



INDIA BASIN SURVEY

SAN FRANCISCO, CALIFORNIA

FINAL REPORT

REPORT PREPARED
FOR
BAYVIEW HISTORICAL SOCIETY

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I. INTRODUCTION

India Basin is a compact residential and industrial community located within the Bayview-Hunters Point District of San Francisco. Arrayed along a four-block stretch of Innes Avenue and intersecting cross streets, India Basin is a linear community oriented toward San Francisco Bay and includes the former Anderson & Cristofani boatyard, one of the only privately owned sections of waterfront remaining in San Francisco. India Basin has a long and illustrious history dating back to the 1870s with the influx of small boatyards to this isolated part of San Francisco's vast southern waterfront. Once home to multiple generations of British, Scandinavian, and German boat builders and their families, as well as several Chinese shrimp camps, India Basin was absorbed into the greater Bayview-Hunters Point District community after the takeover of Bethlehem Steel's Hunters Point Dry Docks by the U.S. Navy prior to World War II. Today, the remnants of this historic boat builders' community are in danger of neglect and several sites are proposed for redevelopment. It is the primary purpose of this survey and historic context statement to record and evaluate the important properties that characterize the evolution of this little-known but important community.

A. PURPOSE

Much of Bayview-Hunters Point is located within the San Francisco Redevelopment Agency's (SFRA) Bayview-Hunters Point Redevelopment Plan (BVHP Plan) area. Among other goals, the BVHP Plan proposes specific physical changes, or "enhancements" to parts of the India Basin neighborhood. It is essential to ensure that SFRA projects foster the protection of significant natural, cultural, and historic resources. Another concern is market-driven development. Within recent years residential builders have identified the India Basin neighborhood as a place with abundant and relatively inexpensive land suitable for new housing construction. New multiple-family residential buildings have gone up on many of the empty lots that line Innes Avenue and nearby streets. Although these projects have mostly added vitality to an area that has been neglected, some recent projects have been proposed that may impact historic resources. Reacting to these concerns, the Bayview Historical Society hired Kelley & VerPlanck Historical Resources Consulting (KVP) to complete an intensive-level survey of the India Basin neighborhood during the summer of 2007.

B. DEFINITION OF GEOGRAPHICAL AREA

The survey boundaries, determined by the Bayview Historical Society in consultation with KVP, enclose a roughly six-block area consisting of 113 single-family, industrial, maritime, and vacant properties. The boundaries of the India Basin survey area, illustrated in **Figure 1**, include the San Francisco Housing Authority's (SFHA) Westbrook and Hunters Point housing projects to the west and south, Earl Street to the east, and Hudson Avenue to the north. The survey area also includes portions of two partially submerged blocks between Hudson and Galvez avenues. The boundaries encompass the historic limits of India Basin's historic boat builders' community as it existed from the early 1870s until before the Navy takeover of the Hunters Point Naval Shipyard prior to World War II.

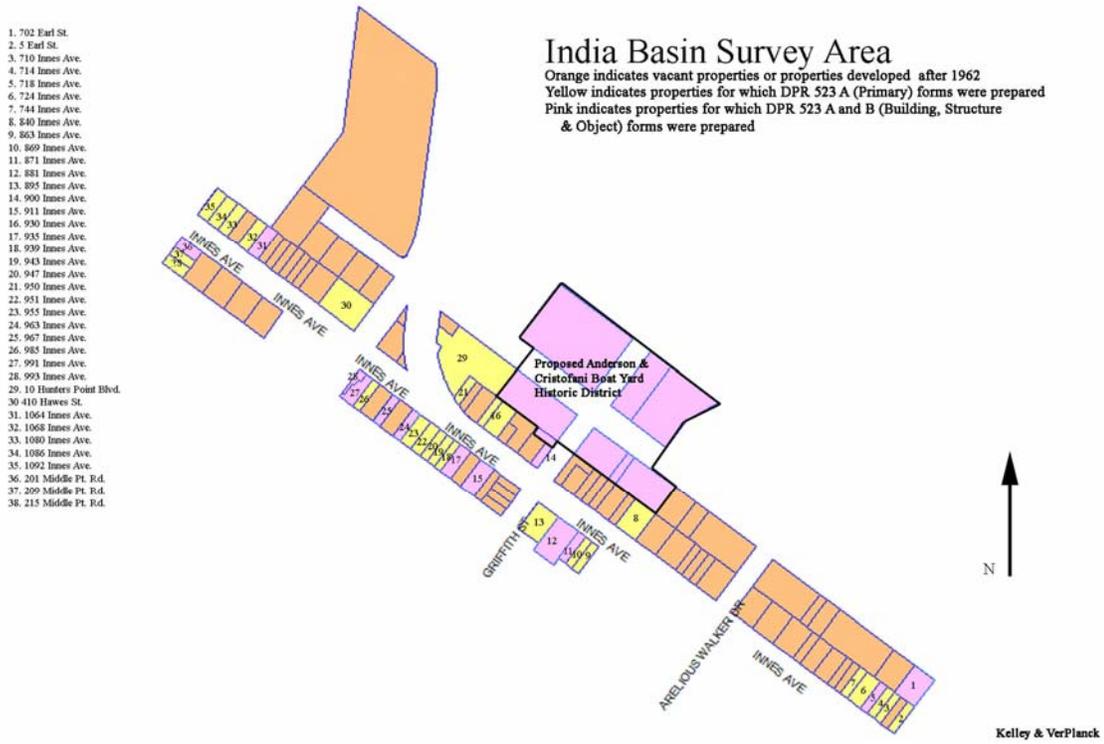


Figure 1. India Basin Survey Area
Source: KVP Consulting

C. IDENTIFICATION OF HISTORIC CONTEXTS AND PERIODS OF SIGNIFICANCE

This Historic Context Statement deals primarily with the period 1870-1938, the era in which the San Francisco Bay Scow building industry thrived at India Basin. Although subdivided for residential use as early as 1862, Hunters Point remained too far from built-up portions of San Francisco to attract much residential development until the mid-twentieth century. The construction of the California Dry Dock Company at the eastern tip of the Hunters Point peninsula in 1866 set the stage for the development of the area's important maritime industry. Beginning around 1870, participants in San Francisco's well-known bay scow schooner building industry began relocating to India Basin from Potrero Point and Islais Creek. Attracted by the availability of inexpensive land with deep water access, these boat builders lined the southern edge of India Cove with boatyards that lasted for 130 years. Most of the early yards were family-owned businesses operated by English, Scandinavian, and German immigrants. Boat yard owners and their skilled employees lived alongside one another in simple frame vernacular dwellings that grew up around the yards, creating a linear "village" along 9th Avenue South (now Innes Avenue).

The bay scow building industry that had supported the community since the 1870s began to come apart in the 1920s due to the introduction of the gasoline-powered launch and competition from short haul truckers. Several yards folded and many residents moved away. One yard (Anderson & Cristofani) lived on for another half century however, concentrating on repair and maintenance work. Nonetheless, India Basin (historically known simply as "Hunters Point") remained a distinct and largely self-contained community until the eve of the Second World War, justifying 1938 as the end of the period of significance.

World War II and the U.S. Navy's decision to purchase the Hunters Point Shipyard changed Hunters Point forever. Well-paying jobs lured thousands of war workers to San Francisco. Many of these new residents occupied new FHA-financed "junior fives" along Innes Avenue and Ingalls Street (now Middle Point Road). Others took up residence in the rows of "temporary" war worker housing constructed by the Federal Housing Authority on the former pasture land of Hunters Point ridge above India Basin.

Since the end of World War II, India Basin has experienced major demographic changes, economic dislocation, riots, and today, gentrification. Although many of the older, nineteenth-century dwellings are long gone, the majority of the boat yard area still survives along India Cove, as well as a handful of historic dwellings dating from the last quarter of the nineteenth century and the first quarter of the twentieth century. The well-known Albion Brewery at 881 Innes Avenue, although not closely aligned with the boat building context, is a rare and significant survivor from the early days of India Basin. Presently used as a residence, the stone brewery stands atop a network of tunnels containing fresh water springs once used for brewing beer and later bottled for drinking water.

Applying guidelines developed by the National Park Service for use with the National Register of Historic Places (National Register) program, the areas of significance for India Basin include the categories of "Industry" and "Maritime History." The period of significance is 1870 to 1938. The earlier date reflects the birth of the bay scow building industry in India Basin. The purchase of the Hunters Point Shipyard by the U.S. Navy in 1939 marks the end of India Basin's existence as a distinct community of independent shipwrights. The Navy-sponsored expansion of the shipyard attracted thousands of new residents to Hunters Point. Construction of thousands of units of new public housing on Hunters Point ridge in the 1940s to house the war workers forever transformed the physical character of the once-isolated neighborhood. Formerly bounded by water below and pasture above, India Basin was physically and socially absorbed into the greater Hunters Point community.

II. METHODOLOGY

Our survey of India Basin was organized in two major components: field work and research. Kelley & VerPlanck completed the field work in the middle of August 2007. Using the map prepared by the Bayview Historical Society, KVP walked the streets of India Basin, photographing and surveying each parcel – both vacant and occupied – using a GIS-based survey application loaded onto hand-held personal digital assistants (PDAs). We noted the following details about each property: number of stories, construction materials, likely date of construction, use, style, landscaping, and related features (if any). We entered the field data into a database, which we used to prepare California Department of Parks and Recreation (DPR) 523 A (Primary) forms for all properties in the survey area that contain buildings over forty-five years old, yielding a total number of 38 properties developed in or before 1962.

Once the field work was completed we began the research phase. For most of its existence India Basin has remained an understudied area of San Francisco. As a traditionally working-class neighborhood located far from glamorous downtown San Francisco, Hunters Point has been largely ignored by both contemporary chroniclers and modern historians. Kelley & VerPlanck began by collecting planning and environmental documents in the possession of the San Francisco Planning Department and San Francisco Redevelopment Agency, much of it related to the ongoing conversion of the Hunters Point Naval Shipyard to civilian use. In addition to these secondary resources, we examined primary resources such as deeds and sales ledgers at the Office of the Assessor/Recorder and building permit applications maintained by the Department of Building Inspection. Our research relied in large part on historic maps of San Francisco. Particularly helpful were the U.S. Coast Survey and Geodetic maps of 1853, 1869, 1883, and 1901 and Sanborn Fire Insurance Company maps of 1899-1900, 1913-15, and 1948-50. We also relied heavily on contemporary newspaper articles printed in the *San Francisco Call*, *the Alta California*, the *San Francisco Chronicle* and the *San Francisco Examiner* from 1849 to the present.

With the data gathered during the intensive level of research we prepared this Historic Context Statement, DPR 523 B (Building, Structure, & Object) forms for twelve individual properties built before 1939, and a DPR 523 D (District) form for eight parcels comprising the historic Anderson & Cristofani boat yard centered on the intersection of Hudson Avenue and Griffith Street.

III. IDENTIFICATION OF EXISTING HISTORIC STATUS

A. HERE TODAY

The first historic resources survey completed in San Francisco was The Junior League of San Francisco's "Here Today" survey, published in 1968 as *Here Today: San Francisco's Architectural Heritage*. The survey was adopted by the Board of Supervisors under Resolution No. 268-70 and contains information on approximately 2,500 properties within San Francisco. The survey files compiled by the Junior League are archived at the Koshland San Francisco History Center at the San Francisco Library.¹ The *Here Today* Survey grouped most of the eastern half of San Francisco within the greater South of Market Area, which for the purposes of the survey included the entire eastern waterfront from Market Street south to the San Mateo County line.

The surveyors identified a handful of significant buildings within the Bayview-Hunters Point area, including one in the India Basin survey area: the Albion Brewery at 881 Innes Avenue.

B. 1976 CITYWIDE ARCHITECTURAL SURVEY

Between 1974 and 1976, the San Francisco Planning Department completed a citywide inventory of architecturally significant buildings. An advisory review committee of architects and architectural historians assisted in the final determination of ratings for roughly 10,000 buildings surveyed. The unpublished survey consists of sixty volumes of survey data on file at the San Francisco Planning Department. Both contemporary and older buildings were surveyed, but historical associations were not considered. Typically each building was assigned a numerical rating, ranging from "0", contextual importance, to "5", individual significance of the highest degree: The inventory assessed only architectural significance, which included design features, urban design context, and overall environmental significance. When completed, the 1976 Architectural Survey was believed to represent the top 10 percent of the city's architecturally significant buildings.² In the estimation of survey participants, buildings rated "3" or better represent approximately the best 2 percent of the city's architecture. The survey was adopted by the Board of Supervisors under Resolution No. 7831 in 1977 and the Planning Department has been directed to use it, but the methodology is inconsistent with CEQA Guidelines PRC 5024.1(g).

The 1976 Survey files list four properties within the India Basin survey area. They include: Albion Brewery at 881 Innes Avenue (Summary rating: 4), Hunters Point Restaurant at 850 Innes Avenue (Summary rating: 1), the Dircks/Jorgenson/Siemer residence at 900 Innes Avenue (Summary rating: 1), and the Stone/Bierman residence at 911 Innes Avenue (Summary rating: 0).

C. SAN FRANCISCO ARCHITECTURAL HERITAGE

San Francisco Architectural Heritage (Heritage) is the city's oldest not-for-profit organization dedicated to the preservation of San Francisco's unique architectural heritage. Heritage has sponsored several major architectural surveys in San Francisco, including Downtown, the Van Ness Corridor, Civic Center, Chinatown, the Northeast Waterfront, the Inner Richmond District, and Dogpatch. To date, San Francisco Architectural Heritage has not surveyed Bayview-Hunters Point. Heritage maintains files on two properties within the India Basin survey area: the Albion Brewery at 881 Innes Avenue and the Dircks/Jorgenson/Siemer residence at 900 Innes Avenue.

¹ San Francisco Planning Department, *San Francisco Preservation Bulletin No. 11: Historic Resource Surveys* (San Francisco: n.d.), 3.

² *Ibid.*

D. ARTICLE 10 OF THE SAN FRANCISCO PLANNING CODE

San Francisco City Landmarks are buildings, properties, structures, sites, districts and objects of “special character or special historical, architectural or aesthetic interest or value and are an important part of the City’s historical and architectural heritage.”³ Adopted in 1967 as Article 10 of the San Francisco Planning Code, the San Francisco City Landmark program recognizes the significance of listed buildings and protects them from inappropriate alterations and demolition through review by the San Francisco Landmarks Preservation Board. As of September 2007, there were 255 landmarked properties and 11 landmarked historic districts in San Francisco that are subject to the provisions contained within Article 10. The San Francisco Landmarks Designation process utilizes National Register criteria as the basis for evaluating the significance of historic structures.

Currently, only four of the 255 city landmarks in San Francisco are located within Bayview-Hunters Point. Of the four, only one is located within the India Basin survey area: the Albion Brewery at 881 Innes Avenue. Designated a city landmark in April 1974, the property is City Landmark No. 60.

E. UNREINFORCED MASONRY BUILDING (UMB) SURVEY

In response to the 1989 Loma Prieta Earthquake, the San Francisco Landmarks Board initiated a survey of all known unreinforced masonry buildings in San Francisco. Cognizant of the fact that earthquake damage and further seismic activity would result in the demolition or extensive alteration of many vulnerable buildings, the Landmarks Board sought to establish the relative significance of all unreinforced-masonry buildings in San Francisco. The completed report: *A Context Statement and Architectural/Historical Survey of Unreinforced Masonry Building (UMB) Construction in San Francisco from 1850 to 1940*, was completed in 1990. In total, the survey examined more than 2,000 privately owned buildings in San Francisco. The Landmarks Board prioritized the UMB Survey into three categories: Priority I, Priority II, and Priority III UMBs. The California Office of Historic Preservation (OHP) evaluated the survey and made determinations of eligibility for listing in the National Register on many of the 2,000 buildings.⁴

There are no listed UMBs in the India Basin survey area.

F. NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places (National Register) is the nation’s official inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Typically, resources over fifty years of age are eligible for listing in the National Register if they meet any one of the four significance criteria and if they retain sufficient historic integrity. Resources under fifty years of age can be determined eligible only if it can be demonstrated that they are of “exceptional importance,” or if they are contributors to a potential historic district. National Register criteria are defined in depth in *National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation*. There are four basic criteria under which a structure, site, building, district, or object can be considered eligible for listing in the National Register. These criteria are:

Criterion A (Event): Properties associated with events that have made a significant contribution to the broad patterns of our history;

³ San Francisco Planning Department, *Preservation Bulletin No. 9 – Landmarks* (San Francisco: January 2003).

⁴ San Francisco Planning Department, *San Francisco Preservation Bulletin No. 11 – Historic Resource Surveys* (San Francisco: n.d.), 3.

Criterion B (Person): Properties associated with the lives of persons significant in our past;

Criterion C (Design/Construction): Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction; and

Criterion D (Information Potential): Properties that have yielded, or may be likely to yield, information important in prehistory or history.

A resource can be considered significant on a national, state, or local level to American history, architecture, archaeology, engineering, and culture.

The San Francisco Planning Department treats National Register-listed properties as historic resources per CEQA. There are currently no National Register-listed properties in the entire Bayview-Hunters Point district.

G. CALIFORNIA REGISTER OF HISTORICAL RESOURCES

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

- *Criterion 1 (Events):* Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- *Criterion 2 (Persons):* Resources that are associated with the lives of persons important to local, California, or national history.
- *Criterion 3 (Architecture):* Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- *Criterion 4 (Information Potential):* Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Resources listed in or determined eligible for listing in the National Register are automatically listed in the California Register of Historical Resources.

⁵ National Register-eligible properties include properties that have been listed on the National Register and properties that have formally been found eligible for listing.

H. SECTION 106 AND OTHER TECHNICAL REPORTS

Within the past three decades, a number of federally mandated Section 106 reviews, state-mandated environmental impact reports (EIR) and city-required historic resource evaluation reports (HREs) have been prepared by various consultants for proposed projects within the Bayview-Hunters Point district. According to Section 106 of the National Historic Preservation Act of 1966, any Federal undertaking or any project that makes use of Federal funds or that applies for a Federal license must “take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register.”⁶ Environmental review at the state level has been required since the inception of the California Environmental Quality Act in 1970. Modeled on the National Environmental Protection Act, CEQA was amended in 1992 to include historic resources as an aspect of the environment that could be effected by potential undertakings. Since 2003, the Department of City Planning has required many project applicants to commission HREs for any property that falls within Category B—Properties Requiring Further Consultation and Review—as defined in Planning Department’s *CEQA Review Procedures for Historic Resources* (Preservation Bulletin No. 16).

⁶ Section 106 of the National Historic Preservation Act (16 U.S.C. 470f).

IV. HISTORIC CONTEXT

A. PREHISTORIC AND EARLY CONTACT ERA: PRE-1776

India Basin is located on the northern shore of the Hunters Point peninsula. Prior to major land-filling and grading during the 1940s, the peninsula extended nearly six thousand feet into San Francisco Bay. Averaging about two thousand feet wide from north to south, Hunters Point is dominated by a high ridge running the length of the peninsula, rising to a peak 290 feet above sea level. At its eastern end, the peninsula originally terminated at a pair of knolls that were once islands until the channel dividing them from the mainland filled up with sand and mud. Hunters Point is composed primarily of a greenish serpentine rock. Originally cloaked in native grasses and coastal sage scrub, Hunters Point is well-watered, possessing several streams and subterranean springs, several of which are still active.⁷ The presence of fresh water, a relatively mild climate, and nearby tidal flats, made Hunters Point a popular residence for indigenous California Indians.

It has been estimated that between 7,000 and 10,000 Native Americans inhabited the Bay Region prior to European contact. When the Spanish arrived during the last quarter of the eighteenth century, they noted the large number of villages dotting the periphery of San Francisco Bay.⁸ The Spanish called the people they encountered *costeños*, or “coastal peoples.” Today the term Ohlone is preferred by their descendents (Figure 2).

The Ohlone spoke several languages of the Utian family. Although mutually unintelligible, the Ohlone language was related to the Coast and Bay Miwok languages spoken by their neighbors north and east of San Francisco Bay. The Ohlone who lived within what is now San Francisco spoke a dialect called Ramaytush, which was probably intelligible to other Ohlone bands living as far away as the Santa Clara Valley and the East Bay.⁹

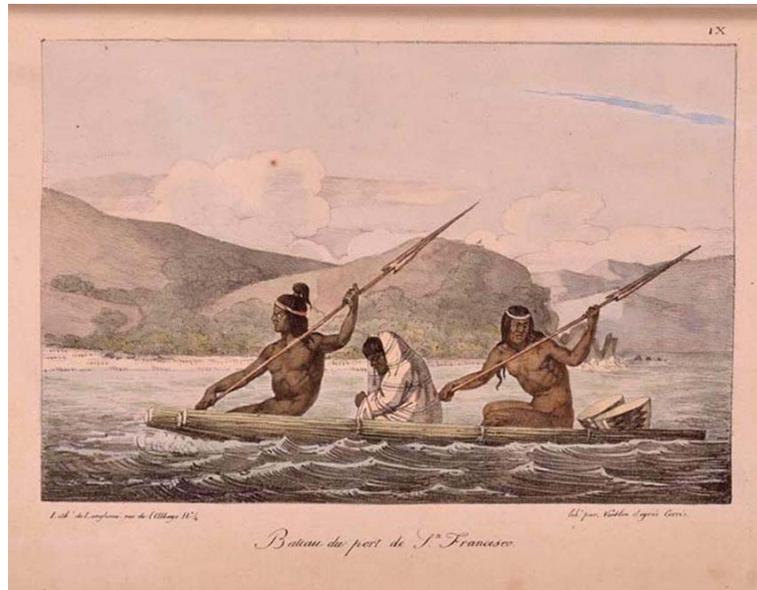


Figure 2. Ohlone paddling tule boat in San Francisco Bay, 1776
Source: California Historical Society

It is uncertain when the first Ohlone settled the San Francisco area. Colder and less hospitable than the Santa Clara Valley or the East Bay, the northern tip of the San Francisco peninsula was probably settled at a later date than surrounding areas. The precise location of Ohlone settlements is complicated by their ephemeral nature and the fact that many prehistoric sites have been destroyed to make way for later development. The earliest known occupation sites in San Francisco have been

⁷ Gerald Robert Dow, *Bay Fill in San Francisco: A History of Change* (San Francisco: unpublished Masters Thesis submitted to the faculty of California State University, San Francisco, 1973), 199.

⁸ Malcolm Margolin, *The Ohlone Way* (San Francisco: Heyday Books, 1978), 1.

