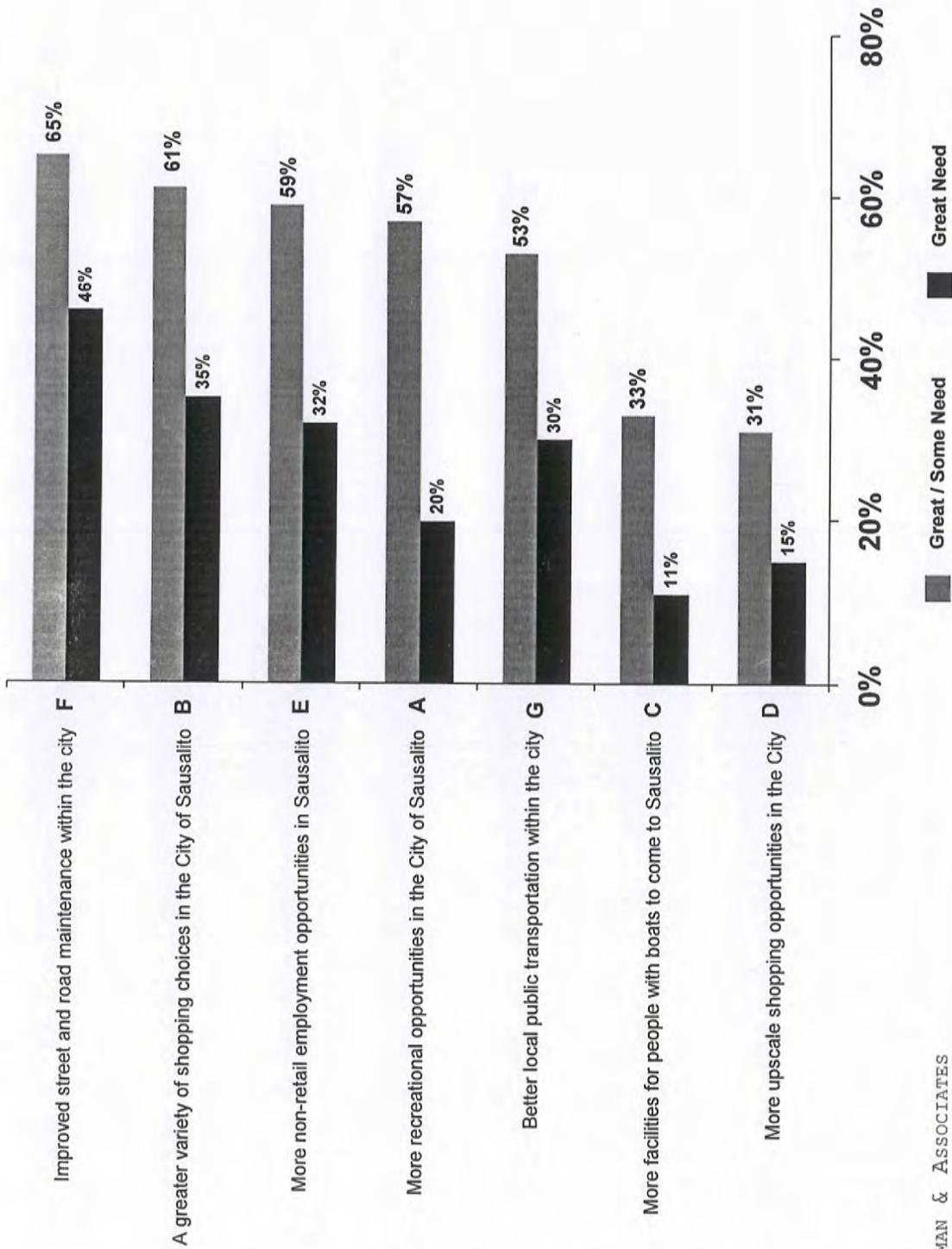
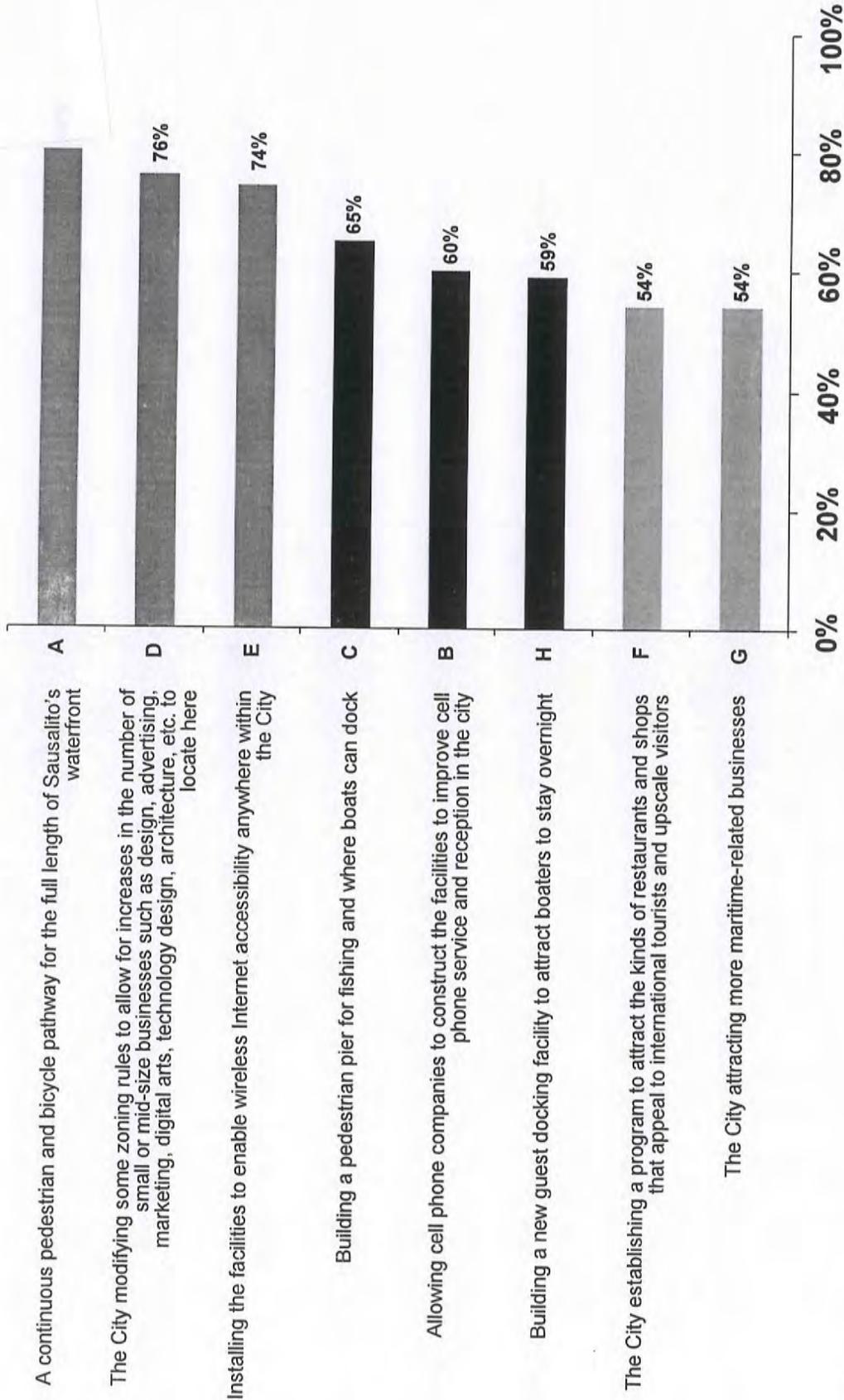


