

Information Related to Responsibilities of the Secretary of the Interior Section 3, Executive Order 11593

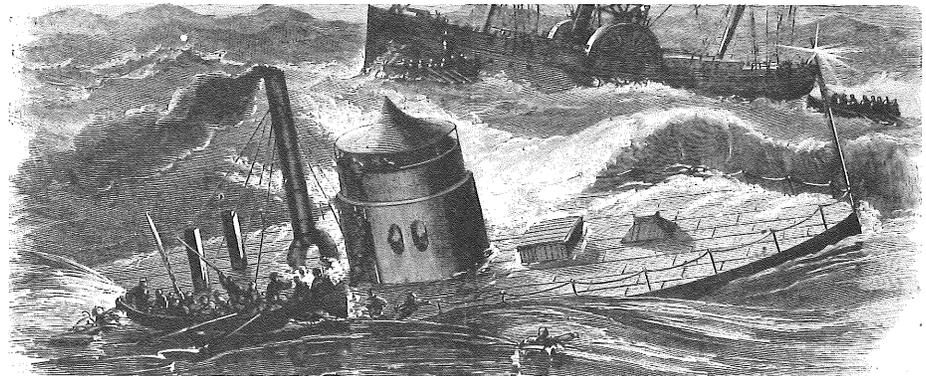
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The USS Monitor may have been a formidable match for the CSS Virginia but not for the sometimes tempestuous Atlantic. Shown here in an engraving from the Harpers Weekly of January 24, 1863, the last moments of the Monitor are dramatically depicted, as the ship sinks off Cape Hatteras. The Monitor wreck-site has been declared a National Marine Sanctuary and a cooperative effort is being made to determine the Monitor's future. See inside for story.

TAX REFORM ACT CERTIFICATIONS

These articles provide updated information on the Secretary of the Interior's certifications of significance of historic structures and certifications of rehabilitation work for purposes of the Tax Reform Act of 1976. They are follow-ups to two articles in the October 1978 issue of 11593: "Decertification of Noncontributing Properties" and "Tax Benefits Denied: Rehab Standards not Met."

REHABILITATION CERTIFICATIONS AND THE APPEAL PROCESS

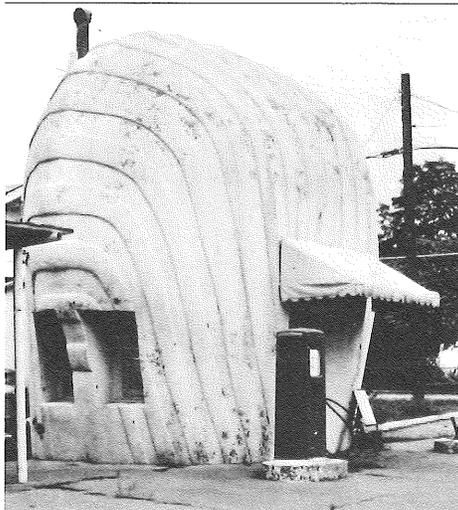
by H. Ward Jandl
Chief, Rehab Certification Unit, TPS

Under the Tax Reform Act of 1976 and the recently passed Revenue Act of 1978, the Department of the Interior certifies rehabilitation work undertaken on certified historic structures to enable property owners to qualify for federal income tax benefits. In final regulations published in October 1977 (36 CFR 1208; formerly 36 CFR 67), the process for obtaining certifications is detailed, along with the criteria used in evaluating rehabilitation work—the Secretary of the Interior's "Standards for Rehabilitation." The ten standards are

SIGNIFICANCE CERTIFICATIONS FOR FEDERAL TAX TREATMENTS

by Jann Haynes Gilmore
Architectural Historian
National Register

The Tax Reform Act of 1976 and the Revenue Act of 1978 created tax incentives for the rehabilitation of historic, income-producing properties. To qualify, buildings must be individually listed in the National Register of Historic Places, located within boundaries of a National Register historic district, or located within boundaries of a state or locally designated district where the Secretary of the Interior has approved the ordinance or statute creating the district.



Shell Service Station, Winston-Salem, North Carolina. Built ca. 1930, this small, concrete, shell-shaped building is now a repair shop. The state plans to give a historic preservation grant for painting and refurbishing. See Supplement.

Rehabilitation Certifications—from page 1 broadly worded to ensure that the distinctive architectural and historic features of a structure are preserved in the process of rehabilitation. The standards are the sole criteria used by Technical Preservation Services (TPS) to determine if the renovation of a certified historic structure qualifies as certified rehabilitation.

While the majority of requests for certification are approved, approximately 9% of these requests are turned down because the rehabilitation fails to meet one or more of the Secretary's Standards. These decisions, based on the documentation submitted, recommendations of the SHPOs and occasionally on inspections, are communicated directly to the owner by letter. If a property owner is denied certification, the letter identifies which of the standards the work fails to meet and also informs the owner of his or her right to appeal a negative determination. This procedure, part of Interior's regulations, allows an owner to appeal directly to the Chief, OAHP, within 30 days of receiving a negative decision.

Technical Preservation Services makes certification decisions solely on whether or not the project meets the Secretary of the Interior's "Standards for Rehabilitation." Mitigating factors that cause an owner to violate a standard are not taken into account. These factors may include such matters as the timing of the rehabilitation (work done in late 1976 and early 1977 predating publication and dissemination of the "Standards for Rehabilitation"); the unavailability of sound preservation advice at the local level; requirements imposed upon the owner by local, state, or federal codes; or possible error in professional judgment.

The appeal process, as a distinct but integral part of the overall process, provides the opportunity to assess these factors which, while not taken into account in the original evaluation and decision by TPS, nevertheless may be valid considerations in reaching a final decision concerning certification. The appeal process may also be used in cases where factual errors regarding the rehabilitation may have been made.

The owner has two options in the appeal process. He may submit additional documentation in writing, explaining why the rehabilitation should be certified. Along with documentation already on file, this information will be reviewed and evaluated by the Chief, OAHP. A second option open to the owner is the opportunity to appear in person to explain the project and to present reasons for certification. In either case, the Chief has 30 days to advise the appellant of his decision; for purposes of historic preservation certifications, this is the final administrative decision made within the Department of the Interior.

Sample of Recent Appeal Case

A good example of how the appeal process works can be seen in a recent rehabilitation in downtown Annapolis, Maryland. The building, with a mid-19th-century facade, was certified by the National Register as contributing to the significance of the Colonial Annapolis Historic District, a designated National Historic Landmark. While most of the rehabilitation work was commendable and in conformance with the Secretary's Standards, the owner had sandblasted the main facade of the building, which changed the visual qualities of the wall by eroding the hard outer surface of the brick and by exposing the softer inner portion to the elements, increasing the likelihood of water damage. Because this treatment was in direct violation of one of the Secretary's Standards, certification for the project was denied, and the owner notified by letter.

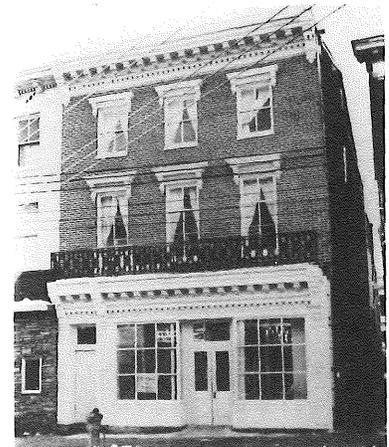
The owner appealed the decision within 30 days and requested an opportunity for his partner and architect to appear in person to explain the circumstances surrounding the overall rehabilitation. This meeting with the Chief, OAHP, was held several weeks later. Other professionals from HABS, HAER, and the National Register also attended the meeting to assist the Chief in reaching a decision.

In the course of the meeting, it was learned that the sandblasting had in fact caused damage to the surface of the building sufficient for the consultant hired by the owner to recommend that a coat-

ing be applied to the exterior to protect the brick from further damage. Further, it was pointed out that the building had always been painted and that the local preservation organization, Historic Annapolis, Inc., had offered to repaint the main facade in its original paint color. With this new information available, the Chief, OAHP, notified the owner that he agreed with the finding of TPS that the Secretary's Standards had not been met on this project. The letter went on to say that should painting be undertaken as recommended by Historic Annapolis, that this would be considered a mitigating treatment and would enable the owner to obtain certification for tax purposes.

This appeal decision was accepted by the owner who agreed to paint the sandblasted brick following the recommendations of Historic Annapolis. Certification will be issued this spring when painting is completed.

The appeal process can play an important role in the overall certification process; it provides the owner an opportunity to present arguments for certification in cases where the "Standards for Rehabilitation" were not met, and it provides the Department of the Interior an opportunity to focus community attention on inappropriate treatments and techniques, and to work with owners, architects, and state and local preservation organizations in improving the quality of future rehabilitation work. □



This mid-19th-century structure in Colonial Annapolis, Maryland, Historic District did not meet the Secretary of the Interior Standards for Rehabilitation because the owner had sandblasted the facade. Later the owner agreed to repaint the building the original color, which will enable him to obtain certification.

MARITIME HERITAGE PRESERVATION GRANTS

An unprecedented \$5 million grants program for maritime heritage preservation was announced by Chris T. Delaporte, Director of HCRS, and James Biddle, President of the National Trust for Historic Preservation on January 22, 1979. This partnership between HCRS and the National Trust will encourage creative and innovative approaches for the preservation of America's maritime heritage. "Many of this nation's invaluable historic maritime resources have already been lost," said Chris Delaporte. "Of those surviving resources many are currently endangered. Our mandate to preserve this disappearing heritage is, therefore, clear."