⁹ Allen G. Pastron, Ph.D. and L. Dale Beevers, *From Bullfights to Baseball: Archaeological Research Design and Treatment Plan for the Valencia Gardens Hope VI Project* (Oakland: unpublished report, December 2002), 16.

radio-carbon dated to be between 5,000 and 5,500 years old.¹⁰ Due to its warmer climate, fresh water sources, and proximity to tidal marshes, Hunters Point was one of the most popular locations for Ohlone settlements in what is now San Francisco. Several middens were known to have existed on the shoreline of the peninsula, giving Hunters Point its first European era name, *Punta de la Concha*, or “Point of the Shells.”¹¹ The closest known permanent settlement to what is now India Basin was a small village called *Shiti* on Islais Creek.¹²

Ohlone society was based on the extended family unit, consisting on average of fifteen individuals. The clan was the next unit in size, typically consisting of several related families living together in one village. Families were divided into moieties—the Bear and the Deer—following typical practice of native societies in California. Above the clan was the tribelet, which consisted of several villages, comprising around 400-500 people under a single headman selected by the people. Each tribelet functioned as an independent political unit, although tribelets would cooperate with one another in wartime and in food gathering expeditions.¹³

The Ohlone were semi-nomadic people who inhabited small seasonal villages near streams and tidal flats where they had ready access to fresh water and food sources such as waterfowl, fish, and shellfish. Hunting small terrestrial and marine mammals and gathering seeds, nuts, roots, shoots, and berries were also important sources within the Ohlone diet. Acorns provided one of the most important sources of nutrients to the Ohlone people as suggested by the presence of grinding rocks and *manos* and *metates* near most Ohlone settlements.¹⁴

The Ohlone had a rich material culture that made use of both the materials at hand as well as goods traded with inland tribes. They harvested tules from coastal marshes and used them to build houses and to make baskets and boats. They also carved logs to make seafaring canoes used for trade, fishing, and hunting. The Ohlone manipulated stone and bone fragments to make arrowheads, scrapers, knives, spears, hooks, sewing needles, and other tools. Furs were used to create cold weather clothing and bedding. The Ohlone were particularly adept at decorative basketwork and making personal ornaments, such as necklaces and earrings, from feathers, shells, bones and other materials.¹⁵

B. EUROPEAN SETTLEMENT – SPANISH AND MEXICAN PERIODS: 1776-1848

Spanish Period (1776-1821)

The first known European explorers to encounter San Francisco Bay arrived by land in 1769 under the leadership of Don Gaspar de Portolá. An agent of the *Visitador General* of Spain, Portolá was instructed to “take possession and fortify the ports of San Diego and Monterey in Alta California.”¹⁶ In search of Monterey Bay, which Portolá failed to recognize, the party strayed north to the San Francisco peninsula and encountered San Francisco Bay. Blocked from going any further north by the arm of the Pacific later named the Golden Gate, the party explored the San Francisco Peninsula.

¹⁰ “An “Unvanishing Story: 5,500 Years of History in the Vicinity of Seventh & Mission Streets, San Francisco” (Unpublished paper prepared by the Southeast Archaeological Center (National Park Center), <http://www.cr.nps.gov/seac/sfprehis.htm> (accessed 30 December 2006).

¹¹ Gerald Robert Dow, *Bay Fill in San Francisco: A History of Change* (San Francisco: unpublished Masters Thesis submitted to the faculty of California State University, San Francisco, 1973), 188.

¹² Wirth Associates, Inc. *Potrero 7: Phase I Cultural Resources Overview and Inventory* (San Francisco: 1979), 28.

¹³ Allen G. Pastron, Ph.D. and L. Dale Beevers, *From Bullfights to Baseball: Archaeological Research Design and Treatment Plan for the Valencia Gardens Hope VI Project* (Oakland: unpublished report, December 2002), 17.

¹⁴ *Ibid.*

¹⁵ *Ibid.*, 18.

¹⁶ Z.S. Eldredge, *The Beginnings of San Francisco, from the Expedition of Anza, 1774 to the City Charter of April 15, 1850* (San Francisco: self-published, 1912), 31.

Spanish explorers made several additional forays to the San Francisco Bay Region in preparation for the establishment of the first permanent settlements—Mission Dolores and the Presidio of San Francisco—in 1776 by Lieutenant Joaquín Moraga.¹⁷ Throughout the entire Spanish period, Hunters Point remained uninhabited except for the Mission cattle that were pastured in the area called *Potrero Viejo*, or “Old Pasture.”

Mexican Period (1822-1846)

In 1821-22, the province of New Spain threw off Spanish colonial rule and became the independent nation of Mexico. Mexico inherited all of the northern territories of New Spain, including Alta California. Following the Mexican government’s decision to secularize the missions in 1833, Mexican settlers began acquiring the former mission lands and forming vast cattle ranchos throughout Alta California. Dispossessed Indians who had lived at the missions departed for the hinterlands or obtained work on the ranches. On October 10, 1839, Governor Figueroa granted a large tract of ex-Mission lands to José Cornelio Bernal. The tract, called *Rancho Rincon de las Salinas y Potrero Viejo*, included most of southeastern San Francisco, including the Islais Creek watershed and all of Hunters Point (**Figure 3**).

The Mexican-era ranches produced tanned cattle hides and tallow, products in demand in the United States and England. Mexico’s liberalized trade laws resulted in increasing numbers of foreign traders visiting San Francisco Bay. Others came as agents of their national governments to scout the bay. In 1827, a British expedition commanded by William Beechy arrived on the ship *HMS Blossom*. Captain Beechy’s chart of San Francisco Bay – the first to survey the coastline in detail – mislabeled *Punta de la Concha* as *Point Avisadera*, a name that remained on charts for the next three decades.¹⁸

After viewing San Francisco Bay, American and British traders became increasingly interested in Alta California. Entrepreneurs like Englishman William A. Richardson settled at Yerba Buena Cove, an uninhabited inlet between the ex-mission grounds and the Presidio. In 1835, Richardson built a store and an adobe structure named “Casa Grande” at Yerba Buena Cove, forming the nucleus of what would soon become the pueblo of Yerba Buena.¹⁹

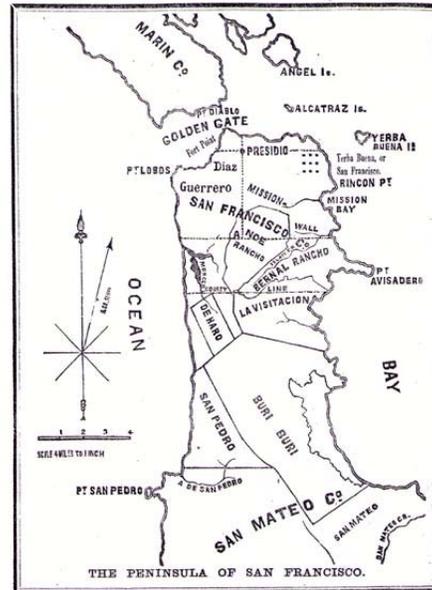


Figure 3. Map showing boundaries of San Francisco Ranchos, ca. 1840s
Source: San Francisco Public Library

Mexican American War (1846-1848)

Motivated by the principle of Manifest Destiny, expansionist U.S. president James K. Polk goaded Mexico into war on May 12, 1846. After a year-and-a-half of fighting, the Mexican government capitulated and on February 2, 1848, the two nations signed the Treaty of Guadalupe-Hidalgo. By the terms of the treaty Mexico ceded 525,000 square miles of territory to the United States, including all of what are now the states of California, Nevada and Utah, and parts of Wyoming, Colorado, New

¹⁷ Allen G. Pastron, Ph.D. and L. Dale Beevers, *From Bullfights to Baseball: Archaeological Research Design and Treatment Plan for the Valencia Gardens Hope VI Project* (Oakland: unpublished report, December 2002), 32.

¹⁸ Neal Harlow, *The Maps of San Francisco Bay: From the Spanish Discovery in 1769 to the American Occupation* (New York: The Book of the Month Club, 1950), 64.

¹⁹ *Ibid.*, 23.

Mexico, and Arizona, in return for a lump sum payment of \$15 million and the assumption of \$3.5 million of Mexican debt. The imposition of American rule in Yerba Buena was effected without bloodshed. On July 9, 1846, Captain John B. Montgomery landed at Yerba Buena and raised the American flag above the Custom House of the community of 850 people.²⁰

C. EARLY AMERICAN SETTLEMENT: LAND SUBDIVISION AND EARLY DEVELOPMENT: 1849-1862

Used as pasture since European settlement, what is now Hunters Point remained far from the three existing nodes of settlement: Mission Dolores, the Presidio, and Yerba Buena (renamed San Francisco in 1847), throughout the early American period. The discovery of Gold at Sutter's Mill in January 1848 launched an unprecedented population explosion in San Francisco. News of the discovery of gold moved slowly until May 1848, when the exuberant publisher of the *California Star*, Sam Brannan, strode the streets of San Francisco crying out "Gold! Gold! on the American River!" The news quickly spread to ports in Central and South America, and eventually to Europe and the East Coast of the United States. By early 1849, thousands of gold-seekers from all over the world—dubbed "Forty-niners"—began making their way to San Francisco. Between 1846 and 1852, the population of San Francisco grew from fewer than one thousand people to almost thirty-five thousand.²¹

One of the inevitable consequences of population growth was the rapid increase in value of real estate. A lot facing Portsmouth Square worth \$16.50 in the spring of 1847 sold for \$6,000 in late spring 1848, and resold for \$45,000 by the end of the year.²² By 1849, the city had physically expanded westward up the steep slopes of Nob Hill, southward to Rincon Hill and Steamboat Point, and north to North Beach, filling much of the area platted in the 1847 Vioget survey. Southward expansion was impeded by large sand dunes and estuaries covering much of what is the South of Market Area. In order to travel to Mission Dolores from Yerba Buena Cove, one had to take a circuitous route around Mission Bay, a journey somewhat improved by the completion of the Mission Plank Road in 1851.²³

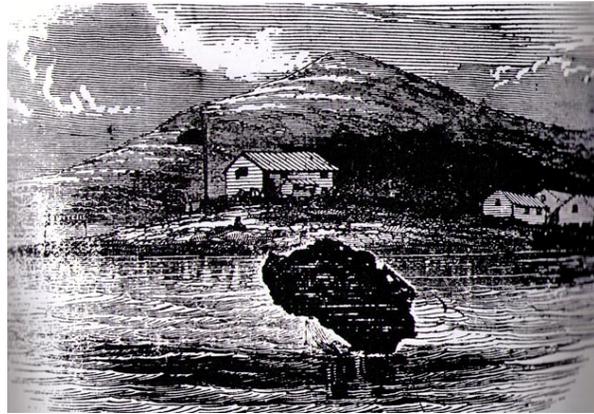


Figure 4. Hunters Point, 1850 as depicted in the *Sacramento Union*

Despite the difficulty in accessing lands that lay south of Mission Bay, real estate speculation reached a fevered pitch during the Gold Rush. Wildcat speculators attempted to drum up interest in paper lots on the outlying ranchos, many of which they did not even own. Hunters Point was almost six miles south of Portsmouth Square, well beyond the path of existing urban expansion. Regardless, in 1850, real estate speculator John Hunter began trying to sell lots in an entirely new city called "South San Francisco" on the peninsula that now bears his name. The history of "Hunter's Folly," as many contemporaries called it, is somewhat unclear. Based on historic maps and early accounts it seems likely that Hunter purchased approximately 160 acres of *Rancho Rincon de las Salinas y Potrero Viejo* from the Bernal family in 1849 or 1850. After building several houses and erecting a flagpole and a large sign on the eastern tip of the peninsula, Hunter began marketing his new subdivision. Hunter's

²⁰ Oscar Lewis, *San Francisco: Mission to Metropolis* (San Diego: Howell-North Books, rev. ed. 1980), 41.

²¹ Rand Richards, *Historic San Francisco. A Concise History and Guide* (San Francisco: Heritage House Publishers, 2001), p. 77.

²² Oscar Lewis, *San Francisco: Mission to Metropolis* (San Diego: Howell-North Books, rev. ed. 1980), 55.

²³ Theodore H. Hittell, *History of California*, Vol. III (San Francisco: N.J. Stone Company, 1897), 342.

still-born community was illustrated in a woodcut that appeared in the *Sacramento Union* in 1854 (**Figure 4**). Based on the caption that accompanied the drawing, South San Francisco evidently did not capture the interest of prospective buyers:

This locality is about five miles south of San Francisco, on the Bay. A speculative effort was made in the fall of 1850, to bring it into notice, and a few buildings were erected on the ground. Little has been done since.²⁴

A map made of eastern San Francisco in 1851 is the first to illustrate the South San Francisco tract, carved out of the eastern portion of the Bernal Rancho (**Figure 5**). The 1852 U.S. Coast Survey and Geodetic map shows several structures – probably Hunter’s – in the area. The 1852 Coast Survey map also illustrates the footprint of what appears to be a residential building surrounded by a fence on the western edge of India Cove, on the block presently bounded by Hawes, Griffith, Hudson, and Innes. The name “Hunters Point” does not appear on the 1852 map and does not replace the name Point Avisadera until the 1859 Coast Survey map was published.

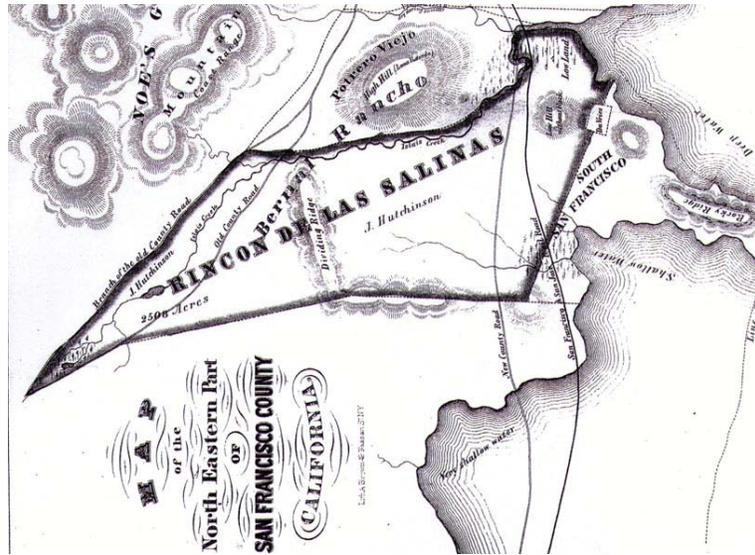


Figure 5. “Map of the North Eastern Part of San Francisco County, California,” by A. Brown
Source: San Francisco Public Library

²⁴ “Hunters Folly,” clipping from the 1854 *Sacramento Union* at the California Historical Society.

D. INDUSTRIAL AND RESIDENTIAL DEVELOPMENT OF HUNTERS POINT: 1863-1906

The failure of John Hunter's South San Francisco scheme delayed further attempts to develop Hunters Point for over a decade. Physically isolated from the rest of the city by both Mission Bay and the Islais Creek estuary, the only way to get to Hunters Point aside from sailing was via the San Bruno Road, completed in 1858. The 1863 Official Map of the City and County of San Francisco shows no roads and only a handful of structures on the peninsula, including the house that appears on the 1852 Coast Survey Map and several others on a tract of land belonging to the Hunter family on the southern shore of Hunters Point (Figure 6). None of these structures are extant.

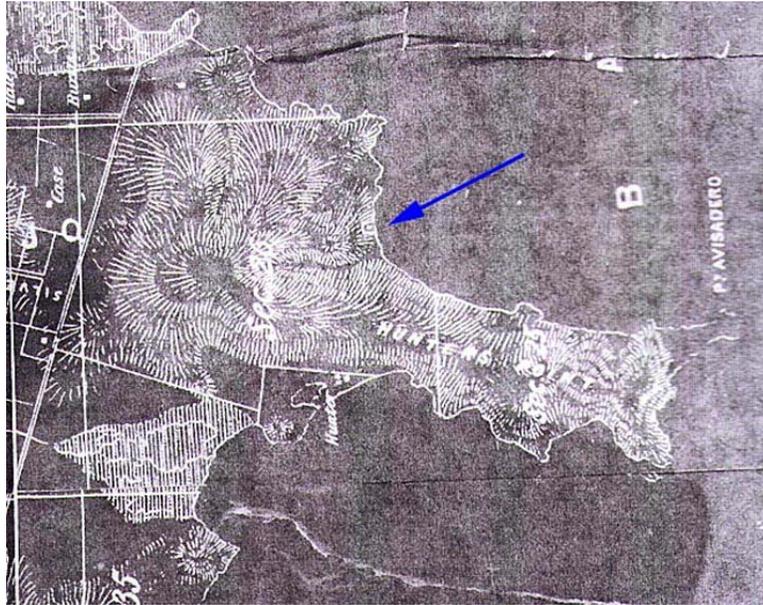


Figure 6. Portion of the Official Map of San Francisco, 1863
Arrow notes location of dwelling on west side of India Cove. Road on left is Railroad Avenue (now Third Street)
Source: Earth Sciences Library, UC Berkeley

Gradually, San Francisco's business leaders decided that industrial development should occur on the south side of Mission Bay. Deep water access, inexpensive land, and the remoteness of the area from existing residential districts made Potrero Point and Hunters Point, further to the south, ideal for industrial expansion. Before development could occur, better and more direct access would need to be provided. By the late 1850s, cloudy land titles in the area had largely been resolved, setting the stage for the construction of Long Bridge from Steamboat Point to Potrero Point in 1865, and eventually to Hunters Point in 1867. The new bridge/causeway followed the present-day alignment of Third Street (formerly Kentucky Street and Railroad Avenue) from Downtown to the recently completed Bay View Park Racetrack. Within a year of the completion of Long Bridge, the Potrero & Bay View Company installed railroad tracks along Kentucky Street and Railroad Avenue and initiated horse car service between downtown San Francisco and the Bay View Park Racetrack.²⁵

South San Francisco Homestead and Railroad Association

The anticipated completion of Long Bridge revived real estate speculation at Hunters Point. In 1862, the South San Francisco Homestead and Railroad Association (SSFH&RA) incorporated to market Hunters Point land to people who wished to build a house on a generous lot with room for a garden or livestock. The association was affiliated with the proposed Potrero & Bay View Railroad Company and its directors presumably hoped to make money from residential development once the railroad opened. By 1864, the association subdivided a portion of its approximately 800-acre holdings, an area

²⁵ Roger and Nancy Olmsted. *San Francisco Bayside Historical Cultural Resources Study* (San Francisco: San Francisco Clean Water Program, 1982), 99.

presently bounded by Third Street to the west, Evans Avenue and San Francisco Bay to the north and east, and Oakdale Avenue to the south, into 2,000 75' x 100' lots.²⁶ Not all lots were suitable for building; many were located either on the steeply sloping ridge or submerged beneath the waters of San Francisco Bay.

Homestead associations, a San Francisco invention, were common in outlying parts of the city and region. Operating like a joint stock corporation, speculators would purchase a large tract of land (often a former rancho) and subdivide it into either house lots or small farmsteads for resale on the installment plan to working-class shareholders who would receive title to their share(s) once receipt of their final payment. The homestead associations of the era are vividly described in a passage from Langley's 1870 San Francisco Directory:

Owing to the number and general success that has attended the formation of these institutions, they may be considered one of the features of San Francisco, having been developed here on a grand scale and served as powerful auxiliaries in hastening forward the city's expansion. These associations, though inaugurated some years since, have rapidly multiplied during the past two or three years, numbering about one hundred and fifteen, the lands of the greater portion of these being situated near the city...So manifest had the plan of combining small amounts of capital for the purchase of land at wholesale prices become, that recently it has been adopted for securing not only city homes, but also tracts for horticultural, viniculture, and even farming purposes...Among other existing causes tending to encourage this method of acquiring small parcels of real estate has been the large aggregations of land growing out of the former system of Spanish grants, which being held mostly by men of wealth, could only be purchased in extensive tracts, thereby placing it beyond the reach of parties of small means.²⁷

Devised as a means to spark development, the SSFH&RA levied \$25,000 from its subscribers to subsidize the extension of the rail line to Bay View Park Racetrack. The association also built a 200-foot long wharf on San Francisco Bay and constructed a rough road to access it. According to an article in the May 31, 1865 edition of the *Alta California*, the initial distribution consisted of 500 lots.²⁸ Still, the association was unable to attract many subscribers. According to 1870 court testimony of a shareholder named Silas Selleck, only a dozen structures had been built in the first five years of the homestead association's existence.²⁹

The gridiron street and block pattern established by the SSFH&RA endures in the Bayview-Hunters Point district. Acknowledging the steep grades present on much of the peninsula, the surveyors laid out the 60-foot wide numbered avenues to align with the ridge that extends the length of Hunters Point. For this reason the streets of Bayview-Hunters Point are offset at an approximately 45 degree angle from the city's dominant orthogonal grid. Aligning the avenues with the ridge meant that the east-west avenues would have a gentler grade, thereby facilitating vehicular access to the highest blocks at the center of the tract. However, this scheme also ensured that many of the north-south streets would remain impassable, a problem that remains to this day. The east-west avenues were originally numbered from 1st to 24th avenues. The north-south streets were laid out to be 64 feet wide

²⁶ Roger and Nancy Olmsted. *San Francisco Bayside Historical Cultural Resources Study* (San Francisco: San Francisco Clean Water Program, 1982), 101.

²⁷ Langley's 1870 San Francisco City Directory.

²⁸ "South San Francisco and its Development," *Alta California* (May 31, 1865), 1.

²⁹ Roger and Nancy Olmsted. *San Francisco Bayside Historical Cultural Resources Study* (San Francisco: San Francisco Clean Water Program, 1982), 102.

and they were originally designated by letters of the alphabet, beginning with ‘A’ Street and terminating with ‘S’ Street (**Figure 7**).³⁰

Unlike much of San Francisco, Bayview-Hunters Point was surveyed using standard English feet instead of the Spanish *vara*. This accounts for the distinctive subdivision pattern of the district where standardized blocks measure 200’ x 600’, each neatly yielding sixteen 75’ x 100’ lots. The 75’ x 100’ lots could either be homesteaded intact or re-subdivided into three 25’ x 100’ “house building lots” if and when the demand should arise. Each share owned in the homestead association entitled its bearer to claim three 75’ x 100’ lots. Many individuals owned several shares, entitling them to holdings of up to several acres of land, although their lots might not all be contiguous.³¹

Although the SSFH&RA owned most of the Hunters Point peninsula, several competing homestead associations were also active in the area, including Haley & O’Neill Tract and the Golden City Homestead Association. The Haley & O’Neill Tract, opened for sale in 1870, was located south of Islais Creek along Railroad Avenue; it eventually became the site of Butchertown. The Golden City Homestead Association occupied the submerged waters and tidal flats between Potrero Point and Islais Creek; most of this tract would not be filled and developed until the 1920s.

San Francisco Dry Dock Company: 1865-1901

Seeking to encourage industrial development on its holdings, the South San Francisco Railroad and Homestead Association donated thirty acres of land (including about



Figure 7. Portion of the Official Map of San Francisco, 1873
Arrow indicates location of India Basin. Note street grid superimposed over peninsula and surrounding tidelands.
Source: San Francisco Public Library

³⁰ “City Items: South San Francisco,” *Alta California* (November 25, 1866), 1. Confusion over a similar street-naming convention being used in the Richmond, Sunset, and Parkside districts led the Post Office to add the prefix “South” to street and avenues in the Bayview-Hunters Point District in the 1890s.

³¹ “City Items: South San Francisco,” *Alta California* (November 25, 1866), 1.

twenty acres of submerged land) at the easternmost tip of Hunters Point to a German-born engineer named A. W. von Schmidt in 1865 with the condition that he build a dry dock. Although he possessed the expertise von Schmidt did not have the capital, so in 1866 he formed a partnership with San Francisco banker William C. Ralston. According to von Schmidt, Hunters Point was an ideal location for a “graving” or stationary dry dock because of the impermeable character of the serpentine bed rock and the peninsula’s deep water access. Begun in 1866 and completed the next year, the \$250,000 dry dock, the largest in the West, was 400 feet long and 100 feet wide, diminishing to 60 feet wide at the bottom. Other structures erected on the site included a caisson, bulkheads, workshops, and machinery.³² An article in the August 19, 1867 *Alta California* described the construction of the California Dry Dock facility in some detail:

The buildings erected on the point in the vicinity of the dock, necessary to accommodate the laborers and mechanics and for blacksmith’s shops, stables and other uses, give the locality the appearance of active life in striking contrast with the unbroken stillness pervading the narrow plain and bare hills on the main land. A new road has been cut from the line of the Bay View Railroad, beginning at a point about half a mile west of Islais Bridge, and winding in a southerly course around the hills until Hunter’s Point Valley is passed. The view from the summit, in the early part of the day, when the wind don’t (sic) blow, is truly charming.³³

The dry dock opened for business in 1867 (**Figure 8**) and on August 31, 1868, the California Dry Dock Company incorporated with one million dollars of capital. Soon thereafter, the company petitioned the State of California for sixteen additional acres of submerged land, bringing the total acreage up to 46.8 acres.³⁴ Today, the dry dock and the associated brick shops are still extant.

