

# Channel Islands National Park

## Anacapa Island

National Park Service  
U.S. Department of the Interior



Dear Friends,

The National Park Service (NPS) is seeking your input on a project to replace the existing, and currently out-of-service stiff leg derrick crane on Anacapa Island in Channel Islands National Park. The public comment period is open from January 26 to February 24, 2017.

We welcome any comments you may have about the project and its effects as part of scoping for the National Historic Preservation Act (NHPA) and the National Environmental Protection Act (NEPA). This newsletter provides an overview of the planning and compliance process, explains the proposed action, and provides information on how to submit public comment.

We look forward to hearing from you. Your participation is a key component of this process.

Sincerely,

Russell Galipeau  
Superintendent

## Proposed Action

The proposed action consists of removing the existing, historic, stiff leg derrick crane and its concrete foundation and replacing it with a two-crane system and new foundation. One crane would be located within the existing historic footprint adjacent to the historic derrick building on the upper landing, and a second smaller crane would be located on the lower boat landing. This two crane system is designed to improve the safety of loading operations. Materials for the replacement crane would be delivered to the island by either helicopter or boat, outside of bird nesting season. After the new crane is installed, the old crane and concrete foundation rubble will be removed from the island. Installation of the cranes may require temporary closure of the island to the public. Construction is expected to begin in late summer 2018.

## Background and Need for the Project

The boat landing and material handling system was originally constructed in 1932 in support of the Anacapa Light Station in operation by the U.S. Coast Guard and consisted of two cranes. A stiff leg derrick crane with a 40-foot maximum reach was located on the lower landing and moved material between the service boat and the lower landing. A second stiff leg derrick crane, with a 50-foot reach, was located on the upper landing and moved material between the lower landing and the upper landing. In preparation for automating the Lighthouse in 1968, the Coast Guard removed the crane and associated structures. A 10-foot extension was added to the boom of the upper crane to enable materials to be lifted directly from the boat.

Several decades of exposure to the harsh marine conditions created numerous serious structural deficiencies. The crane failed and was immediately put out of service. A subsequent engineering assessment found that the existing crane could not be repaired and needed replacement.

Without use of a crane, supplies are now hand carried from personnel on the boat to personnel on the lower landing and then hand carried up 150 stairs to the upper landing. This practice can be hazardous, particularly in rough ocean conditions.

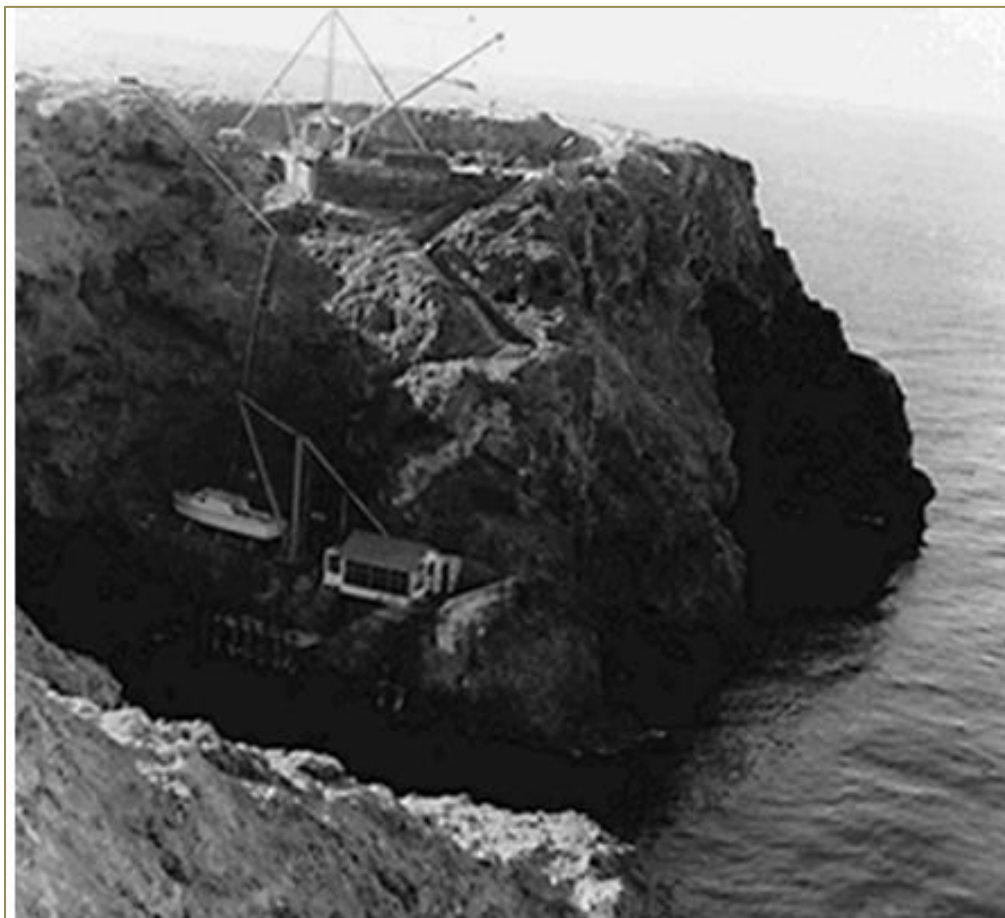
Heavier and bulkier loads are transported to the island by helicopter every few months, a costly and hazardous practice that the park cannot sustain. Lack of a crane restricts park operations on the island.