Maritime Heritage Preservation Grants will be available for the survey, acquisition, preservation, and restoration of all types of ships and other watercraft such as barges, ferries, and boats, and for shoreline facilities such as lighthouses, docks, and shipyards. Grants may also fund underwater archeology, educational programs in the nation's maritime heritage, actual sea experience such as sail training, support of maritime museums, and the development of re-



The Falls of Clyde, Honolulu, Hawaii, was built in Scotland in 1879. It is the world's last surviving fully rigged, four-masted ship. The Falls of Clyde received a Historic Preservation Grant-in-Aid from HCRS in January 1977 for planning and general preservation work.

productions of important maritime resources where originals no longer exist.

This is the first time that funds have been specifically designated for maritime heritage preservation. They are part of the \$60 mil-

lion appropriated by Congress for historic preservation in FY 79 in accordance with the National Historic Preservation Act of 1966 (Public Law 89-665).

Sponsors of eligible projects for Maritime Heritage Preservation Grants may seek funding from either the Heritage Conservation and Recreation Service through their SHPO or directly from the National Trust.

Interested applicants for this innovative grants program should submit projects that: a) contribute to the preservation of America's maritime heritage; b) have a significant impact on the public sector; c) receive broad based community support; d) can provide a sound, detailed plan for spending the grant money; and/or e) demonstrate the ability to raise the required match money or "in kind" resources. All applications must be postmarked by May 31, 1979.

This new and important program emphasizes the continuing commitment of HCRS and the National Trust to protecting and preserving this nation's oftentimes endangered historic maritime resources. ◻

— Dale Lanzone, Suman Sorg, and de. Teel Patterson Tiller, Technical Preservation Services

IAS CLASS: ARCHEOLOGY FOR THE FEDERAL MANAGER

by Geoffrey M. Gyrisco
Archeologist, IAS

A series of classes in "Archeology for the Federal Manager" is being conducted by Interagency Archeological Services of HCRS. The course is designed to orient federal managers who are not trained archeologists, but who have responsibilities that include the protection of archeological resources. Although emphasizing the role of archeology in historic preservation, the course is not designed to train participants in the application of specific preservation laws, regulations, or procedures. Instead, IAS hopes to provide federal managers with an understanding of the basic techniques, methods, and goals of archeology, thus making it easier

for them to communicate with archeologists and to carry out their historic preservation responsibilities more effectively.

Dr. Bert Salwen, Professor of Anthropology at New York University who is on temporary duty with IAS, conducts the week-long 40-hour course. Since the fall of 1977, it has been offered approximately four times a year in different parts of the country with enrollment limited to about 35 students in each class.

This introduction to the theory and methods of anthropological archeology provides general background information about the subject: the definition of archeology, its relationship to other disciplines, and the development of academic and professional archeology in the United States. Basic approaches to archeological data gathering, including background research, sampling methods, field survey, and excavation are discussed. The analysis of ex-

cavated materials is considered, including classification, study of time-space relationships, and the reconstruction of past patterns of behavior. Also, uses of archeological techniques for the discovery and explanation of the cultural processes involved in the development of human societies are discussed and films and trips to archeological sites and/or research laboratories are scheduled.

The course has been offered in West Virginia, Colorado, Nebraska, New York, Texas, and California with 125 federal employees from 18 different agencies, 30 states, and the District of Columbia participating. It will be offered again at Harpers Ferry, West Virginia, June 10-15. For further information you may contact course coordinator Michael Swernoff, Interagency Archeological Services, HCRS, US Department of the Interior, Washington, DC 20243, or call, mornings, 202/343-7105 (FTS 343-7105). ◻

Two positive tax incentives are included in the Tax Reform Act. The first allows an owner of a certified historic structure to amortize over 60 months, rehabilitation expenditures incurred with respect to the building. An alternative incentive allows the owner to use accelerated depreciation when the certified historic structure is substantially rehabilitated.

There are also two disincentives. If an owner demolishes a certified historic structure he can not deduct the cost of demolition nor can he deduct the undepreciated basis of the structure for tax purposes. Further, if he chooses to erect a new building on the site he can not take accelerated depreciation on the new construction, but is forced, instead, to depreciate the building at a straight-line rate.

The Revenue Act of 1978 added a third positive incentive for the rehabilitation of historic buildings. It allows an owner to take a 10% investment tax credit on qualified rehabilitation expenditures that can be deducted directly from taxes owed by the taxpayer.

Since passage of the Tax Reform Act of 1976, the Department of the Interior has reviewed over 800 applications for certifications of significance. Over 650 buildings have been certified as historic structures contributing to historic districts. These certified projects, located in more than 40 states, represent a private investment of over \$350 million in rehabilitation work. This rehabilitation, stimulated by the tax incentives, has encouraged owners and developers to convert often vacant and deteriorated historic buildings such as schools, factories, warehouses, mills, and apartment buildings to new economically viable uses.

The intent of Congress in the Tax Reform Act was to stimulate private investment in urban areas and to bring about revitalization. The law directs the Secretary of the Interior to ensure that only significant buildings within historic districts qualify for the tax incentives. The intent of the legislation, through the disincentives, was to discourage the demolition of significant historic buildings as well. The standards formulated to evaluate structures (see 11593,

Vol. 3, No. 3) allow the Interior Department to determine whether buildings do or do not contribute to historic districts even if the decision is in opposition to the owner's wish. It could either free the owner from the consequences of the tax disincentives or deny the owner tax benefits.

Using these standards for evaluation, the Keeper of the National Register, acting on behalf of the Secretary of the Interior, has made determinations that have in most cases concurred with owners' opinions regarding their buildings. Only occasionally have they contradicted the owners' opinions.

The Interior Department has made several determinations that buildings do not contribute to the historic character of a historic district, thereby allowing owners to demolish their buildings without suffering a tax penalty through the Tax Reform Act disincentives. The following cases provide examples of such determinations.

Lahaina, Hawaii, Historic District

The owner of four contiguous buildings within the Lahaina Historic District, Hawaii, requested that his buildings be certified as noncontributing to the district. The Interior Department concurred with the owner that two of the buildings did not meet the standards and therefore were noncontributing. Constructed in the 1950s and 1970s, these wood frame buildings with plastered masonry walls detract from the district's sense of time and place, and they represent later methods of construction and different materials and workmanship than the other buildings in the district. Their recent construction dates were also factors in the Interior Department's decision, and their significance did not merit an exception to the 50-year standard. However, it was determined that the other two buildings did contribute to the district, which is significant as a 19th-century seaport. These buildings, constructed in 1919 and the 1920s, contribute to the historical development of the district and by their design, setting, and materials, convey a sense of feeling and association with the district. They are enhanced by classical detailing representing a higher degree of sophistication than most

of the district's commercial architecture. The Interior Department felt that these two buildings represent vital components of the district and that their demolition would be a considerable aesthetic loss to the community.

Galesburg, Illinois, Historic District

As in the Lahaina case, the owner of a two-story brick building in the Galesburg, Illinois, Historic District requested in his application that the Interior Department determine the building a noncontributing part of the district. The Secretary of the Interior, however, concluded that the building did contribute to the district because of its high degree of architectural integrity and its historical appearance. The building was constructed in 1905 as a beer franchise, saloon, and wholesale dealership. Its significance lies in its association with the temperance movement in the area and its impact on small Midwestern commercial establishments. Temperance leaders closed the saloon and the wholesale business, which had served all of western Illinois, in 1909. At the time of the request to the Secretary of the Interior, this building represented the last remnant of Galesburg's



This 1905 beer franchise building was determined to contribute to the Galesburg, Illinois, Historic District because of its historical association and architectural integrity. The owner has since demolished the building and will be forced to take straight-line depreciation on any new construction on the site.

turn-of-the-century temperance involvement.

There has been some concern that the tax disincentives may encourage owners to object to having their properties listed in the National Register because it might deter clearance and new development in the district. Since the Secretary of the Interior determined that the building contributed to the district, it has since been demolished and the owner will be forced to take straight-line depreciation on any new construction on the site. An owner or developer must consider his property in the context of economics and consider the tax disincentives as only one component of the total economic package. In this case, it is likely that the owner felt straight-line depreciation on new construction was more economically feasible than rehabilitation of the historic building.

In other cases, some owners' requests for certification have been denied by the Secretary of the Interior because of the building's loss of integrity, feeling, and association within historic districts.

Beaufort, South Carolina, Historic District

Two buildings located in the Beaufort, South Carolina, Historic District have been denied certification of significance because the integrity of their original design and architectural features has been lost. A residence originally built ca. 1830 as slave quarters was denied certification because its present appearance does not reflect its original design. Recent alterations have included raising the original roof line, reconstructing and raising a chimney, adding new clapboarding in certain areas, replacing four porch columns, replacing the original front and rear steps, and constructing a modern block foundation.

A bank building located in the same district has also been denied certification because of loss of integrity through numerous stages of modernization. The bank has incorporated several buildings, two of them historic, into one business establishment. However, the individual architectural features and spaces of these buildings have been irretrievably lost in the fabric of the present bank building.



One of the two buildings located in Hawaii which the Secretary of the Interior determined not to contribute to a historic district. Its recent construction, materials, and workmanship differ from the rest of the buildings in the district.



This bank building in the Beaufort, South Carolina, Historic District has been determined not to contribute to the district because the significant architectural features of these two historic buildings that were incorporated into the present structure have been irretrievably lost.

Natchitoches, Louisiana, Historic District

A 1942 residence located within the Natchitoches, Louisiana, Historic District, which is significant as the oldest, permanent settlement in Louisiana and distinguished by its late-18th- and early-19th-century architecture, was denied certification of significance. The Department of the Interior ruled that the one-story wooden frame building detracted from the historic district's sense of time and place. Because of its recent construction and because a

strong justification to merit its exception to the 50-year criterion as established in the Standards for Evaluation was not presented in the application, it was considered ineligible for certification.