Not long after the announcement of dry dock construction at Hunters Point, a boosterish article came out in the November 25, 1866 *Alta California* restating the advantages of residential development in the area. The slightly defensive tone of the article implies that many San Franciscans still doubted the viability of Hunters Point as a residential community. Although the author conceded that the steep hillsides would have to be graded before many of the interior lots would be useable, he argued that the resulting debris could be used to fill the adjoining tidelands, creating dozens of acres of useable industrial land.³⁵

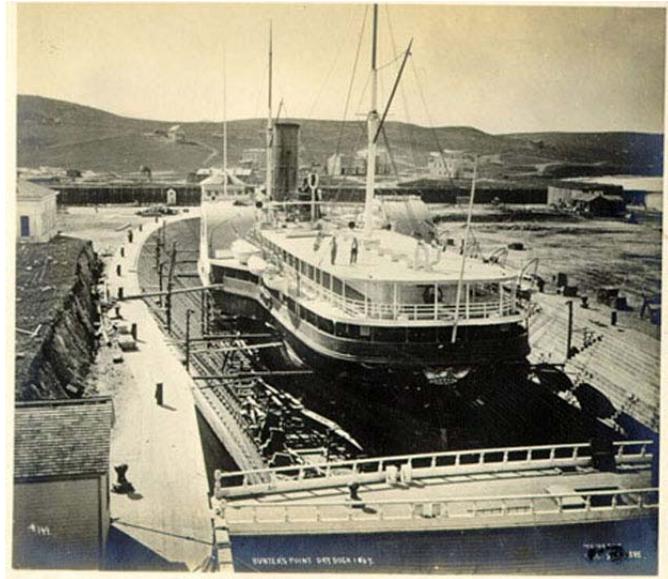


Figure 8. California Dry Dock, ca. 1867
India Basin is visible in upper right corner
Source: San Francisco Public Library

³² “The Stone Dry Dock at Hunters Point,” *Alta California* (October 21, 1866).

³³ “The Second Grand Enterprise of our City: The San Francisco Dry Dock,” *Alta California* (August 19, 1867), 1.

³⁴ C. G. Tilton, *William Ralston, Courageous Builder* (Boston: Christopher Publishing Co., 1935).

³⁵ “City Items: South San Francisco,” *Alta California* (November 25, 1866), 1.

The Potrero & Bay View Railroad was completed in 1868, theoretically bringing Hunters Point into commutable range of downtown San Francisco. Unfortunately, most of the South San Francisco tract lay some distance east of Railroad Avenue. Furthermore, horse car service was not particularly rapid, although railroad officials claimed that the trip from Montgomery Street to Hunters Point could be made in twenty minutes!³⁶ By 1870, the SSFH&RA had distributed a total of 1,500 lots to its shareholders. Nevertheless, one-quarter, or 500 lots, remained unsold. Residential development also did not occur as quickly as the homestead association's directors would have liked. Soon, the association went out of business, leaving 500 unclaimed lots and many unfulfilled promises. Recognizing that industrial development was probably a better prospect, the company was reorganized as the South San Francisco Dock Company. This commercial real estate company marketed the submerged lots for industrial development well into the early twentieth century.³⁷

India Basin Named

In 1868, one year after the founding of the California Dry Dock Company, the State Board of Tide Land Commissioners – the state-appointed trustee of submerged lands – named the large inlet separating Potrero Point and Hunters Point “India Basin” and reserved it for “docks, piers, slips, and basins, and other purposes of commerce.”³⁸ India Basin was defined as extending from the mouth of Islais Creek to the eastern end of Hunters Point.³⁹ The designation of India Basin also coincided with the completion of Long Bridge, which theoretically placed the Hunters Point peninsula within easy access of downtown San Francisco.

Despite the grand plans for the area, Hunters Point remained stubbornly rural at time when industrial development was well underway further north at Islais Creek, Potrero Point, and Steamboat Point. The 1869 U.S. Coast Survey map indicates that although transportation infrastructure had improved, few buildings had been erected east of Railroad Avenue. In fact, one had disappeared; the early house that shows up on the west side of India Cove on the 1853 and 1859 Coast Survey maps. Road access had improved, mostly due to the efforts of the California Dry Dock Company. Whereas earlier maps do not show any roads at Hunters Point, the 1869 map shows three: one hugging the north shore of the peninsula (what is now Innes Avenue), a central path that traversed Hunters Point ridge, and a southerly route tracing the south shore. All three connected Railroad Avenue to the California Dry Dock Company property (**Figure 9**).

Natural Springs

As mentioned previously, the Hunters Point peninsula contains several freshwater springs, a rare and valuable commodity in water-starved San Francisco. John Hunter was the first non-Ohlone settler to take advantage of these springs, harnessing them to irrigate his farm just north of the Bay View Park Racetrack. As early as 1855, Hunter began selling water rights for \$50 a month to the Independent Water Company of San Francisco. Daily supplies would be loaded onto boats and sent downtown. Hunter also sold water to ocean-going ships before they headed off to sea.⁴⁰

³⁶ Ibid.

³⁷ Roger and Nancy Olmsted, *San Francisco Bayside Historical Cultural Resource Survey*, (San Francisco: unpublished technical report prepared for the San Francisco Clean Water Program, April 1982), 102.

³⁸ Allardt Map of San Francisco, 1868.

³⁹ Gerald Robert Dow, *Bay Fill in San Francisco* (San Francisco: 1973).

⁴⁰ San Francisco Landmarks Preservation Advisory Board, Case Report: “Hunter’s Point Springs and Albion Brewery, 881 Innes Avenue” (San Francisco: unpublished case report, approved October 17, 1973), 1.



Figure 9. Portion of the 1869 U.S. Coast Survey Map
Arrow indicates location of India Basin.
Source: U.S. National Oceanographic Administration

Albion Brewery

Hearing of the year-round fresh water supplies at Hunters Point, English immigrant John Hamlin Burnell founded the Albion Ale and Porter Brewery in 1870. Born in 1849 in East Hoathly, Sussex, Burnell came to San Francisco via Vancouver, British Columbia in the late 1860s. After failing to make his fortune as a fur trader, he decided to establish a brewery in San Francisco that would make beer in “the English Tradition.” Large stocks of fresh water were necessary for Burnell’s undertaking and he found it in a natural outfall located at what is presently the southeast corner of Innes Avenue and Griffith Street. Burnell excavated tunnels deep into the hillside to increase the output. Above the tunnels he built a brewery out of imported limestone and local “float rock” hewn from Bayview Hill. In addition to the stone brewery, the facility once featured fermenting kettles and malt mills. Following the death of John Burnell in 1890, his widow, brother and several nephews ran the brewery until 1919, when Prohibition took effect.⁴¹ The facility was subsequently abandoned and allowed to decay. The brewery building and tunnels are still extant at 881 Innes Avenue and the former brewery is a designated San Francisco Landmark.

Chinese Shrimp Camps

Chinese communities existed throughout the Bay Area during the late nineteenth and early twentieth centuries. Initially brought to the country by the Central Pacific (later the Southern Pacific) Railroad to construct the western section of the Transcontinental Railroad, Chinese immigrants fanned out across the state seeking employment in other industries after the railroad was completed in 1869. In San Francisco, Chinese immigrants soon came to dominate certain labor-intensive industries like cigar rolling, boot and shoe-making, and textile manufacturing. After raising enough capital, many Chinese opened their own businesses, such as laundries, restaurants, import-export businesses, and specialty businesses catering to other Chinese immigrants. Although they faced antagonism from many Americans and Europeans, Chinese began to move into various other extractive and agricultural businesses, including truck farming and fishing.

⁴¹ Ibid., 2.

Within the Bayview-Hunters Point area, Chinese shrimp fisherman began to appear in the early 1870s. Although not initially prized by non-Chinese, the San Francisco bay shrimps they sought were a delicacy in China. Chinese fishermen established seasonal fishing camps all around San Francisco Bay, with the most popular locations being China Camp near San Rafael, Point San Pedro, Point San Bruno, and Point San Mateo in San Mateo County; and Potrero Point and Hunters Point in San Francisco. In 1882, Hittell described the camps:

They are divided into little camps, numbering from 12 to 40 men, each under a manager, who selects the fishing ground, directs the work, and determines how much of each daily catch is to be sent to the city and how much dried (for export). It is impossible to ascertain the average earnings, but they are doubtless small. A funnel-shaped net, 30 feet long, with a mouth 18 feet wide, and meshes not more than half an inch in diameter, is set in water 20 to 25 feet deep when the tide begins to come in, and hoisted before the ebb. The average daily catch in that neighborhood is a ton and a half, for 200 fishermen, employed in 40 boats, with crews of 5 men each. The shrimps, when taken to shore, are boiled in weak brine for half an hour, when they are ready for the table.⁴²

The shrimp camps that housed the Chinese fisherman and their equipment were composed of rickety piers and rough wood shacks built of board and batten and covered with shingled roofs. They were sometimes perched on stilts along the shore. An architect in the July 23, 1893 *San Francisco Chronicle* describes them:

Miserable things these villages are. Nothing but unpainted shanties, blackened by the weather and the sun. A three plank wharf sticks out seaward from the shore and inland from the planking is a platform with a long shelf or table, upon which the bearers that pack the fish from the junks to the shore dump the shrimps...⁴³

According to a map prepared by Roger A. Nash for the Chinese Historical Society of America, there were five Chinese shrimp camps at Hunters Point during the late nineteenth and early twentieth centuries. Four were located on the northern shore of Hunters Point. Three, including the Union Chinese Camp and two camps operated by a Fook on Look, were probably located near where Fairfax Avenue and Boalt Street once met. The other, which appears on Sanborn maps, was located just south of William Munder's boatyard on a block bounded by Evans Avenue, Ingalls



Figure 10. Burning of Chinese Shrimp camp, 1939
Source: San Francisco Public Library

⁴² John S. Hittell, *The Commerce and Industries of the Pacific Coast of North America* (San Francisco: A.L. Bancroft and Co., 1882), 366.

⁴³ *San Francisco Chronicle* (July 23, 1893).

Street, Fairfax Avenue and San Francisco Bay (presently the small cove between the PG & E power plant and India Basin Shoreline Park). Very little is known about the appearance of these camps at Hunters Point during the nineteenth century, although several photographs exist of their destruction during the 1930s (**Figure 10**).⁴⁴ There are no extant above-ground resources related to this context.

India Basin Boat Yards

The boat yards of India Basin began to appear around the same time as the shrimp camps and they became the mainstay of the area's economic and social landscape until the eve of the Second World War. Established by experienced English, Dutch, German, and Scandinavian boat builders in one of the few parts of the San Francisco's Bay shoreline with deep water access that had not already been claimed by major industries, India Basin's boatyards concentrated on the production of bay scow schooners, small shallow-draft sailing craft that were used to haul goods like hay and agricultural produce from the sloughs of the hinterlands of San Francisco Bay to the city.

The San Francisco Bay Scow: 1860–1930

The precise origins of the San Francisco bay scow schooner are unknown. The sturdy, handcrafted sailing vessels were developed in direct response to the needs of the San Francisco Bay Region's economy and physical geography prior to the introduction of highways and motorized transportation during the early twentieth century.⁴⁵ At a time when roads were poorly maintained or non-existent and railroads expensive, the waters of San Francisco Bay and its tributaries provided a cheap and easily available source of transportation for a variety of goods. Scow schooners navigated San Francisco and San Pablo Bays, the Carquinez Strait and the Sacramento Delta, and the rivers of the Central Valley, bringing farm produce – especially hay and construction supplies, such as bricks and lumber – to San Francisco. The bay scows also transported manufactured goods from San Francisco and elsewhere back to the remote farms and communities of inland California.

Throughout the 1850s and 1860s, as migrants from the eastern United States, Europe, Latin America, Asia, Australia, and other parts of the world flocked to San Francisco, the need for reliable transportation continued to increase.⁴⁶ Some of the Europeans arriving in San Francisco during this era possessed maritime carpentry skills. Aware that their skills were in demand, several immigrant boat builders set up operations in San Francisco. The expertise of many of these European shipwrights, particularly those from Northern Germany, Denmark, and England, was essential in the development of the design of the San Francisco bay scow.

There was no specific precedent to work from and designs of specific scows varied widely at first. However, by the last quarter of the nineteenth century, the prototypical shallow-draft bay scow had taken shape (**Figures 11 & 12**). A report on shipbuilding in the United States for the Tenth Census outlined the basic measurements and design of the San Francisco Bay scow schooner, indicating that they generally had a cargo capacity of around seventy tons.⁴⁷ Roger Olmsted, a prominent San Francisco scholar of maritime history and an expert on the development of the bay scow schooner, described the *Alma*, the National Historical Landmark scow schooner built at India Basin as "...a boxy scow, about as ordinary as they come. But it is her ordinariness that makes it so appropriate that she should represent this entire class of useful vessels that were the workboats of San Francisco Bay from the gold rush until the 1930s saw the advance of progress – primarily in the form of trucks – drive all but a few of the old scows to the boneyards along the shores of the bay."⁴⁸

⁴⁴ Roger and Nancy Olmsted, *San Francisco Bayside Historical Cultural Resource Survey*, (San Francisco: unpublished technical report prepared for the San Francisco Clean Water Program, April 1982), 123.

⁴⁵ Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).

⁴⁶ Ibid.

⁴⁷ Ibid.

⁴⁸ Ibid.



Figure 11. Scow Jas. F. McKenna, ca. 1902
Source: San Francisco Public Library



Figure 12. Scow Wavelet, built in 1878 by J. Dirks
Source: San Francisco Maritime Museum Library

According to Olmsted, the San Francisco bay scow, which was a specialty of the India Basin boatyards, was probably the most important sailing craft of the Bay Area's day-to-day economic life. One of their principle cargoes was hay. The nineteenth century moved on hay, much as the twentieth century moved on gasoline, and the hay trade was vital to the economy of urban areas, including San Francisco. The boatyards of India Basin were crucial participants in this economic web, building and maintaining the majority of scow schooners that plied the shallow waters and estuaries of the Bay from the 1860s through the first two decades of the twentieth century. Due to the shallow waters of the estuaries and sloughs of San Francisco Bay, the Delta, and the Central Valley, ships of greater draft could not reach the isolated farms and workshops of Northern California. Shallow-draft scows could go virtually anywhere and were therefore extremely useful in bringing products of the hinterlands, including wheat, hay, fruits and vegetables to San Francisco. Goods not consumed in San Francisco were then loaded on larger ocean-going vessels that would take the products of the San Francisco Bay Area around the world.⁴⁹

Shipwrights Move to India Basin

San Francisco's bay scow builders followed the exodus of industry away from the more built-up portions of the city in the 1850s. Originally operating out of North Beach and Steamboat Point, San Francisco's family-run boatyards rarely had much capital, and consequently they often found themselves outbid for choice sites by larger and better-financed shipyards. After departing from Steamboat Point, several future India Basin boatyards moved to Potrero Point in the 1860s. William Stone's yard was located on the corner of Illinois and Shasta streets and Johnson J. Dirks and John Mohr's yards were located at the corner of Texas and Marin streets.⁵⁰ Within a few years, these men

⁴⁹ Ibid.

⁵⁰ Crocker-Langley Company, San Francisco City Directories (San Francisco: various years).

were shouldered aside by well-capitalized industries such as Pacific Rolling Mills and later, Union Iron Works. Consequently, San Francisco's small shipwrights began moving south to Islais Creek. In 1870, the Department of Health's designation of the creek as San Francisco's new butchers' reservation (later known as "Butchertown") compelled the shipwrights to look even further south to escape the reservation's reputation as a "great eyesore and olfactory offender."⁵¹

In search of inexpensive waterfront land with deep water access for shipways and docks, the scow builders set their sights on India Basin, then still part of the South San Francisco tract. Upon relocating to the northern shore of the remote Hunters Point peninsula, the immigrant shipwrights were finally able to begin building scows and other vessels in one location for over half a century without disturbance. Noting the concentration of family-run boatyards in the area, an article in the November 1869 edition of the *San Francisco Real Estate Circular* stated that "South San Francisco will undoubtedly be one of the most valuable locations for shipbuilding and manufacturing purposes in the county."⁵² The boatyards that operated at India Basin were small-scale and tended to operate with informal verbal contracts. Their boatyards were frequently home-based industries, with their houses located on or near the boatyard properties. Despite their small scale, the manufacturing and repair of hand-made sailing vessels was vital to San Francisco's distinctive maritime-based economy.

According to the 1880 Census schedules, several of the first settlers in India Basin were English, including Albion Brewery's John Burnell and Reverend George E. Davis, a pioneer from London who moved to the corner of 8th Avenue South (Hudson) and 'H' (Hawes) Street in 1873. Other European immigrants who moved to India Basin in the 1860s and 1870s included Netherlands-born Johnson J. Dircks (1869), William Munder (1869), Hermann Metzendorf (1872), Edmund Munfrey (1875), and Fred Siemer (1886), all from Germany. Ireland contributed John McKinnon (1868) and James Pyne. Denmark was a primary source of boat builders, including O.F.L. Farenkamp (1877), Henry Anderson (1893), and Otto Hansen.⁵³

The first known shipwright to move to India Basin was Johnson J. Dircks. He established a yard at the corner of 5th Avenue South (Evans) and 'L' (Lane) Street in 1868. Not long after, in 1871, William Stone moved his yard from Potrero Point to 9th Avenue South (Innes), near 'G' (Griffith) Street. In 1876, Dircks moved all of his operations to a site next to Stone's on 9th Avenue South.⁵⁴ By 1880, Dircks' and Stone's sons began to apprentice with their fathers. The passing on of knowledge and craft was a common cultural practice among the boat-building families of India Basin; indeed most of the men who had migrated to the area had learned the craft from their fathers in Europe. The shipwrights in India Basin – Dircks, Stone, Siemer, and Anderson – passed on their craft to their native-born American sons, thereby developing a longstanding tradition of boatbuilding in the neighborhood that would last three generations.⁵⁵

1883 Coast Survey Map

The 1883 U.S. Coast Survey map is the first map to illustrate the extensive changes that had occurred at India Basin since the boatyards had begun to arrive. The map indicates that the road network shown on the 1869 map remained largely the same, except for the area around Butchertown, where streets had been graded to accommodate extensive residential and commercial development. Aside from Butchertown, residential development at Hunters Point was sparse. Within the India Basin survey area one can make out footprints of approximately ten buildings. Existing buildings that can be identified include Albion Brewery at 881 Innes Avenue, the Dircks/Siemer/Jorgenson residence

⁵¹ City and County of San Francisco, *San Francisco Municipal Report* (San Francisco: 1867).

⁵² *San Francisco Real Estate Circular* (November 1869).

⁵³ Crocker-Langley Company, *San Francisco City Directories* (San Francisco: various years). United States Census:1880

⁵⁴ Crocker-Langley Company, *San Francisco City Directories* (San Francisco: various years).

⁵⁵ Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).

at 900 Innes Avenue, and the William Stone Residence at 911 Innes Avenue. The map also shows several piers and shipways along the cove, indicating that several boat yards were active (**Figure 13**).

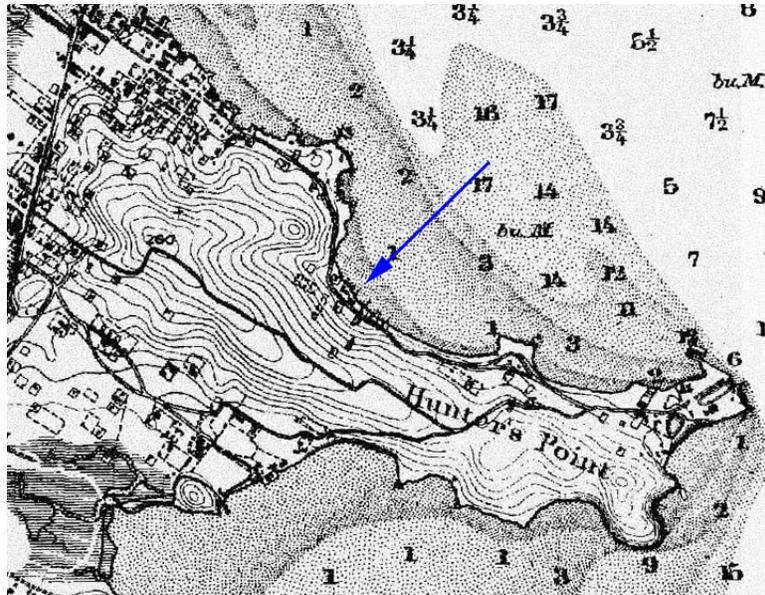


Figure 13. Portion of the 1883 U.S. Coast Survey Map
Arrow indicates location of India Basin.
Source: U.S. National Oceanographic Administration

Street Nomenclature

As mentioned earlier, when Hunters Point was initially platted in the early 1860s, the east-west avenues were numbered and the north-south streets were designated by letters of the alphabet. Around 1880, the street names of Hunters Point and the adjoining Bayview Homestead Association tract were officially changed at the request of the Postal Service in order to avoid confusion with similarly named streets in the Sunset District. Consequently, Hunters Point received exotic geographical names. The east-west avenues acquired the names of islands and far-flung nations, including Sumatra, Java, Bermuda, Falkland, Venezuela, and Dominica. In contrast, the north-south streets were named after American rivers: Potomac, Tombigbee, Monongahela, and Penobscot, for example. Within the India Basin survey area, Innes Avenue was Corea Avenue, Hudson was Banama, and Galvez, Trinidad. Residents of the neighborhood did not take kindly to the difficult-to-pronounce names and most apparently used the old nomenclature. In 1890, residents petitioned the Board of Supervisors to restore the old names preceded with the word “South” to distinguish Bayview-Hunters Point from streets in the Sunset and Parkside districts.⁵⁶ This petition was approved and the old names were restored until they were to change again to their present names in 1910.

⁵⁶ “Public Highways: South San Francisco Streets Will be Renamed,” *San Francisco Morning Call* (September 26, 1890).