## Project Location

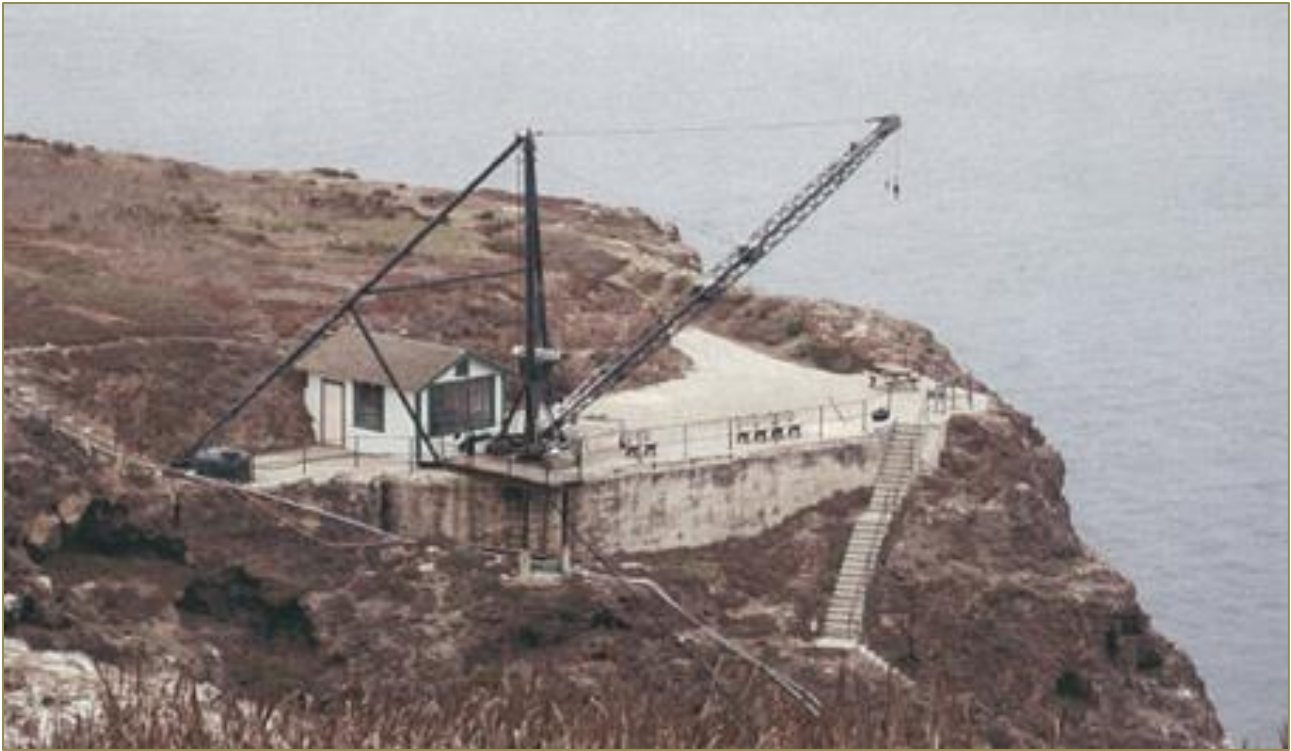
The proposed project is within the Anacapa Island Light Station Historic District, a 77-acre historic site located on East Anacapa Island within the boundaries of Channel Islands National Park, California. Anacapa Island is located in Ventura County, 17 nautical miles from Ventura, CA.



