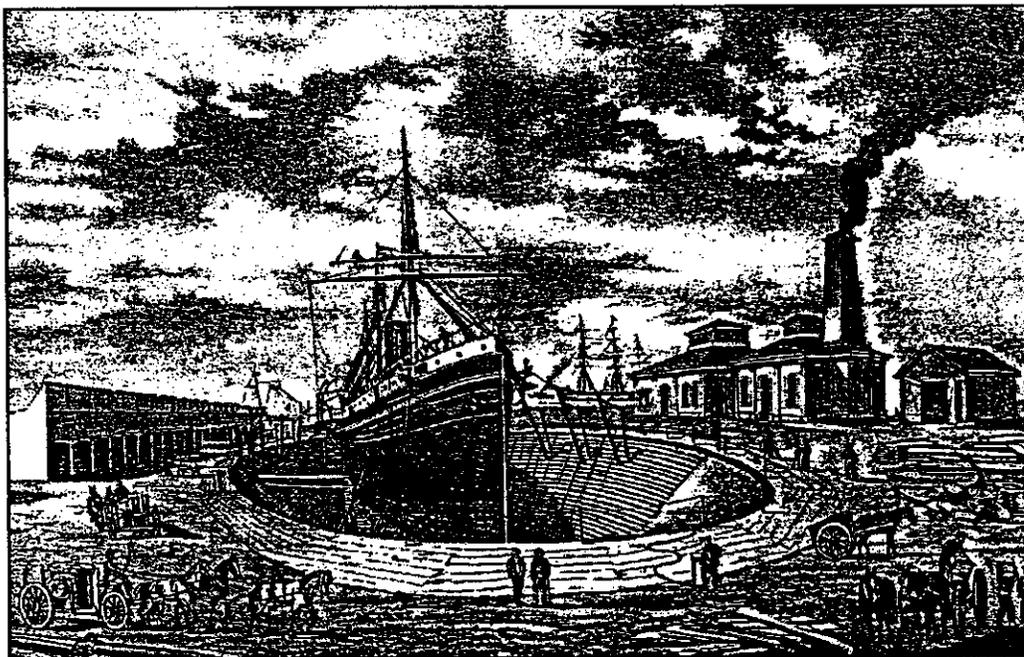


**ARCHEOLOGICAL INVENTORY  
AND ASSESSMENT OF  
HUNTERS POINT SHIPYARD  
SAN FRANCISCO COUNTY, CALIFORNIA**



**"THE CALIFORNIA DRY DOCK, HUNTER'S POINT,  
SAN FRANCISCO, CAL."  
Sept. 30, 1876**

**FINAL REPORT**

**Engineering Field Activity, West  
Naval Facilities Engineering Command  
900 Commodore Drive  
San Bruno, CA 94066-5006**

*February 1998*

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*Prepared for:*

**Engineering Field Activity, West  
Naval Facilities Engineering Command  
900 Commodore Drive  
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*February 1998*

## **EXECUTIVE SUMMARY**

In May of 1997 PAR ENVIRONMENTAL SERVICES, INC. contracted with Uribe & Associates Environmental Consulting Services (Uribe), to conduct an archeological inventory and assessment for Hunters Point Shipyard (HPS).

PAR conducted an archeological record search and survey for the HPS facility in July 1997. Extensive cut and fill activities have occurred on base and may have destroyed any archeological remains. No archeological resources were identified in the project area, however four zones with the potential for subsurface archeological depots were identified through archival research. These potentially sensitive archeological zones include prehistoric shellmounds, early settlement and commercial development areas, industrial resources, Chinese shrimp fishing camps, possible maritime resources and twentieth century landfills. PAR also conducted a search for Native American collections obtained from Navy-owned property at local repositories. None were located.

While subsurface archeological remains could occur virtually anywhere on HPS, based on its long history of use, the identified zones are the most likely areas to contain significant deposits with potential to address ongoing research domains concerning both prehistoric and historic development.

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### APPENDICES

- Appendix A. Hunters Point Shipyard Historical Maps
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## INTRODUCTION

The United States Department of the Navy (Navy), in assessing the effects of disposal and reuse of Naval facilities slated for closure pursuant to the Base Realignment and Closure Act (BRAC) of 1990, is required to comply with Section 106 of the National Historic Preservation Act (1966), as amended. Federal agencies must identify and evaluate historic resources on their property for inclusion in the National Register of Historic Places (National Register), and allow the Advisory Council on Historic Preservation an opportunity to comment on their actions which affect properties eligible for or listed on the National Register. Under BRAC, many of the Naval facilities in the San Francisco Bay Area are slated for closure, including the Hunters Point Shipyard located in San Francisco, California. PAR Environmental Services, Inc. (PAR) was contracted to conduct an archeological evaluation of the Hunters Point Shipyard (HPS) through Uribe and Associates, under Contract Number N62474-92-D-3499, Delivery Order Number 0015 Modification 4.

HPS is located at the eastern end of the Hunters Point peninsula and lies within the southeast portion of the municipal boundaries of the City and County of San Francisco. HPS consists of 956 acres, 522 of which are dry land. The other 434 acres include submerged lands surrounding the yard. World War II cut-and-fill operations physically altered much of the land. Marshy shallows, located along the southern edge of the peninsula, were filled to expand the facility using Materials from a central hillside within the peninsula (Figures 1 and 2).

The archeological work was conducted under the direct supervision of Mary L. Maniery, PAR Principal. Ms. Maniery holds an M. A. in Anthropology and B.A.s in History and Anthropology, and has been working as a professional archeologist since 1977. Blossom Hamusek-McGann, PAR Senior Archeologist, directed the field effort and served as one of the principal authors. Ms. Hamusek-McGann holds an M.A. in Anthropology and has over 14 years of California archeology experience. Ms. Hamusek-McGann was assisted in the field by David Gadsby. Mr. Gadsby holds a B.A. in Anthropology. Archival research was conducted by Cindy Baker, Senior Historian. Ms. Baker has an M.A. in Public History and 13 years of related experience. She also prepared the historical summary portion of this report.

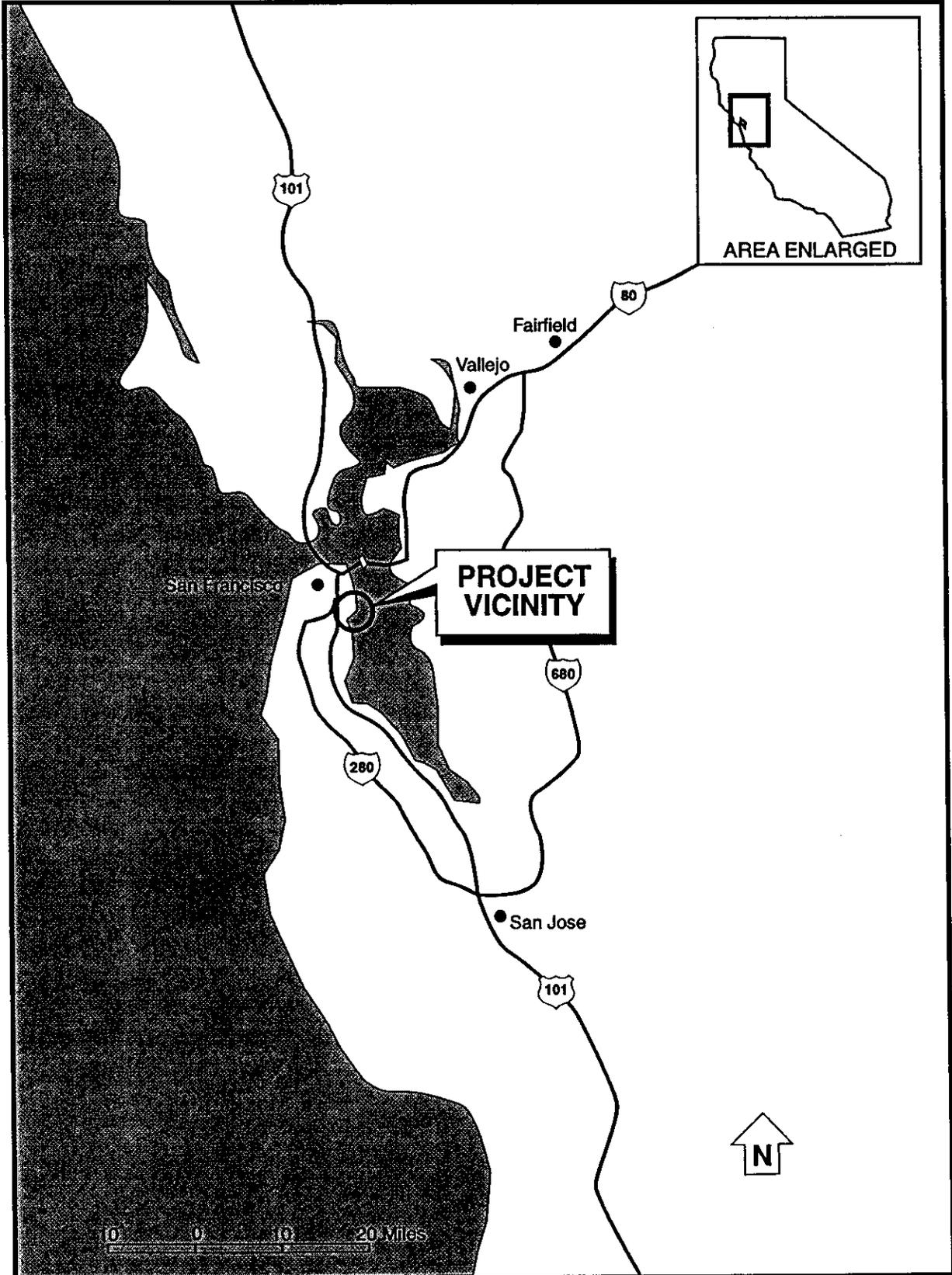


Figure 1. Project Vicinity Map

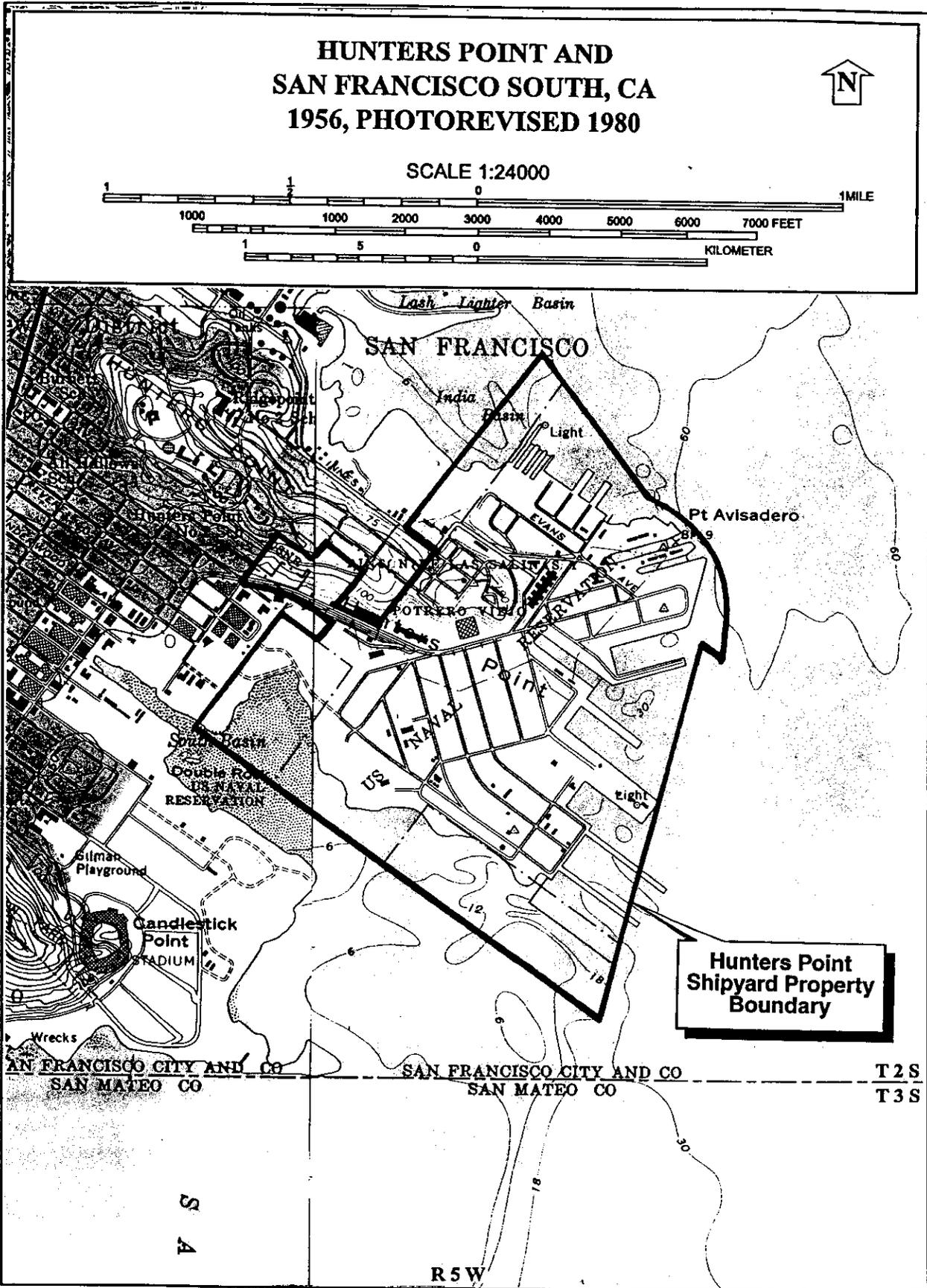


Figure 2. Project Location Map

## **ENVIRONMENTAL SETTING**

### **Natural Environment**

Located within the southeastern portion of the City of San Francisco, Hunters Point is a peninsula that juts eastward into the deep waters of the San Francisco Bay. While it appears that native grasses and scrub oak once covered the slopes of the peninsula, nearly all of the original vegetation has since been replaced with imported trees and shrubs. Geologically, the peninsula is comprised of Franciscan Formation sandstone with serpentine outcrops which is overlain with gravelly clay and sandy loams and, in places, with artificial fill.

The northern, eastern and southern portions of HPS consist of an artificially created land mass using nonengineered fill. The fill was placed over weak, compressible bay muds using material cut from a natural hillside, the remaining portion of which is located immediately to the north. Archival research indicates that the majority of the fill work took place between 1940 and 1945 in order to expand the shipyard during heightened war-time demand. It has been estimated that the Navy placed 20 to 60 feet of fill in the Bay south of Hunters Point during the 1940s (Wall 1987).

Climate within the project area is largely influenced by a typical Mediterranean pattern of warm, dry summers and cool, wet winters. Compared to 100 years ago, Hunters Point appears quite different today. The tidal marshlands and sloughs along the margins of this peninsula have been filled and the nearby hillsides have been cut to level in order to provide materials for the fill operations. Due to the extensive development and modification of the land, there are very few areas on Hunters Point that still retain their original character. The current habitat of Hunters Point can be classified as predominantly urban.

### **Cultural Environment**

#### *Prehistory*

Although the San Francisco Bay Area was densely populated by Native Americans as late as 1775, much of the prehistory of the region has been lost through the early destruction of archeological sites, and lack of published or available data from "salvaged" sites. While interest in the Bay Area shell mounds was high in the nineteenth century, it was not until the turn of this century that work began in earnest in the region (Moratto 1984:218).

Shortly after 1900, archeological work was undertaken along the eastern shore of San Francisco Bay, immediately south of San Pablo Bay. Under the auspices of the

University of California, Berkeley, excavations were carried out at three significant sites: Emeryville Shellmound (CA-ALA-309), West Berkeley Shellmound (CA-ALA-307), and Ellis Landing (CA-CCO-295). These three sites, along with numerous other investigations that followed, assisted in the development of Bay Area archeology.

The next work of a noteworthy magnitude came in 1906 - 1908 when Nels C. Nelson conducted a survey of lands bordering San Francisco, San Pablo and Suisan bays, a strip of Pacific Coast near the Golden Gate, and tidewater districts of entering streams (Nelson 1909). Nelson's work, which resulted in the identification of at least 16 shellmounds in San Francisco, constitutes nearly one-half of San Francisco's recorded prehistoric sites to date (Rudo 1982). Of this number, eight prehistoric shellmounds were located within two miles of the project area in the general vicinity of Hunters Point and Islais Creek, while Pastron noted that apparently four sites (CA-SFr-11, -12, -13 and -14) were located within the HPS facility boundaries (1987:2).

The most extensively researched shellmound site, recorded by Nelson in the San Francisco area, is the Bayshore Mound, CA-SFr-7. Situated immediately to the south of Hunters Point, the Bayshore or Crocker Mound was excavated by Nelson in 1910 as part of a series of sites that focused on "the regular investigation of the problem of prehistoric man in California" (Nelson 1910:358). The work was carried out by the Department of Anthropology through the "generosity of Mrs. Phobe A. Hearst" (Nelson 1910:358). Nelson excavated a 100-foot-long trench through the mound, exhuming 23 burials with associated grave goods that included bone whistles and abalone shell ornaments, in addition to a variety of shell beads (Beardsley 1954:92).

Research continued in the Bay Area during the 1930s through the 1950s with the advent of the University of California Archeological Survey. Sites and excavations were more thoroughly documented and widely disseminated in these later years. Since 1950 archeological work has encompassed numerous surveys and excavations, many under the umbrella of cultural resource management compliance projects, and others done through university field schools.

While early work focused on identifying depths of sites, stratigraphy, and associated site constituents, later research centered on reconstructing paleo-environmental change in the San Francisco Bay region and related archeological implications. Through analysis of data contained in collections from salvaged sites and recovered in more recent excavations, chronological sequences in the region have been refined and a better understanding of prehistoric cultural behavior has been gained (Moratto 1984:276-283).

Based on the results of the many projects conducted over the last 50 years, it is now thought that human occupation of the region spans perhaps 10,000 years. This Early Holocene use is documented at sites near San Jose and Scotts Valley where radiocarbon-dated components at two sites attest to cultural activity at circa 8000 B.C. in the area between San Francisco and Monterey bays (Moratto 1984:277).

Radiocarbon dates from a dozen sites throughout the region indicate a second occupation between circa 5000 and 2000 B.C. It appears that during this time the Bay Area was used and/or occupied by a widespread, yet sparse, population of hunters and gatherers who subsisted on a wide variety of game, shellfish, and vegetable foods. In contrast, later groups who occupied the region are thought to have relied heavily on the exploitation of shellfish (Breschini and Haversat 1980; Moratto 1984:277).

The spread of Utian-speaking groups into the Bay Area, circa 2500 - 2000 B.C., led to a change in resource adaptation and cultural behavior. These ancestral Ohlone are represented archeologically by a new distinctive cultural pattern, named by Fredrickson as the Berkeley Pattern (Fredrickson 1973). The period between 2000 B.C. and A.D. 1 is marked by a population increase and gradual spread of the Utian culture, heavy reliance on collecting, particularly acorn and shellfish, and adaptation to a bayshore and marsh environment (Fredrickson 1973; Moratto 1984:276-280).

Influences from populations north of the Bay Area gradually led to the development of the subsequent Augustine Pattern beginning around 300 to 500 A.D. According to Fredrickson (1973:127-129), the Augustine Pattern occurred gradually and reflected a change in technology, with the introduction of bows and arrows, harpoon, and increased dependence on vegetal food as dietary staples. This pattern came to an end with the arrival of the Spaniards in the Bay Area and subsequent establishment of the Mission system (Moratto 1984:283).

To summarize, occupation of this region of the Bay Area can be traced back to at least the Middle Archaic (about 2500 B.C. [Banks and Orlins 1979; Beardsley 1954; Fredrickson 1979; Gerow and Force 1968; Wallace and Lathrap 1975]). Many archeological investigations, particularly of shellmounds, clearly document habitation from at least the Middle Archaic through the Late Archaic (2500 B.C. to A. D. 1000), or Emergent Period (Fredrickson 1974:47) and continuing into the Spanish and Euroamerican periods.

### *Ethnography*

The Costanoan (Ohlone) were the only Penutian-speaking group to dwell along the ocean shore. Apparently, the Ohlone were comprised of a number of politically autonomous tribelets, the boundaries of which were defined by geographical features. Each tribelet had one or more permanent villages and a series of seasonal camps. The name Costanoan is a Spanish word denoting "People of the Coast"; herein Ohlone will be used since this name is preferred by the group today (Galvan 1968).

Ohlone territory included the San Francisco Peninsula, western Contra Costa County, and Alameda and Santa Clara counties, in addition to portions of the Marin County Peninsula (Galvan 1968:9; Levy 1978:487). Estimating the population of this group is somewhat problematic due to early impacts and destruction of the culture by Spanish missionization. Estimates of their population size in 1770 range from 7,000

(Kroeber 1925:464) to over 10,000 (Levy 1978:486). Milliken (1995:19) notes that the earliest Spanish explorers to travel through the Bay Area recorded villages every three to five miles, with 60 to 90 occupants per village.

The lifeways and culture of the Ohlone were not unlike many other California Indian populations. Their political organization centered around the tribelet, which was composed of permanent villages. Chiefs were of either sex but were required to be leaders and teachers. The chief acted as leader of a council of elders, and the chief and council advised the community (Levy 1978:487).

The Ohlone positioned their villages in a non-continuous manner along the bayshore and along streams, creeks, and tributaries (Galvan 1968; Kroeber 1925; Levy 1978). Dome structures, sweathouses, and a dance enclosure existed at these locations. The nearest ethnographically documented village site was that of *Awas-tes* near Mission Dolores and *Altah-mo*, situated south of Hunters Point (Kroeber 1925:465).

Ohlone material culture was similar to other aboriginal groups that inhabited coastal regions and included twined basketry, sinew-backed bows, tule balsas, cordage and rabbit, sea-otter, feather or buckskin blankets. Obsidian and cryptocrystalline silicates were the preferred toolstone material choices, and pestles were fashioned from either stone or wood. Stone mortars for processing acorns and seeds included at least four types with smaller versions being used for paint and medicine (Levy 1978:492-493).

Subsistence needs were met with an abundance of shellfish (including mussels, clams, and oysters), salmon, lampreys, whale, and sea lion. Black-tail deer, Tule elk, and bear were hunted as were smaller animals, such as jackrabbit and brush rabbit. Quail, rabbit and grasshoppers were hunted in communal drives (Milliken 1995:18). Various seeds, berries, and roots were also incorporated into their diet, with acorns and seeds being the most significant sources of carbohydrates. Among the most important were four species of oak (coast live oak [*Quercus agrifolia*], valley oak [*Q. lobata*], California black oak [*Q. kelloggi*] and tan bark oak [*Lithocarpus densiflora*]), seeds (dock [*Rumex* spp.], tarweed [*Madia* spp.] and chia [*Salvia columbariae*]) (Milliken 1995:17). Berries (blackberries [*Robus ursinus*], elderberry [*Sambucus* spp.], manzanita [*Arctostaphylos* spp.]), bulbs (wild onion [*Allium* spp.] and cattail root [*Typha latifolia*]) were also incorporated into the native diet (Milliken 1995:17-18). Two of the most important waterfowl in the Ohlone diet were the Canada goose and white-fronted goose.

Spanish expeditions, initially led by Portola, began exploring Ohlone territory in 1769 and expedition journals provide data on aboriginal settlement patterns, subsistence preferences, material culture, and social organization. The early expeditions concentrated in the Monterey area. In 1772, Pedro Fages led a military expedition from Monterey through Alameda and parts of Contra Costa counties in search of a land route to Point Reyes. He led his men around the eastern edge of San Pablo Bay to

Carquinez Strait (Beck and Haase 1974:17; Milliken 1995:31-34). His visit marked the beginning of the end for the Bay Area Ohlone.

The Spanish were the first non-Indians to penetrate the bay shore and marked the decline of the Ohlone traditional lifeway. Records of expedition members aided in opening the countryside to later settlement. More significantly, Native Americans were integrated into the Spanish mission system as neophytes and forced to abandon their villages between 1778 and 1806 (Castillo 1978:99-104; Milliken 1995; Sonoma State University 1992:32). Seven Spanish missions were established in the region between 1770 and 1797, and by 1810 there were no Native Americans living a traditional lifestyle in the Bay Area (Levy 1978:486).

In conjunction with the coming of the Spanish came the decrease of the Native population due to introduced diseases and cataclysmic changes in all areas of their lives. It is estimated that the population fell from 10,000 in 1770 to under 2,000 by 1832 (Castillo 1978:104; Cook 1943; Sonoma State University 1992:32). The Ohlone experienced a second cataclysmic change with the secularization of the missions by the Mexican government in about 1821 - 1822 (Levy 1978:486). With the demise of the mission system in California, many of the Indians raised in this system were forced to find jobs on the ranches or return to their old villages (if they existed) and native lifeways. The population was further reduced with the impacts caused by the California Gold Rush in 1848 and the subsequent Euroamerican population boom. By 1973 the number of Ohlone descendants was estimated at a little over 200 (Levy 1978:487).

### *Historical Summary*

The following historical summary focuses on providing an overview of the San Francisco Bay region survey area. With regards to chronological development and its interplay with the archeological resources that may be present, the HPS project area can be divided into five periods of historical development:

- prior to 1835 - Hunters Point was essentially unoccupied by Euroamericans, however, there is evidence of aboriginal use;
- 1835 to 1867 - Hunters Point was privately-controlled, but occupation was very limited;
- 1867 to 1907 - Hunters Point was the site of a mixed residential/commercial community that focused on the repair and construction of ships;
- 1908 to 1939 - Hunters Point became the site of a major commercial ship repair facility; and,

- 1939 to present - Hunters Point was acquired by the Navy and a massive construction program began at the site for a dry docks operation.

In addition, historical activities that are most likely to have left archeological resources are examined individually and include:

- Chinese Shrimp Fisheries - 1870s to 1950s
- Hunters Point Ship Graveyard 1920s to 1940s

For an understanding of the Naval Shipyard military development and naval history, the reader is referred to the historical evaluation of Hunters Point Shipyard prepared by JRP Historical Consultants (JRP 1997).

### *Hunters Point - Prior to 1835*

The project area sits on a point that juts out into San Francisco Bay. The tip of the point was historically known as *La Punta Avisadera*, or Point Avisadero, meaning a prominent meeting point. The latter name was also used by the U. S. Coast and Geodetic Survey well into the twentieth century (McKeon n.d.:1). In fact, the name Point Avisadero still appears on the most current USGS topographic quadrangle for the area.

When Mission *San Francisco de Asis* was founded in 1776, Point Avisadero and the area extending inland from the bay known as *Potrero Viejo* became mission lands and were used for cattle grazing (Bamburg 1988). In 1834, Jose Cornelio Bernal requested title to the land from the Mexican governor and it was eventually approved. Point Avisadero sat at the eastern tip of the 4,446-acre *Rincon de las Salinas Y Potrero Viejo* land grant given to Jose Cornelio Bernal in 1837 (see Appendix A - Figure A1) (Beck and Haase 1974:31).

### *Hunters Point - 1835 to 1867*

With the dawn of the Gold Rush, San Francisco's population increased rapidly. Two enterprising San Francisco businessmen, Dr. John Townsend and Corneille de Boom, began plans to develop a new city called South San Francisco. They approached Bernal about developing the land on the eastern portion of the rancho. Bernal agreed to an arrangement where he would receive half of the purchase price of each lot sold. To facilitate sales, a plat map was prepared, complete with lots, blocks and streets that extended far out into the shallow waters around Hunters Point (Appendix A - Figure A2) (Allerdt 1871; anon. 1945:11-12).

Townsend and de Boom hired brothers Robert and Philip Hunter to sell the tract. The planned city failed to develop, despite the rapid growth of her big sister city to the north. The Hunters continued to live on the point and promote the new city even

after Townsend and de Boom became discouraged. During the 1850s, several of the Hunter brothers' family members from New York joined them on the property. Despite their lack of a deed, the Hunters constructed a residence and 30-acre farm at Hunters Point, operating a truck gardening business. There is some archival evidence suggesting that a prefabricated house shipped from the east coast by the brothers' father may have been lost off Hunters Point. The ship foundered in a storm and wrecked in shallow waters while the family watched from on shore. Apparently the family spent some time afterwards diving to salvage materials from the cabin of the ship (Anon. 1945:18).

The Hunters' home was near the best spring on the point and water from this spring was used for dairy cattle, but was also bottled and sold (Anon. 1945:14-15). The Hunters sold the spring water to the Independent Water Company, which built a wharf near the point. Their boat made daily deliveries of water in casks to ships at harbor and to downtown San Francisco. This spring continued to be tapped for commercially bottled water for at least 80 years (Anon. 1945:16; McKeon n.d.:4). The Hunters' presence lent the point its present name. By 1858, Hunters Point had become a recognized name and was listed as such in the San Francisco City Directory (Anon. 1945:14-15, 18; McKeon n.d.:1).

### *Hunters Point - 1867 to 1907*

The protected western coves of San Francisco Bay, especially south of the city, were opportune locations for ship and boat building. The shallows along these coves allowed a boat to be brought in at high tide, then exposed during low tide. Deep water off the point provided good anchorage. By the 1860s, land closest to San Francisco became increasingly expensive, so these activities moved south along the peninsula from Rincon Point toward the project area. Shipbuilding was underway at Hunters Point by 1866 (Kemble 1957:62). A dry dock for hauling and repairing ships was one of the first commercial maritime ventures undertaken at Hunters Point. In addition to building and repairing ships, shipbreaking (e.g., demolition and salvage) apparently took place here as well (NAVY 1987:4-63, Appendix I:7).

In 1863, the South San Francisco Drydock Company bought the easternmost portion of the point with plans to construct a dry dock (Bamburg 1988:14; McKeon n.d.:5). A pier and docking facilities had been constructed by 1867, when the California Dry Dock Company purchased the tip of the point for a graving dock. The company hired engineer Alexis Von Schmidt to design and supervise construction of the dry dock. When complete in 1868, it was 490 feet long and later became known as Dry Dock No. 1 (Figure 3). Its pump house could drain the dry dock in two hours, a major improvement over the other floating dock facilities in the Bay Area. In addition to private ships, the U. S. Navy also used the Hunters Point dry dock facility for ships with too great a draft to move up the strait to reach the Mare Island Naval Yard (Bamburg 1988:3-4). By 1870, the dry dock and several outbuildings and sheds

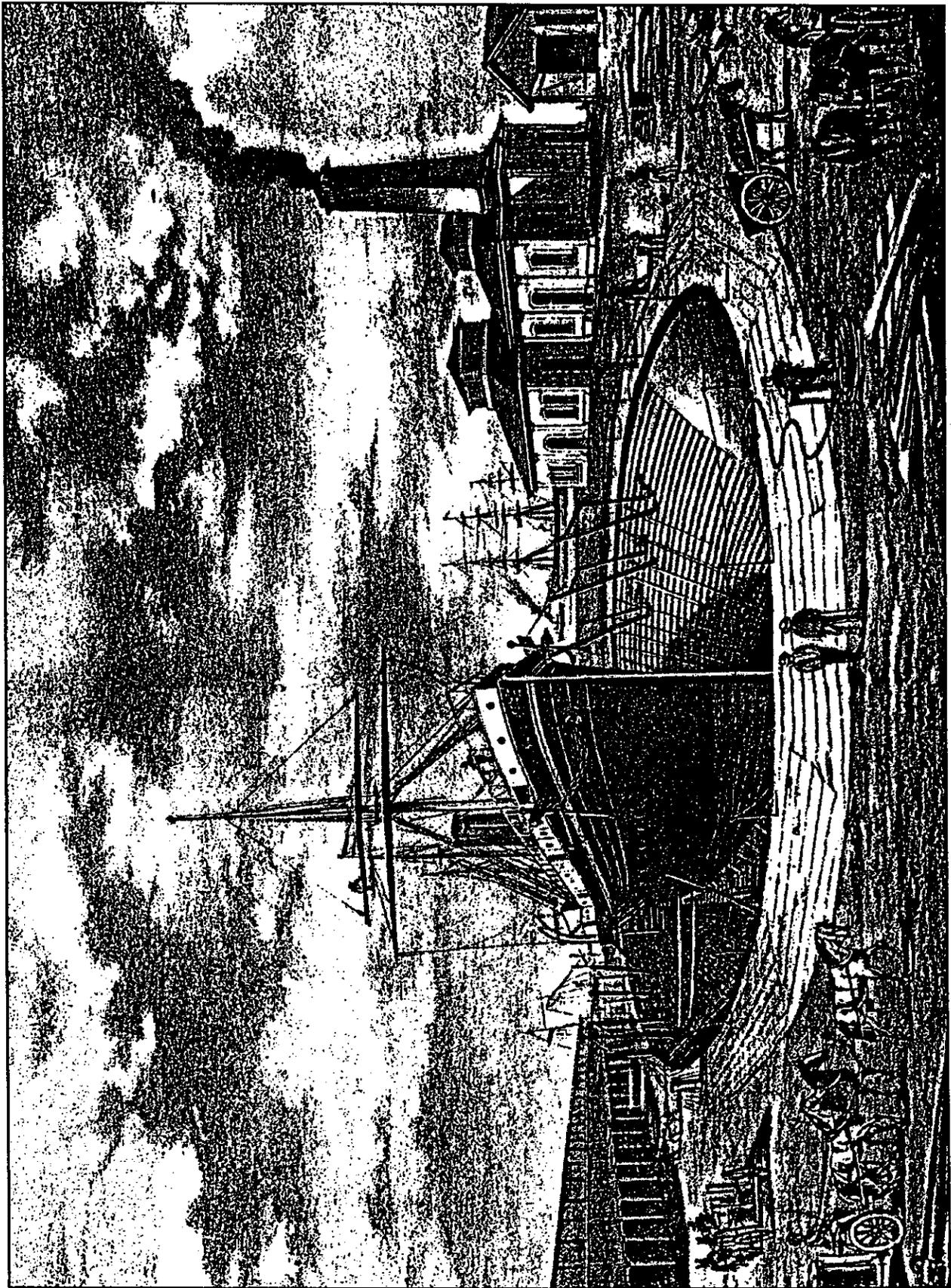


Figure 3. Dry Dock No. 1, circa 1876

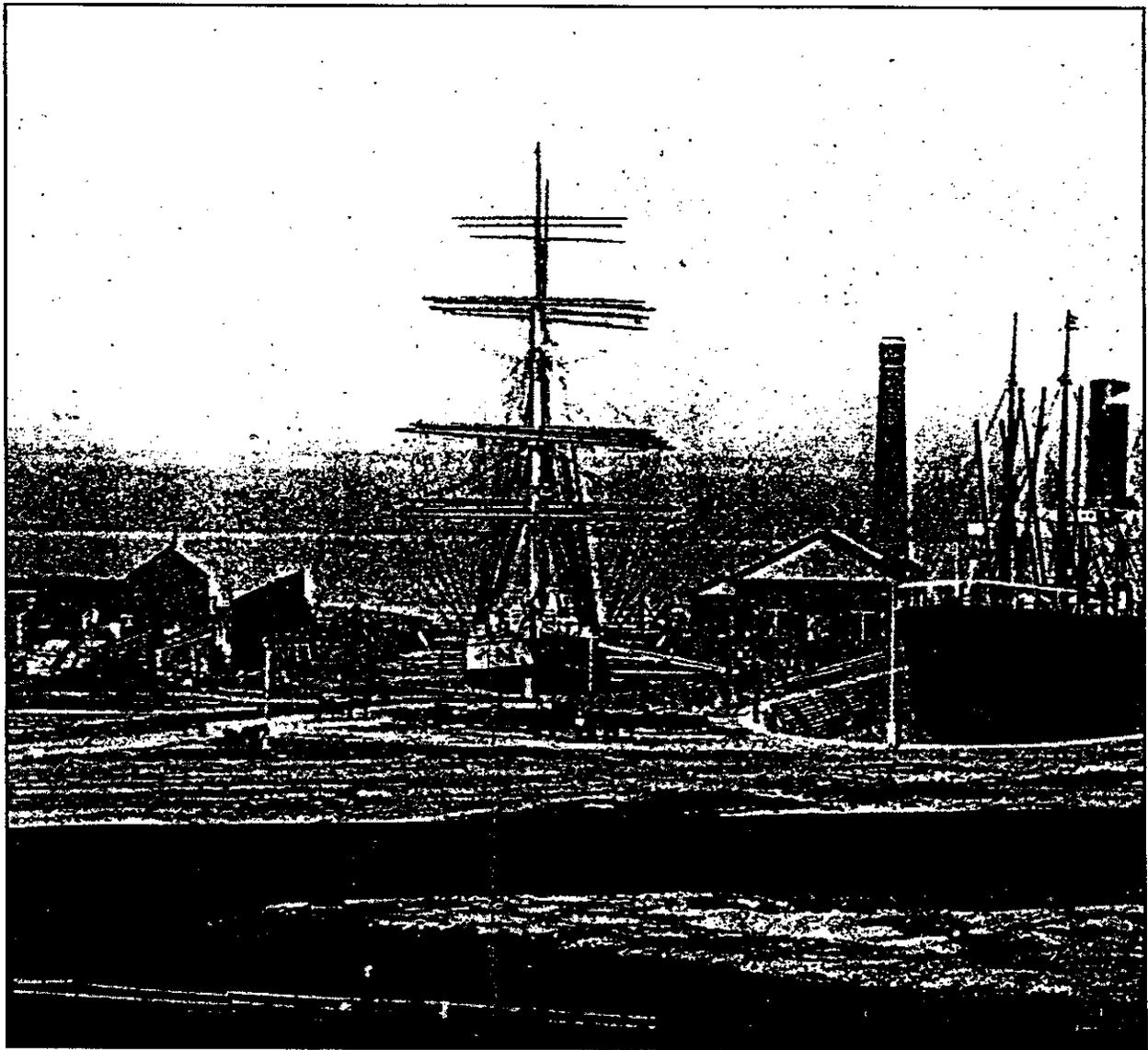
sat at the eastern end of the point, separated from a small grouping of residential and commercial structures by a long board fence (NAVY 1987:4-63).

During the 1870s and 1880s, Hunters Point developed into a small commercially-based community (Appendix A - Figure A3). In addition to the Hunters' operations, a number of other commercial ventures came into being including boat yards, a water company, dry dock facilities, boarding and road houses. In 1870, a brewer named Burnell built the Albion Ale and Porter Company at Hunters Point after tasting the pure spring water. Burnell dug storage tunnels 300 feet long into the hillside. Burnell's operation lasted into the early twentieth century (McKeon n. d.:5). Small Chinese shrimp fishing camps had also begun to appear along the northern and southern shorelines by this time. Although the area began to witness a growth in commercial and residential properties during the 1870s to 1880s, the Hunters themselves finally left in 1875, when litigation over title established that they had no legal right to what they had once considered their land (McKeon n.d.:4, 7).

During the 1890s more small and medium-size boat yards were constructed northwest of Point Avisadero, outside what would become the HPS facility. Some of these continued in use until around 1940. One was established in 1893 by H. P. Anderson, who developed a barge repair and launch building business. After he died, the yard continued under the name Anderson and Cristofani into the early 1900s (NAVY 1987:4-63 to 4-64).

Another shipyard was the Schultz and Schultz Company, which built ships and barges. The original Schultz shipyard began operations in the 1860s at Rincon Point. The sons of the original owner moved the family business to Hunters Point along Davidson Avenue (Appendix A - Figure A4). The Schultz brothers constructed large sternwheel river boats, including the *Capitol City*, for the Sacramento River route. During the Alaskan gold rush in the late 1890s, they built and also piloted ships that carried hopeful prospectors and freight to Skagway and Nome. The Schultzs lived with their families in single family dwellings near the shipyard, contributing to the residential neighborhood. After one of the brothers was murdered in San Francisco, a partner was taken into the business, creating the Schultz, Robertson, and Schultz Company. This shipyard continued building river boats, as well as barges, into the 1930s (Robert Baker, personal communication 1997).

By 1900, the California Dry Dock Company had sold to the San Francisco Dry Dock Company. The new owners hired engineer Howard C. Holms to design a new larger dry dock next to the older one (Figures 4 and 5). A new pump house was also constructed to operate both docks. At completion in 1903, Dry Dock No. 2 was 750 feet long and the largest at that time on the West Coast. Its superior size and the fine reputation of Hunters Point boatwrights made the new facility in great demand (Bamburg 1988:7-8).



**Figure 4. Hunters Point circa 1907 (National Archives, Pacific Sierra Region)**

### *Hunters Point - 1908 to 1939*

This largely commercial community extended well into the twentieth century supported by a variety of primarily marine-related businesses (Appendix A - Figure A5). The local restaurants, hotels and saloons that surrounded these enterprises catered to the employees and clients of the marine-based businesses. One fairly large operation was the Alaska Codfish Company. By 1900 this company had constructed curing and packing houses just north of the dry docks at the point.

In 1908, Bethlehem Steel Company purchased the shipyard for use by the Union Iron Works, its shipbuilding subsidiary (Bamburg 1988:13). When the United States Naval Fleet, led by 16 modern battleships, arrived in San Francisco in 1908 (for repairs during its circumnavigation of the globe) the only dry docks available were in south San Francisco and Oakland. Twenty-three of the famous vessels were serviced at Hunters Point. It was at this time that the Navy recognized the increasing importance of naval facilities on the Pacific coast (NAVY 1987:4-63).

Although Union Iron Works attempted to build an enlarged dry dock by 1914, they found it economically unreasonable. The Navy, desirous of such a facility, signed a 1916 subsidy contract with Union Iron Works that basically provided priority facility rights in exchange for rent. With this agreement in hand, Dry Dock No. 1 was destroyed to make way for the new Dry Dock No. 3, the second largest in the world at the time (Figure 6) (Bamburg 1988:14). In 1917, the Union Iron Works name was replaced by Bethlehem Shipbuilding Company, Ltd., reflecting the consolidation of several shipbuilding companies. The 1918 Hunters Point facility consisted of Dry Dock No. 2 and the new Dry Dock No. 3 which included part of the original Dry Dock No. 1 (Bamburg 1988:14).

The contract between the U.S. Navy and Bethlehem Shipbuilding Company, Ltd., continued until 1927 resulting in the continued economic growth of the area. It was during this period of time that the Hunters Point facility was considered to be one of the finest in the world and was in high demand (Bamburg 1988:18-19). Between 1919 and 1939, 107 Navy vessels were serviced in the Bethlehem docks at a cost of just under \$890,000 (Schmidt n.d.:10).

The shipyard expansion and increased activity brought new life to Hunters Point. Boarding houses and saloons dotted the corner of Alvord and Evans avenues just outside the Union Iron Works yard (Appendix A - Figure A6). By 1919, other smaller shipyards also existed at Hunters Point, including William Munder's Ship Building Yard at Davidson and Custer streets. In addition to small ships and barges, Munder built shrimp fishing junks for the Chinese shrimp fishermen, using their traditional specifications. The boatyard of Anderson and Cristofani reportedly also built junks (Appendix A - Figure A7) (Limm 1977; Nash 1973:274). In 1908, the Chinese shrimp fishing junk, the *Quok See Wo*, was built at Hunters Point by the Anderson and



**Figure 6. Dry Dock No. 3 under Construction 1917 (Official Photograph, Hunters Point Shipyard)**

Cristofoni boatyard under the direction of Sup Quok, who named the vessel for his oldest son. The one-masted boat drew 5.6 feet and measured 60 by 16 feet. It burned around 1916 (Nash 1973:274).

Above the waterfront industry, a commercial band of lodging houses, saloons and small service businesses accommodated the area residents and personnel from the ships that were receiving repairs (Bamburg 1988:19). Further away from the water, farms and residences, along with small businesses, were scattered across the hillside. There was little disturbance of this pattern for many years. By 1930, Hunters Point had three lodging houses, many restaurants and saloons, and over 100 residences. While a few of the surviving remnants of these structures may still be encountered within the Hunters Point area, nearly all of the ones located within the HPS facilities were demolished as a result of the expansion of Hunters Point Naval Dry Docks after 1940 (Bamburg 1988:19).

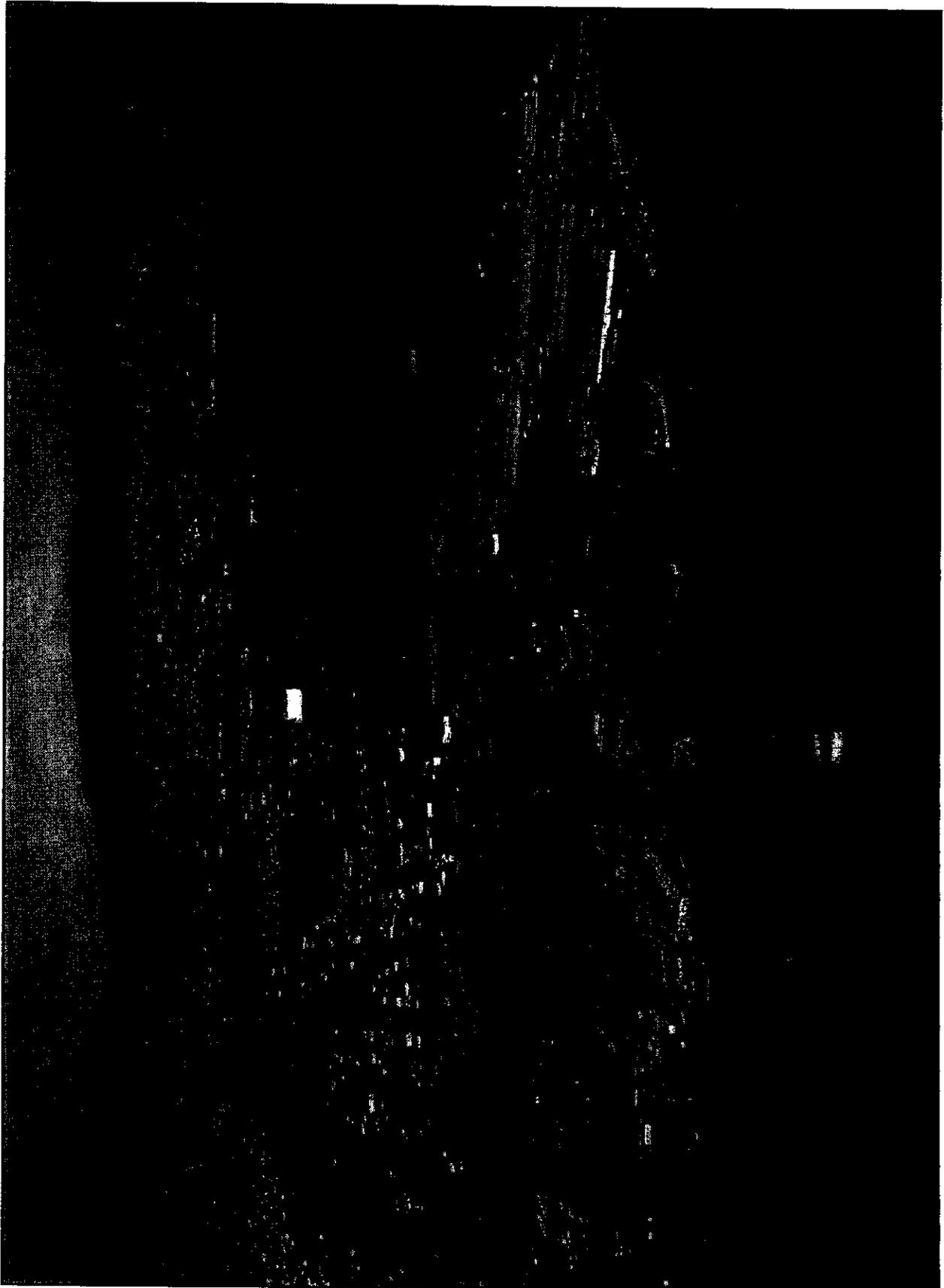
### *Hunters Point - 1939 to Present*

In response to the war in Europe and the Pacific Ocean, the Navy's interest in acquiring Hunters Point was revived in 1939 as part of the massive build-up of American military forces (JRP 1997:13). Although the Navy had been investigating the usefulness of acquiring the dry docks operation at Hunters Point since the 1916 Helm Commission, the House did not authorize purchase of the facility until June 1939. The appropriations were adopted in 1940 and the Navy actually took possession of the yard in November of that year (JRP 1997:13).

