



Foundation Document

San Francisco Maritime National Historical Park

California

March 2016





Contents

Mission of the National Park Service	1
Introduction	2
Part 1: Core Components	3
Brief Description of the Park	3
Park Purpose	5
Park Significance	6
Fundamental Resources and Values	7
Other Important Resources and Values	8
Interpretive Themes	9
Part 2: Dynamic Components	10
Special Mandates and Administrative Commitments	10
Assessment of Planning and Data Needs	10
Analysis of Fundamental Resources and Values	10
Identification of Key Issues and Associated Planning and Data Needs	11
Planning and Data Needs	14
High Priority Planning Needs	15
High Priority Data Needs	18
Part 3: Contributors	21
San Francisco Maritime National Historical Park	21
NPS Pacific West Region	21
Other NPS Staff	21
Partners	21
Appendixes	22
Appendix A: Enabling Legislation and Legislative Acts for San Francisco Maritime National Historical Park	22
Appendix B: Analysis of Fundamental Resources and Values and Other Important Resources and Values	26
Appendix C: Inventory of Special Mandates and Administrative Commitments	52
Appendix D: Ongoing Park Planning and Data Collection Efforts	57



Mission of the National Park Service

The National Park Service (NPS) preserves unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations. The National Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world.

The NPS core values are a framework in which the National Park Service accomplishes its mission. They express the manner in which, both individually and collectively, the National Park Service pursues its mission. The NPS core values are:

- **Shared stewardship:** We share a commitment to resource stewardship with the global preservation community.
- **Excellence:** We strive continually to learn and improve so that we may achieve the highest ideals of public service.
- **Integrity:** We deal honestly and fairly with the public and one another.
- **Tradition:** We are proud of it; we learn from it; we are not bound by it.
- **Respect:** We embrace each other's differences so that we may enrich the well-being of everyone.

The National Park Service is a bureau within the Department of the Interior. While numerous national park system units were created prior to 1916, it was not until August 25, 1916, that President Woodrow Wilson signed the National Park Service Organic Act formally establishing the National Park Service.

The national park system continues to grow and comprises more than 400 park units covering more than 84 million acres in every state, the District of Columbia, American Samoa, Guam, Puerto Rico, and the US Virgin Islands. These units include, but are not limited to, national parks, monuments, battlefields, military parks, historical parks, historic sites, lakeshores, seashores, recreation areas, scenic rivers and trails, and the White House. The variety and diversity of park units throughout the nation require a strong commitment to resource stewardship and management to ensure both the protection and enjoyment of these resources for future generations.



The arrowhead was authorized as the official National Park Service emblem by the Secretary of the Interior on July 20, 1951. The sequoia tree and bison represent vegetation and wildlife, the mountains and water represent scenic and recreational values, and the arrowhead represents historical and archeological values.

Introduction

Every unit of the national park system will have a foundational document to provide basic guidance for planning and management decisions—a foundation for planning and management. The core components of a foundation document include a brief description of the park as well as the park’s purpose, significance, fundamental resources and values, other important resources and values, and interpretive themes. The foundation document also includes special mandates and administrative commitments, an assessment of planning and data needs that identifies planning issues, planning products to be developed, and the associated studies and data required for park planning. Along with the core components, the assessment provides a focus for park planning activities and establishes a baseline from which planning documents are developed.

A primary benefit of developing a foundation document is the opportunity to integrate and coordinate all kinds and levels of planning from a single, shared understanding of what is most important about the park. The process of developing a foundation document begins with gathering and integrating information about the park. Next, this information is refined and focused to determine what the most important attributes of the park are. The process of preparing a foundation document aids park managers, staff, and the public in identifying and clearly stating in one document the essential information that is necessary for park management to consider when determining future planning efforts, outlining key planning issues, and protecting resources and values that are integral to park purpose and identity.

While not included in this document, a park atlas is also part of a foundation project. The atlas is a series of maps compiled from available geographic information system (GIS) data on natural and cultural resources, visitor use patterns, facilities, and other topics. It serves as a GIS-based support tool for planning and park operations. The atlas is published as a (hard copy) paper product and as geospatial data for use in a web mapping environment. The park atlas for San Francisco Maritime National Historical Park can be accessed online at: <http://insideparkatlas.nps.gov/>.

Oceanic Steamship Co.

TARIFF OF FARES.

Miles.	FROM SAN FRANCISCO.	CABIN, 1ST CLASS.		STEERAGE
		Outward.	Round Trip.	
2100	HONOLULU.....	\$75 00	\$125 00	1 00
4300	TUTUILA.....	200 00	350 00	1 00
6050	AUCKLAND.....	200 00	350 00	1 00
6825	Wellington.....	220 63	397 14	1 13
6785	Lyttelton.....	225 25	407 25	1 18 85
7000	Port Chalmers.....	230 00	414 00	1 18 75
7200	SYDNEY.....	240 00	350 00	1 00 00
7740	Melbourne.....	212 50	382 50	1 06 25
8100	Adelaide.....	222 50	400 50	1 11 50
7650	Brisbane.....	215 00	387 00	1 07 50
7500	Rockhampton.....	226 25	407 25	1 13 10
7600	Hobart.....	225 00	405 00	1 15 00
	Loynika, Fiji, via AUCKLAND	230 38	430 83	1 19 00

State-room Berths on upper deck, \$10 extra.
 State-room Berths on upper deck, \$5, \$20 and \$25 extra.
 Exclusive Use of State-room can be secured by the payment of half rate for extra berths.
 Children between the ages of five and twelve years, half fare; between two and five, quarter fare; under two, free.
 Servants accompanying their employers will be charged two-thirds of cabin rate without regard to age or sex, and will be berthed and served with meals according to ship's regulations.
 Baggage—To Honolulu: cabin, 250 pounds; steerage, 150 pounds. To Australia and through ports: cabin, 350 pounds; steerage, 175 pounds; proportionate to children. Extra baggage, 50 cents a pound.
 Only portmanteaux and small packages are allowed in the saloon and cabins. Trunks and boxes will be placed in the baggage-room. The portmanteau for cabin use should not exceed 3 feet in length, 1 foot 6 inches in width, and 1 foot 3 inches in depth.
ROUND THE WORLD TICKETS.
 First-class—San Francisco to Sydney, N. S. W., Oceanic; S. S. Co. to London, P. & O., or Orient Lines; London to San Francisco, Atlantic S. S. Lines to New York and choice of railways from New York.
 Drafts and Letters of Credit issued in San Francisco on all principal cities of Australia and New Zealand.
 Prompt attention paid to Telegraphic Reservation of State-rooms or Berths.
 *Note: Steerage rates include bedding, eating utensils and meals.
J. D. SPRECKELS & BROS.,
 GENERAL AGENTS.
 COMPANY'S WHARF, 327 MARKET STREET, SAN FRANCISCO.
 FOOT OF FOLSOM STREET, SAN FRANCISCO.

Part 1: Core Components

The core components of a foundation document include a brief description of the park, park purpose, significance statements, fundamental resources and values, other important resources and values, and interpretive themes. These components are core because they typically do not change over time. Core components are expected to be used in future planning and management efforts.

Brief Description of the Park

San Francisco Maritime National Historical Park is in San Francisco, California, just inside of the Golden Gate. Congress established San Francisco Maritime National Historical Park in 1988 to preserve and interpret the history and achievements of seafaring Americans and the nation's maritime heritage, especially on the Pacific coast. The 50-acre park is small in area but large in nationally significant cultural resources. The park uses a fleet of national historic landmark (NHL) vessels, a collection of more than 100 historic small craft, a museum collection with more than 6 million archival and museum items, a visitor center, and a research center to chronicle the lives and dreams of the men and women who tamed America's maritime frontier.

The San Francisco Bay has long played an important role in maritime history. Native peoples plied San Francisco Bay in reed canoes long before explorers first charted America's western coastline and the Spanish established an outpost at the site of present-day San Francisco in 1776. After gold was discovered in 1848, the sea brought waves of dreamers to the American West. They entered the Golden Gate aboard anything that could float and then raced to find their fortunes. Ships brought goods to the west and took rich western resources to the world.

The first stop for many visitors is Hyde Street Pier, which features a number of historic vessels, maritime structures, and exhibits. Past the Donkey Boiler and Wapama steam engine, the busy Shipwright Shop, and boats undergoing restoration in the Boat Shop is the 1890 ferryboat *Eureka*, a 299-foot double-ender with a massive single-cylinder walking beam engine. Berthed across the pier is the three-masted schooner *C. A. Thayer*, built in 1895 for the West Coast timber trade. After a career transporting 575,000 board feet of lumber, *Thayer* was modified to work in the cod fishing industry. The 1886 square-rigger *Balclutha* is currently host to an overnight education program. This 301-foot, steel-hulled, Age of Sail veteran rounded Cape Horn 17 times. Below deck, exhibits trace *Balclutha's* three careers: carrying California grain to Europe, transporting lumber, and serving in the Alaskan salmon industry.





Also on Hyde Street Pier, the tugboat *Hercules* has a 151-foot oil-burner with a three-cylinder, triple expansion steam engine. Built tough for ocean towing, the 1907 riveted-steel *Hercules* kept busy guiding ships and barges on San Francisco Bay, as well as transporting materials south to build the Panama Canal and west for work on Pearl Harbor dry docks. At the far end of the pier are a collection of historic small craft and *Alma*, an 1891 San Francisco-built scow schooner. *Alma's* deck was once stacked with hay and other bulk cargoes; today, she offers history sails to park visitors.

The park's visitor center, across from Hyde Street Pier, provides a multimedia orientation to West Coast and San Francisco maritime history. Rangers and volunteers staff an information desk near exhibits, models, and artifacts. West of the visitor center, the pathways of the Aquatic Park National Historic Landmark District lead through Victorian Park to the Maritime Museum, a striking, Streamline Moderne building named for Sala Burton. This ship-like structure is filled with 1930s Works Progress Administration (WPA) artwork, including colorful, abstract murals, mosaics, sculptures, and bas reliefs. Outside the bathhouse, the Aquatic Park cove and beach are protected by the curved Municipal Recreational (Municipal) Pier.

The park's extensive collection of artifacts, books, oral histories, photographs, vessel plans, documents, and other archival materials are located at the Maritime Research Center. Here staff assists visitors conducting research by providing access to published and archival materials and a wide range of maritime artifacts.

Each year, in partnership with the San Francisco Maritime National Park Association, the park hosts more than 10,000 local schoolchildren in hands-on, experiential education programs. The park also nurtures relationships with community groups and neighbors. Partnerships have included: staging maritime-related plays, hosting readings of Chinese American oral histories, teaching high school classes to build and launch small boats, and working with the San Francisco Senior Center to recruit and train a cadre of docents whose rich life experiences enhance learning opportunities for visitors of all ages.

Park Purpose

The purpose statement identifies the specific reason(s) for establishment of a particular park. The purpose statement for San Francisco Maritime National Historical Park was drafted through a careful analysis of its enabling legislation and the legislative history that influenced its development. The park was established when the enabling legislation adopted by Congress was signed into law on June 27, 1988 (see appendix A for enabling legislation). The purpose statement lays the foundation for understanding what is most important about the park.

Through preservation and interpretation of historic ships, extensive museum collections, traditional maritime skills, and its San Francisco Bay setting, SAN FRANCISCO MARITIME NATIONAL HISTORICAL PARK brings America's maritime legacy to life and promotes the understanding and enjoyment of the nation's West Coast maritime heritage.



Park Significance

Significance statements express why a park’s resources and values are important enough to merit designation as a unit of the national park system. These statements are linked to the purpose of San Francisco Maritime National Historical Park, and are supported by data, research, and consensus. Statements of significance describe the distinctive nature of the park and why an area is important within a global, national, regional, and systemwide context. They focus on the most important resources and values that will assist in park planning and management.

The following significance statements have been identified for San Francisco Maritime National Historical Park. (Please note that the sequence of the statements does not reflect the level of significance.)

1. San Francisco Maritime National Historical Park maintains the largest and most diverse collection of national historic landmark ships in the United States, representing a pivotal period of maritime commerce on the West Coast as the industry shifted from sail to mechanical power.
2. San Francisco Maritime National Historical Park’s collection, the oldest and largest maritime history collection in the western United States, provides tangible and compelling links to maritime history and heritage and is one of the largest museum collections in the national park system.
3. Located just inside the straits of the Golden Gate, San Francisco Maritime National Historical Park preserves and shares the area’s rich legacy as America’s first major West Coast seaport, a center for maritime commerce, and a gateway for immigration and migration.
4. San Francisco Maritime National Historical Park is the premier West Coast showcase for traditional and contemporary maritime skills, perpetuated through hands-on preservation, research and education, and the continued operation of historic ships and equipment.
5. The Aquatic Park National Historic Landmark setting, including the maritime-themed architectural design and art of the Aquatic Bathhouse Building, offers easy access to an oasis of recreation and beauty in a highly urbanized area on the San Francisco Bay waterfront.



Fundamental Resources and Values

Fundamental resources and values (FRVs) are those features, systems, processes, experiences, stories, scenes, sounds, smells, or other attributes determined to warrant primary consideration during planning and management processes because they are essential to achieving the purpose of the park and maintaining its significance. Fundamental resources and values are closely related to a park's legislative purpose and are more specific than significance statements.

Fundamental resources and values help focus planning and management efforts on what is truly significant about the park. One of the most important responsibilities of NPS managers is to ensure the conservation and public enjoyment of those qualities that are essential (fundamental) to achieving the purpose of the park and maintaining its significance. If fundamental resources and values are allowed to deteriorate, the park purpose and/or significance could be jeopardized.

The following fundamental resources and values have been identified for San Francisco Maritime National Historical Park:

- **Historic Fleet of Ships** – The fleet of six historic ships—five of which are national historic landmarks—represents a significant period in maritime commerce: the late 19th to mid-20th century. These ships provide a variety of opportunities to learn about maritime preservation and experience the development of trade methods and technologies in sailing ships and steam vessels.
- **Maritime Skills** – Maritime skills are paramount to the preservation and maintenance of the collection of the park's floating cultural resources. The park perpetuates maritime skills, such as seamanship, craftsmanship, rigging, boat building, ship carpentry, and steam boiler operation, through ongoing work and educational demonstrations.
- **Waterfront Recreational and Scenic Opportunities** – The Aquatic Park National Historic Landmark Historic District, envisioned in 1866 and built in the 1930s as a WPA project, includes Aquatic Park cove and beach, viewing stands, the Maritime Museum Building, speaker towers, and ancillary buildings within landscaped grounds. Originally designed for recreation, the district continues to allow an urban audience to enjoy a variety of scenic and recreational opportunities.
- **Aquatic Park Bathhouse (Sala Burton Building)** – The white, nautical-themed, multipurpose structure, originally designed as the Aquatic Park Bathhouse and also known as the Sala Burton Building or Maritime Museum, is significant for its Streamlined Moderne architectural style and maritime-themed abstract artwork. Local artists, led by Hilaire Hiler and funded by the Federal Arts Project, created murals, sculptures, mosaics, and reliefs representing Hiler's color theory, ships on the bay, underwater worlds, and marine life. The building has functioned as a maritime museum since 1951.



- **A Center for Maritime Research** – The Maritime Research Center provides access to rich sources of information about San Francisco and West Coast maritime history and culture.
- **Opportunities to Understand Maritime Heritage** – The park uses its iconic setting and unmatched resources to offer exceptional opportunities for public education in maritime history and tradition.
- **Opportunities to Experience Vessels on the Water** – The park’s ships and small craft provide visitors a rare opportunity to experience the sights, sounds, smells, and feel of the traditional maritime environment, both at the pier and on the bay.
- **Collections** – The park’s extensive museum, archives, library, and small craft collections provide tangible and compelling links to the diverse maritime heritage.