India Basin in 1900

The 1901 Coast Survey Map is virtually identical to the 1883 map, indicating that Hunters Point was still a rural district with little development beyond the California Dry Dock Company facility, Butchertown, and a handful of boat yards and associated dwellings at India Basin. According to the recollections of boat builder Emil Munder, in 1900 the boat yards along India Basin began in the west with the large (eight ways) yard of August and Willie Schultz. This yard appears on the 1913-15 Sanborn map at Davidson and Ingalls streets labeled as “Schultz, Robertson, Schultz Co.-Inc. Ship and Barge Building.” East of Ingalls, there were two marine ways on the west side of India Cove belonging to William Munder and H.C. Thomsen. Munder identified a row of yards along the southern shore of India Cove, beginning with Fred Siemer and Henry “Pop” Anderson west of ‘G’ Street, and O.F.L. Farenkamp, Thomas Goebel, and William “Frank” Stone east of ‘G’.⁵⁷

The 1899-1900 Sanborn map (**Appendix Item A**) illustrates several of the boat yards mentioned by Munder in his account. Fred Siemer’s yard is shown to occupy two 75’ x 100’ lots with a one-story carpenter’s shop and several ways. Next door to the east, Henry “Pop” Anderson’s yard also occupied two 75’ x 100’ lots. The 1900 Sanborn map shows only a small storage shed and several ways in the yard. According to the 1907 Block Book, both Siemer and Anderson rented their yards from the South San Francisco Dock Co. Anderson also owned a 25’ x 75’ lot (today, APN 4646/002) adjoining his leased land. On this lot he built a three-room, shed-roofed office building, tool shed and tank house that still stands. East of ‘G’ Street, the 1900 Sanborn map shows three boat yards. Although they are not identified, this evidence corroborates Munder’s recollections that east of ‘G’ Street were the yards of O.F.L. Farenkamp, Thomas Goebel, and Frank Stone (in that order). Aside from the yards India Basin contained little else. There were fifteen frame dwellings and associated outbuildings, most of which were along the north side of 9th Avenue. The only dwellings that survive today are the one-story Dircks/Siemer/Jorgenson residence (otherwise known as the “Shipwright’s Cottage”) at 900 Innes Avenue and the two-story Stone/Bierman residence at 911 Innes Avenue. The 1900 Sanborn Map also indicates that the Albion Brewery was in active use. At that time, in addition to the brew house there were a half-dozen ancillary structures that no longer stand, including a packing cellar, a residence for an on-site manager, an office, cooling tanks, and a bottling warehouse. An annotated photograph taken from the west side of India Cove sometime after 1900 shows the India Basin community as it appeared when the Sanborn map was made (**Figure 14**).

⁵⁷ Roger and Nancy Olmsted, *San Francisco Bayside Historical Cultural Resource Survey*, (San Francisco: unpublished technical report prepared for the San Francisco Clean Water Program, April 1982), 129-30; Sanborn Fire Insurance Company maps for San Francisco, CA: 1913-15.

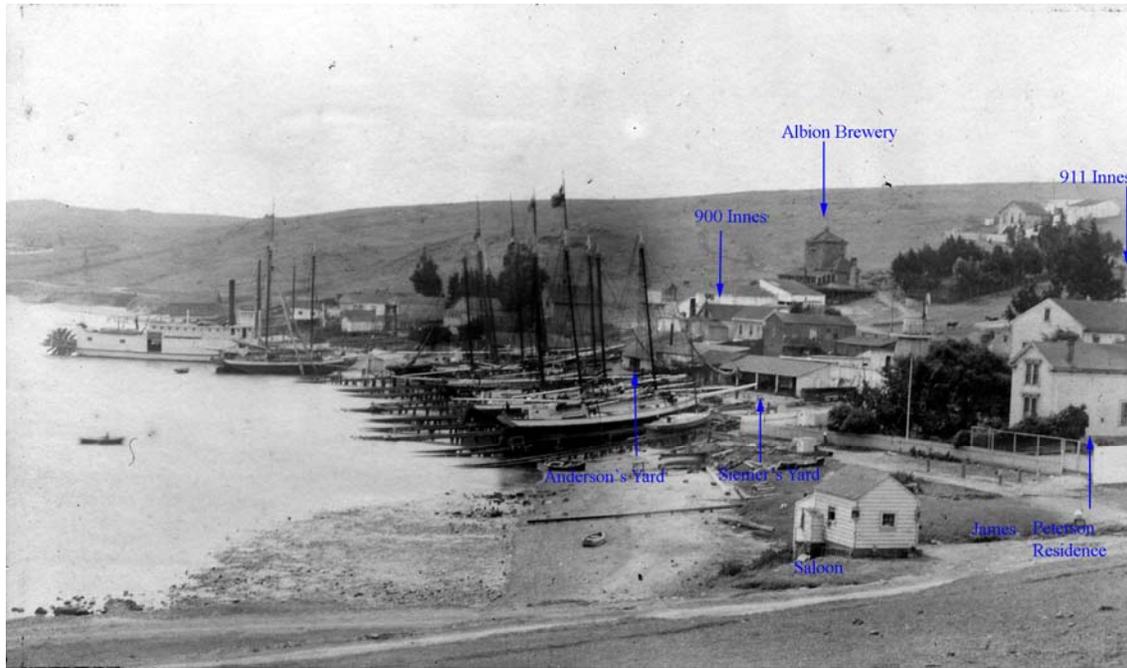


Figure 14. India Basin from west side of India Cove looking east, ca. 1900

Source: Collection of Ruth Siemer

Annotated by KVP

From 1901 until the 1906 Earthquake and Fire, the India Basin survey area does not appear to have undergone many physical changes. Far removed the path of residential development, Hunters Point did not attract many new residents. Even after the construction of the Southern Pacific's Bayshore Cutoff in 1904, living at Hunters Point remained unthinkable for middle-class commuters, mostly due to the horrendous odors generated by Butchertown, which sat astride the main approach to the neighborhood. As a result, India Basin and the rest of Hunters Point remained a distinctive and largely self-contained community, functioning as a de facto company town for local industries. According to 1900 and 1910 Census, the vast majority of local residents worked in one of three local industries: the boatyards of India Basin, the dry docks of the California Dry Dock Company, or the tanneries and slaughterhouses of Butchertown.⁵⁸

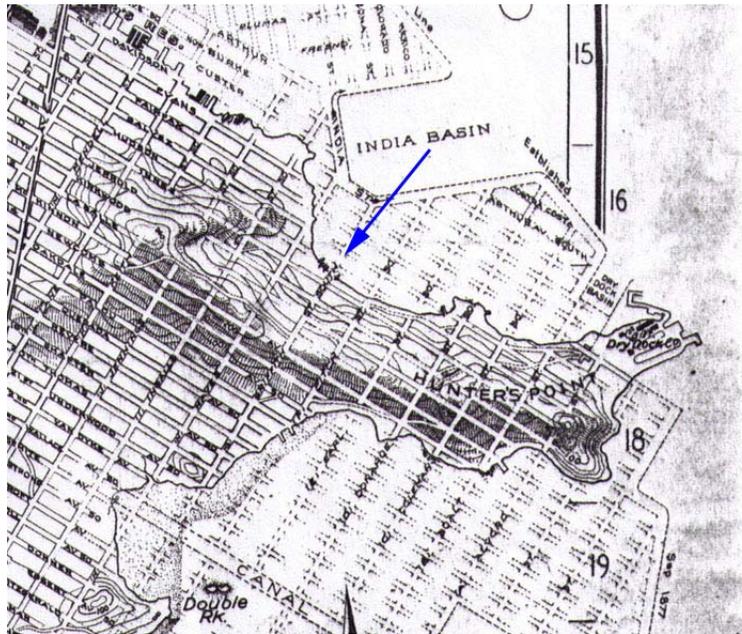
1906 Earthquake

The 1906 Earthquake seems to have affected Hunters Point less than many other neighborhoods in San Francisco. Due to the substantial bedrock beneath the peninsula, very little damage was reported at Hunters Point and the fires that consumed much of the city were stopped miles from Hunters Point. At Butchertown, one house on First Avenue (now Cargo Way) slid into the Bay, killing its occupant. In addition, the chimney at the Hunters Point Dry Docks was cracked. In the aftermath of the earthquake, hundreds of refugees reportedly made their way to Hunters Point to find refuge. Many were taken in by local residents or camped at the dry docks.

⁵⁸ U.S. Bureau of the Census, Census Schedules for San Francisco, California, 1900.

E. EVOLUTION OF INDIA BASIN DURING THE EARLY TWENTIETH CENTURY: 1907-1929*San Francisco Dry Dock Company*

Originally called the California Dry Dock Company, the newly renamed San Francisco Dry Dock Company expanded its facilities at Hunters Point in 1901 with the construction of Dry Dock No. 2. The dry dock was completed in 1903, accommodating the large battleship, the U.S.S. Ohio, on January 29, 1903.⁵⁹ The increased capabilities of the dry dock attracted the interest of outside capitalists. In 1908, Charles M. Schwab, acting on behalf of Bethlehem Steel Company, which had recently purchased the nearby Union Iron Works at Potrero Point, purchased the San Francisco Dry Dock Company for \$1,875,000. Schwab initially planned to sell the former Union Iron Works facilities to the Western Pacific and consolidate all shipbuilding and repair operations at Hunters Point. An article in the November 12, 1908 *San Francisco Call* describes the extent and appearance of the shipyard in 1908, which by that time included three floating drydocks and two permanent graving docks.⁶⁰ Workers at the dry docks either lived on company property or in boarding houses located just outside the company gates. According to Census records, only a few dry dock employees lived at India Basin.



**Figure 15. Portion of 1910 Official San Francisco Map
Arrow indicates location of India Basin.
Source: San Francisco Public Library**

Post-quake Conditions

The 1910 Census schedules for Hunters Point paints a picture of a diverse community of around 150. By this time most residents of India Basin were native-born Californians, mostly children of foreign-born parents. Aside from the Chinese-American shrimp fishermen, most residents were of

⁵⁹ Naval Facilities Engineering Command, Southwest Division, *Final Environmental Impact Statement for the Disposal and Reuse of the Hunters Point Shipyard: Vol. (San Diego: BRAC Operations Office, Southwest Division, 2000), 134.*

⁶⁰ "Hunters Point Drydock Merged with Union Iron Works: Schwab Pays \$1,875,000 for Plant and Aims to Build Greatest Shipyard," *San Francisco Call* (November 12, 1908), 2.

Northern European descent. Nearly all of the non-Chinese-American residents worked in either the boatyards of India Basin or at Albion Brewery.⁶¹

Planned Grading and Filling

Ever since India Basin had been reserved for piers, slips, basins, and “other purposes of commerce” in 1868, city, state and federal authorities had periodically developed ambitious plans to implement this vision. Stalled by economic slowdowns throughout the late nineteenth century, plans for filling India Basin were revived after the 1906 Earthquake. Anticipating development, many early twentieth-century maps of San Francisco show a grid of streets extending across the tidelands of India Basin to a proposed seawall in the Bay (**Figure 15**). In 1908, the San Francisco Board of Supervisors placed a bond on the ballot to fund the construction of the seawall as an initial step prior to filling India Basin. The measure was defeated, mostly due to heavy opposition from voters in Los Angeles, which was then in the process of building its own modern port.⁶² Aware that continued opposition from Los Angeles would probably kill future state-financed harbor projects in San Francisco, in 1921 the San Francisco Chamber of Commerce developed a plan that would use a combination of city revenue and private capital to remove the top of Hunters Point ridge and use the spoils to fill all of India Basin, leaving only a turning basin at the center. The filled land would then be developed with privately financed industrial sites and warehouses, and publicly operated piers and wharves. It was hoped that a new port on the Southern Waterfront would restore San Francisco’s competitive advantage versus Los Angeles and other West Coast ports.⁶³

Despite the ambitious Chamber of Commerce plans, very little filling activity occurred at India Basin after the earthquake. Many impediments stood in the way of this work. Aside from the dry docks, most of Hunters Point belonged to a tangled web of individual speculators, resident homesteaders, and the South San Francisco Dock Company. Only eminent domain could assemble the tracts of land large enough to work with. Another major challenge was the continued isolation of Hunters Point. Unlike the Northern waterfront, there was no direct rail access to most of Hunters Point. A 1914 proposal to build a private electric railway line from Railroad Avenue to Hunters Point Dry Dock failed due to insufficient capitalization.⁶⁴ Probably the most important factor was cost. Blasting, grading, and filling were expensive. Although much of Potrero Point had been remade in this way, the work had occurred incrementally and much of it accomplished by the railroads which had the necessary equipment and capital. The upshot was that the filling of India Basin would not occur without state intervention, an unlikely proposition given the intense competition between San Francisco and Los Angeles in the years leading up the Second World War.⁶⁵

1913-15 Sanborn Map

The 1913-15 Sanborn Fire Insurance Company map (**Appendix A**) indicates that some changes had taken place in India Basin since the 1900 map was published. The map indicates that the neighborhood was still cut off from the rest of the city by steep hills to the south and to the west. Hunters Point Road, Innes Avenue, and Hawes Street between Innes and Hudson streets were the only passable streets, having recently been graded in 1914. Many of the structures shown on the 1899-1900 Sanborn remain on the 1913-15 map, including the Albion Brewery complex and most of the shipwrights’ dwellings. The map indicates that Henry “Pop” Anderson’s boatyard had absorbed all of the surrounding yards on the south side of India Cove. Anderson’s yard consisted of a large boat-building shop and planing mill at 892 Innes Avenue, a joining shop in the Griffith Street right-of-way, and a building at 904 ½ Innes Avenue containing an engine shop, hoist, and storage, and a

⁶¹ U.S. Bureau of the Census, Census Schedules for San Francisco, CA: Enumeration District 54, 1910.

⁶² “Los Angeles Beats Islais Creek Act,” *San Francisco Call* (November 18, 1908).

⁶³ “Big Terminal Project Outlined,” *San Francisco Chronicle* (April 22, 1921).

⁶⁴ “India Basin to be Filled,” *San Francisco Examiner* (April 15, 1914), 6.

⁶⁵ “Suit to Condemn India Basin Property Filed,” *San Francisco Call* (June 30, 1912), 6.

carpenter's shop (extant). According to contemporary block books, Anderson continued to lease all of his waterfront land from the South San Francisco Dock Company, owning only the lot containing his shop building at 904 ½ Innes and his own residence at 850 Innes Avenue. Block 4653 (the block bounded by Innes Avenue, Griffith Street, Jerrold Avenue, and Hawes Street) remained almost entirely undeveloped with the exception of the Stone/Bierman residence at 911 Innes Avenue (extant) and the new Hunters Point School at 901 Innes Avenue (**Figure 16**).

Decline of the Bay Scow Industry



Figure 16. Hunters Point School, 901 Innes Avenue, ca. 1925
Source: San Francisco Public Library

The 1913-15 Sanborn map is a snapshot of India Basin at the height of its scow building prosperity. Conditions would soon begin to change as the scow schooner industry began to succumb to competition from the gasoline-powered short-haul truck. Prior to 1910, much of the Bay Area's goods were still transported by water. The construction of bridges and highways ended the isolation of many of the region's communities and the adoption of the gasoline-powered truck for hauling bit into the business of the scow men. Initially the response was to convert the scows to gasoline power, which made them faster and less dependent on the wind. The conversion required the labor of a shipwright to mount the engines, cut off the bowsprit and remove the mainmast. In the cases where the schooner was over 65 feet, it was often

reduced in length to comply with the requirement that a licensed engineer be present in motorized vessels over 65 feet. By 1925, only four sail-powered scow schooners remained in use in the Bay Area.⁶⁶ With business drying up, many of the smaller boat yards folded, accounting for the consolidation of the India Basin yards into one facility, Anderson & Cristofani.

1920 Census

The decline of the bay scow schooner industry took some years before the impacts were fully felt in India Basin. According to the 1920 Census, the vast majority of the roughly 100 non-Chinese residents living within the survey area lived in households where nearly all men of working age worked in the local boatyards. Common occupations listed in the census schedules include: shipwright, shipbuilder, laborer, machinist, and carpenter. Some residents had other maritime-related jobs, such as radio operator, captain, and seaman. The census schedules do not indicate where the residents of the area worked, so it is difficult to gain a precise awareness of who worked for local family-owned boat yards or who worked at the nearby Bethlehem Steel Dry Docks. Most of the old families who had pioneered the industry remained in the area, including the Siemer, Jorgensen, Anderson, Petersen, and Langeman families.⁶⁷

End of the Bay Scow Industry

Between 1925 and 1930, the bay scow industry came to a close. Within four years, school attendance at the Hunters Point School in India Basin dropped from 75 to 47 students, likely reflecting the exodus of shipwrights from the neighborhood. In 1930, the school closed for good and eventually

⁶⁶ Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).

⁶⁷ U.S. Bureau of the Census, *Census Schedules for San Francisco, CA: Enumeration District 169, 1920*.

removed.⁶⁸ As trucks took the place of the scows, as symbolized by the completion of the nearby Islais Creek bascule bridge in 1917, the boatyards consolidated their operations in a process eloquently described by Roger Olmsted:

In the second quarter of the (20th) century the grinding of great trucks on freeways replaced the boats winding on backwaters with their calm reflections and independent scowmen making a modest living at an imminently practical way of life...In a way the scow schooner trade was so ordinary that it existed below the level of most observers' consciousness and could have been as quietly erased from the 20th century as the horse-drawn ice wagon or the family doctor making housecalls in his buggy.⁶⁹

1930 Census

The demise of the bay scow building industry at India Basin is evident in the 1930 U.S. Census schedules. Although some members of the old-line boat-building families such as the Siemers, Jorgensens, and Andersons remained, most of the boat builders and shipwrights had left the neighborhood and the population of the survey area had declined to around 60 full-time residents. Of the original boatyards, only Anderson's remained in business as Anderson & Cristofani. The 1930 Census records a lone Chinese shrimp fisherman's camp remaining at Hunters Point. The camp housed approximately thirty U.S.-born Chinese-American fisherman and one Polish immigrant among the workforce. The location of this camp is not identified. The 1930 Census also indicates that several workers at the Union Iron Works Dry Docks lived in company housing on the property of the dry docks.⁷⁰

⁶⁸ City and County of San Francisco: *San Francisco Department of Public Schools Annual Reports* (San Francisco: various years).

⁶⁹ Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).

⁷⁰ U.S. Bureau of the Census, *Census Schedules for San Francisco, CA: Enumeration District 38-36, 1930*.

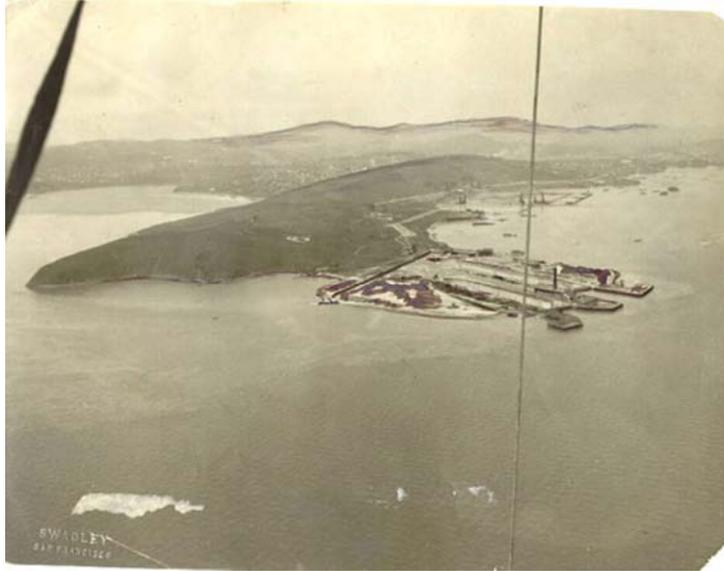
F. INDIA BASIN DURING THE DEPRESSION AND WORLD WAR II: 1930-1945

Figure 17. Aerial photograph of Hunters Point, ca. 1930
Note lack of building outside dry docks (center) and India Basin
(upper right).

Source: San Francisco Public Library

Infrastructure

The demise of the scow building industry, coupled with the onset of the Depression in 1929, undoubtedly affected India Basin and the larger Hunters Point community. Although the boat building and repairing industry continued to survive in the form of Anderson & Cristofani, the company's business concentrated heavily on wooden boat repair and less on new construction, although the company doubtlessly took on jobs for new wood boats, particularly yachts, tugs, and fishing boats, when they could. Nevertheless, the population of the neighborhood had declined and the hills surrounding remained open and rural, used primarily for pasturing animals before being driven to Butchertown for slaughter (**Figure 17**).

As an isolated and politically vulnerable community, India Basin was last in line to receive city services taken for granted elsewhere. Water service to all residences and businesses of India Basin did not occur until 1924 when the Spring Valley Water Company built a main line along a portion of Innes Avenue. Sewers soon followed but neither water nor sewers extended up the slope of Hunters Point ridge where several isolated residences continued to utilize wells and septic tanks. An aerial photograph taken in 1935 (**Figure 18**) indicates that there was only one paved route on the peninsula. Graded in 1914 and paved in 1938, the road followed the alignment of Evans Avenue, Hunters Point Boulevard, Hawes Street, and Innes Avenue through India Basin, before it turned north along Donahue Street and entered the Hunters Point Dry Docks.

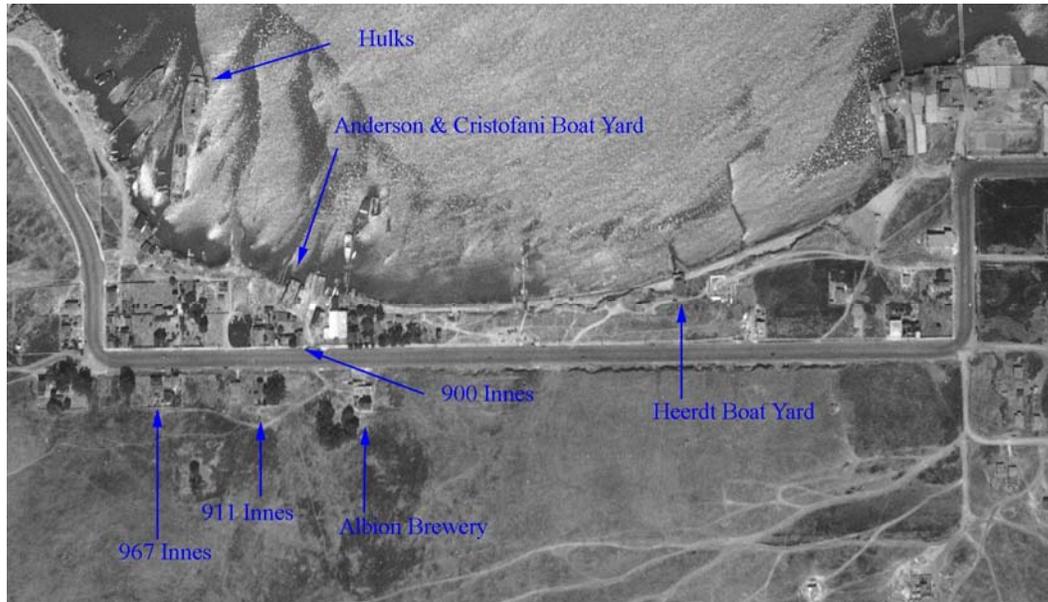


Figure 18. Portion of 1935 aerial view of India Basin annotated to indicate location of extant historic resources.

The 1935 aerial shows a few changes from the 1915 Sanborn map. First, Albion Brewery appears to be abandoned and partially ruined, the result of fourteen years of Prohibition which forced the closure of San Francisco's oldest brewery. From 1920 until 1927, the property remained in trusteeship and unoccupied while the complex gradually deteriorated (**Figure 19**). The brewery continued to deteriorate until 1938, when French sculptor Adrien Voisin purchased the former brewery. Using historic photographs and drawings, Voisin restored the stone brewery and used it as a residence and studio.⁷¹ The aerial also shows several new houses had been erected along the south side of Innes Avenue between Hawes and Griffith streets and along the west side of Hawes between Hudson and Innes avenues, including the Fred and Inga Siemer residence at 967 Innes (1920), and the Jorgensen cottage at 963 Innes Avenue (1914).

The 1935 Aerial shows the newly constructed Heerd boat company building located east of India Basin at 700A Innes Avenue (now 702 Earl Street). Built by boat builder William Heerd and his business partner out of salvaged lumber, the timber-frame shop sat perched on the southeastern edge of India Cove. The boat yard became a hangout for local shipwrights and was soon nicknamed the "Westward Ho Yacht Club." The building was located next door to the Bayview Boat Club, a professional association and social club for local boat builders that remained at India Basin until it was landlocked by land fill in the 1960s and subsequently moved to the vicinity of Pier 50.