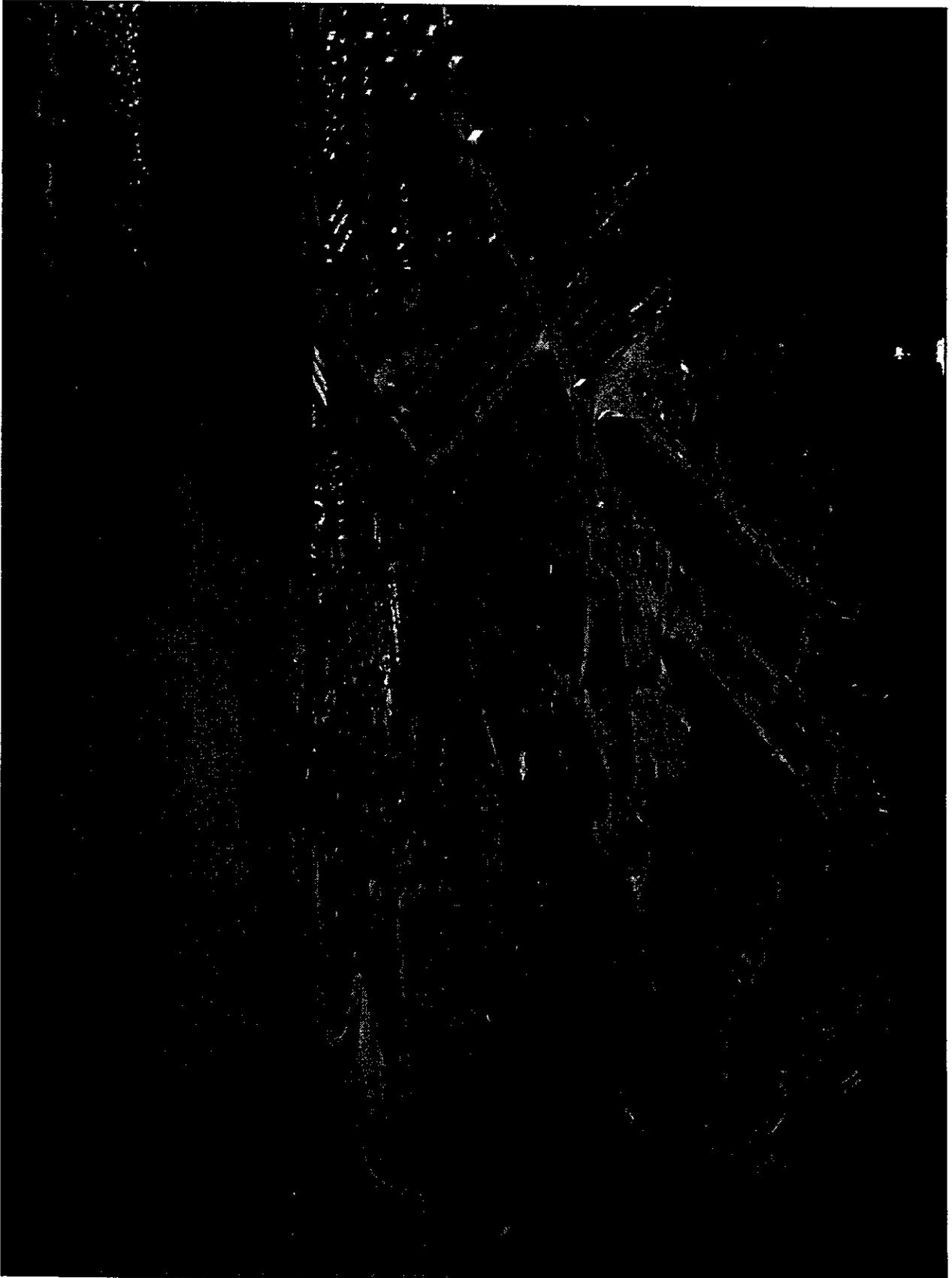
For various reasons, the yard was leased directly back to the Bethlehem Shipbuilding Company (the reorganized Union Iron Works), with the provision that the Government could cancel the lease under emergency conditions. Escalations in the war overseas precipitated the Navy's decision and the lease was canceled in October 1941. While the property has been leased to private parties over much of the post-World War II period, Hunters Point has been Navy property since that time (JRP 1997:13). The stated mission of Hunters Point Shipyard, an annex to Mare Island Shipyard, during this period of time was: "For all classes of vessels: interim docking, shaft and propeller repairs, repairs of major underwater damage; for carriers: interim overhaul of about three to four weeks comparable to overhaul by repair vessels afloat" (JRP 1997:13).

When the United States entered the Pacific war, expanding the facilities at Hunters Point became critical and the Navy undertook a massive construction program at the site beginning in 1942. As noted by JRP (1997:13-14),

Of all the actions by the Navy at Hunters Point during the war, three were the most significant: acquisition of nearly 200 additional acres for expansion of the facility (the original acquisition concerned fewer than 50 acres); the leveling of the natural hillside; and construction of Dry Dock #4. The removal of the hillside was necessary for two purposes:



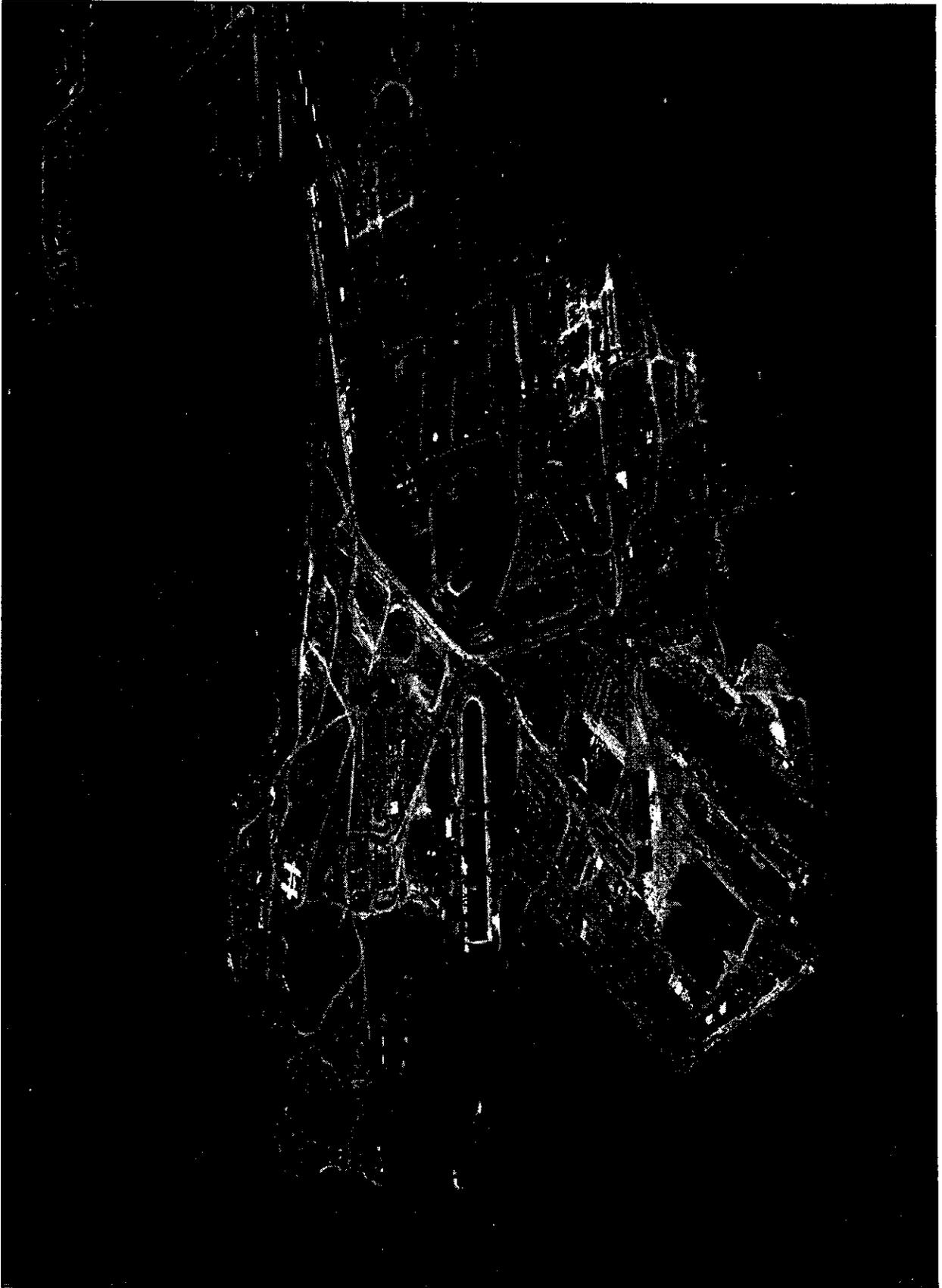
**Figure 8. Hunters Point circa 1942-1943 Showing Construction of Dry Dock No. 4  
(Official Photograph, Hunters Point Shipyard)**



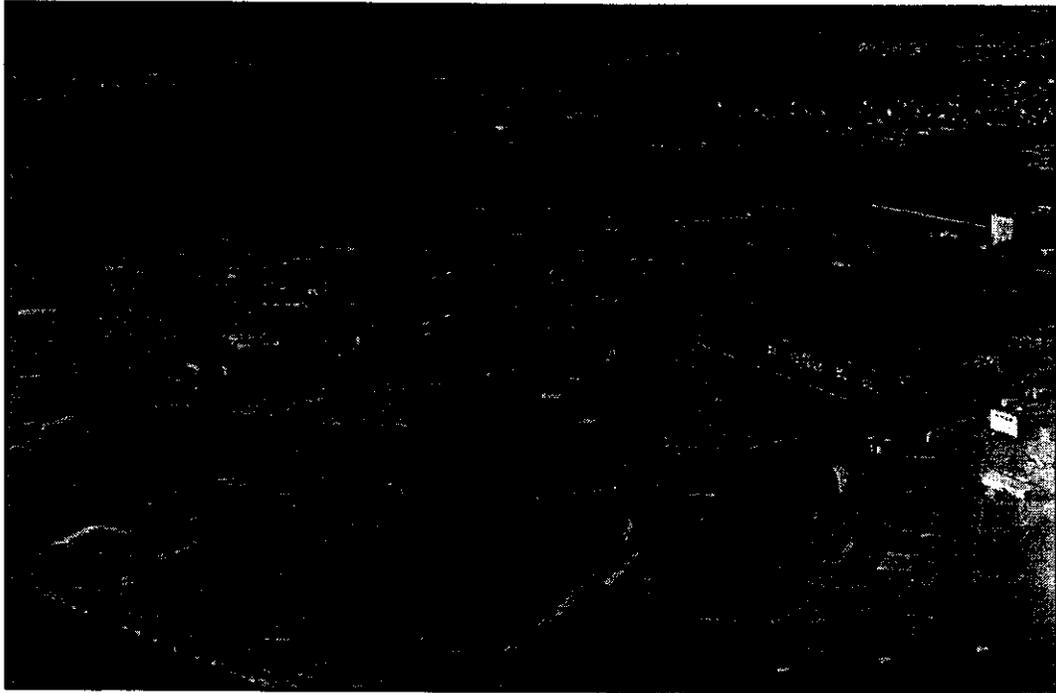
**Figure 9. Hunters Point circa 1942-1943 Showing Cut and Fill Operations at Hunters Point (Official Photograph, Hunters Point Shipyard)**



**Figure 10. Hunters Point circa 1943-1945 Showing Fill Operations of Lands South of Dry Dock No. 4 (Official Photograph, Hunters Point Shipyard)**



**Figure 11. Hunters Point circa 1943-1945 (Official Photograph, Hunters Point Shipyard)**



**Figure 12. Hunters Point circa 1980s. Compare this Photo with Figure 6 to Show Extent of Cut and Fill Operations (Official Photograph, Hunters Point Shipyard)**

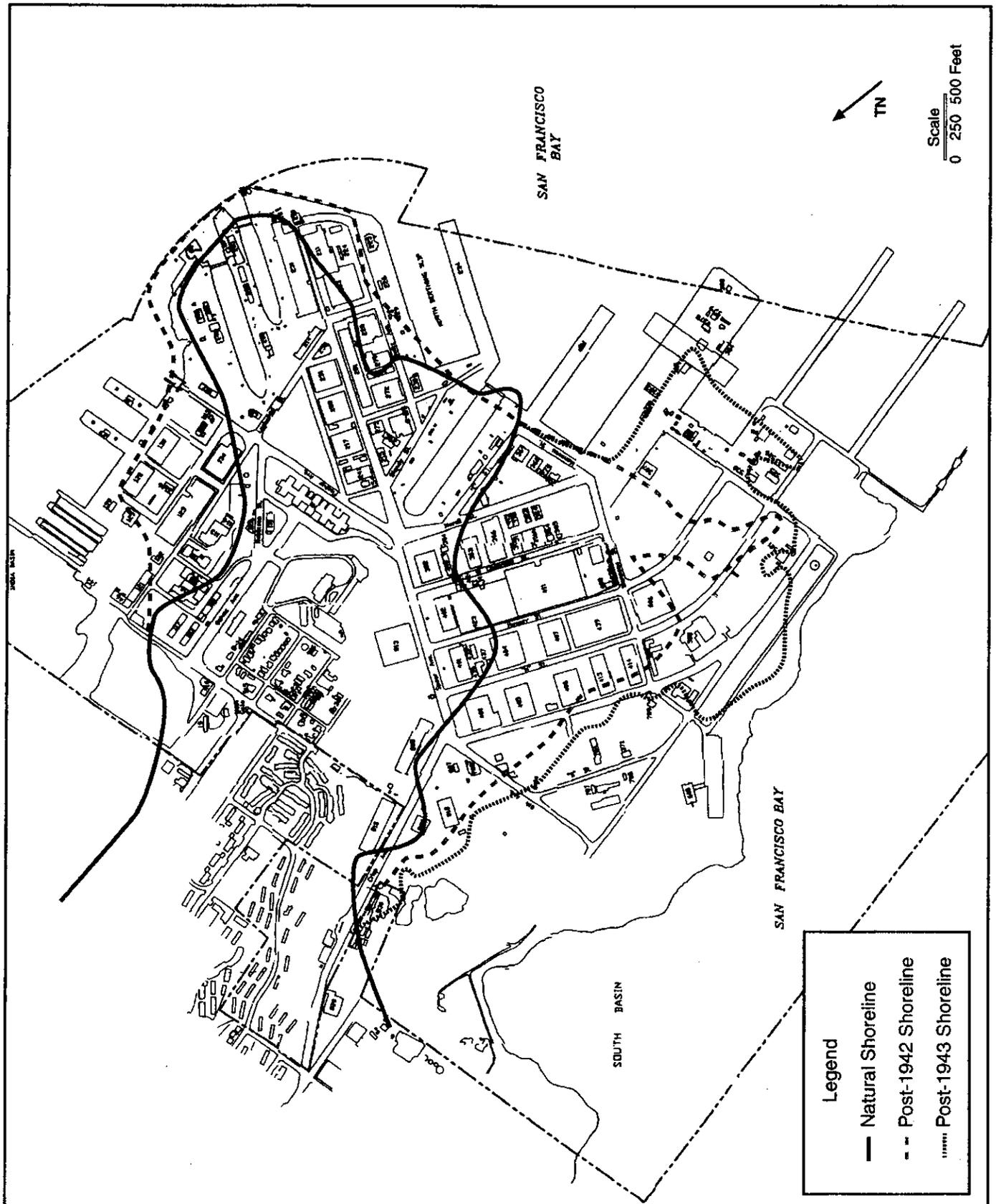


Figure 13. Shoreline Alterations at Hunters Point

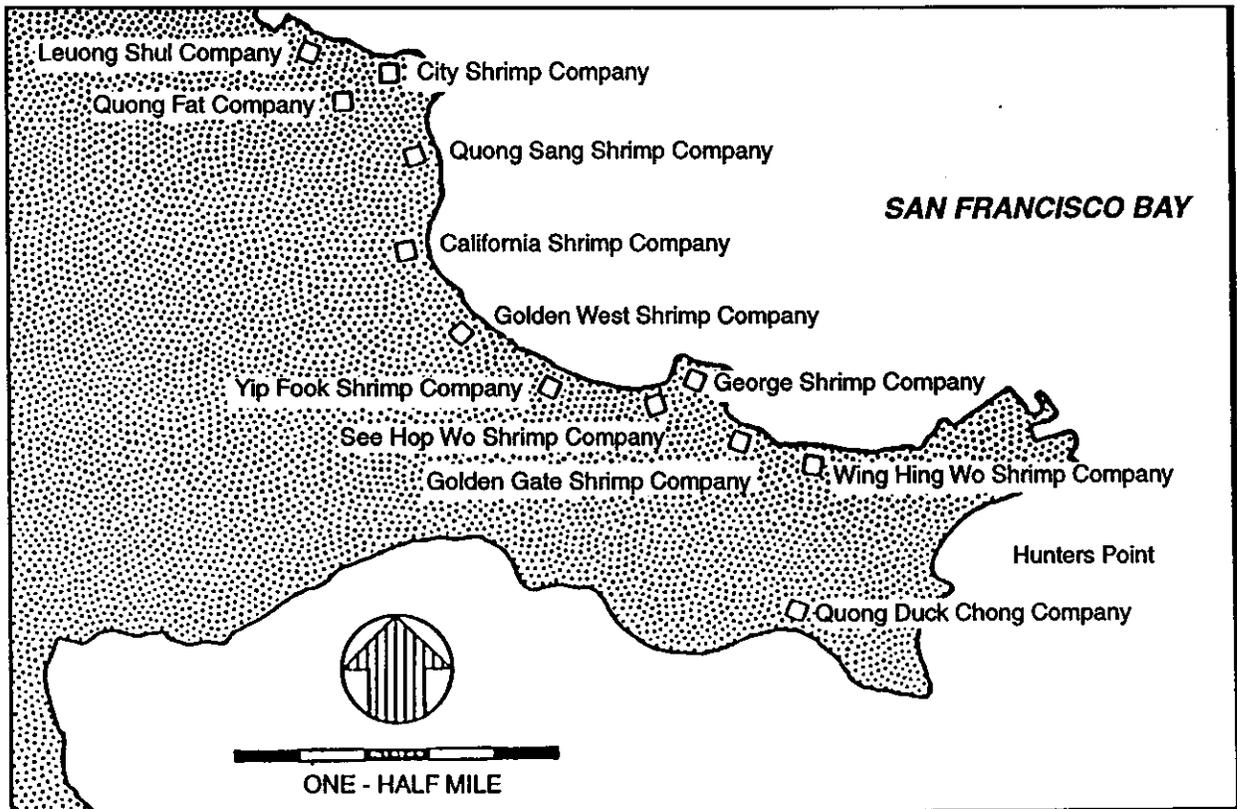
communication, 1997). The Italians harvested shrimp by dragging hand nets through shallow waters primarily in the protected coves on the west side of the bay (Svanevik and Burgett 1995:1). However, with the addition of bag nets to their repertoire, Chinese shrimp camps began to proliferate around the bay sometime around 1870 or shortly before 1871 (Peter Schulz, personal communication, 1997).

Chinese shrimp camps appeared to have been in full operation at Hunters Point and elsewhere in the Bay Area by the early 1880s. The 1880 federal census reported 120 Chinese residents at Hunters Point, ranging in age from 20 to 51 years old; all were listed as fishermen. By 1888, three camps were located on the south side of the point. These camps were bachelor camps, with no women or children in residence, and contained more employees than the later twentieth century camps would. Some camps had even maintained three crews; a day boat crew, a night boat crew and a shore crew that processed the shrimp (Bonnot 1932:5-7, 12; Nash 1973:224).

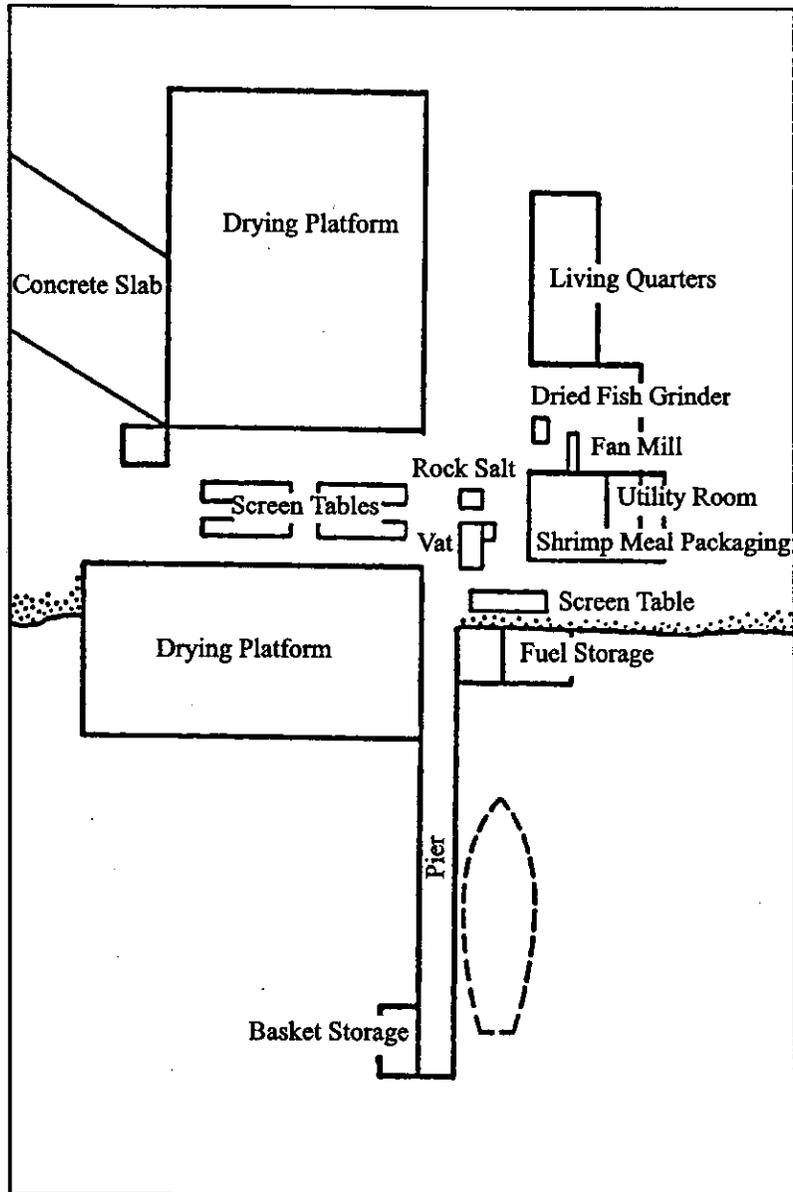
Inspections by the California Fish and Game Commission counted 26 Chinese shrimp camps operating on San Francisco Bay in 1897. In 1910, the use of Chinese-style shrimp nets (considered destructive to the fisheries) was banned by the California State legislature and the number of camps that year dropped to 19. In 1915, Chinese net shrimp fishing was reinstated in south San Francisco Bay. By 1932, there were 12 camps located along the shoreline of Hunters Point (Figure 14) (Bonnot 1932:5, 7; Scofield 1919:2-4; Svanevik and Burgett 1995:1).

Each small company had its own boat and a "camp" consisting of a wharf, boiling vat and drying ground, living quarters and storehouses. Even though one Chinese company may have owned or controlled several adjacent camps along the water's edge, each camp operated independently and were not known to cooperate in any way (Scofield 1919:3). Chinese shrimp fishing camps around the bay were all very similar in their layout, consisting of a group of small shacks of rough, unpainted boards, placed near the edge of the water (Figure 15). Each camp also had a rough wooden wharf that extended out into the shallow waters on hand-driven piles which served as a landing place for the camp's junk (Scofield 1919:4). The living quarters and storehouses associated with these camps were typically crowded on a narrow beach between the water and the hills. The drying grounds for each camp covered about an acre of the slope of the adjacent hillside and were usually floored with boards. In at least three cases, the drying grounds were situated partially on a platform built out over the water (Scofield 1919:4).

The beds maintained by each company were held from year to year and were originally laid out on a first-come-first-serve basis (Figure 16) (Bonnot 1932:7). There were unwritten rules concerning the staking of new beds, the most important of which being that "a new bed must be far enough away so it will not cork an old bed" (Bonnot 1932:7). While claim jumping was rare, a controversy between two large companies over the use a particular shrimp bed in 1930 nearly precipitated a tong war (Bonnot 1932:7). While larger shrimp were sold fresh to distributors, the majority were boiled in brine



**Figure 14. Shrimp Camps & Fishing Areas, Hunters Point, 1930 (after Bonnot 1932)**



**Figure 15. Sketch Map of Hunters Point Shrimp Company Camp, South of Potrero Point, 1946-1959 (after Bonnot 1932)**

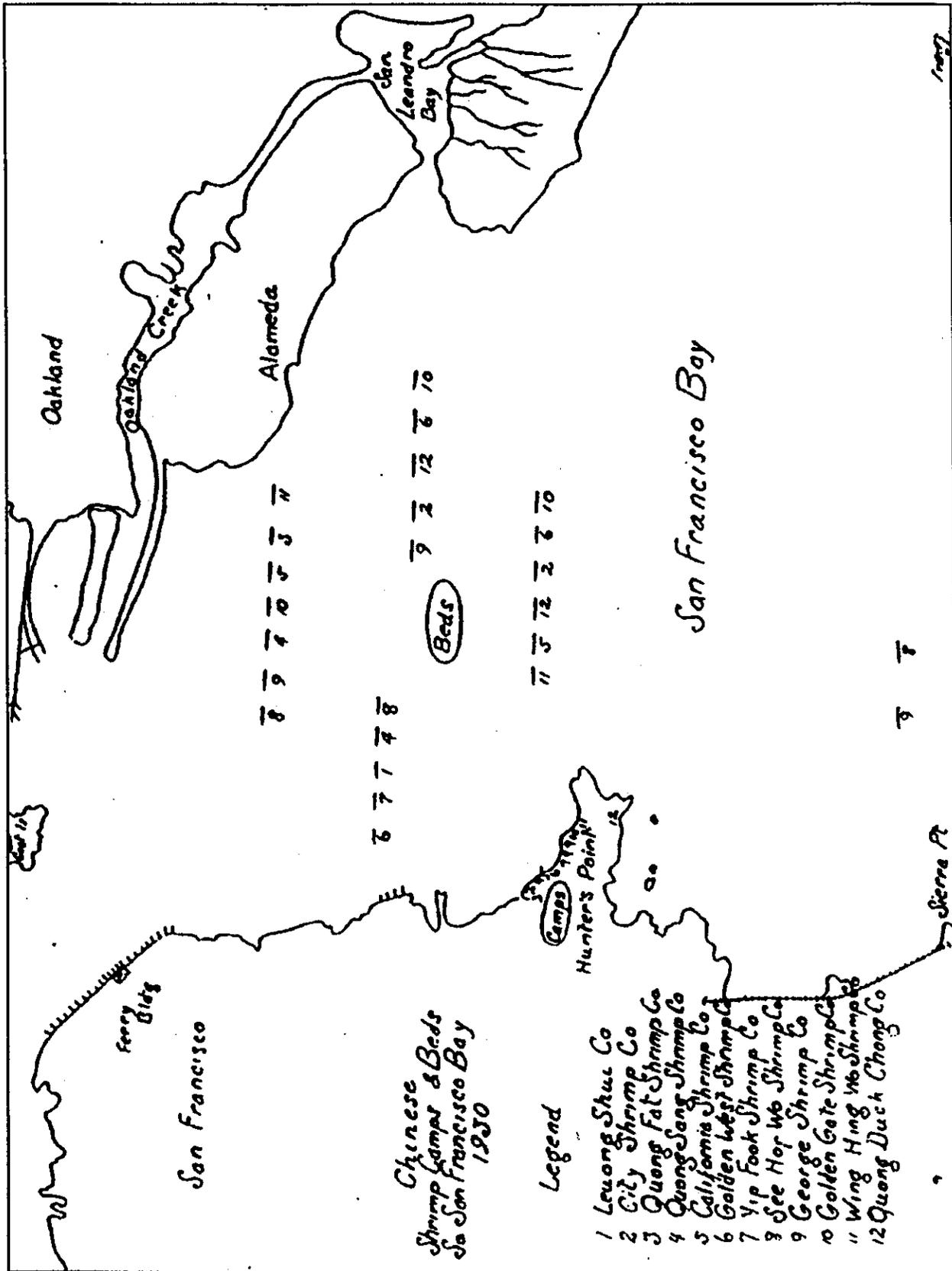


Figure 16. Chinese Shrimp Camps and Beds in South San Francisco Bay (after Bonnot 1932:7)

and dried for export; their shells were sold for fertilizer in Asia. The catch was carried in from the boats in baskets to a boiling vat that measured about four-foot by eight-foot in size and was about 18 inches deep. Most of these vats had wooden sides and a sheet iron bottom that was bent up to overlap the wooden siding. The vat was surrounded with bricks and mud so that wood and coal could be burned to heat the water (Scofield 1919:8). Fresh water to which rock salt was added was used in the vats and the shrimps, along with any fish caught with them, were poured into the vats, ten to twelve basket loads at one time (Bonnot 1932:8).

Once boiled, the shrimp were removed with a strainer and carried to the drying grounds. After being spread out in the sun and dried for about five days, they were crushed with wooden rollers (Peter Schulz, personal communication, 1997). They were then put through a small fan mill to separate the heavier shrimp meats from the lighter shells (Scofield 1919:9).

Of the 19 camps operating around the San Francisco Bay area in 1910, five were located at Hunters Point (Table 1). Two of these five camps were located on the south side of the point and were owned by Quong Lee Chong Company of San Francisco, which also owned two at Point San Pedro. These two camps each had a boat that fished 40 nets about a mile offshore. The other three camps were located on the north side of the point. One was owned by the Union Shrimp Company, a Chinese concern in San Francisco, which also owned six other camps in the Bay Area. The other two were owned by the Fook On Lung Company, also known as the California Shrimp Company. These latter three fished one mile south of the Alameda Mole in Alameda County. The Union Shrimp and Quong Lee Chong companies both also owned and operated camps in other locations in the bay (Scofield 1919:5).

**Table 1. Chinese Shrimp Camps at Hunters Point, 1910**

<i>Company</i>	<i>Camp Location</i>	<i>Boat Type</i>	<i>Number of Nets</i>
Fook On Lung, a.k.a. California Shrimp Company	north of point, closest to point	junk	?
Fook On Lung, a.k.a. California Shrimp Company	north of point	junk	?
Union Shrimp Company	north of point	junk	?
Quong Lee Chong Company	south of point	junk	40
Quong Lee Chong Company	south of point	junk	40

Regulations over the use of the bag net for fishing concentrated shrimp fisheries in the south San Francisco Bay Area, mostly around Hunters Point. In 1930, tension arose amongst crews forced to compete for dwindling resources. A dispute over fishing rights near Hunters Point took place between the Suey Sing Tong and the Lung

Kong Tin Yee Association. Physical violence was averted by the mediation of the Peace Society (Nash 1973:164).

By 1932, the 12 Chinese shrimp fishing camps in South San Francisco were organized in three ways (Table 2). Most were owned by Chinese companies with offices in San Francisco's Chinatown. These camps were leased to about eight men who maintained the camp, caught and processed the shrimp and then sold them at a profitable set price to the company. One camp was owned by two men who paid wages to their crew. The smallest camp, the Leuong Shu Company, was owned by two men who primarily worked alone, but sometimes hired a third man (Bonnot 1932:5-7, 12). Some of these camps appear to have included retail stores and restaurants, such as George's Shrimp Palace adjacent to the dry dock. This restaurant still remained in 1942 near the foot of Boalt Street, approximately where Building 123 stands today (Figure 17).

**Table 2. Chinese Shrimp Camps in Hunters Point, 1930**

<i>Company</i>	<i>Number of men</i>	<i>Number of nets</i>	<i>Number of boats</i>	<i>Type of boat</i>
Leuong Shui Company	2	20	1	small fishing boat
City Shrimp Company	5	53	2	junk, power junk
Quong Fat Shrimp Company	3	27	1	power junk
Quong Song Shrimp Company	5	43	1	power junk
California Shrimp Company	5	50	2	junk, tow boat
Golden West Shrimp Company	5	50	1	power junk
Yip Fook Shrimp Company	3	25	1	small fishing boat
See Hop Wo Shrimp Company	5	40	1	power junk
George Shrimp Company	5	40	1	power junk
Golden Gate Shrimp Company	5	52	1	power junk
Wing Hing Wo Shrimp Company	5	54	2	junk, power junk
Quong Duck Chong Company, (south side of Hunters Point)	5	50	2	junk, tow boat

Increasing population growth around south San Francisco began to result in a growing number of complaints about the smell of the shrimp camps, regarded as public nuisances. In 1939, the San Francisco Health Department investigated the camps near Hunters Point. They declared there were "many things wrong with the camps, most of them having to do with sanitation." As a result, the Health Department ordered that many of them be burned. After 1939, only six remained, employing roughly 50 Chinese fishermen. These too were eventually moved when the Navy began establishing the San Francisco Naval Shipyard as a military installation in 1940 (Nash 1973:225; Svanevik and Burgett 1995:1).

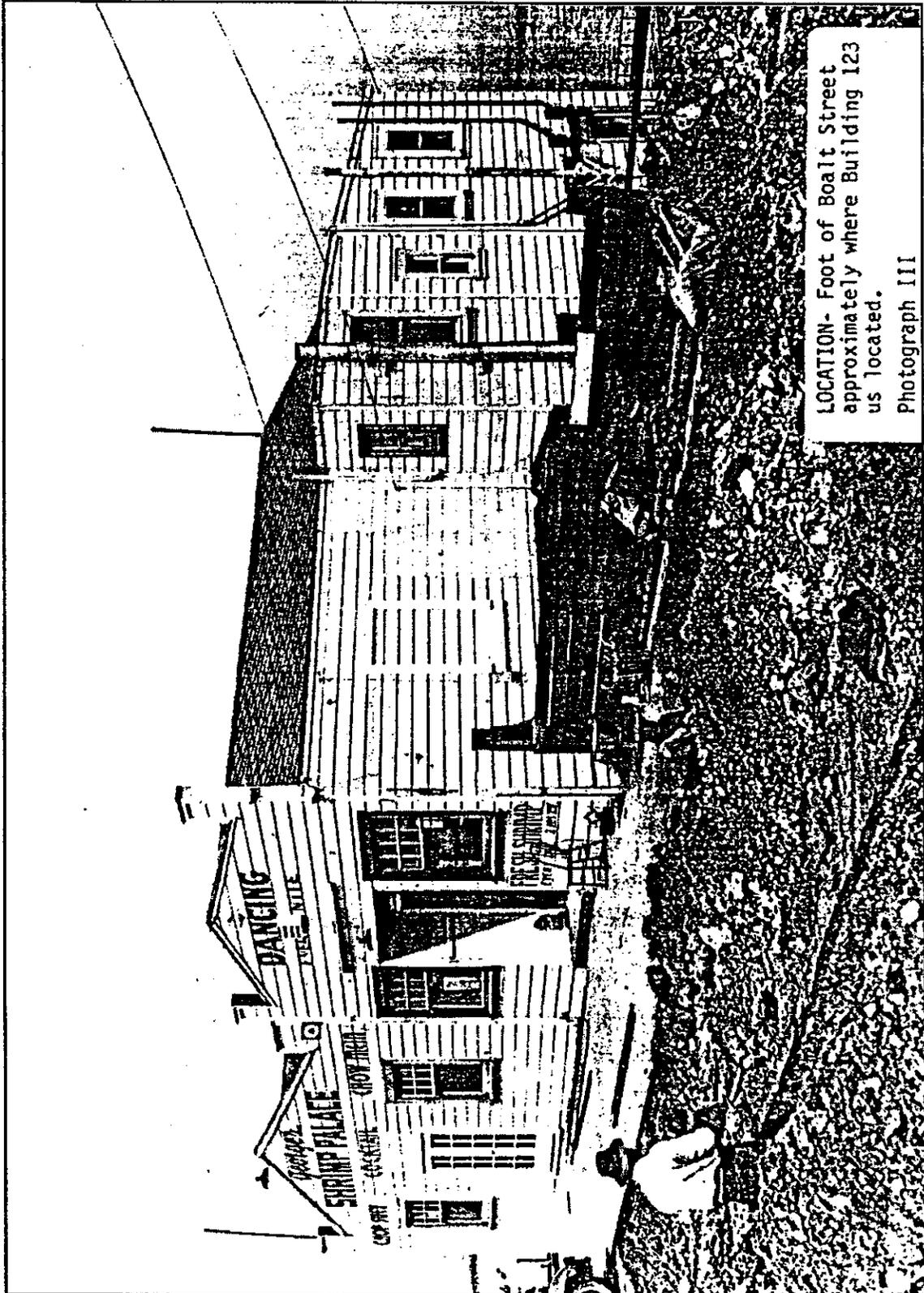


Figure 17. Foot of Boalt Street Approximately where Building 123 was Located (Official Photograph, Hunters Point Shipyard, CA, April 20, 1942)

By the late 1930s, the fishery had declined, primarily because the shrimp population was disappearing. A variety of environmental reasons were blamed for the declining shrimp population. The fishery was further impacted by World War II. The last camp to use bag nets, the Hunters Point Shrimp Company, closed in 1959 (Limm 1977; Nash 1973:139).

### *The Hunters Point Ship Graveyard*

By the late 1930s, Hunters Point was developing what was considered another public nuisance in the form of decaying ships beached in the shallows off the north side of Hunters Point. Five historic ships sat rotting in the cove west of the point. The oldest was the commuter ferry, the *Bay City*. This ferry was built in 1878 at the Fulton Iron Works in North Beach for \$135,000. She carried commuters between San Francisco and Alameda and later between Vallejo and South Vallejo. In 1930, J. C. Ogden purchased and beached the *Bay City* at Hunters Point. By 1938, "her paneless windows and caved-in deck let fog into the once-plush cabins where three-piece orchestras had once played" (*San Francisco News* 1938).

The *Caroline* of San Francisco, a four-masted schooner built in 1902 on Puget Sound, sat alongside the *Bay City*. After twenty years hauling lumber and grain, she was stripped of her machinery and anchored off Hunters Point. In 1932, a storm beached her. An enterprising sailor, Oscar Bayer, rigged the officers' and crews' space as a six-room house with electric lights, telephone, and running water for himself, and his wife and daughter (*San Francisco News* 1938).

Astern the *Bay City*, closer to the beach, sat the hulk of the ferry *Modoc*. This mail boat was built in San Francisco in 1880. In 1917, she was sent to the Southern Pacific Shipyards in the Oakland estuary. In 1928, she was taken to Hunters Point and stripped. By 1938, only the timbers of the hull and lower deck remained. Another ferry, the *Arrow*, also rested at the Hunters Point ship graveyard. Built in Seattle in 1903, the sleek 147-foot-long vessel had given way to larger ferries by 1913. By 1938, nothing remained of her but her bows and two starboard portholes that emerged at low tide (*San Francisco News* 1938).

The scow *Emma*, with a more questionable lineage, had once carried hay from Sacramento to San Francisco until ending her days at Hunters Point. Once there, a Mr. A. T. Chick had mounted her pilot house on stilts and took up residence there. He and the Bayer family were apparently neighbors who enjoyed a private lifestyle among the ship graveyard (*San Francisco News* 1938). The graveyard was the subject of numerous newspaper articles during the late 1930s, which portrayed the site as part of San Francisco's colorful maritime past. No more was written about the graveyard after this period, suggesting that filling or Naval removal during World War II may have obliterated any other visual reminders of the ships.

## METHODS

### **Prefield Research**

The prefield research phase focused on gathering information on past land use of the survey area to assist in the field and report preparation stages. Prior to beginning field work, the information gathered during the prefield research phase was synthesized and put into a usable form for the field crew. Known and predicted prehistoric and historical locations, extrapolated from site data, various county and other maps, and histories and aerial photographs, were generally plotted onto current large scale base maps. These data served to familiarize the field crew with known site locations, areas of historical activities, and potential areas of archeological sensitivity.

Research was conducted at numerous repositories; several historical societies were also contacted. This research located and examined historical maps of the HPS project area from the 1850s to the 1990s. Using these maps, photographs, and newspaper articles, the original geomorphology and hydrology of the area, as well as historic land modifications, such as filling, were plotted in order to determine potential areas of archeological sensitivity. In addition, a record search was conducted at the Northwest Information Center to determine if sites had been previously recorded in or adjacent to the project areas.

The Native American Heritage Commission and local Native American individuals and groups were contacted for information on prehistoric, historic, and ethnographic sites and land use, as well as contemporary Native American concerns that may pertain to areas within or near the project location (see Table 3). No responses were received from these inquiries.

### ***Record Search Information***

A record search for the HPS project area was conducted on July 21, 1997 by the Northwest Information Center of the Historical Resources Information File System, Sonoma State University, Rohnert Park, California (NWIC 97-297). The results of this search revealed that, except for Nelson's work in the early 1900s, past archeological work conducted at the Naval facilities on Hunters Point has been project specific in nature. Prior archeological investigations performed at Hunters Point have been limited and include literature reviews and cultural resource investigations for the supplemental Environmental Impact Statement associated with the U.S. Navy Homeporting Study for Hunters Point Naval Shipyard (Roop 1986) in addition to a historical overview of Hunters Point Annex (Bamburg 1988). Neither of the studies mentioned above included large-scale, on-the-ground investigations of the HPS facilities.

Although N. C. Nelson originally recorded twelve prehistoric sites within the Hunters Point - Islais Creek area, only four appear to have been situated within and/or immediately adjacent to the HPS facility. Pastron (1987:2), drawing upon work conducted by others, remarked that there are many difficulties associated with determining the precise location of Nelson's sites in relation to the present landform configuration. Pastron states,

. . . the literature associated with each of these sites contains little in the way of concrete data concerning the aerial extent or archeological characteristics of these sites. Similarly, Nelson's mapping data for the San Francisco Shellmounds is often vague and it is difficult to locate some of the sites with certainty [1987:2].

**Table 3. Repositories and Individuals Visited or Contacted**

<i>Repositories/Individuals</i>	<i>Information Examined/Sought</i>
Northwest Information Center, Sonoma State University, California	Archeological site records and reports, comparative information
Native American Heritage Commission, Sacramento	Native American consultant list, sacred site information
Deborah Cooper, National Maritime Museum, San Francisco	Archival information, shipwreck information
Kathleen O'Connor, National Archives, Pacific Sierra Region, San Bruno	Site-specific information, local history, base history
Cherilyn Widdell, State Historic Preservation Officer, Sacramento	Site-specific information, local history
Rosemary Cambra, Chairperson Muwekma Indian Tribe	Native American concerns, site information
Andrew Galvan, Ohlone Indian Tribe	Native American concerns, site information
Ann Marie Sayer, Chairperson, Indian Canyon Mustun Band of Costanoan	Native American concerns, site information
Irene Zwierlein, Chairperson Amah Tribal Band	Native American concerns, site information
Patrick Orozco	Native American concerns, site information
Linda G. Yamane	Native American concerns, site information
Kenneth Marquis	Native American concerns, site information
Katherine Erolinda Perez	Native American concerns, site information
Jenny Mousseaux (McLeod)	Native American concerns, site information
Jakki Kehl	Native American concerns, site information
Alex Ramirez	Native American concerns, site information
Christian Gerike, Sonoma State University, Archeological Studies Center	Site specific information

**Table 3. Repositories and Individuals Visited or Contacted (Continued)**

<i>Repositories/Individuals</i>	<i>Information Examined/Sought</i>
Bancroft Library, University of California, Berkeley	Historical maps, general and local history
Map Room, University of California, Berkeley	Historical maps, general and local history
Water Resources Collection Archives, University of California, Berkeley	Historical maps, general and local history
California Room, California State Library, Sacramento	Historical maps, general and local history
Government Publications, California State Library, Sacramento	Historical maps, general and local history
Maggie Brown, Nevada State Museum	Location of d'Azevedo field notes
Edward Luby, Phoebe Hearst Museum of Anthropology, University of California, Berkeley	Information regarding Native American burials and artifact collections recovered from Hunters Point
Treganza Museum of Anthropology, San Francisco State University	Information regarding Native American burials and artifact collections recovered from Hunters Point
San Francisco Maritime Museum, Jay Porter Shaw Library	Historical maps, local history and shipwreck information
Irene Stachura, San Francisco Maritime Museum, National Historical Park	Historical maps, local history and shipwreck information
Peter Schulz, California State Department of Parks and Recreation	Chinese shrimp fishing historical and archeological background
Larry Felton, California State Department of Parks and Recreation	Chinese shrimp fishing historical and archeological background
Chinese Historical Society, San Francisco	Chinese shrimp fishing
Bill Kooiman, National Maritime Library, San Francisco	Historical maps, local history and shipwreck information and Calwreck Index
Kirk Walker, State Lands Commission, Sacramento	Historical maps, local history and shipwreck information
Ralph Snyder, Department of the Interior, Minerals Management Services	Shipwreck listings in San Francisco Bay
Patricia Duff/Louis Wall, Cultural Resources Program Environmental Planning Branch, Engineering Field Activity, West Naval Facilities Engineering Command	Hunters Point Shipyard data

The difficulties noted above are compounded by the fact that since the mid-1860s numerous changes have taken place to the natural landform of Hunters Point. Pastron notes that the prehistoric sites noted by Nelson as CA-SFr-11, -12, -13 and -14, would have been originally located either at the upper edge of the tidal affected lands, or directly associated with upland, dry, locations on Hunters Point. An in-depth discussion regarding the possible location of these sites will be presented in a later section of this report (see Predicted Archeological Features).