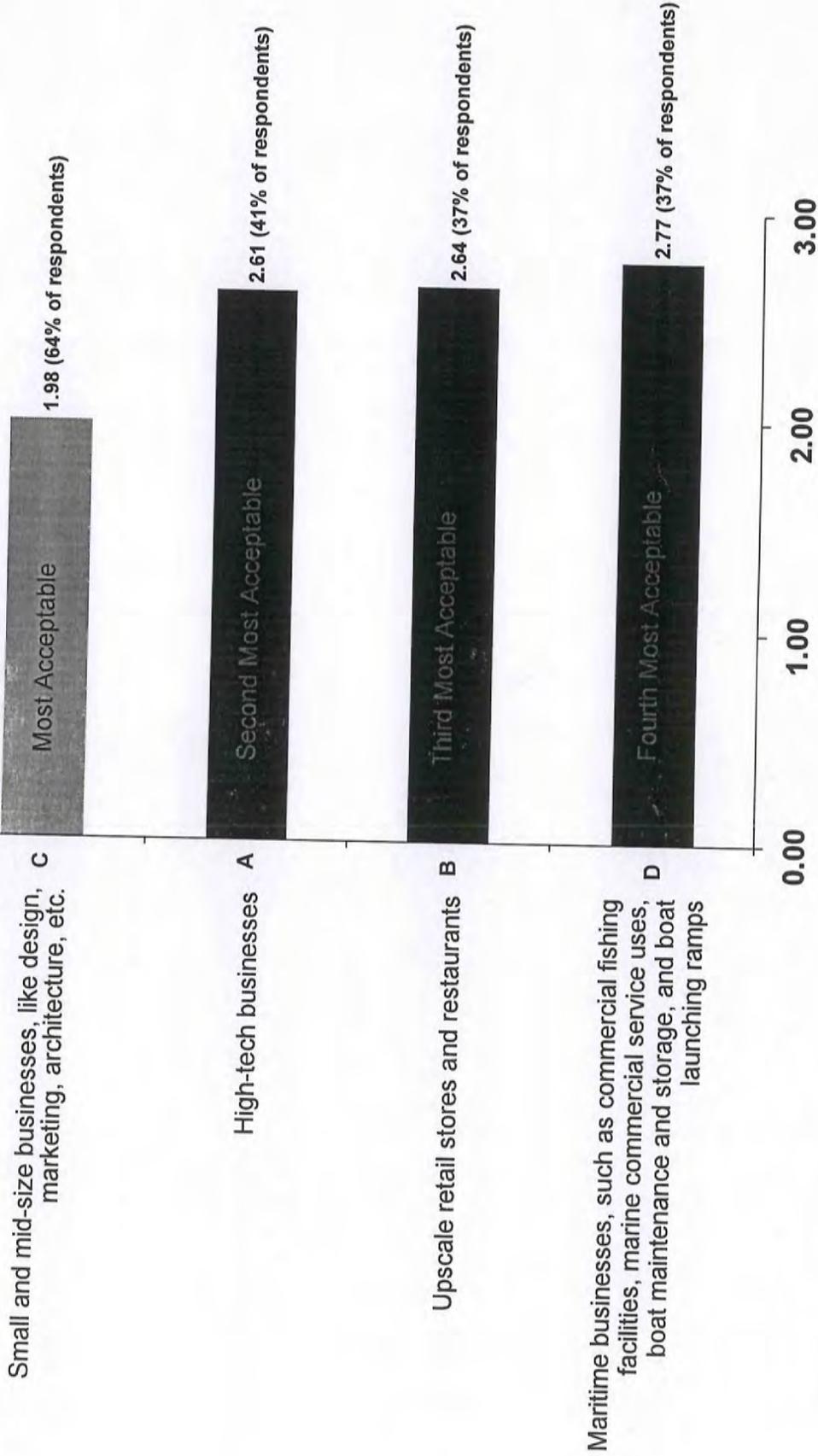
Chart 3

Proportions Favoring Various Proposal



GENE BREGMAN & ASSOCIATES