Other Important Resources and Values

San Francisco Maritime National Historical Park contains other resources and values that are not fundamental to the purpose of the park and may be unrelated to its significance, but are important to consider in planning processes. These are referred to as “other important resources and values” (OIRV). These resources and values have been selected because they are important in the operation and management of the park and warrant special consideration in park planning.



The following other important resources and values have been identified for San Francisco Maritime National Historical Park:

- **Other Historic Structures and Vessels** – Historic structures and vessels, including the *Lewis Ark*, the tugboat *Eppleton Hall*, the wheelhouse from the tugboat *Sea Fox*, and the Tubbs Cordage Office Building, provide context for understanding maritime heritage.
- **Haslett Warehouse** – The Haslett Warehouse (now the visitor center and Argonaut Hotel) and exhibits provide context for understanding maritime heritage and support park operations.

Interpretive Themes

Interpretive themes are often described as the key stories or concepts that visitors should understand after visiting a park—they define the most important ideas or concepts communicated to visitors about a park unit. Themes are derived from, and should reflect, park purpose, significance, resources, and values. The set of interpretive themes is complete when it provides the structure necessary for park staff to develop opportunities for visitors to explore and relate to all park significance statements and fundamental and other important resources and values.

Interpretive themes are an organizational tool that reveal and clarify meaning, concepts, contexts, and values represented by park resources. Sound themes are accurate and reflect current scholarship and science. They encourage exploration of the context in which events or natural processes occurred and the effects of those events and processes. Interpretive themes go beyond a mere description of the event or process to foster multiple opportunities to experience and consider the park and its resources. These themes help explain why a park story is relevant to people who may otherwise be unaware of connections they have to an event, time, or place associated with the park.

The following interpretive themes have been identified for San Francisco Maritime National Historical Park:

- **Maritime Commerce: Economic** – Pacific coast maritime history illustrates the vital role maritime communities played in expanding trade, bridging local and global economies, and building maritime industries that continue to fuel national development.
- **Maritime Commerce: Social** – The development of San Francisco and the surrounding region demonstrates how maritime trade and transportation created a social crossroads that both fostered the interchange of cultures and ideas and led to exploitation and conflict.
- **Ship to Shore** – The unique nature of life on the water has created a distinct maritime culture with unique social structures, rich traditions, and specialized skills that influenced the sphere of life and arts ashore.
- **Technology and Change** – Maritime technology developed in tension between tradition and innovation. Changes in maritime technology had profound impacts on individuals, industry, and society as a whole.
- **The Maritime Environment** – West Coast maritime history reveals the complex interactions between humans and the maritime environment. This insight helps us contemplate our environmental responsibility and highlights our physical, emotional, and spiritual connections to the water.



Part 2: Dynamic Components

The dynamic components of a foundation document include special mandates and administrative commitments and an assessment of planning and data needs. These components are dynamic because they will change over time. New special mandates can be established and new administrative commitments made. As conditions and trends of fundamental and other important resources and values change over time, the analysis of planning and data needs will need to be revisited and revised, along with key issues. Therefore, this part of the foundation document will be updated accordingly.

Special Mandates and Administrative Commitments

Many management decisions for a park unit are directed or influenced by special mandates and administrative commitments with other federal agencies, state and local governments, utility companies, partnering organizations, and other entities. Special mandates are requirements specific to a park that must be fulfilled. Mandates can be expressed in enabling legislation, in separate legislation following the establishment of the park, or through a judicial process. They may expand on park purpose or introduce elements unrelated to the purpose of the park. Administrative commitments are, in general, agreements that have been reached through formal, documented processes, often through memorandums of agreement. Examples include easements, rights-of-way, arrangements for emergency service responses, etc. Special mandates and administrative commitments can support, in many cases, a network of partnerships that help fulfill the objectives of the park and facilitate working relationships with other organizations. They are an essential component of managing and planning for San Francisco Maritime National Historical Park.

For information about the special mandates and administrative commitments for San Francisco Maritime National Historical Park, please see appendix C.

Assessment of Planning and Data Needs

Once the core components of part 1 of the foundation document have been identified, it is important to gather and evaluate existing information about the park's fundamental and other important resources and values, and develop a full assessment of the park's planning and data needs. The assessment of planning and data needs section presents planning issues, the planning projects that will address these issues, and the associated information requirements for planning, such as resource inventories and data collection, including GIS data.

There are three sections in the assessment of planning and data needs:

1. analysis of fundamental and other important resources and values (see appendix B)
2. identification of key issues and associated planning and data needs
3. identification of planning and data needs (including spatial mapping activities or GIS maps)

The analysis of fundamental and other important resources and values and identification of key issues leads up to and supports the identification of planning and data collection needs.

Analysis of Fundamental Resources and Values

The fundamental resource or value analysis table includes current conditions, potential threats and opportunities, planning and data needs, and selected laws and NPS policies related to management of the identified resource or value. Please see appendix B for the analysis of fundamental resources and values.

Identification of Key Issues and Associated Planning and Data Needs

This section considers key issues to be addressed in planning and management and therefore takes a broader view over the primary focus of part 1. A key issue focuses on a question that is important for a park. Key issues often raise questions regarding park purpose and significance and fundamental and other important resources and values. For example, a key issue may pertain to the potential for a fundamental or other important resource or value in a park to be detrimentally affected by discretionary management decisions. A key issue may also address crucial questions that are not directly related to purpose and significance, but which still affect them indirectly. Usually, a key issue is one that a future planning effort or data collection needs to address and requires a decision by NPS managers.

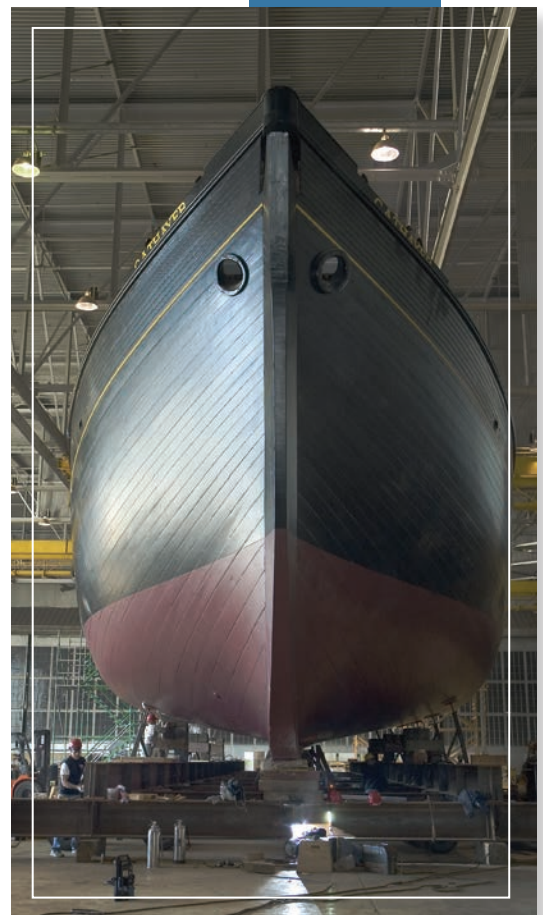
The following are key issues for San Francisco Maritime National Historical Park and the associated planning and data needs to address them:

- Long-Term Preservation of the Historic Ships and Other Cultural Resources –**
 The preservation of large ships, Municipal Pier, and other cultural resources is a significant challenge requiring extensive and ongoing financial support, as well as specialized knowledge. The ships, identified as a fundamental resource, require significant maintenance and restoration using specialized skills and training. However, funding and staffing are currently inadequate. In addition, contemporary environmental protection standards preclude some work that would have historically been carried out on-site, which means that other work must be accomplished using nontraditional techniques. A decline in the ship building and repair industry in the San Francisco Bay Area has also impacted the park's capacity to maintain and repair ships—for instance only one dry dock capable of handling the largest historic ships remains. The loss of the national historic landmark *Wapama* illustrated the importance of avoiding excessive deferment of preservation work.

Municipal Pier is also in critical need of restoration. After more than 80 years in a marine environment, Municipal Pier is crumbling, with portions already closed for visitor safety. In addition to being a cultural resource in its own right (part of the Aquatic Park National Historic Landmark District), Municipal Pier provides storm surge protection for the ships, Hyde Street Pier, Aquatic Park, and the Fisherman's Wharf area—and will become even more important with predicted sea level rise due to climate change. Municipal Pier is critical for the protection of park and local resources, as well as providing a key aspect of the visitor experience at the park. However, the financial cost of repairing Municipal Pier is very high, and a funding source has not been identified.

A variety of other cultural resources in the park also require ongoing preservation and maintenance. The park has nearly completed a multiyear restoration of the Aquatic Park Bathhouse. A project is also underway to improve safety and accessibility on the Aquatic Park promenade while continuing to protect historic resources and the cultural landscape.

- Associated High Priority Planning and Data Needs:* business plan (update), historic structure reports for national historic landmark ships, Hyde Street Pier development concept plan, Museum Building plan, preservation plan for the national historic landmark ships, Van Ness Avenue corridor development concept plan, workforce management (staffing) plan / position management plan.



- **Park Identity and Mission** – With more than 4 million visitors a year, San Francisco Maritime National Historical Park is one of the most visited parks in the national park system. Most visitors to the park are tourists to Fisherman’s Wharf, while local residents are often unaware of the park and its resources. Many visitors arrive by chance, many are looking for waterfront recreational space, and others come intentionally to learn about maritime heritage. Many are unaware of the park’s maritime significance and the national park status, particularly visitors in Victorian and Aquatic Parks. The park therefore has multiple identities to the public as both a recreational and educational space, and the staff and park partners have different ideas regarding what the visitor experience should be across the park.

While the park has very high visitation, it is not reaching many local and diverse audiences. Most residents of the Bay Area do not realize what the park has to offer, and the technical nature of maritime history is challenging to convey to a broad array of audiences. In addition staff capacity is an issue—the park has limited capacity to do outreach, produce innovative new materials to connect to new audiences, maintain a social media presence, and provide information to the public.

Many park areas, including Hyde Street Pier, Jefferson Street, Van Ness Avenue, the Museum Building, and Aquatic Park, lack defined visitor experiences, spatial organization, and defined facility uses. Hyde Street Pier, one of the most visited areas of the park, includes spaces to accommodate visitors, staff, and park partners. Over time, large maritime artifacts and buildings have been added to this area without a clear vision of how they relate to park operations and visitor experiences on the pier. Jefferson Street provides some parking and leads to the Aquatic Park Promenade, but gives no indication it is part of a national park. Van Ness Avenue similarly has a variety of uses without a clearly defined visitor experience. For almost a decade, the Museum Building has been largely empty. Decisions need to be made regarding the use of this space for exhibits, facility rentals, interpretive programming, and other uses. In all of these areas, the park has administrative and fundraising needs for spaces that sometimes conflict with visitor use.

- *Associated High Priority Planning and Data Needs:* communications plan, Hyde Street Pier development concept plan, long-range interpretive plan, Museum Building plan, Van Ness Avenue corridor development concept plan, visitor surveys, workforce management (staffing) plan / position management plan.



- **Accessibility of the Collections** – San Francisco Maritime National Historical Park contains large, varied, valuable, and unique collections—identified as fundamental resources and contributing to the significance of the park. However, these collections, comprising the largest portion of the park’s resources, are largely invisible to the public, and their importance is not well understood or communicated. Lack of exhibits and interpretive methods make the vast majority of park collections inaccessible to the public. Archival materials can be accessed through the Maritime Research Center, but this is only available by appointment on weekday afternoons. The small craft collection and other larger collection items stored off site in a warehouse in San Leandro are essentially inaccessible to the public. The park currently also faces a backlog of cataloging and digitizing of documents and photographing of artifacts. The park’s purpose, significance, and fundamental values all recognize the park’s mandate to give visitors the opportunity to understand maritime heritage. Better access to the collections, whether digitally or on exhibit, could go a long ways toward this.
 - *Associated High Priority Planning and Data Needs:* collection management plan, communications plan, Hyde Street Pier development concept plan, long-range interpretive plan, Museum Building plan, workforce management (staffing) plan / position management plan.
- **Loss of Traditional Skills and Knowledge** – The park relies on a highly specialized workforce for the preservation of historic ships and the curation and study of an extensive museum collection. However, the park faces a number of challenges in maintaining this workforce. Skills and knowledge are being lost when employees move on or retire. Changing technology on a worldwide scale (from wood to fiberglass and steel) means that it is increasingly difficult to find applicants with skills appropriate to working on historic ships. It is also difficult to recruit staff with academic knowledge about maritime artifacts and collections. Access to formal training is also lacking, as maritime specialties are not trained anywhere else in the national park system. The high cost of living in the San Francisco Bay Area is also a challenge in recruiting staff. In addition, empty positions are often not backfilled due to budget constraints.
 - *Associated High Priority Planning and Data Needs:* workforce management (staffing) plan / position management plan.



- **Climate Change** – Given the park’s location in and on the water, climate change has the potential to have very serious impacts on park resources, visitors, and staff. Sea level rise, increased storm surge and storm intensity, and warming waters due to climate change are particular points of concern. The proximity of the park’s resources to the water (particularly the Aquatic Park National Historic Landmark, the national historic landmark ships, collection items on Hyde Street Pier, walkways, and other infrastructure) increases the risk of flooding and damage. The park has already observed difficulties in maintaining the historic ships’ moorings during extreme high tide events, which have been happening more often over the past few years. A large storm surge in the San Francisco Bay or a local tsunami-generated wave front in this earthquake-prone area are the greatest immediate dangers for flooding and destruction at this park. Flooding and storm surge associated with sea level rise also have the potential to affect visitors, employees, and partners if portions of the park, such as the promenade and the lower level of the museum, end up underwater. Increases in water temperature in Aquatic Cove would change the organisms in that water, which could be detrimental to ships and pilings.
 - *Associated High Priority Planning and Data Needs:* Hyde Street Pier development concept plan, Museum Building plan, preservation plan for the national historic landmark ships, Van Ness Avenue corridor development concept plan.

Planning and Data Needs

To maintain connection to the core elements of the foundation and the importance of these core foundation elements, the planning and data needs listed here are directly related to protecting fundamental resources and values, park significance, and park purpose, as well as addressing key issues. To successfully undertake a planning effort, information from sources such as inventories, studies, research activities, and analyses may be required to provide adequate knowledge of park resources and visitor information. Such information sources have been identified as data needs. Geospatial mapping tasks and products are included in data needs.

Items considered of the utmost importance were identified as high priority, and other items identified, but not rising to the level of high priority, were listed as either medium- or low-priority needs. These priorities inform park management efforts to secure funding and support for planning projects.

Criteria and Considerations for Prioritization. The following criteria were used to evaluate the priority of each planning or data need:

- Emergency or urgency of the issue
- Protect fundamental resources and values or prevent resource degradation
- Enhance visitor experience
- Address multiple interrelated issues
- Opportunities, including partnerships or other assistance
- Sequencing, critical prerequisite

High Priority Planning Needs

Business Plan (Update).

Rationale — The park does not have adequate funding to address large operational and maintenance shortfalls created by increased deferred maintenance and declining budgets. Critical ship preservation and deteriorating resource needs include dry-docking and reconstruction of the 1890 *Eureka* and restoring Municipal Pier. The park's business plan was completed in 2007 and could be updated. The park has identified new opportunities not considered in the previous business plan, which are worth exploring.