Archival research conducted for this project also included an examination of the shipwreck data, records and files for the waters immediately surrounding Hunters Point. The search entailed examining the Calwreck Index, managed by the California State Lands Commission, and the Shipwreck Index maintained by the Department of the Interior, Mineral Management Services. Data obtained from these sources indicate that buried and/or submerged, off-shore historical cultural resources may exist within the HPS project area (see Figure 2 for extent of the HPS boundaries).

In addition to the previously mentioned abandoned ships, there are at least five reported historic-era shipwrecks located within the waters surrounding Hunters Point. They include the *Janette*, a schooner carrying gravel that capsized and later sank near Hunters Point on February 27, 1878, and the *Santa Paula*, also a schooner, that burned on July 8, 1933 near the shoreline of Hunters Point. Three other ships apparently wrecked off the shores of Hunters Point during the 1930s and 1940s and may be within the immediate vicinity of the project area. They include the *Mt. Eden*, a gasoline screw that was stranded near the point on November 21, 1931, the *Uncle Sam*, a gasoline screw that foundered off Hunters Point on March 14, 1942, and the *R. G. Halford*, an oil screw that burned and later sank off the point on January 29, 1947. Ships may or may not be eligible for inclusion in the National Register. At this point their integrity or remnants of these remains have not been determined (Kirk Walker, California State Lands Commission, personal communication, 1997).

Based upon an historical context and evaluation document prepared for the Navy by Bonnie L. Bamburg (1988), it was concluded that four properties within the HPS facility meet the criteria for inclusion in the National Register of Historic Places (NRHP). These included the following:

- 1) "Hunters Point Commercial Dry Docks Historic District." This historic district comprises the following contributing structures: Dry Dock #2; Dry Dock #3; remnants of Dry Dock #1; Pumphouse No. 2 (Building 205); Pumphouse #3 (Building 140); a Paint and Tool Building (Building 207); a Gatehouse (Building 204); the seawall in the area; and wharves in the area. Two non-contributing elements were included within the historic district: a Tool Room (Building 208); and a Shop Building (Building 141).
- 2) Dry Dock #4.

- 3) Building 253. Ordnance and Optical Building.
- 4) 450 Ton Bridge Crane.

Bamburg's 1988 report concluded that no other buildings or structures at HPS qualify for listing in the National Register. Most recently, however, JRP Historical Consulting Services was contracted by the Navy to inventory and evaluate all buildings and structures at HPS, and to reevaluate the National Register eligibility for the four buildings or groups of buildings previously found to meet National Register criteria by Bamburg (JRP 1997:2). This reevaluation was considered necessary because many modifications have occurred to several of these structures since the 1988 report. The modifications are attributable chiefly to vandalism and neglect.

JRP agreed with Bamburg's earlier findings which concluded that a number of buildings and structures associated with the dry dock facilities at Hunters Point appear eligible for listing in the NRHP. The buildings and structures that JRP concurred with were determined to be eligible for inclusion in the National Register by SHPO in 1993. However, JRP's report also found that several of the structures originally identified by Bamburg as potentially eligible no longer appear to qualify having lost integrity since 1988 or, as in the case of Building 253, further research revealed it not to be significant as previously thought (1997:3-4). JRP also concluded that remnants of Dry Dock 1 may or may not exist within the area designated as an historic district with sufficient potential to yield information that would make the property eligible for the National Register (JRP 1997:3). The properties are described and JRP's conclusions are summarized in Table 4. It should also be noted that National Register properties are automatically included in the California Register.

**Table 4. Listing of Buildings and Structures on Hunters Point Naval Shipyard National Register Status**

Structure/Building Number	JRP Conclusion (7-97)	Eligibility Status (6-16-93)
Dry Dock 2	Eligible as contributing element in Historic District	Determined Eligible for NRHP Listing on 6-16-93 as separate listing.
Dry Dock 3	Eligible as contributing element in Historic District	Determined Eligible for NRHP Listing on 6-16-93 as separate listing.
Pumphouse #2 (Bldg. 205)	Eligible as contributing element in Historic District	Determined Eligible for NRHP Listing on 6-16-93 as separate listing.
Pumphouse #3 (Bldg. 140)	Eligible as contributing element in Historic District	Determined Eligible for NRHP Listing on 6-16-93 as separate listing.
Paint and Tool Building (Bldg. 207)	Eligible as contributing element in Historic District	Determined Eligible for NRHP Listing on 6-16-93 as separate listing.
Gatehouse (Bldg. 204)	Eligible as contributing element in Historic District	Determined Eligible for NRHP Listing on 6-16-93 as separate listing.
Seawall Dry Dock 2	No longer retains integrity	Determined Eligible for NRHP Listing on 6-16-93 as separate listing.
Seawall Dry Dock 3	No longer retains integrity	Determined Eligible for NRHP Listing on 6-16-93 as separate listing.
Wharves Dry Dock 2	No longer retains integrity	Determined Eligible for NRHP Listing on 6-16-93 under Dry Dock 2 listing.
Wharves Dry Dock 3	No longer retains integrity	Determined Eligible for NRHP Listing on 6-16-93 under Dry Dock 3 listing.
Tool Room (Bldg. 208)	Non-contributing element to Historic District	Determined Ineligible for NRHP Listing on 6-16-93 with no potential for listing.
Shop Building (Bldg. 141)	Non-contributing element to Historic District	Determined Ineligible for NRHP Listing on 6-16-93 with no potential for listing.
Dry Dock 4	Eligible for listing in NRHP	Determined Eligible for NRHP Listing on 6-16-93
450 Ton Bridge Crane	No longer retains integrity	SHPO agreed in 1993 letter to Navy that the crane does not qualify for listing in the National Register.
Building 253	No longer retains integrity and does not meet criteria for listing	Navy Determination of Ineligibility not concurred in by SHPO on 6-16-93

## **Native American Graves Protection and Repatriation Act (NAGPRA) Issues**

In accordance with the Navy's responsibilities under the Native American Graves Protection and Repatriation Act (NAGPRA), a focused effort was made to identify and provide an inventory of any skeletal remains and artifact collections that could have been removed from sites situated within the HPS project area. The purpose of this inventory was to facilitate implementation of Section 8 [c] [5] of NAGPRA by providing clear descriptions of those human remains and associated funerary objects from Hunters Point currently in the possession or control regional facilities.

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### **Field Methods**

Once the known areas of archeological sensitivity were identified and plotting was completed, two archeologists conducted a combination pedestrian and windshield survey of the Navy-owned property on Hunters Point. The pedestrian survey involved survey crew members systematically walking the area, wherever feasible, with transects spaced at 10- to 25-meter intervals. Some portions of the base were closed to pedestrian traffic due to presence of hazardous materials. These areas were not examined except from a distance through the fencing. In those areas in which the potential for archeological features appeared to be greater (e.g, remnant hilltop and slope), a more intensive investigation was performed, with transect spacing reduced to 5 meters or less (Figure 18). Wherever possible, subsurface exposures caused by road cuts, cutbank erosion, tree falls, and rodent holes were examined for evidence of buried cultural deposits. No evidence of archeological deposits was found.

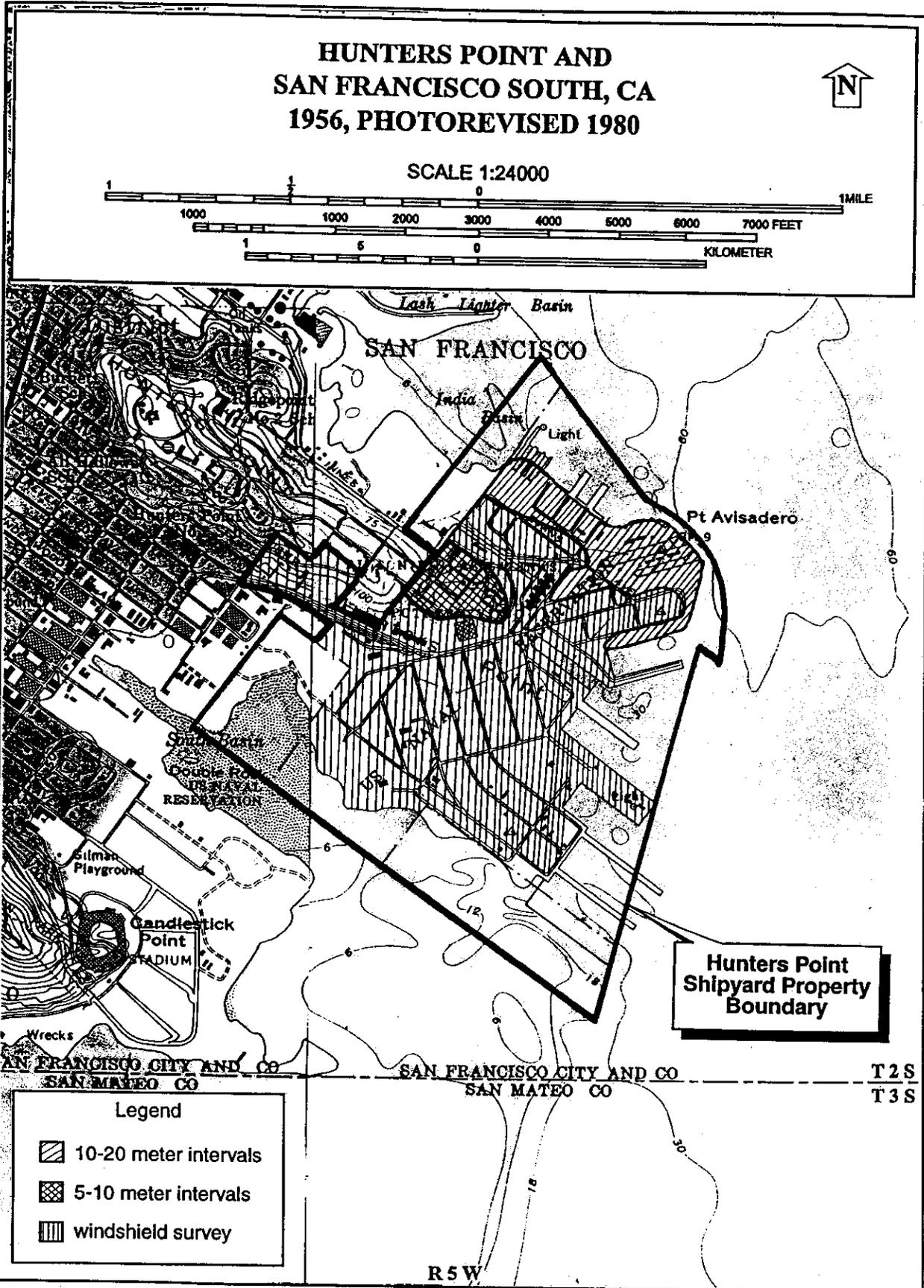


Figure 18. Archaeological Survey Coverage

The majority of the Hunters Point facility was found to be either paved or covered with large structures, except in the housing area and on the south slope of the remnant hill. Surveyors gave particular attention to the shoreline that surrounds the north, east and southern boundaries. Ground visibility within the landscaped housing portions of Hunters Point on the hill was judged to be poor. As a result of the extensive cut and fill operations that have taken place over the years, it is estimated that only five percent of Hunters Point original ground surfaces are presently visible.

## ARCHEOLOGICAL PREDICTIVE MODEL

The principal goals of PAR's investigation were to conduct a cultural resource inventory of the HPS facilities and to perform NAGPRA-related research at regional institutions that may possess human skeletal remains and/or cultural items recovered from Hunters Point. A secondary, yet no less important goal, was to prepare a predictive sensitivity model for the HPS facilities identifying areas possessing a high likelihood of containing significant subsurface prehistoric and historical cultural deposits. Although construction and development on the HPS facilities has resulted in numerous, and sometimes substantial, alterations to the original landform, many areas have been covered with fill, which could have buried intact or fragmented remnants of Hunters Point past. The placement of approximately 20 to 60 feet of fill into the water surrounding Hunters Point to create additional land is a case in point.

Recent work conducted at the San Francisco Presidio resulted in a predictive sites model for that installation. Based on a careful assessment of primary historical records coupled with information of past land disturbance activities, the predictive sites and sensitivity model was developed to provide a cost-effective means of identifying historical archeological features that could be considered contributing elements to that National Historic Landmark (National Park Service [NPS] 1992). More importantly, this approach was considered to provide critical information for future management of the Presidio lands as a cohesive historic district of architectural, historic, landscape, *and* archeological resources (National Park Service 1992:7-14). The predictive sites and sensitivity approach is also suitable to the HPS project areas, with their long history of private and military occupation, proliferation of primary maps and manuscripts, and alterations to the land that have obliterated surface indications of many of the features.

In preparing a predictive model for archeological resources, several factors must be considered. The initial step entails examining historical maps and records in order to generally locate potential features across the landscape. Second, land use activities that could affect the physical condition of deposits or features must be considered (e.g., excavated areas would result in destruction of potential archeological features). Finally, potential features must be assessed according to their data potential.

There are many archeological sites in California and most contain some type of information. The key to productive archeology is to assess whether a property is likely to contain important information. In order to achieve this goal a researcher must examine the data potential in light of an archeological research design. A design outlines topics or questions that could be addressed given the kinds of data that a particular property type is likely to contain, and evaluates whether or not that information can be gained from other sources. For example, at HPS an examination of the iron and brass foundry may be conducted in light of research questions concerning the technology of metal working within a shipyard context.

## **Property Types**

A variety of property types are expected to occur at HPS. Generally, a property type is a grouping of properties that share some important characteristics (Praetzellis et al. 1993:242). Examples for HPS include domestic occupation sites, Chinese shrimp camps/fisheries, industrial/technology sites, landfill/dumps, commercial sites, military sites, maritime sites and prehistoric sites. A brief description of the array of behaviors and functions represented by each property type and their resulting archeological signature are described below.

### ***Domestic Occupation Sites***

Domestic sites typically occur in association with residences and may be expected to contain resource types that share the characteristic of having “hollow features,” that prior to the time of organized refuse collection, were used as receptacles for the byproducts of everyday living (e.g., discarded ceramics, food bones, glass containers, personal items, etc.) (Praetzellis et al. 1993:242). Hollow features are often filled as a result of sudden, transitional changes, such as those associated with a natural disaster, and may include wells, cisterns, subterranean basements, cellars, outhouses, privy pits/latrines, and/or lined, reusable garbage pits.

Quite frequently, domestic sites also contain deposits of sheet refuse, upcast and imported fill that can reach several feet in depth (Praetzellis et al. 1993:242). Because sheet refuse typically accumulates on a horizontal plane, it creates sealed contexts for artifact caches, providing evidence of change over time. Analysis of sheet refuse deposits can shed light on backyard use, functional layout of yards, garden designs, and other aspects of daily living.

### ***Chinese Shrimp Fisheries/Camps***

Chinese shrimp fisheries/camps are multi-component resources that include a variety of domestic and work-related structures and/or features associated with the Bay Area’s shrimp fishing industry. Chinese shrimp fishing camps located around the bay

were similar in layout, consisting of several small shacks at the water's edge, a wharf, a processing area with boilers, drying grounds, storehouses, and living quarters (Chinn 1973; Schulz 1981, 1984). Each component contributes to the overall interpretations of the resource and allows for a reconstruction of the interaction between different aspects of one feature.

### *Industrial Technology*

Industrial sites typically consist of a series of discrete elements that reflect the technology involved. Each component is a resource type with its own potential. An example of an important industrial property type that may be present in the project area is the shipwright. For shipwright sites, these resource types may include woodworking shops and wood storage areas, iron storage areas, machine shops, blacksmith shops and sail-making shops. Each component or element of the shipwright contains potential value as a part of the overall process. Taken as a whole, a complete reconstruction of a technological type can be accomplished.

### *Commercial Sites*

The principal types of commercial establishments that have been identified in the project area include boat yards, hotels, boarding houses, saloons and restaurants. Refuse caches and sheet deposits of refuse and fill, similar to resource types that occur on domestic sites, may also be expected on commercial sites. The artifact collections, however, will reflect the orientation of the business that contributed to it (Praetzellis and Praetzellis 1993:243). Establishments such as boarding houses, or restaurants such as George's Shrimp Palace have produced refuse-rich features that are similar in structure and function to those of domestic sites, with the main difference being one of scale.

### *Military Sites*

Military sites are also multi-component and include primarily structures and/or features associated with large-scale institutional housing, support and training of personnel. Military sites could also possess industrial or defense-related features such as exterior wall fortifications, mine assembly structures, machine shops, shipyards, water and power supply systems, and batteries and magazine storage areas. Each component contributes to the overall interpretation of a feature and allows for a reconstruction of the interaction between different aspects of one feature. Military involvement at Hunters Point postdates 1939. Related sites that qualify for the National Register would date between 1939 and 1947, a time when the Navy was quite active at Hunters Point.

### *Landfills/Dumps*

While there were no indications of an established dump being located within the HPS facilities, it is likely that during the earliest years of domestic, commercial and industrial occupation, dumping of refuse occurred in the waters surrounding Hunters

Point. Examples of this property type would also consist of material brought into the project area to fill the mudflats of Hunters Point. The fill, which is upwards of 20 to 60 feet thick in some areas, would contain pollen and conventional artifacts reflective of the period of deposition. The National Register significance of these types of deposits would depend on the integrity and focus of the landfill or dump and its relationship to larger issues (Praetzellis et al. 1993:237).

### *Maritime Sites*

Resources associated with this property type consist of the remains of sailing vessels and their contents that sunk or were abandoned in the waters off the shores of Hunters Point. The possibility also exists that some of these remains may have been buried by fill during additions to the shorelines surrounding the point. In addition to sailing vessels, features such as dry docks, sea walls, timbered piers, and wharves are included within this property type. The resource potential of buried or submerged ships may derive from their contribution to the knowledge of the technology of historic ship-building and/or artifact collections that relate to their operation as storeships and/or residences, whereas those associated with seawalls, dry docks and wharves are related to the technology of wall, dock and wharf construction (Olmsted and Praetzellis 1993:349).

### *Prehistoric Sites*

Prehistoric sites may be expected to contain features and/or artifacts associated with either long-term residential and/or repeated use as well as temporary/seasonal resource procurement locales. Features typically encountered with this property type include hearths, rock alignments, structure depressions, shellmounds, and cremation and/or burial pits. The National Register significance of these types of resources would depend upon their integrity and the potential of each resource to add to the body of important or significant scientific knowledge.

## **Research Themes**

Each of the property types described above relates to specific research themes that can be addressed through analysis of materials associated with the resource. Several themes are pertinent to the predicted features that comprise the HPS project area. These are described below.

### *Consumer Behavior/Social and Economic Status*

The study of individual households and the response of each to economic and social conditions of the time have been under investigation for over a decade. A household, which is defined as a group of people living together for domestic purposes (not necessarily a family), is a convenient unit of study (Beaudry 1984:30). Self

sufficiency, use of manufactured products, gender issues, and occupational productivity can all be addressed at the household level, and studies of individual households can be combined to examine broader regional patterns.

This approach has a number of proponents in historical archeology (see, for example, Beaudry 1984, 1986; Beaudry and Mrozowski 1987; LeeDecker et al. 1987; Mrozowski 1984; Starbuck 1984). Wilke and Rathje (1982:613, 618) write that the "Archeology of the individual household is an essential building block in reconstruction of past societies" and that the material culture seen in individual households reflects the demographic composition of the households. Some of the concepts relevant to the household studies include household composition, life cycle (of the household itself, not the individuals living within), income strategy, and status. All of these concepts influence consumer behavior and need to be taken into account when interpreting material culture derived from a household.

Recently, attention has been given to examining individual nineteenth-century Euroamerican households in light of the Victorian attitudes that prevailed during this time. The values admired during the Victorian era ("piety, purity, submissiveness, domesticity in women [Welter 1966:152]; rectitude, thrift, sobriety, and hard work in men [Wiebe 1967:4]; self discipline, temperance, and respect for authority [Mann 1982:210]; and steady work, punctuality, and compulsive behavior in general [Howe 1976:210]" as outlined in Praetzellis et al. 1993:26), were readily adopted by middle-class commercial and professional interests. Victorianism filtered down into the artifacts chosen by households, behavior patterns, and specific historical events and processes on many levels, including household decorations, municipal work projects, and children's toys. In contrast, working class consumer practices were distinctive, perhaps being a way of rebellion or resistance to the overwhelming Victorian values of the middle-class (A. Praetzellis 1991; Praetzellis et al. 1993:26-27).

The archeological deposits associated with mid- to late-nineteenth century Euroamerican households often contain material that provides evidence of the degrees of participation in or rejection of the Victorian patterns of domestic behavior. Artifacts associated with formal dining and socializing can offer evidence regarding the increased importance of these activities through time. The context of the influences of Victorian values on individual households has been developed in other research designs put forth for San Francisco (Praetzellis and Praetzellis, eds. 1993), Oakland (Praetzellis, ed. 1994) and Sacramento (Praetzellis and Praetzellis 1992; Praetzellis et al. 1993) and is applicable at Hunters Point as well.

Consumer behavior and social and economic status can be studied through the examination of refuse. Refuse, quite simply, is garbage and includes remains of food preparation and consumption, such as bottles and cans, leftovers, seeds, bones, as well as broken and discarded household objects (dishes, personal items, etc.). Refuse deposits associated with specific households can be studied to answer questions with regards to how people lived, what they ate, how they spent their money, where they

obtained their products, how and to what degree they were influenced by marketing, social movements, or their bosses, what medicines they used, whether women and/or children were living in the house, and a multitude of other questions. Faunal remains, such as processed animal bones, in particular, are crucial in reconstructing diet, economic status, consumer preferences, social status, and in some cases, ethnicity.

At HPS, household deposits from a variety of social groups are predicted. Comparison of deposits from Chinese camps, Euroamerican familial and non-familial households can be critical in reconstructing the social or economic lives of people living on Hunters Point during the nineteenth and early twentieth centuries. The lives of the common sailor or worker are not well documented in the historical record, a factor that enhances the value of remaining archeological features and remains. An examination of the refuse from the Chinese shrimp camps would also contribute to an understanding of the daily activity, dietary differences, and social and economic status between the various ethnic groups working and residing at Hunters Point.

### *Maritime Archeology*

According to the National Park Service (1991:7) all historic properties, including maritime resources, must be evaluated within an historic context. Olmstead and Praetzellis (1993:359) note that "The context narrative identifies the history of the vessel herself, including details of her construction, technology, and operating life, and a reconstruction of her place in a significant aspect of marine history." A good contextual statement discusses the area of significance in light of all four National Register Criteria.

In order to qualify for the NRHP, a buried ship must meet at least one of the four National Register criteria and possess integrity (National Park Service 1991:44). For the purposes of NRHP Criteria A and C, a buried ship would possess excellent integrity of location and setting because it would be situated in the same place where it was deposited during its period of significance. Integrity of design, materials, and workmanship can be assumed to be present because any alterations, except disturbance from construction or similar activities, would have been made during the vessel's period of significance, which ended when it was buried (Olmsted and Praetzellis 1993:246). If the vessel was found to be associated with a historically significant individual, Criterion B would likely apply.

For buried ships to qualify under Criterion C, a vessel must embody "the distinctive characteristics of a type, period or method of construction, or represent[s] the work of a master." "Type" in this context refers to a functional and/or design type, such as a schooner or packet. Thus, a buried ship may be considered significant if it was designed by a marine architect of regional or national note, or by an unidentified shipwright whose status as a master craftsman is evident in the characteristics of the vessel (Olmsted and Praetzellis 1993:360).

To qualify under Criterion D, resources must yield, or be likely to yield, information important in prehistory and/or history. With regards to buried ships, the important information is likely to consist of technological data concerning the structure of the vessel herself and/or archeological data that are contained in assemblages of artifacts within or otherwise associated with the vessel (Olmsted and Praetzellis 1993:360). Since there are few extant maritime "lines" or plans for early American merchant ships, from the standpoint of the history of the construction of nineteenth-century wooden vessels, the hull of a merchant ship of this era would add substantial technical information not available elsewhere (Olmsted and Praetzellis 1993:361).

Historic wharves, seawalls, and dry docks may be eligible for listing in the NRHP under criteria A or D. According to J. D. Norman (1987:7), wharves may be either marginal and projecting. Marginal wharves are constructed in the form of a retaining or bulkhead wall that is designed to hold back fill at the edge of a body of water while projecting wharves, also known as piers, extend into the water from the shore. At Hunters Point, the earliest known wharves appear to have been of the projecting type and were located along the island's eastern shoreline near Dry Docks Nos. 2 and 3. Projecting wharves also appear to have been associated with each of the separate Chinese fishing camps along the northern and southern shorelines.

Norman (1987:6-26) goes on to describe the three principal types of wharves as crib, cobb, and pile. Pile wharves are supported by vertical members which are driven into the ground by a heavy weight, such as a ram, that has been dropped onto the pile from above. Crib wharves consist of six-sided timber frames made up of a series of transverse and longitudinal ties bolted together to form an open framework (Olmsted and Praetzellis 1993:358). Cribs are typically framed on land and floated to their site. They are then sunk by filling the interstices with rock and soil. Several cribs may be sunk together to create a longer structure (Olmsted and Praetzellis 1993:359). Cobb wharves are similar to crib wharves in that they may also be of timber-frame construction. However, the cobb wharf possesses a solid surface of soil or gravel and may also have retaining walls. Cobb wharves are generally more solid and longer lasting than simple cribs (Olmsted and Praetzellis 1993:359).

Although Hunters Point had been used at various times for a variety of commercial enterprises, the best known use was as the site of a major dry dock operations. As noted by JRP (1997:5), the Hunters Point area was considered favorable for dry dock construction for two reasons. First, the peninsula adjoined a natural underwater shelf in San Francisco Bay with deep water approaches to the site. Immediately beyond the shallowly submerged rock shelf, the water drops to a depth of 40 feet which allows a good approach by even the largest ships. Secondly, the rock on which the peninsula was founded was a soft serpentine, soft enough to be cut easily but firm enough to serve as an adequate foundation for dry dock structures (JRP 1997:5).

Alexis Van Schmidt, one of the most influential engineers in nineteenth century California, was hired by the California Dry Dock Company in 1867 to design and oversee the construction of the first graving dry dock at Hunters Point. This 490-foot-long structure was cut into the adjacent serpentine rock, with the quarried surface forming the bulk of the structure. A pump house was located 50 feet from the forward end of the dry dock on the south side. Following the initial construction, six additional dry docks were constructed within the HPS facilities between the years 1901 to 1945.

Although the existing dry docks, seawalls, piers and wharves have been previously evaluated for historical significance by JRP (1997), the research potential of any archeological remnants associated with wharves, seawalls, piers or dry docks (especially Dry Dock No. 1) that pre-date the Navy, should they still exist, cannot be overlooked. Their research potential would be related to the technology of their construction and if the remains retain sufficient physical integrity to allow the significant phases and techniques of construction to be evident (Olmsted and Praetzelis 1993:363). In order to place these features within an appropriate technological context, it would be necessary to first research local construction practices and determine if the techniques used in construction of the feature are typical or unusual considering the property's location and date.

### *Ethnicity/Urban Subcultures*

Cultural heritage and gender-related choices can also be examined through material cultural remains. In some studies with a high degree of faunal preservation, distinctions between Asian, Irish, African American, and Spanish households have been made based on comparing the faunal record with historical data on food preferences (Maniery and Brown 1994; Simon 1993). Ethnic diversity may be evident in the HPS deposits, particularly in commercial and residential housing areas, and could add to a reconstruction of the lifeways of the Hunters Point inhabitants.

### *Overseas Chinese Studies*

Archeological research focusing on the material culture of Chinese workers who arrived in this country in the nineteenth century began in the 1960s with work in Arizona (Olsen 1978) and California (Chace and Evans 1969). A rash of descriptive reports released in the 1970s reflected the distinctiveness of overseas Chinese material culture and the interest these artifacts generated. By the mid-1980s attention shifted to an examination of Chinese acculturation and assimilation. Generally, research was divided into two types of sites: the urban environment (e.g., "Chinatowns" and their associated businesses), and rural work sites related to mining, fishing, agriculture, railroad construction, and other activities. Today, archeologists are moving beyond descriptive acculturation studies and instead view overseas Asian sites in terms of site structure, historical associations, technologies, and subtle, complex models of social and cultural interactions (cf., Praetzelis et al. 1987; Maniery 1992).

This trend towards more refined theoretical orientation has guided investigations at Chinese rural work camps in recent years. Many of the research considerations have focused upon identifying site constituents, integrity and chronological ordering under the guidelines of National Register evaluations, and interpretation. Most projects have also considered the research potential of sites in terms of adaptation and relationships between rural and urban centers, Euroamerican and Chinese cultures, settlement geography, industrial techniques, assimilation, camp structure, and other theoretical approaches (cf., Smith 1983; Stapp 1990; Tordoff 1987). Data used to address questions include a combination of records gleaned through archival research, ethnohistory, site feature interpretation, stratigraphic analysis, and material culture (Praetzellis and Praetzellis 1990; Stapp 1990; Tordoff 1987).

Perhaps the most pertinent study for the current project, due to similarities in site type, is that conducted by California State Parks and Recreation staff at China Camp in Marin County. China Camp was a Chinese shrimping village operating on San Pablo Bay in the late nineteenth and early twentieth centuries (Chinn 1973:38-40). Vestiges of this camp, including boilers, shrimp drying racks, and living quarters have been under investigation by archeologists and historians since the early 1980s and have been interpreted and included within the China Camp State Historic Park (Larry Felton, personal communication 1997; Schulz 1981, 1984). Archeological investigations have focused on camp structure, identifying functional work areas on site, interpreting the shrimping industry in the Bay Area through features remaining at China Camp, and examining living quarters and daily lifeways through domestic remains of the fishermen.

Studying processes associated with shrimp fishing, comparing methods used by Chinese, Italian or other ethnic groups involved in shrimping, and examining domestic refuse could provide data on undocumented technologies, local innovations, ethnic adaptations, and dietary preferences. Incorporating a more holistic approach to the study of Chinese fishing sites would incorporate studying adaptive behavior, interactions between ethnic groups, reuse of sites and materials and investigations of the camps in terms of relationships with related systems, rather than as isolated occurrences on the landscape. The continuation of ongoing research into methodology and technology, exploration of social- and economic-based models to explain adaptation, and ethnicity studies appear to be the direction of overseas Chinese research in the 1990s, and could be addressed by Chinese fishing camp remains at HPS if any still exist.

### *Industrialization/Technology*

Currently, the archeological study of industrial technology is in its infancy. George Teague (1987) has been studying waste products from industry, such as slag, and has found that the waste can often provide information on undocumented technologies not available through historical research. Unglik (1984, 1991) and Council et al. (1982) have also examined and analyzed cast iron products and

byproducts recovered in archeological contexts. Perhaps most pertinent, however, is the work conducted at the Risdon Ironworks, Industrial Ironworks, and Golden State Miners's Ironworks on Tar Flat, San Francisco (A. Praetzellis 1993), where deposits have allowed for a comparison of technological variation and change, through the analysis of the process of ironworking, rather than the architectural trappings of the factory or shop (A. Praetzellis, personal communication with M. Maniery, 1994).

While metal working and other activities associated with the steam engineering complex are likely to have visible byproducts, woodworking and shipbuilding activities are often less represented in the archeological record. In San Francisco, for example, shipyards were plentiful in the nineteenth century and moved around regularly in response to filling activities and San Francisco's changing shoreline. Carpenters usually owned personal tools and built ships anywhere that met three requirements: cheap land, mud flats, and tides. Carpenters were economical and reused everything, leaving behind very little in the way of byproducts of the woodworking industry associated with shipbuilding. At John North shipyard in San Francisco, for example, archeological investigations uncovered only the platform that once supported the mounted capstan; all equipment had been removed (Nancy Olmstead, personal communication with M. Maniery, 1995).

Investigations at Matthew Turner shipyard in Benicia, a State Historic Landmark, revealed that stone ways were visible at low tide, along with wharf remains, timber ties and steel cable of the marine railway, boiler house foundations, capstan remnants, and byproducts of blacksmithing, such as iron scrap, slag, and pieces of coke. These remains are associated with a shipyard that built commercial wood vessels between 1883 and 1918 (Diane Cooper, personal communication with M. Maniery, 1995; Delgado 1986:8-1).

Studying industrial processes associated with shipbuilding, blacksmithing, or other activities could provide data on undocumented technologies or could indicate evidence of local innovations as opposed to use of standardized technologies. For example, archival research has shown that at least two of the local shipwrights operating within the area constructed shrimp fishing junks for the Chinese shrimp fisherman using their traditional specifications. Extensive reuse of equipment, artifacts, or sites may also be discerned through the archeological record.

Of more importance, is the potential comparative information obtainable through intact deposits from shipbuilding activities. Knowledge regarding Pacific Coast maritime history is sparse. There is little documentation from the commercial shipyards and generally no plans or descriptions of shipbuilding activities. According to Diane Cooper, archeologist with the San Francisco Maritime Museum, so few historical shipyards have been preserved in the west that any buried wooden foundations or remains would be considered of high research value. Most of the shipbuilding knowledge comes from studies of historical photographs that often cannot provide detailed data on construction methods, yard activities, and technology. Given

the lack of data available for commercial Pacific Coast shipyards, any remains from shipbuilding that would add knowledge to the existing data base would be a valuable resource, particularly if it dealt with pre-1880 activities. In addition, most, of the shipyards in the region built commercial wooden boats. HPS would offer a chance to compare the commercial ventures with specialty boats, such as Chinese junks. Adaptations to ships due to west coast resources or influences could also be addressed through studies of intact remnants of Hunters Point shipyards if they still exist.

## **RESULTS**

### **NAGPRA-Related Research**

In accordance with the Navy's responsibilities under the Native American Graves Protection and Repatriation Act (NAGPRA), a focused effort was made by PAR to locate any skeletal remains and/or artifact collections that might have been removed from sites within the HPS facility. NAGPRA's intent is to ensure that museums and federal agencies identify human remains and funerary items in their collections that may be affiliated with contemporary, federally-recognized native peoples and to return them as appropriate.

PAR contacted a number of local and regional repositories for information related to human remains recovered from CA-SFr-11, -12, -13 and -14 and elsewhere on Hunters Point during the early 1900s. Julie London, NAGPRA Coordinator for the Treganza Museum of Anthropology at San Francisco State University, indicated that a search of the museum records maintained at this facility proved negative for information regarding the presence of any collections from these sites (Julie London, personal communication, 1997). Attempts were also made to follow up on information provided to Navy personnel with regards to excavations being conducted by d'Azevedo at Hunters Point. These also proved negative (Julie London, personal communication 1997; Maggie Brown, personal communication, Nevada State Museum, 1997).

During the course of this project a number of past and present employees associated with the Historical Resources Information File System, Northwest Information Center, California State University, Sonoma, were consulted by PAR in order to gather information regarding the presence of any unpublished or published records, data and field notes, as well as the possible location of burial-related skeletal and/or artifacts collections associated with the archeological sites known as CA-SFr-11, -12, -13 and -14 (Christian Gerike, personal communication, 1997; Lisa Hagel, personal communication, 1997; Leigh Jordan, personal communication, 1997; Maria Ribeiro, personal communication, 1997). Consultation with these individuals indicated that the only records on file at the Northwest Information Center with regards to these sites were the

original site records produced by P. Nichols in 1979 (see Appendix B). Several of the researchers suggested that the most probable location of Nel's Nelson's unpublished field notes for Hunters Point would be at the University of California, Berkeley (Christian Gerike, personal communication, 1997; Leigh Jordan, personal communication, 1997; Lisa Hagel, personal communication, 1997).

Upon the request of PAR personnel, a search of the records and information on file at the Phoebe Hearst Museum of Anthropology, University of California, Berkeley was carried out by Jo Ann Knudsen, Registrar of Documents for the Hearst Museum on July 15, 1997. Ms. Knudsen's search concentrated on an examination of any documents and/or records for the previously recorded sites within the boundaries of Navy-owned land at Hunters Point with the following designations: CA-SFr-11 (Nel's Nelson site number 390); CA-SFr-12 (Nel's Nelson site number 391); CA-SFr-13 (Nel's Nelson site number 392a); and, CA-SFr-14 (Nel's Nelson site number 392a). Ms. Knudsen's search proved negative and she stated that there were no records associated with these sites on file at the Phoebe Hearst Museum (Jo Ann Knudsen, personal communication, 1997).

### **Hunters Point Archeological Resources**

The Navy property at HPS was subjected to an archeological survey on July 29, 1997. No prehistoric or historical archeological resources were identified anywhere within the project area. While sections of historic brick building walls were noted along the shoreline mixed with the other rip-rap materials, none of these sections were large enough or placed in an area to correspond with historical structures and/or foundations.

The archeological survey conducted for this project also included a thorough pedestrian survey of the single-family residential area that is located on the hillside near the Main Gate along the western boundary of Hunters Point Shipyard. This survey failed to reveal the presence of any historical archeological sites, foundations and/or features associated with pre-1920s structures.

As previously noted by JRP Historical Consultants, the bulk of the houses in this area date to the 1908 to 1939 period, with most being constructed during the 1930s (JRP 1997:11). This small residential neighborhood apparently developed during the early twentieth century in response to increasing business and employment opportunities at the Bethlehem Shipbuilding plant. While it is likely that many of the houses were built by workers at the nearby plant, this community was a private housing subdivision, not "company housing" for the Bethlehem Shipbuilding Company (JRP 1997:7). The houses in this neighborhood were in turn taken over by the Navy during World War II and used for married family housing (JRP 1997:7).

JRP Historical Consultants remark that (1997:7),

The neighborhood represents an improbable mix of architectural styles and dates of construction, with the bulk of the buildings constructed during the 1930s and 1940s. There are, however, two buildings that appear to have been built in the late nineteenth century or very early twentieth century. These buildings were almost certainly moved on to this site, at some point after the subdivision was laid out but before the property was acquired by the Navy.

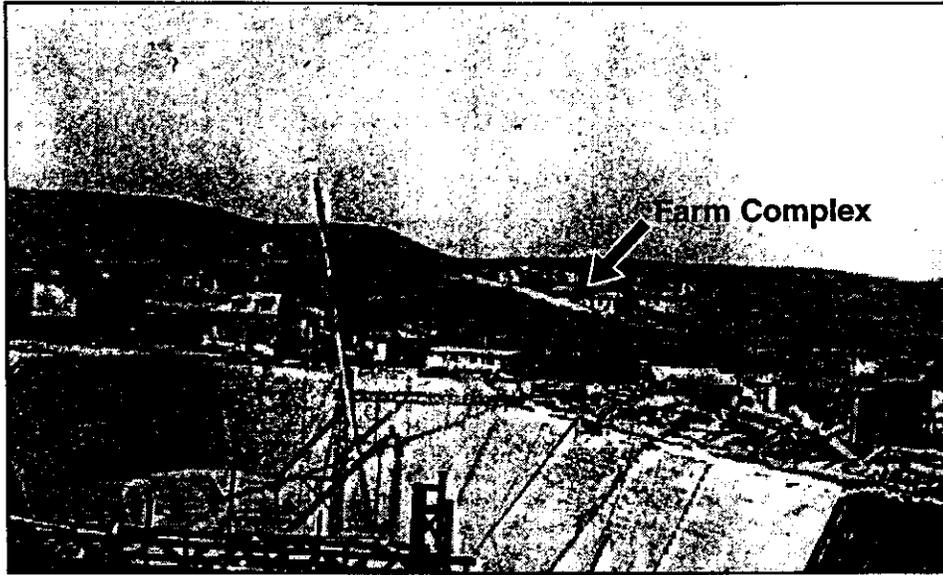
JRP Historical Consultants evaluated the buildings individually and as potential contributors to a historic district and concluded that none of the 1908 to 1939 buildings in the neighborhood appear to qualify for listing in the National Register individually, and the homes collectively do not constitute a historic district (1997:11).

Historical photographs dating between 1917 and 1929 depicting the residential portion of the project area reveal the presence of several structures at the approximate intersection of present-day Galvez and Coleman streets (Figures 19 and 20). The structures are located on the hillside, approximately mid-slope and appear to be surrounded by fence lines on the east and north sides. Analysis of these photos appear to suggest that these structures may have been associated with a late nineteenth to early twentieth century small farm or ranch complex. The exact dates of construction for these structures is presently unknown, as is the date of their destruction. However, it is apparent that by the early 1940s a number of residential structures had begun to emerge on this same hillside. These later constructed residences appear to be located in the same area as the pre-1920s ranch complex.

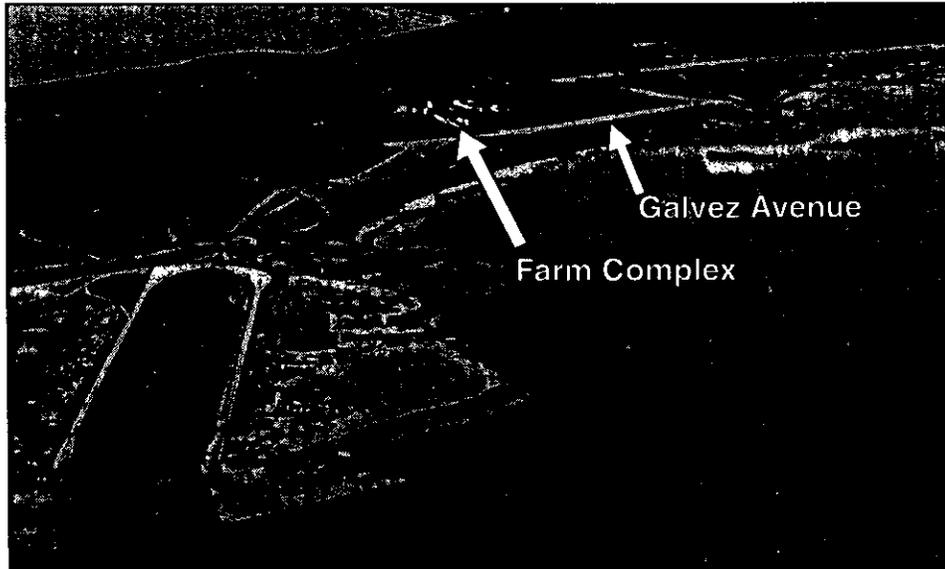
### **Hunters Point Shipyard Predicted Archeological Features**

An analysis of historical and primary HPS maps, dated between 1852 and 1997, was performed to identify those areas where a probability exists of subsurface deposits or features that could contribute to a greater understanding of Hunters Point's early historical development. Since much of the north, south, and southeast portions of Hunters Point were created with fill that was deposited on top of bay muds (see Figure 13), it appears that the only potentially significant archeological features within these portions of the HPS facility would be those associated with maritime resources, such as shipwrecks or historic wharves, piers and docks. However, any potential resources presently located within these areas of Hunters Point would be buried under approximately 20 to 60 feet of fill.

The majority of the predicted archeologically sensitive zones do not contain any visible remains on the ground surface today. These zones were extrapolated on the basis of archival and historical map data that were compared to established roads,



**Figure 19. Hunters Point, circa 1917**



**Figure 20. Hunters Point, circa 1929**

buildings and structures currently located at Hunters Point. Based on the fact that pinpointing exact locations of many of these potential resources was not possible without excavation, a buffer was placed around each predicted location to allow for a margin of error when plotting from historic maps to modern maps. Once these areas were plotted, a comparison of the projected archeologically sensitive zones with known areas of land disturbance activities, such as filling of marshy areas or grading, was made. All potentially sensitive areas were examined on the ground by prehistoric and historical archeologists to determine possible surface manifestations (e.g., undulations in the terrain, artifacts, foundation remains) and visible disturbances.

The contributions of archeology to the history of HPS are greatest for the early periods of use when records are often sketchy and disposal patterns are most beneficial to archeological deposition. During and after World War I the historic record can often be reconstructed through a combination of archival research, oral interviews and records, and the need for archeology to understand this, and subsequent periods of history, technology, and social development lessens considerably. In addition, refuse disposal and sanitation practices underwent major changes after the early 1900s, decreasing the likelihood of discrete subsurface deposits associated with a particular household or activity.

Given these limitations in the value of the archeological record after the early 1940s, only the first four periods of historical development are included for the predictive sensitivity model. These zones correspond to the time periods discussed in the historical context section of this report and include the years prior to 1835 up until 1939. Figure 21 provides a visual representation of the most sensitive archeological zones within the HPS facility.

As shown in Figure 21, Zone 1 includes the time period prior to 1835 and indicates the approximate locations of Nelson's four prehistoric shellmounds known as CA-SFr-11, -12, -13 and -14. These locations have been determined based on a careful analysis of historical maps denoting the original shoreline and topography at Hunters Point, coupled with what little existing data remain for these four sites. The major problem associated with Nelson's 1909 study is that the published report and map did not locate these sites specifically enough to determine their exact provenience. However, Nelson did provide some help to later researchers attempting to relocate the shellmounds with observations that he made at the time of his field study. Nelson (1909:325), notes

Certain definite physical conditions, such as the presence of fresh water, timber, shelter from the wind, and easy access to the sea shore, appear to have controlled the location of most of the camps . . . Fresh water was probably one of the first essential and it is often today a matter of superstitious conviction with the old settlers that 'wherever you find an Indian mound, there you'll find water - if you look long enough.'