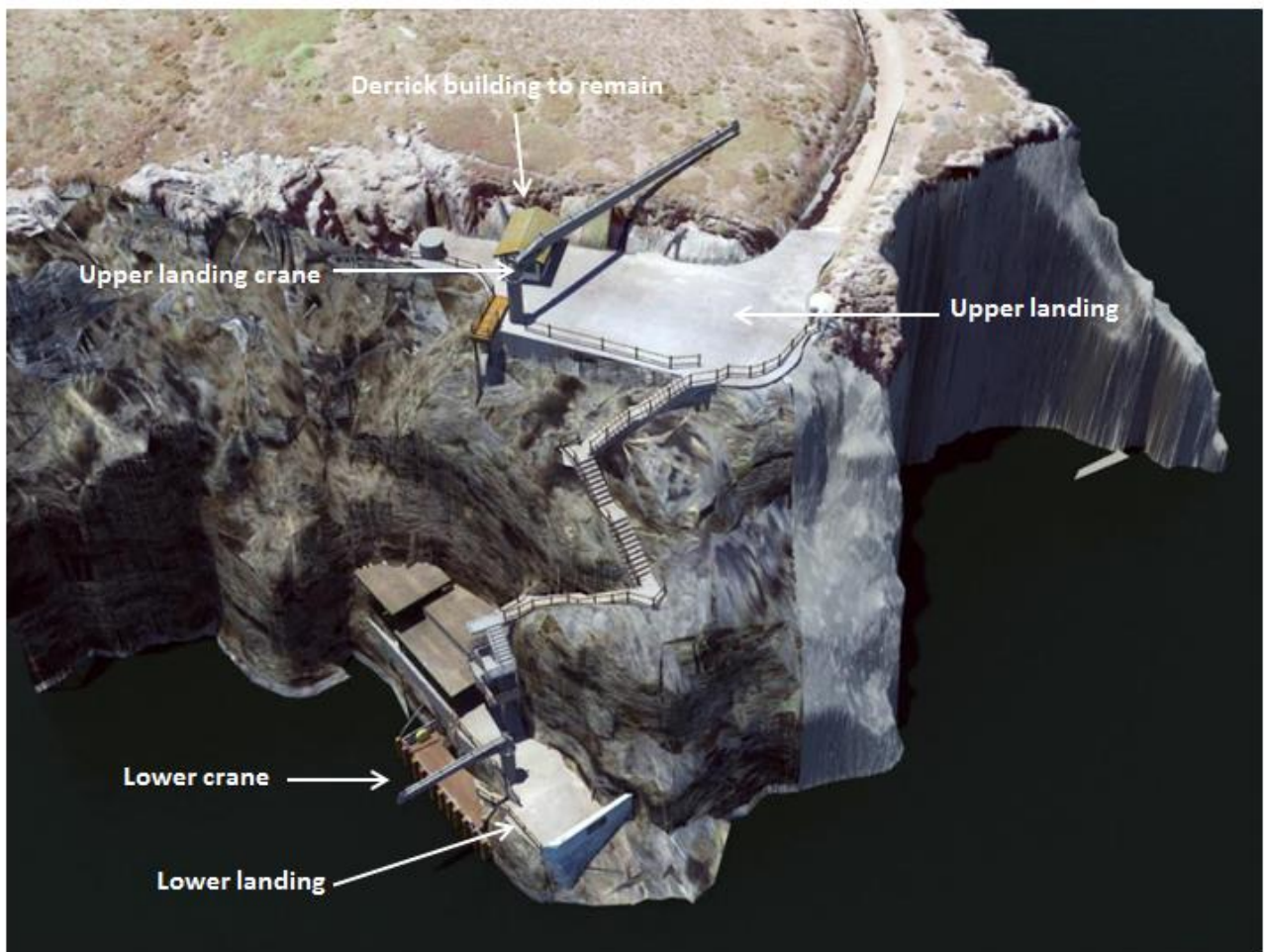
*Project location*



*Original boat landing and material handling system, showing cranes on both upper and lower landings*



*Existing Upper Derrick crane on upper landing (above); Rendering of proposed upper and lower cranes (below)*



## Environmental Issues

In 2016, an interdisciplinary planning team investigated how to improve safe visitor access to the lower level dock. The team developed the preliminary plan to replace the existing crane that is provided in this newsletter. The planning team weighed multiple considerations including current and past site conditions, potential to affect historic properties, current and projected future visitor use, protected species information, and jurisdictional considerations.

## Cultural Resources

The project will occur within the Anacapa Light Station Historic District, which was developed between 1932 and 1968 to improve navigation in the Santa Barbara Channel. It is listed in the National Register of Historic Places for its significance associated with broad patterns of our nation's history, specifically the historic commercial shipping along the West Coast, California's critical reliance on maritime transportation, and the navigational aids that made this possible. The district is also important for its architecture, because it embodies the distinctive characteristics of the historic Spanish Revival architectural style. The district retains the general form of a formal early 20<sup>th</sup> century light station complex, and includes several contributing buildings and structures. In addition to the Light Station and other buildings and structures, the Upper Derrick is an iconic element of this district. The proposed removal of the Upper Derrick crane would alter and adversely affect the Historic Anacapa Light Station District.



*Area of Potential Effect and Anacapa Light Station Historic District Boundary*

## Natural Resources

Anacapa Island hosts one of the largest protected breeding colonies of western gulls in the North America with over 10,000 birds gathering during nesting season from April through July. Mobilization of construction materials would occur outside of the nesting season, and noise levels during construction restricted to reduce disturbance to nesting gulls. To protect water quality and marine resources, construction materials would require containment.