The 1935 aerial also shows that a collection of hulks had taken shape on the west side of India Cove. In various stages of disrepair, these antiquated vessels became popular with artists and other seekers of picturesque decay.⁷² They were not popular with the newly founded Hunters Point Improvement Association, which viewed the "graveyard" as a health hazard and an unwanted symbol of local squalor. In March 1938, the group lobbied the City to remove the rotting hulks and unused pilings.⁷³

⁷¹ Ibid.

⁷² "Hunters Point Ship's Graveyard," *San Francisco Chronicle* (May 2, 1938).

⁷³ "Glen Park Club Seeks Garbage Disposal Action," *San Francisco Chronicle* (March 10, 1938), 2.

Industrialization

The 1935 aerial photograph probably captured the last time that India Basin could be properly described as “rural.” The inexorable growth of the city had finally caught up with the hitherto isolated outpost. One of the first major projects to be built in the area since the California Dry Dock Company opened in 1867 was the Western Power Company’s \$30 million steam-powered power plant built on a small promontory on the western side of India Cove. The facility, which is presently being demolished, opened for service on December 3, 1929 with 42,000 kilowatts of capacity. After the plant became part of the PG & E system, it became known as Station P. Serpentine excavated to build the plant was deposited in two parallel dikes out to the City’s bulkhead line in anticipation of future fill. Oil pipelines were placed in the dikes so barges could pump oil to the plant from offshore even if the power plant should become landlocked.

Hunters Point Naval Shipyard

Hunters Point Dry Docks, long a fixture in the area, became the real mover and shaker in India Basin’s growth during the years leading up to World War II. As early as 1916, a Congressional commission under Rear Admiral J. M. Helm had studied the “necessity and desirability” of establishing a naval facility at Hunters Point. Although the commission was not initially successful in acquiring the facility, it did lay the groundwork for the Navy to take indirect control. In return for prioritized access, the Navy subsidized Bethlehem Steel’s expansion of Dry Dock No. 1 to accommodate larger naval warships.⁷⁴ This policy continued until 1939 when a new Congressional commission decided to purchase the Hunters Point Dry Docks outright and make it an annex of Mare Island Naval Shipyard in Vallejo. On December 29, 1939, the Navy and Bethlehem Steel jointly signed a purchase agreement in which the Navy agreed to purchase 48.6 acres of land and facilities, including Dry Docks 1 and 2 for \$4 million. On November 12, 1940, the Navy acquired title but promptly leased it back to Bethlehem Steel to operate the facility. On December 18, 1941, eleven days after Pearl Harbor, the Navy took formal possession of the facility and eventually renamed it the Hunters Point Naval Shipyard.⁷⁵



Figure 19. Albion Brewery, ca. 1930
Source: San Francisco Public Library

⁷⁴ Edwin G. Schmidt, *History of the Development and Operation of a Naval Repair Yard at Hunters Point during World War II*. (Washington, D.C.: Office of Naval History, n.d), 10.

⁷⁵ *Ibid.*, 4.



Figure 20. Hunters Point Naval Shipyard, March 1942
Source: San Francisco Public Library

After securing the shipyard, the Navy initiated condemnation proceedings against surrounding property owners on Hunters Point. The checkerboard pattern of land ownership on the undeveloped ridge had long stymied development proposals. It took a national emergency, the Second World War, to transform the peninsula from a pastoral redoubt into a centerpiece of the Bay Area “Homefront.” Using funds provided by the War Powers Act, the Navy condemned and purchased four tracts totaling 537.19 acres west of the shipyard on Hunters Point. By the end of the War, Hunters Point Naval Shipyard had grown to include 979 acres of filled and unfilled tidal lands, including six dry docks ranging from 420’ to 1,092’ in length, two hundred buildings, five miles of berthing space, and seventeen miles of railroad tracks.⁷⁶ Major grading and filling campaigns removed the hills at the eastern end of the peninsula and filled the shallow tidal flats on the south side. An aerial photograph taken in 1942 shows the preliminary work underway (**Figure 20**).

Conditions at India Basin

According to local residents, conditions in the small community of India Basin were often equated with living in a “frontier” or “pioneer” settlement as late as the 1930s. This common observation was eloquently summarized by an unidentified resident in an article published in the December 19, 1940 edition of the *San Francisco Chronicle*:

In the beginning we had but one improved road of travel (Innes Avenue) to and from the district. From this paved boulevard, many were the little improvised roadways leading up and around the slopes to our respective homes. Utilities such as gas, water and electricity were a major need for the early home builders: but they struggled on facing the hardships and difficulties with the hope that progress in the form of new settlers would create a demand for them.⁷⁷

⁷⁶ Edwin G. Schmidt, *History of the Development and Operation of a Naval Repair Yard at Hunters Point during World War II*. (Washington, D.C.: Office of Naval History, n.d), 27.

⁷⁷ Herman J. Lehrbach, “Districts: At Hunters Point, A Real Pioneering Spirit,” *San Francisco Chronicle* (December 19, 1940), 25.

Affected by the demise of the Bay scow industry, India Basin had languished during the 1930s. The Real Property Survey conducted by the Works Progress Administration (WPA) in 1939 recorded information on San Francisco's residential neighborhoods. In addition to preparing an extensive report, the surveyors made fifteen maps that recorded housing data for the entire city at the block level of detail. Recorded on the eve of World War II, India Basin scored very low in most indexes, indicating high poverty rates, low rents, and substandard housing conditions. According to the survey, India Basin rents were some of the lowest in the city, ranging from 20 to 25 dollars a month. Substandard dwellings comprised between 50 to 85% of the total housing on most blocks of India Basin. The population was about what it had been at its high point – about 150 persons – approximately 90 percent of whom were white.⁷⁸

The poor conditions evident in India Basin and Hunters Point in general did not indicate a lack of resolve on the part of the district's residents. Newspaper articles from the late 1930s indicate that residents took an active role in the improvement of their neighborhood. In 1937, local residents Lynn P. Hockensmith and Olga I. Giampaoli formed the Hunters Point Improvement Association. The group, which was comprised of fifty neighborhood residents, lobbied the City to build sewers, grade streets, and improve public transit options.⁷⁹ When the City dragged its feet, the group sometimes completed the necessary work itself. In January 1937, 200 local residents turned out to dig a trench and lay one thousand feet of pipe to connect about forty dwellings to the City water mains along Innes Avenue.⁸⁰

In 1938, the Department of Public Works – utilizing WPA labor – paved Innes Avenue between Hawes Street and the Hunters Point Shipyard. The 1000 block of Innes Avenue between Ingalls and Hawes Street was also graded and paved, opening up several city blocks to development. Even with all this work there was still an ungraded two-block gap between Keith and Hawes streets, forcing residents to travel a circuitous route to India Basin from Third Street via Evans Avenue, Hawes Street, and later, Hunters Point Boulevard. Residents testified that this route, which passed through the slaughterhouses of Butchertown, was “uninviting” and discouraged new residential development. In 1938, the Hunters Point Improvement Association asked the Board of Supervisors to grade and pave Innes Avenue all the way from Third Street to Hawes Street to provide another entrance to the neighborhood. This project was never carried out, prevented in part by the construction of temporary war workers housing over the alignment during the 1940s.⁸¹

Other projects taken on by the Hunters Point Improvement Association included the installation of a gas main to Innes Avenue in November 1938. The provision of gas service to India Basin was a crucial step in encouraging residential development in the neighborhood because the Federal Housing Administration (FHA) refused to finance new construction in areas without full access to municipal utilities.⁸² Throughout 1939 and 1940, the Association continued to lobby for the removal of the hulks moored in India Cove (**Figure 21**), the completion of Innes Avenue, and the provision of street lights and better public transportation. President Lynn Hockensmith summarized the attitudes of many of his fellow residents in an article that appeared in the February 5, 1939 edition of the *Chronicle*:

We have been San Francisco's forgotten district too long. This has been largely the result of unintentional but abusive newspaper publicity, reference to Hunters Point

⁷⁸ Works Progress Administration, *1939 Real Property Survey*, Vol. 2 (Washington, D.C.: 1939), maps.

⁷⁹ Naval Facilities Engineering Command, Southwest Division, *Final Environmental Impact Statement for the Disposal and Reuse of the Hunters Point Shipyard: Vol. 1* (San Diego: BRAC Operations Office, Southwest Division, 2000), D-3.

⁸⁰ “Hunters Point Residents Put in Own Water Supply Conduit,” *San Francisco Chronicle* (January 11, 1937), 13.

⁸¹ “Hunters Point Asks Highway Improvement,” *San Francisco Chronicle* (February 25, 1938), 8.

⁸² “Hunters Point District Program ‘Successful,’” *San Francisco Chronicle* (November 4, 1938), 32.

linking it with slaughter house odors. I except *The Chronicle* from that statement. It has always been co-operative in publicizing district betterment projects.⁸³



Figure 21. Hulks in India Cove, 1930s
Source: San Francisco Public Library

Keeping alive the tradition of self help, in 1939, local resident Chester Winningsted established a cooperative grocery store called the Hunters Point Cooperative Society to provide fresh vegetables and meat to neighborhood residents. The project caught the eye of famed *Chronicle* columnist Herb Caen who described the grocery:

Chester Winningsted lives out on Hunters Point, far out near the drydocks. From here it's more than two miles to the nearest grocery store on Third Street. That's quite a distance, especially for some of the people without cars because there is no transportation.

Early this year Chester Winningsted got an idea, talked it over with some of his friends. "Why couldn't we start a consumer-owned grocery store?" he asked. "It would save us time and money."

The friends agreed, so six months ago Hunters Point Co-operative Society was organized with five member families, and a store was opened on Innes Avenue. That was the start. The original stock was comprised of one case of canned milk...."⁸⁴

The Hunters Point Cooperative Store was eventually moved from Winningsted's house at 690 Jerrold Avenue to a building at 615 Galvez Avenue. The number of stockholding families grew from the original five to eighty families of various nationalities. Perhaps influenced by the progressive tendencies of the era, the co-op planned to expand its services to include a health care clinic and a neighborhood credit union.⁸⁵

⁸³ "Hunters Point Projects Mapped," *San Francisco Chronicle* (February 5, 1939), C6.

⁸⁴ "It's News to Me: Herb Caen's Column, Saturday Scrapbook," *San Francisco Chronicle* (November 18, 1939), 7.

⁸⁵ "Hunters Point is Proud of its Own Co-operative Store," *San Francisco Chronicle* (September 16, 1940), 7.

After the completion of the store, the construction of gas, water, and sewer lines; and the paving of Innes Avenue, the Hunters Point Improvement Association became mostly concerned with obtaining a transit line into the neighborhood. In 1940, the Market Street Railway established a line along Innes Avenue. Although the Association would have preferred a less expensive 5-cent Municipal Railway (MUNI) line to the Hunters Point Dry Docks, such a line was not forthcoming and the group decided to support the Market Street Railway line.⁸⁶



Figure 22. 943 Innes Avenue

Population Growth

Expansion of operations at Hunters Point Naval Shipyard during the late 1930s led to an upsurge in population in India Basin. Whereas the 1935 Aerial photograph shows only a scattered assortment of older dwellings interspersed among the boatyards along Innes Avenue, within six years there were approximately twenty new houses. Built to accommodate workers at the Hunters Point Naval Shipyard, these houses featured the typical five-room-over-garage plan known today as a “Full Five,” or the slightly smaller version called a “Junior Five.” Designed to comply with FHA guidelines and erected in rows throughout the city by builders like Henry Doelger or the Stoneson Brothers, this house type was also commonly built as infill

housing in San Francisco from the late 1930s to the mid-1950s. Easily identified by their simple stucco façades with Moderne trim, built-in garages, recessed “tunnel” entrances, and false parapet roofs, surviving examples in India Basin include 209 Middle Point Road (built 1940), 869 Innes Avenue (built 1938), and 943 Innes Avenue (built 1954) (Figure 22).⁸⁷

World War II

Many of the new residents of India Basin and Hunters Point came from the South. Although there were many Caucasian workers, especially former Dust Bowl migrants from Oklahoma, Texas and Arkansas, an additional contingent consisted of African American from the Deep South. Between 1942 and 1945, the War Manpower Commission recruited and assisted in the relocation of thousands of workers from economically deprived regions of the South, in particular the Mississippi Delta region of Mississippi, Louisiana, and Arkansas; as well as eastern Texas. By 1943, approximately 15,000 to 16,000 African-American war workers had moved to the Bay Area, increasing the population of San Francisco’s formerly tiny black community from 2,000 to 12,000. Many African-Americans settled at Hunters Point to be close to their jobs at the shipyard. By August 1945, blacks comprised over one-third of the total 18,235 workforce at Hunters Point Naval Shipyard. Census schedules have not yet been released for either 1940 or 1950, so it is impossible to say how many African-Americans lived in India Basin by the end of the Second World War, but if the increased prevalence of English surnames listed in city directories is any indication, the proportion of black residents increased substantially.⁸⁸

Hunters Point was changed forever by World War II. Most of the new residents could not be accommodated in existing housing. There was simply not enough to go around and many of the

⁸⁶ “Districts: Hunters Point Club Give Stand on Bus Line,” *San Francisco Chronicle* (December 1, 1940), 29.

⁸⁷ Construction dates for most post-1906 structures are on file at the San Francisco Office of the Assessor/Recorder.

⁸⁸ Naval Facilities Engineering Command, Southwest Division, *Final Environmental Impact Statement for the Disposal and Reuse of the Hunters Point Shipyard: Vol. 1* (San Diego: BRAC Operations Office, Southwest Division, 2000), D-6.

African-American workers experienced discrimination in the local housing market. In response to the population surge, the National Housing Authority, in cooperation with the Navy and the San Francisco Housing Authority (SFHA), condemned most of the remaining non-Navy property on Hunters Point ridge, demolished or moved several dozen existing structures, and constructed 4,000 family apartments and 7,500 dormitory units for single workers. The projects were built quickly; to expedite construction the “paper” streets were vacated and the historic gridiron plan established in the 1860s replaced with a curvilinear street pattern. By the end of the war, the SFHA administered an astounding 12,233 units of housing at Hunters Point.⁸⁹ These buildings, allegedly temporary, lasted until the 1970s when they were replaced with similar structures.

Although the war was responsible for the unprecedented population growth that transformed Hunters Point into an urban district, a casualty of the growth seems to have been the intimate and cooperative spirit celebrated in many contemporary newspaper accounts such as the following quotation from the December 19, 1940 edition of the *San Francisco Chronicle*:

We have the living space here that millions of city dwellers long for: we have the freedom of the outdoor life: we have recreation beaches at the edge of the bay where one can enjoy swimming, bathing, motor boating, sail boating, surf riding, fishing and picnicking.⁹⁰



Figure 23. Allemand Brothers boat yard, ca. 1948
Source: René “Flip” Allemand

This spirit is summarized by an undated photograph, probably taken in the late 1940s (**Figure 23**), that shows the after party following a boat launch at the Allemand Brothers boat yard at the foot of Griffith Street. The post-war period would usher in a time of great challenges and change for the residents of India Basin. Although part of an urban neighborhood with better overall connections to the city at large, the old residential enclave surrounding the remaining boatyards gradually disintegrated, succumbing to blight and redevelopment.

⁸⁹ *San Francisco Chronicle* (November 1, 1945).

⁹⁰ Herman J. Lehrbach, “Districts: At Hunters Point, A Real Pioneering Spirit,” *San Francisco Chronicle* (December 19, 1940), 25.

G. TRANSFORMATION OF INDIA BASIN DURING THE POST-WAR ERA: 1946-1962

During the immediate postwar period, India Basin and the greater Hunters Point neighborhood remained at the mercy of the Naval Shipyard. By 1949, the total workforce at the shipyard had declined from an all-time peak of 18,235 to 6,000, creating severe unemployment among area residents. Added anxiety stemmed from Navy studies that advocated closing the shipyard down altogether.⁹¹ By 1950, the U.S Census calculated the population of Bayview-Hunters Point to be 38,025, a figure dramatically higher than in 1940. Almost a quarter of the population was African-American but throughout the 1950s the area remained a diverse community of native-born whites, Chinese, Maltese, Italian, Scandinavian, and German-Americans. In 1953, the SFHA acquired ownership of the war workers housing on Hunters Point ridge. Already a decade old, the housing was reportedly overcrowded, deteriorating, and without amenities. Most white residents with better housing options moved out of the Hunters Point “projects.” Replacing them generally were relatives of African-American residents fleeing Jim Crow societies in the Old South.⁹² In 1954, neighborhood activist Gene K. Walker and several others organized the Hunters Point Project Committee to lobby SFHA to make improvements to the aging war workers housing and to build a community center for its residents.

1950 Sanborn Map

The 1950 Sanborn map (**Appendix A**) indicates that India Basin had merged with the larger Bayview-Hunters Point district, largely losing its self-contained “village” character. To the south were the Harbor Slope War Dormitories. Constructed within a few dozen feet of houses along the south side of Innes Avenue, the plywood dormitories necessitated the abandonment of north-south streets including Griffith, Hawes, Fitch, and Earl. Additional changes to the street pattern included the extension of Hunters Point Boulevard through the western part of Block 4646 from Hudson to Innes Avenue in 1945. This road work project, although undoubtedly better for through traffic, demolished six older dwellings and created a small remnant “traffic island” bounded by Hawes Street, Hunters Point Boulevard, and Innes Avenue. Additional war workers dwellings were located west of India Basin, most notably the Ridge Point War Dwellings. Along the north side of Innes Avenue, several older dwellings had been replaced by warehouses and light industrial buildings belonging to Anderson & Cristofani Boat Building Co. The yard, which encompassed most of the waterfront on either side of the Griffith Street right-of-way, included an office building, several storage buildings, a blacksmith/machine shop, planing mill, two carpenter shops, a paint shop and six ways remained the focus of the small community.

Although the bay scow building industry of India Basin died during the 1930s, Anderson & Cristofani remained busy repairing fishing boats and yachts. The continued viability of the boatyard prevented the filling of the water lots north of the ways on either side of Griffith Street in the early 1960s when much of the adjoining submerged tidelands were filled. In 1965, owners of several dozen water lots north of Hudson Avenue between Griffith and Earl streets filled them with debris from the construction of Interstate 280 in time to avoid restrictions on future fill soon to be enacted by the Bay Conservation and Development Commission (BCDC).⁹³

Postscript

Ever dependent on the fortunes of Hunters Point Naval Shipyard, residents of India Basin and Hunters Point suffered as jobs at the yard began to dry up by the late 1960s. The industries that

⁹¹ Naval Facilities Engineering Command, Southwest Division, *Final Environmental Impact Statement for the Disposal and Reuse of the Hunters Point Shipyard: Vol. 1* (San Diego: BRAC Operations Office, Southwest Division, 2000), D-14.

⁹² *Ibid.*, D-12.

⁹³ Gerald Robert Dow, *Bay Fill in San Francisco: A History of Change* (San Francisco: unpublished Masters Thesis submitted to the faculty of California State University, San Francisco, 1973), 180.

remained tended to be heavily polluting, contributing to the increasingly blighted reputation of the district. Continued ethnic tensions led to white flight from the area, particularly after riots erupted in Bayview Hunters Point in 1966. Urban renewal in the Western Addition led to an influx of more African-American residents, pushing the percentage of black residents over the eighty percent mark. Concerns over conditions at Hunters Point led to the initiation of various redevelopment projects, beginning with the replacement of Butchertown with an industrial park after 1969. Throughout the 1970s and 1980s, conditions at Hunters Point improved by certain measures, in particular the high rate of homeownership among African-American residents. From the late 1980s to the present day, Hunters Point has witnessed the growth of non-African-American populations as Chinese and Latino immigrants, as well as some whites, purchase homes from long-resident African-Americans. Today the population of the district is 31,600, a little over half of whom are African-American.

From 1962 until the late 1990s, India Basin did not change dramatically. A handful of pre-war residents like Ruth Siemers remained in the area. They were joined by an assortment of other residents of various ethnicities, many of whom worked at the Hunters Point Naval Shipyard. The surviving boatyards of India Basin have remained in business until very recently. The last one to close was Allemand Brothers' yard at the foot of Griffith Street. Other light industrial businesses such as building contractors and recyclers have set up operations in the area due to its large lots and relatively low real estate values. Beginning in the late 1990s, the availability of large undeveloped lots began to attract the interest of real estate speculators and residential developers who have constructed several large condominiums along the north side of Innes Avenue, with doubtless more to follow.

V. DEFINITION OF PROPERTY TYPES

A. IDENTIFICATION OF PROPERTY TYPES ASSOCIATED WITH HISTORIC CONTEXTS

This section will describe the property types of India Basin, illustrating each category with a single property. There are 113 individual properties within the India Basin survey area. “Property” is defined for the purposes of this survey as an individual map block lot assigned a unique number by the San Francisco Office of the Assessor/Recorder. Of the 113 map block lots, 48 are vacant, approximately 40 percent of the total. Of the remaining 65 developed lots, more than half are residential, including 33 single-family properties, 6 multiple-family properties, and 2 mixed-use residential and commercial properties. Of the remaining 24 properties, 2 are public assembly/institutional, 2 are commercial, and 20 are devoted to industrial or warehousing uses. Use categories are based on Assessor’s data verified by field survey. In a few instances property classifications transcend traditional boundaries. For example, the Albion Brewery at 881 Innes Avenue was constructed as an industrial facility but it is used today primarily as a residence. We have chosen to classify it as an industrial property instead of residential due to its historic industrial use.

Residential

Today, the vast majority of developed properties within the India Basin survey area are occupied by residential structures, the bulk of these being single-family dwellings. As mentioned above, there are 34 single-family properties in the survey area. Of these, 24 were built before 1962; all were recorded on DPR 523 A Forms. Of the 24 residential properties developed before 1962, 11 were built before 1939; these were recorded on DPR 523 A and B forms. Of these, only four were built before 1935. They include 2 Victorian-era properties (900 and 911 Innes Avenue) and two World War I-era properties (963 and 967 Innes Avenue). Seven dwellings were built between 1935 and 1938. The remaining 13 single-family dwellings in India Basin were built after the Navy takeover of the Hunters Point Shipyard in 1939, launching a period of significant expansion in the area. Most of the post-1939 dwellings are designed in a simplified Moderne style and feature the typical five-room-over-garage plan favored by the FHA and built in the thousands in the Sunset District and elsewhere in San Francisco as infill housing. Examples within the survey area include 939 Innes Avenue and 209 Middle Point Road. After 1962, there has been a limited amount of privately financed infill housing within the India Basin, most of it located along the 1000 block of Innes Avenue and the 500 block of Griffith Street.

There are 5 multiple-family residential buildings in India Basin, only 2 of which were built before 1962 – all in the mid-1950s: 724 and 744 Innes Avenue. Both are wood-frame and designed in a plain Moderne-influenced style.

In addition to the purely multiple-family properties, there are 2 mixed-use commercial and residential buildings, both of which were constructed prior to 1962. Both were built during the World War II era; they include Surfside Liquors at 950 Innes Avenue (1939) and a now-burned-out building at 700 Innes Avenue (1947).

Industrial

Totaling 20, light industrial and warehousing properties comprise the second-most common property type in India Basin. Of these, 15 were developed before 1962. The former Allemand and Anderson & Cristofani boat yards comprise eight of these 15 properties. Not all of these properties have permanent structures but the ones that do contain remnants of piers, marine railways, and various buildings including vernacular wood-frame shops, offices and storage structures ranging in construction from the 1890s to the 1960s. Due to the shared historical context of these contiguous operations, the boat yards were recorded collectively on a DPR 523 D (District) form. The remaining

6 pre-1962 industrial properties were recorded on DPR 523 A forms. Most are single-story masonry or wood-frame structures of a utilitarian nature, such as Nueva Castilla Iron Works at 895 Innes Avenue. Of the 6, only the Albion Brewery property at 881 Innes Avenue was built before 1938 and was therefore recorded on a DPR 523 B form.