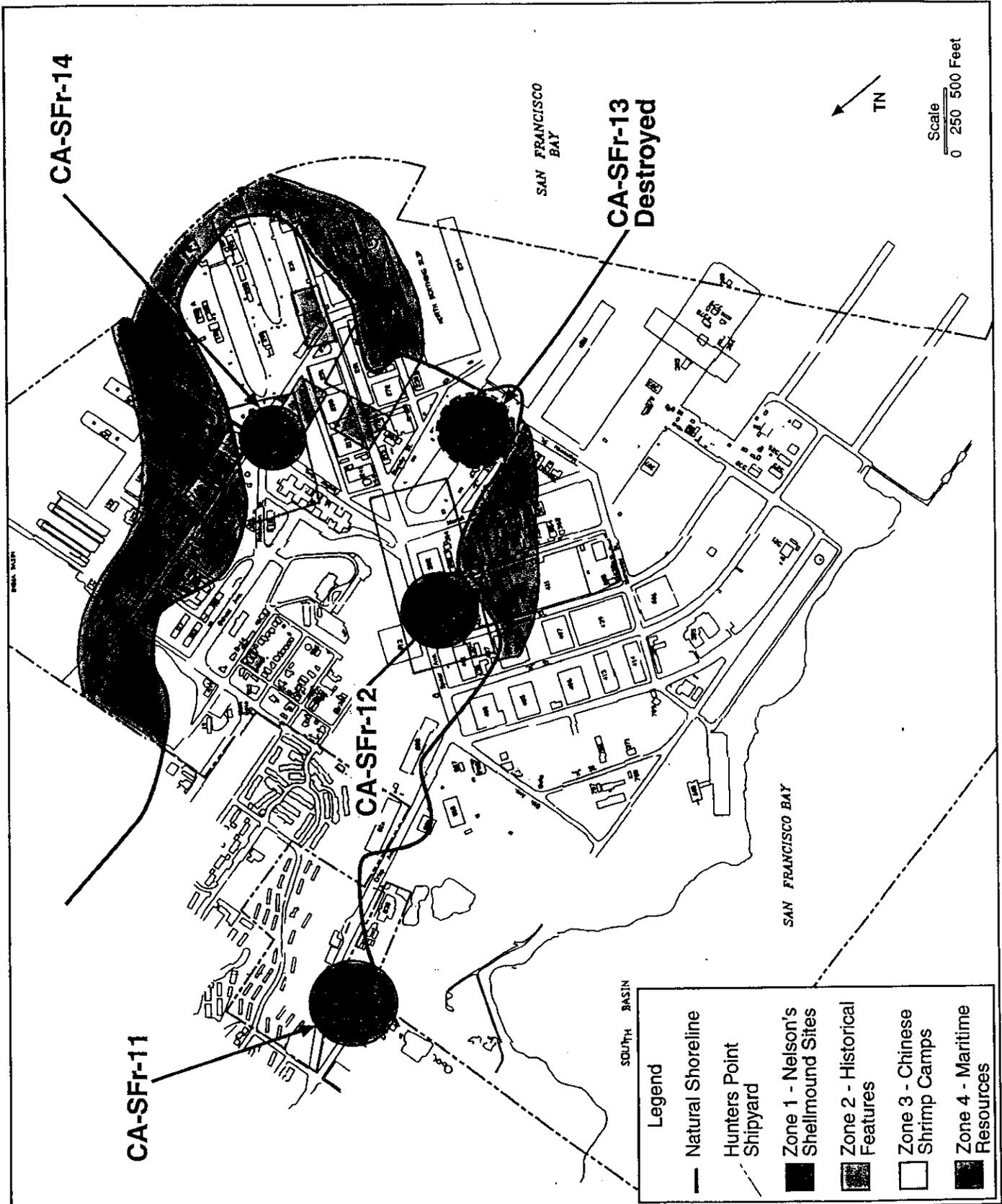


Figure 21. Archeologically Sensitive Zones at Hunters Point

Generally this connection holds, but not invariably, and this partly by reason of the geological changes which have taken place in the region since the shellmounds were begun . . . the typical shell heap of San Francisco Bay region is oval or oblong in outline, with smooth slopes, steepest of course on the short transverse diameter; and the longer axis is generally parallel to the shore-line or stream to which the pile may be contiguous . . . actual dimensions vary greatly. Thus the basal diameters range from thirty to six hundred feet, and the height runs from a few inches up to nearly thirty feet.

During the course of research conducted for the Sunnydale-Yosemite Sewer Route project, Olmsted et al. (1980) determined more precise locations for two of the sites situated within and/or immediately adjacent to the HPS facility. Unfortunately, only a single sheet of Nelson's notes on the shellmound he numbered 390 (CA-SFr-11) appears to have survived the loss of one or more of his notebooks for this region (Nelson 1910; Olmsted et al. 1980:15). However, this single sheet of notes did include a rough sketch map which placed the site as being on Palou Avenue, extending westward from the line of Fitch Street (Olmsted et al. 1980:15). CA-SFr-14 was noted as being near the "three houses in a row near the northern tip of Hunters Point" that are depicted on a U.S. Coast Survey Manuscript Map dating to 1852 (Olmsted 1980:6). While Olmsted and his colleagues did not reexamine the locations for CA-SFr-12 and 13, an examination of historical maps suggests the locations that are plotted on Figure 21.

While it is certainly true that the majority of the HPS facility has experienced extensive modifications over the years as a result of cut and fill during the early 1940s operations (see Figure 13 for alterations and additions to shoreline during 1940s), it is possible that intact portions of at least three of the four sites (CA-SFr-11, -12 and -14) still exist buried under fill. The area where CA-SFr-11 is situated is located immediately adjacent to or partially inside the HPS property and may have experienced less impact from Naval operations. A similar scenario may exist for CA-SFr-12 and -14, even though impacts to these sites appear to have begun to take place as early as the late 1880s with Chinese and later Euroamerican occupation occurring either nearby or on top of the mounds. While it appears that the site known as CA-SFr-13 may have escaped earlier impacts, based on historical maps the probable location of this site would have placed it at the original shoreline where Dry Dock No. 4 was later built. Due to the extensive excavations that occurred at this location for the dry dock (e.g., over 5 million cubic yards of soil removed from the area), it seems reasonable to assume that all evidence of CA-SFr-13 was destroyed during construction of Dry Dock No. 4 and for these reasons the approximate location of this site has not been designated as a "sensitive" area.

Included in Zone 2 are the locations of historic-era structures based on an analysis of historical maps and photographs dating from 1852 to 1929, including Sanborn Fire Insurance maps drawn in the early 1900s. Although foundation remnants

of these structures are no longer extant, features associated with these resources might be present under fill and include the remains of boarding houses, saloons, associated dumps, domestic dwellings, ranch complexes, cisterns and/or wells, latrines, sheds, restaurants and detached kitchens. Deposits from these time periods would be extremely important in examining dietary habits of the early settlers and shipyard workers households, functional layout, social and economic behavior on what began as a frontier setting.

Zone 3 is more specific in its research focus and time periods and includes the probable locations of Chinese shrimp camps that date from the early to mid-1870s to early 1940s. As noted within the historical context section, a number of Chinese shrimp camps were reportedly located at Hunters Point, however, an examination of historical maps and archival data indicates that only five were present within the present day boundaries of HPS. A map prepared for the *Chinese Historical Society of American Syllabus* by Robert Nash indicates that, in 1910, the Fook On Lung Company had one camp along the north shoreline of Hunters Point, north of Hudson Avenue, near Alvord Street (close to the present day intersection of Robinson and Lockwood Avenue) and another camp along the same shoreline but further to the west. The Quong Lee Chong Company had two camps along the south shoreline of Hunters Point, south of Innes Avenue, near Alvord Street (south of present day Spear Avenue between N and Blandy streets (Chinn 1973:39). Apparently by the 1930s, the only camps remaining at HPS were those belonging to the Quong Lee Chong Company, although photographs from the mid- to late-1930s show an unnamed shrimp camp situated southwest of Dry Dock No. 2 along the shoreline (between present day Spear and Nimitz avenues).

Chinese shrimp camps are considered to be potentially significant archeological resources. Remnants of drying grounds, processing areas, wharves, living quarters and storage areas may be present under the fills deposited at Hunters Point. Examination of remains from these resources could provide important information with regards to the adaptive behavior of these early Chinese inhabitants and additional insights into the interactions that most likely took place between the various ethnic groups living at Hunters Point.

The research interest of Zone 4 is focused on maritime activities and includes the time periods of 1835 through 1939. In addition to the ship graveyard and the several known or reported shipwrecks, maritime resources also include the remains of wharves, docks and sea walls that were constructed during the historic era. The Independent Water Company constructed a wharf during the 1860s near the point from which they shipped bottled water obtained from the Hunters spring and the San Francisco Drydock Company constructed a pier and docking facilities by 1867 on the easternmost portion of the point. Each Chinese shrimp camp also had its own wharf, and in some instances even their drying grounds were situated partially on a platform built over the water.

Maritime resources are considered to be potentially significant archeological resources. Remnants of wharves, docks, sea walls, and the remains of submerged vessels may be present under the fill. Recent research in San Francisco noted the lack of detailed construction data on early wharves and discussed the scientific and historical value of pre-1880s wharves (Olmsted and Praetzellis 1993:349-364). Remnants of Hunters Point early docking facilities could provide important comparative data to ongoing maritime resource studies. The research potential of buried ships would derive from their ability to contribute to the knowledge of the technology of historic shipbuilding and/or artifact collections.

### **Evaluation of Cultural Resources within HPS Facility**

Cultural resource significance is evaluated in terms of a resource's eligibility for listing in the National Register (36 CFR 60.4) as outlined below.

The quality of significance in American history, architecture, archeology and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and;

(a) that are associated with events that have made a significant contribution to the broad pattern of our history; or

(b) that are associated with the lives of persons significant in our past; or

(c) that embody the distinct characteristics of a type, period, method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or;

(d) that have yielded, or may be likely to yield, information important in prehistory or history.

Sites younger than 50 years, unless of exceptional importance, are not eligible for the National Register.

The archeological inventory conducted by PAR revealed that there are no archeological sites within the boundaries of Navy-owned property at Hunters Point that would qualify under criteria A, B or C. Criterion D applies to properties that have yielded or are likely to yield information important to history or prehistory. In order to be considered important in local or regional history, the information contained in a site must be able to constructively relate to a research design that addresses current data gaps, regional research domains, and ongoing issues pertinent to our understanding of the past.

While there are no surface indications of archeological resources being present on HPS, any remaining portions of archeological resources encountered below the surface of HPS might qualify for listing in the National Register under this criteria.

Hunters Point has a rich and lengthy history. Beginning with Native American occupation and continuing up until the present-day, the point has served as a home base to a wide diversity of peoples through successive periods of development. While it is not known exactly when Native Americans first began using Hunters Point, Euroamerican use began around 1837 when it became a Mexican land grant. By 1849, land speculators arriving in the wake of the Gold Rush surveyed and began the development of a new city called South San Francisco across the point, in the hopes of selling lots in this new town.

This development never succeeded, however, the deep water off the point provided good anchorage for sea-faring vessels and Hunters Point soon became a center of activity for shipbuilding, ship repairing and fishing enterprises. Hunters Point witnessed a growth in both commercial and residential properties that supported a variety of marine-related businesses. This largely commercial community extended well into the twentieth century. While the majority of Hunters Point has undergone major alterations since the 1940s, resulting in massive ground disturbance, the possibility of intact, subsurface deposits being present at the probable locations of CA-SFr-11, -12 and -14, or any of the other zones depicted on Figure 21, cannot be summarily dismissed.

Although the exact significance of the aboriginal shellmounds listed above cannot be determined in the absence of subsurface testing, it is likely that any intact deposits would enable researchers to address a wide variety of significant research topics such as the time depth of occupation of the area, subsistence strategies, settlement patterns, culture process and change, the reconstruction of Ohlone culture history, and other concerns. A similar scenario is likely to exist for any intact historical deposits. These remains, if encountered, would relate to personal, domestic, commercial and industrial use, or ethnicity, and would be reflective of the important events that occurred on Hunters Point. Any such remains encountered would be potentially eligible for inclusion in the National Register of Historic Places under Criterion D.

## SUMMARY AND CONCLUSIONS

An archeological record search and survey was conducted for the HPS facility in July 1997. No archeological resources were identified anywhere within the project area, however, four zones with the potential for subsurface archeological deposits were identified as a result of the archival research undertaken for this project. These archeologically sensitive zones include possible prehistoric shellmounds (e.g., CA-SFr-11, -12 and -14), early settlement and commercial development (domestic dwellings, saloons, boarding houses), industrial resources (shipbuilding enterprises), Chinese shrimp camps, maritime resources (shipwrecks, abandoned ships, wharves/sea walls/dock locations) and twentieth century landfills. While subsurface archeological remains could occur virtually anywhere on Hunters Point, based on its long history of use, these zones are the most likely areas to contain significant deposits with potential to address ongoing research domains concerning both prehistoric and historic development.

Although there are no federally-recognized tribes or lineal descendants in the region to claim Native American human remains and burial-related artifacts, NAGPRA reporting requirements apply to such collections taken from federal property. A search for Native American collections obtained from Navy-owned property has been conducted at local repositories and none have been located.

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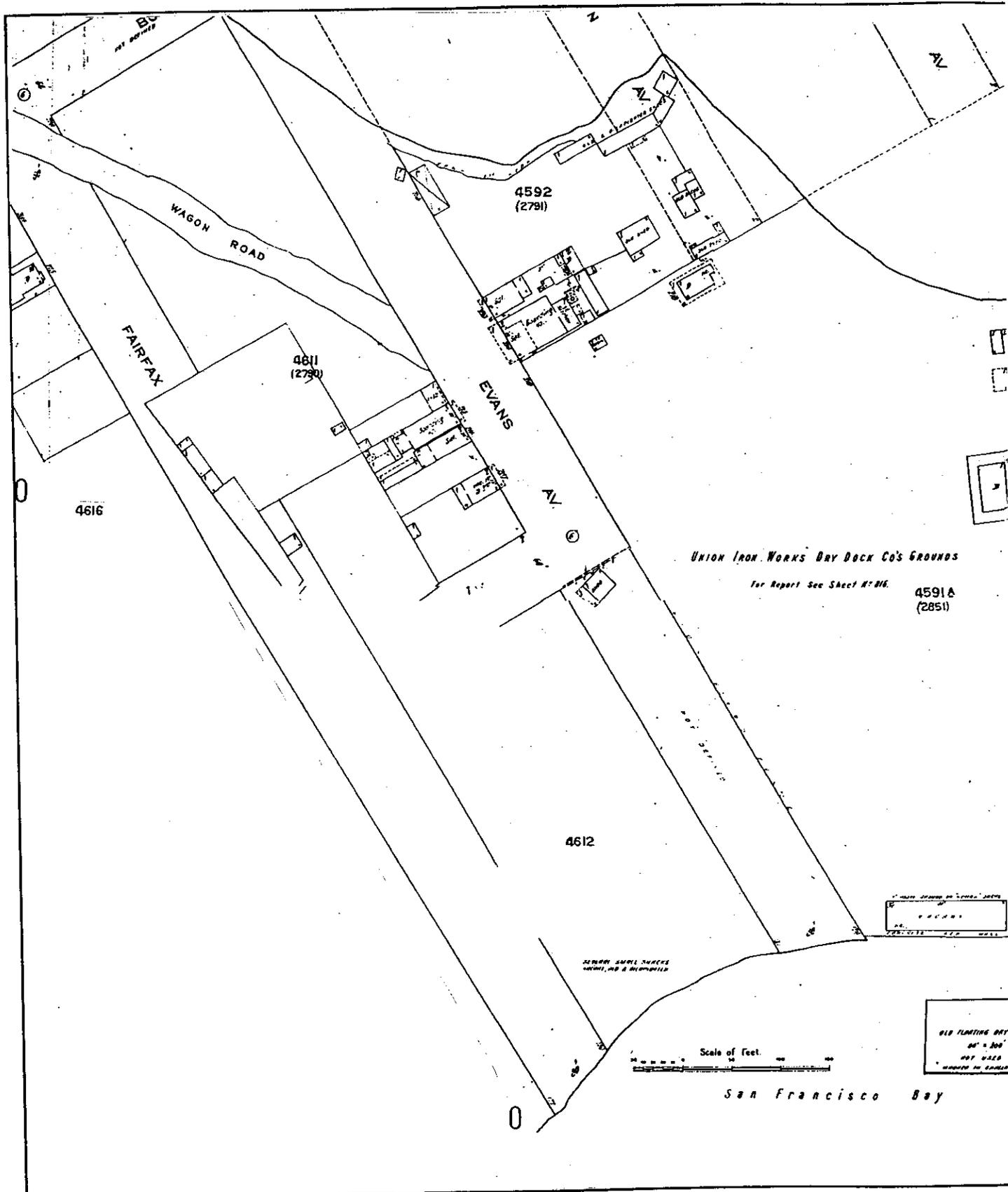
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**Figure A-6. Union Iron Works Dry Dock Company circa 1913**  
 (after Sanborn Fire Insurance Map 1913-1915)

San Francisco

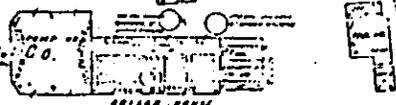


10 DRY DOCK TO BE CONSTRUCTED HERE



4591A  
(2851) DRY DOCK NO. 1  
100' LONG, 40' DEEP  
ENTIRE DRY DOCK - CONCRETE LINING

UNION IRON WORKS DRY DOCK CO.



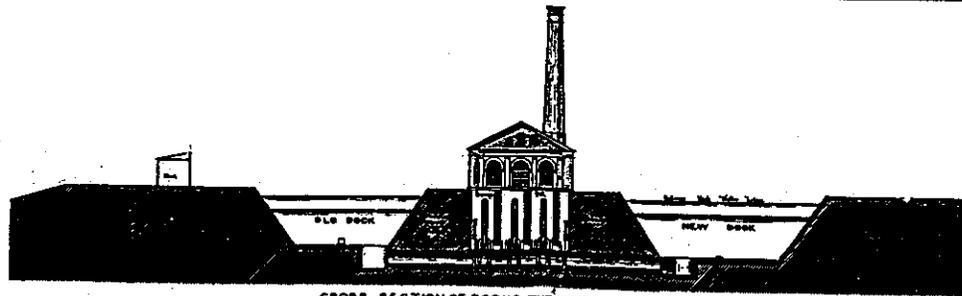
DRY DOCK NO. 2  
100' LONG, 40' DEEP  
ENTIRE DRY DOCK - CONCRETE LINING



San Francisco Bay

815

NO. 100240  
100' DRY DOCK  
40' DEEP  
ENTIRE DRY DOCK  
CONCRETE LINING

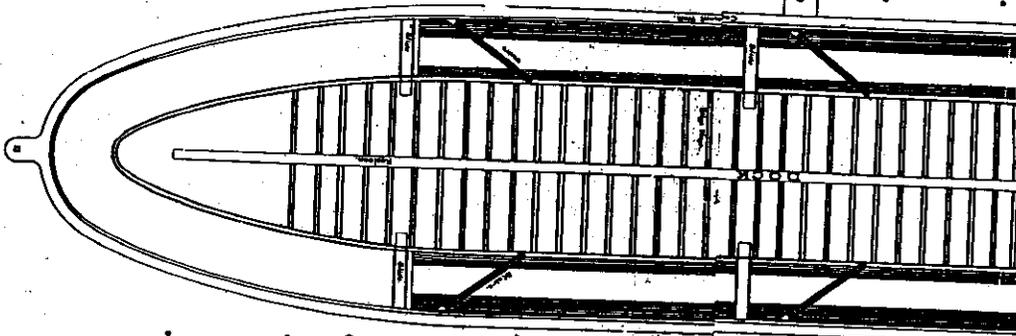
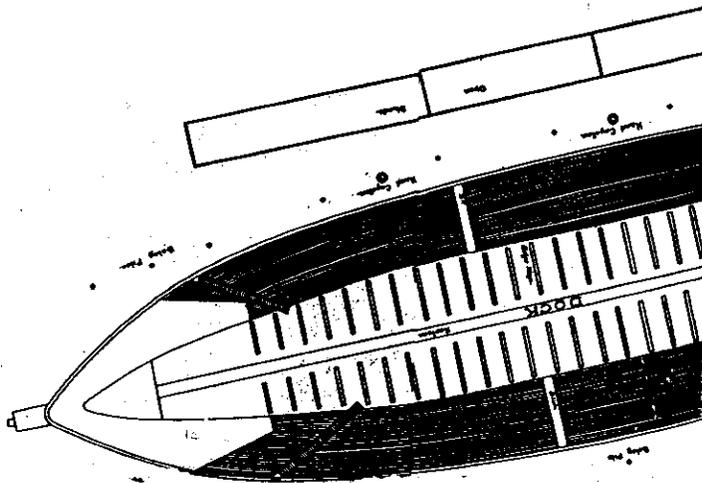


CROSS SECTION OF DOCKS THROUGH SUCTION TUNNEL

NOTE

Old Dock.		New Dock.	
Work Began	1865	Work Began	JAN 9 1901
Completed	1868	U.S. Ohio docked	Feb. 1 1903
Wooden Caisson		Concrete Alters.	
Filled Through	7 foot	Steel Caisson	
Tunnel		Filled Through Caisson	
Length over all	490'	13-30 Culverts	
Keelson	462'	Length over all	730'
Width of Gate Top	97'	Keelson	714'
Sill	36'	Width of Gate Top	103 1/2'
Depth over sill of		Sill	86'
High Water	24'	Depth over sill of	
Keelson	27 1/2'	High Water	30'
Width of Mudsaps Top	117'	Keelson	31 1/2'
Bottom	58'	Width of Mudsaps Top	122'
		Bottom	74'

Wharf Approaches, wooden superstructure with cross-tied piles. Bilge ways of New Dock flush with surface of floor to facilitate trucking. Pumping Plant, serves both docks and consists of 1275 H.P. Boiler capacity Babcock & Wilcox Water-tube 3 Engines 24x48 C.P. Allis Corliss, 350 H.P. each and 3-38" Centrifugal Pumps with closed runners and external vanes designed by the Chief Engineer, built by M.T. Garrard & Co. S.F., driven by endless rope, Valves in suction tunnel 36" in dia. are worked by a hydraulic cylinder.



SCALE

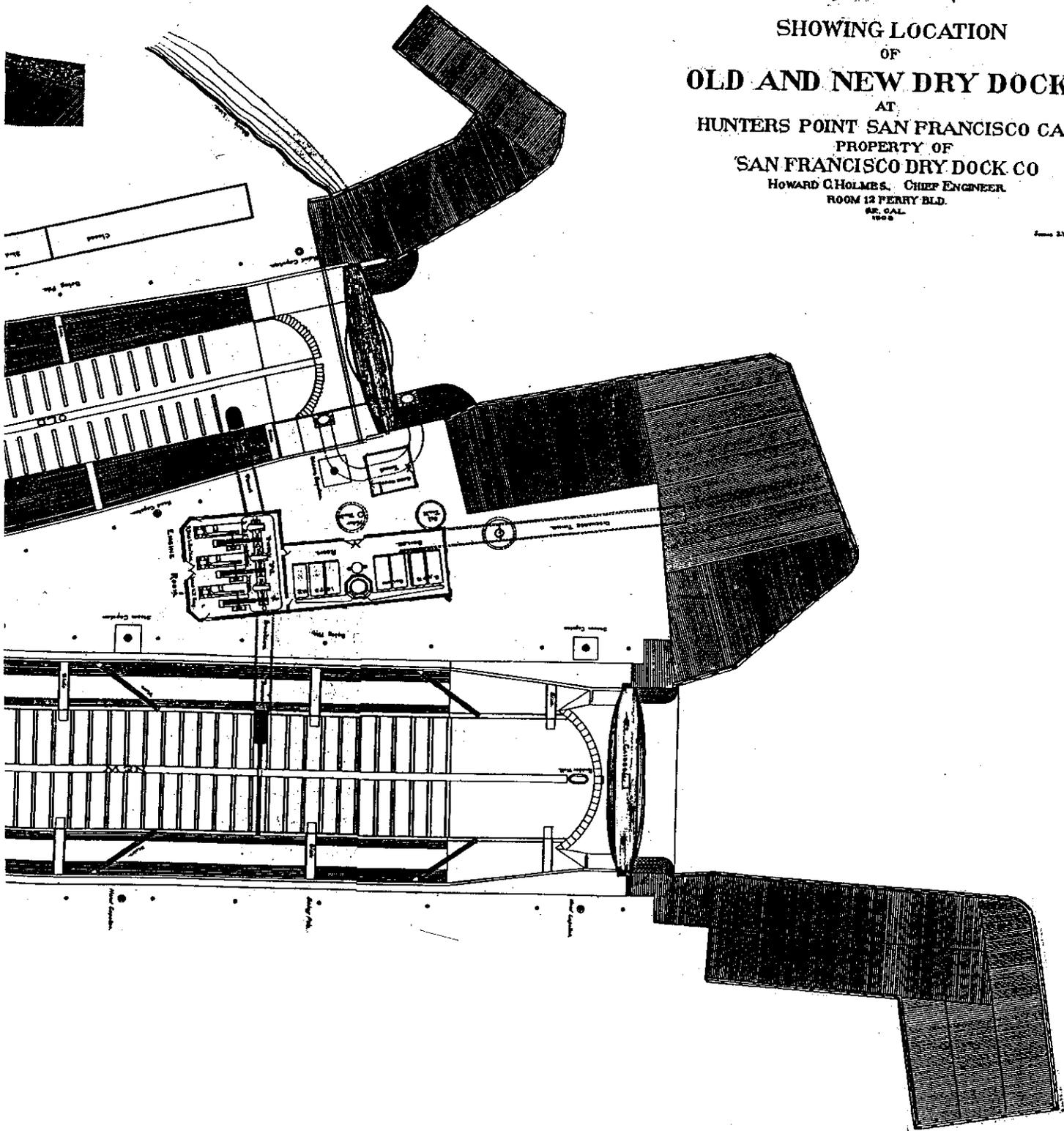


Figure 5. Dry Docks Nos. 1 and 2

# PLAN

SHOWING LOCATION  
OF  
**OLD AND NEW DRY DOCKS**  
AT  
HUNTERS POINT SAN FRANCISCO CAL  
PROPERTY OF  
**SAN FRANCISCO DRY DOCK CO**  
HOWARD C. HOLMES, CHIEF ENGINEER  
ROOM 12 FERRY BLD.  
SF. CAL.  
1908

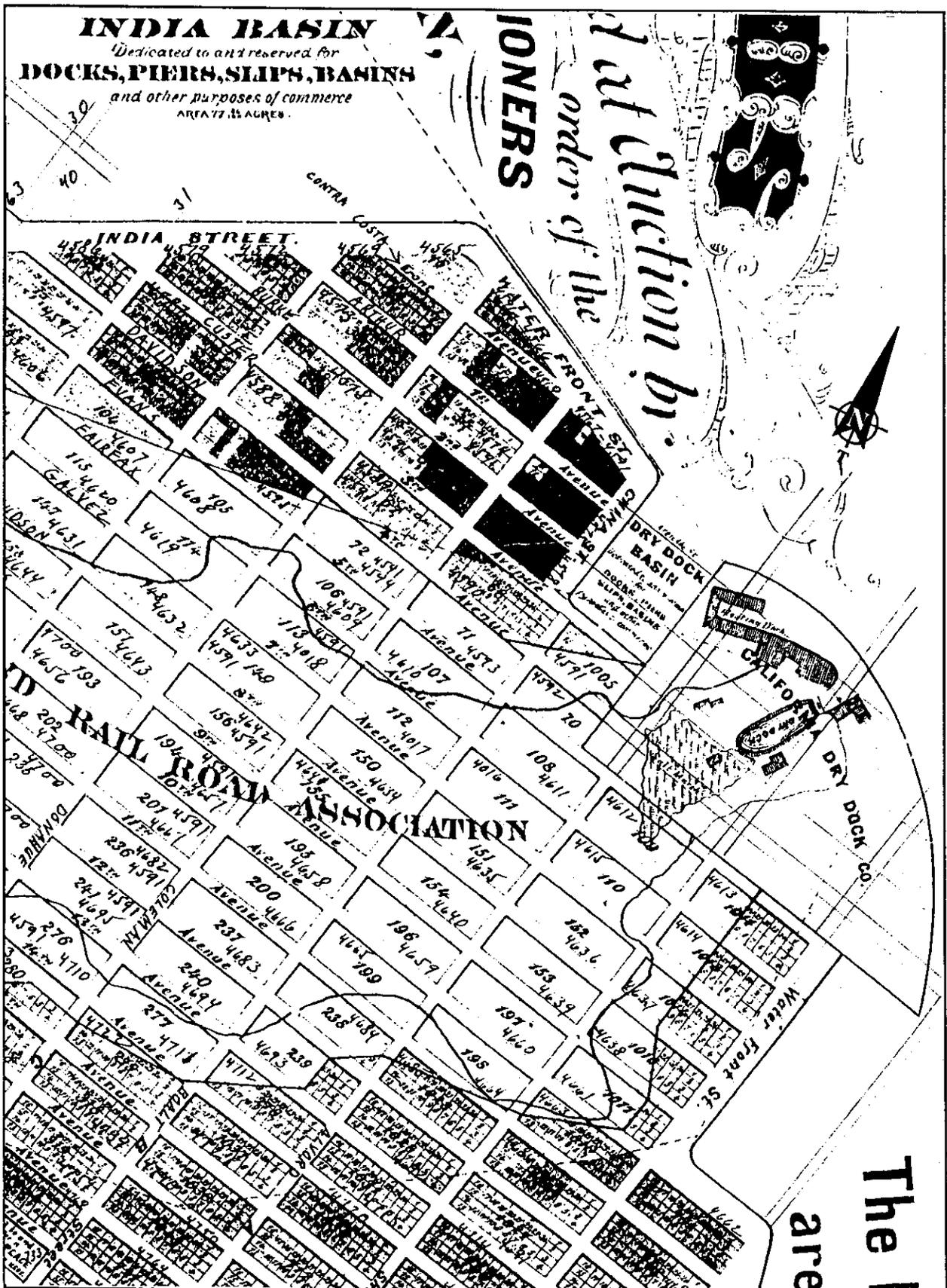
Scale 1/4" = 1'-0"



*Appendix A*

*Hunters Point Shipyard Historical Maps*





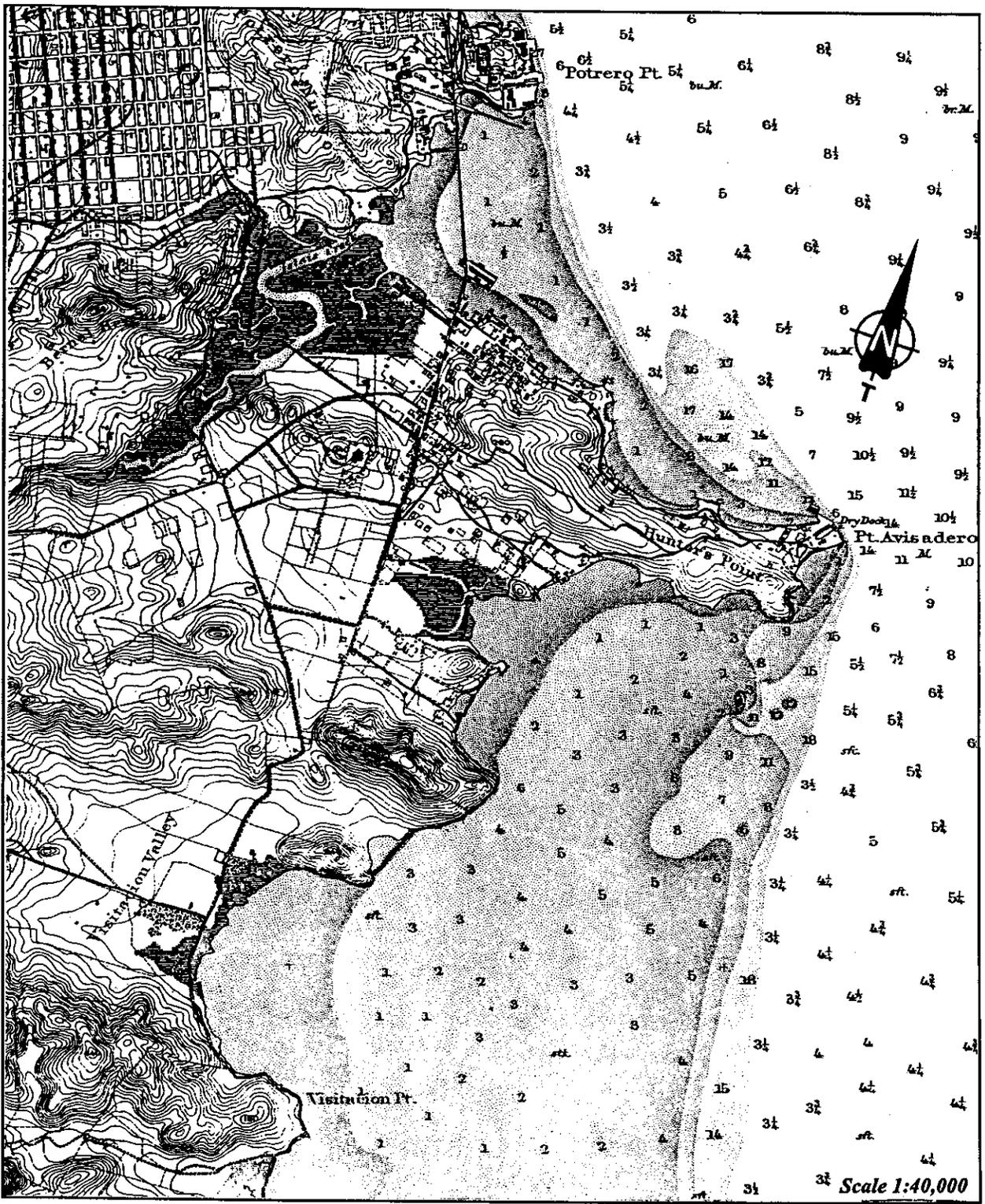


Figure A-3. Hunters Point circa 1880s (after USGS San Francisco Entrance 1884 Map)

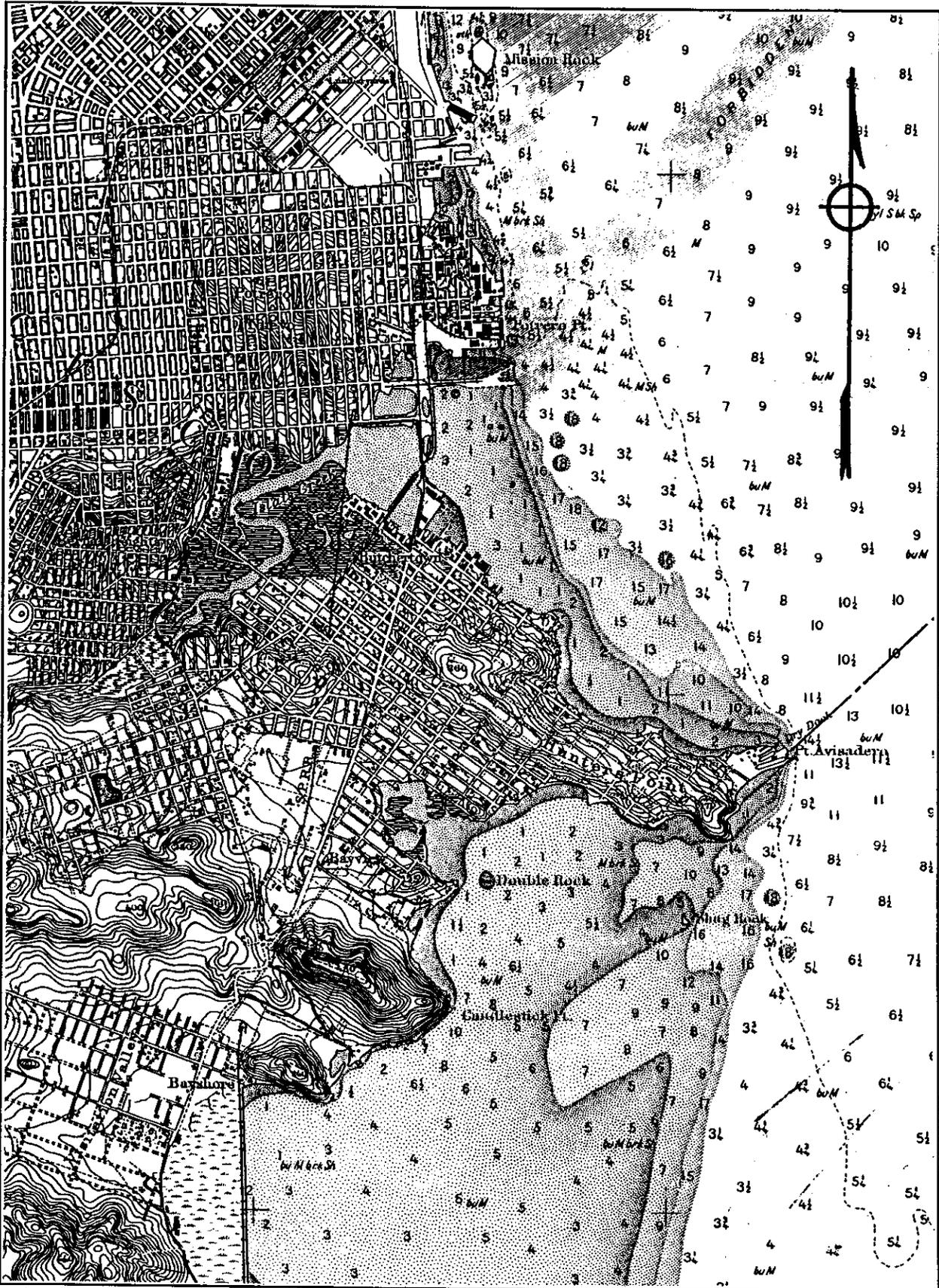


Figure A-5. Hunters Point (after Coast & Geodetic Survey Map, 1911)

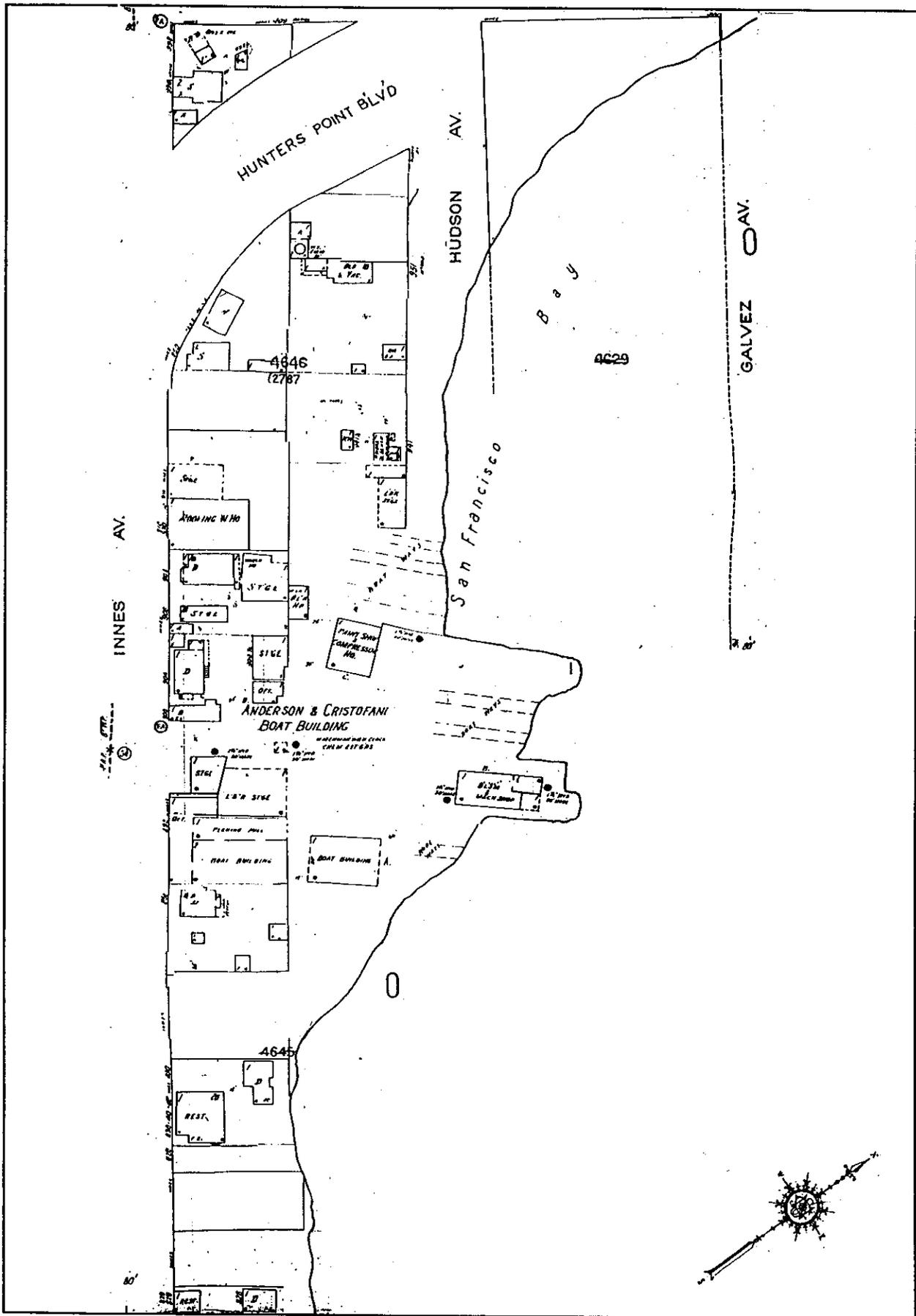


Figure A-7. Anderson and Cristofani Boat Building circa 1920s - 1930s (after Sanborn Fire Insurance Map 1935)

*Appendix B*

*Records for Recorded Sites*

(FN)

CABRILLO COLLEGE ARCHAEOLOGICAL SITE SURVEY RECORD

- 1. Temporary Site No. \_\_\_\_\_ California State Site Designation SFR-11
- 2. Map \_\_\_\_\_ 3. County SFR
- 4. Twn \_\_\_\_\_ Range \_\_\_\_\_ ; \_\_\_\_\_  $\frac{1}{4}$  of \_\_\_\_\_  $\frac{1}{4}$  of Sec. \_\_\_\_\_
- 5. Location lost
- U.T.M.G. Coordinate \_\_\_\_\_ 6. Contour elevation \_\_\_\_\_
- 7. Previous designations for site Nelson 390
- 8. Owner \_\_\_\_\_ 9. Address \_\_\_\_\_
- 10. Previous owners, dates \_\_\_\_\_
- 11. Present tenant \_\_\_\_\_
- 12. Attitude toward excavation \_\_\_\_\_
- 13. Description of site unknown, probably shellmound
- 14. Area \_\_\_\_\_ 15. Depth \_\_\_\_\_ 16. Height \_\_\_\_\_
- 17. Vegetation \_\_\_\_\_ 18. Nearest water \_\_\_\_\_
- 19. Soil of site \_\_\_\_\_ 20. Surrounding soil \_\_\_\_\_
- 21. Previous excavation \_\_\_\_\_
- 22. Cultivation \_\_\_\_\_ 23. Erosion \_\_\_\_\_
- 24. Building, roads, etc. \_\_\_\_\_
- 25. Possibility of destruction \_\_\_\_\_
- 26. House pits \_\_\_\_\_
- 27. Other features \_\_\_\_\_
- 28. Burials \_\_\_\_\_
- 29. Artifacts \_\_\_\_\_
- 30. Remarks \_\_\_\_\_
- 31. Published references \_\_\_\_\_
- 32. Photos \_\_\_\_\_ 33. Sketch map \_\_\_\_\_
- 34. Date 7/30/79 35. Recorded by P. Nichols

1157 <-61128

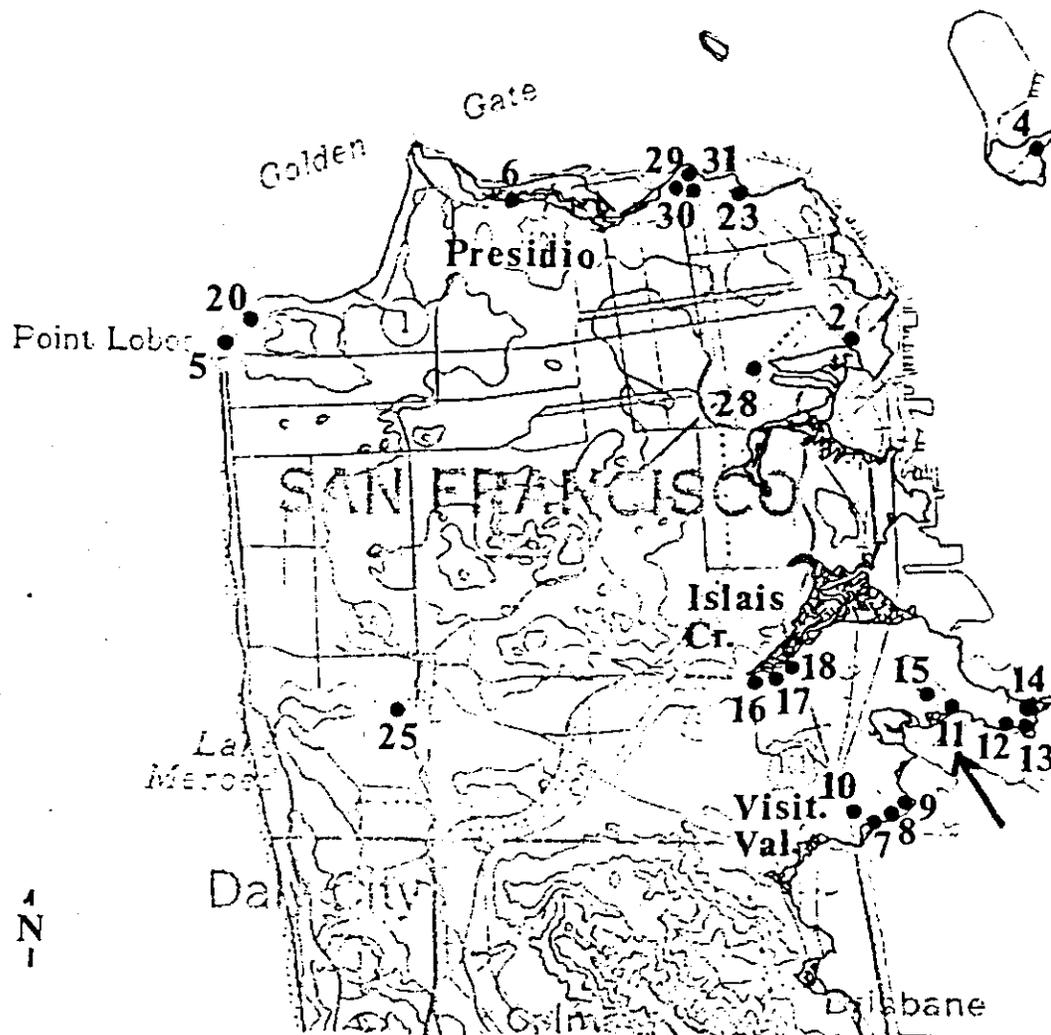


FIGURE 1

Selected Archaeological Sites  
of San Francisco

S-6160

1" = 2 Miles  
 Bold spots and numbers show  
 archaeological sites.  
 Base map showing historic margins  
 of San Francisco Bay after  
 Nichols and Wright 1971.