Scope — The updated business plan would create an overall funding strategy by first evaluating current funding and revenue streams, and then determining park priorities and revenue targets. Philanthropy could potentially play a major role in accomplishing some of the park's major projects (Municipal Pier and the *Eureka*), so fundraising opportunities and partners would be considered. Both formal and tangential partnerships should be evaluated to determine the level and appropriateness of the overall relationship, prioritize the level of park engagement, and analyze the costs and benefits of that partnership.

Communications Plan.

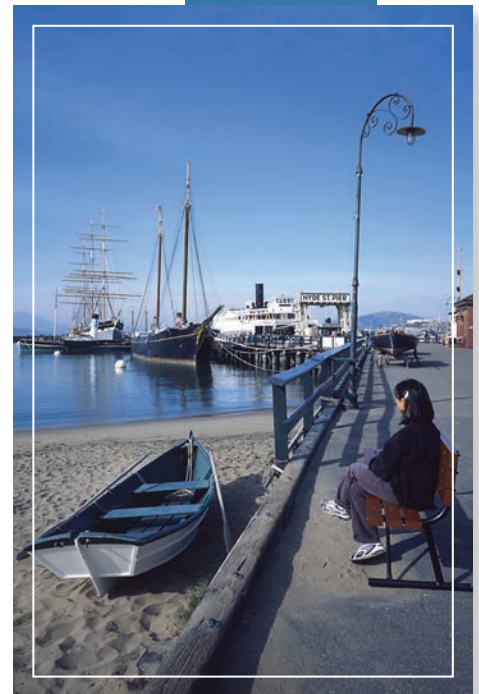
Rationale — A communications plan would help San Francisco Maritime National Historical Park develop and promote a cohesive identity and would strategize how to connect and create sustaining relationships with diverse communities. A plan would also help the park form strong connections with various partners and find mutually beneficial ways to accomplish joint goals. It could also help develop a more coordinated, focused outreach effort to leverage opportunities.

Scope — This communications plan would examine all external forms of communication, including social media platforms, traditional press releases, programs, and current outreach efforts, to maximize their effectiveness. The plan would look for ways to create new partnership opportunities for joint outreach while better leveraging existing partner resources.

Hyde Street Pier Development Concept Plan.

Rationale — Hyde Street Pier is a highly visible and visited area of the park, which has a large impact on the overall visitor experience. Hyde Street Pier currently includes spaces to accommodate visitors, staff, and park partners. Over time, objects and buildings have been added to this area without a clear vision of how they relate to park operations and visitor experiences on the pier. There is also a need for a structural analysis of the pier and utilities and improvement of the moorings, particularly in light of climate change. A development concept plan is needed to improve the use of space, structural stability, sense of arrival, accessibility, and overall visitor experience in this part of the park.

Scope — The Hyde Street Pier development concept plan would determine the best use of the space and structures on the pier for preservation of resources, interpretation, education, visitor experience, and maintenance of vessels, while creating a sense of arrival and coherent appearance. It would also consider the NPS parking area on Jefferson Street, the intersection of Hyde and Jefferson, and the entrance to the visitor center. An exhibit and wayside plan for the pier would also be included. The plan would look at improvements to the moorings and access to the vessels and would consider the results of the upcoming structural analysis of the pier.



Long-range Interpretive Plan.

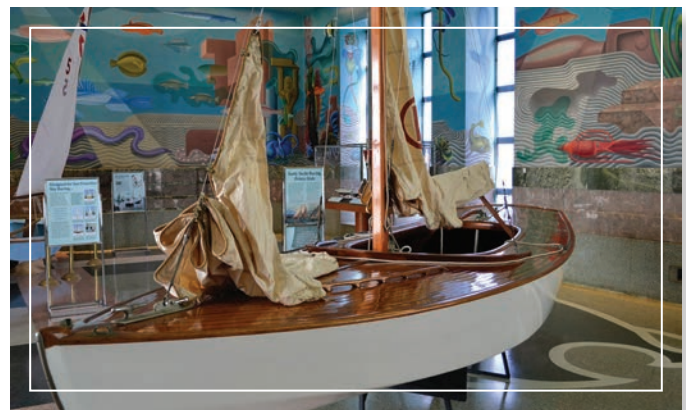
Rationale — San Francisco Maritime National Historical Park is in a large metropolitan area and is underused by local, diverse audiences. Due to the central, high-traffic location, the park has the opportunity to reach out to a variety of different populations. The park has a draft long-range interpretive plan from 2005 that was never completed. A new long-range interpretive plan would help create interpretive themes that are relevant to new and emerging audiences and provide opportunities to incorporate new technologies

Scope — The long-range interpretive plan would provide overall guidance for interpretation and education. The plan would also evaluate opportunities for exhibits and new visitor programming and activities, as well as lifelong learning and youth engagement opportunities that would resonate with current visitors. The plan would also address partnerships, particularly with San Francisco Maritime National Park Association, to better align that group’s educational programs with park interpretive themes. The plan would benefit from a targeted new visitor use survey.

Museum Building Plan.

Rationale — The recently restored Museum Building (also known as the Aquatic Park Bathhouse or Sala Burton Building) has been sitting largely empty since the latest stage of its restoration was completed. A plan is needed for the use of the building, which encompasses its multiple functions as a museum and creates a great visitor experience in this key structure. A Museum Building plan would help to resolve long-standing controversies about the appropriate use of the building, as well as maximizing the efficient use of the building and preventing damaging uses. The building has been known as a maritime museum for more than 60 years and was identified as a museum in the park’s enabling legislation. There is a public expectation that there will be museum exhibits and programs in the building, and this expectation is currently not being met. As identified in the key park issues, the impressive collections of the park are only minimally accessible to the public—putting items on display in the Museum Building would help to resolve this issue. The building also needs to balance a variety of uses beyond museum exhibits, including fundraising, partner space, and events. Assistance may be available from the American Alliance of Museums.

Scope — The Museum Building plan would include space use planning, programming decisions, and operations and maintenance guidance. Space use and programming decisions would balance exhibits, lectures, classes, events, and partner and park staff use of the building. The plan would consider fundraising, partner, and revenue opportunities in the building and how those could best be balanced with general visitor use. Safety and security, operations and staffing, preservation maintenance, environmental condition assessment, and plans for the completion of the building’s restoration would all be included.



Preservation Plan for the National Historic Landmark Ships.

Rationale — The national historic landmark ships (*Alma*, *Balclutha*, *C. A. Thayer*, *Eureka*, and *Hercules*) have an immediate and ongoing need for preservation work. A preservation plan is needed to prioritize among the needs of the vessels, as well as guide their management and use. The plan is needed to inform long-term project and budget planning, as well as annual work planning and reasonable staffing requirements.

Scope — The plan would prioritize timing and nature of major work processes based on an understanding of conditions of the ships from the historic structure reports. The completion of historic structure reports for all the vessels, identified as a high priority data need, would be necessary prior to beginning this plan. The plan would include cost estimates for the work to be done on each ship. This plan would require a clear understanding of the structural condition of the vessels, staff capabilities, and the potential for outside fundraising through partnerships.

Van Ness Avenue Corridor Development Concept Plan.

Rationale — The Van Ness Avenue corridor is a highly visited area with overlapping and conflicting uses, including bicycles, pedestrians, and parking. Visitor and staff safety are a concern. This area is one of the major entries into the park and is the transition between Golden Gate National Recreation Area (Fort Mason) and San Francisco Maritime National Historical Park. However, the area has nothing to identify it as being part of the park, and most visitors are unaware of the park status of this area. The area provides access to Municipal Pier, the Bay Trail, public transportation, and parking, and has the potential to be a gateway and more active area of the park. Particular concerns include the potential of the F-line light rail being constructed through this area and the use and preservation of various historic structures.

Scope — The Van Ness Avenue corridor development concept plan would address access and transportation, facilities, uses and functions, programmatic requirements, and development of a consistent character. The completed plan would create a sense of arrival to the park when arriving from the Van Ness side. The plan would consider visitor use and circulation patterns, including lighting, accessibility, congestion, and user conflicts. Sign planning, waysides, and landscaping would also be incorporated into the plan. It would determine the highest and best use of the west round house, Aquatic Park, and the pocket park. The plan would also consider the best location for the Maritime Heritage Learning Center (also known as the “Sea Scout” building), particularly in light of potential nuisance flooding or storm surge associated with sea level rise and preservation needs for the building in its current location. The potential to create a revenue stream by metering the currently free parking would also be analyzed. The plan would be coordinated with Golden Gate National Recreation Area, the reconstruction of Municipal Pier, and any plans to install the F-line light rail.

Workforce Management Plan / Position Management Plan.

Rationale — The park’s staffing plan (2007) is outdated. Since then, base budgets have been reduced, staffing ceilings have been imposed, and operational needs have changed. The park has an aging workforce with a large number of imminent retirements. The park would benefit from succession planning, evaluating operational needs, and exploring flexibility in restructuring the organization.

Scope — The plan would determine current staffing needs and analyze how those needs will change over a five-year period. The plan would consider alternatives to traditional permanent full-time positions, with the goal of maximizing flexible appointment types, while maintaining critical staffing levels. Succession plans for critical positions would be established. Varying funding scenarios would be considered. The plan would identify ways to create internships and promote student hires, consider nonstandard and standard positions, and develop new positions for cross-divisional work. The plan would include career development opportunities.

Collection Management Plan.

Rationale — The park currently has no collection management plan, a core document required by NPS Director’s Order 24: *NPS Museum Collections Management*. The park lacks guidance for identifying needs and setting priorities for museum collections. Failure to identify and resolve or mitigate park museum program deficiencies could result in deterioration of the physical and informational condition of the collection. The park’s recent cultural resources condition assessment (2014) recommends completion of a collection management plan.

Scope — The collection management plan would provide site-specific programmatic guidelines for the park’s collection, which contains more than 6 million items, and would also document existing curatorial operations, analyze current collection management methods, evaluate the park’s curatorial program and its relationships with other park programs, and recommend actions needed for programmatic growth and improvement. The plan would provide park managers and staff with essential information required for sound decisions regarding the park’s museum and archival collections. It would include a detailed action plan that identifies tasks, personnel, funding options, and time frames for implementing the plan. Completion of the collection management plan would assist in the documentation and preservation of the park’s art, historical, ethnographic, and archival resources.

High Priority Data Needs

Historic Structure Reports for National Historic Landmark Ships.

Rationale — An accurate and up-to-date historic structure report for each national historic landmark ship (*Alma*, *Balclutha*, *C. A. Thayer*, *Eureka*, and *Hercules*) is required in order to inform and guide the park’s actions on each vessel. This is needed to prevent or address resource degradation, and also to ensure that actions on each vessel are in alignment with management goals and historic preservation standards.

Scope — The historic structure reports would include a detailed and confident structural marine survey of each ship. The studies would determine management and use of each vessel to preserve and highlight their historical value, with particular consideration given to their period of significance. The reports would recommend both immediate and long-term preservation treatments.

Visitor Survey.

Rationale — A visitor survey would inform a number of high priority plans, including the Museum Building plan, the Hyde Street Pier development concept plan, the Van Ness Avenue corridor development concept plan, and the long-range interpretive plan. The visitor survey would help to give the park insight into how visitors, particularly younger generations and diverse audiences, want to get information and interact with the park. The last visitor survey was done in 2005, so an update is urgently needed.

Scope — The visitor survey would identify visitor use patterns, demographics, effectiveness of exhibits, and how relevant people feel the park is. The survey would ask questions about what would make the park better, how to prompt people to return to the park, and how people found out about the park.

See appendix D for recently completed and ongoing planning and data collection efforts that address park issues.

Planning Needs and Data Needs		
Planning or Data Needs	Priority (H, M, L)	Notes
Parkwide (operations, etc.)		
Plans		
Business plan (update)	H	
Communications plan	H	
Hyde Street Pier development concept plan	H	Including Jefferson Street
Museum Building plan	H	
Van Ness Avenue corridor development concept plan	H	
Workforce management (staffing) plan / position management plan	H	Including succession planning
Fundraising plan	M	The plan would identify real costs It could be part of the business plan, but could also be done separately if the business plan is delayed
Space use plan	M	
Data Needs and Studies		
None identified		
Resource Management		
Plans		
Collection management plan	H	Funding is expected in 2017
Preservation plan for the national historic landmark ships	H	<i>Alma, Balclutha, C. A. Thayer, Eureka, and Hercules.</i>
Climate change scenario planning	M	
Cove management plan	M	Policies and practices for boats in the cove (current visitors), consider additional amenities for boaters
Scope of collection statement (update)	M	
Resource stewardship strategy	M	Park is open to doing a resource stewardship strategy, but is waiting for cultural resource guidance
Aquatic Park cultural landscape report (update)	L	
Collections storage plan update	L	Amendment to reflect new facility
Plan to restore the <i>Lewis Ark</i> to her houseboat days and make her accessible	L	
Tubbs Cordage Office Building exhibit plan	L	

Planning Needs and Data Needs		
Planning or Data Needs	Priority (H, M, L)	Notes
Resource Management		
Data Needs and Studies		
Historic structure reports for national historic landmark ships	H	<i>Alma, Balclutha, C. A. Thayer, Eureka, and Hercules.</i>
Aquatic Park national historic landmark / national register update	M	
Continued understanding of observed and projected climate change through monitoring of (or access to) weather parameters (precipitation, temperature, storm events), sea level rise and impacts on resources, and assessment of projected climate futures (models) for the region	M	Various agencies, including the City of San Francisco, have already developed climate change models for the region
Climate change vulnerability assessment	M	Much of this would be done in conjunction with other high priority plans
Comprehensive investigation and documentation of existing electrical and plumbing systems in Museum Building	M	
Ethnographic overview and assessment	M	To increase the confidence in managing cultural anthropological resources in the park
Evaluate significance of the tugboat <i>Eppleton Hall</i>	M	<i>Eppleton Hall</i> is ineligible for the national register (but managed as a resource) Evaluate using current historical contexts
Historic structure report for <i>Lewis Ark</i>	M	
Historic structure reports for Aquatic Park, bathhouse, speaker towers, and convenience stations	M	
Update National Register of Historic Places nominations	M	
Aquatic Park cultural landscape inventory (update)	L	
Visitor Experience		
Plans		
Long-range interpretive plan	H	
Exhibit plan for Museum Building	M	Both static and rotating, and also including online exhibits Would follow completion of the museum plan Temporary exhibit plan is underway
Historic furnishings plans for historic vessels	M	
Data Needs and Studies		
Visitor surveys	H	

Part 3: Contributors

San Francisco Maritime National Historical Park

Michael Bell, Project Manager
Stephen Canright, Historian/Curator
Lynn Cullivan, Management Assistant
Bill Doll, Preservation Manager/Curator
Leah Duran, (former) Interpretation Administrative Assistant
Phil Erwin, Chief, Division of Facility and Ship Management
Kevin Hendricks, Superintendent
Robbyn Jackson, Chief of Cultural Resources and Museum Management
Robert Kier, Buildings, Utilities, Grounds
Keri Koehler, Collections Manager, Cultural Resources and Museum Management
Mark Neuweld, Park Ranger, Interpretation
Shelley Niedernhofer, Chief of Administration and Business Services
Mark Seely, Safety Officer
Morgan Smith, Chief of Interpretation

NPS Pacific West Region

Jean Boscacci, Project Manager, Outdoor Recreation Planner, Realty Specialist
Barbara Butler, Landscape Architect
Martha Crusius, Chief, Park Planning and Environmental Compliance
Martha Lee, Deputy Regional Director
Katelyn Walker, Outdoor Recreation Planner

Other NPS Staff

Nancy Shock, Foundations Coordinator, Denver Service Center – Planning Division
Pam Holtman, Foundations Quality Assurance Coordinator, WASO Park Planning and Special Studies
Ken Bingenheimer, Editor, Denver Service Center – Planning Division
John Paul Jones, Visual Information Specialist, Denver Service Center – Planning Division
Rebecca A. Corning, Contract Librarian, Denver Service Center – Planning Division

Partners

Andrew Holtz, Western National Parks Association
Sue Horst, Director, San Francisco Senior Center
Amy Meyer, Chairperson, People for the Parks/Presidio
Joanie Morgan, Morgan Ellis Live Ship Advocates
Darlene Plumtree, Development Director, San Francisco Maritime National Park Association
Tamara Sokolov, Ship Leader, Sea Scouts Ship Viking (Boy Scouts of America)
John Tregenza, Director, San Francisco Maritime National Park Association
George Turnbull, Former Deputy Regional Director, National Park Service
Don Warrin, President, Friends of the Maritime Museum Library
Rene Yung, Founding Director, Chinese Whispers

Appendixes

Appendix A: Enabling Legislation and Legislative Acts for San Francisco Maritime National Historical Park

102 STAT. 654

PUBLIC LAW 100-348—JUNE 27, 1988

Public Law 100-348
100th Congress

An Act

June 27, 1988
[H.R. 1044]

To establish the San Francisco Maritime National Historical Park in the State of California, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

San Francisco Maritime National Historical Park Act of 1988. Conservation. National parks, monuments, etc. 16 USC 410nn note. Public information. 16 USC 410nn. Real property.