## Visitor Resources

The crane on the lower landing may reduce the space available for visitors (depending on final design and location), and visitor access to the island could be impacted during construction. Careful design would keep the crane footprint to the smallest area possible. The NPS would sequence construction to minimize island closures to the greatest extent possible, while maintaining visitor safety.



*Western gull; Camping on Anacapa*

## Public Involvement

Both NEPA and NHPA require the federal government to obtain public input on decisions that affect public resources. This scoping period is intended to solicit public comment for both the NEPA and NHPA processes.

During NEPA public scoping, the public is invited to provide input on the scope of the project, environmental issues and impacts, alternatives, or other concerns. For this project, the NPS is proposing to draft a categorical exclusion as the pathway for compliance with NEPA and will also be collecting any comments about this course of action. If a categorical exclusion is approved by the park, no further public review would occur.

As part of the public involvement process for NHPA compliance, we invite you to comment on the project, the Area of Potential Effect, and the measures proposed to resolve the adverse effects to the Anacapa Light Station Historic District. These measures are contained in a draft Memorandum of Agreement, found on the project website at <https://parkplanning.nps.gov/anacapacrane>. A map of the Area of Potential Effect, the Anacapa Light Station Historic District may be found on the following page.

The public may comment on this preliminary proposal during a public comment period ending February 24, 2017. Comments may be submitted online at <https://parkplanning.nps.gov/anacapacrane> or mailed to the park at the following address:

Channel Islands National Park  
1901 Spinnaker Drive  
Ventura, CA 93001  
Attn: Anacapa Crane Replacement Project