Schenectady, New York

Still other owners have been denied requests for certification because of technical reasons. The owner of a restaurant/pub in Schenectady, New York, built ca. 1850, requested a preliminary certification of significance from the Department of the Interior. Interior

regulations allow owners of structures that appear to meet National Register criteria but are not yet listed in the National Register or properties located within a historic district that appears to meet National Register criteria but is not yet listed, to request preliminary certifications in order to qualify for the tax treatments.

Located one block from the Stockade Historic District, which is listed in the National Register, this building was determined not to be eligible because it is not located within a potential historic district. In addition, it was the opinion of the New York SHPO that the building did not appear to meet National Register criteria and would not likely be nominated to the National Register by the state.

Appeals Process

Appeals can be made for any of

the certifications or denials of certifications of significance pursuant to the Tax Reform Act of 1976. This appeal process is carried out by the Chief of OAHP and allows an owner or appellant to ask for review of the professional evaluations made of the certification request. At this time they can present any mitigating factors in the appeal that were not considered in the Interior Department's original evaluation of whether the building contributes to the district. The decision of the Chief of OAHP, in the appeal process, is the final administrative decision.

For more information regarding the Tax Reform Act of 1976 and the Revenue Act of 1978, write: Tax Reform Act, Heritage Conservation and Recreation Service, US Department of the Interior, 440 G Street, NW., Washington, DC 20243. ◻



This restaurant/pub in Schenectady, New York, has been ruled ineligible for the tax treatments because it is not located in a potential historic district and is not individually eligible for listing in the National Register.

LANDSCAPES AND GARDENS FOR HISTORIC BUILDINGS

"We see so much effort and care going into the restoration of historic buildings. There is hardly a neighborhood in the country that doesn't have a historic house project going—which is great! Now, though, we think the landscaping should get its fair share of attention. If the grounds aren't carefully planned or true to the period, even the best architectural achievements will fall short of their goals."

This is the sentiment of Joy and Rudy Favretti in their latest book, *Landscapes and Gardens for Historic Buildings: A Handbook for Reproducing and Creating Authentic Landscape Settings*.

Published by the American Association for State and Local History (AASLH), the book is directed primarily to historic house museums and other buildings of historical significance, but the information will be of value to almost anyone interested in creating period settings. The Favrettis write clearly and simply about the development of landscape design in America, and they tell how to select the right period for a garden, how to research and plan the landscape, how to find and identify authentic plants for a period, and how to maintain the restored landscape.

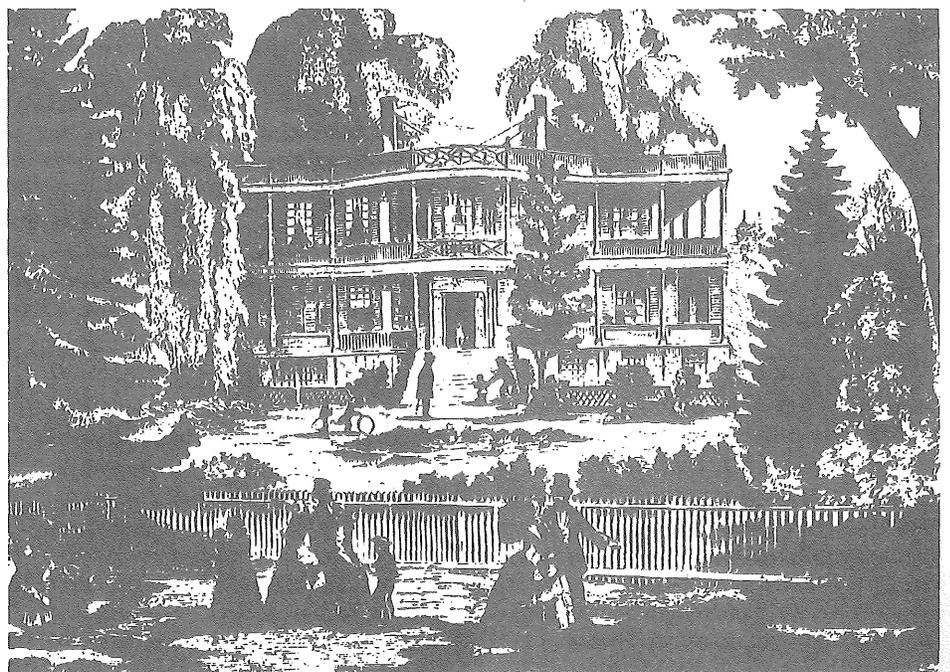
Joy Favretti is a botanist and researcher collaborating with her husband, Rudy, a professor of landscape architecture at the University of Connecticut and author of numerous articles. The book is well-illustrated with some 111 photographs and prints. Also included is an extensive list of plants, flowers, and dates for their popular use—the product of 23 years of research and practice.

The AASLH says of the book, "At a time when many landscape parcels surrounding historic

buildings are being developed for other uses, it is becoming increasingly important to treat what remains with the historic integrity and care it deserves."

Landscapes and Gardens for Historic Buildings is available from the American Association for State and Local History, 1400 Eighth Avenue South, Nashville, TN 37203. The volume is available in paperback for \$10 (AASLH members, \$7.50). ◻

— Bob Haynes



Landscape planted in the eclectic style typical of the Victorian period, from *Landscapes and Gardens for Historic Buildings*.

USS MONITOR MASTER PLAN

by Bob Haynes
Editor, National Register

The USS *Monitor* lay upside down on the bottom of the Atlantic for over a century before a scientific team aboard Duke University's *Eastward* located and identified it on August 27, 1973. Since that time, the *Monitor's* future has been uncertain.

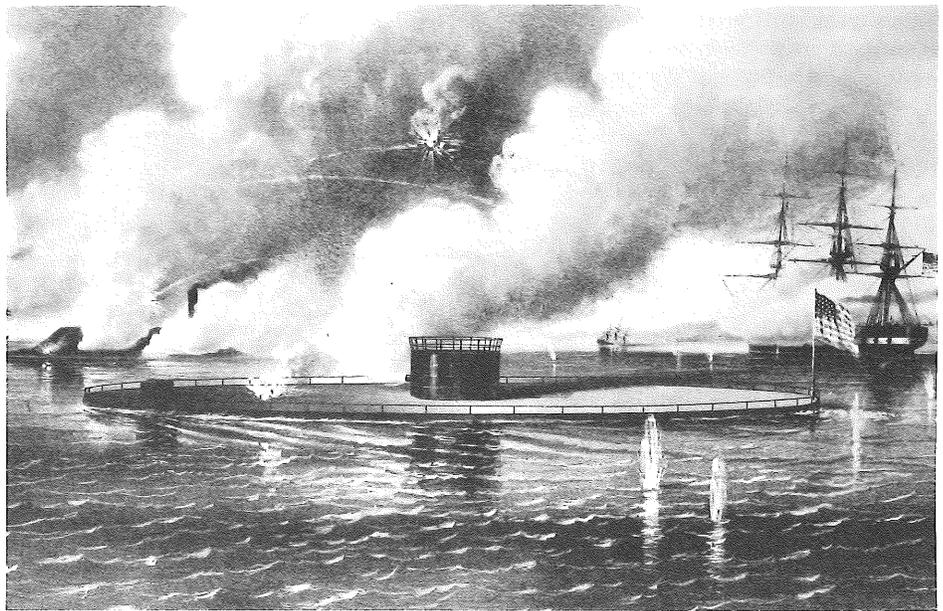
Not everyone interested in the *Monitor* has the same future in mind for it. Some want it raised and preserved; some want it left alone, preferring only limited research conducted at the site; some want it commemorated as a war memorial in honor of the 16 men who died when the ship sank; and some want to salvage and preserve what they can, and leave the remainder on the ocean floor. Given such a diverse set of interests, it is difficult getting everyone to agree on one plan, especially in the case of a historic property such as the *Monitor* when the best interests of the object must be taken into account.

Steps Taken to Preserve Ship

From a preservationist's point of view, whatever future is decided for the *Monitor*, the integrity of the ship must be considered paramount. To date the *Monitor's* integrity is being preserved through steps such as listing on the National Register of Historic Places, thereby bringing it within the protection of the National Historic Preservation Act of 1966. It is also protected under the authority of the American Antiquities Act of 1906 as a federally owned vessel of historic significance.

But the most notable protective measure for the *Monitor* was taken on the 113th anniversary of its launch. On January 30, 1974, the Secretary of Commerce declared the *Monitor* to be within a Marine Sanctuary, the first such action taken under the authority of the Marine Protection, Research, and Sanctuaries Act of 1972.

Following the initial discovery by the *Eastward*, a remarkable effort was made to document, measure, analyze, and photograph the famous warship. Even with the diversity of interests, an enthusiastic and cooperative atmosphere



Lithograph: Sherman and Hart, Courtesy of the Library of Congress

The USS Monitor encounters the CSS Virginia, nee Merrimac, at the Battle of Hampton Roads, March 9, 1862. Although the battle ended in a stalemate, it demonstrated the superior fighting capabilities of the ironclad design; Congress commissioned 31 more Monitor-type gunboats.

prevailed. Research to date has included the following:

April 1-7, 1974, *Alcoa Seaprobe*.

This team gained a favorable position above the *Monitor* and collected over 1,400 photographs of the entire ship, as well as several hours of color television coverage.

May 1974, *Eastward*. The team recovered samples from the wreckage, including a decklight cover.

August 12-16, 1974, *Chilula*. Side-scan sonar measurements were taken of the wreck and of the surrounding area.