CABRILLO COLLEGE ARCHAEOLOGICAL SITE SURVEY RECORD

1. Temporary Site No. \_\_\_\_\_ California State Site Designation SFR-12
2. Map \_\_\_\_\_ 3. County SFR
4. Twn \_\_\_\_\_ Range \_\_\_\_\_; \_\_\_\_\_  $\frac{1}{4}$  of \_\_\_\_\_  $\frac{1}{4}$  of Sec. \_\_\_\_\_
5. Location lost
- U.T.M.G. Coordinate \_\_\_\_\_ 6. Contour elevation \_\_\_\_\_
7. Previous designations for site Nelson 391
8. Owner \_\_\_\_\_ 9. Address \_\_\_\_\_
10. Previous owners, dates \_\_\_\_\_
11. Present tenant \_\_\_\_\_
12. Attitude toward excavation \_\_\_\_\_
13. Description of site unknown, probably shellmound
14. Area \_\_\_\_\_ 15. Depth \_\_\_\_\_ 16. Height \_\_\_\_\_
17. Vegetation \_\_\_\_\_ 18. Nearest water \_\_\_\_\_
19. Soil of site \_\_\_\_\_ 20. Surrounding soil \_\_\_\_\_
21. Previous excavation \_\_\_\_\_
22. Cultivation \_\_\_\_\_ 23. Erosion \_\_\_\_\_
24. Building, roads, etc. \_\_\_\_\_
25. Possibility of destruction \_\_\_\_\_
26. House pits \_\_\_\_\_
27. Other features \_\_\_\_\_
28. Burials \_\_\_\_\_
29. Artifacts \_\_\_\_\_
30. Remarks \_\_\_\_\_
31. Published references \_\_\_\_\_
32. Photos \_\_\_\_\_ 33. Sketch map \_\_\_\_\_
34. Date 7/30/79 ←-6150 35. Recorded by P. Nichols  
S-15602

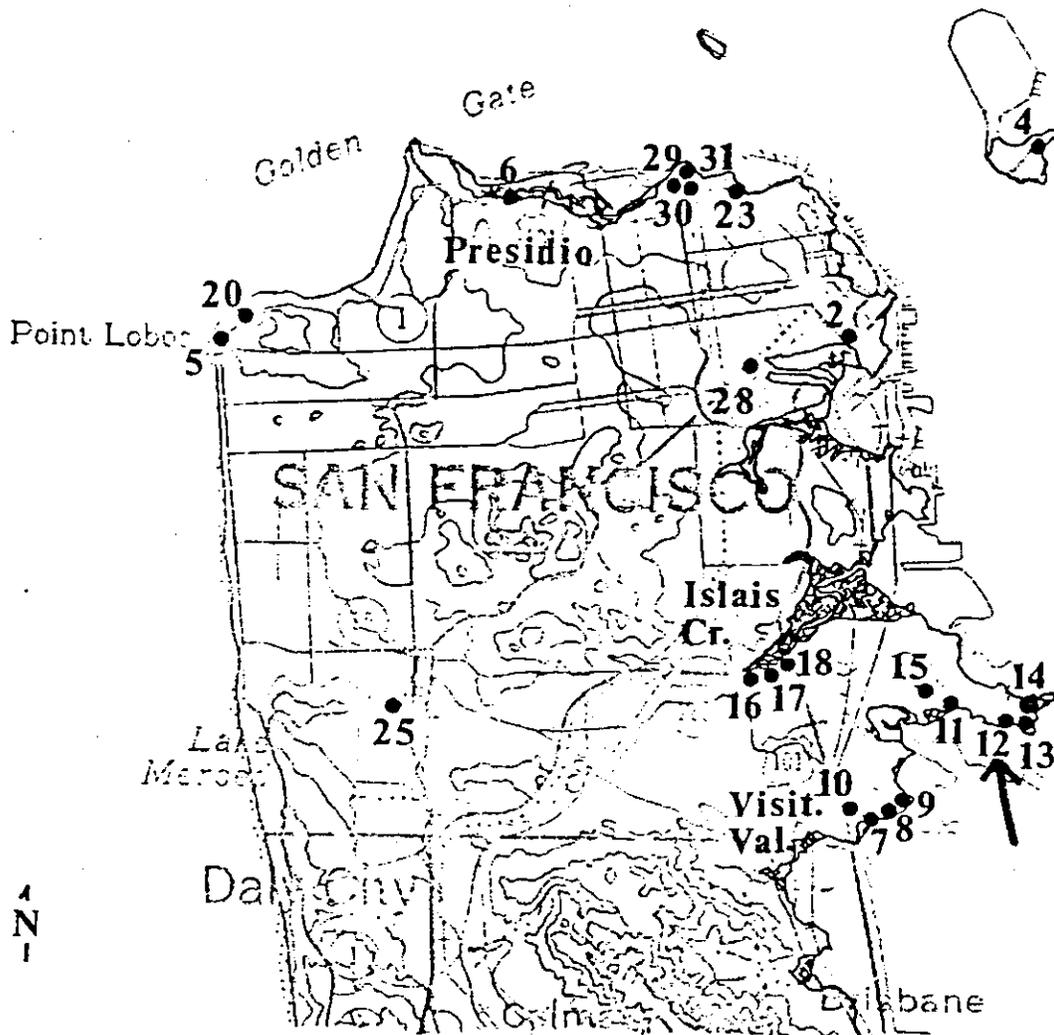


FIGURE 1

Selected Archaeological Sites of San Francisco

S-6160

1" = 2 Miles  
 Bold spots and numbers show archaeological sites.  
 Base map showing historic margins of San Francisco Bay after Nichols and Wright 1971.

CABRILLO COLLEGE ARCHAEOLOGICAL SITE SURVEY RECORD

1. Temporary Site No. \_\_\_\_\_ California State Site Designation SFR-13
2. Map \_\_\_\_\_ 3. County SFR
4. Twn \_\_\_\_\_ Range \_\_\_\_\_; \_\_\_\_\_  $\frac{1}{4}$  of \_\_\_\_\_  $\frac{1}{4}$  of Sec. \_\_\_\_\_
5. Location lost
- U.T.M.G. Coordinate \_\_\_\_\_ 6. Contour elevation \_\_\_\_\_
7. Previous designations for site Nelson 392
8. Owner \_\_\_\_\_ 9. Address \_\_\_\_\_
10. Previous owners, dates \_\_\_\_\_
11. Present tenant \_\_\_\_\_
12. Attitude toward excavation \_\_\_\_\_
13. Description of site unknown, probably shellmound
14. Area \_\_\_\_\_ 15. Depth \_\_\_\_\_ 16. Height \_\_\_\_\_
17. Vegetation \_\_\_\_\_ 18. Nearest water \_\_\_\_\_
19. Soil of site \_\_\_\_\_ 20. Surrounding soil \_\_\_\_\_
21. Previous excavation \_\_\_\_\_
22. Cultivation \_\_\_\_\_ 23. Erosion \_\_\_\_\_
24. Building, roads, etc. \_\_\_\_\_
25. Possibility of destruction \_\_\_\_\_
26. House pits \_\_\_\_\_
27. Other features \_\_\_\_\_
28. Burials \_\_\_\_\_
29. Artifacts \_\_\_\_\_
30. Remarks \_\_\_\_\_
31. Published references \_\_\_\_\_
32. Photos \_\_\_\_\_ 33. Sketch map \_\_\_\_\_
34. Date 7/30/79 35. Recorded by P. P. Nichols

← follow

S-15602



FIGURE 1

Selected Archaeological Sites  
of San Francisco

S-6160

1" = 2 Miles  
 Bold spots and numbers show  
 archaeological sites.  
 Base map showing historic margins  
 of San Francisco Bay after  
 Nichols and Wright 1971.

(11)

CABRILLO COLLEGE ARCHAEOLOGICAL SITE SURVEY RECORD

1. Temporary Site No. \_\_\_\_\_ California State Site Designation SFR-14
2. Map \_\_\_\_\_ 3. County SFR
4. Twn \_\_\_\_\_ Range \_\_\_\_\_; \_\_\_\_\_  $\frac{1}{4}$  of \_\_\_\_\_  $\frac{1}{4}$  of Sec. \_\_\_\_\_
5. Location lost
- U.T.M.G. Coordinate \_\_\_\_\_ 6. Contour elevation \_\_\_\_\_
7. Previous designations for site Nelson 392a
8. Owner \_\_\_\_\_ 9. Address \_\_\_\_\_
10. Previous owners, dates \_\_\_\_\_
11. Present tenant \_\_\_\_\_
12. Attitude toward excavation \_\_\_\_\_
13. Description of site unknown, probably shellmound
14. Area \_\_\_\_\_ 15. Depth \_\_\_\_\_ 16. Height \_\_\_\_\_
17. Vegetation \_\_\_\_\_ 18. Nearest water \_\_\_\_\_
19. Soil of site \_\_\_\_\_ 20. Surrounding soil \_\_\_\_\_
21. Previous excavation \_\_\_\_\_
22. Cultivation \_\_\_\_\_ 23. Erosion \_\_\_\_\_
24. Building, roads, etc. \_\_\_\_\_
25. Possibility of destruction \_\_\_\_\_
26. House pits \_\_\_\_\_
27. Other features \_\_\_\_\_
28. Burials \_\_\_\_\_
29. Artifacts \_\_\_\_\_
30. Remarks \_\_\_\_\_
31. Published references \_\_\_\_\_
32. Photos \_\_\_\_\_ 33. Sketch map \_\_\_\_\_
34. Date 7/30/79 35. Recorded by P. Nichols

S-15602

S-15602

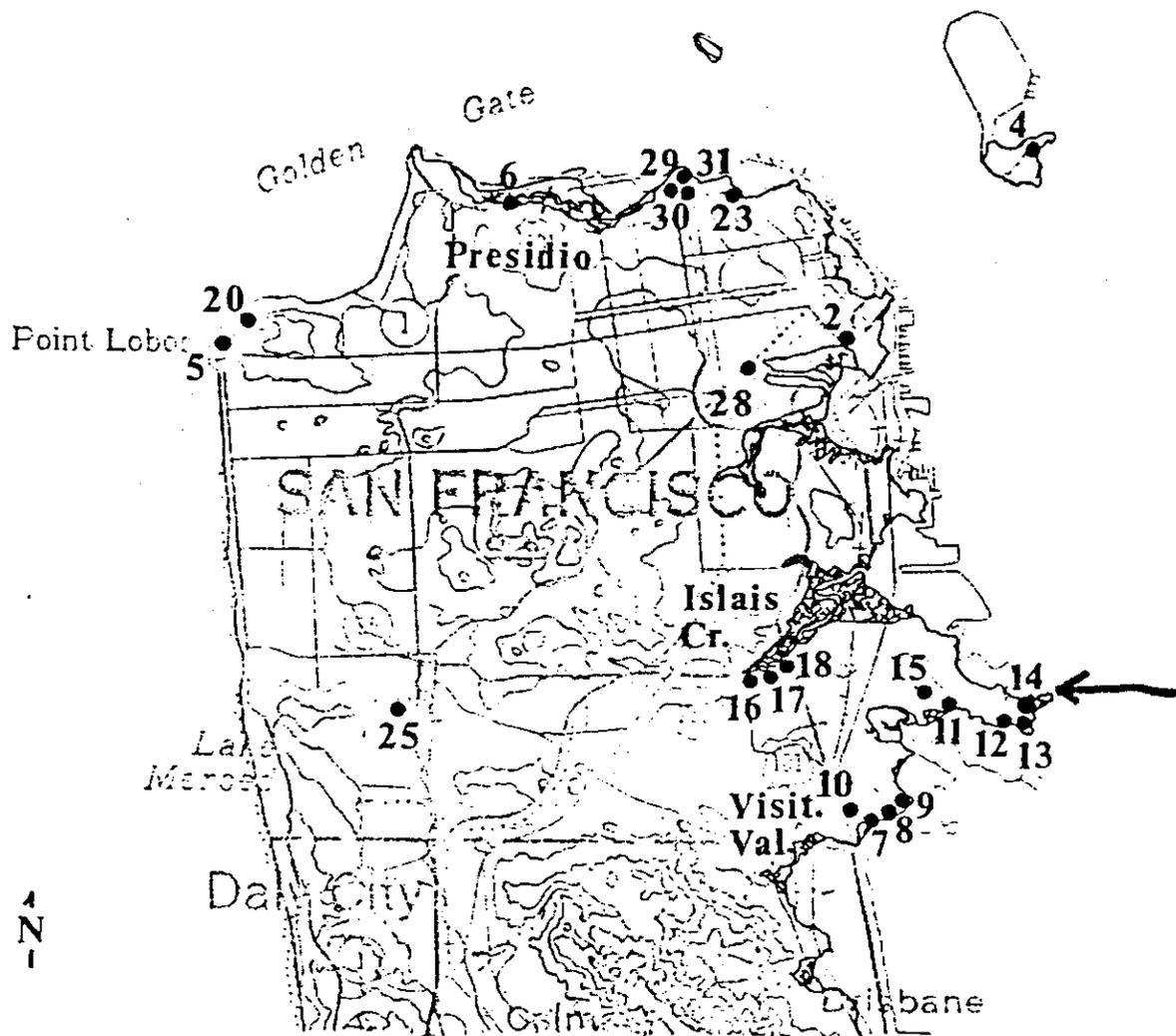


FIGURE 1

Selected Archaeological Sites of San Francisco

S-6160

1" = 2 Miles  
 Bold spots and numbers show archaeological sites.  
 Base map showing historic margins of San Francisco Bay after Nichols and Wright 1971.

**APPENDIX C:**

**Report on Buildings And Structures  
at Hunters Point Shipyard  
Built After 1947**

## 1. PURPOSE OF THIS DOCUMENT

This document is designed to provide a context for the inventory and evaluation of buildings and structures at Hunters Point Shipyard that are less than 50 years old. The National Register eligibility criteria specifically exclude properties that have achieved significance within the last 50 years, unless it can be shown that they are “exceptionally significant.”<sup>1</sup> National Register guidelines also make a common sense distinction between properties that are nearly 50 years old, as opposed to those built in recent years, establishing a correspondingly higher degree of exceptionality for more recent properties.

There are 59 buildings and structures at Hunters Point Shipyard that were built after 1947. It is concluded that none of the properties at Hunters Point built since 1947 (50 years from the writing of this report) meet the National Register criteria for exceptional significance. This document is designed to demonstrate that point but without preparation of individual inventory forms (DPR 523s) for buildings and structures that are less than 50 years old. This document offers a succinct historical overview of the area since 1947. It also includes a discussion of the various property types that have been built since 1947, accompanied by photographs of representative examples of each property type.

## 2. HISTORICAL OVERVIEW

As discussed in the “Historic Context and Inventory and Evaluation of Buildings and Structures at Hunters Point Shipyard,” the Hunters Point Shipyard went through a series of changes in mission and command, with the naval importance of the facility decreasing as time went by. The shipyard remained in service until 1974, at which time it was leased to a private firm. A substantial number of post-World War II buildings were constructed between 1945 and 1947, this work reflecting a completion of the original plan for the shipyard. Hunters Point was under construction throughout the World War II period and, as a result, made a relatively minor contribution to the war effort. The 1945-47 buildings represented a continuation of the wartime construction.

After 1947, however, relatively few new buildings were constructed in direct association with the shipyard function. The big shipyard buildings built after 1947 were, with rare exceptions, built during the 1970s and are of a standardized type, i.e. the buildings are structurally and

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<sup>1</sup> The treatment of recent properties is discussed in detail in Marcella Sherfy and W. Ray Luce, “Guidelines for Evaluating and Nominating Properties that have Achieved Significance within the Last Fifty Years” *National Register Bulletin* 22, n.d. The bulletin addresses the issue of very recent properties as follows: “the more recently that a property has achieved significance, generally the more difficult it is to demonstrate exceptional significance... A property listed in the National Register 10 or 15 years after it has achieved significance requires clear, widespread recognition of its value to demonstrate exceptional importance.” The Bulletin uses Dulles Airport as an illustration of “clear, widespread recognition of its value,” noting that it “was immediately recognized as one of the most important post-World War II American architectural masterpieces and one of the most innovative airport designs.”

architecturally similar, differing only as to size and function. A substantial number of the “buildings” constructed after 1947 are actually additions to World War II-era buildings but assigned separate building numbers. These are often identified with alphabetic suffixes to the original building number, as with Building 351A, an addition to Building 351.

Some construction did occur in the area, however, in relation to functions unrelated to the shipyard operations. Beginning just after the war, the U.S. Radiological Defense Laboratory was established in the south waterfront area, in the area of the 800 Series buildings. Operated in conjunction with the University of California, the laboratory was initially designed to test radioactive contamination of Navy ships that were present at aboveground testing of nuclear weapons.<sup>2</sup> This work grew and the radiological laboratory was established permanently as the U. S. Naval Radiological Defense (USNRD) Laboratory. The mission of the laboratory was described as “to conduct investigations and develop information concerning effects and consequences of dispersed fissionable materials, fission products and other radio-active substances.” This research was shut down at some point prior to 1973.

By the 1950s, the general repair functions at Hunters Point had diminished considerably and the focus of the shipyard was shifted to concentrate on submarine repair. Jurisdiction over the yard has also shifted through the years. It began as an annex to the Mare Island Naval Shipyard and remained so until it was closed in 1974. The facility was leased for about a decade to a private party. After the Navy reasserted control over the facility from the private lessee, the base was re-assigned to be an annex to Naval Station Treasure Island.

Since the mid-1970s, the facility has been largely inactive. Some minor repair work is still conducted in Dry Dock # 4, the only operable dry dock at the facility. Some of the shops buildings have been leased to private firms, primarily in the manufacturing field. Other non-Federal tenants at the facility include the San Francisco Police Department, which operates a station in a new building in the 500 Series area of the facility. The vast majority of the buildings, however, are vacant and vulnerable to natural decay and vandalism.

The Hunters Point Shipyard generally and the buildings individually do not appear to qualify for listing in the National Register of Historic Places because they are less than 50 years old and do not appear to be exceptionally significant. A good deal of literature has emerged in recent years dealing with the evaluation of military buildings and structures from the Cold War era.<sup>3</sup> The various Cold War studies have emphasized the need to establish direct relationships between buildings and structures and exceptionally significant events or building types associated with the American military strategy and programs associated with the Cold War preparedness.

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<sup>2</sup> Bonnie L. Bamburg, Urban Programmers, “Historical Overview of Hunters Point Annex, Treasure Island Naval Base and Description of Properties that Appear Eligible for Listing in the National Register of Historic Places,” 1988.

<sup>3</sup> The most instructive single document dealing with significance of Cold War-related properties is: Center for Air Force History, “Coming in from the Cold: Military Heritage in the Cold War,” Report on the Department of Defense Legacy Cold War Project, 1994. A specialized aspect of the Navy’s Cold War Program is treated in: R. Christopher Goodwin and Associates, “Navy Cold War Guided Missile Context: Resources Associated with the Navy’s Guided Missile Program, 1946-1989,” prepared for the Navy, Atlantic Division, Naval Facilities Engineering Command, 1995.

The Hunters Point Shipyard was a minor facility throughout the Cold War; indeed, it has operated as a Navy yard for only about one-half of the period generally identified as the Cold War era. There appears to be no basis for maintaining that the base as a whole or its individual components made exceptionally significant contributions to the Cold War effort.

### **3. PROPERTY TYPES FROM THE POST-1947 PERIOD**

Relatively few buildings have been constructed at Hunters Point since 1945; the long trend has been toward demolition rather than new construction. During the immediate post-war period (1945-47), the shipyards were filled out with buildings that had been planned during the war but not completed before 1945. Structurally, these fall into two basic categories: buildings constructed along the lines of wartime plans and buildings that did not follow wartime plans. The shipyard includes a few buildings that were built between 1945 and 1947 that are identical to their counterparts from 1932-45. More commonly, the immediate post-war buildings were “pre-engineered” buildings, with the Butler building being the most common building type. The Butler Buildings are inventoried as a group in an attached DPR 523 form in Appendix B.

#### **Big Shipyard Buildings**

There are several large shipyard buildings that were built after 1945. These fall into two basic categories: buildings that were planned during World War II but not completed until after the war; and those that were planned and built in the post-war era.

In the first category, the major examples are Buildings 253 and 231, both of which were planned in 1944 but completed in 1947. Both are now 50 years old and are inventoried and evaluated in DPR 523 forms, included in Appendix B of this report.

A few large shipyard buildings were constructed at Hunters Point during the early 1970s, just before the Navy left the facility. The buildings are pre-engineered, metal framed, metal siding shops, all built in the same general manner. One example is Building 439, shown in **Photograph 1**. Buildings 228, 281, and 282 are also examples; Building 281 is shown in **Photograph 2**.

#### **450-Ton Bridge Crane**

One of the more impressive structures built during the early post-war era was a large crane, installed in the central waterfront area. It is a bridge supported on four towers, pairs of which straddle a 405 foot wide pier. Constructed of riveted and welded braces and plates, the bridge is

730 feet long and rises 182 feet above the sea level. The fixed cantilevered arms at each end project 162.5' over the water on either side of the pier.<sup>4</sup> The trolley cranes were self-contained units with a cab for the operator and cable extensions to lift and move large objects. The trolley cranes were removed in about 1970.

The 450 Ton Bridge Crane has been found not to qualify for listing in the National Register of Historic Places, in the opinion of the Navy and concurrence of the California State Historic Preservation Officer. The structure was inventoried for the Navy in 1988 by Urban Programmers. The 1988 report concluded that the crane qualified for listing in the National Register. In subsequent communication between the Navy and the California SHPO, however, it was agreed that the property does not meet the eligibility criteria for listing in the National Register because it lacks integrity. In about 1970, the traveling cranes for this 1948 bridge crane were removed. All that remains is the basic bridge structure. Recognizing that the structure has lost integrity, the California SHPO agreed in a 1993 letter to the Navy that the 450-Ton Bridge Crane does not qualify for listing in the National Register.<sup>5</sup> It is inventoried and evaluated in a DPR 523 form, included in Appendix B of this report.

### **Butler Buildings**

A few of the metal sided Butler buildings were built after 1947; as noted these standardized buildings are inventoried and evaluated as part of a group form for Butler Buildings included in Appendix B to this report.

### **Other Immediate Post-War Building Types That Continue the World War II-era Construction Program**

As noted, many of the buildings in the shipyard area were planned during World War II but not completed until after the war. In addition, the shipyard area includes numerous small buildings that, while built after the war, represent completion of shipyard plans that were developed during the war. This buildings are, in many cases, identical to their wartime counterparts.

Building 370, is a toilet building constructed in 1953. It is virtually indistinguishable from the many toilets built in the Shipyard during World War II; it is shown in **Photograph 3**. Pumphouses and substation enclosures were built during the immediate post-war era, as they had been built during World War II. These generally follow the World War II designs. Building 819 is a 1957 substation, shown in **Photograph 4**; it is identical to World War II-era substation enclosures. Building 523, shown in **Photograph 5**, is unusual only in that the walls are brick

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<sup>4</sup> This description is taken from a National Register of Historic Places Registration Form for the bridge crane, prepared by Bonnie Bamberg of Urban Programmers in 1988.

<sup>5</sup> Letter, Steade Craigo, Acting State Historic Preservation Officer, to Louis S. Wall, U.S. Navy, April 1, 1993. Mr. Craigo was responding to a request by the Navy, dated January 27, 1993, Louis S. Wall to Steade Craigo.

rather than concrete; it was built in 1948. A few of the early Cold War buildings are unlike their World War II counterparts. Building 709 is a reinforced concrete gasoline service station, built in 1952; its World War II counterpart would have been built of wood. It is shown in **Photograph 6**.

As noted, some "buildings" from the post-1947 era were actually extensions to World War II-era buildings. Examples include Buildings 351A and 302A; these are inventoried and evaluated in conjunction with the original buildings in the DPR 523 forms included in Appendix B of this report.

The population of post-1947 buildings also includes a number of miscellaneous wooden sheds, probably built by public works forces at the base. An example is Building 372, shown in **Photograph 7**.

### **Buildings Associated with U.S. Naval Radiological Defense (USNRD) Laboratory**

The USNRD Laboratory occupied only a few buildings at the southern extreme of the Hunters Point Shipyard. It appears that the laboratory function occupied a group of buildings in the 800 Series, including Building 815 (Radiological Laboratory), Building 820 (Navy Radiation Laboratory); and Building 830 (a Navy Biological Laboratory).<sup>6</sup> Building 815 is a concrete laboratory, built in about 1970, shown in **Photograph 8**. Building 820 is a reinforced concrete building, constructed in about 1965; it is shown in **Photograph 9**. Building 830 is a pre-engineered large metal shed, built in about 1970; it is shown in **Photograph 10**.

### **Other Late Post-War Buildings**

Shortly before the base closed, the Navy built two large reinforced concrete Bachelor Officers' Quarters; Buildings 600 and 901. The two are nearly identical. Building 600 and is shown in **Photograph 11**.

### **Very Recently-Built Buildings**

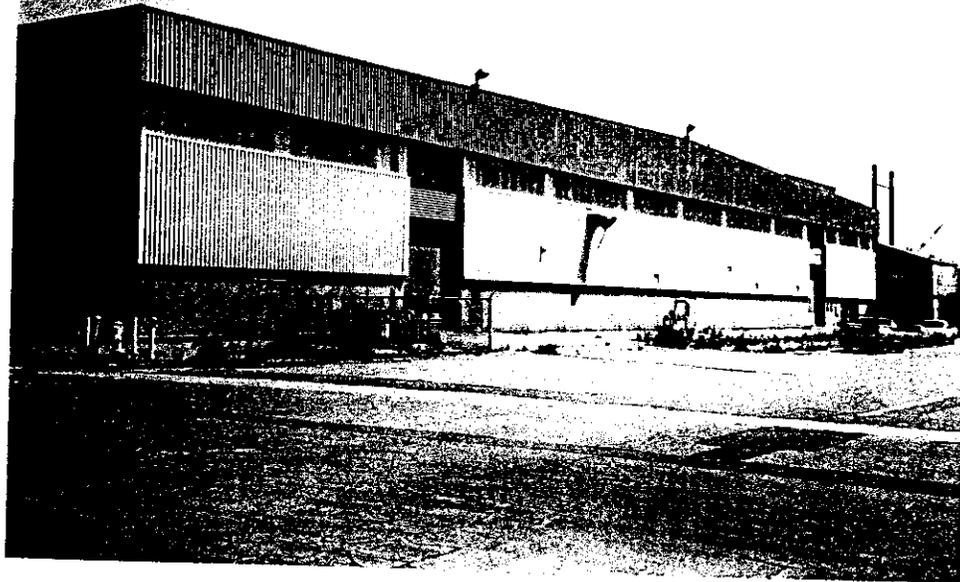
A few buildings have been constructed at Hunters Point in very recent years, generally by parties other than the Navy. The San Francisco Police Department, for example, recently constructed Building 606 to serve as a Police Station; it is shown in **Photograph 12**.

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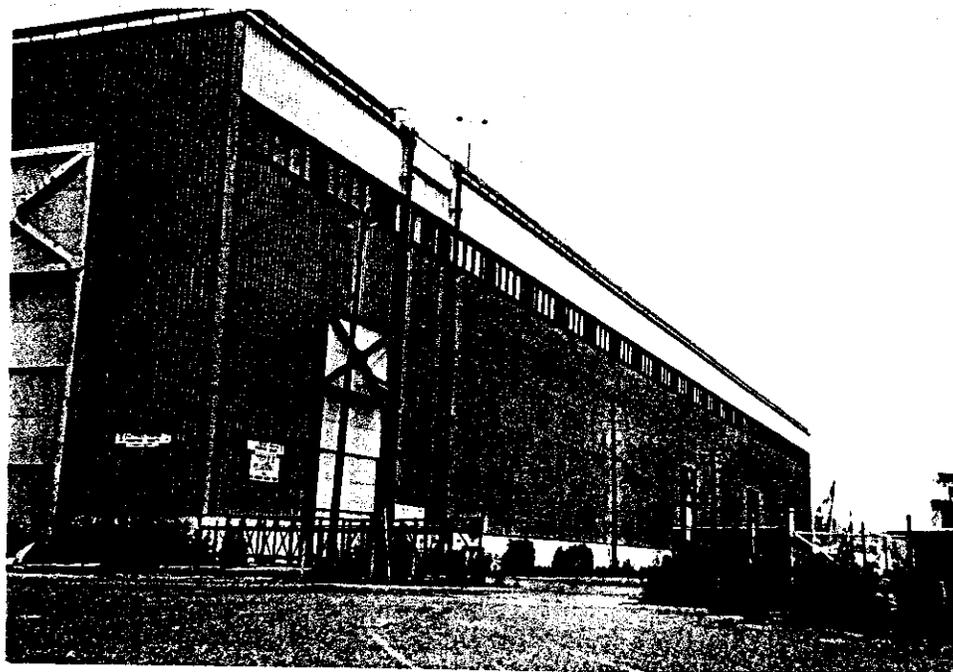
<sup>6</sup> Data about this laboratory is scarce. This information is taken from "Building List as of 30 June 1973," compiled by the Public Works Engineering Division, U.S. Navy, San Francisco, just before the base closed.

#### **4. NATIONAL REGISTER ELIGIBILITY**

None of the buildings or structures built at Hunters Point after 1947 qualifies for listing in the National Register of Historic Places. None of the buildings appears to have made an exceptionally significant contribution to the Navy's support of the fleet. Neither do any of the buildings appear to be exceptionally significant in the field of engineering or architecture. Lacking exceptional significance, these buildings and structures do not appear to meet the criteria for listing in the National Register of Historic Places.



Photograph 1. Building 439



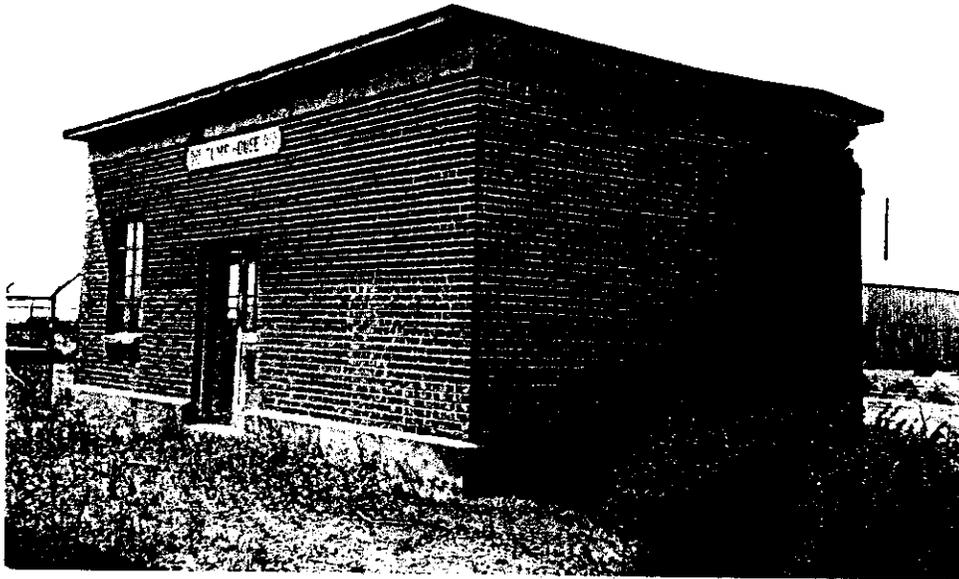
Photograph 2. Building 281



**Photograph 3. Building 370**



**Photograph 4. Building 819**



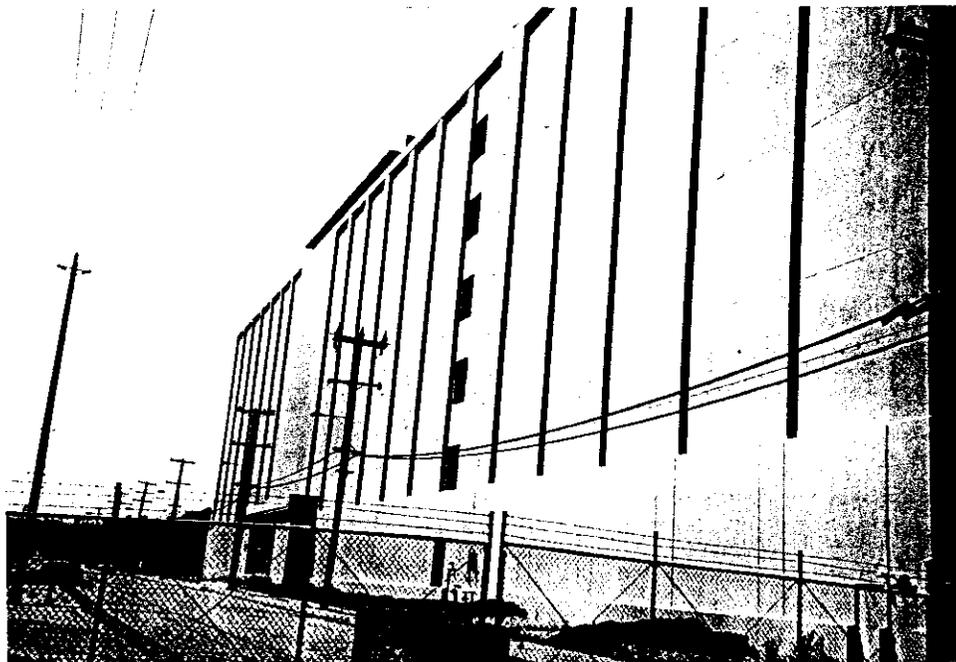
**Photograph 5. Building 523**



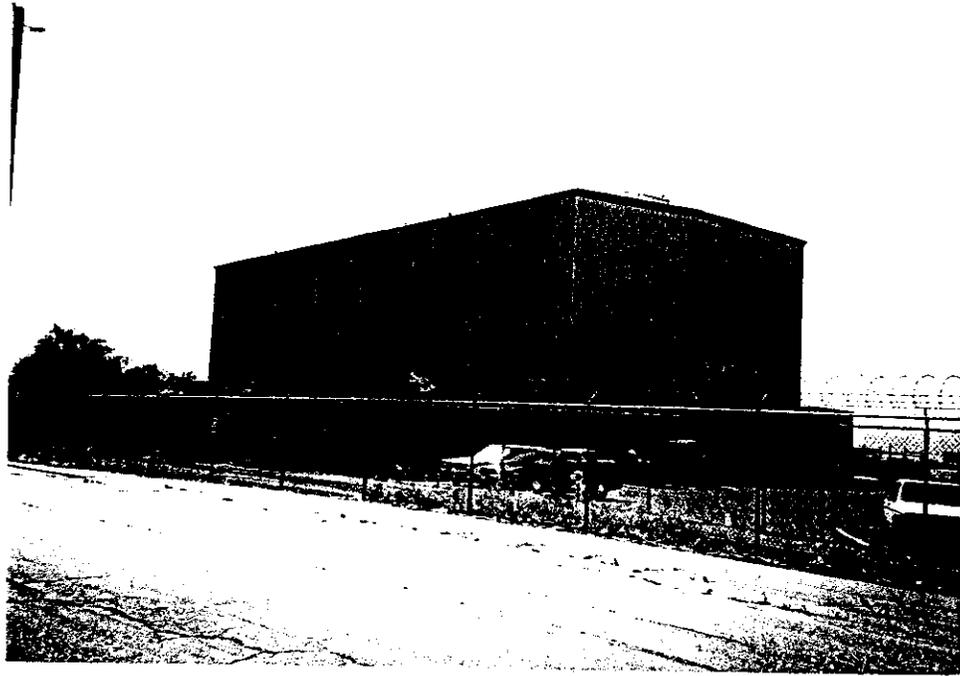
**Photograph 6. Building 709**



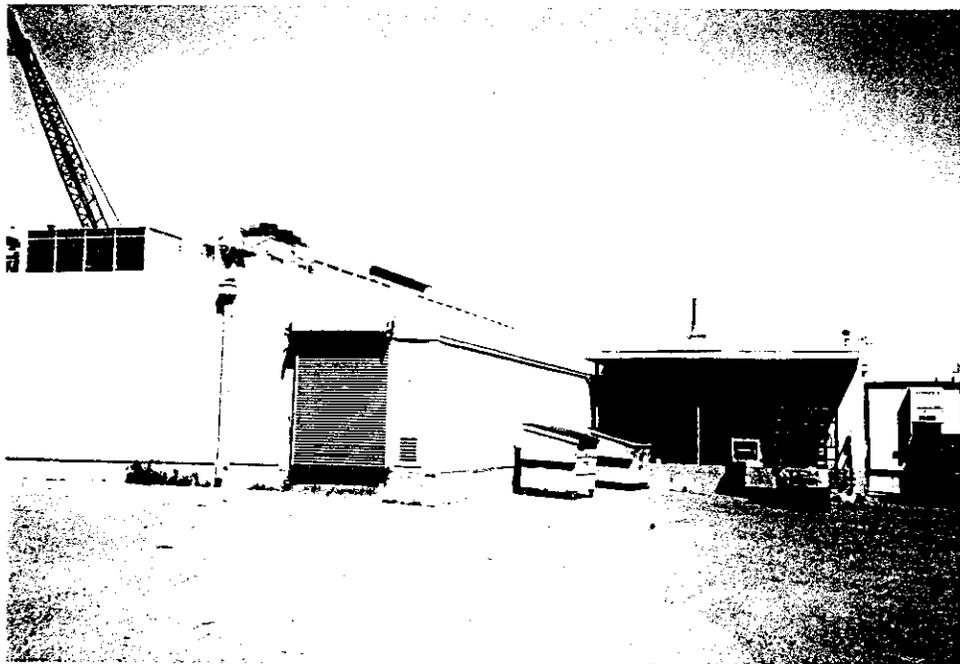
**Photograph 7. Building 372**



**Photograph 8. Building 815**



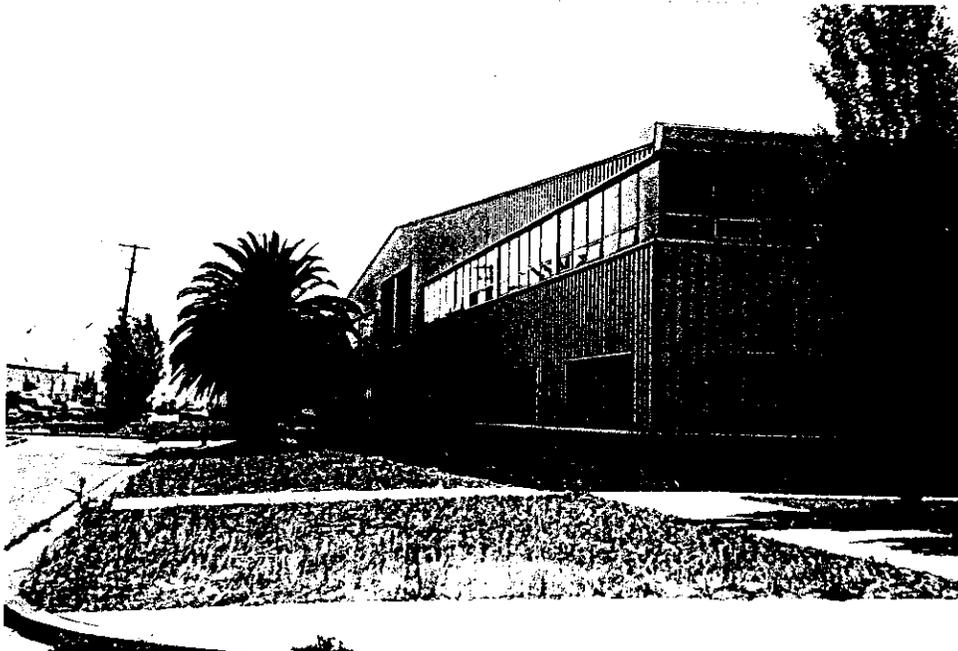
**Photograph 9. Building 820**



**Photograph 10. Building 830**



Photograph 11. Building 600



Photograph 12. Building 606

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 6

\*Resource Name or #: (Assigned by recorder) Social Welfare Buildings

P1. Other Identifier: Building 116, 120, 505, 901, and 915

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_: \_\_\_\_\_ ¼ of \_\_\_\_\_ ¼ of Sec \_\_\_\_\_;  
B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

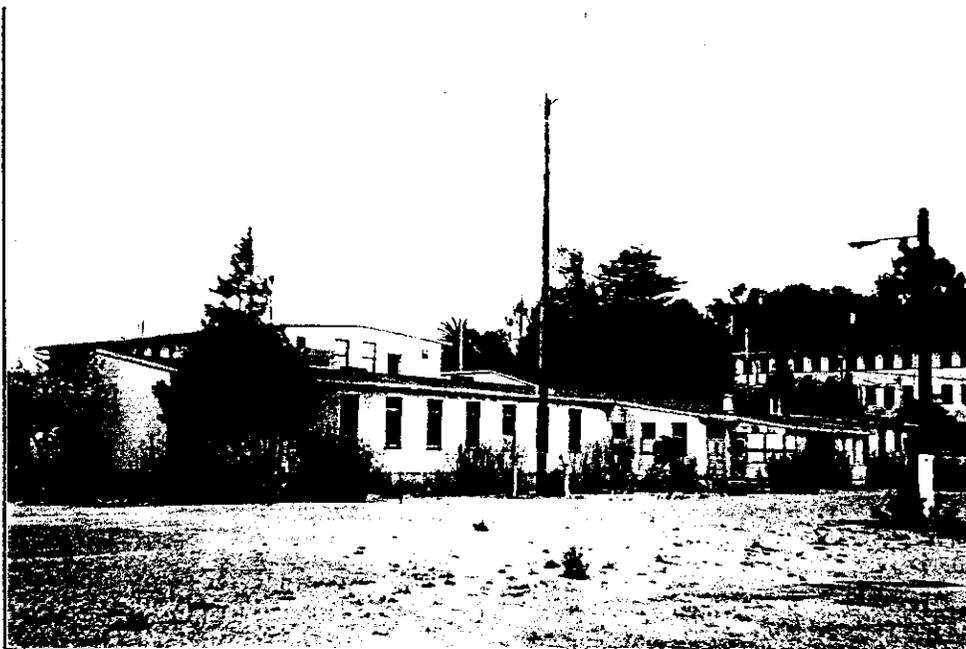
d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_mE/ \_\_\_\_\_mN

\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
The Hunters Point Shipyard includes five buildings constructed during World War II to provide for the social welfare of the personnel at the base, civilian as well as military. (see continuation sheet)

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:  
(View, date, accession #) \_\_\_\_\_

June 10, 1997

Building 116 shown here

\*P6. Date Constructed / Age and

Sources:  Historic

Prehistoric  Both

116, 120, 505, 901 = 1943

916 = 1944

\*P7. Owner and Address:

U.S. Navy, EFA West

900 Commodore Drive

San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation,  
and address) \_\_\_\_\_

JRP Historical Consulting  
Services

Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)

Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory,  
and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco,  
California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record

Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

\*Required Information

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 6

\*NRPH Status Code 6

\*Resource Name or # (Assigned by recorder) Social Welfare Bldg.

B1. Historic Name: Building 116, 120, 505, 901, and 915

B2. Common Name: \_\_\_\_\_

B3. Original Use: \_\_\_\_\_ B4. Present Use: \_\_\_\_\_

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alternations.)  
116, 120, 505, 901 built in 1943  
915 built in 1944

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9a. Architect: \_\_\_\_\_ B9b. Builder: \_\_\_\_\_

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard  
Period of Significance 1942-1947 Property Type Building Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

None of the five social welfare buildings at Hunters Point appears to qualify for listing in the National Register. All played a role in maintaining morale among the military and civilian workers at the base. None of the buildings, however, have known direct associations with events or persons important to our history. Neither do the buildings appear to be significant architecturally.

All of the buildings, with the possible exception of Building 915, appear to be standard Bureau of Yards and Docks plans. (see continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

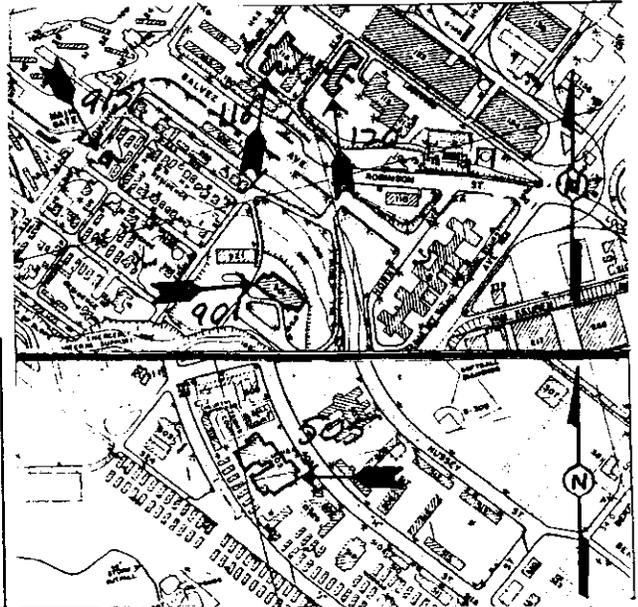
\*B12. References: Hunters Point Historic Context,  
prepared by JRP Consulting

B13. Remarks: \_\_\_\_\_

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)



## CONTINUATION SHEET

Page 3 of 6

### Description (Continued)

The buildings in this functional category include: Building 116 (the mess hall); Building 120 (the Enlisted Men's Club); Building 505 (the Navy Exchange); Building 901 (the Officers' Club); and Building 915 (originally a bank building but now used as a security office). Another building, Building 916 (the CPO Club), was a restaurant building from the 1930s that was converted to a CPO Club. Building 915 is inventoried and analyzed individually.

As noted, these buildings have little in common architecturally, except that all but one were built from standard wood frame, temporary plans for the Bureau of Yards and Docks plans. The one exception is the Credit Union, which is an unusual concrete building with a wooden skin, now covered in asbestos shingles. From the standpoint of design, the Credit Union is quite similar to the Fire Station (Building 215). The buildings are described separately below.

Building 116 is a rambling World War II-era mess hall, or galley. The form of Building 116 is a composition of various elements, with a main two-story wing at the center and various one-story additive elements around it. Roof composition is a shallow gable on the main 2-story wing, and various gable and shed roofs on the lower wings. The main window type is a 1/1 double hung wooden sash with a double transom above. These windows are set singly, in groups of two, three, and four. The upper story windows are short 1/1 double hung wooden sash, most set in a line directly below the eaves. A major entry with double doors surrounded by multiple lights exists on the south. The walls of the building are covered with asphalt shingles.

Building 120 was built in 1943 as the Enlisted Men's Club. It is a composition of three elements: a main central two story gable roofed element, with a one-story shed roofed element at each side, lining up flush on the north side, and extending beyond the main wing on the south side. The main entry to the building is on the north side. This building currently has some variation from its counterparts in the area. It has the same shallow gable roof, but the eaves have a wide overhang with exposed rafters. Natural wood shingles sheathe the walls. The main entry is recessed with a broad overhang and wide "posts" built out from the corners. The walkway is lined with anchors and chains, and a sign reading the "Reef Club" exists at the front. Windows at the front side in this building are predominantly 1/1 double hung wooden sash with a pivotal transom above. The north sides of the shed elements have tall doors with stacked lights. It is likely that the wood shingle siding is a modification from the original design for this building.