SECTION 1. SHORT TITLE.

This Act may be cited as the "San Francisco Maritime National Historical Park Act of 1988".

SEC. 2. ESTABLISHMENT.

(a) **IN GENERAL.**—In order to preserve and interpret the history and achievements of seafaring Americans and of the Nation's maritime heritage, especially on the Pacific coast, there is hereby established the San Francisco Maritime National Historical Park (hereinafter in this Act referred to as the "park").

(b) **AREA INCLUDED.**—The park shall consist of the lands and interests therein within the area generally depicted on the map entitled "Boundary Map, San Francisco Maritime National Historical Park", numbered 641/80,053 and dated April 7, 1987. The map shall be on file and available for public inspection in the offices of the National Park Service, Department of the Interior and in the office of the Superintendent of the park. If the Secretary of the Interior (hereinafter in this Act referred to as the "Secretary") determines, upon completion of the General Management Plan for the park, that the inclusion of the property at Jefferson and Hyde Streets, San Francisco, known as the Haslett Warehouse, would promote the purposes of the park, the Secretary may adjust the boundaries of the park to include that property after notification to the Committee on Interior and Insular Affairs of the United States House of Representatives and the Committee on Energy and Natural Resources of the United States Senate. The Secretary may make other minor revisions of the boundary of the park in accordance with section 7(c) of the Land and Water Conservation Fund Act of 1965.

Real property. Gifts and property. Public buildings and grounds.

(c) **GOLDEN GATE NATIONAL RECREATION AREA.**—The Secretary shall revise the boundaries of the Golden Gate National Recreation Area to exclude from the National Recreation Area the area within the park (as depicted on the boundary map referred to in subsection (b)). The Secretary shall transfer to the jurisdiction of the park all real and personal property of the United States administered by the Secretary as part of the National Recreation Area located within the boundaries of the park (including the museum building), together with all vessels, marine collections, libraries, historic documents, equipment and other marine artifacts which are administered by the Secretary as part of the National Recreation Area and which relate to maritime history.

(d) **MUSEUM BUILDING.**—The building housing and displaying the marine collections, libraries, historic documents, equipment, and

PUBLIC LAW 100-348—JUNE 27, 1988

102 STAT. 655

marine artifacts shall be named the "Sala Burton Building" and an appropriate plaque with this designation shall be prominently displayed as part of the structure.

SEC. 3. ADMINISTRATION.

16 USC 410nn-1.

(a) **IN GENERAL.**—The Secretary shall administer the park in accordance with this Act and with the provisions of law generally applicable to units of the National Park System, including the Act entitled "An Act to establish a National Park Service, and for other purposes", approved August 25, 1916 (39 Stat. 535; 16 U.S.C. 1-4), the Act of August 21, 1935 (49 Stat. 666; 16 U.S.C. 461-467), and the National Historic Preservation Act (16 U.S.C. 470-470t). The Secretary shall manage the park in such manner as will preserve and perpetuate knowledge and understanding of American maritime history and to provide for public understanding and enjoyment of maritime history.

(b) **DONATIONS.**—The Secretary may accept and retain donations of funds, property, or services from individuals, foundations, corporations, or public entities for the purpose of providing services and facilities which he deems consistent with the purposes of this Act.

Gifts and property.

(c) **LEASING.**—The Secretary may lease any real or personal property, including vessels and heavy marine equipment such as floating drydocks, which is administered as part of the park. The net receipts from any such lease shall be credited in accordance with subsection 4(f) of the Act of October 27, 1972 (86 Stat. 1299).

Real property.
Gifts and property.

(d) **FEES.**—Notwithstanding any other provision of law, the Secretary may impose entrance fees for admission to the ships in such amounts as he deems appropriate and may impose fees for the use by groups or organizations of the ships. All receipts from such fees shall be credited in accordance with subsection 4(f) of the Act of October 27, 1972 (86 Stat. 1299).

(e) **GENERAL MANAGEMENT PLAN.**—Within 2 years after establishment of the park, the Secretary shall prepare and transmit to the Committee on Interior and Insular Affairs of the United States House of Representatives and the Committee on Energy and Natural Resources of the United States Senate a general management plan for the park. The plan shall include, but not be limited to:

(1) a description of the resources of the park including, but not limited to, maritime and associated artifacts, documents, the following historic vessels: the sailing ship Balclutha; the steam schooner Wapama; the steamship SS Jeremiah O'Brien; the ferry Eureka; the schooner C.A. Thayer; the tug Ellpleton Hall; the tug Hercules; and the scow schooner Alma, and other real and personal property comprising the park collections such as written and illustrative material, objects, wrecks, small watercraft, and vessels;

Real property.
Gifts and property.

(2) plans for the preservation of each historic vessel, including docking facilities, maintenance and ship repair facilities, and estimates for the costs thereof; a determination of the need for permanent docking facilities in a location best suited to the preservation of the historic vessels and for visitor access to the historic vessels; methods of accommodating visitors while protecting the historic vessels; and methods for providing for the proper care, exhibition, and storage of the park collections;

(3) plans for the location, preliminary design, and estimated cost of public facilities to be developed for the park, including a museum building, visitor parking, and public transit access; and

Public buildings and grounds.

(4) Plans for the interpretation of the historic vessels and park collections.

16 USC 410nn-2. **SEC. 4. ACQUISITION OF PROPERTY.**

(a) **GENERAL AUTHORITY.**—The Secretary may acquire land and interests in land within the boundaries of the park by donation, purchase with donated or appropriated funds, or exchange.

(b) **TRANSFERS FROM OTHER AGENCIES.**—The Secretary of Commerce may transfer the Liberty Ship SS Jeremiah O'Brien to the Secretary for inclusion in the historic fleet of the park. Any other Federal property located within the boundaries of the park which is under the administrative jurisdiction of another department or agency of the United States may, with the concurrence of the head of the administering department or agency, be transferred without consideration to the administrative jurisdiction of the Secretary for the purposes of the park.

Contracts.

(c) **STATE AND LOCAL LANDS.**—Lands, and interests in lands, within the boundaries of the park which are owned by the State of California or any political subdivision thereof, may be acquired only by donation. Notwithstanding any other provision of law, the Secretary is authorized to enter into an agreement with the State of California or any political subdivision thereof under which the Secretary may improve and may use appropriated funds for the improvement of berthing facilities if the State or any political subdivision thereof makes available to the Secretary, in accordance with terms and conditions acceptable to the Secretary, lands and interests in land for the purpose of berthing the ships and providing visitor access to the historic ships.

(d)(1) **HISTORIC VESSELS AND OTHER PROPERTY.**—In furtherance of the administration of the park, the Secretary is authorized to acquire by donation, purchase with donated or appropriated funds, or exchange such property as may be appropriate to carry out the purposes of this Act, including vessels, heavy marine equipment, and drydock facilities. The Secretary shall notify the Committee on Interior and Insular Affairs of the United States House of Representatives and the Committee on Energy and Natural Resources of the United States Senate in writing not less than 90 days before acquisition of any large historic vessel. Such notification shall indicate the estimated cost of preservation, restoration if appropriate, and maintenance of the vessel concerned.

(2) **ACQUISITION LIMITATION.**—The Secretary shall not acquire any historic vessel pursuant to this subsection until the Secretary has notified the Committees in writing that sufficient funds have been made available to preserve and maintain those vessels listed in paragraph 3(e)(1) of this Act.

16 USC 410nn-3. **SEC. 5. ADVISORY COMMISSION.**

(a) **ESTABLISHMENT.**—There is hereby established the Advisory Commission of the San Francisco Maritime National Historical Park (hereinafter in this Act referred to as the "Commission"). The Commission shall be composed of 12 members appointed by the Secretary as follows:

(1) 3 members appointed for terms of 4 years from recommendations submitted by the National Maritime Museum Association.

(2) 2 members appointed for terms of 4 years from recommendations submitted by the Governor of the State of

California, at least one of whom shall have professional expertise in maritime historic preservation.

(3) 4 members appointed for terms of 5 years from recommendations submitted by the Mayor of San Francisco with special consideration given to individuals with knowledge of museum and/or maritime issues and who represent the local fishing industry, recreational users, the business community, and neighborhood groups.

(4) 1 member appointed for a term of 5 years from recommendations from the Secretary of Commerce, who shall have professional expertise in the maritime industry.

(5) 2 members appointed for terms of 5 years, who shall have professional expertise in maritime history or historic preservation.

Any member of the Commission appointed for a definite term may serve after the expiration of his term until his successor is appointed. A vacancy in the Commission shall be filled in the manner in which the original appointment was made.

(b) **COMPENSATION.**—Members of the Commission shall serve without pay. While away from their homes or regular places of business in the performance of services for the Commission, members of the Commission shall be allowed travel expenses, including per diem in lieu of subsistence, in the same manner as persons employed intermittently in Government service are allowed expenses under section 5703 of title 5 of the United States Code.

(c) **OFFICERS.**—The Chair and other officers of the Commission shall be elected by a majority of the members of the Commission to serve for terms established by the Commission.

(d) **MEETINGS.**—The Commission shall meet at the call of the Chair or a majority of its members, but not less than twice annually. Seven members of the Commission shall constitute a quorum. Consistent with the public meeting requirements of the Federal Advisory Committee Act, the Commission shall, from time to time, meet with persons concerned with maritime preservation.

(e) **BYLAWS AND CHARTER.**—The Commission may make such bylaws, rules, and regulations as it considers necessary to carry out its functions under this Act. The provisions of section 14(b) of the Federal Advisory Committee Act (Act of October 6, 1972; 86 Stat. 776), are hereby waived with respect to this Commission.

(f) **FUNCTIONS.**—The Commission shall advise the Secretary on the management and development of the park. The Secretary, or his designee, shall from time to time, but at least semiannually, meet and consult with the Commission on matters relating to the management and development of the park.

(g) **TERMINATION.**—The Commission shall cease to exist 10 years after the date on which the first meeting of the Commission is held.

SEC. 6. CONFORMING AMENDMENT.

Section 4(f) of the Act of October 27, 1972 (16 U.S.C. 460bb-3(f)), is amended by striking out “National Maritime Museum” and inserting “San Francisco Maritime National Historical Park”.

SEC. 7. AUTHORIZATION OF APPROPRIATIONS.

There are hereby authorized to be appropriated such sums as may be necessary to carry out the purposes of this Act, but not to exceed \$200,000 for planning.

Approved June 27, 1988.

Appendix B: Analysis of Fundamental Resources and Values and Other Important Resources and Values

Fundamental Resource or Value	Historic Fleet of Ships
<p>Importance</p>	<p>The fleet of six historic ships—five of which are national historic landmarks—represent a period of significance from the late 19th- to mid-20th-century era of maritime commerce. These ships provide a variety of opportunities to learn about maritime preservation and experience trade methods and technologies from sail to steam.</p>
<p>Related Significance Statements</p>	<ul style="list-style-type: none"> • Significance Statement 1: National Historic Landmark Vessels
<p>Current Conditions and Trends</p>	<p>Conditions</p> <ul style="list-style-type: none"> • The general condition of the historic ships is fair • The historic ships are floating resources. They are unstable objects undergoing constant deterioration due to the marine environment. These key resources cannot be mothballed until funding is available. • The gangways need constant repair because the tides are getting higher. These higher tide events have been occurring 3–4 times a year in the last several years. • Hyde Street Pier is insufficiently designed to sustain the mooring of large ships in the long term. • Salinity, temperature, and clarity have changed in Aquatic Park Cove. The effects on the ships are manifold, but the key impact is in changing or increased presence of marine worms and crustaceans that bore into and eat wood. • Ships are generally not accessible to individuals with disabilities. • The condition of the large ship moorings is not known. • Activities on the bay are strictly regulated. Up until relatively recently, marine construction and ship repair work took place with only limited oversight and control. Today, activities that could impact the marine environment are closely monitored and controlled. In the past, ships were maintained continually with repairing, scraping, sanding, painting, and oiling—all while afloat, sailing, or in the harbor. The park can no longer bring traditional coatings to surfaces that are prepared in situ. Therefore, today's marine preservationists are left no other choice than to devise costly alternative methods and find less toxic (and less effective) materials to replace the originals. Where alternatives do not exist, the park has no choice but to lengthen the intervals between important treatments and repairs until the ships can be moved to an industrial facility that has the capacity and technology to control the waste stream. <p>Trends</p> <ul style="list-style-type: none"> • The park's capacity to provide adequate maintenance is insufficient. • Local maritime industry contractors and facilities are diminishing (shipyard availability and specialized maritime trades). • Evolving environmental controls prevent traditional maintenance of the ships at Hyde Street Pier. • First effects of climate change being felt – the mooring of sensitive resources (ships and boats) is becoming more challenging due to higher tides and weather-related events impacting moorings. • Loss of industrial knowledge of traditional skills and loss of natural resources may prevent future restoration. All of the ships in the fleet have elements of their construction that require the use of rare natural materials. The wooden ships were originally constructed from pieces of wood that are full length and materially perfect. Obtaining a 100-foot-long piece of wood with few knots and tight, waterproof grain requires felling old growth timbers. Some timbers in the ships are so large that they are unobtainable. Planking, framing, and masts all require the rarest of materials, which may be morally, as well as practically, proscribed.