August 19-22 and 26-28, 1974, *Beverage*. Teams made further side-scan sonar measurements, and observed the wreck with underwater television cameras.

June 9-10 and 16, 1976, *Eastward*.

Again this team measured the wreck, making magnetic and acoustic reflection measurements.

April 4-8, 1977, *Cape Henlopen*.

The team installed a Braincon current meter just outside the Marine Sanctuary to measure currents near the ocean bottom, and took an 18-foot core sample of sediment located southeast of the wreckage. The team also made the first horizontal television coverage of the sunken ship.

July 17-August 2, 1977, *Johnson*

and *Seadiver*. Various teams aboard conducted the first photogrammetric survey of the *Monitor*, using remote controlled vehicles. They recovered an iron hull plate and a brass navigational lantern

to prevent their being lost or destroyed at the site.

Although the research already performed on the *Monitor* has yielded interesting and valuable information about the configuration of the wreck, none of the dives has helped engineers who are struggling with the problem of how to raise the ship intact. If the future of the *Monitor* includes raising it out of the water and preserving it as a museum piece, more needs to be known about the strength of the ship, the amount of erosion that has taken place while on the ocean floor, the materials inside the hull, and the physical stresses the ship would be subjected to.

Master Plan Prepared

It is this research, vital to the future of the *Monitor*, that is being considered in the "USS Monitor Master Plan." The North Carolina Department of Cultural Resources, Division of Archives and History, is preparing the master plan under the direction of North Carolina's SHPO, Dr. Larry Tise. He and his staff are operating under a memorandum of agreement with the National Oceanic and Atmospheric Administration (NOAA), the federal agency responsible for overseeing any research performed within the Monitor Marine Sanctuary.

The decision to proceed with a master plan was reached last

spring at a national conference in Raleigh, North Carolina. The conference, called "The Monitor: Its Meaning and Future," marked the first time a national forum was held to chart a future for the *Monitor*. During the 3-day meeting over 100 participants with interests ranging from underwater archeology to underwater salvage discussed the feasibility of raising the ship and preserving it, the costs of doing so, and the technology available. Although the meeting covered diverse topics, one underlying feeling remained: the *Monitor* is a unique cultural resource and before proceeding with any plan affecting it, careful consideration must be given to all possible options. The conference ended in almost unanimous agreement that more research was needed and that a master plan should be developed immediately.

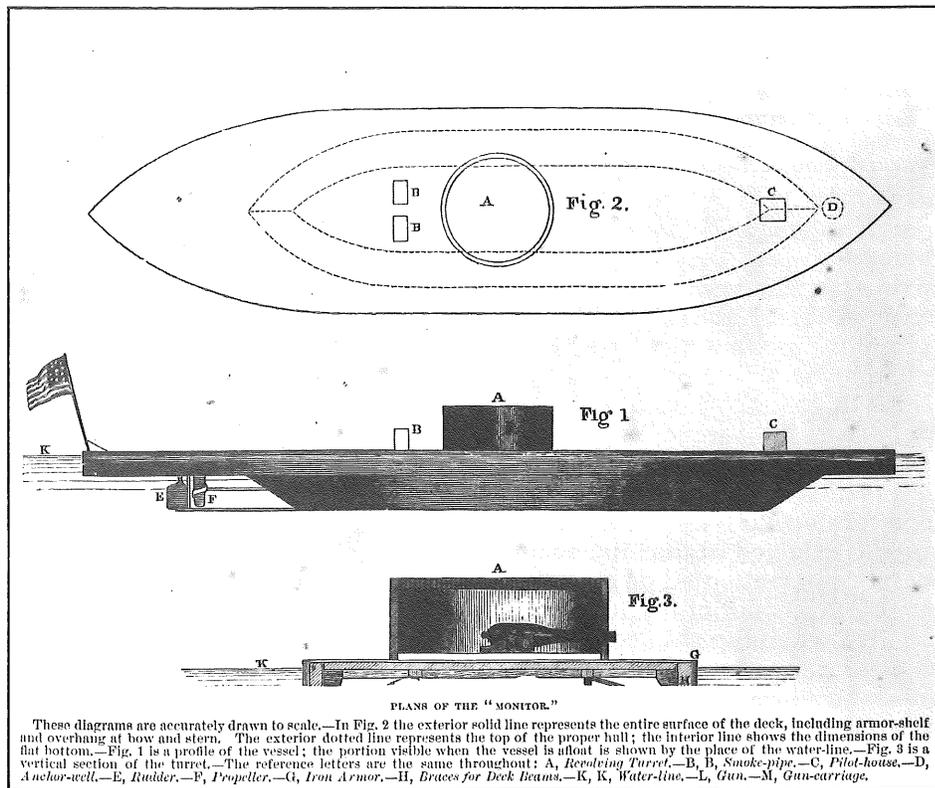
Four Phases of Plan

In September Dr. Tise sent a memorandum to "agencies and individuals concerned with the USS *Monitor*." In it he included a summary of his master plan draft; he stressed that the plan represented current thinking but had several revisions to go through. Briefly, the master plan outlines the *Monitor's* future through four phases.

Phase 1: Data Assimilation In this phase researchers will identify, collect, and evaluate all existing data related to the *Monitor* and its resting place. North Carolina Department of Cultural Resources will oversee the data collection and will supply a central location for all information to be housed.

Phase 2: Site Definition This phase will be devoted to collecting data at the site essential to understanding the present nature and condition of the *Monitor*. Interdisciplinary on-site research projects will be developed to define the environment and assess the vessel's physical condition and structural integrity. Further research will determine the nature and extent of the archeological record, and problems that likely will be encountered if the ship is brought ashore.

Phase 3: Option Definition and Assessment This phase will be devoted to a thorough interdisciplinary evaluation of data collected in phases 1 and 2.



Drawing: Courtesy of US Navy

General plan of the USS Monitor taken from John Ericsson's original drawings. The turret broke off when the ship sank and presently rests partially obscured under the stern of the overturned wreck.

Activities will concentrate on identifying available options for preserving and enhancing the significance and potential value of the ship. Phase 3 will end by selecting the best option. Some options to be considered are

- 1) continued limited investigation,
- 2) *in-situ* development,
- 3) partial recovery, and
- 4) complete recovery.

Phase 4: Implementation and Development of Option This phase will put into action the option selected in phase 3.

Groups Cooperate in Research Effort

The master plan is expected to be completed this summer. In anticipation of that event, an underwater research effort is planned that will employ some of the most sophisticated diving and underwater archeological equipment ever used on any wreck in US waters. The research will be conducted by the Harbor Branch Foundation, Inc., a Florida research organization, in cooperation with the North Carolina Department of Cultural Resources and the National Oceanic and Atmospheric Administration. Repre-

sentatives from all three agencies held a news conference in Chapel Hill, North Carolina, in February of this year to discuss plans for a rigidly scientific investigation, tentatively slated for August 1979.

The achievement will reflect cooperation on a wide scale, from private citizens, to state and local preservation interests, to the federal government. But cooperation cannot stop here. Once the master plan is approved and put into operation, and once the option for development is selected, all differences must be redirected into a cooperative effort that will achieve the best possible future for the *Monitor*.

Anyone wishing more information about the research, the conference, or the master plan may contact the following specialists who are closely studying the *Monitor's* future: Charles McKinney, Heritage Conservation and Recreation Service, 202/343-7105; Larry Tise, North Carolina Department of Cultural Resources, 919/733-7305; Floyd Childress, National Oceanic and Atmospheric Administration, 202/254-7100; or Roger Cook, Harbor Branch Foundation, Inc., 305/456-2400. □

DESIGNATION

WHEREAS Title III of the Marine Protection, Research, and Sanctuaries Act of 1972, Public Law 92-532, authorized the Secretary of Commerce, with the approval of the President of the United States, to designate Marine Sanctuaries; and,

WHEREAS the wreckage of the USS MONITOR has recently been identified; and,

WHEREAS it is the consensus of concerned organizations and individuals that the wreckage should be protected for its historic, cultural, and technological values; and,

WHEREAS the vessel has been placed on the National Register of Historic Places;

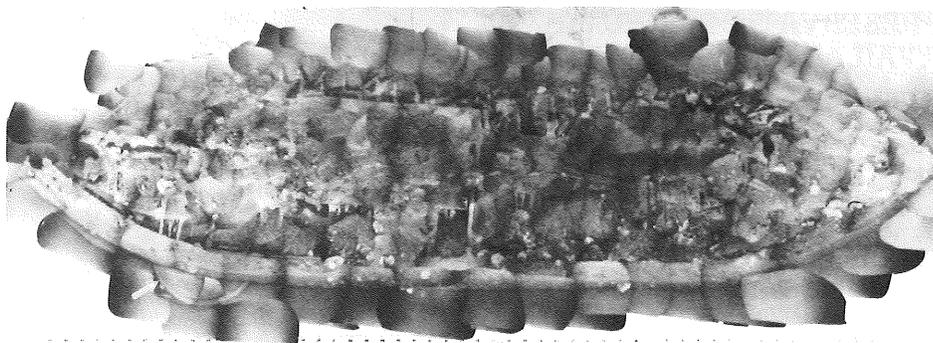
I, THEREFORE designate the site of the USS MONITOR to be

THE MONITOR MARINE SANCTUARY the area of which is to encompass a vertical section of the water column from the surface to the seabed and extending horizontally one mile in diameter from a center point located at 35°00'23" North Latitude and 75°24'32" West Longitude; and hereby affirm that the regulations promulgated according to the aforementioned authority will provide the necessary protection of law to preserve the esthetic values of this Historic Place.