Most Important Types of Business Development for Sausalito: Mean Scores



GENE BREGMAN & ASSOCIATES

Importance For Community to Subsidize Maritime Industries

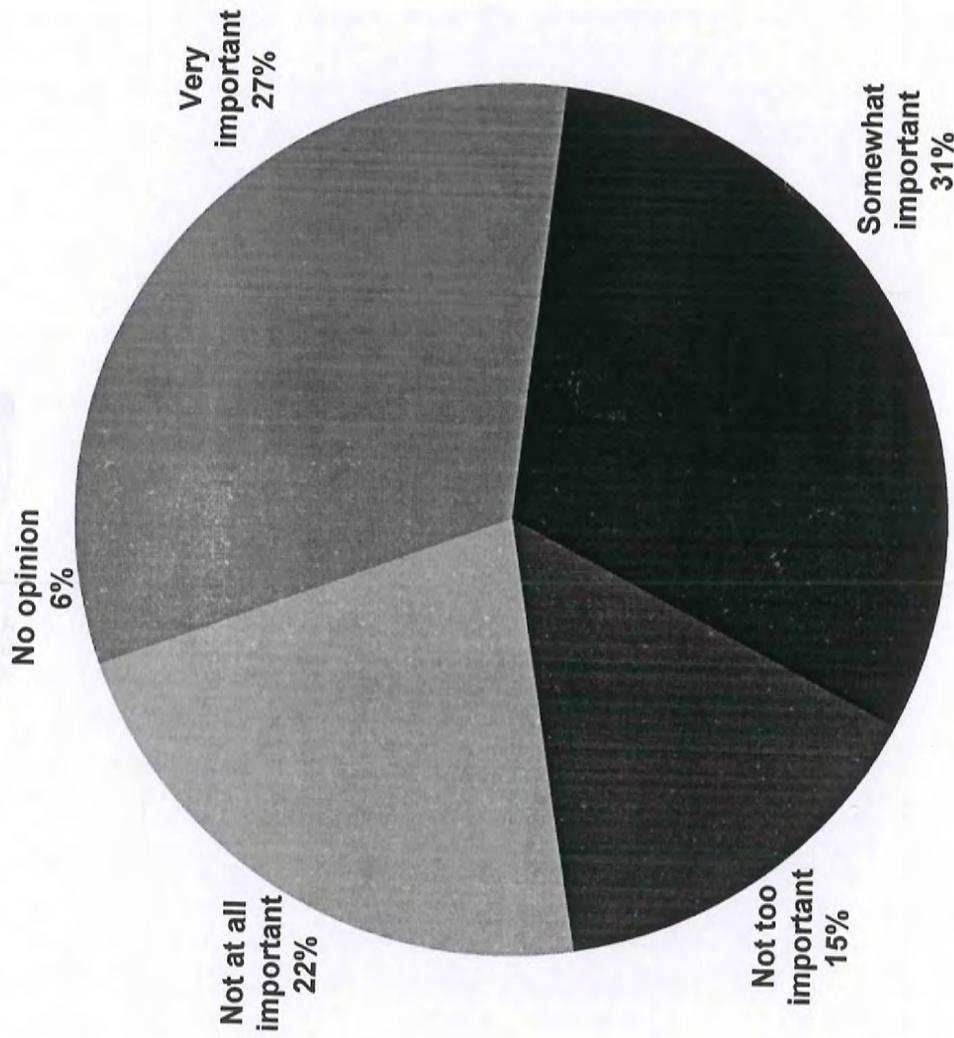
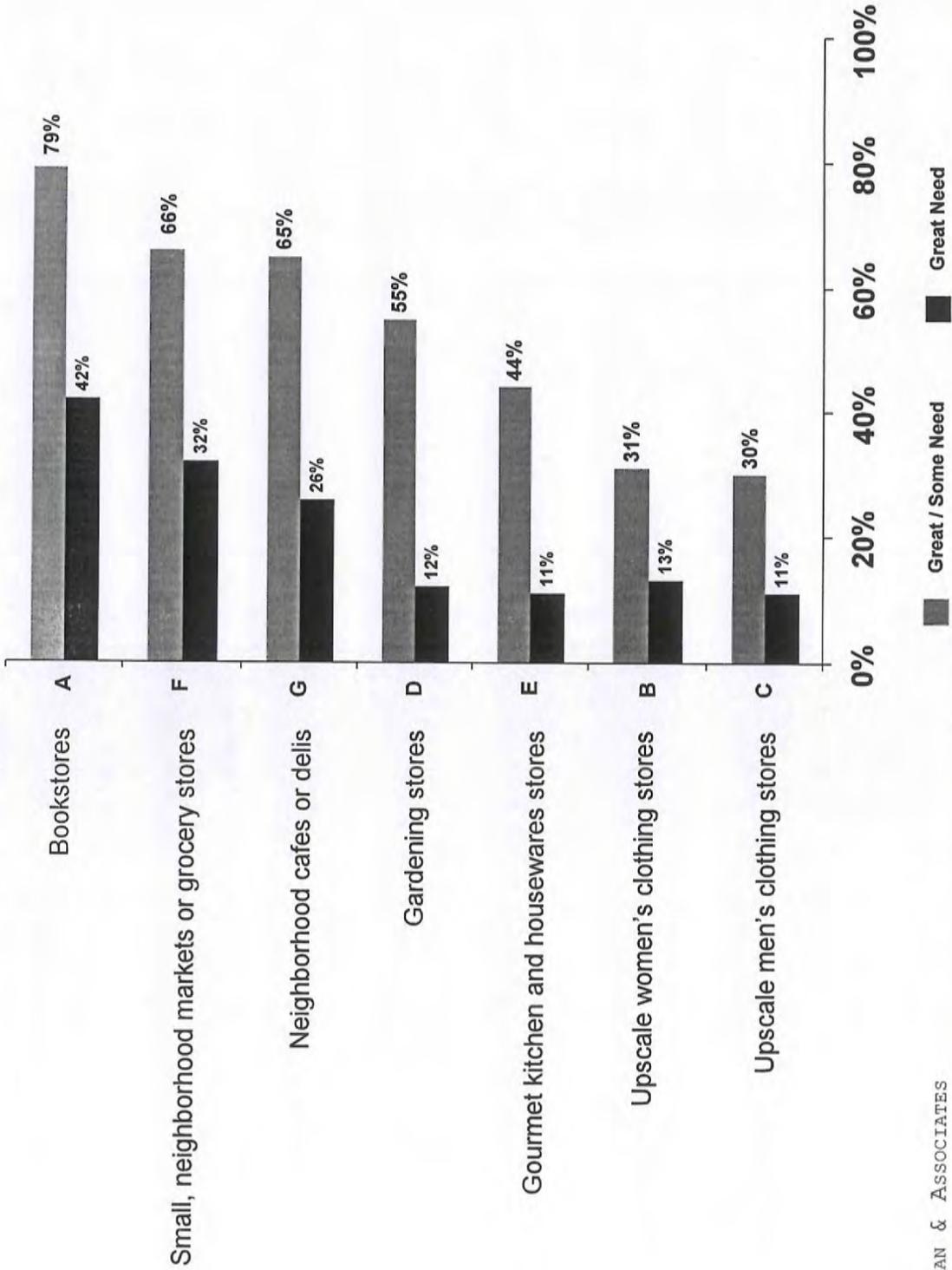
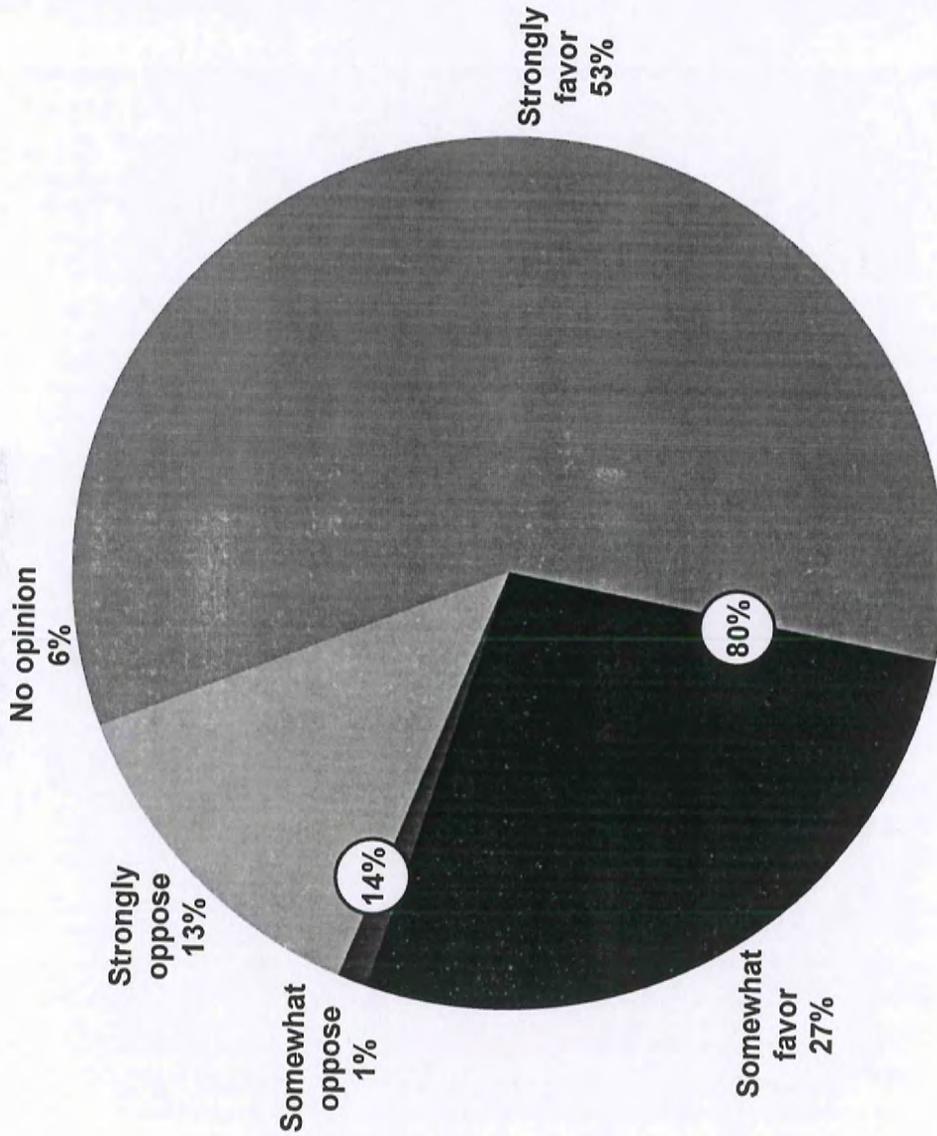