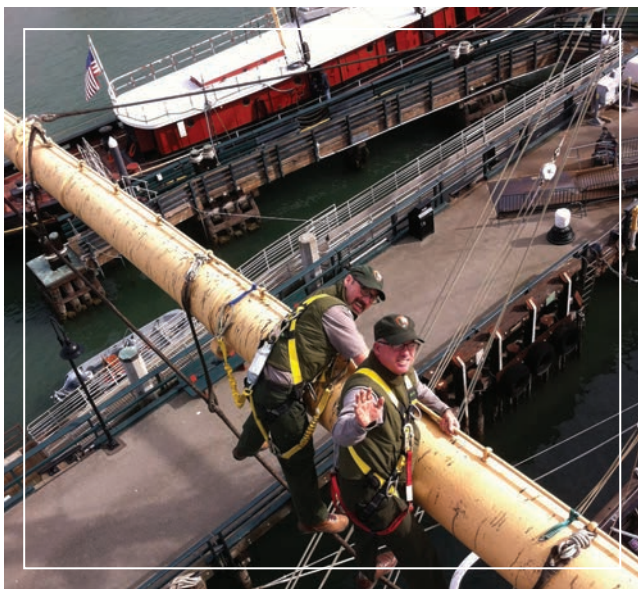
Fundamental Resource or Value	Historic Fleet of Ships
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> • If the park cannot sufficiently maintain the ships, they will structurally decay or will be demolished. The park has already lost one national historic landmark ship; loss of another would constitute an impairment of park resources. • Climate change has the potential to damage the ships with increasingly violent waves and surge from storms. Sea level rise and extreme tides may make Aquatic Park Cove inhospitable to the mooring of the fleet and render the Hyde Street Pier structurally incapable of holding the ships in place. • How the ships are used can threaten them. The park encourages interpretive and educational programs on the ships that can result in damage to the ships. Because the park lacks facilities, they are used as offices and storage. • Lack of funding impacts the park's ability to restore and maintain ships. • Species not previously present in the Bay are now possibly on the way or here. Marine borers can eat large areas of wood leaving only a skeletal pattern of inedible fiber behind. This can lead to loss of structure such that leaking or structural collapse can occur. <p>Opportunities</p> <ul style="list-style-type: none"> • Partnerships could help provide funding and other resources for the restoration and maintenance of the ships. • <i>Alma</i> use provides some funding and raises awareness about the park. • Restoring some live steam engines for operation and interpretation. • <i>C. A. Thayer</i> will soon be capable of sail and could be used to raise awareness of and interest in the park.
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> • Historic structure reports; <i>Balclutha</i> historic structure report is about to be updated. • Facility Management Software System and 5-year project cycle in place; 20-year cycle for haul-outs. • Ship preservationists use park artifacts and historic reference materials that describe original means and methods to inform preservation and restoration plans.
Planning Needs	<ul style="list-style-type: none"> • Business plan update. • Historic furnishings plans for historic vessels. • Hyde Street Pier development concept plan. • Preservation plan for the national historic landmark ships. • Climate change scenario planning.
Data and/or GIS Needs	<ul style="list-style-type: none"> • Historic structure report for <i>Alma</i>. • Historic structure report for <i>Balclutha</i> (underway). • Historic structure report for <i>C. A. Thayer</i>. • Historic structure report for <i>Eureka</i>. • Historic structure report for <i>Hercules</i> (update). • Continued understanding of observed and projected climate change through monitoring of (or access to) weather parameters (precipitation, temperature, storm events), sea level rise and impacts on the historic fleet, and assessment of projected climate futures (models) for the region.

<p>Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance</p>	<p>Laws, Executive Orders, and Regulations That Apply to the FRV</p> <ul style="list-style-type: none"> • National Historic Preservation Act of 1966, as amended (54 USC §300101 et seq) • Archeological and Historic Preservation Act of 1974 • Management of Museum Properties Act of 1955 (16 USC 18f through 18f-3) • Executive Order 11593, "Protection and Enhancement of the Cultural Environment" • "Protection of Historic Properties" (36 CFR 800) • Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources" <p>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</p> <ul style="list-style-type: none"> • NPS <i>Management Policies 2006</i> (chapter 5) "Cultural Resource Management" • Director's Order 24: <i>NPS Museum Collections Management</i> • Director's Order 28: <i>Cultural Resource Management</i> • Director's Order 28A: <i>Archeology</i> • NPS <i>Museum Handbook</i>, parts I, II, and III • <i>The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation</i> • <i>The Secretary of the Interior's Standards for Historic Vessel Preservation Projects</i>
--	--



Fundamental Resource or Value	Maritime Skills
Importance	Maritime skills are paramount to the preservation and maintenance of the collection of the park's floating cultural resources. The park perpetuates maritime skills, such as seamanship, craftsmanship, rigging, boat building, ship carpentry, and steam boiler operation, through active work on historic boats and ships alongside educational demonstrations.
Related Significance Statements	<ul style="list-style-type: none"> • Significance Statement 1: National Historic Landmark Vessels • Significance Statement 4: Traditional and Contemporary Maritime Skills
Current Conditions and Trends	<p>Conditions</p> <ul style="list-style-type: none"> • The park hires employees who have unique skills and trains and mentors employees in maritime skills that are specific to historic vessels and small craft • Volunteers work with staff on projects both bringing their expertise and also learning new skills. Three such projects of note are the work of the small boat shop, sailing <i>Alma</i>, and restoring the <i>Hercules</i> to working order • The <i>Alma</i> sails for the public have a participatory component where visitors help raise and lower the sails • The San Francisco Maritime National Park Association runs a boat building trade class for a local high school • Visitors can view preservation work being completed on the vessels and in the boat shop and shipwright shop • Interpreters conduct demonstrations for the public to show them skills such as caulking or going aloft and maritime traditions such as Sea Music or a Dead Horse Ceremony • Presently, maritime skills training is accomplished by pairing students, volunteers, and new staff with a knowledgeable and skilled veteran staff person <p>Trends</p> <ul style="list-style-type: none"> • The park is promoting projects and classes to the public through Facebook and other social media to raise interest and encourage maritime skills of traditional boatbuilding in the community
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> • Since historic seamanship skills are rare, there may not be qualified applicants for park positions • Commercial shipbuilding and repair in the bay is on the decline with two yards remaining, and as a result, there is a lack of expertise in restoring historic vessels <p>Opportunities</p> <ul style="list-style-type: none"> • Have more interpretive signs to explain historic work and historic objects, such as spars on the pier • Schedule more formal presentations to showcase staff and the work they are doing • Film park staff conducting skills for use on Facebook or other social media • Promote ambassadorial cruises with staff to bay area waterfront venues with the historic vessels in the collection • Develop a maritime skills training center with the use of the collection as training aids • When skilled employees move on or retire, succession planning is important • Work with partners, such as the Council of American Maritime Museums, to contribute information to studies relating to lost skills in the maritime museum field
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> • None identified

Fundamental Resource or Value	Maritime Skills
Planning Needs	<ul style="list-style-type: none"> • Workforce management plan / position management plan (including succession planning)
Data and/or GIS Needs	<ul style="list-style-type: none"> • Administrative history (underway)
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p>Laws, Executive Orders, and Regulations That Apply to the FRV</p> <ul style="list-style-type: none"> • National Historic Preservation Act of 1966, as amended (54 USC §300101 et seq) • Executive Order 11593, "Protection and Enhancement of the Cultural Environment" • "Protection of Historic Properties" (36 CFR 800) <p>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</p> <ul style="list-style-type: none"> • NPS Management Policies 2006 (chapter 5) "Cultural Resource Management" • NPS Management Policies 2006 (§ 2 3 1 4) "Science and Scholarship" • NPS Management Policies 2006 (§ 4 2) "Studies and Collections" • Director's Order 28: Cultural Resource Management • The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation





Fundamental Resource or Value	Waterfront Recreational and Scenic Opportunities
<p>Importance</p>	<p>The Aquatic Park National Historic Landmark Historic District, envisioned as early as 1866 and built in the 1930s as a WPA project, includes Aquatic Park cove and beach, viewing stands, the Maritime Museum Building, speaker towers, and ancillary buildings within landscaped grounds. Originally designed for recreation, the district continues to fulfill the needs of an urban audience to enjoy a variety of scenic and recreational opportunities.</p>
<p>Related Significance Statements</p>	<ul style="list-style-type: none"> • Significance Statement 5: Aquatic Park National Historic Landmark
<p>Current Conditions and Trends</p>	<p>Conditions</p> <ul style="list-style-type: none"> • The promenade is in poor condition • The cultural landscape is in fair condition • The Sea Scout base is in fair condition • The Municipal Pier is in poor condition • The cove and beach are in good condition • The bleachers that are used as a viewing stand have been restored and are in good condition • Van Ness Avenue is in fair condition • Jefferson Street is in fair condition • Scenic views are sometimes obscured by pollution-caused haze <p>Trends</p> <ul style="list-style-type: none"> • Visitation to the park is increasing • Bicycle traffic is increasing along the promenade • The use of Aquatic Park by the homeless is increasing, and issues and concerns related to that use are addressed by United States Park Police • Events in the park, such as marathons, races, holiday events, are increasing • The Argonaut Hotel is a leading hotel along the waterfront and is generally fully booked and is a favorite hotel of city tourists • The water in the cove is experiencing water quality issues (which are being investigated) • On warm summer days, the beach is heavily used by swimmers and sunbathers • The park is working more with local partners: the San Francisco Senior Center and the Dolphin and South End Swimming and Rowing Clubs (swim clubs) to promote the park mission and protect resources • California air pollution emissions have declined since 2000. Between 2000 and 2020, mobile source (e.g., vehicles, equipment) emissions are projected to be reduced by more than 50%. Stationary sources (e.g., power plants, incinerators) are also projected to decline. Overall between 2000 and 2020, air pollution emissions are scheduled to decline almost 40%, which will also improve air quality conditions in the park.

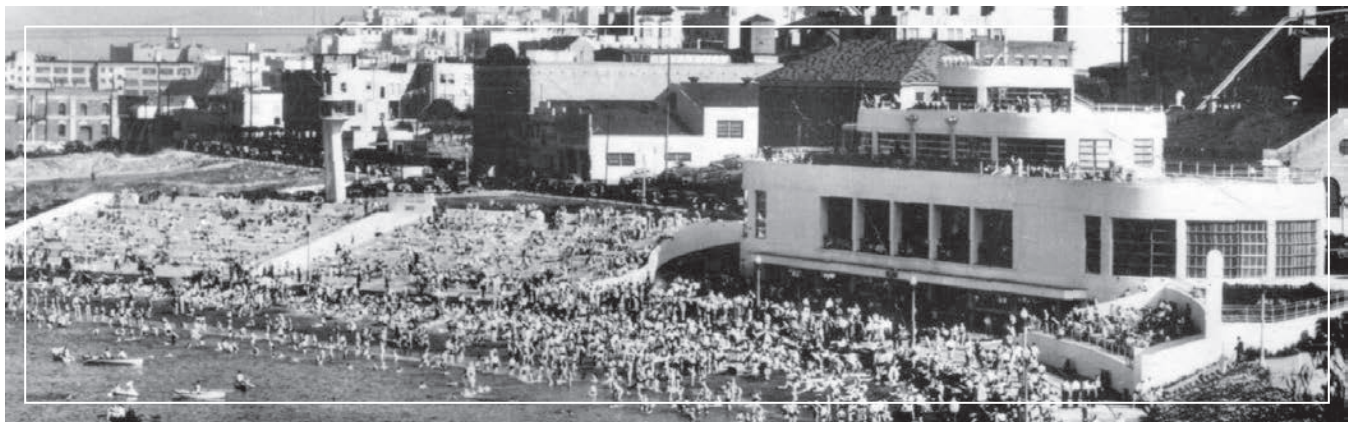
	<p>Threats</p> <ul style="list-style-type: none"> • Recent testing of water in Aquatic Parks indicate moderate levels of coliforms, raising concerns for officials, and the source for these coliforms is being investigated • Soil testing, performed in conjunction with a project to repair the promenade, has revealed the presence of hazardous material below the surface, possibly due to the historic use of earthquake rubble as landfill • The trend of increasing bicyclists is creating visitor use conflicts, as well as changes in experience of park visitors • The potential for sea level rise and increase in storm frequency/intensity could adversely impact adjacent structures • The current drought situation creates fire hazards within the park • The increasing rate of deterioration of the Municipal Pier could escalate to a point at which the park will prevent use due to risk of collapse • Homeless presence in the park may make some visitors uncomfortable, and can conflict with recreational uses • As an urban park, criminal activity is a common occurrence. Vandalism, facility damage, and theft have all been documented • Cars parked on Van Ness Avenue have a history of being broken into during the day and more often after hours • When constructed, the route of the F-line will impact the bocce courts, Van Ness Avenue, and circulation patterns within the park • City operations – many city departments/employees do not realize that Aquatic Park was deeded to the National Park Service in 1980 and still believe they have jurisdiction. This leads to conflicts around Van Ness Avenue in particular • The city permits events on Beach Street that have the potential to impact the use and protection of the Museum Building • City planning efforts (i.e., signage, public restrooms, configuration of streets), transportation initiatives (i.e., bus routes along Van Ness Avenue, historic streetcar extension), and allocations of city resources in the surrounding neighborhood (i.e., decisions about the number of police officers assigned to Central Station) could increase stress on park areas (and visitors) and create new management challenges <p>Opportunities</p> <ul style="list-style-type: none"> • Restoration of the Municipal Pier may allow for a related business venture • The cove offers business ventures that both the park and public would benefit from • Restoration of the promenade will provide safe passage and improve the visitor experience • Opportunities exist for increased partnerships with the swim clubs and seniors related to recreation and Healthy Parks Healthy People • Opportunities exist for interpreting the grounds in different ways • Opportunities exist for interpreting the viewsheds (sunrise, sunsets) • Maintain and update as required a formal agreement with Sea Scouts • Improve park sustainability and environmental leadership through park Climate Friendly Park certification including an environmental management system (Director’s Order 13A) • Expand interpretative and educational tools to communicate the connections between waterfront recreation, scenic views, climate change, air quality/pollution, park resources at risk, human health, and other associated resources

Fundamental Resource or Value	Waterfront Recreational and Scenic Opportunities
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> • Aquatic Park cultural landscape report • Structural condition assessment of the Municipal Pier • Title II design for the promenade rehabilitation • National historic landmark nominations • Determination of eligibility for Victorian Park • State historic preservation office programmatic agreement underway • F-line environmental impact statement • Ongoing regional air quality monitoring for visibility, ozone, and atmospheric deposition (conducted by other agencies, such as the Bay Area Air Quality Management District)
Planning Needs	<ul style="list-style-type: none"> • Van Ness Avenue corridor development concept plan • Cove management plan • Climate change scenario planning
Data and/or GIS Needs	<ul style="list-style-type: none"> • Aquatic Park cultural landscape inventory (update) • Aquatic Park national historic landmark / national register update • Continued understanding of observed and projected climate change through monitoring of (or access to) weather parameters (precipitation, temperature, storm events), sea level rise and impacts on the historic fleet, and assessment of projected climate futures (models) for the region • Research and write a determination of eligibility for Sea Scout base (underway) • Aquatic Park Historic District circulation study (underway) • Visitor surveys
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p>Laws, Executive Orders, and Regulations That Apply to the FRV</p> <ul style="list-style-type: none"> • Architectural Barriers Act Accessibility Standards 2006 • Americans with Disabilities Act of 1990 • Architectural Barriers Act of 1968 • Rehabilitation Act of 1973 • National Park Service Concessions Management Improvement Act • Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources" • National Historic Preservation Act of 1966, as amended (54 USC §300101 et seq) • Archeological and Historic Preservation Act of 1974 • Executive Order 11593, "Protection and Enhancement of the Cultural Environment" • "Protection of Historic Properties" (36 CFR 800) • "Leasing of Properties in Park Areas" (36 CFR 18) • Clean Air Act of 1977 (42 USC 7401 et seq) <p>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</p> <ul style="list-style-type: none"> • NPS Management Policies 2006 (chapters 7, 8, 9, and 10) • Director's Order 6: <i>Interpretation and Education</i> • Director's Order 42: <i>Accessibility for Visitors with Disabilities in National Park Service Programs and Services</i> • NPS Transportation Planning Guidebook • NPS Management Policies 2006 (chapter 5) "Cultural Resource Management" • Director's Order 28: <i>Cultural Resource Management</i> • Director's Order 89: <i>Acquisition and Management of Leased Space</i> • Federal Acquisition Regulations (FAR) GSAM, GSAR 57 Leasing