Commercial

Today, there are only 2 purely commercial properties within the India Basin survey area. Of these, the former Hunters Point Restaurant at 840 Innes Avenue (1939) is the oldest and the most conspicuous. It has a 1976 Survey rating of "1." One other, a former liquor store at 710 Innes Avenue (1942) is now used as a residence and art studio. Both are simple one-story, frame buildings built immediately prior to or during the Second World War. Both were recorded on DPR 523 A forms.

Public Assembly and Institutional

The Hunters Point School was located at 901 Innes Avenue from 1911 until it closed in 1930 and was subsequently removed. Today, there are no civic buildings in India Basin. There are two religious properties in India Basin (not counting Market Fellowship at 870 Innes, which is located in an industrial building): Our Lady or Lourdes Catholic Church at 410 Hawes Street and a temporary office building belonging to the church at 404 Hawes. Our Lady or Lourdes was constructed in 1942, the office in 1972. The church was recorded on a DPR 523 A form.

B. DISTRIBUTION OF REPRESENTATIVE BUILDING TYPES

The India Basin survey area is comprised of parts of ten city blocks totaling 113 individual map block lots. Maritime-related properties, including the historic Anderson & Cristofani, Allemand Brothers, and Heerdt boat yards are all located along Hudson Avenue, an unopened city street that traverses filled land and water. All were located to take advantage of direct water access but filling operations in the 1960s landlocked the Heerdt boat yard and compelled the Allemand Brothers to relocate to a portion of the Anderson & Cristofani boat yard. Historically, dwellings inhabited by shipwrights and their families were located along the north side of Innes Avenue within close proximity to the boatyards. Steep slopes south of Innes Avenue deterred significant residential development until the middle of the twentieth century. Commercial properties are not common in India Basin but most are located close to the entrance of Hunters Point Naval Shipyard or near the boat yards.

C. CONDITION OF RESOURCE TYPES

In general, most properties within the India Basin survey area are in fair or good condition. Several of the more historically significant properties are in fair-to-poor condition, including the Dircks/Siemer/Jorgenson residence at 900 Innes Avenue, several structures on the site of the former Anderson & Cristofani yard at Griffith Street and Hudson Avenue, the Hunters Point Restaurant at 850 Innes Avenue, and the Siemer residence at 967 Innes Avenue. The buildings on these individual properties are generally abandoned and not maintained, subject to vandalism, arson, and the elements.

VI. RECOMMENDATIONS

A. SIGNIFICANCE AND REGISTRATION REQUIREMENTS

Historic context statements require the identification of attributes, historical associations and level of integrity that are necessary to list members of property types in the National Register of Historic Places or the California Register of Historical Resources.

Identification

For the purposes of determining eligibility for historic designation, Kelley & VerPlanck has developed four categories of resource types based on the previous discussion of building types in Section V. Each category includes certain specific types of resources as listed below:

1. Residential: This category includes single-family dwellings, multiple-family buildings, and mixed-use residential and commercial buildings constructed in 1962 or earlier. Potentially the most significant are those constructed before 1935 as dwellings for shipwrights and other employees of local boat yards.
2. Industrial: This category includes all buildings and structures associated with manufacturing, warehousing, and assembly built in 1962 or earlier in India Basin. Potentially the most significant are those associated with early maritime or non-maritime development of Hunters Point, in particular the idiosyncratic Albion Brewery or buildings and structures associated with the Anderson & Cristofani and Allemand Brothers boat yards.
3. Commercial: This category includes all purpose-built commercial buildings that once served the residents of India Basin.
4. Public Assembly/Institutional: This category includes only one property: Our Lady of Lourdes Church.

Significance

There are four basic criteria under which a structure, site, building, district, or object can be determined eligible for listing in the National Register. These four criteria are:

Criterion A (Event): Properties associated with events that have made a significant contribution to the broad patterns of our history;

Criterion B (Person): Properties associated with lives of persons significant in our past;

Criterion C (Design/Construction): Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction; and

Criterion D (Information Potential): Properties that have yielded, or may be likely to yield, information important in prehistory or history.

Similarly, there are four criteria under which a structure, site, building, district, or object can be determined eligible for listing in the California Register. These four criteria are:

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

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

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

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

In order to be determined eligible for listing in the National Register, resources less than fifty years of age must be shown to have “exceptional importance.” This is not the case with the California Register. According to the California Office of Historic Preservation:

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than fifty years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance.⁹⁴

Residential Building

Residential buildings in India Basin can be evaluated under National Register Criteria A and C and California Register Criteria 1 and 3. Given the origins and self-contained nature of the boat building industry of India Basin, residential buildings determined eligible under National Register Criterion A or California Register Criterion 1 should have been built for and inhabited by known shipwrights. For most of its pre-World War II history, India Basin was isolated from much of the rest of San Francisco. With no public transit lines until the 1930s and automobile ownership by no means universal, most of the shipwrights and other maritime workers lived within walking distance of their workplaces. Census records indicate that India basin functioned like an independent “company town” into the mid-1930s. Most dwellings in India Basin are vernacular in origin and do not have a conventional architectural pedigree as defined by having been architect-designed or manifesting “high artistic values.” Therefore, in order for residential structures to be determined eligible under National Register Criterion C or California Register Criterion 3 they should demonstrate distinctive characteristics of a “type, period, region, or period of construction.”

Individual properties that appear individually eligible for listing in the California Register including the Dircks/Siemer/Jorgensen residence at 900 Innes Avenue and the Stone/Bierman residence at 911 Innes Avenue. These properties have been documented on DPR 523 A and B forms attached to this report in **Appendix B**.

Industrial Building

Industrial buildings in India Basin can be evaluated under National Register Criteria A, B, and C and California Register 1, 2, and 3. The primary significance of India Basin and its surviving industrial

⁹⁴ California Office of Historic Preservation, *Technical Assistant Series No. 7, How to Nominate a Resource to the California Register of Historic Resources* (Sacramento, CA: California Office of State Publishing, 4 September 2001) 11.

buildings, particularly the boat yards, lay in its importance to the Bay Area's maritime boat building industry. Remnants of individual yards could be determined eligible for listing in either register under National Register Criterion A or California Register Criterion 1 on the basis of their contribution to the economic life of the Bay Area. Industrial buildings can also be determined eligible under National Register Criterion B or California Register Criterion 2 if they are associated with persons important to local history. There are several buildings and structures within the boat yards that are good examples of significant maritime-related design/construction that may be eligible for listing in the National Register under Criterion C or in the California Register under Criterion 3.

Industrial buildings that appear to be eligible for listing in the California Register include the Heerdt boat yard at 702 Earl Street and the Anderson & Cristofani/Allemand Brothers yards at Hudson Avenue and Griffith Street. One industrial property appears to be eligible for listing in the National Register and the California Register, the Albion Brewery at 881 Innes Avenue. The Heerdt boat yard and Albion Brewery have been documented on DPR 523 A and B forms attached to this report in **Appendix B**. The Anderson & Cristofani/Allemand Brothers yards have been recorded collectively on a DPR 523 D form attached to this report.

Commercial Buildings

There are no commercial buildings in India Basin that predate the end of the period of significance (1938) and therefore none appear to be eligible for either the National Register or the California Register under any of the nomination criteria at this time.

Additional research into the transformation of the Hunters Point district from a quasi-rural district of boat builders into a thoroughly urbanized San Francisco neighborhood during World War II and after must be completed prior to assessing the significance of these properties under different contexts. This task is beyond the scope of this survey, which deals only with India Basin.

Public Assembly/Institutional Buildings

There are no public assembly or institutional buildings in India Basin that predate the end of the period of significance (1938) and therefore none appear to be eligible for either the National Register or the California Register under any of the nomination criteria at this time.

Additional research into the transformation of the Hunters Point district from a quasi-rural district of boat builders into a thoroughly urbanized San Francisco neighborhood during World War II and after must be completed prior to assessing the significance of these properties under different contexts. This task is beyond the scope of this survey, which deals only with India Basin.

Integrity

Once a resource has been identified as being potentially eligible for listing in the National Register, its historic integrity must be evaluated. The National Register recognizes seven aspects or qualities that, in various combinations, define integrity. These aspects are: location, design, setting, materials, workmanship, feeling and association. In order to be determined eligible for listing, these aspects must closely relate to the resource's significance and must be intact. These aspects are defined as follows:

- *Location* is the place where the historic property was constructed.
- *Design* is the combination of elements that create the form, plans, space, structure and style of the property.
- *Setting* addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).

-
- *Materials* refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
 - *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history.
 - *Feeling* is the property's expression of the aesthetic or historic sense of a particular period of time.
 - *Association* is the direct link between an important historic event or person and a historic property.

The process of determining integrity is similar for both the California Register and the National Register, although there is a critical distinction between the two registers, and that is the degree of integrity that a property can retain and still be considered eligible for listing. According to the California Office of Historic Preservation:

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant or historical information or specific data.⁹⁵

Of the seven aspects of integrity listed above, residential buildings should retain, in order of importance: integrity of association, feeling, workmanship, design, materials, location, and setting. Residential structures eloquently express regional settlement patterns, ethnic origins, building technologies, usage, and stylistic preferences of builders and residents. Therefore, it is important that the structure retain the ability to convey its origins and associations with the people who inhabited it. The aspects of workmanship, design, and materials are also important aspects of integrity, conveying importance of building technology, craft, and artistic impulses of builders and residents. Location and setting are also important aspects, providing the context for the resource.

In regard to industrial properties, the seven aspects of integrity in order of importance should be: design, association, feeling, location, setting, materials and workmanship. Because the historic character of an industrial building or complex depends more on how it conveys the organization of work that occurs within, it is important that enough of the original design, including massing, structural systems, and spatial organization, remain intact in order to convey how the property was used. Integrity of association and feeling are ranked next in importance because the building or complex must retain enough overall integrity to express the significance of the industry. Location and setting are important because they illustrate how the industry was sited in regard to transportation and roads, adjoining properties, and similar industries. Materials and workmanship are less important because industrial buildings are typically utilitarian structures that gain their significance more from function than from appearance. Furthermore, alterations to an industrial plant occur quite frequently, especially if the business expands or incorporates newer technology. Alterations to an industrial plant (rather than demolishing it) attest to the flexibility of the original design.

⁹⁵ California Office of Historic Preservation, *Technical Assistance Series No. 6, California Register and National Register: A Comparison* (Sacramento, CA: California Office of State Publishing, November 2004)

B. POTENTIAL HISTORIC DISTRICTS*India Basin Boatyards*

Kelley & VerPlanck has identified a potential historic district in India Basin that incorporates the remaining boat yards along the shoreline of India Cove, including parts of eight separate parcels that comprise the historic Anderson & Cristofani and Allemand Brothers yards centered on the intersection of Hudson Avenue and Griffith Street. This potential district was recorded on a DPR 523 D form.

C. AREAS REQUIRING FUTURE WORK

Kelley & VerPlanck has documented the India Basin neighborhood of Hunters Point within the scope of the project. Although the period of significance ends in 1938, we documented every building in the survey area constructed before 1962 on DPR 523 A forms, recording construction dates, descriptions, and photographs of each property. However, our research was focused on the historic boat yards and residential structures associated with shipwrights and other maritime workers during the period of significance. India Basin was radically reshaped by the expansion of Hunters Point Naval Shipyard immediately prior to and during the Second World War. Street widening resulted in the demolition of several older dwellings and the influx of war workers led to the construction of a score of new single-family dwellings and multiple-family dwellings. After World War II, new industries relocated to the area, replacing additional older dwellings and several of the smaller boatyards. Growing interest in the World War II “Home Front” context of the Bay Area, spurred on by ongoing work conducted by the National Park Service, leads us to recommend that future survey work examine the impact of World War II on Bayview-Hunters Point as a whole. The scope of the India Basin survey did not allow us to develop a thorough context for World War II-era resources on a district wide level.

VII. CONCLUSION

The India Basin survey is the first systematic effort to document the development and subsequent evolution of the historic boat building community of India Basin. Prior to the Second World War, the story of India Basin was one of an isolated and specialized community of shipwrights and other maritime workers living on the margin of the still largely rural Hunters Point peninsula. For much of the nineteenth and early twentieth centuries, land developers, government officials, and various other movers and shakers envisioned massive public works and development projects for the area. Until the Navy took over the Hunters Point Dry Docks in 1941, India Basin mostly remained as it had been since the 1870s, a small village comprised largely of German, Danish, Norwegian, and English boat builders and Chinese shrimpers. Centered on the boat yards that flanked the intersection of Hudson Avenue and Griffith Street, the community included approximately 15-20 dwellings that accommodated most of the 150 or so residents. The demise of the scow building industry in the 1930s and the expansion of the Hunters Point Naval Shipyard during World War II jolted India Basin out of its tranquil existence. Although several of the boatyards continued to remain in business, the surrounding residential community was gradually subsumed within the larger Hunters Point community. Many historic dwellings were demolished to make way for new industries or merely left vacant. Today India Basin is faced with renewed pressures to change. New residential development is largely remaking the area. With so little left of the old India Basin, it is crucial to identify the significant resources that contribute to the overall historic context.

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APPENDIX A: SANBORN MAPS

1899-1900, 1913-15, and 1948-50

APPENDIX B: DPR 523 A, B AND D FORMS

0
NO EXPOSURE
4672

806

0
NO EXPOSURE
814
4628
806
San Francisco Vol. 8

HAWES

80'

80'

80'

80'

NO EXPOSURE

4671

JERROLD AV.

4653
(2786)

INNES AV.

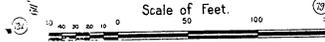
4646
(2787)

HUDSON AV.

B a y

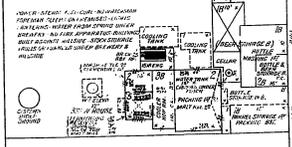
4629

GALVEZ AV.



GRIFFITH

ALBION BREWERY
- BREWING BLE & PORTER -

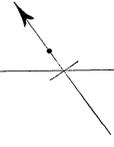


4654
(2788)

4670

4645
(2789)

HUDSON AV. 806



4647
(2785)

HAWES

INNES AV. 806

806

4652
(2784)

JERROLD AV. 806

C.R.

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(s) or number (assigned by recorder) 702 Earl Street

P1. Other Identifier: APN 4644/001 & 011, Westward Ho Yacht Club

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 702 EARL ST City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4644001

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

702 Earl Street occupies two 75' x 100' lots on the southwest corner of Earl Street and Hudson Avenue (both unopened streets) in San Francisco's Hunters Point district. The property was originally located on the shoreline of San Francisco Bay but subsequent filling activity in the 1960s landlocked the parcel. Much of the lot is covered with lawns, gardens, and some surface parking near the Earl Street right-of-way. The building is a two-story-over-basement, heavy timber-frame industrial building with a compound shed and shallow-pitch gable roof. Structurally, the building resembles a barn with a heavy fir frame and a monitor roof. Clad in a combination of salvaged redwood drop siding and plywood, each elevation is three bays wide. The primary pedestrian entrance and loading dock are located on the north elevation, which is punctuated by large vehicular opening, bands of ribbon windows and a non-historic external stair that provides access to the attic level, presently used as a residence. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial Building

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward northwest, 09.11.07, 100-1256

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1935, SF Dept. of Building Inspection

*P7. Owner and Address:

Louis M. Hamman

702 Earl Street

San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck

KVP Consulting

2912 Diamond St., No. 330

San Francisco, CA 94131

*P9. Date Recorded:

09.04.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For

The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

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

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

Artifact Record Photograph Record Other (list)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 3CS

Page 2 of 2

*Resource Name or # (Assigned by recorder) 702 Earl Street

B1. Historic Name:	Wm. J. Heerdts Boat Building & Repair, Westward Ho Yacht Club		
B2. Common Name:	702 Earl		
B3. Original Use:	Boat building and repair shop and residence	B4. Present Use:	Carpenter shop, artists' studios, and residence
*B5. Architectural Style:	Utilitarian		

*B6. Construction History: (Construction date, alterations, and date of alterations)
702 Earl Street was constructed in April 1935 by William J. Heerdts to house his boat building and repairing business. It was rehabilitated by its present owner during the late 1990s.

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

*B8. Related Features:

B9a. Architect: None b. Builder: Wm. J. Heerdts

*B10. Significance: Theme: Industrial and Residential Development Area: India Basin

Period of Significance: 1870-1938 Property Type: Boat building shop Applicable Criteria: 3

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

702 Earl Street remained an undeveloped lot until 1935. In the 1907 Block Book the property belonged to an S.W. Levy. Between 1916 and 1934, the undeveloped property changed hands several times until it was purchased by Mr. Harry Humes in March 1935. On April 15, 1935, Humes sold the two 75' x 100' waterfront lots to William J. Heerdts, a boat builder. Throughout the summer and fall of 1935, Heerdts and his partner Peter Stadcutter built the three-story, heavy timber, platform-frame shop structure and adjoining ways alongside India Cove. The building was used as a workshop for building and repairing boats, most notably William Randolph Hearst's yacht Xanadu. Heerdts remained in business at this address until the 1970s. He died in 1978 and left the property to his wife, Ethel. In 1982, Ethel sold lots 001 and 011 to Paul D. and Kyoko Nobis. The Nobis' sold the property to the present owner in August 1997.

702 Earl Street appears eligible for listing in the California Register under Criterion 3 (Design/Construction). Under Criterion 3 is one of the best examples of a purpose-built structure associated with the important boat building and repair industry of India Basin. Constructed in 1935, 702 Earl was the last new boat yard constructed in the area. It embodies distinctive characteristics of a heavy timber construction, platform-frame, purpose-built industrial building. 702 Earl Street retains integrity of location, design, feeling and association. The overall form of the building is intact. Although the cladding and windows have been replaced, these materials and features largely match the original and do not detract from the overall design. Notable features worthy of preservation include the building's massing, fenestration pattern, loading dock, monitor roof, and wood exterior cladding.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial building

*B12. References: SF Department of Building Inspection, Permit No. 13176, Interview with Rene "Flip" Allemand, n.d., Interview with Michael Hamman

B13. Remarks:

*B14. Evaluator: Christopher VerPlanck

*Date of Evaluation: 09.11.07

(This space reserved for official comments.)



Sketch Map with north arrow required.)

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 1 *Resource name(s) or number (assigned by recorder) Our Lady of Lourdes

P1. Other Identifier: 410 Hawes Street, 955 Innes Avenue, APN 4647A/015

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 410 HAWES ST City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4647A015

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

Our Lady of Lourdes occupies a 100' x 134' lot on the northwest corner of Hawes Street and Innes Avenue in San Francisco's Hunters Point district. It is a one-story-and-mezzanine, cruciform-plan, wood-frame assembly building with a gable-roof and a projecting corner tower. The primary facade faces east toward Hawes Street. The secondary elevation faces south to Innes Avenue. The property includes areas of lawn and landscaping to the south and a paved driveway to the north. The Mediterranean Revival-style facade is finished in smooth stucco and is two bays wide. The left bay features a three-story bell tower containing one window and an elaborate belfry consisting of four arched openings demarcated by decorative urn-shaped buttresses, and a hipped roof clad in red clay tiles. The right bay features a projecting gable-roofed vestibule containing religious statues. The main entrance is presently on the north side of the nave. The facade features a circular window at the apex of the gable. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP16. Religious Building

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward west, 08.22.07, 100-1136

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1942, SF Dept. of Building Inspection

*P7. Owner and Address:

Archdiocese Of San Francisco
 1 Peter Yorke Way
 San Francisco, CA 94109

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.03.07

*P10. Survey Type:

Intensive Level Survey Of India Basin for The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 1 *Resource name(s) or number (assigned by recorder) 10 Hunters Point Blvd

P1. Other Identifier: APN 4646/021, Skyscraper Crane And Rigging Co.

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1993

*c. Address: 10 HUNTERS POINT BLVD City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4646021

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

The property at 10 Hunters Point is a large, irregularly shaped parcel partially bounded by Innes Avenue to the south, Hunters Point Boulevard to the west, and Hudson Avenue to the north. Surrounded by a tall steel fence, the property is a marshaling yard for a crane and rigging company and possibly a recycling facility. Approximately two-thirds of the property is paved in asphalt. Buildings on the property include a large gable-roofed concrete block and corrugated steel warehouse with a frame office addition facing Hunters Point Boulevard to the south, as well as a 1950s-era two-story frame dwelling to the rear of the warehouse. The dwelling may have been moved to the site because it appears to be older than the recorded 1961 construction date on file for the property. The buildings on the property appear to be in fair condition.

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial Building

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

Aerial view, unknown date, 10 HP Blvd.

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1961, SF Dept. of Building Inspection

*P7. Owner and Address:

Skyscraper Crane & Rigging
 10 Hunters Point Blvd.
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.04.07

*P10. Survey Type:

Intensive Level Survey Of India Basin for The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 1 *Resource name(s) or number (assigned by recorder) 710 Innes Avenue

P1. Other Identifier: APN 4644/002B

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 710 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4644002B

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

710 Innes Avenue occupies a 25' x 100' lot on the north side of Innes Avenue between Fitch and Earl streets in San Francisco's Hunters Point district. It is a one-story, wood-frame commercial building with a flat roof. The primary facade, which is clad in brick, faces south toward Innes Avenue and is two bays wide. The utilitarian building, which was used for many years as a liquor store, features typical characteristics of a purpose-built retail structure with large storefronts, overhanging canopy and blade sign. Now most of the facade is concealed behind steel mesh and security fencing. The roof is capped by a latticework fence and there is a horse head mounted on a steel pole. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP6. 1-3 Story Commercial Building

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward north, 08.22.07, 100-1171

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1942, SF Dept. of Building Inspection

*P7. Owner and Address:

Nicholson Heritage Group
 182 Howard Street
 San Francisco, Ca 94105

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.04.07

*P10. Survey Type:

Intensive Level Survey Of India Basin for The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 1 *Resource name(s) or number (assigned by recorder) 5 Earl Street

P1. Other Identifier: APN 4644/002, 700 Innes Avenue

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 5 EARL ST City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4644002B

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

5 Earl Street occupies a 25' x 100' lot on the northwest corner of Innes Avenue and Earl Street in San Francisco's Hunters Point district. It is a two-story, wood-frame, mixed-use residential and commercial building with a flat roof. The primary facade, which is clad in stucco on the first floor and rustic channel siding on the second, faces Innes Avenue and is two bays wide. The secondary elevation faces Earl Street. It is five bays wide. The primary facade consists of a boarded-up storefront on the first floor and a pair of boarded up windows on the second floor. The building appears to have been burned and is in poor condition.

*P3b. Resource Attributes: (list attributes and codes) HP6. 1-3 Story Commercial Building, Hp3. Multiple Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward north, 08.22.07, 100-1168

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1947, SF Dept. of Building Inspection

*P7. Owner and Address:

Nicholson Heritage Grp. Llc
 182 Howard Street
 San Francisco, Ca 94105

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.04.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 1 *Resource name(s) or number (assigned by recorder) 724 Innes Avenue

P1. Other Identifier: APN 4644/003B

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 724 -732 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4644003B

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

724 Innes Avenue occupies a 50' x 100' lot on the north side of Innes Avenue between Fitch and Earl streets in San Francisco's Hunters Point district. It is a two-story, wood-frame apartment building with a compound hip and gable roof. The primary facade faces south toward Innes Avenue. The secondary elevation faces undeveloped land to the west. The facade is finished in face brick and vertical wood siding and is two bays wide. The left bay is boarded up at street level and features a tripartite wood window on the second floor level. The right bay of the first floor is also boarded up. The right bay of the second floor features a tripartite window identical to the left bay. The second floor overhangs the first story. The west facade overlooks a small courtyard shared with the adjoining apartment house at 744 Innes. The dwelling appears to be in fair condition.