Chart 6

Need For Types of Stores/Businesses In City of Sausalito



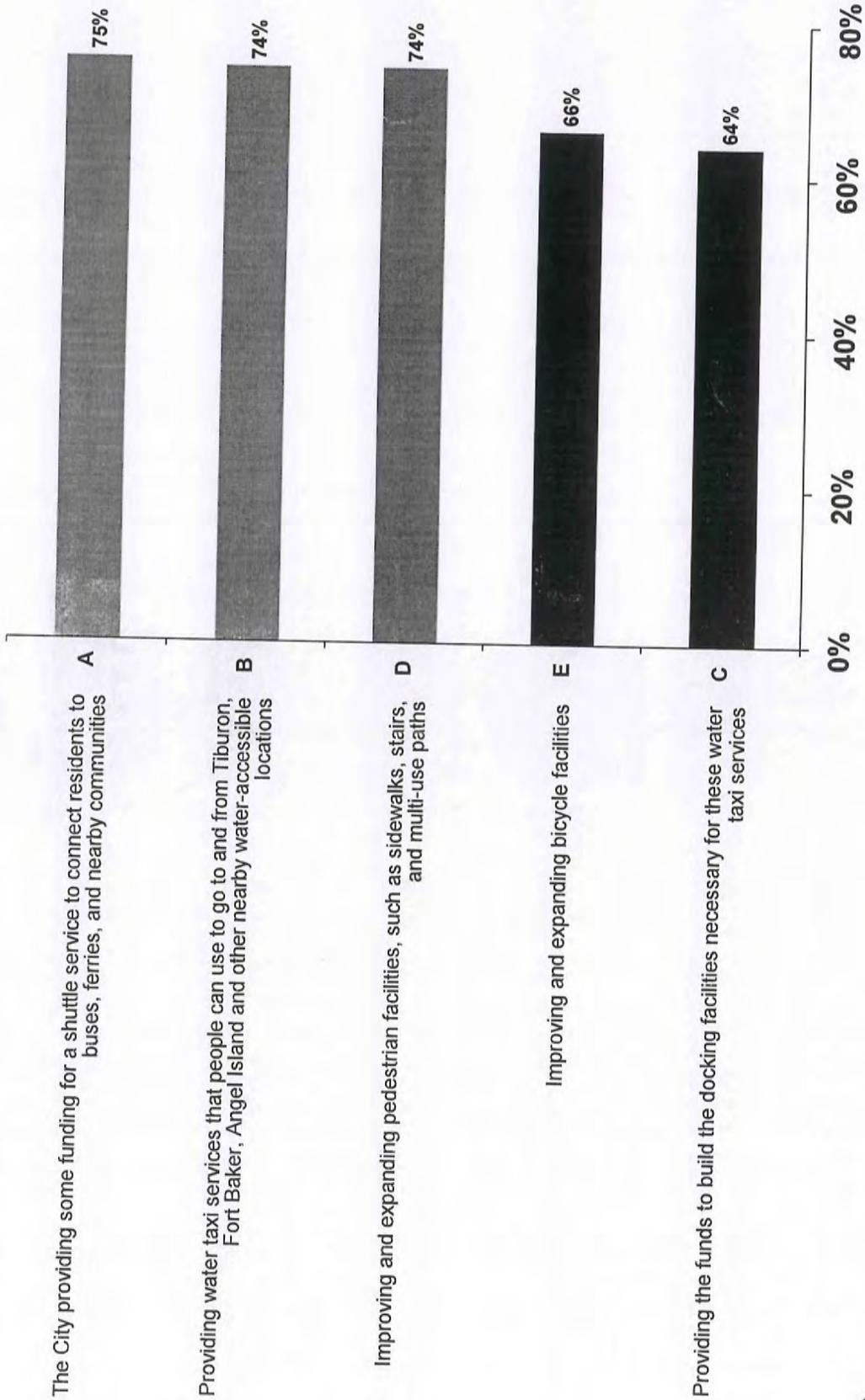
Favorability of Expanding Sidewalks For Outside Dining