Fundamental Resource or Value	Aquatic Park Bathhouse (Sala Burton Building)
<p>Importance</p>	<p>The white, nautical-themed, multipurpose structure, originally designed as the Aquatic Park Bathhouse and also known as the Sala Burton Building or Maritime Museum, is significant for its Streamlined Moderne architectural style and maritime-themed abstract artwork. Local artists, led by Hilaire Hiler and funded by the Federal Arts Project, created murals, sculptures, mosaics, and reliefs representing Hiler’s color theory, along with abstractions of ships on the Bay, underwater worlds, and marine life. The building has functioned as a maritime museum since 1951.</p>
<p>Related Significance Statements</p>	<ul style="list-style-type: none"> • Significance Statement 5: Aquatic Park National Historic Landmark
<p>Current Conditions and Trends</p>	<p>Condition</p> <ul style="list-style-type: none"> • Building shell is in good condition • Second floor artwork has been restored, except for Nunemaker mural, but that is in pretty good condition • Third floor artwork restoration is funded in 2015 • Heating and ventilation has been upgraded • Exhibits are installed; more exhibits are planned for the future • The building is used for events • Events provide some funding for building preservation and maintenance • A museum use policy is underway, to be in place by summer 2015 to protect the artwork and exhibits during events • Senior Center uses the lower portion of the building and the Blue Room • Elevator allows access to third floor <p>Trends</p> <ul style="list-style-type: none"> • Facility rental has increased since exhibits were removed from the third floor in 2006 for the rehabilitation • Senior Center special events are increasing • There is interest in visiting exhibits from outside entities • There is strong interest from the public for maritime exhibits in the building • Fountain and entrance ramp project should be funded in 2017
<p>Threats and Opportunities</p>	<p>Threats</p> <ul style="list-style-type: none"> • Some events do not seem suited for the building and have caused damage • Damage to artwork • Preservation maintenance is not adequate (tiles, grout, painting schedule, window maintenance, etc) • There is no preservation maintenance plan, nor ongoing regular maintenance program for the building • Damage to new terra cotta tiles on terraces from event use • Lack of a robust exhibit plan • The front of the building on Beach Street gives the impression that the building is not active • Visitation to building is low • Many programs and events in building are not relevant to park purpose • Climate change – sea level rise and increased storm surge can send water into the ground floor spaces of the building. The resulting humidity could impact artwork and artifacts located on upper floors • Proposed F-line project to go down Beach Street will increase noise, vibrations, and safety issues for visitors

Fundamental Resource or Value	Aquatic Park Bathhouse (Sala Burton Building)
Threats and Opportunities	<p>Threats (continued)</p> <ul style="list-style-type: none"> • Evacuation plans are not posted • Electrical system is outdated and not sufficient for current needs • The sidewalk along Beach Street is in need of repair, and the terrazzo portion directly in front of the building is not Americans with Disabilities Act-compliant due to the ground sinking, from a city sewer issue under the street • As an urban park, criminal activity, including vandalism, is a common occurrence <p>Opportunities</p> <ul style="list-style-type: none"> • Increase and rotate exhibits • New, interesting exhibits and programs can draw new audiences and increase interest in the park as a whole • Make sure needed preservation maintenance tasks are adequately represented in the Facility Management Software System • New and improved partnerships for programs and exhibits • New business opportunities, such as a pop-up museum store, new tenants, new concession opportunities • Opportunities for fundraising through special park uses permitted events • Expanded programs for schools or the general public (lectures, interpretive programs) • Provide interpretation of the building For instance, a 10-minute documentary on the artwork is in the planning stages • Gather the historic structure report information into one document and add new sections: <ul style="list-style-type: none"> • art and artists • systems (electricity, heating, plumbing, etc) • anything else
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> • Portions of historic structure report for Museum Building: accessibility, amphitheater, windows, roofs, and doors • History portion of the historic structure report by Jim Delgado • Cultural landscape report for Aquatic Park • Extensive information on the artists • WPA photos of building construction in collection • Structural fire management plan • Environmental monitoring for resource protection in the Museum Building (ongoing)
Planning Needs	<ul style="list-style-type: none"> • Museum Building plan • Museum Building use plan (underway – best practices, etc , for event use to avoid damage) • Exhibit plan for Museum Building • Business plan (update) • Update national historic landmark nomination • Climate change scenario planning for Aquatic Park
Data and/or GIS Needs	<ul style="list-style-type: none"> • Comprehensive investigation and documentation of existing electrical and plumbing systems • Continued understanding of observed and projected climate change through monitoring of (or access to) weather parameters (precipitation, temperature, storm events), sea level rise and impacts on resources, and assessment of projected climate futures (models) for the region

	<p>Laws, Executive Orders, and Regulations That Apply to the FRV</p> <ul style="list-style-type: none"> • National Historic Preservation Act of 1966, as amended (54 USC §300101 et seq) • Archeological and Historic Preservation Act of 1974 • Management of Museum Properties Act of 1955 (16 USC 18f through 18f-3) • Executive Order 11593, "Protection and Enhancement of the Cultural Environment" • "Protection of Historic Properties" (36 CFR 800) • Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources" • Architectural Barriers Act Accessibility Standards 2006 • Americans with Disabilities Act of 1990 • Architectural Barriers Act of 1968 • Rehabilitation Act of 1973 • National Park Service Concessions Management Improvement Act • Enabling legislation, Public Law 100-348, June 27, 1988: An Act to establish the San Francisco Maritime National Historical Park; 2(d) Museum Building – "the building housing and displaying the marine collections shall be named the "Sala Burton Building" and an appropriate plaque with this designation shall be prominently displayed as part of the structure " • Public Law 105, Section 418 • "Permits" (36 CFR 1 6) • "Business Operations" (36 CFR 5 3) <p>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</p> <ul style="list-style-type: none"> • NPS Management Policies 2006 (chapter 5) "Cultural Resource Management" • Director's Order 24: NPS Museum Collections Management • Director's Order 28: Cultural Resource Management • NPS Museum Handbook, parts I, II, and III • The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation • NPS Management Policies 2006 (chapters 7, 8, 9, and 10) • Director's Order 6: Interpretation and Education • Director's Order 42: Accessibility for Visitors with Disabilities in National Park Service Programs and Services • NPS Transportation Planning Guidebook • Special Directive 95-10, "Change of Commercial Use, Incidental Business Permits"
--	---



Fundamental Resource or Value	A Center for Maritime Research
Importance	The Maritime Research Center at San Francisco Maritime National Historical Park offers a rich source of information on San Francisco and West Coast maritime history and culture
Related Significance Statements	<ul style="list-style-type: none"> Significance Statement 2: Oldest and Largest Maritime Collection on the West Coast
Current Conditions and Trends	<p>Conditions</p> <ul style="list-style-type: none"> The Maritime Research Center is the formal gateway to access the collections One of the largest maritime resources in the United States Reference requests average around 100 a month <p>Trends</p> <ul style="list-style-type: none"> Significant increase in research inquiries and workload Increased demand for digitized material More people requesting information via email and telephone Increased presence on social media Younger demographic users due to presence on social media and “Googleable” search results Increased prices for acquisitions outpacing funding increases Requests for digitized images from photograph collections provide modest funding to care for the collection through a cost recovery program Decreased workforce from the loss of two library staff who have not been replaced
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> Heavier workloads due to decreased staff Loss of institutional memory of staff who are retiring Perceived irrelevance of maritime history to the general public Large collections, which are not well described, making them invisible to researchers No adequate method for public or staff to search collections Insufficient and cumbersome technical infrastructure for digitized collections Lack of digital online access to photo collections <p>Opportunities</p> <ul style="list-style-type: none"> Host public programs, lectures, and events in Research Center Increase cross-divisional park collaboration Identify new park partners who can bring new and diverse audiences to the Research Center Identify funding opportunities to improve collection access Create a publicly accessible, searchable catalog for the collections (outside of the DOI required Interior Collections Management System)
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> Scope of collections statement Library collection development policy
Planning Needs	<ul style="list-style-type: none"> Scope of collections statement (update)
Data and/or GIS Needs	<ul style="list-style-type: none"> None identified

	<p>Laws, Executive Orders, and Regulations That Apply to the FRV</p> <ul style="list-style-type: none">• National Historic Preservation Act of 1966, as amended (54 USC §300101 et seq)• Archeological and Historic Preservation Act of 1974• Management of Museum Properties Act of 1955, as amended• Executive Order 11593, "Protection and Enhancement of the Cultural Environment"• "Curation of Federally-Owned and Administered Archaeological Collections" (36 CFR 79)• "Protection of Historic Properties" (36 CFR 800) <p>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</p> <ul style="list-style-type: none">• NPS <i>Management Policies 2006</i> (§2 3 1 4, 4 2, 5 1, 8 10, 1 6, 4 1, 4 1 4, 4 4 1, 4 7 2)• Director's Order 24: <i>NPS Museum Collections Management</i>• Director's Order 28: <i>Cultural Resource Management</i>• Director's Order 28A: <i>Archeology</i>• Director's Order 77-2: <i>Floodplain Management</i>• Director's Order 84: <i>Library Management</i>• NPS <i>Museum Handbook</i>, parts I, II, and III• <i>NPS-75 Natural Resources Inventory and Monitoring Guideline</i>• NPS <i>Natural Resource Management Reference Manual 77</i>



Fundamental Resource or Value	Opportunities to Understand Maritime Heritage
Importance	Through a wide variety of methods, the park utilizes its iconic setting and unmatched resources to offer exceptional opportunities for public education in many facets of maritime history and tradition
Related Significance Statements	<ul style="list-style-type: none"> • Significance Statement 1: National Historic Landmark Vessels • Significance Statement 2: Oldest and Largest Maritime Collection • Significance Statement 3: First Major West Coast Seaport • Significance Statement 4: Traditional and Contemporary Maritime Skills
Current Conditions and Trends	<p>Conditions</p> <ul style="list-style-type: none"> • The park uses a variety of online resources to inform the public, including social media (Twitter, Facebook YouTube), a blog, and educational pages on the park website • The park offers a variety of ranger and partner led programs, including living history, tours and demonstrations, sea chanty sings, exhibits and waysides, and personal demonstrations • The park offers award winning exhibits on the ships and pier and in the visitor center Museum Building needs further evaluation for planning exhibits • The park and the San Francisco Maritime National Park Association conduct a variety of youth and education programs, including summer camp • The park hosts special events that help tell the park story, though more could be done to make certain large events, such as 4th of July, into educational experiences • The park is working with a contractor to create standardized education programs that are learner centered and cover Common Core and California state education curriculum standards <p>Trends</p> <ul style="list-style-type: none"> • The park is using social media now more than ever to reach more people
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> • Limited staff and funding to develop and operate museum programs • Limited staff and funding for exhibits • A population uninterested in maritime history <p>Opportunities</p> <ul style="list-style-type: none"> • Use marketing to target more diverse and local stakeholders to attend programs and events • The park is in the process of developing an accessibility transition plan; improvements are needed to reach more audiences • Expand partners, especially diverse groups • Expand Volunteers In Parks for programming and outreach • Develop cross-divisional youth intern program for park • Partner more with Golden Gate National Recreation Area and other Bay Area parks • Possibly partner with other institutions about museum use and exhibits • Increase accessibility of current exhibits and programs about heritage • Spread awareness of the park through digital means, media, and other public relations – more promotion of park opportunities and programs • Create better bonds with current maritime industry and corporations to provide relevant history and heritage • The museum could be used for additional accessible exhibits on heritage • Use interactive technology to reach a new generation (apps, web, and on-site) • Add additional interactive displays on Hyde Street Pier regarding maritime skills • Find ways to engage Aquatic Park visitors in history and heritage

Fundamental Resource or Value	Opportunities to Understand Maritime Heritage
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> • Long-range interpretive plan (outdated, 2005) • Visitor study (outdated, 2005) • General management plan (outdated, 1997)
Planning Needs	<ul style="list-style-type: none"> • Museum Building plan • Hyde Street Pier development concept plan • Historic furnishings plans for historic vessels • Communications plan • Long-range interpretive plan (update)
Data and/or GIS Needs	<ul style="list-style-type: none"> • Visitor surveys
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p>Laws, Executive Orders, and Regulations That Apply to the FRV</p> <ul style="list-style-type: none"> • Architectural Barriers Act Accessibility Standards 2006 • Americans with Disabilities Act of 1990 • Architectural Barriers Act of 1968 • Rehabilitation Act of 1973 • National Park Service Concessions Management Improvement Act <p>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</p> <ul style="list-style-type: none"> • NPS Management Policies 2006 (chapters 7, 8, 9, and 10) • Director's Order 6: Interpretation and Education • Director's Order 42: Accessibility for Visitors with Disabilities in National Park Service Programs and Services



Fundamental Resource or Value	Opportunities to Experience Vessels on the Water
Importance	The park's ships and small craft provide visitors a rare opportunity to experience the sights, sounds, smells, and feel of the maritime environment, both at the pier and on the bay
Related Significance Statements	<ul style="list-style-type: none"> • Significance Statement 1: National Historic Landmark Vessels • Significance Statement 5: Aquatic Park National Historic Landmark
Current Conditions and Trends	<p>Conditions</p> <ul style="list-style-type: none"> • Dockside ships are available to the public (for a fee) • The <i>Alma</i> offers seasonal public interpretive sails, and sails as part of the “Explorers” youth education program • People can see ships on the water from the pier • People can hear the sounds of water, wildlife, and maritime activities • <i>Grace Quan</i> is displayed at China Camp for part of the year • <i>Alma</i> and <i>Grace Quan</i> and other small craft visit Bay communities as park ambassadors – essentially taking the park to the people • The park partners with the Crissy Field Center and San Francisco State University to provide summer kayaking in the cove • Events (park, partner, and special park use events) get people on the ships, dockside • A selection of historic small craft, berthed at a small finger pier, are interpreted from Hyde Street Pier by waysides and during ranger tours • Downtown High School Boat Building classes include sail training and boat launching ceremonies at the pier • Ten thousand school children experience an overnight on the water through the Age of Sail program on <i>Balclutha</i> <p>Trends</p> <ul style="list-style-type: none"> • <i>Hercules</i> is in process of steaming dockside • Online ticketing for <i>Alma</i> (recreation gov) raised the attendance on sails • <i>Eva B</i> is newly restored and will be motoring on the bay soon
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> • Climate change / increase in sea level, along with increases in storm frequency/intensity projected for the region due to climate change, could eventually render berthing facilities unusable • Exposure to a marine environment necessitates ongoing maintenance • Limited staffing to oversee on the water programs • Overuse of the historic ships for programs can lead to consumptive use <p>Opportunities</p> <ul style="list-style-type: none"> • The park could be more closely involved with the Bay Water Trail • Expanding cooperation with Sea Scouts, swimming and rowing clubs • Could have additional trips with the ships sailing to other sites, taking the park to other underserved neighborhoods around the San Francisco Bay • Maintaining conditions of the ships, safety • Staffing for more sails or longer trips with boats/ships • Sponsors or donors for ships or ship program • Greater park participation in public boating events (regattas, etc) would raise park / NPS visibility • Develop operation policies for small craft on Aquatic Cove (including consumptive use permits)

Fundamental Resource or Value	Opportunities to Experience Vessels on the Water
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> • 2015 <i>Alma</i> sailing schedule
Planning Needs	<ul style="list-style-type: none"> • Climate change scenario planning • Preservation plan for the national historic landmark ships
Data and/or GIS Needs	<ul style="list-style-type: none"> • Continued understanding of observed and projected climate change through monitoring of (or access to) weather parameters (precipitation, temperature, storm events), sea level rise and impacts on the historic fleet, and assessment of projected climate futures (models) for the region • Climate change vulnerability assessment for select park infrastructure (e.g., berthing facilities) • Historic structure reports for national historic landmark ships • Visitor surveys
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p>Laws, Executive Orders, and Regulations That Apply to the FRV</p> <ul style="list-style-type: none"> • Architectural Barriers Act Accessibility Standards 2006 • Americans with Disabilities Act of 1990 • Architectural Barriers Act of 1968 • Rehabilitation Act of 1973 • National Park Service Concessions Management Improvement Act • Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources" <p>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</p> <ul style="list-style-type: none"> • NPS Management Policies 2006 (chapters 7, 8, 9, and 10) • Director's Order 6: <i>Interpretation and Education</i> • Director's Order 42: <i>Accessibility for Visitors with Disabilities in National Park Service Programs and Services</i> • Director's Order 47: <i>Soundscape Preservation and Noise Management</i> • NPS Transportation Planning Guidebook