*P3b. Resource Attributes: (list attributes and codes) HP3. Multiple Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward north, 08.22.07, 100-1175

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1952, SF Dept. of Building Inspection

*P7. Owner and Address:

Nicholson Heritage Group
 182 Howard Street
 San Francisco, Ca 94105

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.04.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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(s) or number (assigned by recorder)	718 Innes Avenue
P1. Other Identifier:	APN 4644/003A	
*P2. Location:	<input type="checkbox"/> Not for Publication <input checked="" type="checkbox"/> Unrestricted	
*a. County:	San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.)	
*b. USGS 7.5' Quad:	Hunters Point	Date: 1993
*c. Address:	718 INNES AVE	City: San Francisco Zip: 94124
d. UTM: Zone: 10	mE/	mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot):	4644003B	
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)		
718 Innes Avenue occupies a 25' x 100' lot on the north side of Innes Avenue between Fitch and Earl streets in San Francisco's Hunters Point district. It is a one-story, wood-frame dwelling with a compound side-facing gable and shed roof. The primary facade faces south toward Innes Avenue and is two bays wide. The left bay consists of a garage door. The right bay is concealed behind a high wood fence. The roof is capped by a latticework fence. The building appears to be in good condition.		
*P3b. Resource Attributes: (list attributes and codes) HP2. Single Family Property		
P4. Resources Present: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> Site <input type="checkbox"/> District <input type="checkbox"/> Element of District <input type="checkbox"/> Other		
	P5b. Photo: (view and date)	
	View toward north, 08.22.07, 100-1173	
	*P6. Date Constructed/Age and Sources: <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Prehistoric <input type="checkbox"/> Both 1937, SF Dept. of Building Inspection	
	*P7. Owner and Address: Richard Nicholson 714 Innes Avenue San Francisco, Ca 94124	
	*P8. Recorded by Christopher Verplanck KVP Consulting 2912 Diamond St., No. 330 San Francisco, CA 94131	
	*P9. Date Recorded: 09.04.07	
	*P10. Survey Type: Intensive Level Survey Of India Basin For The Bayview Historical Society	
	*P11. Report Citation: (Cite survey report and other sources, or enter "none")	
	*Attachments: <input type="checkbox"/> None <input type="checkbox"/> Location Map <input type="checkbox"/> Sketch Map <input type="checkbox"/> Continuation Sheet <input checked="" type="checkbox"/> Building, Structure, and Object Record <input type="checkbox"/> Archaeological Record <input type="checkbox"/> District Record <input type="checkbox"/> Linear Feature Record <input type="checkbox"/> Milling Station Record <input type="checkbox"/> Rock Art Record <input type="checkbox"/> Artifact Record <input type="checkbox"/> Photograph Record <input type="checkbox"/> Other (list)	

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 6Z

Page 2 of 2

*Resource Name or # (Assigned by recorder) 718 Innes Avenue

B1. Historic Name:	None		
B2. Common Name:	718 Innes Avenue		
B3. Original Use:	Single-family dwelling	B4. Present Use:	Residence
*B5. Architectural Style:	Utilitarian		

*B6. **Construction History:** (Construction date, alterations, and date of alterations)
718 Innes Avenue was built in June 1937 by Leo R. Miller. In 1965, the dwelling was heavily damaged by fire and reconstructed by Miller that same year.

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

*B8. **Related Features:** None

B9a. Architect: None b. Builder: Leo R. Miller

*B10. **Significance: Theme:** Industrial and Residential Development **Area:** India Basin/Hunters Point

Period of Significance: 1870-1938 **Property Type:** Residence **Applicable Criteria:** N/A

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

718 Innes Avenue was constructed in June 1937 by Leo R. Miller. Miller had purchased the vacant 25' x 100' lot from Hernan Robson in September 1936. After completing the dwelling, Miller did not initially live at 718 Innes. City directories list a Leonard R. Miller, a jewelry caster, at 1378 3rd Avenue. It is not certain if this is the same individual who built 718 Innes. According to the 1953 City Directory, a "L. R. Miller" was recorded as living at 718 Innes Avenue. Miller owned the property for several decades. In 1965, a fire partially destroyed the building and in September of that year Miller applied for a permit to rebuild the structure that stands today.

718 Innes Avenue appears ineligible for listing in either the National Register or the California Register under any of the eligibility criteria. Constructed as rental housing in 1937, the property is not associated with the historic boatbuilding community of India Basin. The property is also not significant architecturally and it retains a low degree of integrity.

B11. **Additional Resource Attributes:** (List attributes and codes) HP2. Single-family property

*B12. **References:**

Sanborn Fire Insurance Co. maps, San Francisco Office of the Assessor/Recorder, San Francisco Department of Building Inspection.

B13. **Remarks:**

None

*B14. **Evaluator:** Christopher VerPlanck

*Date of Evaluation: 05.15.08

(This space reserved for official comments.)

(Sketch Map with north arrow)



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 1 *Resource name(s) or number (assigned by recorder) 714 Innes Avenue

P1. Other Identifier: APN 4644/003

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 714 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4644003B

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

714 Innes Avenue occupies a 25' x 100' on the north side of Innes Avenue between Fitch and Earl streets in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame single-family dwelling with a flat roof. The primary facade, which is clad in applied face brick on the first floor and vertical wood paneling on the second floor, faces south toward Innes Avenue and is two bays wide. The left bay consists of a garage door at street level and a pair of aluminum sliders on the main floor level. The right bay features a recessed pedestrian entry concealed behind a wrought iron security gate at street level and a pair of aluminum sliders on the main floor level. Both windows on the main floor have ornamental wrought iron balconies. The main floor is sheltered beneath a soffit supported by chamfered bezel moldings, creating a "shadow box" effect. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward north, 08.22.07, 100-1172

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1940, SF Dept. of Building Inspection

*P7. Owner and Address:

Richard Nicholson
 714 Innes Avenue
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.04.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 1 *Resource name(s) or number (assigned by recorder) 744 Innes Avenue

P1. Other Identifier: APN 4644/004

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 736 -746 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4644004A

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

744 Innes Avenue occupies a 25' x 100' lot on the north side of Innes Avenue between Fitch and Earl streets in San Francisco's Hunters Point district. It is a two-story, wood-frame apartment building with a compound hip and gable roof. The primary facade faces south toward Innes Avenue. The secondary elevation faces undeveloped land to the west. The facade is finished in smooth stucco and vertical wood siding and is two bays wide. The left bay contains a pair of large vinyl double-hung windows at street level and a pair of smaller windows on the second floor level. The right bay features a pair of glazed wood doors and a pair of double-hung windows (all concealed behind steel grating) on the first floor and a pair of vinyl sliders on the second floor. A scroll-sawn molding marks the lowermost part of the second floor, which overhangs the first story. The east facade overlooks a small courtyard shared with the adjoining apartment house at 724 Innes. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP3. Multiple Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward north, 08.22.07, 100-1176

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1953, SF Dept. of Building Inspection

*P7. Owner and Address:

Nicholson Heritage Group
 182 Howard Street
 San Francisco, Ca 94105

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.04.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

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

PRIMARY RECORD

Other _____

Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 1 *Resource name(s) or number (assigned by recorder) 840 Innes Avenue

P1. Other Identifier: APN 4645/006, Hunters Point Restaurant

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 840 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4645006

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

840 Innes Avenue occupies a 75' x 100' lot on the north side of Innes Avenue between Griffith and Fitch streets in San Francisco's Hunters Point district. It is a one-story-over-basement, wood-frame commercial building with a combination gable and flat roof. The primary facade faces south toward Innes Avenue. Due to the adjoining empty lot, the west elevation is also visible. The facade is finished in smooth stucco and is three bays wide. The left bay contains a blank section of wall featuring a painted sign and a pair of fixed pane windows protected behind steel grating. The center bay contains a pair of solid wood doors surmounted by a transom flanked to the right by a fixed pane window. The right bay is recessed behind the rest of the facade and features a pedestrian entry sheltered beneath a canopy and a small fixed window. The facade terminates with a flat canopy and a plain wood frieze embellished with painted signage. The rear wing of the building is clad in rustic channel siding and features a gable roof. The building appears to be in poor condition.

*P3b. Resource Attributes: (list attributes and codes) HP6. 1-3 Story Commercial Building

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward north, 08.22.07, 110-1187

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1939, SF Dept. of Building Inspection

*P7. Owner and Address:

JJ Wintersteen et al
2315 Paradise Drive
Tiburon, CA 94920

*P8. Recorded by

Christopher Verplanck
KVP Consulting
2912 Diamond St., No. 330
San Francisco, CA 94131

*P9. Date Recorded:

09.04.07

*P10. Survey Type:

Intensive Level Survey Of India Basin for
The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 1 *Resource name(s) or number (assigned by recorder) 863 Innes Avenue

P1. Other Identifier: APN 4654/022

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 863 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4654022

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

863 Innes Avenue occupies a 31' x 100' lot on the south side of Innes Avenue between Griffith and Fitch streets in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame dwelling with a flat roof. The primary facade faces north toward Innes Avenue. The secondary east elevation faces undeveloped land to the east. The facade is finished in smooth stucco and is two bays wide. The left bay contains a dogleg stair at street level and a window on the main floor level. The right bay features a projecting gable-roofed garage element at street level and a shed-roofed porch on the main level. The porch shelters a door and a large tripartite window fitted with sliding aluminum sash windows. The facade terminates in an Art Moderne-inspired stepped parapet roof. The dwelling appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single-Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward south, 08.22.07, 100-1166

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1939, SF Dept. of Building Inspection

*P7. Owner and Address:

Kocks, Mathew E.
 869 Innes Avenue
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

08.31.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 1 *Resource name(s) or number (assigned by recorder) 869 Innes Avenue

P1. Other Identifier: APN 4654/021

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 869 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

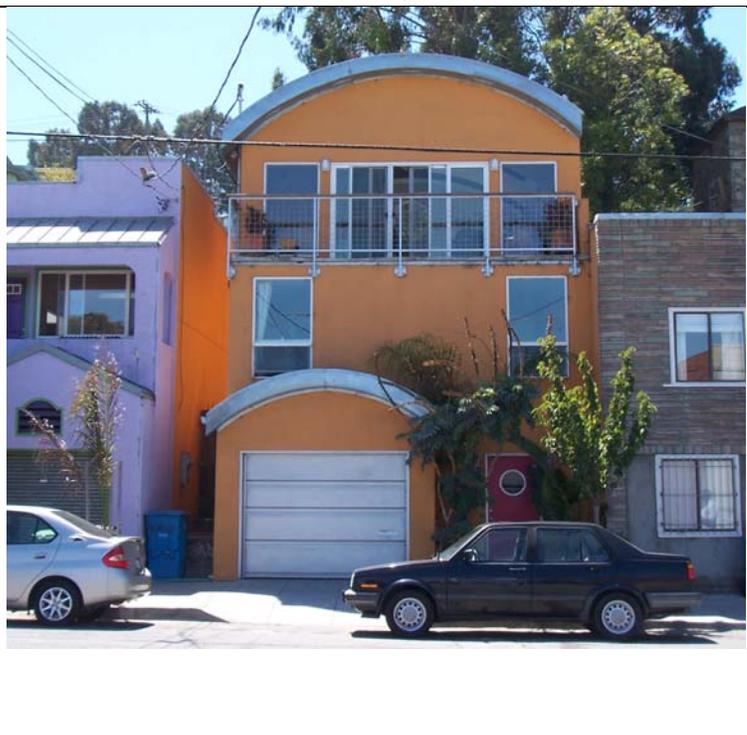
e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4654021

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

869 Innes Avenue occupies a 19' x 100' lot on the south side of Innes Avenue between Griffith and Fitch streets in San Francisco's Hunters Point district. It is a two-story-over-garage, wood-frame dwelling with a barrel-vaulted roof. The primary facade faces north toward Innes Avenue. The facade is finished in smooth stucco and is two bays wide. The left bay contains a projecting barrel-vaulted garage element at street level and a double-hung aluminum window on the main floor level. The right bay features a pedestrian door at street level and a double-hung aluminum window on the main level. The second story is recessed behind the facade and consists of a band of aluminum windows and sliding doors. The facade terminates in a barrel-vaulted roof. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single-Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward south, 08.22.07, 100-1165

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 2003, SF Depart. of Building Inspection

*P7. Owner and Address:

Matthew E. Kocks
 869 Innes Avenue
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

08.31.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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(s) or number (assigned by recorder) 871 Innes Avenue
 P1. Other Identifier: APN 4654/014
 *P2. Location: Not for Publication Unrestricted
 *a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.
 *b. USGS 7.5' Quad: Hunters Point Date: 1993
 *c. Address: 871 INNES AVE City: San Francisco Zip: 94124
 d. UTM: Zone: 10 mE/ mN (G.P.S.)
 e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4654014

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
 871 Innes Avenue occupies a 25' x 100' lot on the south side of Innes Avenue between Griffith and Fitch streets in San Francisco's Hunters Point district. It is a two-story, wood-frame dwelling with a flat roof. The primary facade faces north toward Innes Avenue. The secondary west elevation faces the undeveloped portion of the Albion Brewery property. The facade is finished in formstone and is two bays wide. The left bay contains an infilled garage opening at street level and a pair of aluminum sliding windows on the main floor level. The right bay features a pair of windows (one of which is infilled) and a recessed entry at street level and a band of vinyl sliding windows on the main floor level. The facade terminates in simple flat parapet. The dwelling appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single-Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)
 View toward south, 08.22.07, 11-1164
 *P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
 1938, SF Dept. of Building Inspection
 *P7. Owner and Address:
 Rufino D. Gonzales
 61 Golden Hind Passage
 Corte Madera, Ca 94925
 *P8. Recorded by
 Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131
 *P9. Date Recorded:
 08.31.07
 *P10. Survey Type:
 Intensive Level Survey Of India Basin for
 The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 6Z

Page 2 of 2

*Resource Name or # (Assigned by recorder) 871 Innes Avenue

B1. Historic Name: None

B2. Common Name: 871 Innes Avenue

B3. Original Use: Single-family dwelling B4. Present Use: Residence

*B5. Architectural Style: Utilitarian

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

871 Innes Avenue was built in October 1937 by Konrad W. Richter, a speculative builder. In 1939, the dwelling was significantly enlarged. In 1957, the façade was clad in Permastone.

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

*B8. Related Features: None

B9a. Architect: None b. Builder: Konrad W. Richter

*B10. Significance: Theme: Industrial and Residential Development Area: India Basin/Hunters Point

Period of Significance: 1870-1938 Property Type: Residence Applicable Criteria: N/A

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

871 Innes Avenue was constructed in October 1937 by Konrad W. Richter, a speculative builder. In June 1938, Richter sold the completed house to Thomas J. and Adeline J. Manning. Thomas Manning, a machinist by trade, did not live at 871 Innes, apparently renting the house to various tenants. In December 1939, Manning applied for a permit to build a frame addition containing a living room, a kitchenette and a garage. In March 1948, Manning sold the property to Milton Cunningham, who in April 1948, sold it to Primo B. and Rosalia A. Pastorette. In April 1953, the Pastorettes sold the property to Steven T. and Caring L. Lagarit. In August 1957, the Lagarits sold the property to Floyd Heffner. In October 1957, Heffner applied Permastone siding to the dwelling, radically changing its appearance. In October 1959, Heffner sold the property to the San Francisco Mountain Springs Water Company. San Francisco Mountain Springs Water Company evidently used the property as a caretaker's residence for their adjoining facilities at the old Albion Brewery at 881 Innes Avenue. In September 1977, the company sold 871 Innes Avenue to Martha Chesley. After passing through several owners, the property was purchased by its present owner in October 1986.

871 Innes Avenue appears ineligible for listing in either the National Register or the California Register under any of the eligibility criteria. Constructed by a speculative builder as rental housing in 1937, the property is not associated with the historic boatbuilding community of India Basin. The property is also not significant architecturally and it retains a low degree of integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP2. Single-family property

*B12. References:

Sanborn Fire Insurance Co. maps, San Francisco Office of the Assessor/Recorder, San Francisco Department of Building Inspection.

B13. Remarks:

None

*B14. Evaluator: Christopher VerPlanck

*Date of Evaluation: 05.15.08

(This space reserved for official comments.)

(Sketch Map with north arrow)



PRIMARY RECORD

Other _____

Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource name(s) or number (assigned by recorder) Albion Brewery

P1. Other Identifier: APN 4654/013

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 881 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4654013

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

The Albion Brewery occupies a 75' x 126' lot on the south side of Innes Avenue between Griffith and Fitch streets. Once located at the center of a cramped industrial plant, the old brewery building is now surrounded by lush landscaping cascading down the hill on terraces. A stone retaining wall and wrought iron fence separate the property from Innes Avenue. The main brewery structure, now used as a residence, is a three-story stone tower with a pyramidal roof capped by a ventilator. The corners of the tower feature carefully dressed masonry quoins. The rest of the wall is comprised of native serpentine laid in random courses. A vertical band of single-pane windows extends the height of the tower facing Innes Avenue. A one-story wing, part of the historic structure, projects westward from the tower. Stone construction dating from the 1938 reconstruction stands between the brewery and the sidewalk. It has a pyramidal roof with a ventilator at its apex. The property includes several non-historic outbuildings constructed after 1950. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial Building, HP2. Single-Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward south, 08.22.07, 100-1161a

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1870, SF Landmarks Board Case Report

*P7. Owner and Address:

Albion Castle, Llc
P.O. Box 2036
Yountville, Ca 94599

*P8. Recorded by

Christopher Verplanck
KVP Consulting
2912 Diamond St., No. 330
San Francisco, CA 94131

*P9. Date Recorded:

08.31.07

*P10. Survey Type:

Intensive Level Survey Of India Basin for The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 3S

Page 2 of 2

*Resource Name or # (Assigned by recorder) Albion Brewery

B1. Historic Name:	Albion Brewery		
B2. Common Name:	Albion Castle		
B3. Original Use:	Brewery	B4. Present Use:	Residence
*B5. Architectural Style:	Norman Revival		

*B6. **Construction History:** (Construction date, alterations, and date of alterations)
The Albion Brewery was constructed in 1870 by John H. Burnell for use as a brewery. It was repaired and reconfigured as a residence by Adrien Voisin in 1938.

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

*B8. **Related Features:** Stone wall and wrought iron fence and gate at street.

B9a. Architect: Unknown b. Builder: Unknown

*B10. **Significance: Theme:** Industrial and Residential Development **Area:** India Basin/Hunters Point

Period of Significance: 1870-1938 **Property Type:** Brewery **Applicable Criteria:** A & C

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

Aware of the abundant natural springs at Hunters Point, English brewer John Hamlin Burnell purchased three lots on the south side of 9th Ave. So. from the South San Francisco Homestead & Railroad Association in 1870. Seeking to start an authentic English-style brewery he commissioned English-born masons to construct the stone brew house out of local "float rock" and possibly imported ballast stones. The completed brewery complex consisted of the brew house proper, coal-fired steam brewery apparatus, cooling tanks, a barrel shed, a bottling warehouse, a residence for the foreman, and several tunnels used to access the subterranean springs. Burnell operated the brewery until his death in 1890. His children ran it as a steam brewery until 1919 when Prohibition took effect. From 1920 until 1938, the property was abandoned. In October 1938 artist Adrien Voisin purchased the former brewery for use as an art studio and residence. He hired the firm of Bakewell & Weihe to repair and rebuild the heavily deteriorated complex. In 1964, the SF Mountain Springs Water Company purchased the brewery although the Voisins retained right of residency until 1975.

The Albion Brewery appears to be eligible for listing in the National Register under Criteria A (Events) and C (Design/Construction). It is the oldest building in India Basin and probably the oldest brewery in San Francisco and as such it is a unique example of pre-quake brewery design. Although much of the site has changed over time, the brewery itself retains a high degree of integrity, retaining the aspects of location, design, materials, workmanship, feeling and association.

B11. **Additional Resource Attributes:** (List attributes and codes) HP8. Industrial Building, HP2. Single-family property

*B12. **References:**
SF Landmarks Preservation Advisory Board, Case Report: Hunter's Point Springs and Albion Brewery - 881 Innes Avenue. San Francisco: October 17, 1973.

B13. **Remarks:**
San Francisco City Landmark No. 60, 1976 Survey Rating of '4'

*B14. **Evaluator:** Christopher VerPlanck
***Date of Evaluation:** 08.31.07

(This space reserved for official comments.)

(Sketch Map with north arrow



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 1 *Resource name(s) or number (assigned by recorder) 895 Innes Avenue

P1. Other Identifier: APN 4654/012

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 895 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4654012

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

895 Innes Avenue occupies a 75' x 100 lot on the southeastern corner of Innes Avenue and Griffith Street in San Francisco's Hunters Point district. It is a one-story concrete warehouse building that formerly housed the Mountain Springs Water Company. It has a two-story office wing to the east with a flat roof. The primary facade faces north toward Innes Avenue. The secondary elevation faces west toward Griffith Street. The facade is finished in smooth stucco, painted concrete and composite porcelain-finished aluminum panels. The office wing is one bay wide, consisting of a vehicular entrance and pedestrian door (with a row of transom windows above) at street level and a band of aluminum windows on the second floor level. The office wing is outlined by projecting concrete bezel moldings/soffit. The warehouse wing is an undifferentiated band of painted concrete with applied lettering. A fenced loading dock is located along Griffith Street. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial Building

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward south, 08.22.07, 100-1163

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1957, SF Dept. of Building Inspection

*P7. Owner and Address:

Retvax Llc
 895 Innes Avenue
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

08.31.07

*P10. Survey Type:

Intensive Level Survey Of India Basin for The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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(s) or number (assigned by recorder)		900 Innes Avenue
P1. Other Identifier:	APN 4646/003		
*P2. Location:	<input type="checkbox"/> Not for Publication <input checked="" type="checkbox"/> Unrestricted		
*a. County:	San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.		
*b. USGS 7.5' Quad:	San Francisco South	Date:	1995
*c. Address:	900 INNES AVE	City:	San Francisco
		Zip:	94124
d. UTM: Zone:	10	mE/	
		mN (G.P.S.)	
e. Other Locational Data:	Assessor's Parcel Number (Map, Block, Lot): 4646003		
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)			
<p>900 Innes Avenue occupies a 25' x 75' lot on the northwest corner of Innes Avenue and Griffith Street in San Francisco's Hunters Point district. It is a one-story-over-basement, wood-frame dwelling with a gable roof. The primary facade faces south toward Innes Avenue. The secondary elevation faces the closed Griffith Street right-of-way to the east. The facade is finished in rustic channel siding stucco and is two bays wide. The left bay contains a pair of identical modified fixed-pane windows with historic casings and bracketed hood moldings. The right bay features a paneled wood door and a transom sheltered beneath a bracketed hood. The facade terminates with a projecting soffit and raking cornice that until recently featured scroll-sawn "gingerbread" trim pieces. The east elevation slopes downhill toward the Bay. It is also clad in rustic channel siding and features several windows. The rear elevation features a shed-roofed addition. The dwelling appears to be in poor condition.</p>			
*P3b. Resource Attributes: (list attributes and codes)		HP2. Single Family Property	
P4. Resources Present: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> Site <input type="checkbox"/> District <input type="checkbox"/> Element of District <input type="checkbox"/> Other			
		P5b. Photo: (view and date)	
		View toward north, 08.22.07, 100-1194	
		*P6. Date Constructed/Age and Sources:	
		<input checked="" type="checkbox"/> Historic <input type="checkbox"/> Prehistoric <input type="checkbox"/> Both	
		1900, SF Dept. of Building Inspection; Corrected date: ca. 1875	
		*P7. Owner and Address:	
		Shipyards Holdings, LLC 671 Illinois Street San Francisco, Ca 94107	
		*P8. Recorded by	
		Christopher Verplanck KVP Consulting 2912 Diamond St., No. 330 San Francisco, CA 94131	
		*P9. Date Recorded:	
08.31.07			
*P10. Survey Type:			
Intensive Level Survey Of India Basin For The Bayview Historical Society			
*P11. Report Citation: (Cite survey report and other sources, or enter "none")			
*Attachments: <input type="checkbox"/> None <input type="checkbox"/> Location Map <input type="checkbox"/> Sketch Map <input checked="" type="checkbox"/> Continuation Sheet <input checked="" type="checkbox"/> Building, Structure, and Object Record <input type="checkbox"/> Archaeological Record <input type="checkbox"/> District Record <input type="checkbox"/> Linear Feature Record <input type="checkbox"/> Milling Station Record <input type="checkbox"/> Rock Art Record <input type="checkbox"/> Artifact Record <input type="checkbox"/> Photograph Record <input type="checkbox"/> Other (list)			

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 3CS

Page 2 of 2

*Resource Name or # (Assigned by recorder) 900 Innes Avenue

B1. Historic Name:	Dirks/Jorgenson Residence		
B2. Common Name:	"Shipwrights' Cottage"		
B3. Original Use:	Single-family dwelling	B4. Present Use:	Vacant
*B5. Architectural Style:	Vernacular with Italianate detailing		

*B6. **Construction History:** (Construction date, alterations, and date of alterations)
Based on stylistic cues and documentary evidence, it appears that 900 Innes Avenue was completed ca. 1875. It was converted into an office building in 1961.