January 30, 1975

Frederick B. Dent
Secretary of
Commerce

The Monitor was launched on January 30, 1862, and during its brief 11-month career became a symbol of American naval triumph. A design achievement of John Ericsson, it was the first US armored warship of its kind, built partly in response to the Confederate warship CSS Virginia, nee USS Merrimac, which had been systematically destroying the Union fleet. The Monitor and the Virginia met on March 9, 1862, in the Battle at Hampton Roads, and although the engagement ended in a stalemate, it marked a turning point in Union naval strength. The Monitor sank to its present location on December 31, 1862, during a storm, while it was in tow by the USS Rhode Island. Twelve crewmen and four officers were reported lost at sea.



Mosaic: Courtesy of US Navy

Navy specialists aboard the Alcoa Seaprobe have blended together over 1,000 exposures here to create a remarkable composite view of the entire Monitor, as it lies bottom up under 220 feet of water. (Bow is to the left.)

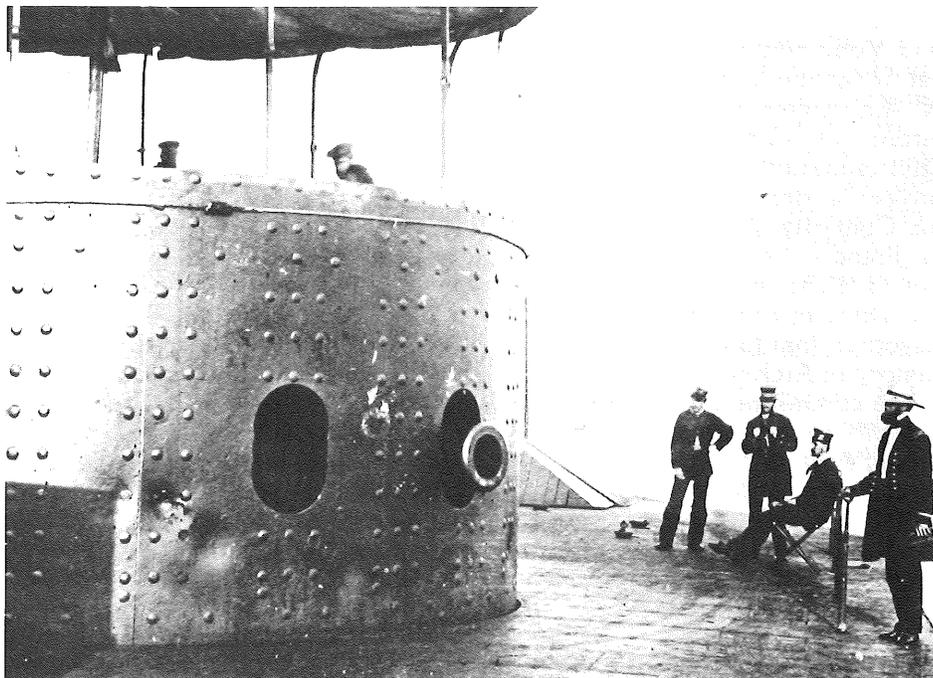


Photo: Courtesy of US Navy

After the encounter with the Virginia, the Monitor and its crew rode out a vigilant stockade of the South near Norfolk. Acting Paymaster William Keeler wrote of the dull but essential blockade, "Here we lie, day after day and week after week, prisoners to all purposes, no going ashore—no nothing, but eat, drink and sleep, and while away the tedious hours as best we may."

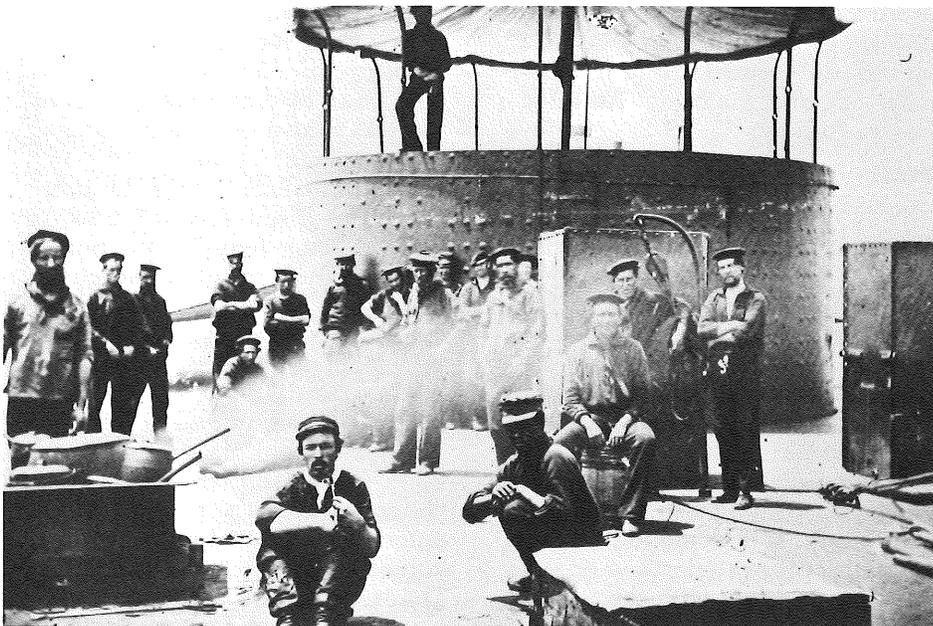


Photo: Courtesy of US Navy

PRESERVATION EXHIBITS AVAILABLE

by Stephanie S. Toothman
Architectural Historian
National Register

An exhibit on historic preservation in the United States has been prepared by the Heritage Conservation and Recreation Service (HCRS) as part of a continuing exchange of information on historic preservation between the US and USSR. This exchange program has been developed for the Joint Project on Improvement of the Environment with Regard to Places and Monuments of Historic Interest under the auspices of Area IV—Enhancement of the Urban Environment—of the 1972 US/USSR Environmental Agreement. The project leaders are Dr. Ernest Allen Connally, Associate Director for Preservation of Historic Properties of HCRS, and Dr. Yuriy Yaralov, Director of the USSR Central Research Institute of Theory and History of Architecture.

The commitment to exchange exhibits on the subject "Restoration of Architectural Monuments in the US and USSR" was made by Dr. Connally and Dr. Yaralov during meetings between US and USSR preservationists in Washington in June 1977. The Soviet exhibit arrived in the US in October 1978. The 60-panel exhibit, which describes and illustrates preservation activities in the Soviet Union, was displayed at the headquarters of the American Institute of Architects in Washington, DC, from October 23 to November 24. The US exhibit was sent to the Soviet Union in November 1978; it opened in Moscow at the Institute of Theory and History of Architecture on January 30, 1979.

Intent of Exhibit

Early in the development of the US exhibit, the decision was made to produce two copies, one each in Russian and English. For audiences in both countries, the exhibit is intended to present an overview of American preservation activities, including but not limited to our achievements in adaptive reuse, documentation, archeology, and preservation technology. It is designed so that it may be presented alone or shown in tandem with the Soviet exhibit.



Photo: Walter Smalling, Jr., for the National Register

American version of the historic preservation exhibit when on display at the Pension Building, Washington, DC.

Maricca Lutz, then senior architectural historian with the Publications Branch of the National Register of Historic Places, headed the team of historians, architectural historians, editors, designers, and fabricators that produced the US exhibit. In addition, the knowledge and experience of other HCRS professionals and preservationists from across the country were drawn upon in developing the exhibit's format and choosing the case studies presented. Archeologists, architectural historians, historians, and planners were among those whose views were sought on what should be included. Individuals who had visited the Soviet Union were asked for suggestions as to what approaches and technologies used by American preservationists would be of particular interest to their counterparts in the Soviet Union. Once the projects to be discussed in the exhibit were chosen, many of the participants in the projects generously assisted with research for preparation of the case studies.

It became clear as research progressed that no one group, type of activity, or technique dominates preservation efforts in the US. Thus the exhibit was developed to show the range of participants, activities, and technologies involved in American preservation. The introduction is illustrated by a montage of photographs depict-

ing the wide variety of properties considered by Americans to be of cultural significance and worth preserving. Among the properties included in the montage are examples of urban and rural districts, Indian pueblos and prehistoric habitation sites, architectural and engineering achievements, historic industrial properties, and the homes of nationally-known figures.

Case Studies Used

Following the introduction are 12 case studies representative of the types of projects in which American preservationists are currently involved. The subjects of the case studies are: Independence Hall, Philadelphia, Pennsylvania; Mystic Seaport, Mystic, Connecticut; Faneuil Hall Marketplace, Boston, Massachusetts; the Pennsylvania Academy of Arts, Philadelphia, Pennsylvania; Unity Temple, Oak Park, Illinois; the historic districts of Savannah, Georgia; the commercial district of downtown Corning, New York; Grand Opera House, Wilmington, Delaware; Tivoli Brewery, Denver, Colorado; Central Grammar School/Apartments, Gloucester, Massachusetts; the prehistoric Makah Indian village site in Ozette, Washington; and Chaco Canyon National Monument in New Mexico.

The National Park Service's restoration of Independence Hall was

chosen as an example of our historic national commitment to preserving important symbols of our political heritage. Together with studies of the refurbishment and rehabilitation of the Pennsylvania Academy of Art and Frank Lloyd Wright's Unity Temple, it also illustrates many aspects of the methodology of American preservation technology.

The preservation of prehistoric sites—another long-standing concern of American preservationists—and related technological developments are discussed in the studies of the projects involving the recovery of artifacts from the Makah Indian village site at Ozette and the management of the cultural resources of Chaco Canyon. The efforts of the many programs throughout the country that seek to preserve and present the artifacts, skills, and lifestyles of historic American cultures are represented by the maritime pres-

ervation program of Mystic Seaport and its restoration of the 19th-century whaling vessel, the *Charles W. Morgan*.