Fundamental Resource or Value	Collections
Importance	The park's extensive museum, archives, library, and small craft collections provide tangible and compelling links to the diverse maritime heritage
Related Significance Statements	<ul style="list-style-type: none"> Significance Statement 2: Oldest and Largest Maritime Collection
Current Conditions and Trends	<p>Conditions</p> <ul style="list-style-type: none"> Artifact collections are stable and adequately housed in appropriate storage facilities with proper security and levels of accessibility. Archival collections are mixed with nonmuseum library items and lack proper storage and work space Due to use in a marine environment, many objects have rust and have conservation challenges A proportion of collections are on exhibit in multiple venues throughout the park, including the Maritime Museum, visitor center, Maritime Research Center, and the historic ships The park regularly receives requests from other museums to borrow objects for exhibit, making collections available to a wider audience outside of the park There is a large backlog of items to be cataloged A number of inappropriately accessioned items (nonhistoric furnishings) need to be deaccessioned An active acquisitions committee evaluates new acquisitions, deaccessions items, and deals with other collection issues Professional and knowledgeable staff care for the collections Large artifacts on exhibit, such as the small craft and donkey boiler, need continued conservation and use in order to keep them in good condition The park recently secured a new and improved collections storage facility for macroartifacts Current Project Management Information System statements are in the system for expanded compact shelving and cataloging of collections backlog <p>Trends</p> <ul style="list-style-type: none"> The collections continue to grow Collections staff continue to post finding aids about collections to the Online Archive of California and the Online Computer Library Center, which makes the collections more discoverable to the public Collections staff continue to digitize items in the collection An image gallery featuring items from the collections has been created on Flickr The park continues to receive interest from other organizations to collaborate on collections Requests to view object collections are increasing Park resource management records continue to grow and require dedicated processing and cataloging There is continued progress toward cataloging the collection There are challenges with electronic records preservation of digital materials There is an insufficient number of staff to care for a collection of this size, scope, and use The practice of park staff collecting oral histories of individuals in the maritime field has ceased

Fundamental Resource or Value	Collections
<p>Threats and Opportunities</p>	<p>Threats</p> <ul style="list-style-type: none"> • Lack of space to sufficiently store archival collections • Building E, which houses portions of the collections, is located in an earthquake-prone location and needs a seismic upgrade • A formal museum program has not been implemented at the park • The backlog of uncatalogued collections makes materials inaccessible • There is a lack of a formal records management program and staff, which impacts the archival collection of resource management records pertaining to the park • Items exhibited on vessels (marine environment) have no environmental controls • Collection materials in obsolete formats are in need of migration • Only a very small percentage of collections are on exhibit • The off-site collections facility is currently inaccessible to the public • Retirement of employees with great subject matter expertise and/or long-term experience with the collections is imminent • As the collections age, new preservation challenges will emerge <p>Opportunities</p> <ul style="list-style-type: none"> • Develop support for collections through park partners • Exhibit collections in the Museum Building • Establish a formal museum program • Incorporate suggestions from the NPS Teaching with Museum Collections plan • Further collaboration with the park’s Interpretive Division, incorporating collections into programs or developing programs based on collections • Further collaboration with the park’s Ship Division in utilizing the collections to inform preservation decisions • Increase information about collections on park website • Use social media to share collections • Resume public tours at off-site collections storage warehouse • Museum re-accreditation by the Alliance of American Museums
<p>Existing Data and Plans Related to the FRV</p>	<ul style="list-style-type: none"> • Scope of collections statement • Housekeeping plan • Museum acquisition committee role and function statement
<p>Planning Needs</p>	<ul style="list-style-type: none"> • Collections storage plan (update) • Exhibit plan for Museum Building • Collections management plan • Museum Building plan • Long-range interpretive plan (update) • Scope of collections statement (update) • Collections emergency operation plan
<p>Data and/or GIS Needs</p>	<ul style="list-style-type: none"> • Document small craft collection (underway)

Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance

Laws, Executive Orders, and Regulations That Apply to the FRV

- National Historic Preservation Act of 1966, as amended (54 USC §300101 et seq)
- Archeological and Historic Preservation Act of 1974
- Archaeological Resources Protection Act of 1979
- American Indian Religious Freedom Act of 1978 (PL 95-341)
- Management of Museum Properties Act of 1955, as amended
- Native American Graves Protection and Repatriation Act of 1990
- Endangered Species Act of 1973
- Lacey Act, as amended
- Executive Order 11593, "Protection and Enhancement of the Cultural Environment"
- "Curation of Federally-Owned and Administered Archaeological Collections" (36 CFR 79)
- "Protection of Historic Properties" (36 CFR 800)

NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)

- NPS *Management Policies 2006* (§2 3 1 4, 4 2, 5 1, 8 10, 1 6, 4 1, 4 1 4, 4 4 1, 4 7 2)
- Director's Order 24: *NPS Museum Collections Management*
- Director's Order 28: *Cultural Resource Management*
- Director's Order 28A: *Archeology*
- Director's Order 77-2: *Floodplain Management*
- Director's Order 84: *Library Management*
- NPS *Museum Handbook*, parts I, II, and III
- *NPS-75 Natural Resources Inventory and Monitoring Guideline*
- NPS *Natural Resource Management Reference Manual 77*





Analysis of Other Important Resources and Values

Other Important Resource or Value	Other Historic Structures and Vessels
Importance	Historic structures and vessels, including the <i>Lewis Ark</i> , the tugboat <i>Eppleton Hall</i> , the wheelhouse from the tugboat <i>Sea Fox</i> , and the Tubbs Cordage Office Building, provide context for understanding maritime heritage
Current Conditions and Trends	<p>Condition</p> <ul style="list-style-type: none"> • <i>Lewis Ark</i> is getting a new roof in spring 2015. Some additional wood repair is needed on the structure. It was modified in the 1950s when moved on land. It is not accessible. • <i>Eppleton Hall</i> is missing part of her superstructure. She had needed dry-dock work in 2013, but more is needed. She is in fair condition. She is not open to the public. • The <i>Sea Fox</i> wheelhouse is in need of preservation work; there is considerable rot in the decking. • The Tubbs Cordage Office Building needs repairs to windows and trim and paint. It is used as a park office building. <p>Trends</p> <ul style="list-style-type: none"> • The <i>Lewis Ark</i> is getting attention. The contents of the Ark were recently deaccessioned from the museum collection and given to the interpretation division to maintain as part of the exhibit. • The <i>Lewis Ark</i> is used by the Living History program. • The <i>Sea Fox</i> wheelhouse houses the Age of Sail program run by the San Francisco Maritime Park Association under a consumptive use permit, and will remain in this use until better space is provided. • The Tubbs Cordage Office Building will remain an office building until better space is provided for staff.

Other Important Resource or Value	Other Historic Structures and Vessels
Threats and Opportunities	<p>Threats</p> <ul style="list-style-type: none"> • The <i>Lewis Ark</i> competes for staff time and dollars with the national historic landmark ships • The <i>Eppleton Hall</i> is not in the national register and just gets the bare minimum care to keep it afloat • The <i>Sea Fox</i> wheelhouse is a collection item and falls to the cultural resources division for repairs and conservation. The cultural resources division does not have sufficient staff or funding to work on it • The Tubbs Cordage Office Building is on a cyclic maintenance schedule for paint and roofing but needs rehabilitation work that is not funded • Increases in sea level, along with increases in storm frequency/intensity projected for the region due to climate change threaten historic structures along the waterfront • As an urban park, criminal activity is a common occurrence. Vandalism, facility damage, and theft have all been documented <p>Opportunities</p> <ul style="list-style-type: none"> • <i>Lewis Ark</i> work could be done as part of a preservation training program • <i>Eppleton Hall</i> may have local significance for its association with Karl Kortum and other museum founders who rehabilitated it and steamed it from England in 1970. A volunteer group might be created • The work needed on the Tubbs Cordage Office Building would be perfect for a preservation training program such as the National Trust for Historic Preservation's Hands on Preservation Experience program • Park lease funding can be used to supplement cyclic and repair/rehab funding on some of these projects • If a new building can be built for the ships' staff, the Tubbs Cordage Office Building can be opened to the public. The Tubbs Cordage Office Building could be used to tell the Tubbs Cordage Company's story • The San Francisco Maritime National Park Association could be asked to come up with some funding to undertake work on the <i>Sea Fox</i> • The San Francisco Maritime National Park Association could fund raise to provide better space on the pier for their programs as well as park programs
Existing Data and Plans Related to the OIRV	<ul style="list-style-type: none"> • National register nominations for the Tubbs Cordage Office Building and <i>Lewis Ark</i> • Book, <i>The Eppleton Hall</i>, by Scott Newhall • San Francisco Maritime National Historical Park historic resources study • San Francisco Maritime National Historical Park administrative history (draft) • Tubbs Cordage Office Building items in the museum collection • <i>Sea Fox</i> wheelhouse consumptive use permit
Planning Needs	<ul style="list-style-type: none"> • Historic structure report for the <i>Lewis Ark</i> • National register nominations need to be updated • Plans to restore the <i>Lewis Ark</i> to her houseboat days and make her accessible • Evaluate significance of the tugboat <i>Eppleton Hall</i> • Determination of eligibility for the National Register of Historic Places for Hyde Street Pier (underway) • Hyde Street Pier development concept plan • Tubbs Cordage Office Building exhibit plan • Climate change scenario planning

Other Important Resource or Value	Other Historic Structures and Vessels
<p>Data and/or GIS Needs</p>	<ul style="list-style-type: none"> Continued understanding of observed and projected climate change through monitoring of (or access to) weather parameters (precipitation, temperature, storm events), sea level rise and impacts on resources, and assessment of projected climate futures (models) for the region Climate change vulnerability assessment for select historic structures along the waterfront
<p>Laws, Executive Orders, and Regulations That Apply to the OIRV, and NPS Policy-level Guidance</p>	<p>Laws, Executive Orders, and Regulations That Apply to the OIRV</p> <ul style="list-style-type: none"> National Historic Preservation Act of 1966, as amended (54 USC §300101 et seq) Archeological and Historic Preservation Act of 1974 Architectural Barriers Act Accessibility Standards 2006 Management of Museum Properties Act of 1955 (16 USC 18f through 18f-3) Executive Order 11593, "Protection and Enhancement of the Cultural Environment" "Protection of Historic Properties" (36 CFR 800) Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources" <p>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</p> <ul style="list-style-type: none"> NPS Management Policies 2006 (chapter 5) "Cultural Resource Management" Director's Order 24: <i>NPS Museum Collections Management</i> Director's Order 28: <i>Cultural Resource Management</i> NPS Museum Handbook, parts I, II, and III <i>The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation</i> <i>The Secretary of the Interiors Standards for Historic Vessel Preservation Projects</i> Uniform Federal Accessibility Standards



Other Important Resource or Value	Haslett Warehouse
Importance	The Haslett Warehouse (now the visitor center and Argonaut Hotel) and exhibits provide context for understanding maritime heritage and support park operations
Current Conditions and Trends	<p>Condition</p> <ul style="list-style-type: none"> • The Argonaut Hotel was created through a 57-year historic lease of the Haslett Warehouse Building • The approximately 270-room hotel is in good condition and is maintained well by the operator, Kimpton Hotels • Kimpton continually updates furnishings and soft goods in the hotel to ensure high quality boutique style hotel services • The Argonaut Hotel is one of the leading hotels in San Francisco • Kimpton recently completed the configuration of storage rooms on the first floor of the hotel into restrooms. These restrooms will serve the maritime conference room and are intended to create more rental opportunities for the conference room • In 2012 the outside patio to the Blue Mermaid was updated with gas heaters to improve comfort for outside dining • The sublease space occupied by Starbucks is tentatively scheduled to be leased to See's Candies • The park visitor center is in the Haslett Warehouse building adjacent to the hotel. The space for the visitor center was reserved when the hotel was planned and constructed • The first phase of the visitor center build-out occurred as the hotel was being constructed. The second phase of the visitor center, portraying a walk along Fisherman's Wharf in time, was completed in 2013 • Video shown on the hotel's channel in all rooms highlights a past park superintendent and past projects – needs updating • The visitor center only sees a fraction of the visitors who visit Hyde Street Pier • The Fresnel lens in the visitor center does not rotate because visitors continued to touch it. Better barriers are needed to protect the lens and so the park can allow it to rotate • A small gallery space in the northwest corner of the visitor center is used for changing exhibits • A former store area is now used as the Pacific West Information Center <p>Trends</p> <ul style="list-style-type: none"> • The Argonaut Hotel has been a leading boutique hotel in San Francisco and has been rated one of the most desirable places to stay in San Francisco. The hotel is generally fully booked, even in low season • The Argonaut continues to update the facility as needed to meet current and future demands • The recent Waterfront Exhibit (opened in January 2012) has generated a lot of positive press • Visitation to the visitor center increased by nearly 25% in 2014

Other Important Resource or Value	Haslett Warehouse
<p>Threats and Opportunities</p>	<p>Threats</p> <ul style="list-style-type: none"> • Impacts on the historic fabric of the Haslett Warehouse are occurring despite best practices being observed. The annual preservation report completed each year notes findings and recommends actions to be taken to prevent impacts on the historic fabric. Changes in the building’s façade could diminish its ability to demonstrate the industrial nature of the San Francisco waterfront. • Gang tagging is a problem all along the waterfront and impacts the hotel and visitor center from time to time. • The recent improvements to Jefferson Street have created a narrow passenger loading and unloading zone at the hotel and visitor center entrances. • The visitor center theater projector does not work, so the theater cannot be used to show NPS films. • Visitors touching exhibits, such as the Fresnel lens, and creating damage. • Change in the building’s use from a warehouse to a boutique hotel could make it more difficult to interpret the economic and social connections between maritime commerce and landside development. • Increase in sea level (+1.35 to 1.75 feet by 2100), along with increases in storm frequency/intensity projected for the region due to climate change may threaten the Haslett Warehouse over time. <p>Opportunities</p> <ul style="list-style-type: none"> • Update the park film delivered in the rooms and in the lobby with current superintendent and highlighting current projects and status of resources. • Sustainability opportunities, such as photovoltaics and additional low energy devices, may be implemented within the hotel and visitor center. • Repair the theater projection system to show NPS and related films. • Additional changing exhibits in the northwest gallery. • Working with other parks to make the Pacific West Information Center more interesting/active. • Interpret how significant access to on-water shipping was to the growth of San Francisco industry and how the proximity to shipping shaped the development of neighborhoods (industrial, not residential) and their architecture (big brick warehouses, not Painted Ladies).
<p>Existing Data and Plans Related to the OIRV</p>	<ul style="list-style-type: none"> • Haslett Warehouse historic structure report • Haslett Warehouse preservation plan • Haslett Warehouse / Argonaut Hotel rehabilitation plans
<p>Planning Needs</p>	<ul style="list-style-type: none"> • Continued understanding of observed and projected climate change through monitoring of (or access to) weather parameters (precipitation, temperature, storm events), sea level rise and impacts to the historic fleet, and assessment of projected climate futures (models) for the region.
<p>Data and/or GIS Needs</p>	<ul style="list-style-type: none"> • Climate change vulnerability assessment for the Haslett Warehouse

Other Important Resource or Value

Haslett Warehouse

Laws, Executive Orders, and Regulations That Apply to the OIRV, and NPS Policy-level Guidance

Laws, Executive Orders, and Regulations That Apply to the OIRV

- National Historic Preservation Act of 1966, as amended (54 USC §300101 et seq)
- Management of Museum Properties Act of 1955 (16 USC 18f through 18f-3)
- Executive Order 11593, "Protection and Enhancement of the Cultural Environment"
- "Protection of Historic Properties" (36 CFR 800)
- Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources"
- "Leasing of Properties in Park Areas" (36 CFR 18)
- Federal Acquisition Regulations GSAM and GSAR 57 Related to Leasing

NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)

- NPS *Management Policies 2006* (chapter 5) "Cultural Resource Management"
- Director's Order 24: *NPS Museum Collections Management*
- Director's Order 28: *Cultural Resource Management*
- NPS *Museum Handbook*, parts I, II, and III
- *The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation*
- Director's Order 89: *Acquisition and Management of Leased Space*



Appendix C: Inventory of Special Mandates and Administrative Commitments

Special Mandates

Naming of Sala Burton Building (June 27, 1988) – The park’s enabling legislation states that the building housing and displaying the collections, libraries, historic documents, equipment, and artifacts shall be named the “Sala Burton Building” and that a plaque with this designation shall be prominently displayed as part of the structure [PL 100-348, sec. 2 (d)].