Building 505, the Navy Exchange Building, is located in the southern shipyard area. It is a rambling building, apparently composed of standard temporary plans, including a large gymnasium area. It is wood frame and was originally sided in board; it is now clad in asbestos shingles. It is lighted by vertical bands of awning types windows.

Building 901 is the Officers' Club, a sprawling building that sits at the peak of a hill overlooking the bay in both the north and south directions. The length of the building runs west to east with the main entry being on the south side. A semi-circular drive curves to the front door on that side. Multiple levels and rooflines make up the form of the building. The general shape is based on a full length first story with second story portions rising above it giving the building characteristics of the Prairie style. Three separate "towering" sections exist at the left portion of the building, with the outer two being taller and the middle portion above the main entry being shorter. All of the multiple rooflines have shallow pitched hipped roofs.

## CONTINUATION SHEET

Page 4 of 6

### Description (Continued)

The front (south) side also steps forward and back from the facade, with a deeply recessed entry and other recesses. The rear (north side) of the building features at the lower story a large bay extension of the walls and windows with multiple pane glass in a nearly complete band around the bay extension. Windows vary around the building, with many 1/1 double hung wooden sash found in various patterns of one, two, three, or more at a time. V-groove siding sheathes the walls.

Building 915 was built in 1944 to serve as a bank for employees of the base; it is now used as a security office. It sits upon a hill overlooking the main entry gate to Hunters Point Naval Shipyard. It is a rectangular building with a wide massed side gable roof that has an eaves overhang creating a full front porch. A long wooden stairway leads up to the double door entry at the front porch. The porch eaves are supported by four wooden posts, and simple wooden railing encloses the area. Windows are mainly short 1/1 double hung wooden sash, placed high around the walls. The building is sheathed in shiplap siding.

### Significance (Continued)

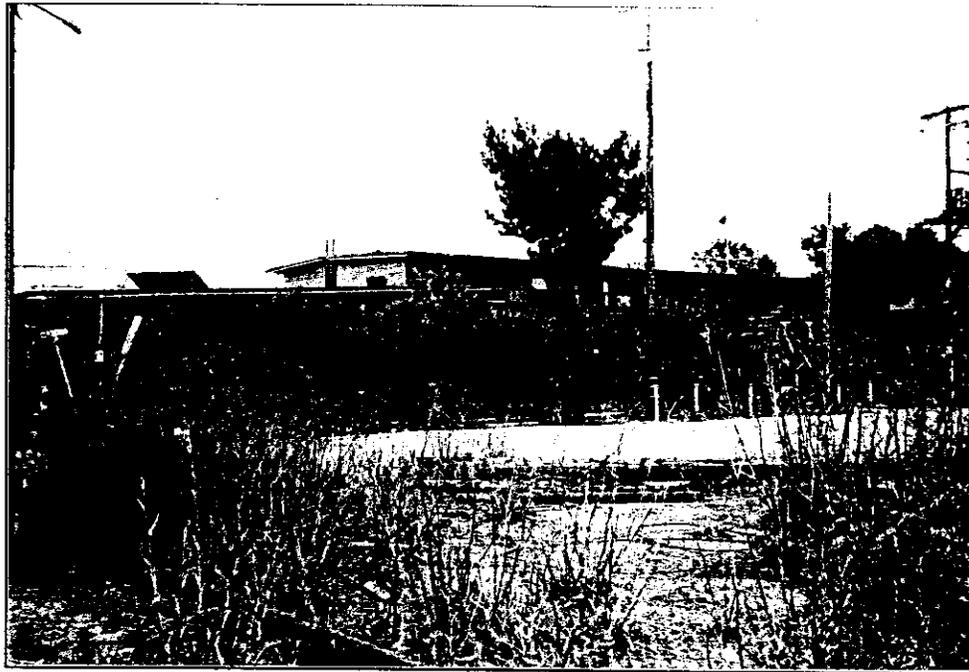
This conclusion is based upon two considerations: the appearance of the buildings, and the fact that no separate architect-engineer (A&E) contracts were let for the design of any of these buildings. Of these buildings, the mess hall (Building 116) and the Navy Exchange (Building 505) are almost certainly "off-the-shelf" designs. The two clubs (Buildings 120 and 901) appear to represent modifications of standard plans. Building 915 was built by the Navy for a private bank. It has no known precedent in standard Navy plans but does include standard Navy World War II siding and windows. It too was likely designed by the Bureau of Yards and Docks, rather than a private consulting A&E architectural firm.

The buildings retain a variable degree of integrity, ranging from good for the bank to low at the two clubs to very low for the Navy Exchange. Generally, the buildings are undistinguished architecturally and have a low degree of integrity. Lacking historical and architectural significance, the buildings do not appear to meet the criteria for listing in the National Register.

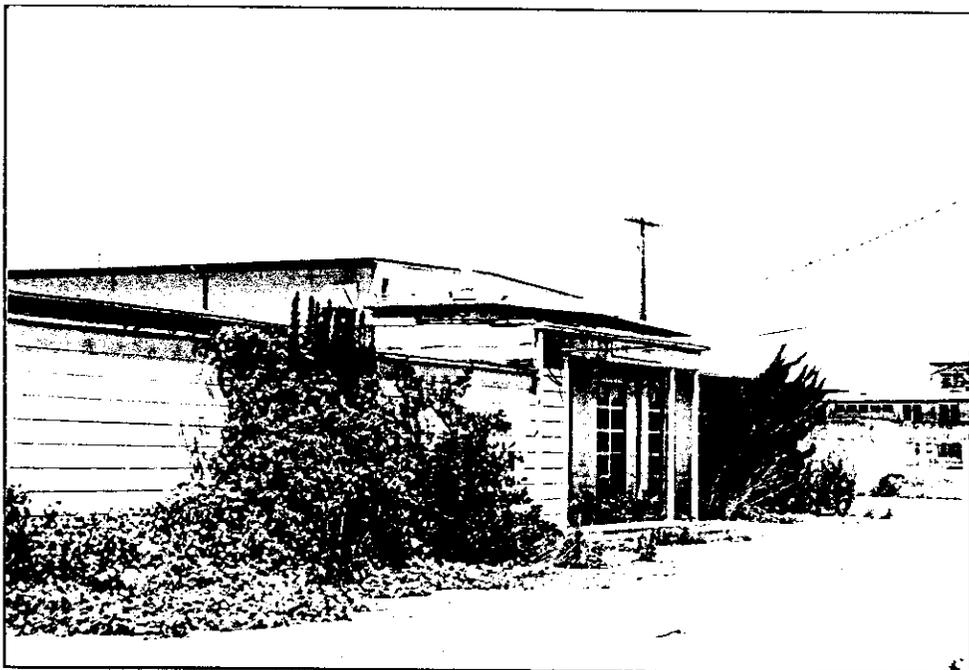
# CONTINUATION SHEET

Page 5 of 6

## Photographs (Continued)

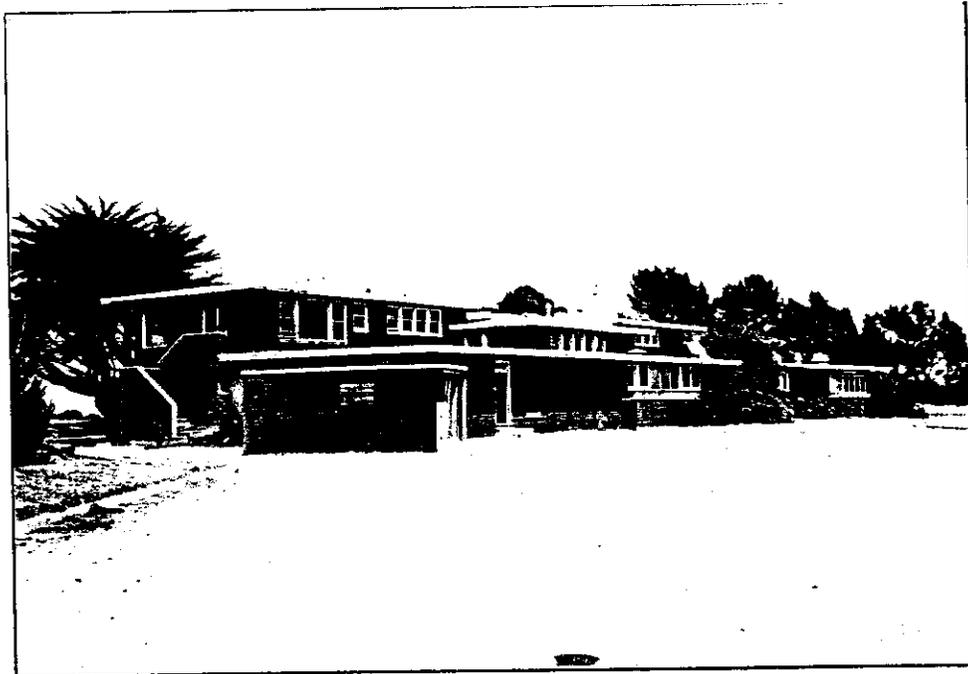


Building 120

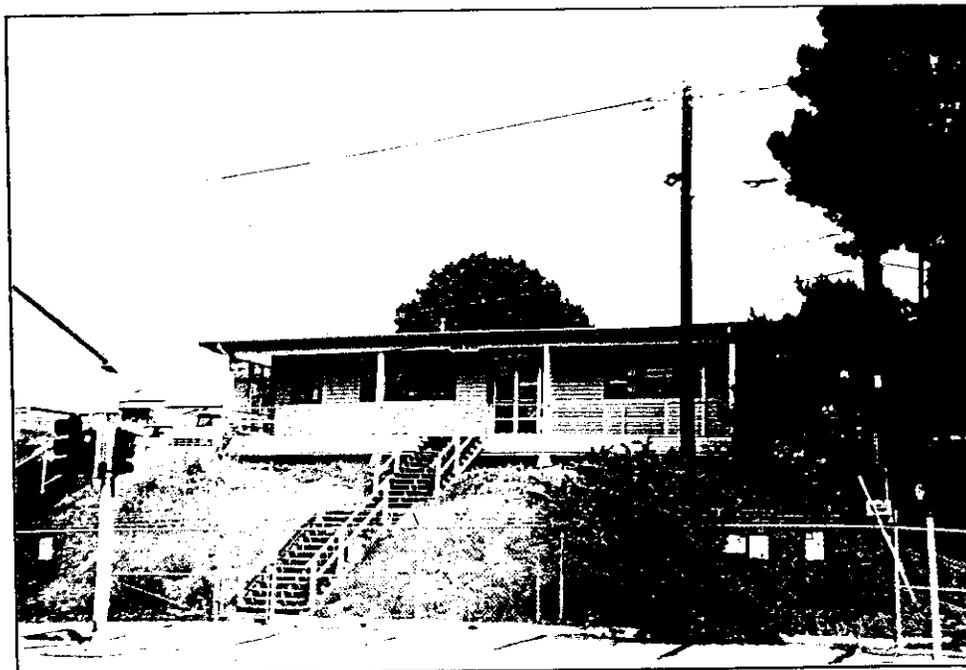


Building 505

**CONTINUATION SHEET**



Building 901



Building 915

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 8

\*Resource Name or #: (Assigned by recorder) Utility Buildings

P1. Other Identifier: Building 122, 135, 206, 219, 229, 273, 300, 306, and 308

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
 and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ of \_\_\_\_\_ of Sec \_\_\_\_\_; \_\_\_\_\_  
 B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

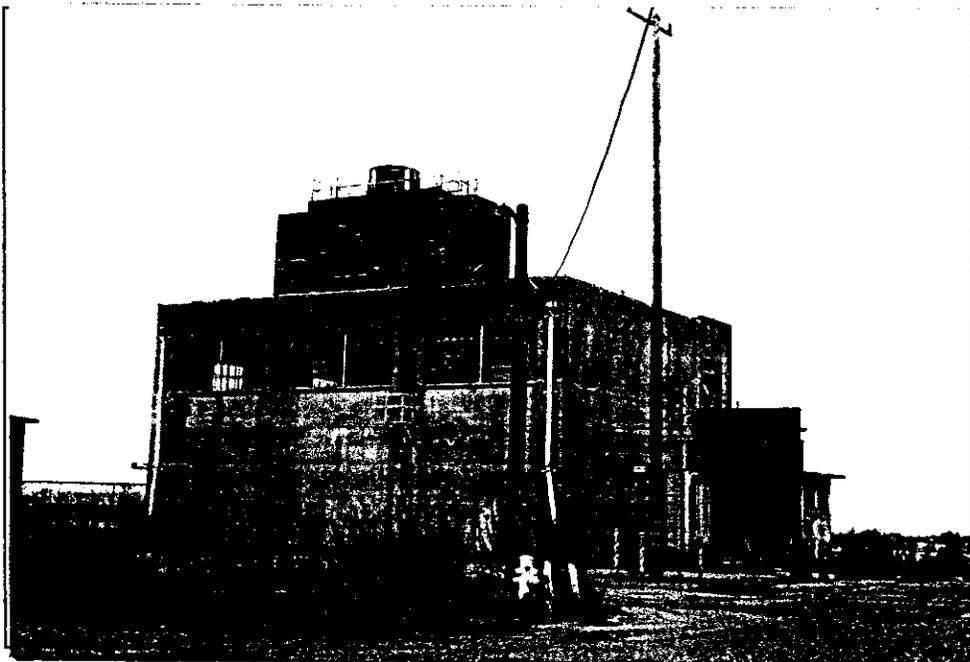
d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
 The body of World War II-era buildings at Hunters Point includes a number of reinforced concrete utility buildings. These buildings include substations, pumphouses (housing for pumping equipment), and switching stations. The buildings are essentially the same—reinforced concrete walls, flat concrete roofs, no windows and frequently a single access door. (see continuation sheet)

\*P3b. Resource Attributes: (See attributes and codes) (HP8) Industrial Building (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:  
 (View, date, accession #) \_\_\_\_\_  
June 10, 1997

Building 122 shown here

\*P6. Date Constructed / Age and Sources:  Historic  
 Prehistoric  Both  
1943-1944

\*P7. Owner and Address:  
U.S. Navy, EFA West  
900 Commodore Drive  
San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address) \_\_\_\_\_  
JRP Historical Consulting Services  
Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe) \_\_\_\_\_  
Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") \_\_\_\_\_  
Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

\*Required Information

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 8

\*NRPH Status Code 6

\*Resource Name or # (Assigned by recorder) Utility Buildings

B1. Historic Name: Buildings 122, 135, 206, 219, 229, 273, 300, 306, and 308

B2. Common Name: \_\_\_\_\_

B3. Original Use: Utility Buildings B4. Present Use: \_\_\_\_\_

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alternations.)

Building 135, 206, 219, 229, 273, 300, 306, and 308 built 1943.

Building 122 built 1944.

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9a. Architect: Bureau of Yards and Docks B9b. Builder: \_\_\_\_\_

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard

Period of Significance 1942-1947 Property Type Building Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

None of the utility buildings appear to qualify for listing in the National Register of Historic Places. All are of a standard design and none appears to be significant architecturally or historically. While they performed a useful function during the war, the buildings do not appear to have made an independent contribution constituting significance under National Register Criterion A or B. In terms of their design, the buildings are standard World War II-era permanent structures as laid out by the Bureau of Yards and Docks. These buildings do not appear to be significant under National Register Criterion C.

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

\*B12. References: Hunters Point Historic Context, prepared by JRP Consulting

(Sketch Map with north arrow required.)

See Location Map

B13. Remarks: \_\_\_\_\_

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)

### CONTINUATION SHEET

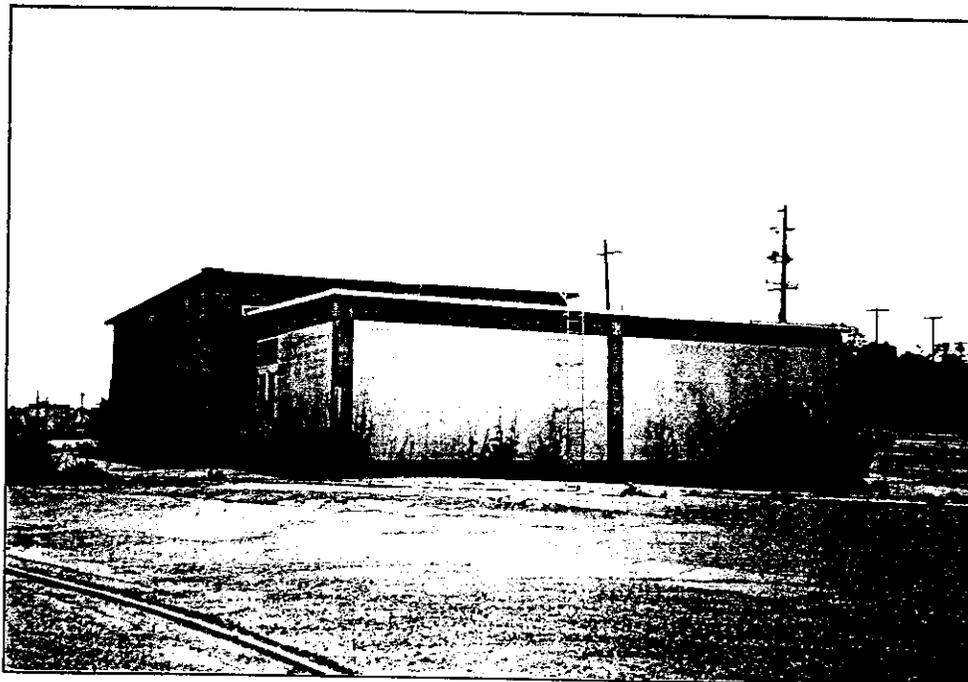
Page 3 of 8

#### Description (Continued)

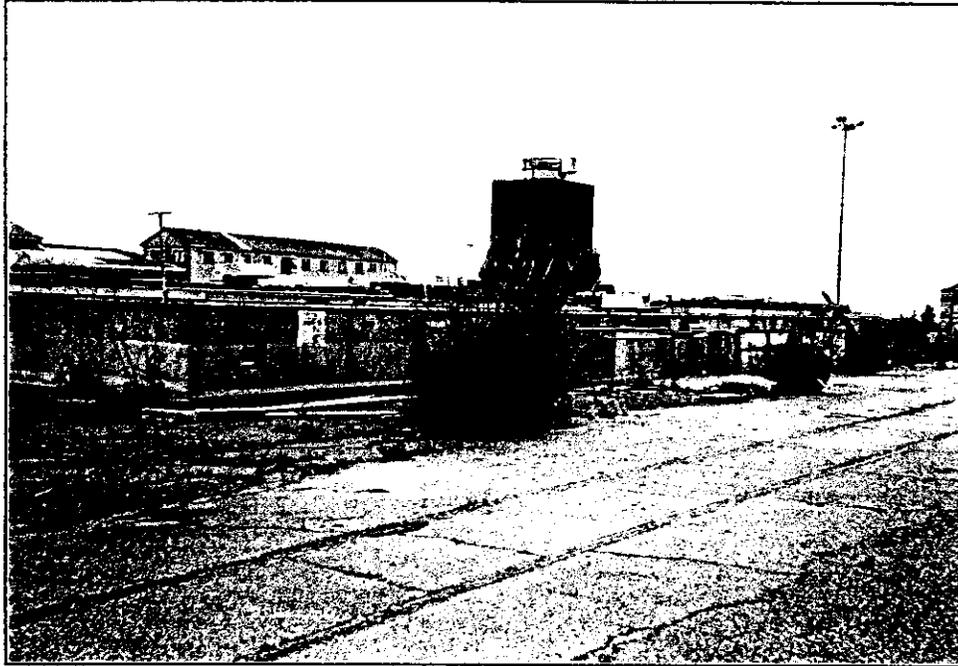
All retain a good degree of integrity, owing to the sturdy methods by which they were constructed. There are nine buildings in this category: Buildings 122, 135, 206, 219, 229, 273, 300, 306, and 308.

Building 122 is a substation building. It is taller than most of the utility buildings, with steel industrial sash near the top. Building 135 is a solid reinforced concrete box with what appears to be a modern addition to the rear. Building 206, located near Dry Docks # 2 and 3, is a partially submerged pumping plant. Building 219 is a large, solid, reinforced, concrete box with steel doors. Building 229 is a solid concrete box substation. Building 273 is a solid, reinforced, concrete box. Building 300 is a concrete box substation in the dry docks area with a wood frame extension to the rear. Building 306 is a reinforced concrete building; a portion of it has been in-filled with concrete block. Building 308 is a solid concrete block.

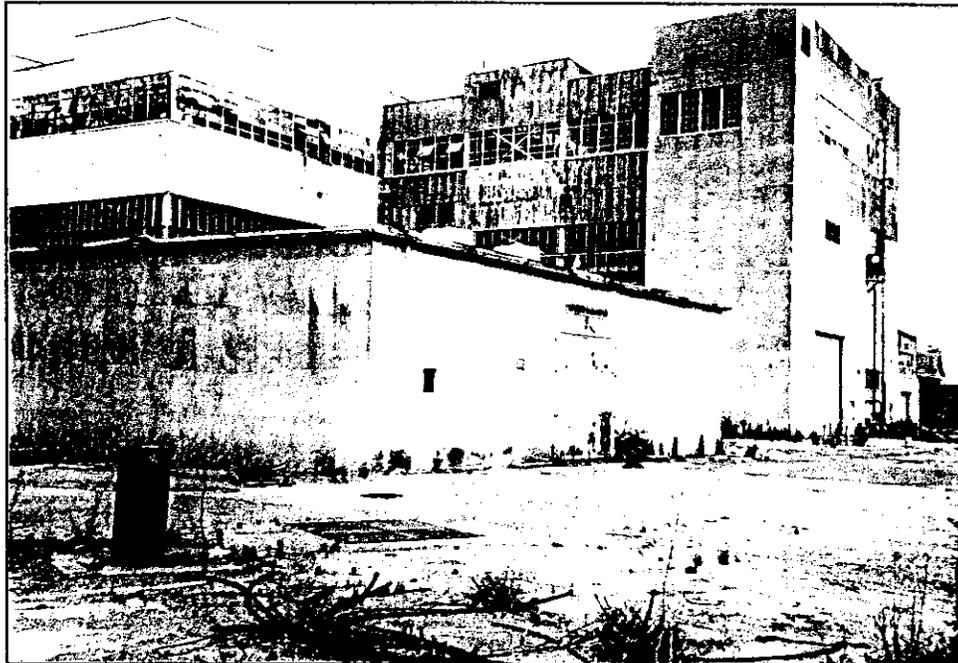
#### Photographs (Continued)



Building 135

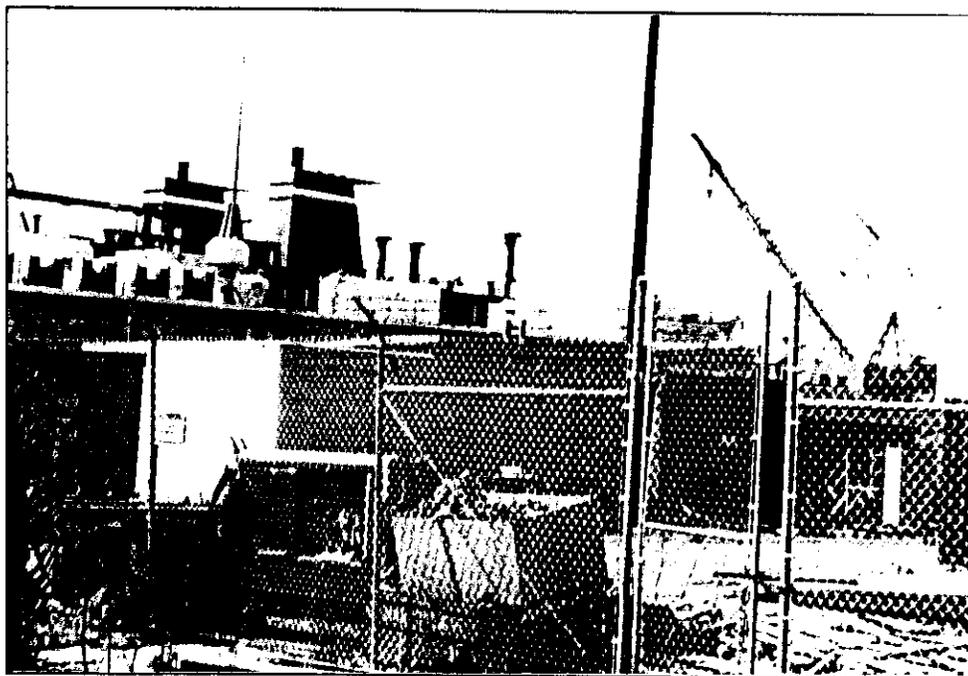


Building 206

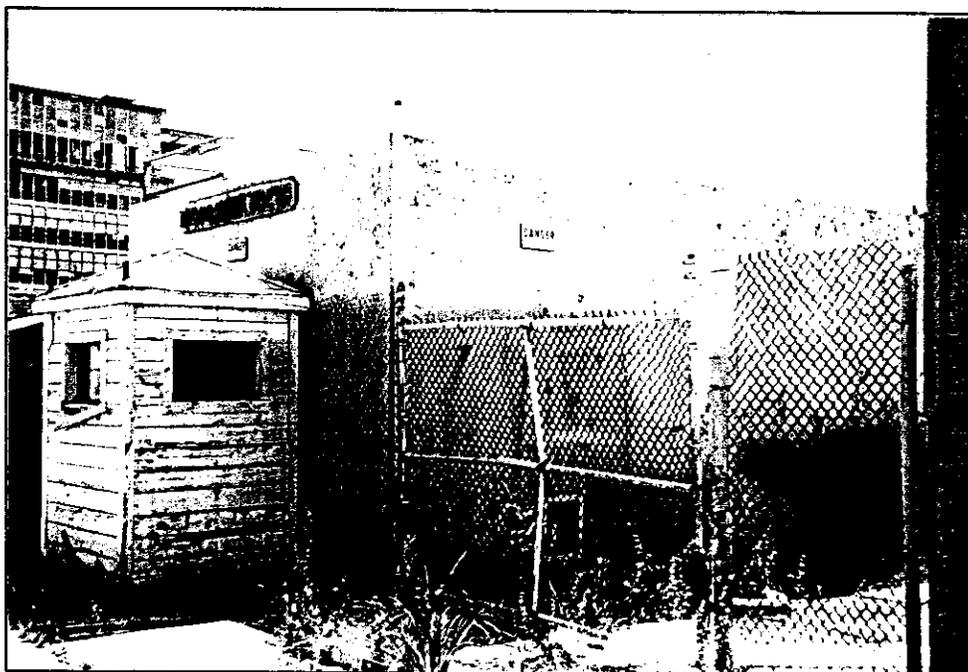


Building 219

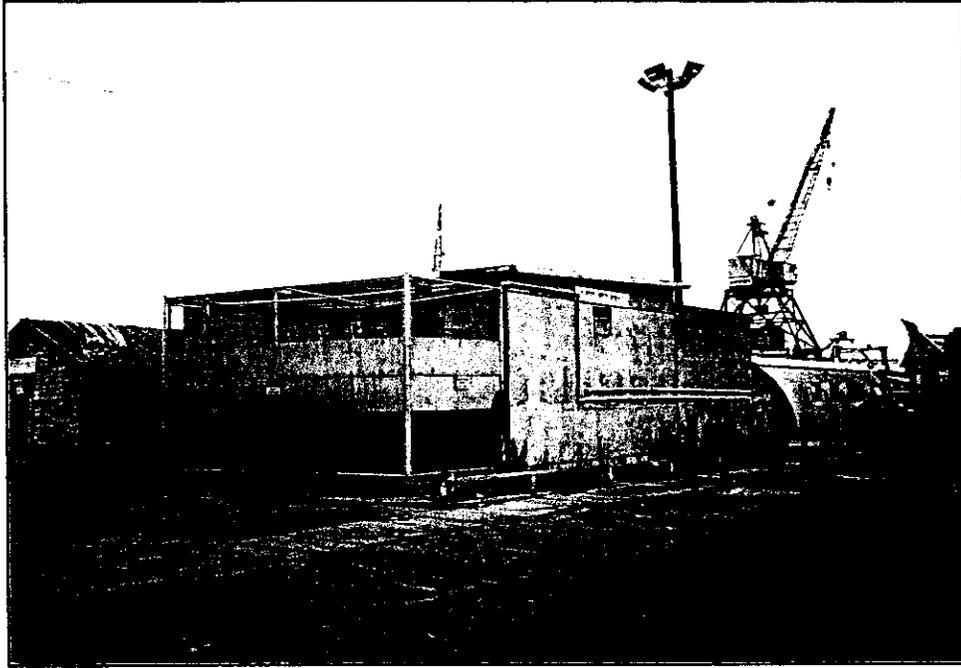
# CONTINUATION SHEET



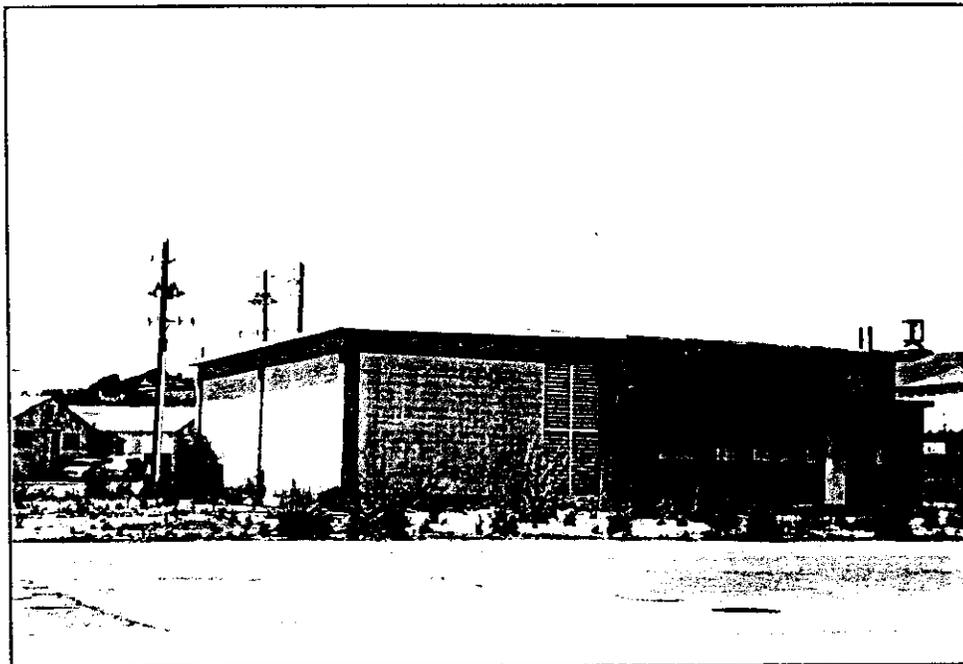
Building 229



Building 273



Building 300



Building 306



Building 308

Page 8 of 8 \*Resource Name or #: (Assigned by recorder) Utilities Buildings  
\*Map Name: Hunters Point Naval Shipyard (Navy map) \*Scale: 1:4800 \*Date of Map: 1973



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 6

\*Resource Name or #: (Assigned by recorder) Toilets

P1. Other Identifier: Building 133, 144, 218, 226, 301, and 710

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_: \_\_\_\_\_ % of \_\_\_\_\_ % of Sec \_\_\_\_\_;  
B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
There exist at Hunters Point Shipyard five public toilet buildings that were built during World War II, and one built after. These buildings are: Buildings 133, 144, 218, 226, 301, and 710. Building 133 is typical of the smaller toilets: wood frame, flat roof, with doors at either end and windows and vents near the eaves. (see continuation sheet)

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



**P5b. Description of Photo:**

(View, date, accession #) \_\_\_\_\_

June 10, 1997

Building 133 shown here

\*P6. Date Constructed / Age and

Sources:  Historic

Prehistoric  Both

1943-1948

\*P7. Owner and Address:

U.S. Navy, EFA West

900 Commodore Drive

San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address) \_\_\_\_\_

JRP Historical Consulting Services

Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)

Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record

Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

\*Required Information

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 6

\*NRPH Status Code 6

\*Resource Name or # (Assigned by recorder) Toilets

B1. Historic Name: Building 133, 144, 218, 226, 301, and 710

B2. Common Name: Toilets

B3. Original Use: Toilets B4. Present Use: Toilets

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alternations.)  
Buildings 133, 218, 226, and 301 built in 1943. 144 built in 1945. 701 built in 1948.

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: \_\_\_\_\_ B9b. Builder: \_\_\_\_\_

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard

Period of Significance 1943-1948 Property Type Building Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

None of the toilet buildings appears to qualify for listing in the National Register because they are not significant architecturally and because they did not make a significant contribution to the pattern of history there.

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

\*B12. References: Hunters Point Historic Context, prepared by JRP Consulting

(Sketch Map with north arrow required.)

See Location Map

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)

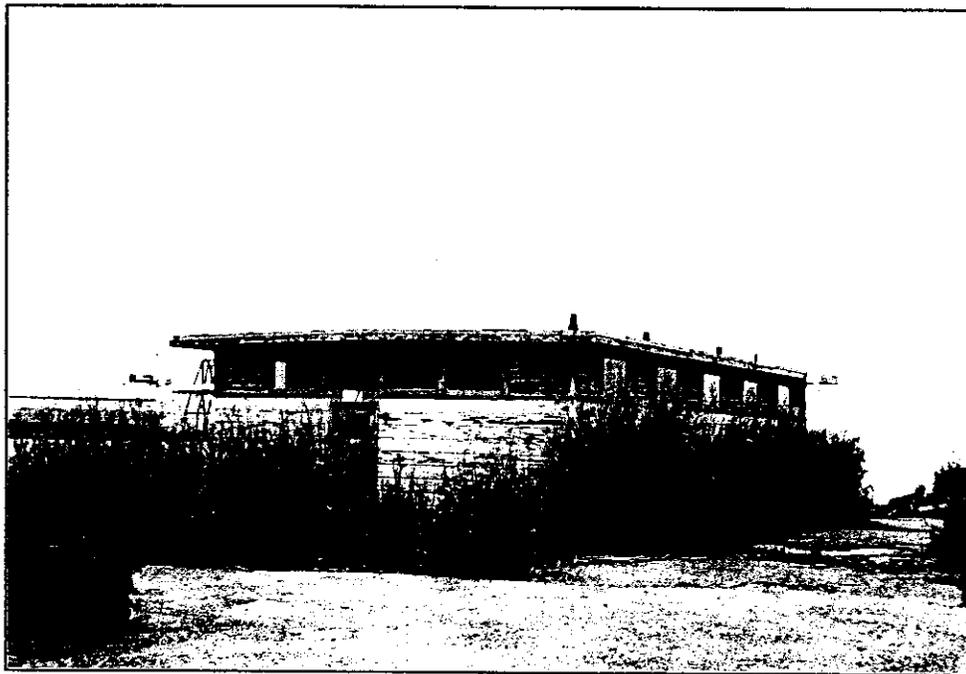
### CONTINUATION SHEET

Page 3 of 6

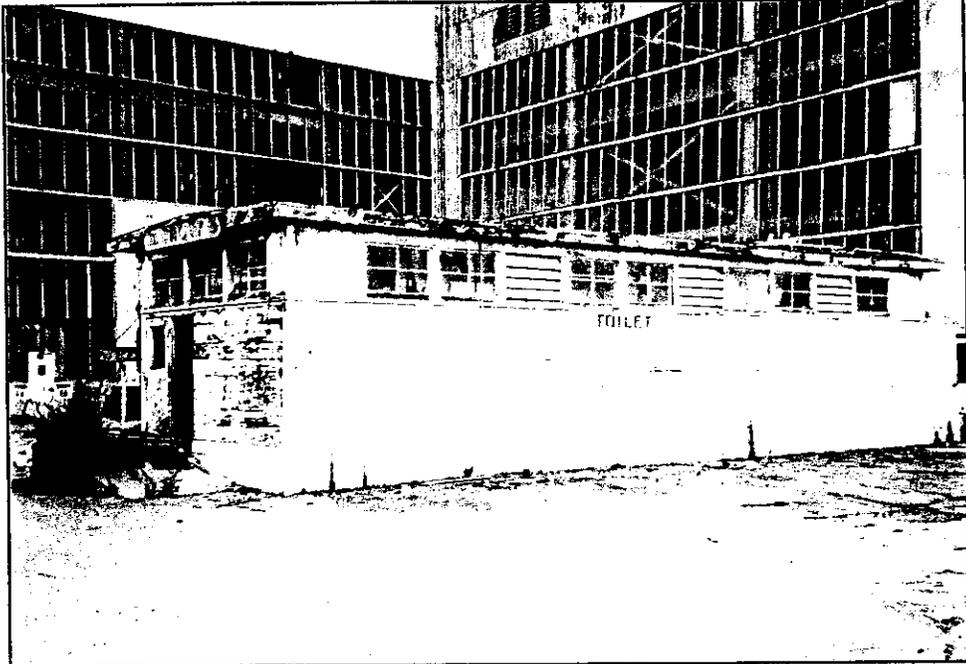
#### Description (Continued)

Building 144 is nearly identical to Building 133, although somewhat smaller. Buildings 218 and 226 are identical to Building 133. Building 301 is one of the largest toilets in the area and includes a shallow gabled roof, rather than the flat roof found in most of these buildings. Building 710, built in 1948, is the smallest of the six buildings constructed in simple box form with a shallow pitch roof and flush shiplap siding.

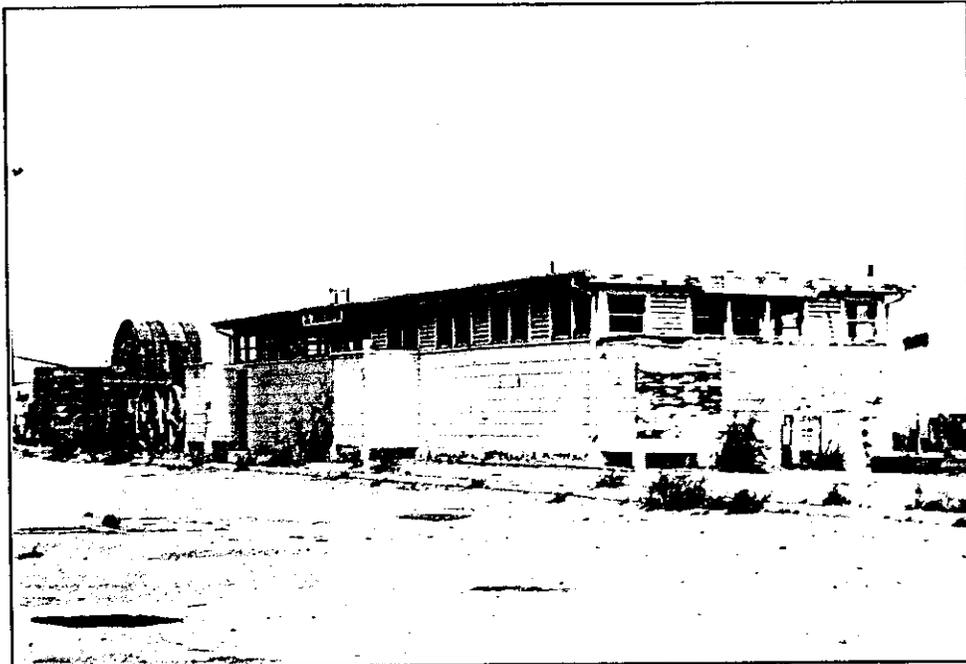
#### Photographs (Continued)



Building 144

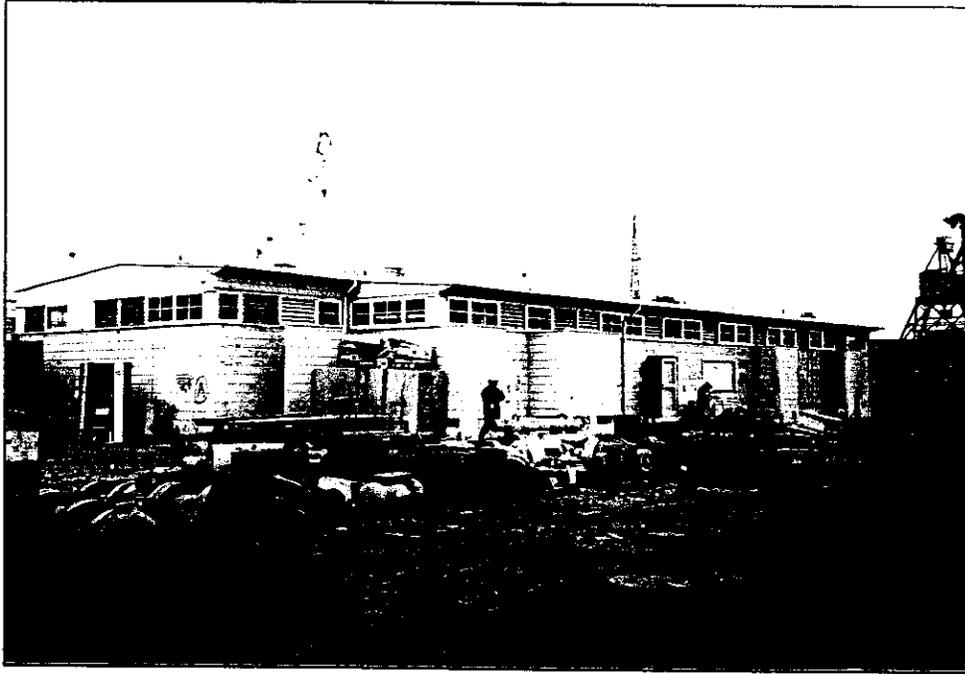


Building 218

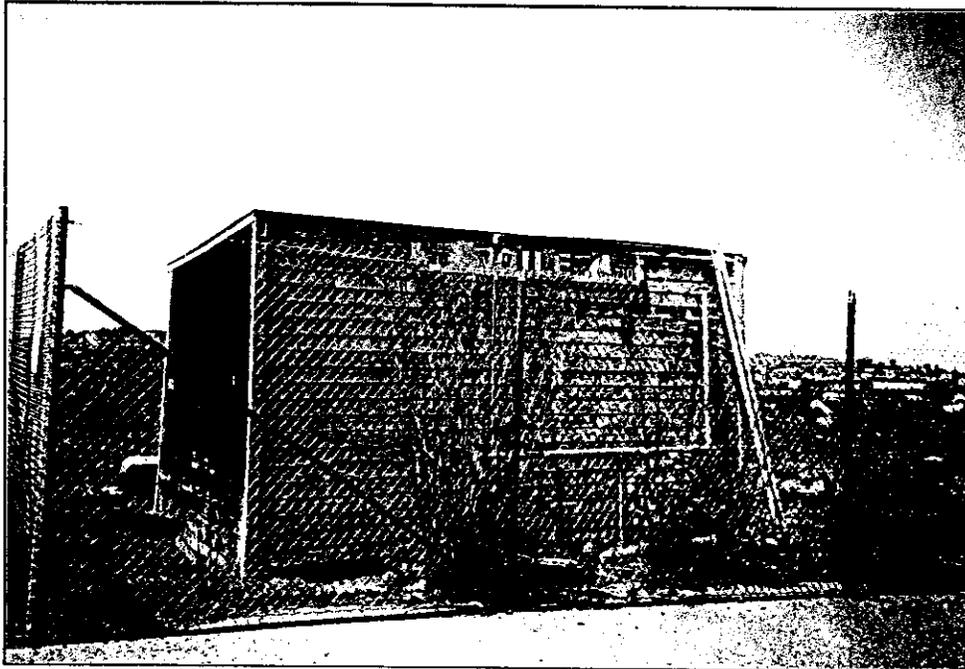


Building 226

**CONTINUATION SHEET**



Building 301



Building 710

State of California – The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\*Resource Name or #: (Assigned by recorder) Water Tank

P1. Other Identifier: WT

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_: \_\_\_\_\_ % of \_\_\_\_\_ % of Sec \_\_\_\_\_;  
B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

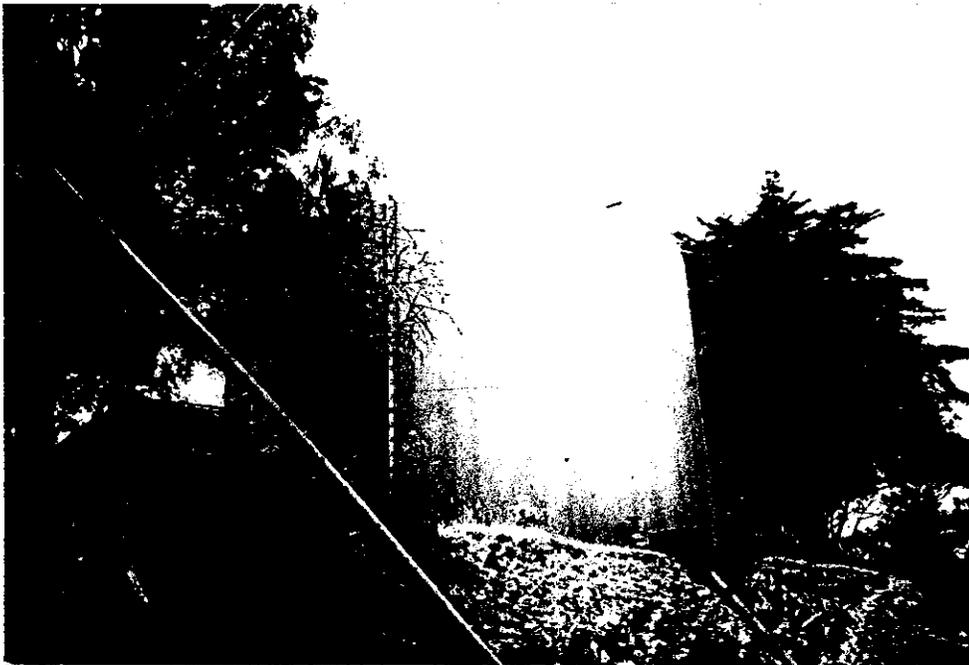
d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
This water tank sits within the residential district of Hunters Point Naval Shipyard. The structure appears to be all metal in construction and designed from standard Bureau of Yards and Docks plans.

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:  
(View, date, accession #) \_\_\_\_\_  
June 10, 1997

\*P6. Date Constructed / Age and Sources:  Historic  
 Prehistoric  Both  
1945 (Estimated)

\*P7. Owner and Address:  
U.S. Navy, EFA West  
900 Commodore Drive  
San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address) \_\_\_\_\_  
JRP Historical Consulting  
Services  
Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)  
Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

\*Required Information

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 2

\*NRPH Status Code 6

\*Resource Name or # (Assigned by recorder) Water Tank

B1. Historic Name: Water Tank

B2. Common Name: WT

B3. Original Use: Water Storage B4. Present Use: Abandoned

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alternations.)  
Built 1945 (Estimated)

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: \_\_\_\_\_ B9b. Builder: \_\_\_\_\_

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard

Period of Significance 1942-1947 Property Type Structure Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The water tank does not appear to be eligible for listing in the National Register of Historic Places. It has no known association with events or persons important to our history, and does not appear to be significant architecturally.