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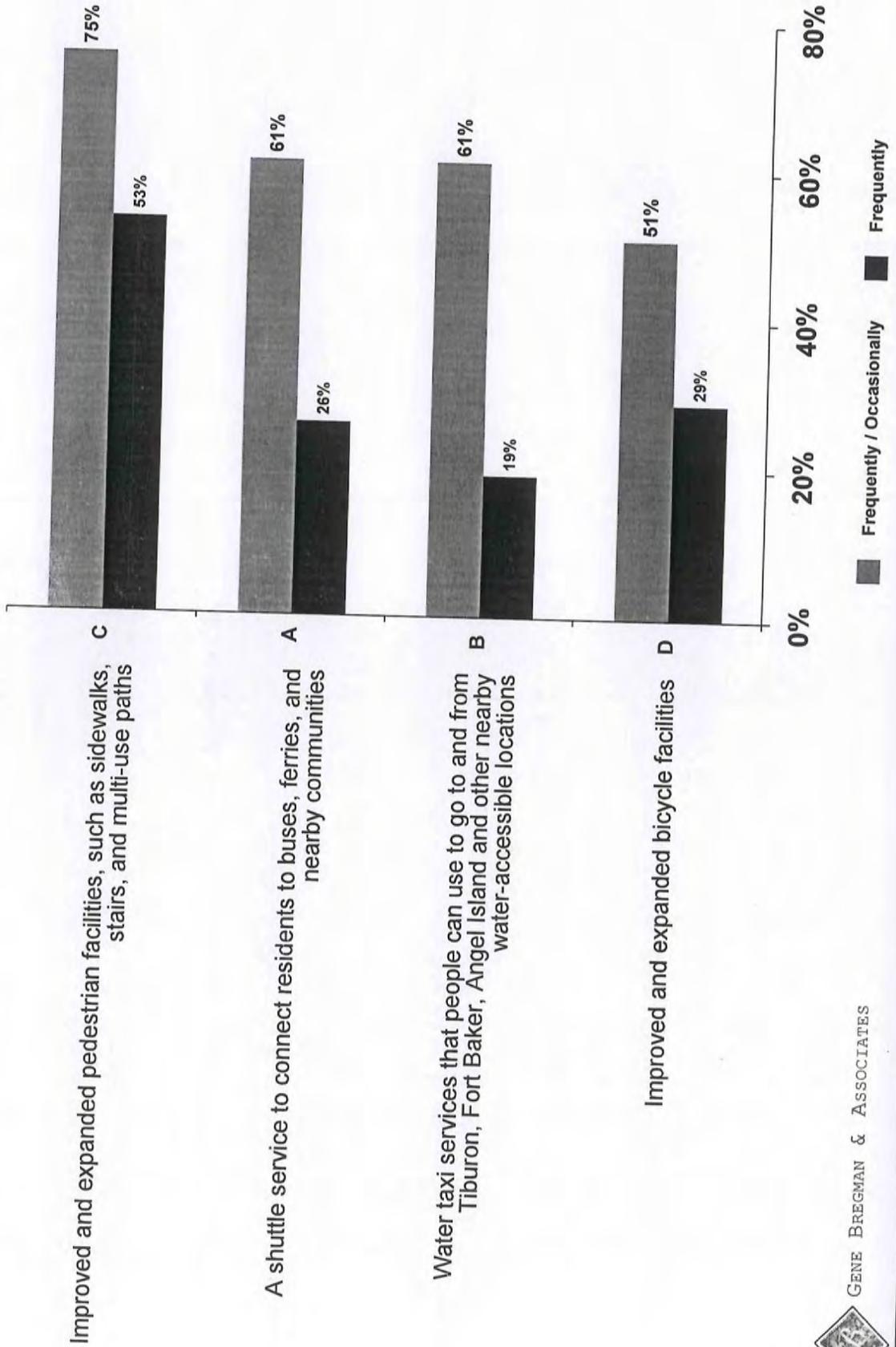
Chart 8