Acceptance and Retention of Donations (June 27, 1988) – The park has the authority to accept and retain donations of funds, property, or services from individuals, foundations, corporations, or public entities for the purpose of providing services and facilities [PL 100-348, sec. 3 (b)].

Leasing of Property (October 27, 1972; November 10, 1978; June 27, 1988) – The park may lease property, including vessels and heavy marine equipment such as floating dry docks, administered as part of the park. The Secretary of the Interior shall credit any proceeds from the rental of space in the Haslett Warehouse, to the appropriation, if any, bearing the cost of its administration, maintenance, repair, and related expenses and also for the maintenance, repair, and related expenses of the vessels and the adjacent piers in the park. Surplus funds, if any, will be deposited into the Treasury of the United States [PL 100-348, sec. 3 (c), 86 Stat. 1299 sec. 4(f), and PL 95-625 sec. 317 (e)].

Fees (October 27, 1972; November 10, 1978; June 27, 1988) – The park has the authority to charge entrance fees for admission to the ships in such amounts as deemed appropriate and may impose fees for the use by groups or organizations of the ships [PL 100-348, sec. 3 (d), 86 Stat. 1299 sec. 4(f), and PL 95-625 sec. 317 (e)].

Land Acquisition and Other Property Transfer (June 27, 1988) – The park has authority to acquire land and interests in land within the park boundary through donation, purchase with donated or appropriated funds, or exchange. Federal property located within park boundary under jurisdiction of another federal department or agency may, with the concurrence of the head of the administering department or agency, be transferred without consideration to the administrative jurisdiction of the Secretary of the Interior for the purposes of the park [PL 100-348, sec. 4 (a)(b)].

NPS Authority to Spend Funds on a Leased Property, Agreement with the State (June 27, 1988) – Lands, and interests in lands, within the park boundary owned by the State of California or any political subdivision thereof, may be acquired only by donation. The park has the authority to enter into an agreement with the State of California or any political subdivision thereof to use appropriated funds for the improvement of berthing facilities for the purpose of berthing the ships and providing visitor access to the historic ships [PL 100-348, sec. 4 (c)].

Acquisition of Historic Vessels (June 27, 1988) – The park has the authority to acquire by donation, purchase with donated or appropriated funds, or exchange such property, including vessels, heavy marine equipment, and dry dock facilities. The Secretary of the Interior shall notify the Committee on Interior and Insular Affairs of the United States House of Representatives and the Committee on Energy and Natural Resources of the United States Senate in writing not less than 90 days before acquisition of any large historic vessel. Such notification shall indicate the estimated cost of preservation, restoration if appropriate, and maintenance of the vessel concerned. The Secretary of the Interior shall not acquire any historic vessel until the Secretary of the Interior has notified the committees in writing that sufficient funds have been made available to preserve and maintain those vessels [PL 100-348, sec. 4 (d)(1)(2)].

Administrative Commitments

Name	Agreement Type	Start Date – Expiration Date	Stakeholders	Purpose	Notes
Argonaut Hotel	Historic lease	2003 – 2059	San Francisco Maritime National Historical Park (SAFR), Pebblebrook, Kimpton, Fisherman's Wharf, Neighborhood	Hotel as an adaptive reuse of a historic structure for business venture for the park	The historic and seismically unstable Haslett Warehouse was converted to a hotel through a long-term lease, creating a business venture and revenue generator for the park
San Francisco Senior Center	Permit	10/1/2013 – 9/30/2018	Seniors, SAFR, Local community and businesses	Provide service to San Francisco city seniors	The senior center has occupied space at SAFR long before the museum was part of the National Park Service. A 5-year special park use permit is the most appropriate instrument available to codify the relationship. San Francisco Senior Center is continuing to tailor senior programs to align with NPS mission.
We Players	Cooperative agreement	8/31/2012 – 1/1/2016	SAFR, We Players	Create interpretive programs using park themes	
We Players	General agreement	2/18/2015 – 2/18/2016	SAFR, We Players	Create and install three art exhibits in the Maritime Museum throughout 2015	
Golden Gate National Recreation Area fire	Agreement	10/1/2010 – 9/30/2020	Golden Gate National Recreation Area, SAFR, and the Presidio	For the City of San Francisco Fire Department to provide fire and emergency medical services to Area A of the Presidio, and other NPS-managed lands within the geographic boundaries of San Francisco	

Name	Agreement Type	Start Date – Expiration Date	Stakeholders	Purpose	Notes
Golden Gate National Recreation Area	General agreement	6/23/2006 – 6/23/2016	Golden Gate National Recreation Area and SAFR administration and staff; San Francisco Maritime Park Association and Friends of San Francisco Maritime Library	For the purpose of ensuring the protection of a National Register of Historic Places designated building within the boundaries and management of Golden Gate National Recreation Area and assigning this building, Lower Fort Mason Building E, to SAFR for park administration, programmatic, and educational purposes	Working with Golden Gate National Recreation Area on an updated agreement in 2015
Friends fundraising agreement and interpretation and educational services agreement	Cooperative agreements	TBD	San Francisco Maritime Park Association, SAFR		Existing cooperative agreements with the San Francisco Maritime Park Association (for the transfer of appropriated funds to carry out interpretive programming, expiring 7/2/2018, and retail outlet operation, expiring 3/24/2016) no longer represent the association's function in the park and will be replaced
Chinese Whispers	General agreement	11/20/2013 – 5/20/2016	Chinese Whispers, SAFR	Create public programming with the <i>Grace Quan</i> – including a series of sails and an exhibit in the visitor center	Sails complete
Friends of the Library	Cooperative agreement	3/4/2011 – 3/4/2016		Standard cooperating association agreement Primary use is for providing support for the library collection at the Maritime Research Center and for operating a retail outlet in the park	
California Office of Historic Preservation	Programmatic agreement	4/25/1997 – 7/15/2015	SAFR, CA SHPO, Advisory Council on Historic Preservation	Programmatic agreement regarding the general management plan / environmental impact statement, SAFR	Compliance with NHPA A new agreement is underway in 2015

Name	Agreement Type	Start Date – Expiration Date	Stakeholders	Purpose	Notes
Western National Parks Association	Cooperating association agreement	2/24/2011 – 2/24/2016	Western National Parks Association	Provide authority to operate a gift shop on Hyde Street Pier	SAFR is a signatory to a larger agreement between WNPA and the National Park Service Agreement can be renewed for an additional five years
Sea Scouts	General agreement	TBD	SAFR, Sea Scouts, community, children and young adults	Perpetuate traditional maritime trades and skills	The park is currently working with the Sea Scouts to implement a new agreement, which should be completed by the end of the fiscal year
Port, Hyde Street Pier	Lease	Park inception 6/27/1988 – N/A	Port, SAFR, Public, Community, San Francisco Bay Conservation and Development Commission	Public use and mooring of park ships	Port allowed use of the Hyde Street Pier to the park when the park was a state park
AFDL-38 Dry-dock	Contract	9/29/1993 – 9/29/2024	SAFR, Bay Ship and Yacht	Maintain and use for dry dock of ships	This contract allows for Bay Ship and Yacht to maintain and use SAFR-owned AFDL-38 dry-dock for work on ships. They are not limited to using the dry-dock for NPS owned ships only. Bay Ship and Yacht is required to competitively bid on projects solicited for SAFR ships.
<i>Grace Quan</i> memorandum of understanding	Memorandum of understanding	7/2015 – 7/2020	SAFR, California Department of Parks and Recreation, Friends of China Camp	To identify roles and responsibilities for collaboration in exhibiting, maintaining, and sailing the vessel <i>Grace Quan</i>	Underway but not yet in place



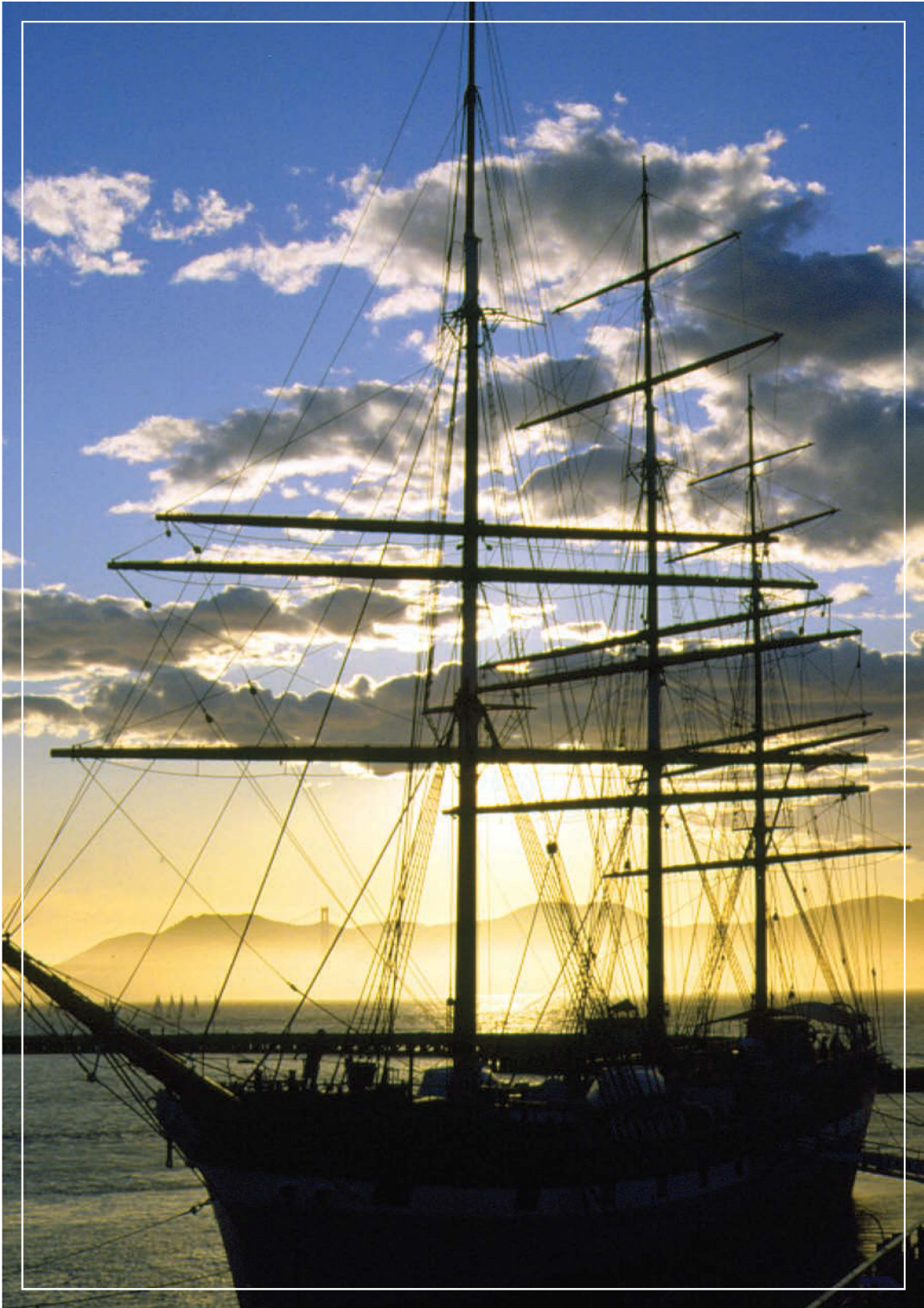
Other Management Considerations

- US Park Police and San Francisco Police Department have co-jurisdiction for law enforcement in Aquatic Park.
- US Coast Guard jurisdiction extends to waters inside park boundary.
- The promenade is designated as part of the San Francisco Bay Trail.
- McAteer-Petris Act (California State Law) protects public access to shoreline and waters and preserves San Francisco Bay from indiscriminate filling. This applies to a band along the shoreline of San Francisco Bay and a line 100 feet landward of and parallel with that line. It is overseen by the San Francisco Bay Conservation and Development Commission.
- Other properties and users on non-NPS land within the jurisdictional boundary of San Francisco Maritime National Historical Park:
 - Dolphin Swimming and Boating Club – private club on San Francisco Recreation and Parks’ land.
 - South End Rowing Club – private club on San Francisco Recreation and Parks’ land.
 - Cable Car turnaround at Hyde and Beach Streets – property of San Francisco Municipal Transit Agency that was excluded when Aquatic and Victorian Parks were turned over to the National Park Service

Appendix D: Ongoing Park Planning and Data Collection Efforts

Through the foundation process, San Francisco Maritime National Historical Park identified the following recent park management plans and guidance documents that will help address issues and challenges facing the park:

- Determination of eligibility for the National Register of Historic Places for Hyde Street Pier (underway)
- Determination of eligibility for the National Register of Historic Places for Sea Scout Base (underway)
- Document small craft collection (funding expected in 2016, part has been done already)
- Administrative history (underway)
- Maritime Museum building event use policy and procedures plan (best practices for special event use to avoid damage; underway)
- Integrated pest management plan (to address termites, wood rot, etc.; underway)
- Strategic plan (define park mission, vision, and set priorities to focus resources; underway)
- Environmental monitoring for resource protection in the Museum Building (monitor humidity, sunlight, airflow, temperature with new heating system; ongoing)
- Aquatic Park Historic District circulation study (underway)
- Accessibility transition plan (underway)
- Condition assessment for Municipal Pier (update underway)
- Condition assessment for Hyde Street Pier (funded fiscal year 2015)
- Promenade improvements: intermediate removal of rails and completion of rehabilitation of the promenade for safety and resource protection (underway)
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) preliminary assessment for the Promenade (underway)
- Collections emergency operations plan (underway)



Pacific West Region Foundation Document Recommendation
San Francisco Maritime National Historical Park

March 2016

This Foundation Document has been prepared as a collaborative effort between park and regional staff and is recommended for approval by the Pacific West Regional Director

Kevin Hendricks

3/7/2016

RECOMMENDED

Kevin Hendricks, Superintendent, San Francisco Maritime National Historical Park

Date

Laura E Joss

3/11/2016

APPROVED

Laura E Joss, Regional Director, Pacific West Region

Date



As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historic places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

SAFR 350/130851

March 2016

Foundation Document • San Francisco Maritime National Historical Park