Projects in Savannah, Georgia, and Corning, New York, were chosen to illustrate how many of our historic residential and commercial neighborhoods have been revitalized through preservation activities. The important role that the refurbishment of key buildings can play in this revitalization process is examined in the studies of the rehabilitation of Faneuil Hall and the Grand Opera House and the adaptive reuse of the Tivoli Brewery and the Central Grammar School.

Exhibit Design

Important design considerations for the exhibit were sturdiness, portability, ease of assembly and adaptability to a variety of

spaces. The introduction and case studies are presented on five bridge-shaped, self-supporting panels of laminated wood, each approximately 6½' tall and 10' wide. The text was silk-screened onto the panel surfaces and is extensively illustrated with color and black-and-white photographs and drawings.

The exchanged exhibits will remain permanently in their host countries. As plans for displaying the exhibits after their initial openings in Washington and Moscow were left to the option of the host country, the possibility of sending the exhibits on tour around the country is now being explored. *Organizations interested in learning more about the exhibits and tour plans should contact Stephanie Toothman, exhibit coordinator, National Register of Historic Places, HCRS, 440 G Street, NW, Washington, DC 20243 (202/343-6261).* △

HHAA HOLDS MEMBERSHIP CONFERENCE

The Historic House Association of America (HHAA) was formed to fill the need for an organization that will deal specifically with the problems facing historic property owners. Rehabilitation, restoration, and preservation of historic houses often means higher taxes and problems with zoning regulations and building codes. With the cooperation of the National Trust, the HHAA provides information, technical assistance, and legislative support to help confront these issues.

The first general membership conference was held in Asheville, North Carolina, on May 11-13. Historic Grove Park Inn, a turn-of-the-century landmark hotel, was headquarters for the meeting. The agenda included a special workshop in photographing historic houses, a demonstration on furniture restoration, and sessions on the protection, preservation, and restoration of historic houses. There was a tour of Asheville sites, a special demonstration on graining and marbling, and a tour of Flat Rock, North Carolina, which was founded by antebellum planters from Charleston, South Carolina.

HHAA annual dues, payable to

the National Trust, are \$25; \$50 for owners of properties open to the public on a regular basis. Contributions to the association are tax deductible. *Ideas, questions and membership applications should*

be sent to James C. Massey, Executive Director, Historic House Association, National Trust for Historic Preservation, 740-748 Jackson Place, NW, Washington, DC 20006. △

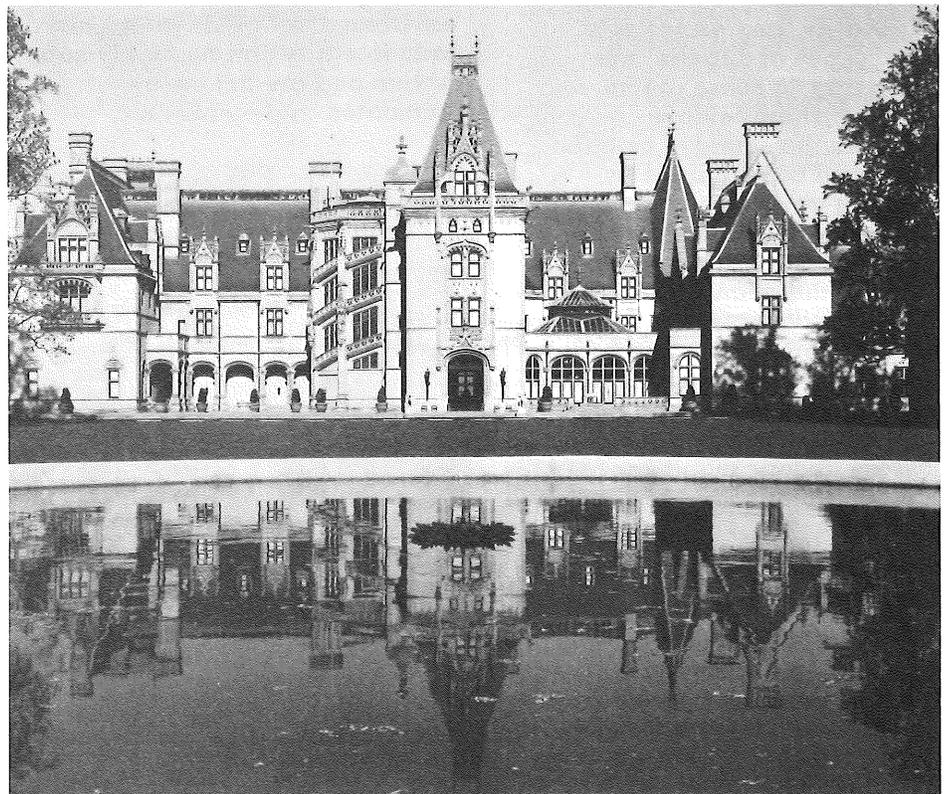


Photo: Courtesy of HHAA.

The Biltmore House in Asheville, North Carolina, was built in 1895 for George Vanderbilt. A tour and reception to meet association officers and directors of HHAA was held here.

HAER HISTORIC BRIDGE SYMPOSIUM

by Donald C. Jackson
Staff Engineer, HAER

As authorized in the recently signed Surface Transportation Act of 1978, \$4.2 billion in federal funds will be provided to states to replace and rehabilitate "functionally obsolete" and "structurally deficient" bridges in the next 4 years. These funds will be available on an 80/20 (federal/state) matching basis and may be used for federal-aid road system bridges and "off-system" (i.e., those on local and county roads) bridges. Because of the rigid criteria employed to determine "structural deficiency" and "functional obsolescence," most if not all historic bridges in the United States will potentially be affected by the law. This becomes very apparent when one considers that national magazines have recently printed articles referring to at least 105,000 "unsafe" bridges in America.

Certainly the safety of any kind of structure used by the public should be insured. However, preservationists should not think that historic bridge preservation is necessarily, and exclusively, at the expense of citizens' safety. In preserving "a sense of time and place," historic bridges can contribute to the safety of neighborhoods and communities by reducing traffic speeds and, consequently, the opportunity for accidents to occur. There is no question that many older bridges will have to be replaced or drastically rehabilitated in the near future. But in conjunction with this, it is important that efforts be made to preserve bridges that possess historic significance or that contribute to the historic environment.

Initial Step in Evaluation: the Inventory

The first step in determining which bridges warrant the attention and concern of preservationists should be to compile an inventory of older bridges. This inventory should contain data about the potential historic significance of the bridges. Such an inventory can provide a context in which the rarity and significance

of different bridge types, as well as various bridge fabricating companies, can be judged.

The Surface Transportation Assistance Act of 1978 allows state departments of transportation to request assistance from the US Department of Transportation to inventory bridges for historic significance. This presents a valuable opportunity to implement comprehensive statewide historic bridge inventories; but for this to be an effective tool for saving historic bridges, local preservationists and SHPOs must become involved in the evaluation process.

An inventory, however, is only the first step. Once this is complete it is imperative that highway and preservation interests work together to determine the feasibility of preserving bridges deemed to be historically significant. This planning may not be easy because highway engineers and preservationists will obviously have different opinions about what is historic and what is feasible. SHPOs are urged to consider numerical rating systems as a useful aid in evaluating historic significance, but not as the determining factor. Considerations regarding associative value, environmental quality, and historic integrity can be highly subjective and are not easily translated into numbers.

Topics to be Addressed

HAER recognizes that many SHPOs and local preservation groups find it difficult to cope with problems related to historic bridge preservation. As a result, HAER sponsored a symposium on historic bridges for all SHPOs, preservationists, engineers, transportation officials, etc. The symposium, held in the Department of Interior's main auditorium at 18th & C Streets, NW, Washington, DC, on May 9-10, 1979, addressed topics in four basic areas:

1 Inventorying Bridges for Historic Significance

Presentations focused on field-work methodology, sources of funding, sources of expertise, etc. Completed inventories of truss bridges in Virginia and Maryland were reviewed and means of initiating inventories were discussed. Special attention was given to HAER bridge inventories conducted in California and Montana, which are being cosponsored by the highway departments in these states.

2 Significance of Historic Bridges

Presentations focused on the technological and environmental significance of historic bridges and the means of ascertaining this. Included were representatives of the National Register of



Photo: Donald C. Jackson

This 1882 Keystone Bridge Company bridge in Nokesville, Virginia, is among the few historic bridges in the United States not threatened by replacement or rehabilitation programs. The Virginia Department of Highways and Transportation approved its nomination to the National Register of Historic Places and its preservation is assured.

Historic Places. The effect of historic designation in relation to FHWA procedures was also discussed.

3 Structural Problems with Historic Bridges

Engineers experienced in inspecting and rehabilitating bridges discussed the problems they encounter with older structures as well as the structural "strong points" of historic bridges. The session included an overview of FHWA's Bridge Replacement and Rehabilitation Program.

4 Feasibility of Historic Bridge Preservation

Presentations focused on the practicalities of preservation and included a discussion of potential legal problems. Examples of specific cases in various states were accompanied by presentations from staff members of the Advisory Council on Historic Preservation. The possibility of converting historic bridges into

components of bikeways was given special attention.