Proportions Favoring Transportation Proposals



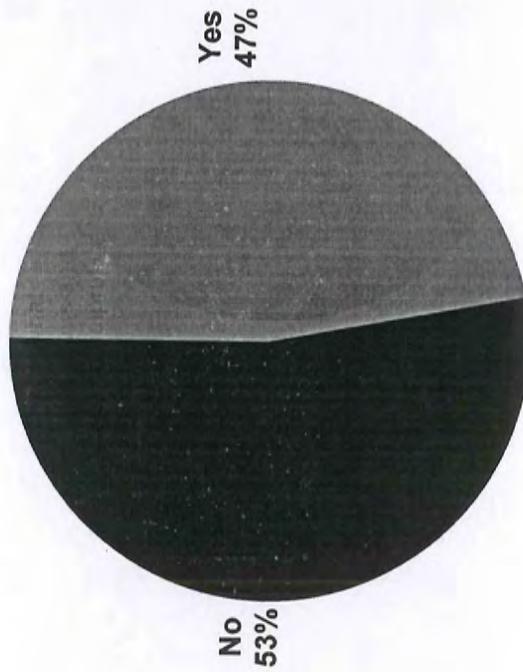
GENE BREGMAN & ASSOCIATES

Frequency of Usage For Transportation Proposals

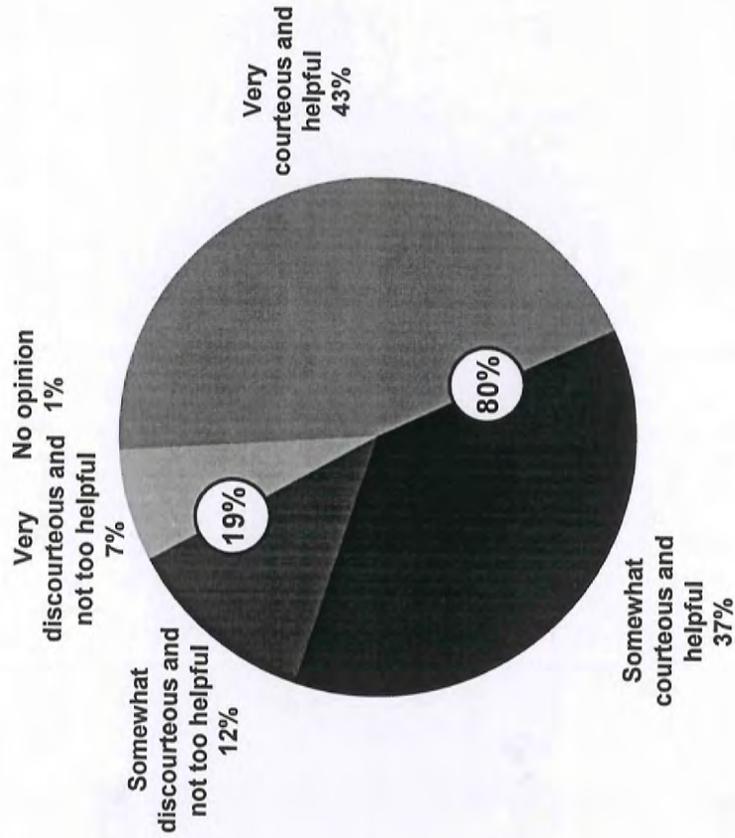


GENE BREGMAN & ASSOCIATES

Respondents Having Direct Contact With City Government In Past 2/3 Years



Satisfaction With Service From City Employees





SPAULDING WOODEN BOAT CENTER

KEEPING WOODEN BOATS AFLOAT

About Us

Located in the heart of Sausalito's waterfront, Spaulding Wooden Boat Center (SWBC) is a nonprofit organization dedicated to preserving, sharing, and celebrating the area's rich history of traditional wooden boatbuilding. With its 20,000 sq. ft. working wooden boatbuilding facility, historically significant sailboats, and skilled craftspeople, SWBC offers a wealth of educational programs and community events designed to connect people of all ages to the Bay Area's maritime history, historic sailing vessels, and the art of wooden boatbuilding.

The center was built in 1951 by San Francisco Bay Area legend Myron Spaulding - concert violinist, champion sailor (he skippered the famous yacht *Dorada* to victory in the 1936 Trans-Pac race to Hawaii) and self-educated boat designer and builder. In 1951 Spaulding purchased the property and constructed the Spaulding Boat Works in order to build his own boat designs. Many of his designs are still active on the west coast, and his design drawings are housed at the National Historic Maritime Museum.

Following Myron Spaulding's death in 2000 at age 94, his wife Gladys Spaulding established a trust to create a non-profit charitable organization, Spaulding Wooden Boat Center. Said to be the last remaining wooden boatyard in California, SWBC provides a valuable bridge into the San Francisco Bay Area's rich maritime history, as well as a unique opportunity for youth and adults to learn the craft of wooden boatbuilding.

SWBC's mission is to provide a gateway to wooden boat building, traditions, and seamanship for people from all walks of life.

Spaulding Wooden Boat Center in the News:

Marin IJ 10/28/12 [Lib at Large: Restored 'Matriarch of San Francisco Bay' returns as the oldest yacht on the West Coast](#)

[Myron Onward](#), a film by [John Korty](#)



Calvin Chan

From: Tony Badger <tonybadger@gmail.com>
Sent: Thursday, July 21, 2016 12:20 PM
To: Calvin Chan
Subject: Materials for the HLB members
Attachments: Consultant Directive June 30.docx; Tony Badger.pdf

Calvin,

I am enclosing two documents to be forwarded to the HLB to review before the July 28th meeting. As you probably already know, I served on the WAM Committee and following that, was selected by Council to serve on the seven member Marinship Steering Committee. The documents enclosed are two letters: One was written June 1, 2010 at the conclusion of the WAM Committee findings. This letter was delivered to each Council Member. Several years after the WAM Committee submitted their final report to Council, the Marinship Steering Committee was formed in an effort to move forward on the most important of the WAM findings.

The Steering Committee decided the most important item to address was the protection of the Marine Railways and surrounding maritime activities. I enclose a letter I wrote while serving on the Steering Committee to the consultant (VerPlanck) as to the importance of the Railways etc. I believe these letters are important background information for the HLB in the discussion that will take place on July 28th. I would greatly appreciate your forwarding this material to them at your earliest convenience.

Regards,

Tony

EXHIBIT

Tony Badger
625 Locust Rd.
Sausalito, CA
June 1, 2010

Dear Council Members:

The WAM effort and resulting report are now finished, but I am still left with a very big concern. During the two years spent working on this project, I became increasingly aware and concerned about the survival of what is left of our working waterfront, especially that portion that uses the historic marine railways that are located on the Sausalito Shipyard property owned by the Lemon Family.

There is a total of six railways on this property. I interviewed three of the businesses that operate using these railways: Bayside Boatworks (owned by Mike Linder), Aqua Maison (owned by Eon Moody), and North Bay Boat Works (owned by Ross Sommer). Together, these three businesses grossed approximately seven million dollars in 2009 during the worst economic time since the great depression. I find this nothing short of amazing considering the bad economic times, and the less than ideal conditions they are working under!