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

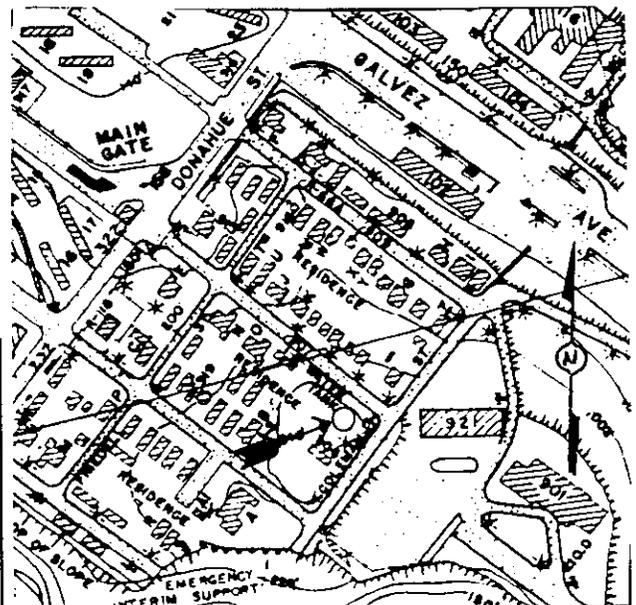
\*B12. References: Hunters Point Historic Context, prepared by JRP Consulting

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 2

\*NRPH Status Code 3D

\*Resource Name or # (Assigned by recorder) Building 140

B1. Historic Name: Building 140

B2. Common Name: Pumphouse #3

B3. Original Use: Pumphouse #3 B4. Present Use: Vacant

\*B5. Architectural Style: Neo-Classical

\*B6. Construction History: (Construction date, alterations, and date of alternations.)  
ca. 1901-1919

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: \_\_\_\_\_ B9b. Builder: \_\_\_\_\_

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard

Period of Significance 1903-1939 Property Type Building Applicable Criteria A, C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

As a contributing element within the Hunters Point Commercial Dry Dock Historic District, Building 140 helps to convey a sense of time and place for turn-of-the-century ship repair in San Francisco Bay. The pumphouse is important for its role in the operation of these pioneering dry docks and is also a significant example of the architecture of 19th and early 20th century utilitarian buildings. The Greek Revival detailing of the building contributes greatly to the sense of time and place, identifying the area clearly as a product of an earlier generation of industry. Taken as a whole, the contributing buildings and structures in this historic district represent a distinctive entity, important historically within the context of California's maritime history and architecturally for the impressive design of all of the elements. For these reasons Building 140 appears to qualify for listing in the National Register of Historic Places as part of the Hunters Point Commercial Dry Dock Historic District.

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

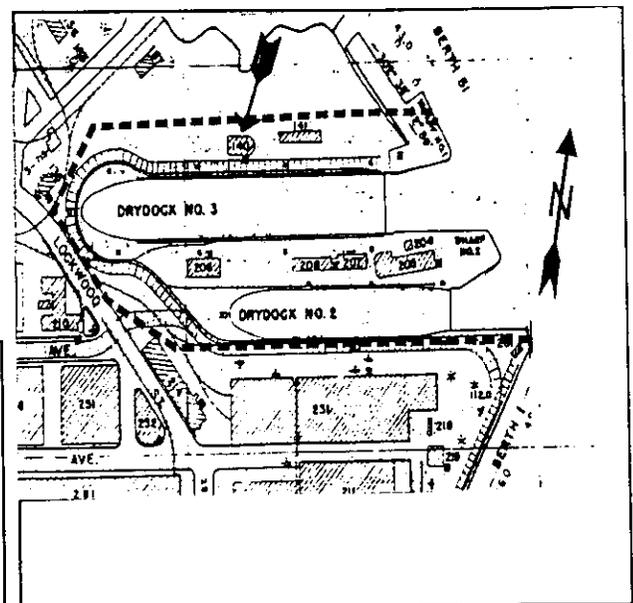
\*B12. References: JRP Historical Consulting Service, "Historic Context and Inventory and Evaluation of Buildings and Structures at Hunters Point Shipyard," July 1997.

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 2

\*NRPH Status Code 6

\*Resource Name or # (Assigned by recorder) Building 141

B1. Historic Name: Building 141

B2. Common Name: Shop Building

B3. Original Use: Shop Building B4. Present Use: Vacant

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alternations.)  
Built 1942

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: \_\_\_\_\_ B9b. Builder: \_\_\_\_\_

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard  
Period of Significance 1942-1947 Property Type Building Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 141 does not appear to qualify for listing in the National Register of Historic Places. While the building is within the boundaries of the Hunters Point Commercial Dry Docks District, it is considered to be a non-contributing element. The building was constructed after the commencement of World War II, and is therefore not considered to be a contributor to the district. By itself, it does not appear to have played a significant role in regards to persons or events of our history. It does not appear to be significant architecturally.

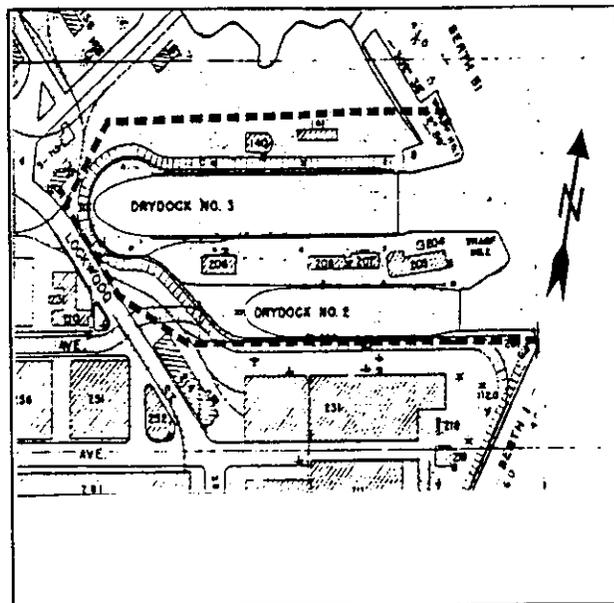
B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

\*B12. References: JRP Historical Consulting Services, "Historic Context and Inventory and Evaluation of Buildings and Structures, Hunters Point Shipyard," July 1997.

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997



(This space reserved for official comments.)

# BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

\*NRPH Status Code 3D

\*Resource Name or # (Assigned by recorder) Building 204

B1. Historic Name: Building 204

B2. Common Name: Gatehouse

B3. Original Use: Gatehouse B4. Present Use: Vacant

\*B5. Architectural Style: Neo-Classical

\*B6. Construction History: (Construction date, alterations, and date of alternations.)  
ca. 1901-1919

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: \_\_\_\_\_ B9b. Builder: \_\_\_\_\_

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard

Period of Significance 1903-1939 Property Type Dry Dock Applicable Criteria A, C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

As a contributing resource within the Hunters Point Commercial Dry Dock Historic District, Building 204 helps to convey a sense of time and place for turn-of-the-century ship repair in San Francisco Bay. The gatehouse is important for its role in the operations of these pioneering dry docks and is also a significant example of the architecture of 19th and early 20th century utilitarian buildings. The Greek Revival detailing of the buildings contribute greatly to the sense of time and place, identifying the area clearly as a product of an earlier generation of industry. Taken as a whole, the contributing buildings and structures in this historic district represent a distinctive entity, important historically within the context of California's maritime history and architecturally for the impressive design of all of the elements. For these reasons, Building 204 appears to qualify for listing on the National Register of Historic Places as part of the Hunters Point Commercial Dry Dock Historic District.

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

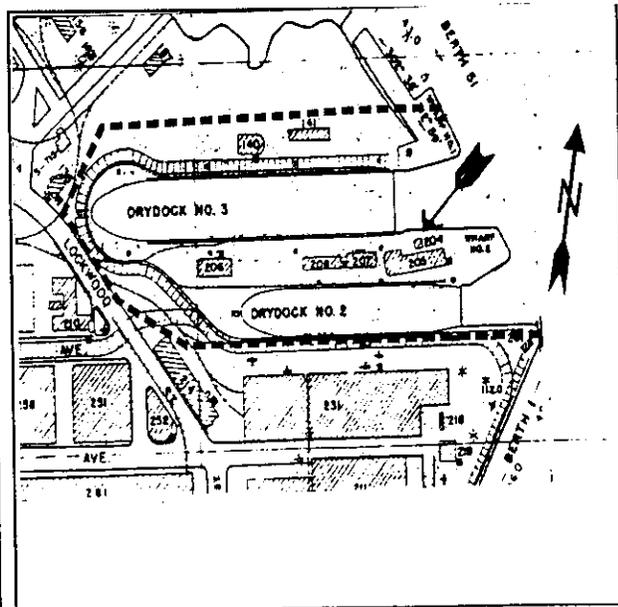
\*B12. References: JRP Historical Consulting Services, "Historic Context and Inventory and Evaluation, Hunters Point Shipyard," July 1997.

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 2

\*NRPH Status Code 3D

\*Resource Name or # (Assigned by recorder) Building 205

B1. Historic Name: Building 205

B2. Common Name: Pumphouse

B3. Original Use: Pumphouse B4. Present Use: Vacant

\*B5. Architectural Style: Neo-Classical

\*B6. Construction History: (Construction date, alterations, and date of alternations.)  
ca. 1901-1919

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: \_\_\_\_\_ B9b. Builder: \_\_\_\_\_

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard

Period of Significance 1903-1939 Property Type Building Applicable Criteria A, C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

As a contributing resource within the Hunters Point Commercial Dry Dock Historic District, Building 205 helps to convey a sense of time and place for turn-of-the-century ship repair in San Francisco Bay. The pumphouse is important for its role in the operations of these pioneering dry docks and is also a significant example of the architecture of 19th and early 20th century utilitarian buildings. The Greek Revival detailing of the building contributes greatly to the sense of time and place, identifying the area clearly as a product of an earlier generation of industry. Taken as a whole, the contributing buildings and structures in this historic district represent a distinctive entity, important historically within the context of California's maritime history and architecturally for the impressive design of all of the elements. For these reasons Building 205 appears to qualify for listing in the National Register of Historic Places as part of the Hunters Point Commercial Dry Dock Historic District.

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

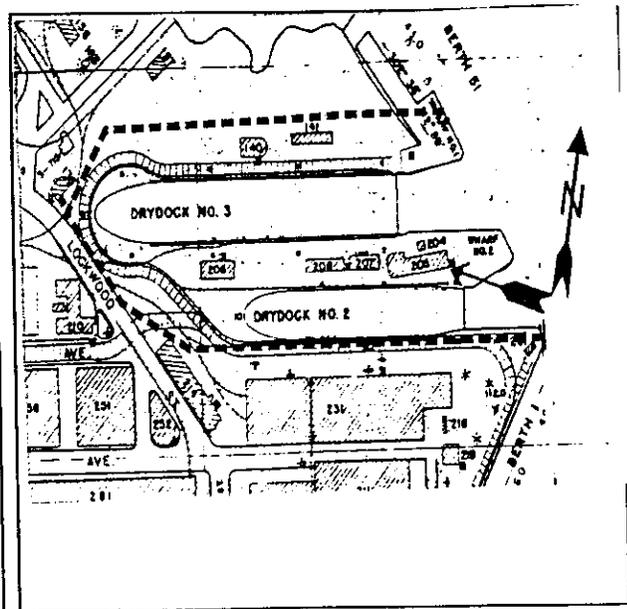
\*B12. References: JRP Historical Consulting Services, "Historic Context and Inventory and Evaluation of Buildings and Structures, Hunters Point Shipyard," July 1997.

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 2

\*NRPH Status Code 3D

\*Resource Name or # (Assigned by recorder) Building 207

- B1. Historic Name: Building 207  
B2. Common Name: Tool and Paint Building  
B3. Original Use: Tool and Paint Building B4. Present Use: Vacant  
\*B5. Architectural Style: Utilitarian  
\*B6. Construction History: (Construction date, alterations, and date of alterations.)  
ca. 1901-1919  
\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
\*B8. Related Features: \_\_\_\_\_  
B9a. Architect: \_\_\_\_\_ B9b. Builder: \_\_\_\_\_  
\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard  
Period of Significance 1903-1939 Property Type Building Applicable Criteria A, C  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

As a contributing element within the Hunters Point Commercial Dry Dock Historic District, Building 207 helps to convey a sense of time and place for turn-of-the-century ship repair in San Francisco Bay. The tool and paint building is important for its role in the operations of these pioneering dry docks and is also a significant example of the architecture of 19th and early 20th century utilitarian buildings. Although lacking the Greek Revival detailing of other the buildings in the district, Building 207 nonetheless contributes greatly to the sense of time and place, identifying the area clearly as a product of an earlier generation of industry. Taken as a whole, the contributing buildings and structures in this historic district represent a distinctive entity, important historically within the context of California's maritime history and architecturally for the impressive design of all of the elements. For these reasons Building 207 appears to qualify for listing in the National Register of Historic Places as part of the Hunters Point Commercial Dry Dock Historic District.

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

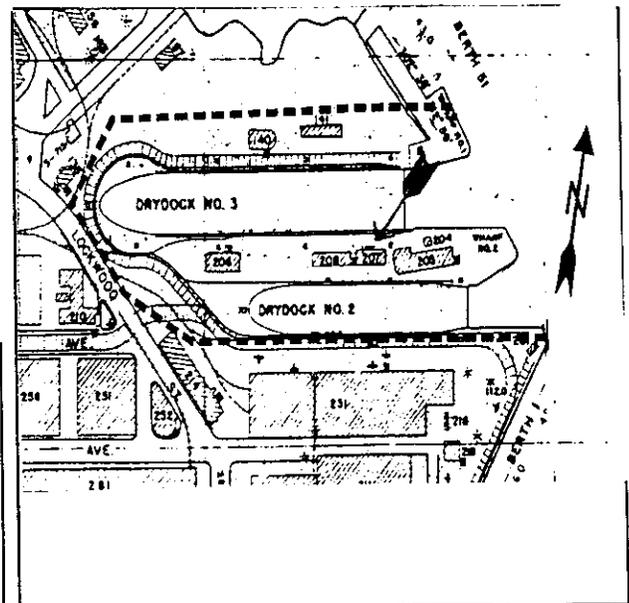
\*B12. References: JRP Historical Consulting Services, "Historic Context and Inventory and Evaluation of Buildings and Structures, Hunters Point Shipyard," July 1997.

B13. Remarks: \_\_\_\_\_

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 2

\*NRPH Status Code 6

\*Resource Name or # (Assigned by recorder) Building 208

B1. Historic Name: Building 208

B2. Common Name: Tool Room and Shop Service Building

B3. Original Use: Tool Room B4. Present Use: Vacant

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alternations.)  
Built 1943

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: \_\_\_\_\_ B9b. Builder: \_\_\_\_\_

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard

Period of Significance 1943-1947 Property Type Building Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 208 does not appear to qualify for listing in the National Register of Historic Places. While the building is within the boundaries of the Hunters Point Commercial Dry Docks District, it is considered to be a non-contributing element. The building was constructed after the commencement of World War II, and is therefore not considered to be a contributor to the district. By itself, it does not appear to have played a significant role in regards to persons or events of our history. It does not appear to be significant architecturally.

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

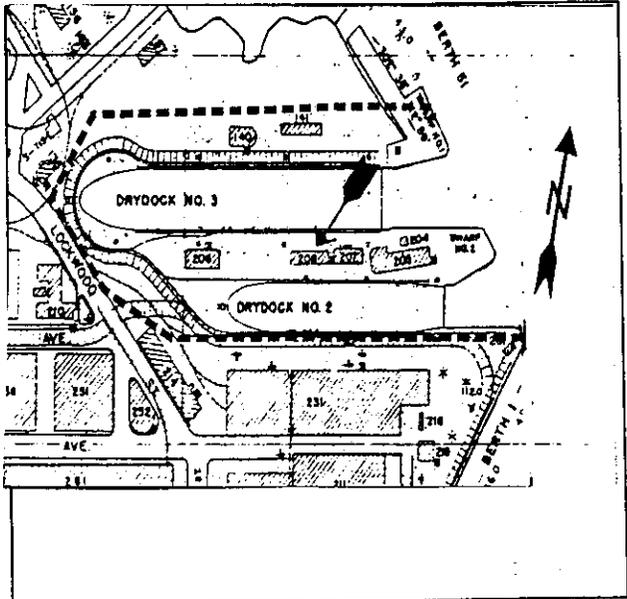
\*B12. References: JRP Historical Consulting Services, "Historic Context and Inventory and Evaluation of Buildings and Structures, Hunters Point Shipyard," July 1997.

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2 \*Resource Name or #: (Assigned by recorder) Building 140

P1. Other Identifier: Pumphouse #3

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T\_\_\_\_; R\_\_\_\_: \_\_\_\_ ¼ of \_\_\_\_ ¼ of Sec \_\_\_\_; \_\_\_\_ B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This is a one-story brick building, shaped as a rectangle with a rounded eastern end, resembling an apse. It measures about 106ft. x 40ft. It is located north of Dry Dock #3, midway along the length of the dry dock. The sloping roof wraps smoothly around the apse end and produces a gable at the western end. Fifteen large round headed openings are space evenly around the perimeter. In 1988, these window openings were filled with 12 over 12 double-hung wooden sash; these windows are presumed to be in place behind plywood coverings, although some appear to have been damaged through vandalism with stylistic elements including: brick pilasters, pedimented gable end; a Palladian motif in the pediment; and other similar elements.

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:  
(View, date, accession #) \_\_\_\_\_  
June 10, 1997

\*P6. Date Constructed / Age and Sources:  Historic  
 Prehistoric  Both  
ca. 1901-1919

\*P7. Owner and Address:  
U.S. Navy, EFA West  
900 Commodore Drive  
San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address) \_\_\_\_\_  
JRP Historical Consulting  
Services  
Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)  
Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

State of California – The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\*Resource Name or #: (Assigned by recorder) Building 141

P1. Other Identifier: Shop Building

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_: \_\_\_\_\_ ¼ of \_\_\_\_\_ ¼ of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
This is a two-story rectangular wood frame building, clad in corrugated metal siding.

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:

(View, date, accession #) \_\_\_\_\_  
June 10, 1997

\*P6. Date Constructed / Age and Sources:  Historic  
 Prehistoric  Both  
1942

\*P7. Owner and Address:  
U.S. Navy, EFA West  
900 Commodore Drive  
San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address) \_\_\_\_\_  
JRP Historical Consulting  
Services  
Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)  
Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

State of California — The Resources Agency  
 Primary # \_\_\_\_\_  
 DEPARTMENT OF PARKS AND RECREATION HRI # \_\_\_\_\_  
**PRIMARY RECORD** Trinomial \_\_\_\_\_  
 NRHP Status Code \_\_\_\_\_  
 Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2 \*Resource Name or #: (Assigned by recorder) Building 204

P1. Other Identifier: Gatehouse

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
 and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_: \_\_\_\_\_ ¼ of \_\_\_\_\_ ¼ of Sec \_\_\_\_\_; \_\_\_\_\_  
 B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The Gatehouse is a one-story brick building measuring about 27ft. x 25ft. It is located just east of the caisson for Dry Dock #3. It has a gabled roof. The building is temple-like in appearance, with brick corner pilasters and corbelled mouldings, and segmental arched openings. The building has six-over-six double hung wooden sash (presumed to still exist; they are now covered in plywood but appear to be in place), eaves with modillions, and slate facing on the pediment enclosed between the cornice and moulding.

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:  
 (View, date, accession #) \_\_\_\_\_  
June 10, 1997

\*P6. Date Constructed / Age and Sources:  Historic  
 Prehistoric  Both  
ca. 1901-1919

\*P7. Owner and Address:  
U.S. Navy, EFA West  
900 Commodore Drive  
San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address)  
JRP Historical Consulting  
Services  
Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)  
Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\*Resource Name or #: (Assigned by recorder) Building 205

P1. Other Identifier: Pumphouse #2

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
 and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_: \_\_\_\_\_ % of \_\_\_\_\_ % of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This is a one-story brick building in an L-plan. It is 211' x 61' x 37', and includes two small World War II-era additions on the water side. It was built to house the pumping equipment for Dry Dock #2. It is located between the two historic dry docks. It is similar in style to the Gatehouse. Its notable architectural elements include: brick pilasters and belt courses, round headed openings, Palladian motif windows within the pediments, and a symmetrical arrangement of the openings on each elevation. The windows in 1988 were 16 over 16 double-hung wooden sash; these windows appear to still exist behind plywood covering, although it appears that many have been vandalized.

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:  
 (View, date, accession #) \_\_\_\_\_  
June 10, 1997

\*P6. Date Constructed / Age and Sources:  Historic  
 Prehistoric  Both  
ca. 1901-1919

\*P7. Owner and Address:  
U.S. Navy, EFA West  
900 Commodore Drive  
San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address)  
JRP Historical Consulting  
Services  
Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)  
Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2 \*Resource Name or #: (Assigned by recorder) Building 207

P1. Other Identifier: Tool and Paint Building

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_: \_\_\_\_\_ ¼ of \_\_\_\_\_ ¼ of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This is a plain one-story brick structure, apparently built ca. 1930. It is located at the rear (west) of Building 204, between the two historic dry docks. It has a shallow-pitched gable roof of corrugated metal. Window openings are rectangular with metal industrial sash. Unlike the other brick buildings in the area, the Tool and Paint Building (later used as a toilet by the Navy) includes no Greek Revival or temple-like stylistic elements.

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:  
(View, date, accession #) \_\_\_\_\_  
June 10, 1997

\*P6. Date Constructed / Age and Sources:  Historic  
 Prehistoric  Both  
ca. 1901-1919

\*P7. Owner and Address:  
U.S. Navy, EFA West  
900 Commodore Drive  
San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address) \_\_\_\_\_  
JRP Historical Consulting  
Services  
Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)  
Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

State of California – The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\*Resource Name or #: (Assigned by recorder) Building 208

P1. Other Identifier: Tool Room and Shop Service Building

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_: \_\_\_\_\_% of \_\_\_\_\_% of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This building carries a single number but is structurally two buildings, united by a small connector. The Tool Room segment of this building is a narrow building clad in corrugated metal. The Shop Service segment is a one-story woodframe building with wooden siding. The two buildings are joined by a small flat-roofed wood frame connector. The combined building is located to the rear of Building 207.

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo:  
(View, date, accession #) \_\_\_\_\_  
June 10, 1997

\*P6. Date Constructed / Age and Sources:  Historic  
 Prehistoric  Both  
1943

\*P7. Owner and Address:  
U.S. Navy, EFA West  
900 Commodore Drive  
San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address) \_\_\_\_\_  
JRP Historical Consulting  
Services  
Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)  
Intensive



\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\*Resource Name or #: (Assigned by recorder) Dry Dock #3

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_: \_\_\_\_\_ ¼ of \_\_\_\_\_ ¼ of Sec \_\_\_\_\_;  
B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

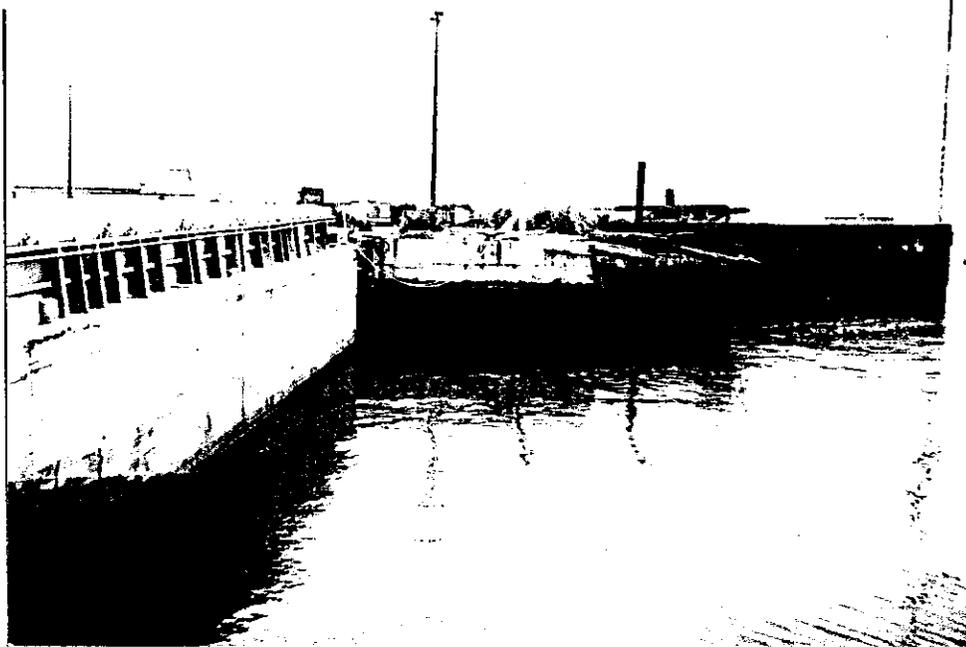
\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Dry Dock #3 is a graving dry dock. It is located north of and parallel to Dry Dock #2. It measures 1076' x 153' at ground level and 1020' x 110' at the bottom. Structurally, Dry Dock #3 is very similar to Dry Dock # 2, including the use of granite blocks at the gate area. Also like Dry Dock #2, the gates on Dry Dock #3 have been removed.

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:

(View, date, accession #) \_\_\_\_\_

June 10, 1997

\*P6. Date Constructed / Age and

Sources:  Historic

Prehistoric  Both

ca. 1901-1919

\*P7. Owner and Address:

U.S. Navy, EFA West

900 Commodore Drive

San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation,  
and address) \_\_\_\_\_

JRP Historical Consulting  
Services

Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)  
Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and  
Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco,  
California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record

Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 2

\*NRPH Status Code 3D

\*Resource Name or # (Assigned by recorder) Dry Dock #3

B1. Historic Name: Dry Dock #3

B2. Common Name: \_\_\_\_\_

B3. Original Use: Commercial Dry Dock B4. Present Use: None

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alternations.)  
ca. 1901-1919

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9a. Architect: \_\_\_\_\_ B9b. Builder: \_\_\_\_\_

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard

Period of Significance 1903-1939 Property Type Dry Dock Applicable Criteria A, C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

As a contributing resource within the Hunters Point Commercial Dry Dock Historic District, Dry Dock #3 helps to convey a sense of time and place for turn-of-the-century ship repair in San Francisco Bay. The dry dock, which now seems insubstantial in comparison with the massive Navy-built Dry Dock #4, is nonetheless a huge structure and a highly significant example of turn-of-the-century construction methods. Save for the dry docks at Mare Island, Dry Dock #3, along with Dry Dock #2, is arguably the most important example of this historic property type anywhere in California and among a very small number of such resources in the Western United States. For these reasons Dry Dock #3 appears to qualify for listing in the National Register of Historic Places as part of the Hunters Point Commercial Dry Dock Historic District.

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

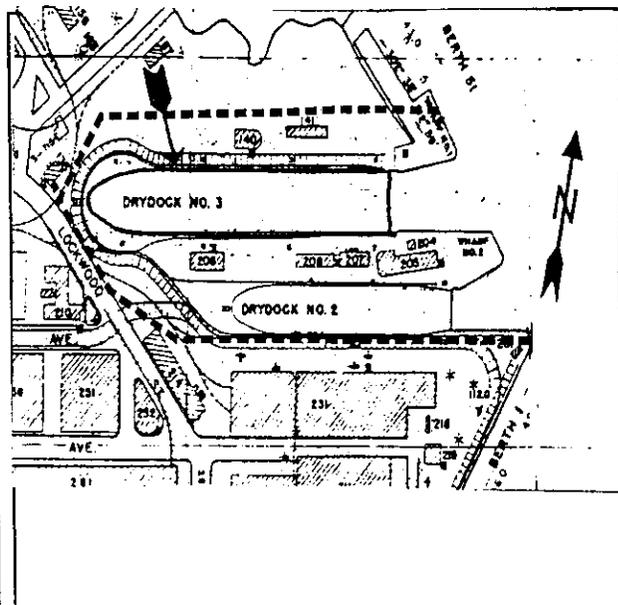
\*B12. References: JRP Historical Consulting Services, "Historic Context and Inventory and Evaluation, Hunters Point Shipyard" July 1997.

B13. Remarks: \_\_\_\_\_

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 8

\*Resource Name or #: (Assigned by recorder) Hunters Point Commercial  
Dry Dock Historic District

P1. Other Identifier: \_\_\_\_\_

- \*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)  
\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ of \_\_\_\_\_ of Sec \_\_\_\_\_; \_\_\_\_\_  
B.M.  
c. Address Hunters Point Shipyard City San Francisco Zip 94135  
d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
The Hunters Point Commercial Dry Dock Historic District comprises a series of building and structures associated with commercial dry dock operations, built at Hunters Point between 1901 and 1919. (see continuation sheet)

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:  
(View, date, accession #) \_\_\_\_\_  
June 10, 1997

\*P6. Date Constructed / Age and Sources:  Historic  
 Prehistoric  Both  
1901-1919

\*P7. Owner and Address:  
U.S. Navy, EPA West  
900 Commodore Drive  
San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address) \_\_\_\_\_  
JRP Historical Consulting  
Services  
Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)  
Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

\*Resource Name or # (Assigned by recorder) Hunters Point Commercial Dry Dock

District

D1. Historic Name: \_\_\_\_\_ D2. Common Name: \_\_\_\_\_

\*D3. Detailed Description (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

(See Continuation Sheet)

\*D4. Boundary Description (Describe limits of district and attach map showing boundary and district elements.):

The Hunters Point Commercial Dry Dock Historic District is bounded on the east by San Francisco Bay, on the south by southern edge of Dry Dock #2, on the west by Lockwood Street, and on the north by an arbitrary straight line that extends from Lockwood Street along the northern edge of Building 140.

\*D5. Boundary Justification:

The boundary includes all of the contributing buildings while excluding, to the extent possible, buildings and structures that are not related to the significance of this historic district.

\*D6. Significance: Theme Naval Shipyard Area Hunters Point Shipyard

Period of Significance 1903-1939 Applicable Criteria A, C (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Hunters Point Commercial Dry Docks Historic District was found to be eligible in 1988 under Criterion A, C, and D. Criterion D relates to the potential for archeological investigations at the site of Dry Dock #1. Criterion A significance relates to "events and patterns in the ship repair business." Criterion C significance is "for a significant marine engineering entity." The period of significance was given as 1866-1939, between construction of Dry Dock #1 and the end of the private, commercial use of Dry Docks #2 and #3.

(See Continuation Sheet)

\*D7. References (Give full citations including the names and addresses of any informants, where possible.):

Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*D8. Evaluator: Stephen D. Mikesell

Date: June 1997

Affiliation and Address: JRP Historical Consulting Services, Davis, CA 95616

## CONTINUATION SHEET

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### Primary Record Description (Continued)

This historic district was initially identified in a 1988 cultural resource inventory, conducted for the Navy by Urban Programmers.<sup>1</sup> The present inventory and evaluation verifies that the historic district still qualifies for listing in the National Register of Historic Places, although there are fewer contributing elements than were identified in 1988.

The 1988 inventory identified the following contributing elements: Dry Dock #2; Dry Dock #3; remnants of Dry Dock 1; Pumphouse No. 2 (Building 205); Pumphouse #3 (Building 140); a Paint and Tool Building (Building 207); a Gatehouse (Building 204); the seawall in the area; and wharves in the area. Two non-contributing elements, a Tool Room (Building 208) and a Shop Building (Building 141), were included within the historic district. The 1988 inventory also listed the machinery in Pumphouse #2 and Pumphouse #3 as contributing elements.

As a result of inventory and evaluation work for the preparation of this form, the following properties are currently identified as contributing elements to the district: Dry Dock #2; Dry Dock #3; Pumphouse No. 2 (Building 205); Pumphouse #3 (Building 140); a Paint and Tool Building (Building 207); and the Gatehouse (Building 204). The two non-contributing elements, Building 208 and Building 141, continue to be carried as part of the district. The wharves and seawall are no longer treated as contributing elements because they have deteriorated to the point of ruins since 1988. The machinery in the two pumphouses is no longer treated as contributing elements because it has been removed. It is further concluded that the remnants of Dry Dock 1 may or may not exist in the area with sufficient potential to yield information that would make the property eligible for the National Register. That point can be proven only through subsurface testing. Until the existence of remnants of the Dry Dock #1 has been demonstrated, its location should be treated as an archeologically sensitive area and as a potential contributing element of the historic district.

### District Record Description (Continued)

The Hunters Point Commercial Dry Dock Historic District comprises a series of building and structures associated with commercial dry docks operations built at Hunters Point between 1901 and 1919. As noted on the Primary Record Form, this historic district was initially identified in a 1988 cultural resource inventory conducted for the Navy by Urban Programmers. The present inventory and evaluation verifies that the historic district still qualifies for listing in the National Register of Historic Places, although there are fewer contributing elements than identified in 1988.

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<sup>1</sup> Bonnie L. Bamberg, Urban Programmers, "Historical Overview of Hunters Point Annex, Treasure Island Naval Base and Description of Properties that Appear Eligible for Listing in the National Register of Historic Places," 1988.

## CONTINUATION SHEET

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The following properties are currently identified as contributing elements to the districts: Dry Dock #2; Dry Dock #3; Pumphouse #2 (Building 205); Pumphouse #3 (Building 140); a Paint and Tool Building (Building 207); and the Gatehouse (Building 204). Two non-contributing elements, a Tool Room (Building 208) and a Shop Building (Building 141), are also included within the historic district. The remnants of Dry Dock #1 may or may not exist with sufficient potential to yield information that would make the property eligible for the National Register. That point can be proven only through subsurface testing; until the existence of remnants of the Dry Dock #1 has been demonstrated, its location should be treated as an archeologically sensitive area and as a potential contributing element of the historic district.

The district is described generally below, followed by descriptions of the contributing elements.

### General Description of the Historic District

The two dry docks and four contributing buildings within the Hunters Point Shipyard are located bayside on a natural flat at Hunters Point about midpoint along the waterfront of the shipyard. Dry Dock #3 is north of Dry Dock #2. Building 140 is on the north side of Dry Dock #3. The remainder of the contributing buildings are located between the two dry docks, close to the water's edge.

### Description of Contributing Elements.

#### *Dry Dock #2*

Dry Dock #2 is a "graving dry dock," as distinguished from a floating dry dock, excavated from the natural serpentine stone at Hunters Point. Like most dry docks it has a sloping contour that approximates the hull of a ship and measures 750' x 103' at ground level and 714' x 86' at the bottom. Typical of many dry docks, it is built in a stepped manner with a regular series of shelves excavated into the stone and lined at most locations in concrete. At the gates, just above the water level, the structure is lined in what appears to be large granite blocks.

Since it was evaluated in 1988, the integrity of Dry Dock #2 has diminished somewhat through the removal of the gates and gate structures. Its integrity of setting has suffered as a result in the sense that it can no longer be de-watered. It otherwise appears to be in sound structural condition.

#### *Dry Dock #3*

Dry Dock #3 is north of and parallel to Dry Dock #2. It measures 1076' x 153' at ground level and 1020' x 110' at the bottom. Structurally, Dry Dock #3 is very similar to Dry Dock #2, including the use of granite blocks at the gate area. It too has diminished integrity owing to the removal of the gates and gate structures. Its integrity of setting has suffered as a result in the sense that it cannot be de-watered. It otherwise appears to be in sound structural condition.

## CONTINUATION SHEET

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### *Gatehouse (Building 204)*

The Gatehouse is a one-story brick building measuring about 27' x 25ft. It is located just east of the caisson for Dry Dock #3. It has a gabled roof. The building is temple-like in appearance, with brick corner pilasters and corbelled mouldings, segmental arched openings, six-over-six double hung wooden sash (covered in plywood), eaves with modillions, and slate facing on the pediment enclosed between the cornice and moulding.

### *Pumphouse No. 2 (Building 204)*

This is a one-story brick building in an L-plan. It is 211' x 61' x 37' and includes two small World War II-era additions on the water side. It was built to house the pumping equipment for Dry Dock #2. It is located between the two historic dry docks. It is similar in style to the Gatehouse. Its notable architectural elements include: brick pilasters and belt courses, round headed openings, Palladian motif windows within the pediments, and a symmetrical arrangement of the openings on each elevation. The windows in 1988 were 16 over 16 double-hung wooden sash; these windows appear to still exist behind a plywood covering.

### *Pumphouse #3 (Building 140)*

This is a one-story brick building, shaped as a rectangle with a rounded eastern end, resembling an apse. It measures about 106' x 40ft. It is located north of Dry Dock #3, about midway along the length of the dry dock. The sloping roof wraps smoothly around the apse end and produces a gable at the western end. Fifteen large round headed openings are space evenly around the perimeter. In 1988 these window openings were filled with 12 over 12 double-hung wooden sash. These windows are presumed to be in place behind plywood coverings, although some appear to have been damaged through vandalism. The styling of this building is very similar to that of the Pumphouse No. 2, with stylistic elements including: brick pilasters, pedimented gable end; a Palladian motif in the pediment; and other similar elements.

### *Tool and Paint Building (Building 207)*

This is a plain one-story brick structure, apparently built ca. 1930. It is located at the rear (west) of Building 204, between the two historic dry docks. It has a shallow-pitched gable roof of corrugated metal. Window openings are rectangular with metal industrial sash. Unlike the other brick buildings in the area, the Tool and Paint Building (later used as a toilet by the Navy) includes no Greek Revival or temple-like stylistic elements.

### CONTINUATION SHEET

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#### Description of Non-Contributing Elements

##### *Tool Room and Shop Service Building (Building 208)*

This building carries a single number but is structurally two buildings united by a small connector. The Tool Room segment is a narrow building clad in corrugated metal. The Shop Service segment is a one-story woodframe building with wooden siding. The two buildings are joined by a small flat-roofed wood frame connector. The building is located to the rear of Building 207.

##### *Shop Building (Building 141)*

This is a two-story rectangular wood frame building, clad in corrugated metal siding.

##### *Seawall and Wharves*

In 1988, the seawall and wharves were identified as contributing elements of the historic district. At that time, the south wharf was in sound condition but the north wharf was in ruins. Since that time, the south wharf has deteriorated badly and the north wharf has deteriorated even further. It is concluded that neither contributes to the historic district, owing to a loss of integrity.

##### *Remnants of Dry Dock #1*

The 1988 inventory document described the remnants of Dry Dock #1 as follows:

The remaining site of Dry Dock No. 1 lies between Dry Docks No. 2 and 3. Originally its eastern end began about 9 feet north of the gatehouse in what is now open water, and its axis ran parallel to the gatehouse. It was 485 x 120 feet at ground level, 425 x 68 or 85 feet at the bottom, and about 30 feet deep. The distance between Dry Dock No. 1 and Dry Dock No. 2 at the Gatehouse was about 138 feet; at the western tip of Dry Dock No. 1 it was about 75 feet; at their closest point, the distance was only about 40 feet. The site was filled and covered during the construction of Dry Dock No. 3. An archaeological investigation could be expected to discover the character of the 1916-1918 fill, details of the 1860's excavation in rock, the lining of the cavity, and perhaps some of the fittings for supporting vessels in dry dock.<sup>2</sup>

It is concluded in this report that the archeological potential for Dry Dock #1 has not been demonstrated. This is not to suggest that remains may not still be hidden beneath

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<sup>2</sup> National Register Nomination Form, "Hunters Point Commercial Dry Docks Historic District," Prepared by Bonnie L. Bamberg, Urban Programmers. No date, ca. 1988.

## CONTINUATION SHEET

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fill in some parts of the area between the two extant dry docks; they may or may not. In the absence of demonstrated proof, however, this area (the area between the 1903 and 1917 dry docks) should be regarded as an archeologically sensitive area but not as a contributing element on a par with the known contributing resources within this historic district.

### District Record Significance (Continued)

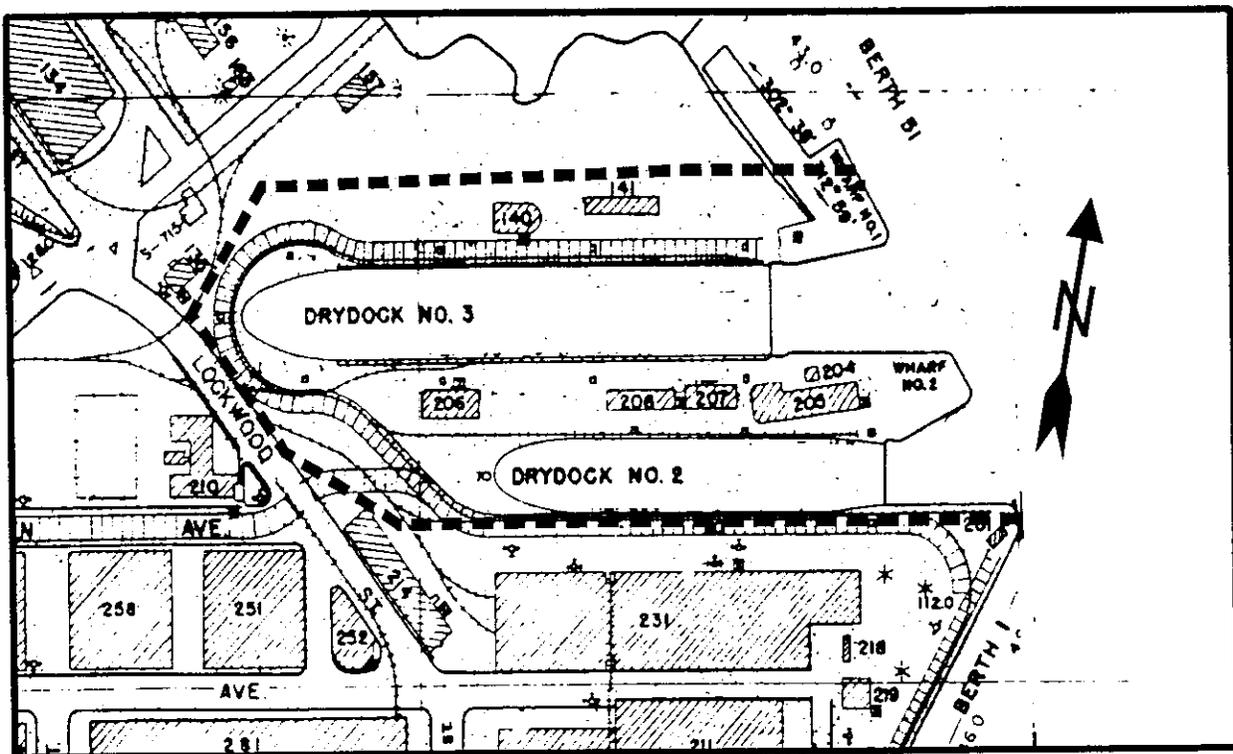
It is herein concluded that the historic district appears to qualify for listing in the National Register under Criteria A and C. It's potential eligibility under Criterion D as an archeological site of Dry Dock #1 has not been demonstrated. The period of significance is redefined as 1903 to 1939, the period in which extant resources were used. The 1866 beginning date is justified only by including the remnants of Dry Dock #1 as a contributing resource.

The contributing resources within this historic district convey a sense of time and place for turn-of-the-century ship repair in San Francisco Bay. The dry docks, which now seem insubstantial in comparison with the massive Navy-built Dry Dock #4, are nonetheless huge structures and highly significant examples of turn-of-the-century construction methods. Save for the dry docks at Mare Island Naval Shipyard, Dry Docks #2 and #3 at Hunters Point are arguably the most important examples of this historic property type anywhere in California and among a very small number of such resources in the Western United States. The accompanying buildings, particularly Buildings 140, 204, and 205, are important for their roles in the operations of these pioneering dry docks and are also significant examples of the architecture of 19th and early 20th century utilitarian buildings. The Greek Revival detailing of these buildings contribute greatly to the sense of time and place, identifying the area clearly as a product of an earlier generation of industry. Taken as a whole, the contributing buildings and structures in this historic district represent a distinctive entity, important historically within the context of California's maritime history and architecturally for the impressive design of all of the elements.

# CONTINUATION SHEET

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## Location Map



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

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\*Resource Name or #: (Assigned by recorder) Dry Dock #2

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_: \_\_\_\_\_ ¼ of \_\_\_\_\_ ¼ of Sec \_\_\_\_\_;  
B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

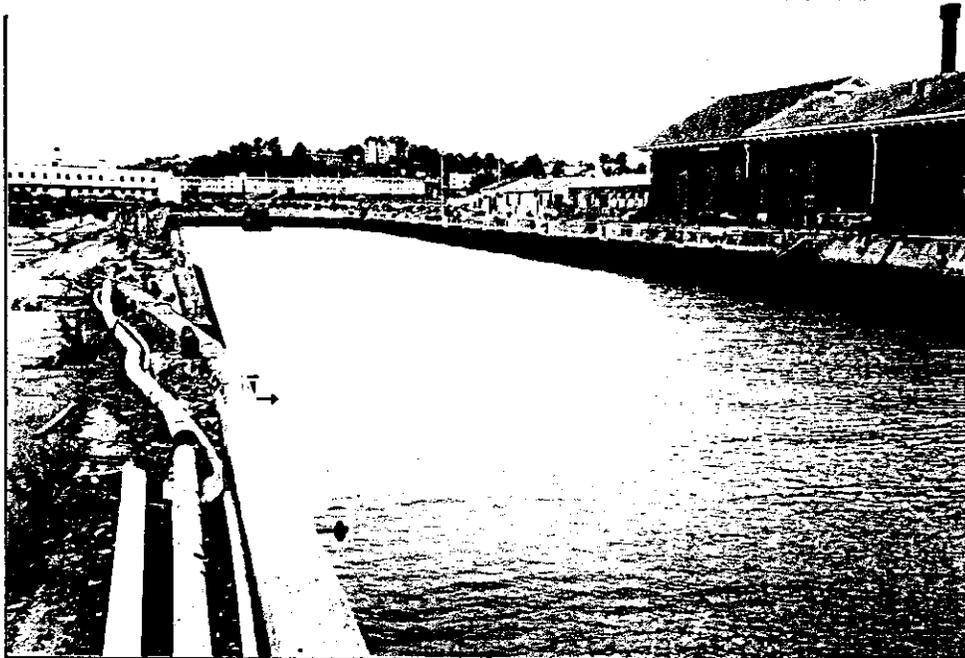
\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Dry Dock #2 is a "graving dry dock," as distinguished from a floating dry dock, excavated from the natural serpentine stone at Hunters Point. Like most dry docks it has a sloping contour that approximates the hull of a ship and measures 750' x 103' at ground level and 714' x 86' at the bottom. (see continuation sheet)

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:  
(View, date, accession #) \_\_\_\_\_  
June 10, 1997

\*P6. Date Constructed / Age and Sources:  Historic  
 Prehistoric  Both  
ca. 1901-1919

\*P7. Owner and Address:  
U.S. Navy, EFA West  
900 Commodore Drive  
San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address) \_\_\_\_\_  
JRP Historical Consulting  
Services  
Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)  
Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 3

\*NRPH Status Code 3D

\*Resource Name or # (Assigned by recorder) Dry Dock #2

B1. Historic Name: Dry Dock #2

B2. Common Name: \_\_\_\_\_

B3. Original Use: Commercial Dry Dock B4. Present Use: None

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alternations.)  
ca. 1901-1919

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9a. Architect: \_\_\_\_\_ B9b. Builder: \_\_\_\_\_

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Shipyard

Period of Significance 1903-1939 Property Type Dry Dock Applicable Criteria A, C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

As a contributing resource within the Hunters Point Commercial Dry Dock Historic District, Dry Dock #2 helps to convey a sense of time and place for turn-of-the-century ship repair in San Francisco Bay. The dry dock, which now seems insubstantial in comparison with the massive Navy-built Dry Dock #4, is nonetheless a huge structure and a highly significant example of turn-of-the-century construction methods. Save for the dry docks at Mare Island, Dry Docks #2, along with Dry Dock #3, is arguably the most important example of this historic property type anywhere in California and among a very small number of such resources in the Western United States. For these reasons Dry Dock #2 appears eligible for listing on the National Register of Historic Places as part of the Hunters Point Commercial Dry Dock Historic District.