Future Regional Symposiums Planned

Because HAER recognizes that some preservationists interested in the symposium were not able to attend because of budget limitations, HAER is planning to hold regional symposiums during the summer under the auspices of various SHPOs. These will present much of the information and data generated at the Washington symposium and place it in a context relevant to the specific concerns of regional interests. Preliminary plans are already underway for regional symposiums in California, Montana, and Texas, and HAER would like to hear from SHPOs in other areas who are interested in helping sponsor regional symposiums. *Anyone who wishes to learn more about these symposiums is urged to call HAER at 202/343-4256.* △



Photo: Donald C. Jackson

The 1891 Walnut Street Bridge in Chattanooga, Tennessee, is the oldest surviving bridge across the Tennessee River and probably the largest 19th-century highway bridge in the state. The bridge is now closed to traffic and will be replaced by a new structure at a new location. Though there are problems with Coast Guard regulations related to required navigation clearances, people in the area are interested in using the Walnut Street Bridge as part of a bikeway. In many ways, bikepaths are an ideal "adaptive use" for historic bridges, and they comprise an excellent middle ground in which the preservation and recreation components of HCRS can work together.

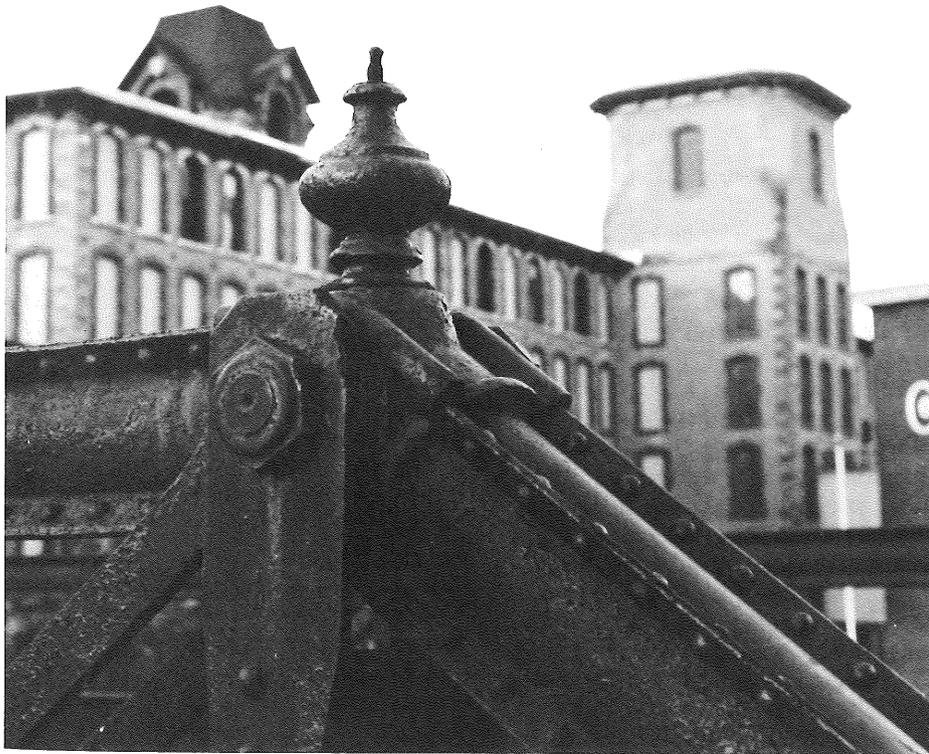


Photo: Donald C. Jackson

The visual relationship historic bridges can have with their environment is demonstrated by this c. 1890 Phoenix column Pratt pony truss near the 1873 Anthony Mills in Coventry, Rhode Island. The decorative finial appears to echo the form of the mill's towers. The visual and aesthetic qualities of older bridges often go unappreciated by preservationists until they are replaced by modern concrete girders that possess little design compatibility with the historic environment.

HCRS INITIATES PRESERVATION POLICY PLAN

HCRS has initiated a national historic preservation policy planning process to identify major preservation issues and to recommend alternatives that the Department of the Interior can take to deal with them. Secretary Andrus recently selected the issues that will be studied this year. They are:

1. Preservation philosophy and policy
2. Identification, evaluation, and recognition of cultural properties
3. Economics of historic preservation
4. Legal protection of cultural properties
5. Public education and awareness
6. Effective use of available funds
7. Roles of different government levels and the private sector
8. Relationship of archeological and other cultural properties in the preservation process

There will be more information on the National Historic Preservation Policy Plan and the process HCRS is using in a future issue of 11593.

GM PRESERVES DETROIT NEIGHBORHOOD

A 6-block residential neighborhood situated in Detroit's troubled midtown area is undergoing a significant revitalization. It is the first nonprofit restoration attempt by the General Motors Corporation, who estimates over \$20 million will be spent before the 4-year project is completed. The neighborhood, just north of the GM national headquarters building, is bounded by Lothrop, Woodward, and Virginia Park streets, and by the Lodge Freeway.

Since 1970, the corporation has spent \$25 million renovating the GM Building, a national historic landmark listed on the National Register of Historic Places. With that renovation almost complete, GM has instigated Phase II of its neighborhood restoration plan, which it hopes will bring "a renaissance to a neighborhood of our city."

As currently envisioned, the project will include:

- beautifying the area with a massive cleanup program, planting trees and shrubs, building public walkways, and installing street lights, park benches, and trash receptacles;
- restoring the houses and apartment buildings in the area;
- possibly razing some dilapidated apartment buildings and replacing them with mini-parks, until such time that private interests can be persuaded to build new apartments; and
- urging commercial retailers to invest in the area.

While many beautiful homes grace the area, most are in need of repair. GM plans to buy 125 residences and 175 apartment units, and to restore and resell them. GM does not intend to make the restoration and resale of the homes a profit-making venture, but rather wishes to "break even." This means that restored homes in the neighborhood could be purchased at an average cost of about \$40,000, roughly half the cost of a comparable home in a Detroit suburb. GM will offer the original property owners first option to buy back the restored homes.

GM has much to gain from its effort. Not only will economic vitality return to an otherwise dete-

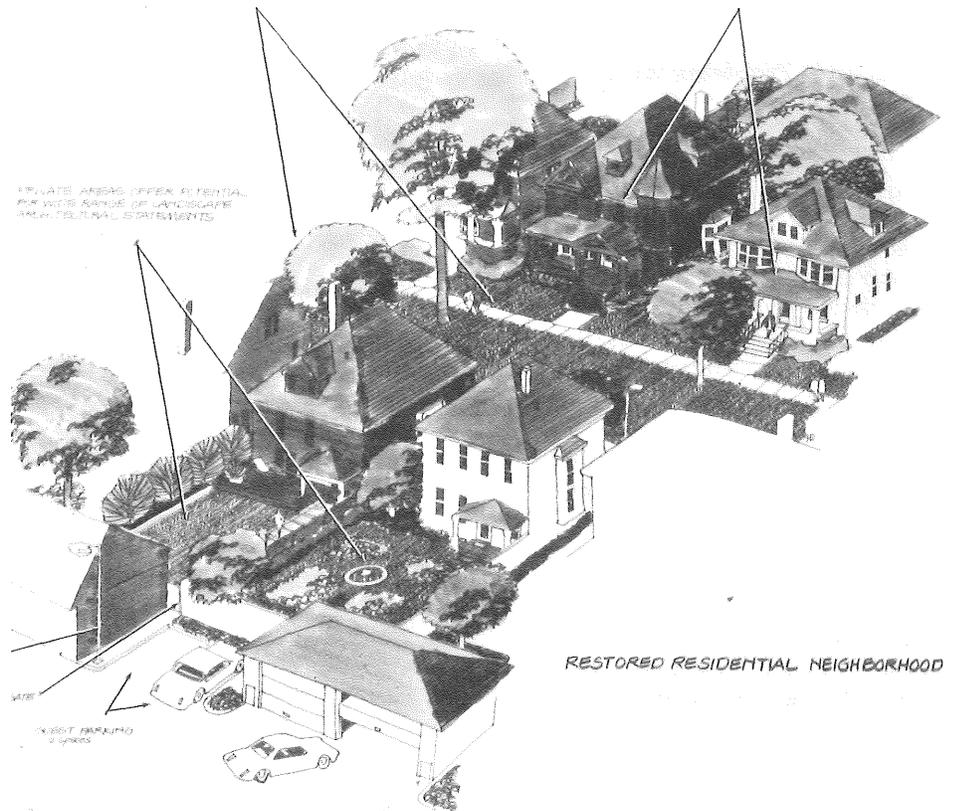


Photo: Courtesy of General Motors Corporation

Significant architectural features of the neighborhood would be preserved during the revitalization program. The restored neighborhood would offer open spaces, including landscaped courtyards between garages and homes, and in areas where streets were closed. These vacated streets would become part of the neighborhood's pedestrian walkways. At the core of the community, a common courtyard would be created along the full length of one of the new blocks.

riorated neighborhood, but as the surrounding property values increase, so will GM's. It is hoped that vandalism will decrease and the area will be a safer place for GM employees to work.

City Benefits from GM Interest

Equally important are the benefits to the city of Detroit. This effort will return to life a neighborhood that has deteriorated significantly since the 1967 riots.

"Such a scheme," says the *Detroit Free Press*, "has several advantages over urban renewal projects of the past. For one thing, it will restore and renovate homes, rather than sweeping them all away with bulldozers. Thus, the area will retain the distinctive architectural character and variety of its many brick homes and apartment buildings, some faded but with traces of elegance in molding and scaffolding."

Thomas A. Murphy, Chairman of General Motors Corporation, said at a news conference on September 18, 1978, "It is hoped that it [the project] will be accompanied by a substantial upgrading of public facilities and service functions in the area. It is our further hope that it will be a magnet to attract significant additional private investment in the area, including a Village Center Complex."

For the preservation community, the GM project should be applauded as a start by major private corporations and businesses to become involved in preserving and maintaining the well-being of their neighborhoods. While the GM effort is not purely historic preservation in nature, it does include valuable restoration and preservation benefits for Detroit. Perhaps the GM project will work as an impetus for other companies in distressed areas to follow suit.