These business have been working at their present locations for at least twenty years and yet they enjoy no long term lease protection and operate on a month to month basis. All investments to their facilities are shouldered by the business owners themselves. These investments can be very costly and are made with no assurance that they will be in business next month! One could also ask the question why the landowner doesn't invest in the facilities that he enjoys income from.

With increasing environmental impact requirements and the deteriorating condition of the facilities, substantial investment will be necessary if these businesses are to survive. At the very least, these businesses need long term lease protection they presently do not enjoy. Who, in their right mind, would invest large sums of money in an operation that could be terminated with a months notice?

The businesses that use these historic marine railways form the backbone of Sausalito's maritime heritage. These rail ways allow work to be performed that is not possible with a travelift such as the one at KKMI with its limited capacity. Examples of some of the unique work that is performed using the railways would include the following:

AQUA MAISON - Maintains and builds the houseboats that form our world renowned Sausalito House Boat Community. The very existence and health of this Community depends on this facility for its long term survival. These burdensome structures can not be serviced by a travelift facility. The marine railways are uniquely suited to this purpose.

NORTH BAY BOAT WORKS - Can haul and work on the delicate classic wooden yachts that can be carefully supported and worked on without damage to an aging and fragile hull. The railways allow careful and continuous support of these vessels. This facility also provides employment for many of the students graduating from the Arques Wooden Boat School.

BAYSIDE BOATS WORKS - Is able to haul and maintain larger craft such as the San Francisco Fire Boats and Commuter Ferry Boats. They have recently converted the first Bay Ferry to electric operation and have contracts to do more diesel electric conversions in the future.

It is very clear that we have a treasure in the railways and the businesses that employ them. But I believe that we must act very soon or we will loose them and once gone, they are not going to come back! I fear it may already be too late! We must get real in dealing with this situation. Bantering around terms of preserving our working waterfront isn't going to do it. And upscale zoning of the Marinship isn't going to do it either and here is why:

By the time any rezoning of the Marinship works its way through the contentious Sausalito political process, many years will have gone by. And whatever development is finally approved, it will take many more years to build with all the very difficult problems that exist within this site due to subsidence, water level rising and environmental issues. To think that our working waterfront would get any financial support from high end development is wishful thinking at best.

My urgent message to you is that something must be done NOW! What this measure is I am not sure. But it might include declaring this area of the Marinship an Historic Zone as a first step. And I believe that providing the existing tenants with secure reasonable long term leases would be another step in the right direction. There may be other very good ideas that can help us and I would be willing to work with you to find a solution. There may also be government grant money to help preserve this portion of our working waterfront. However, there is no time to lose. And this conclusion is not reflected in the WAM report.

In closing, I would like you to ask yourselves what will we do if we lose this historic working waterfront. We will then look out on the deteriorating and abandoned facilities that no longer function and produce any income whatsoever. What will take their place? On this day, the heart of Sausalito will die and we will all share in responsibility for its death.

Very concerned,

Tony Badger

In the zoning recommendations we are asking the consultants to analyze, I would like to recommend special consideration to that part of Marinship that begins at the Spaulding Wooden Boat Center and goes south to the Bayside Boat Works that borders the wetlands. This waterfront segment of property contains the Arques Boat School as well as The Spaulding Boat Yard and Museum. The six working, historic marine rails border Spaulding and continue south ending at Bayside Boat Works and the wetland boundary. These rails are in daily use by Bayside servicing large vessels such as the San Francisco fire boats and ferries. Bayside has made several diesel electric conversions to the ferry boats and there are plans to do more. As you know, Aqua Maison builds house boats and is the only facility that can service them because of the high capacity of the railways. The other rails are in service doing classic yacht repair and other yacht servicing. These facilities have provided wall-to-wall maritime services continuously for decades. And all of these facilities border an existing yacht harbor!

Because of these functioning maritime resources, I suggest that this specific area be zoned to both continue and develop its long history of maritime service. It should be zoned a Maritime Center. Improvement of the existing yacht harbor as well as the existing marine rails and other maritime facilities could produce a world-class Maritime Center of unprecedented stature.

I recently attended the Wooden Boat Festival in Tiburon and went aboard the many classic wooden boats on display. The amount of work these vessels have required and the money their owners spent on their maintenance and restoration goes into the millions. We have only to look at *Freda*, the 100 year-gaff sloop just restored at Spaulding, to see that our community already has the passion, resources and craftsmen to support a world class Maritime Center at this site.

Many of you are aware of the 150' wooden brigantine, a close replica of the famous *Galilee*, that is now under construction next to the Bay Model. Our marine rails are one of the last facilities that remain that could provide servicing for this youth-sail training vessel whose home port will be San Francisco. Not only locally, but around the world, there is growing interest in preserving wooden boat heritage. And, as the modern world becomes more and more complex, people will gravitate toward the time when things were as basic as sailing upon the high sea without engines or electrical aids and gadgetry. A parallel sentiment can be found in the fascination for old cars and

the passion, effort and large sums of money people are willing to spend on them!

I suggest that a directive to our consultants should include the consideration of zoning the aforementioned area as a Maritime Center and explore the ways this could be accomplished to create what I believe would be a world class facility that would draw an international clientele. This would not only save our historic resource, but greatly enhance a viable working waterfront well into our future and that of our children.

Tony Badger