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

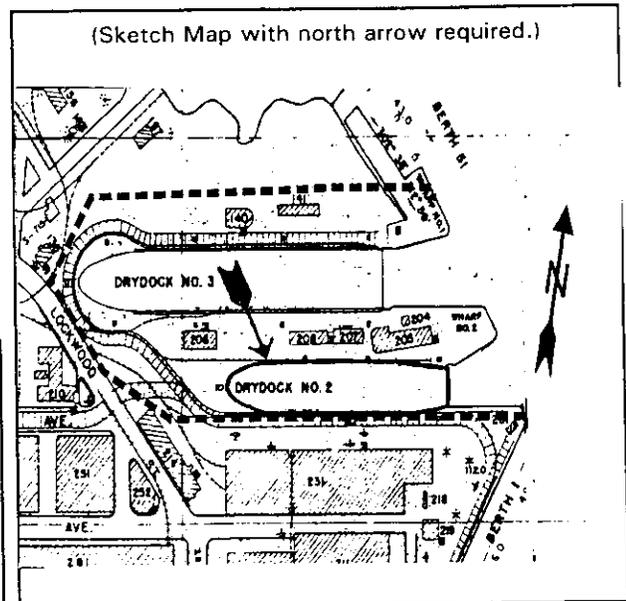
\*B12. References: JRP Historical Consulting Services, "Historic Context and Inventory and Evaluation of Buildings and Structures, Hunters Point Shipyard," July 1996.

B13. Remarks: \_\_\_\_\_

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)



\*Required Information

**CONTINUATION SHEET**

Page 3 of 3

**Description (Continued)**

Typical of many dry docks, it is built in a stepped manner with a regular series of shelves excavated into the stone and lined at most locations in concrete. At the gates, just above the water level, the structure is lined in what appears to be large granite blocks.

Since it was evaluated in 1988, the integrity of Dry Dock #2 has diminished somewhat through the removal of the gates and gate structures. Its integrity of setting has suffered as a result in the sense that it can no longer be de-watered. It otherwise appears to be in sound structural condition.

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 4

\*Resource Name or #: (Assigned by recorder) S107, S108, and S109

P1. Other Identifier: Submarine Dry Docks #5, 6, and 7

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco  
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T \_\_\_\_\_; R \_\_\_\_\_: \_\_\_\_\_ % of \_\_\_\_\_ % of Sec \_\_\_\_\_;  
B.M.

c. Address Hunters Point Shipyard City San Francisco Zip 94135

d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

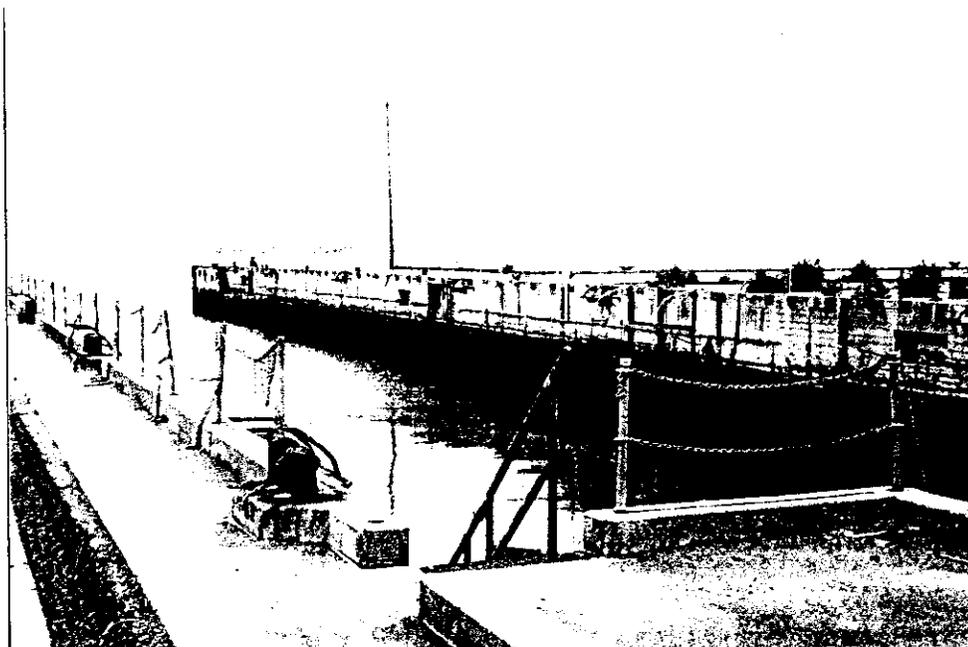
\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This form concerns three essentially identical dry docks in the north shipyard area of Hunters Point Shipyard: Dry Docks # 5, 6, and 7. These dry docks were built in 1944 chiefly to repair submarines but also to perform repair work on destroyers and other relatively small vessels. (see continuation sheet)

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:

(View, date, accession #) \_\_\_\_\_  
June 10, 1997

Dry Dock #5 Shown Here

\*P6. Date Constructed / Age and

Sources:  Historic

Prehistoric  Both

1943-1944

\*P7. Owner and Address:

U.S. Navy, EFA West

900 Commodore Drive

San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation,  
and address) \_\_\_\_\_

JRP Historical Consulting  
Services

Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)  
Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory,  
and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco,  
California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

\*Required Information



## CONTINUATION SHEET

Page 3 of 4

### Description (Continued)

Each dry dock is 420' long and between 60' and 75' in width, with a simple "flap gate" design, i.e. a gate that hinged at the bottom that flaps down to allow the vessel to enter. These small structures are located at the northern edge of Hunters Point Shipyard, far from the bulk of the dry dock and ship repair facilities. As noted, the structures were originally designed for submarine use only but the plans were modified to accept destroyers as well.<sup>1</sup> The structures are lined in concrete, cut into the fill at this man-made part of the facility.

### Significance (Continued)

The submarine dry docks at Hunters Point were late additions to the physical and functional plan for the facility. The Navy decided in late 1942 that additional submarine repair dry docks would be needed in the San Francisco Bay Area; the primary responsibility for submarine repair during the war was assigned to Mare Island. Construction began in 1943 but was halted to allow for a redesign to accommodate destroyers and LSTs (landing-ship-tank). This redesign delayed construction until 1944. The dual use also made the dry docks difficult to use for the submarines, requiring a stern entry rather than the traditional bow entry. The dry docks were built by Ben C. Gerwick, a San Francisco contractor. The plans were developed by the Bureau of Yards and Docks with assistance from Hudson and Grady, mechanical engineers.

The submarine function at Hunters Point appears to have been relatively insignificant, whether seen in the larger context of the repair of the American fleet or in the narrow context of operations at Hunters Point during the war. The dry docks were built too late to be of much use during the war; the first submarine was admitted in July 1944. Their usefulness was further diminished by the absence of other support buildings: shops, warehouses, etc. From the standpoint of engineering, the dry docks do not appear to represent significant examples of their type, period, or method of construction. The base historian at Hunters Point, writing in 1946, described the dry docks as standard design, unusual only for design changes to accommodate destroyers, which limited the usefulness of the dry docks for submarine repair. The structures do not appear to be significant historically or in their design, and for that reason do not appear to meet the criteria for listing in the National Register.

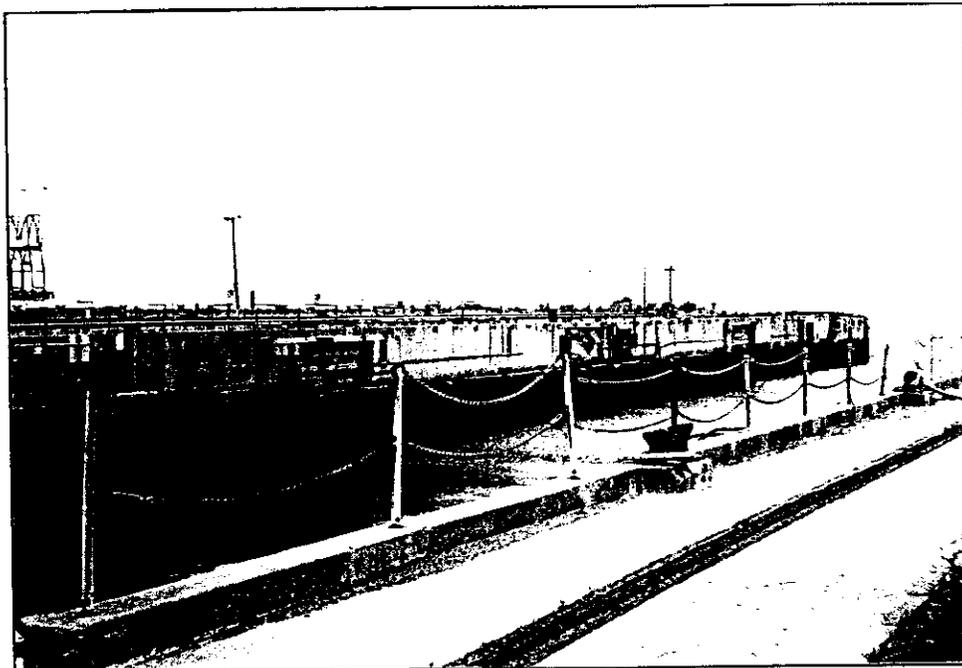
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<sup>1</sup> Edwin G. Schmidt, "History of the Development and Operation of a Naval Repair Yard at Hunters Point During World War II," Office of Naval History, n.d. ca. 1946, p. 38.

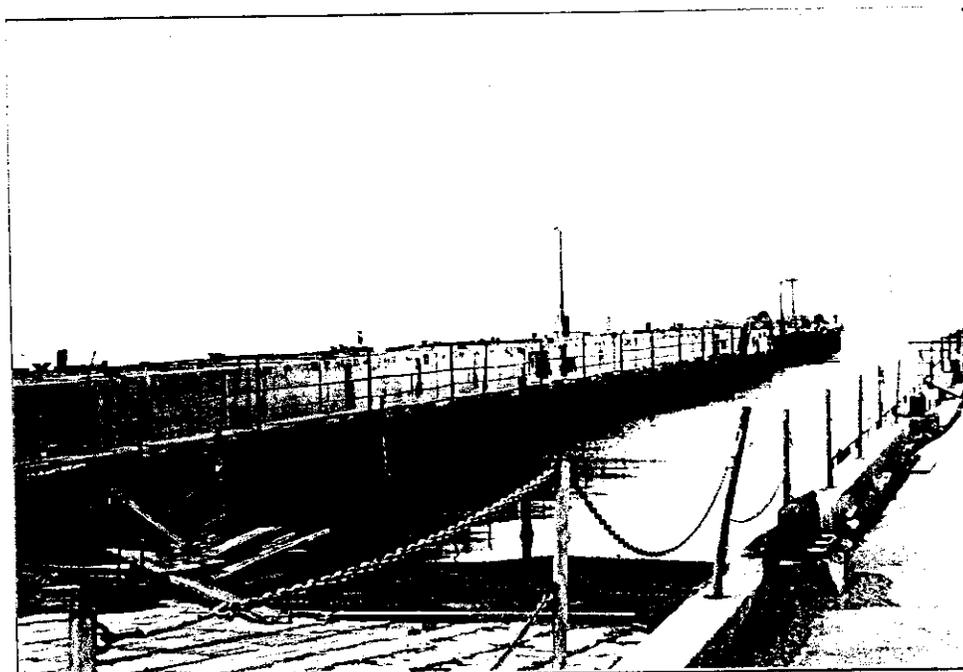
# CONTINUATION SHEET

Page 4 of 4

Photographs (Continued)



Dry Dock #6



Dry Dock #7

**Hunters Point Dry Dock Number 4**

State of California — The Resources Agency

Primary # \_\_\_\_\_

DEPARTMENT OF PARKS AND RECREATION

**PRIMARY RECORD**

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_

Review Code \_\_\_\_\_

Reviewer \_\_\_\_\_

Date \_\_\_\_\_

Page 1 of 5

\*Resource Name or #: (Assigned by recorder) Dry Dock Number 4

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County San Francisco

and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)

\*b. USGS 7.5' Quad Hunters Point Date 1980 T. \_\_\_\_\_; R. \_\_\_\_\_: \_\_\_\_\_ % of \_\_\_\_\_ % of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address Hunters Point Naval Reserve City San Francisco Zip 94135

d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

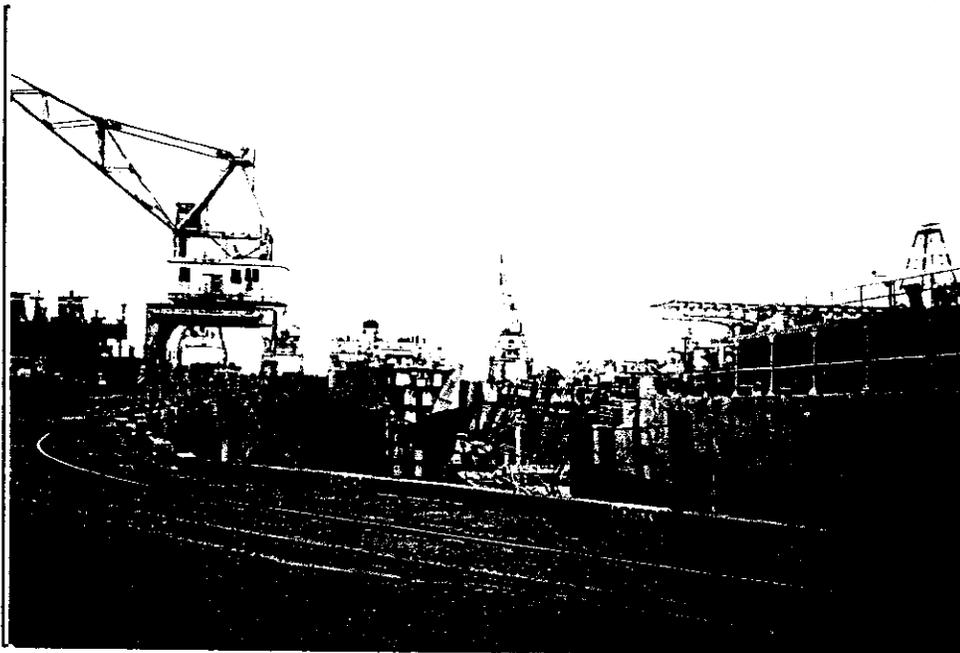
\*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.)

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Dry Dock Number 4 is a 1092 foot NW to SE, 143 foot east-west and 53 foot deep concrete dry dock with a rounded north-west end. Access steps are recessed into the wall and the floor is flat, while the walls are slightly sloping. The dry dock is outlined by a crane track that permits access to the ships in the dock from all angles. (see continuation sheet)

\*P3b. Resource Attributes: (See attributes and codes) (HP34) Military Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)



P5b. Description of Photo:

(View, date, accession #) \_\_\_\_\_

June 10, 1997

\*P6. Date Constructed / Age and

Sources:  Historic

Prehistoric  Both

June 1943

Photograph 1 shown here

\*P7. Owner and Address:

U.S. Navy, EPA West

900 Commodore Drive

San Bruno, CA 94066-5006

\*P8. Recorded by: (Name, affiliation, and address) \_\_\_\_\_

JRP Historical Consulting Services

Davis, CA 95616

\*P9. Date Recorded: 6/10/1997

\*P10. Survey Type: (Describe)

Intensive

\*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Historical Context, Inventory, and Evaluation of Buildings and Structures at Hunters Point Shipyard, San Francisco, California, prepared by JRP Consulting

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record

Linear Resource Record  Archaeological Record  District Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List) \_\_\_\_\_

\*Required Information

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 5

\*NRPH Status Code 3

\*Resource Name or # (Assigned by recorder) Dry Dock #4

B1. Historic Name: Dry Dock #4

B2. Common Name: Dry Dock #4

B3. Original Use: Dry Dock B4. Present Use: Dry Dock

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alternations.)  
Construction began October 1942, and completion took place in June of 1943.

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:

B9a. Architect: Hugo Frear B9b. Builder: Pacific Bridge Company

\*B10. Significance: Theme Naval Shipyard Area Hunters Point Naval Reserve

Period of Significance 1942-1945 Property Type Structure Applicable Criteria A/C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)  
Dry Dock #4 at Hunters Point appears to qualify for listing in the National Register of Historic Places under Criterion A for its association with events and patterns identified in the defense of the United States during World War II, and under Criterion C for a significant marine engineering entity. The period of significance is October of 1942 when construction began, through August 15, 1945 the end of World War II. In the context of marine architecture Dry Dock #4 is the largest graving dry dock on the Pacific Coast and is one of the largest in the world. Context has not been fully established for the stateside Naval facilities of World War II, although Dry Dock #4 appears to have been one of the more important structures constructed and one of the largest topographical alterations undertaken during the 1940's to expand a naval facility. (see continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes): \_\_\_\_\_

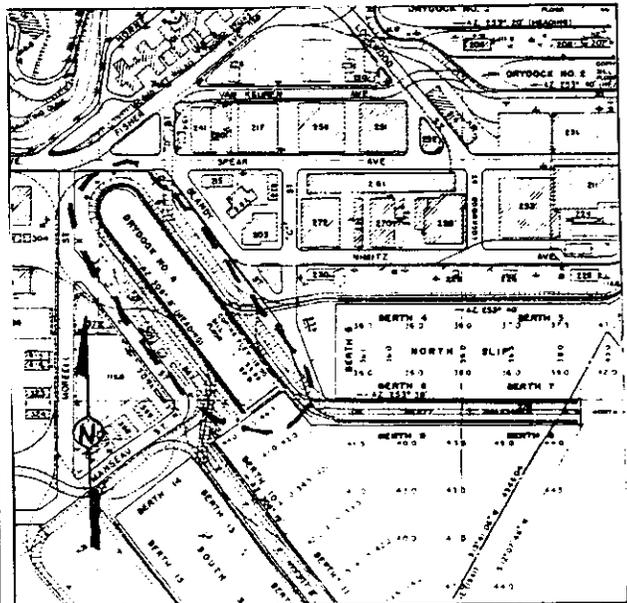
\*B12. References: Hunters Point Historic Context, prepared by JRP Consulting

B13. Remarks:

\*B14. Evaluator: Stephen D. Mikesell

\*Date of Evaluation: June 1997

(This space reserved for official comments.)



## CONTINUATION SHEET

Page 3 of 5

### Description (Continued)

Railroad track also outlines the dry dock from a distance outside the crane track.<sup>1</sup> The general layout of Dry Dock #4 (ca. 1988) is shown in Photograph 2. At the south end of the drydock is a cassion or closing gate shown in Photograph 3.

### Significance (Continued)

Dry Dock #4 is a graving dock. A graving dock is cut (engraved) into the base rock, as opposed to a floating dry dock that is constructed of wood and other materials and has no foundation other than water. Graving docks, when located adjacent to deep water channels, supported by land transportation systems, and work forces, are the more efficient. They are also stable and require less maintenance than the floating dry dock. For these reasons graving dry docks are preferred, particularly for servicing large ships.

The U.S. Navy was aware of a critical shortage of government controlled dry docks and had investigated sites within San Francisco Bay for a period of 40 years before Hunters Point was purchased. With the outbreak of World War II in the Pacific, the ability to service the U.S. Navy's large ships was severely hampered by the shortcomings of the existing federal dry docks. Until Hunter's Point was purchased by the Federal Government in 1939, the west coast had federally owned graving dry docks at Puget Sound Naval Ship Yard in Washington State and at Mare Island Naval Ship Yard in the San Francisco Bay.

Mare Island, located at the mouth of the Sacramento River Delta was accessed by a channel that gathered silt and required dredging if deep draft ships were to enter. To rectify this shortage on the West Coast, new graving dry docks were constructed, two at Puget Sound, one 998 feet long, the other 1030 feet in length and the largest, Dry Dock #4 at 1100 feet was constructed at Hunters Point. Hunters Point provided a deep water access of 40 feet where the largest ships could enter, while the protected waters of the South San Francisco Bay offered excellent anchorage.

Designed by Naval architect Hugo Frear for the Pacific Bridge Company, the construction of Dry Dock #4 required moving five million cubic yards of earth. The 290 foot high landmark: Point Avesadero, was leveled to fill the baylands and create the dry land area on which support buildings for shops and warehouses could be constructed. The removed earth was also used to construct a coffer dam around the site which permitted the construction of Dry Dock #4 to proceed on dry land. Dry Dock #4 at Puget Sound required over three years, 1938-1942, to complete. By comparison, Dry Dock #4 at Hunters Point required less than nine months to complete. The dry dock was officially opened on June 19, 1943 while the former luxury liner Monterey (refitted for troop transport) was in the dock for service.

Dry Dock #4 was placed in service to repair battle damage sustained by the fleet. Immediately after it opened and for the next twenty-six months it was a significant component of the U.S. Navy facilities on the West Coast. The aircraft carrier USS Intrepid, one of the largest and most important ships in the Pacific Naval War, was

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<sup>1</sup> Description taken from National Register Nomination Form prepared by Bonnie L. Bamburg and Ann Bloomfield at Urban Programmers, San Jose.

## CONTINUATION SHEET

Page 4 of 5

dock, two or more smaller ships could be in the dock for servicing at the same time. This ability to efficiently repair and service ships contributed to the U.S. navy's dominance in the number of ships committed to battle stations at any given time.

The design and construction of Dry Dock #4 was accomplished under the supervision of Hugo Frear, Naval Architect & Engineer, who consulted to the Pacific Bridge Company, the construction contractor. Mr. Frear, a noted naval architect, was the design engineer for the 1918 Dry Dock #3 at Hunters Point and many other naval structures at various shipyards. An engineer of international reputation, he contributed to the knowledge of his innovative designs and articles written about his work. Mr. Frear, was awarded the prestigious title, Honorary Vice President of the Society of Naval Architects and Marine Engineers (1945).<sup>2</sup>

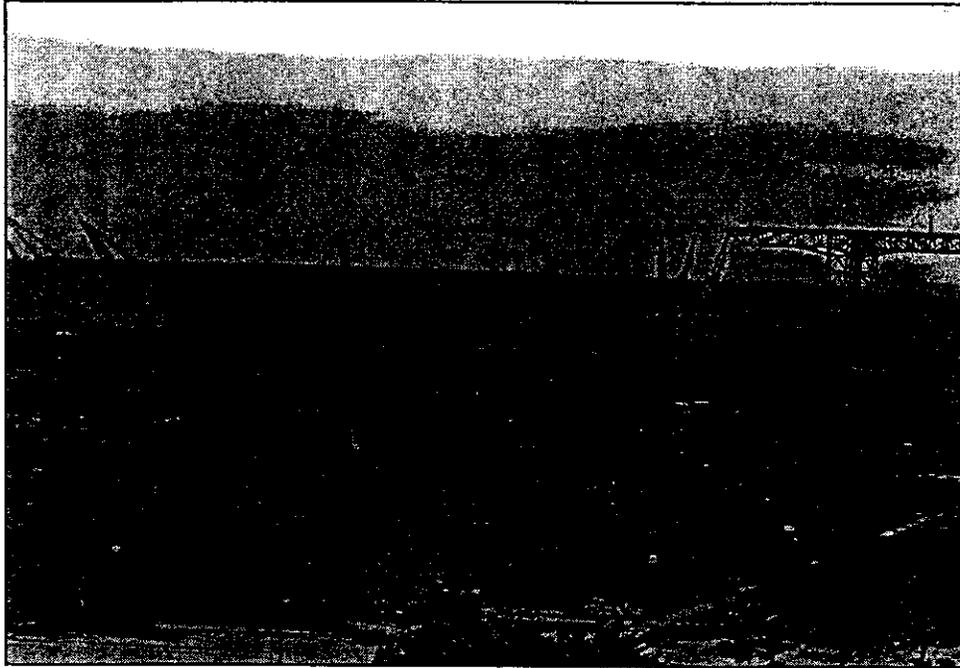
Dry Dock #4 retains a high degree of integrity. It appears to be functional and is currently being operated for ship salvage.

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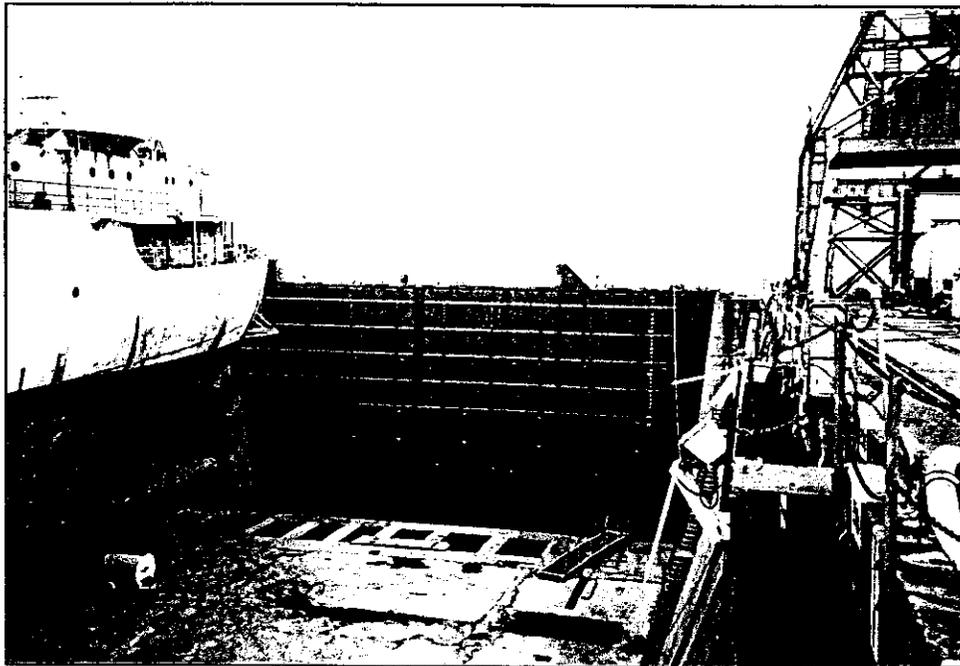
<sup>2</sup> Significance description taken from National Register Nomination Form prepared by Bonnie L. Bamburg and Ann Bloomfield at Urban Programmers, San Jose. The California SHPO agreed that Dry Dock #4 meets the criteria for listing in the National Register, on the basis of data submitted by the Navy, based upon Bamburg and Bloomfield.

**CONTINUATION SHEET**

Photographs (Continued)



Photograph 2 (copied from Navy Photograph, 1988)

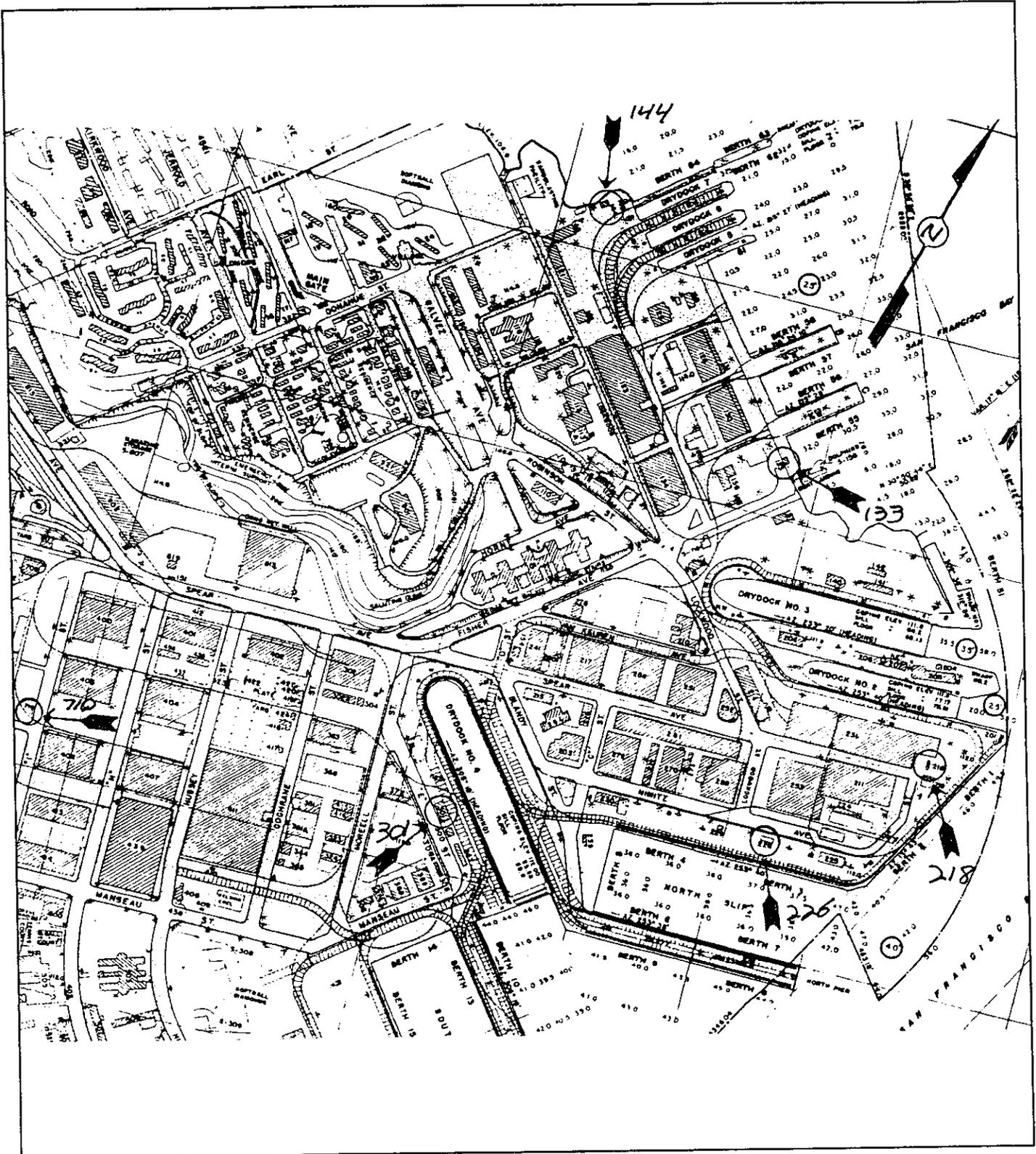


Photograph 3

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LOCATION MAP**

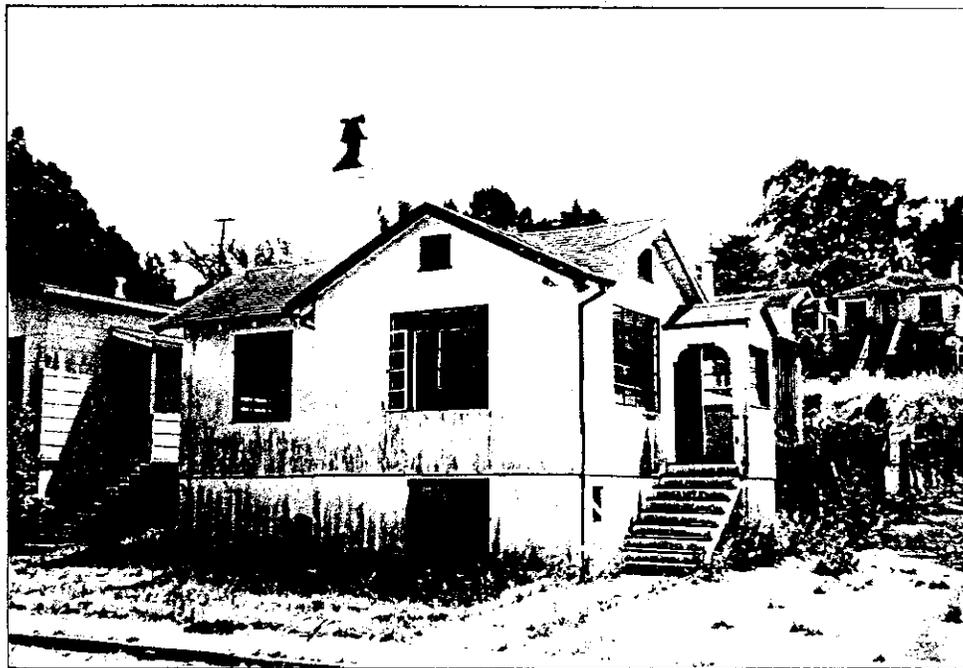
Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 6 of 6 \*Resource Name or #: (Assigned by recorder) Toilets  
\*Map Name: Hunters Point Naval Shipyard (Navy map) \*Scale: 1:4800 \*Date of Map: 1973





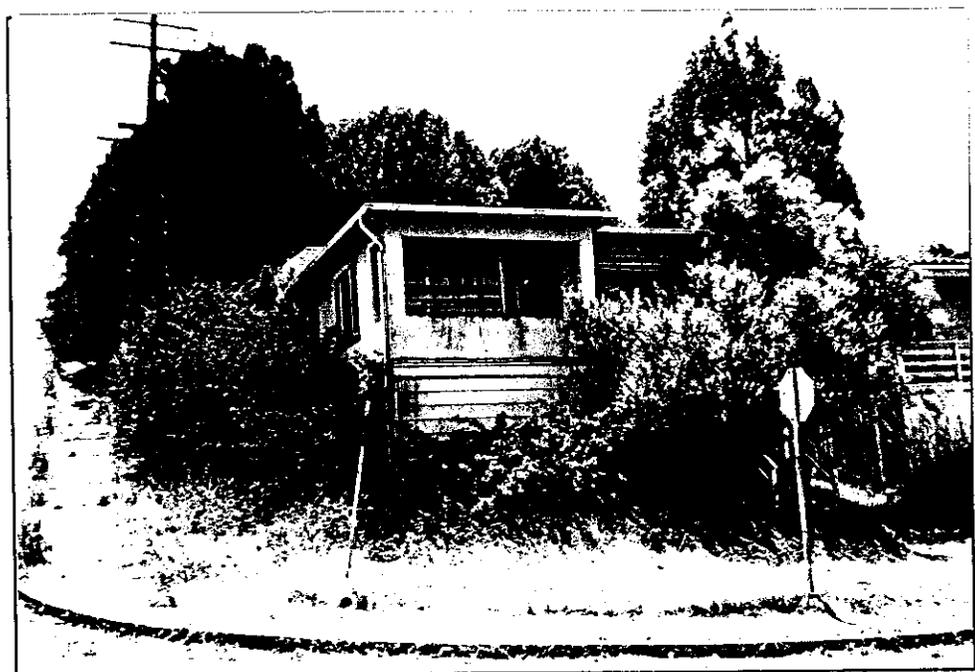
Quarters W



Quarters X

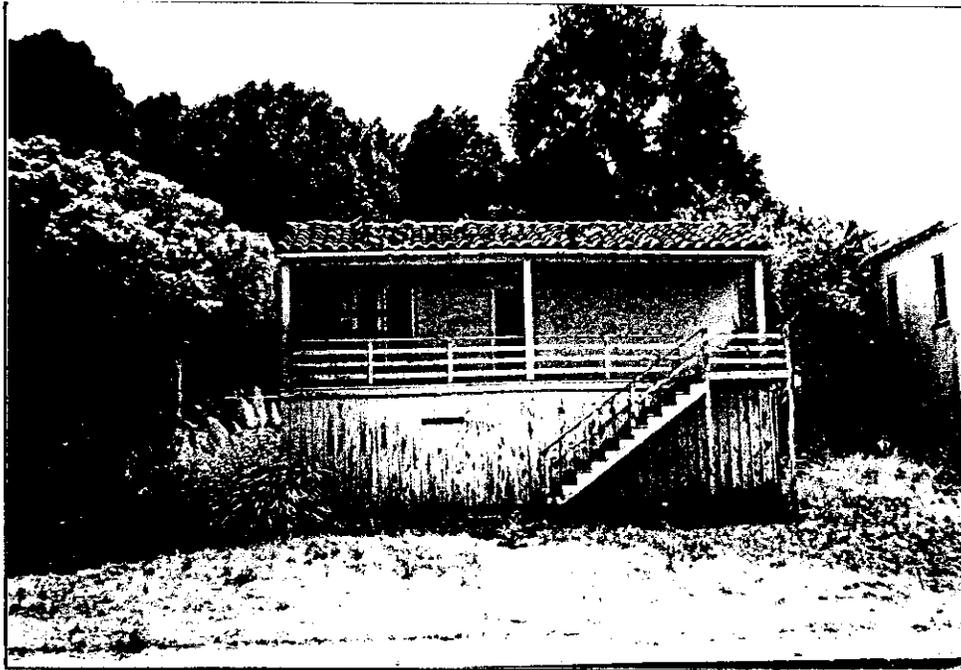


Quarters Y

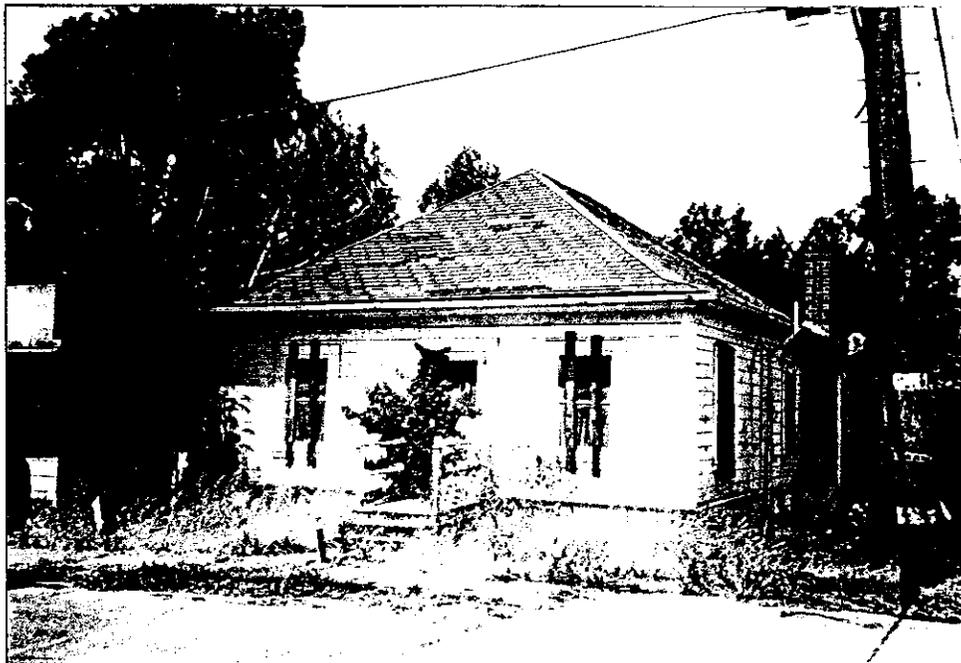


Quarters Z

**CONTINUATION SHEET**



Quarters R14



Quarters R26



Quarters R33



Quarters R36

**CONTINUATION SHEET**



Quarters R36A



Quarters R39

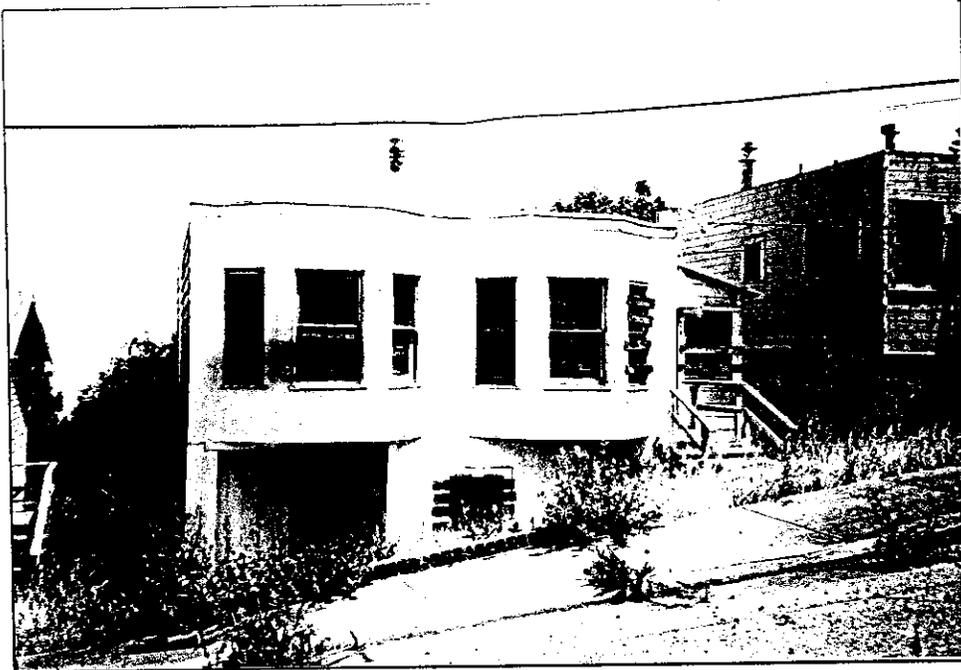
**CONTINUATION SHEET**



Quarters R45



Quarters R66A



Quarters R78



Quarters R95

**CONTINUATION SHEET**



Quarters R76



Quarters R77



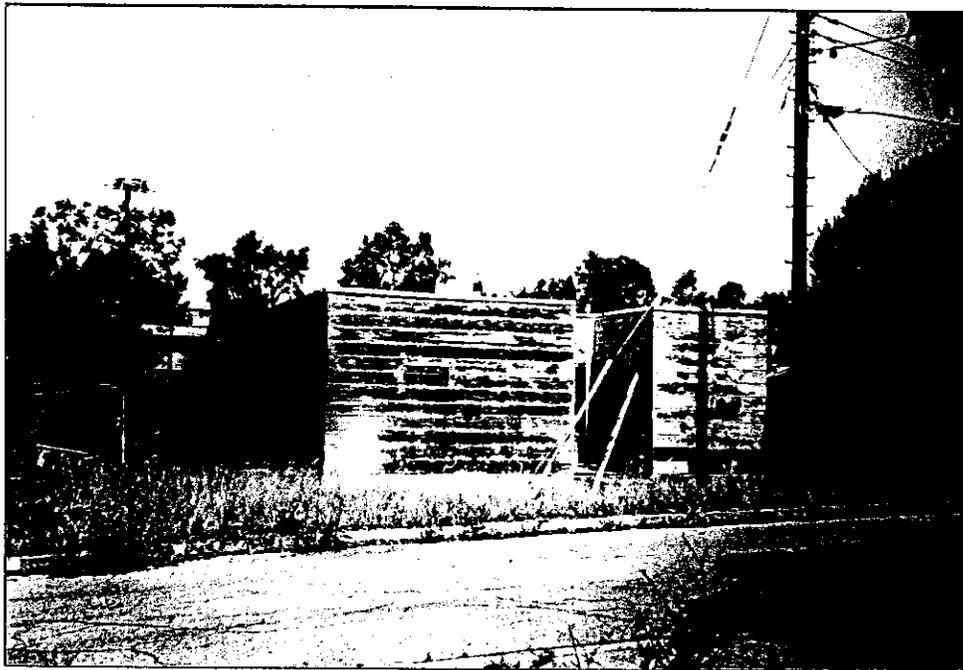
Quarters R105



Quarters R107



Quarters R97



Quarters R100



Quarters R118



Quarters R121

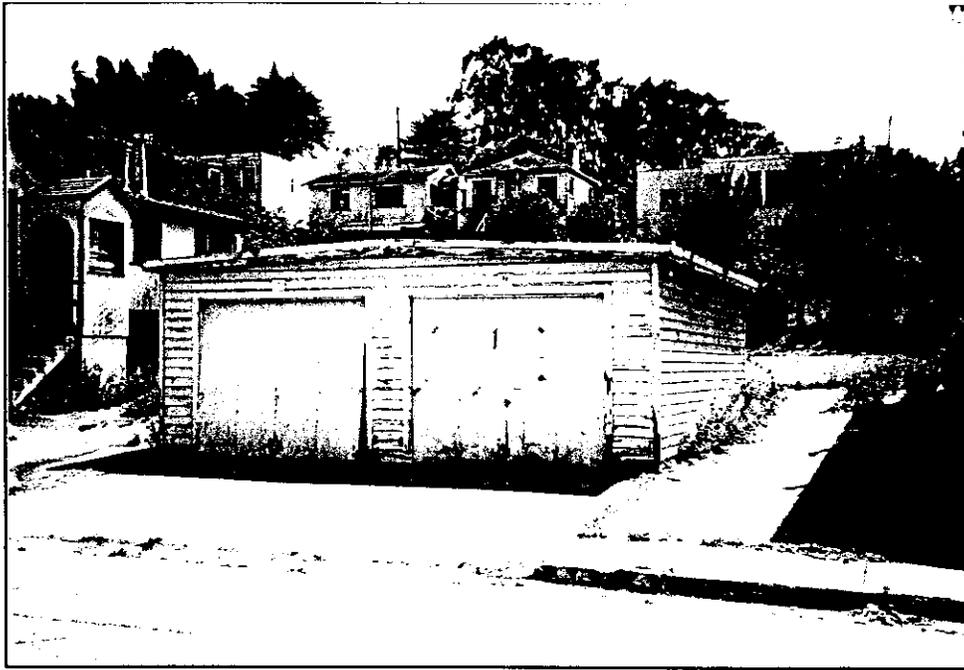
# CONTINUATION SHEET



Building 907



Building 908



Building 909