— Bob Haynes

NATIONAL TRUST LIBRARY SERVICES

Established as a record-keeping service in 1949, the National Trust Library has grown to a national multimedia collection, providing extensive services to preservationists. It contains information on a variety of subjects related to historic preservation including archeology, architecture, community development, legislation, and museum studies.

The library includes more than 7,000 books, many rare and out-of-print. Besides pamphlets, magazines, tapes, and newspaper clippings, there is a catalog of films owned by the Trust plus a listing

of films produced by other organizations. Their photograph and slide file encompasses thousands of black-and-white prints and over 25,000 35mm color slides.

Most of the items in the library are irreplaceable and may not be removed from Trust headquarters but some are available on inter-library loan or can be reproduced for a fee.

Gifts are an important part of the library and any materials related to historic preservation are welcomed. Donations are tax deductible. *For further information write to: Librarian, National Trust For Historic Preservation, 740-748 Jackson Place, NW, Washington, DC 20006.* △

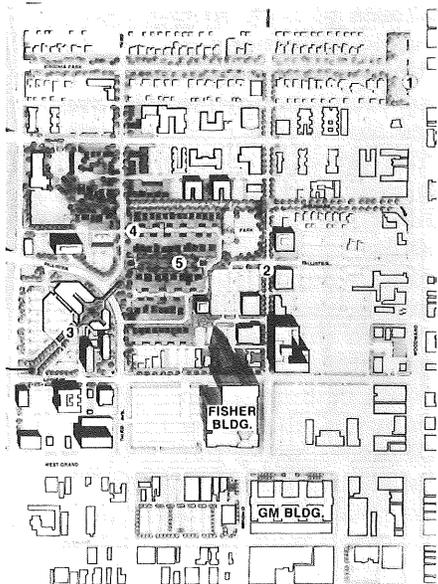
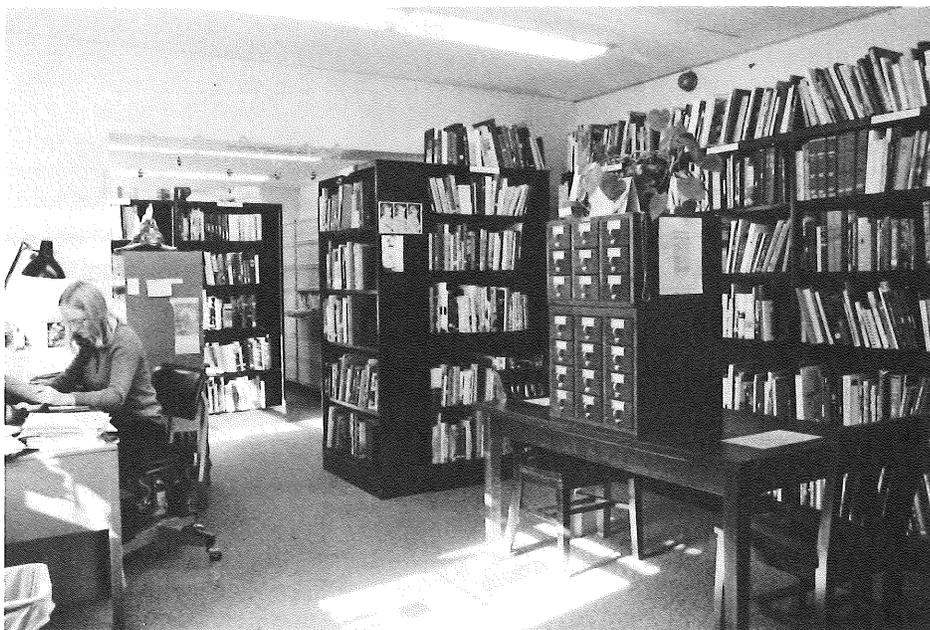


Photo: Courtesy of General Motors Corporation

This area map shows the key parts of the proposed program. Looking north, the figure (1) in the upper right corner shows where an entry drive and gate would be restored and improved. A pedestrian walkway system (2) is planned, including a key portion along 2nd Avenue. At the lower left is the site for the proposed Village Center Complex (3), which may include high-rise housing for the elderly and a supermarket and drugstore. In the area of renovated housing (4), access drives would be provided. Streets would be closed and entry to the homes would be from courtyards adjacent to new garages. The restored residential neighborhood (5) would feature houses brought up to contemporary standards of safety and convenience. △



NATIONAL TRUST ADVISORS

State, regional, and local preservationists have a significant group of experienced people working for them. They are the National Trust for Historic Preservation's Board of Advisors, a specially designated group of Trust members who provide liaison between the Trust and local preservationists. Advisors report to the Trust about regional activities and arrange for assistance from the Trust to the local level.

Each advisor is appointed from the National Trust's membership to a 3-year term. Advisors are volunteers, and two are chosen from each state, US territory, and the District of Columbia. As such, the Board of Advisors provides the

National Trust with an organized network of interested, articulate people familiar with local preservation problems and potentials.

President of the National Trust, James Biddle, says "State advisors are essential to the National Trust. They are a key factor in the historic preservation movement throughout the country. They promote historic preservation in their own states; they provide regional information and apply regional judgment to the Trust; and in turn they keep their own states' preservationists aware of the materials and help that the Trust provides."

In completing their function, advisors are expected to 1) consult with and advise the National Trust concerning ongoing preservation activities and undeveloped opportunities; 2) consult with and advise the National Trust concern-

ing known or potential sources of direct support, financial or otherwise, for the advancement of Trust goals and programs in their area; 3) promptly alert the Trust to their area's needs for practical advice, assistance, support, or sponsorship for preservation projects; 4) help coordinate preservation activities in the area; 5) as authorized, represent the Trust; and 6) at the invitation of the Chairman of the Board of Trustees, serve on committees of the Trust or its Property Councils.

Preservationists wishing to learn more about the Board of Advisors and about who the representatives are in their area should contact the National Trust for Historic Preservation, 740 Jackson Place, NW, Washington, DC 20006. △

— Bob Haynes

COMMITTEE FOR PRESERVATION OF ARCHITECTURAL RECORDS

The need for architectural records is becoming more evident every day. With the growing interest in rehabilitating older buildings and the need to ensure accurate restorations of historic buildings, there is a great demand for these written and drawn records. A neglected part of our nation's heritage, these records are disappearing at an alarming rate. They are stored in libraries, archives, museums, architects' offices, and even in the closets, attics, and cellars of many homes. They include not only drawings, blueprints, and photos but also contracts, correspondence, office records, change orders, and specifications.

The Committee for the Preservation of Architectural Records (COPAR) was organized in New York

in 1973 by volunteer architectural historians, librarians, preservationists, architects, archivists, and museum curators. An initial grant from the Architectural League of New York and another from the New York State Council on the Arts enabled the Committee to get started. A grant from the Research Collections of the National Endowment for the Humanities (NEH) enabled the Committee to become national in scope. Another recent grant for 1979 from NEH will allow the Committee to continue its work on a national basis. One of its goals is to establish a similar committee in each state to encourage local people to become involved in this vital work.

Seeing a need for a clearinghouse of information and for encouraging the preservation of records of architecture and the building arts, the Committee acts as a nationwide information center. They are endeavoring to lo-

cate, record, and index the contents of both written and graphic collections and to start a national catalog or index of American architectural records. Additions to the index are welcome.

The growing concern for locating and maintaining records of buildings and architects has a definite impact on city and state building departments. As the demand increases, cities must respond to this need and create more efficient and comprehensive records centers. Catha Grace Rambusch, Executive Director of COPAR, believes that these records should be kept at the local level, not only because cities know their own resources best, but because local references and sources should be easily obtainable. Those using the records then tend to become more involved and are more willing to donate to and use the records.

The Committee prints a quarterly newsletter and has published a useful model publication, *Guide to Architectural Resources in New York City and Five Boroughs*, which can be obtained free by sending a stamped (\$.66) self-addressed 11" x 13" envelope to the Committee. *Information and guidelines on organizing similar committees in your state or community can be obtained by contacting Catha Grace Rambusch, Executive Director, COPAR, 15 Gramercy Park, New York, NY 10003 (212/533-0711).* ◻

— Norma Rowland

SCHOLARS AS MANAGERS

Scholars as Managers (edited by Alice W. Portnoy), a volume in the continuing Cultural Resource Management Studies series of IAS, explores the application of

certain management techniques to the conduct of archeological research (see 11593, Vol. 4, No. 1). The publication may now be purchased from the US Government Printing Office (stock number: 024-016-0098-6; price: \$4.75). ◻



DIRECTORY OF AFRICAN-AMERICAN PRESERVATION RESOURCES

With the observance of Black History Month in February, Technical Preservation Services Division, State Preservation Projects Branch, began developing a *Directory of African-American Preservation Resources*. The directory will function as a heritage conservation data bank detailing opportunities and challenges associated with the conservation of cultural resources in the African-American community.

Historic resources of the African-American community—sites, properties, neighborhoods and project work associated with their preservation—will be an integral part of the directory. Further, the directory will identify African-American and non-African-American

individuals and organizations who are contributing to the conservation of the African-American heritage as expressed in the built environment through research, program outreach, professional training or general interest.

Development of the directory will require that it be continually updated as additional data is collected. Any information you can provide for inclusion will be greatly appreciated. Information should be submitted to Dan Durett, Staff Historian, Technical Preservation Services Division, State Preservation Projects Branch, Heritage Conservation and Recreation Service, US Department of the Interior, 440 G Street, NW, Washington, DC 20243 (202/343-7217). A further announcement will be made in 11593 when the *Directory of African-American Preservation Resources* is available for general use. ◻

11593 STAFF

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