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

*B8. **Related Features:**

B9a. Architect: Unknown b. Builder: Unknown

*B10. **Significance: Theme:** Industrial and Residential Development **Area:** India Basin

Period of Significance: 1870-1938 **Property Type:** Residence **Applicable Criteria:** 1 & 3

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

Constructed ca. 1875 by shipwright John J. Dirks on the northwest corner of 9th (Innes) and 'G' (Griffith) streets, near his boatyard, the cottage housed members of the Dirks family until it was purchased by Carl and Ingeborg Jorgenson in 1890. The Jorgensons lived at 900 9th Avenue until they moved into a house at 904 9th that Carl had moved from Treasure Island around 1893. In 1907, Fred Siemer Jr., shipwright and future son-in-law of Carl Jorgenson, moved into 900 9th Avenue. He was eventually joined by his wife Inga Jorgenson Siemer. The couple and their family lived there until 1924. In 1961, Anderson & Cristofani purchased 900 Innes Avenue and converted it into an office for their shipyard. The building remained used for this purpose until 1997.

900 Innes Avenue appears eligible for listing in the California Register under Criteria 1 & 3 due to its association with resident shipwrights employed in the boat yards of India Basin and as a rare example of a very early Italianate cottage. It is only one of two remaining nineteenth-century dwellings (the other being 911 Innes) in India Basin. In regard to integrity, 900 Innes Avenue retains integrity of location, design, setting materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes) HP2. Single family property

*B12. **References:**
Farrell, Erin and Christopher VerPlanck. Landmark Case Report: 900 Innes Avenue, San Francisco. San Francisco: unpublished report, 2006.

B13. **Remarks:**
1976 Survey rating of '1', candidate for City Landmark, threatened by demolition

*B14. **Evaluator:** Christopher VerPlanck
Date of Evaluation: 09.04.07

(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(s) or number (assigned by recorder) 911 Innes Avenue

P1. Other Identifier: APN 4653/019

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: Hunters Point Date: 1993

*c. Address: 911 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4653019

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

911 Innes Avenue occupies a 50' x 100' lot on the south side of Innes Avenue between Griffith and Hawes streets in San Francisco's Hunters Point district. It is a two-story, wood-frame, "L"-plan, gable-roofed vernacular dwelling with late Italianate detailing. Situated at the center of a lushly vegetated lot, the primary facade faces north toward Innes Avenue. The east and west elevations are also visible from the street. Clad in redwood drop siding, the exterior is articulated by pairs of double-hung wood windows with projecting cornice moldings. The window casings feature applied pilasters and foliate brackets. The facade is two bays wide; a wood stair in the left bay provides access to the primary entrance which is on the east wall of the house. The dwelling features an elaborate cornice featuring paired brackets and a broken entablature. The dwelling appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single-Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward south, 08.22.07, 100-1155a

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1890, SF Dept. of Building Inspection; ca. 1873, corrected

*P7. Owner and Address:

Paul Brown, Jr.
 911 Innes Avenue
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

08.31.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 3CS

Page 2 of 2

*Resource Name or # (Assigned by recorder) 911 Innes Avenue

B1. Historic Name:	Stone Residence		
B2. Common Name:	911 Innes Avenue		
B3. Original Use:	Dwelling	B4. Present Use:	Dwelling
*B5. Architectural Style:	Vernacular with Italianate detailing		

*B6. **Construction History:** (Construction date, alterations, and date of alterations)
911 Innes Avenue was built ca. 1873 by shipwright William I. Stone. It received a new concrete retaining wall and foundation in 1939 and a second unit in 1943.

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

*B8. **Related Features:** Frame outbuilding at rear of lot, concrete retaining wall, eucalyptus grove.

B9a. **Architect:** Unknown **b. Builder:** Unknown

*B10. **Significance: Theme:** Industrial and Residential Development **Area:** India Basin

Period of Significance: 1870-1938 **Property Type:** Single-family dwelling **Applicable Criteria:** 1 & 3

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

Although 911 Innes has an official recorded construction date of 1890, the original owner William I. Stone appears at this address as early as 1873. Based on its Italianate detailing, the dwelling appears to date to the early-to-mid 1870s, coinciding with the opening of Stone's boat yard ca. 1872. The 1880 Census lists William Stone, an English immigrant aged 47, as the head of household. Other family members included his wife Elizabeth H., also from England, aged 48, and their six children, ranging from 6 to 19 years old. Stone was listed in city directories at this address (south side of 9th Avenue So., nr. G) until his death in 1894. From 1895 until 1900, Edwin J. Stone, William's son and fellow shipwright, was listed at this address. From 1900 to about 1920, the Stone family rented out 911 Innes to various tenants employed at the boat yards or at Albion Brewery. Ca. 1921 the property was purchased by Henry W. and Louise Bierman. Bierman, a German-born shipwright, owned 911 Innes Avenue until ca. 1951. In 1952, the house was purchased by Corranza Jenkins. Corranza was employed as a postman and a janitor. He and his wife Delzita owned the house until 1980.

911 Innes Avenue appears eligible for listing in the California Register under Criteria 1 (Events) and 3 (Design/Construction). The dwelling was evidently built ca. 1873 by shipwright William I. Stone, a pioneer in the bay scow building industry of India Basin. The dwelling is also a very early and architecturally significant example of a vernacular folk Victorian dating from the 1870s and only one of two left in the area (the other being 900 Innes). The dwelling retains a very high degree of integrity, retaining integrity of location, design, materials, workmanship, feeling, and association.

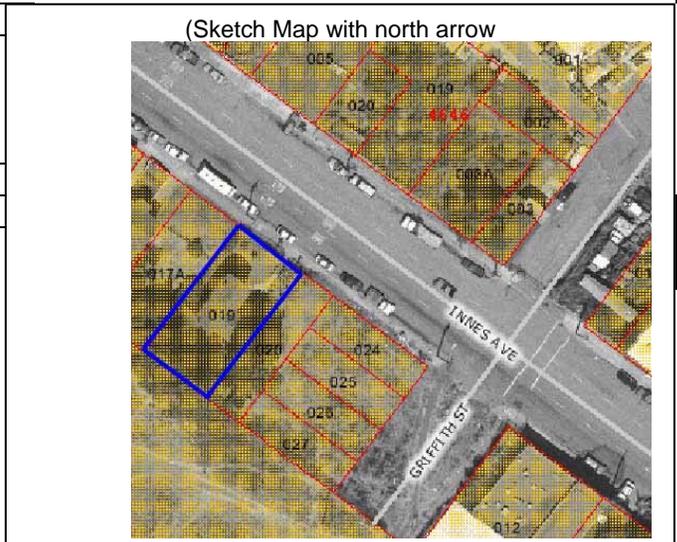
B11. **Additional Resource Attributes:** (List attributes and codes) HP2. Single-family property

*B12. **References:** San Francisco Department of Building Inspection, San Francisco Office of the Assessor/Recorder, U.S. Census Bureau, Sanborn Fire Insurance Maps, San Francisco City Directories

B13. **Remarks:**
1976 Survey rating of '0'

*B14. **Evaluator:** Christopher VerPlanck
Date of Evaluation: 09.17.07

(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 1 *Resource name(s) or number (assigned by recorder) 930 Innes Avenue

P1. Other Identifier: APN 4646/005, 005a, 006, & 006a Rfj Meiswinkel Co., Inc.

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 930 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4646005A

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

930 Innes Avenue occupies four parcels measuring 125' x 100' on the north side of Innes Avenue between Hawes and Griffith streets. Currently occupied by a drywall and plaster contractor, the property contains a warehouse building constructed in two campaigns in 1946 and 1947. The two buildings, which read as one from the street, are one-story, wood-frame utilitarian structures. The primary facade faces Innes Avenue to the south. It is comprised of a functional arrangement of two large vehicular openings filled with overhead steel doors, pedestrian doors and three double-hung wood windows. The buildings appear to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial Building

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward north, 08.22.07, 100-1196

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1946 & 1947, SF Dept. of Building Inspection

*P7. Owner and Address:

Rfj Inc., Co.
 930 Innes Avenue
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.04.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 <u>1</u> of 2	*Resource name(s) or number (assigned by recorder)		935 Innes Avenue
P1. Other Identifier:	APN 4653/017		
*P2. Location:	<input type="checkbox"/> Not for Publication <input checked="" type="checkbox"/> Unrestricted		
*a. County:	San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.		
*b. USGS 7.5' Quad:	San Francisco South	Date:	1995
*c.	Address: 935 INNES AVE	City: San Francisco	Zip: 94124
d.	UTM: Zone: 10	mE/	mN (G.P.S.)
e.	Other Locational Data: Assessor's Parcel Number (Map, Block, Lot):		4653017A
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)			
<p>935 Innes Avenue occupies a 37'-6" x 100' lot on the south side of Innes Avenue between Griffith and Hawes streets in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame, Craftsman-style dwelling with a side-facing, shallow-pitched gable roof. The house is set back toward the center of the lot, with a driveway and a raised concrete retaining wall, enclosing a dirt yard, occupying the front of the lot. The primary facade faces north toward Innes Avenue. The facade is finished in wood clapboard siding and is three bays wide. The left bay contains a garage opening below and an enclosed porch window on the main floor. The center bay contains a partially enclosed stair and a gable-roofed porch. The right bay features the west half of the enclosed porch on the main level. The dwelling appears to be in good condition.</p>			
*P3b. Resource Attributes: (list attributes and codes)		HP2. Single-Family Property	
P4. Resources Present: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> Site <input type="checkbox"/> District <input type="checkbox"/> Element of District <input type="checkbox"/> Other			
		P5b. Photo: (view and date)	
		View toward south, 08.22.07, 100-1152	
		*P6. Date Constructed/Age and Sources:	
		<input checked="" type="checkbox"/> Historic <input type="checkbox"/> Prehistoric <input type="checkbox"/> Both	
		1935, SF Dept. of Building Inspection	
		*P7. Owner and Address:	
		Orlean J. Tolbert 935 Innes Avenue San Francisco, Ca 94124	
		*P8. Recorded by	
		Christopher Verplanck KVP Consulting 2912 Diamond St., No. 330 San Francisco, CA 94131	
		*P9. Date Recorded:	
08.31.07			
*P10. Survey Type:			
Intensive Level Survey Of India Basin For The Bayview Historical Society			
*P11. Report Citation: (Cite survey report and other sources, or enter "none")			
*Attachments: <input type="checkbox"/> None <input type="checkbox"/> Location Map <input type="checkbox"/> Sketch Map <input type="checkbox"/> Continuation Sheet <input checked="" type="checkbox"/> Building, Structure, and Object Record <input type="checkbox"/> Archaeological Record <input type="checkbox"/> District Record <input type="checkbox"/> Linear Feature Record <input type="checkbox"/> Milling Station Record <input type="checkbox"/> Rock Art Record <input type="checkbox"/> Artifact Record <input type="checkbox"/> Photograph Record <input type="checkbox"/> Other (list)			

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 6L

Page 2 of 2

*Resource Name or # (Assigned by recorder) 935 Innes Avenue

B1. Historic Name:	None		
B2. Common Name:	935 Innes Avenue		
B3. Original Use:	Single-family dwelling	B4. Present Use:	Residence
*B5. Architectural Style:	Craftsman		

*B6. Construction History: (Construction date, alterations, and date of alterations)
935 Innes Avenue was constructed in June 1934 by Arthur Simpson.

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

*B8. Related Features: None

B9a. Architect: None b. Builder: Arthur Simpson

*B10. Significance: Theme: Industrial and Residential Development Area: India Basin/Hunters Point

Period of Significance: 1870-1938 Property Type: Residence Applicable Criteria: N/A

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

935 Innes Avenue was constructed in June 1934 by Arthur Simpson. The original building permit describes the property as a one-story frame building costing \$1,500. Simpson was a carpenter and he built the house as a residence for he and his wife Nettie. The Simpsons remained at 935 Innes until May 1964 when they sold it to Howard J. and Elizabeth A. Lacey. From the mid-1960s until the 1980s, the property exchanged hands several times before being purchased by the present owners.

935 Innes Avenue appears ineligible for listing in either the California or the National Register. The building is not associated with any of the important families associated with the local boat building industry and is not architecturally significant. Regardless, it is one of the older dwellings in the neighborhood and retains a high level of integrity and therefore warrants special consideration in the local planning process.

B11. Additional Resource Attributes: (List attributes and codes) HP2. Single-family property

*B12. References:

Sanborn Fire Insurance Co. maps, San Francisco Office of the Assessor/Recorder, San Francisco Department of Building Inspection.

B13. Remarks:

None

*B14. Evaluator: Christopher VerPlanck

*Date of Evaluation: 05.15.08

(This space reserved for official comments.)

(Sketch Map with north arrow



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 1 *Resource name(s) or number (assigned by recorder) 939 Innes Avenue

P1. Other Identifier: APN 4653/016B

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 939 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4653016B

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

939 Innes Avenue occupies a 25' x 100' lot on the south side of Innes Avenue between Griffith and Hawes streets in San Francisco's Hunters Point district. It is a one-story-over-basement, wood-frame dwelling with a flat roof. The dwelling is situated near the center of the lot, with a concrete stair and one-story garage occupying the front of the lot. The primary facade faces north toward Innes Avenue. The facade is finished in smooth stucco and is two bays wide. The left bay contains an arched opening to the rear yard and a single window at the basement level and a tripartite aluminum window at the main floor level. The window is sheltered beneath a narrow projecting canopy. The right bay features a stair and the primary entrance sheltered beneath a flat stuccoed canopy. The facade terminates in an Art Moderne-inspired stepped parapet roof embellished with stucco "speed lines." The dwelling appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single-Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward south, 08.22.07, 100-1151

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1940, SF Dept. of Building Inspection

*P7. Owner and Address:

Danny R. Anderson
 939 Innes Avenue
 San Francisco, Ca 94121

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

08.31.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For
 The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 1 *Resource name(s) or number (assigned by recorder) 943 Innes Avenue

P1. Other Identifier: APN 4653/016A

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 943 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4653016B

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

943 Innes Avenue occupies a 25' x 100' lot on the south side of Innes Avenue between Griffith and Hawes streets in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame dwelling with a flat roof. The primary facade faces north toward Innes Avenue. The facade is finished in smooth stucco and is two bays wide. The left bay, which projects outward approximately 6", features a garage at street level and a tripartite window and ornamental balcony on the main level. The window contains three wood, divided-light casements. The right bay features a recessed "tunnel" entrance enclosed behind a wrought iron security gate at street level and a pair of double-hung wood windows on the main level. The facade terminates with a false cross-gabled parapet roof and a stuccoed chimney. The dwelling appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single-Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward south, 08.22.07, 100-1150

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1954, SF Dept. of Building Inspection

*P7. Owner and Address:

Fleming Family Trust
 943 Innes Avenue
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.03.07

*P10. Survey Type:

Intensive Level Survey Of India Basin for
 The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 1 *Resource name(s) or number (assigned by recorder) 947 Innes Avenue

P1. Other Identifier: APN 4653/016

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 947 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4653016B

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

947 Innes Avenue occupies a 25' x 100' lot on the south side of Innes Avenue between Griffith and Hawes streets in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame dwelling with a flat roof. The primary facade faces north toward Innes Avenue. The facade is finished in smooth stucco and is two bays wide. The left bay, which projects outward approximately 6", features a garage at street level and a tripartite window and ornamental balcony on the main level. The window contains three vinyl, double-hung windows. The right bay features a recessed "tunnel" entrance enclosed behind a wrought iron security gate at street level and a pair of double-hung vinyl windows on the main level. The facade terminates with a false mansard parapet roof and a stuccoed chimney. The dwelling appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single-Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward south, 08.22.07, 100-1149

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1952, SF Dept. of Building Inspection

*P7. Owner and Address:

Maritza Hurtado
 947 Innes Avenue
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.03.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For
 The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 _____
Other		NRHP Status Code _____
Listings		
Review Code _____		Reviewer _____ Date _____
Page 1 of 1	*Resource name(s) or number (assigned by recorder)	950 Innes Avenue
P1. Other Identifier:	APN 4646/007, Surfside Liquors	
*P2. Location:	<input type="checkbox"/> Not for Publication <input checked="" type="checkbox"/> Unrestricted	
*a. County:	San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.)	
*b. USGS 7.5' Quad:	San Francisco South	Date: 1995
*c. Address:	950 INNES AVE	City: San Francisco Zip: 94124
d. UTM: Zone: 10	mE/	mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot):	4646007	
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)		
<p>950 Innes Avenue occupies a 25' x 100 lot on the north side of Innes Avenue between Hawes and Griffith streets in San Francisco's Hunters Point district. The property contains a one-story-over-garage, wood-frame dwelling/commercial building with a flat roof. The primary facade faces south toward Innes Avenue. The facade is finished in smooth stucco and is two bays wide. The left bay contains a dogleg stair at street level and an aluminum sliding window on the main floor level. The right bay features a former garage that has been infilled with a crude storefront at street level and a pair of aluminum sliding windows on the main level. A plaster cartouche is located above the window. The building appears to be in fair condition.</p>		
*P3b. Resource Attributes: (list attributes and codes)	HP6. 1-3 Story Commercial Building	
*P4. Resources Present: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> Site <input type="checkbox"/> District <input type="checkbox"/> Element of District <input type="checkbox"/> Other		
	*P5b. Photo: (view and date)	
	View toward north, 08.22.07, 100-1198	
	*P6. Date Constructed/Age and Sources: <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Prehistoric <input type="checkbox"/> Both	
	1939, SF Dept. of Building Inspection	
	*P7. Owner and Address: Robert L. Pinkard 240 Merced Drive San Bruno, Ca 94066	
	*P8. Recorded by Christopher Verplanck KVP Consulting 2912 Diamond St., No. 330 San Francisco, CA 94131	
	*P9. Date Recorded: 09.04.07	
	*P10. Survey Type: Intensive Level Survey Of India Basin For The Bayview Historical Society	
	*P11. Report Citation: (Cite survey report and other sources, or enter "none")	
	*Attachments: <input checked="" type="checkbox"/> None <input type="checkbox"/> Location Map <input type="checkbox"/> Sketch Map <input type="checkbox"/> Continuation Sheet <input type="checkbox"/> Building, Structure, and Object Record <input type="checkbox"/> Archaeological Record <input type="checkbox"/> District Record <input type="checkbox"/> Linear Feature Record <input type="checkbox"/> Milling Station Record <input type="checkbox"/> Rock Art Record <input type="checkbox"/> Artifact Record <input type="checkbox"/> Photograph Record <input type="checkbox"/> 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 1	*Resource name(s) or number (assigned by recorder) 951 Innes Avenue	
P1. Other Identifier:	APN 3653/015	
*P2. Location:	<input type="checkbox"/> Not for Publication <input checked="" type="checkbox"/> Unrestricted	
*a. County:	San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.)	
*b. USGS 7.5' Quad:	San Francisco South	Date: 1995
*c. Address:	951 INNES AVE	City: San Francisco Zip: 94124
d. UTM: Zone:	10	mE/ mN (G.P.S.)
e. Other Locational Data:	Assessor's Parcel Number (Map, Block, Lot): 4653015	
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)		
951 Innes Avenue occupies a 37'-6" x 100' lot on the south side of Innes Avenue between Griffith and Hawes streets in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame dwelling with a flat roof. The primary facade faces north toward Innes Avenue. The facade is finished in smooth stucco at street level and flush wood siding above and is two bays wide. The left bay features a wide garage door at street level and a tripartite window on the main level. The window contains a single wood casement flanked by two aluminum double-hung windows. The right bay features a recessed "tunnel" entrance enclosed behind a decorative wood screen and a wrought iron security gate at street level and a tripartite window composed of wood casements on the main level. A projecting soffit demarcates the street level and the main floor. The facade terminates with a flat parapet coping molding and a stuccoed chimney. The dwelling appears to be in good condition.		
*P3b. Resource Attributes:	(list attributes and codes) HP2. Single-Family Property	
P4. Resources Present: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> Site <input type="checkbox"/> District <input type="checkbox"/> Element of District <input type="checkbox"/> Other		
	P5b. Photo: (view and date)	
	View toward south, 08.22.07, 100-1148	
	*P6. Date Constructed/Age and Sources: <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Prehistoric <input type="checkbox"/> Both 1953, SF Dept. of Building Inspection	
	*P7. Owner and Address: Kristine Enea 951 Innes Avenue San Francisco, Ca 94124	
	*P8. Recorded by Christopher Verplanck KVP Consulting 2912 Diamond St., No. 330 San Francisco, CA 94131	
	*P9. Date Recorded: 09.03.07	
*P10. Survey Type: Intensive Level Survey Of India Basin For The Bayview Historical Society		
*P11. Report Citation: (Cite survey report and other sources, or enter "none")		
*Attachments: <input checked="" type="checkbox"/> None <input type="checkbox"/> Location Map <input type="checkbox"/> Sketch Map <input type="checkbox"/> Continuation Sheet <input type="checkbox"/> Building, Structure, and Object Record <input type="checkbox"/> Archaeological Record <input type="checkbox"/> District Record <input type="checkbox"/> Linear Feature Record <input type="checkbox"/> Milling Station Record <input type="checkbox"/> Rock Art Record <input type="checkbox"/> Artifact Record <input type="checkbox"/> Photograph Record <input type="checkbox"/> 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 1 *Resource name(s) or number (assigned by recorder) 955 Innes Avenue

P1. Other Identifier: APN 3653/014

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 955 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4653014

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

955 Innes Avenue occupies a 37'-6" x 100' lot on the south side of Innes Avenue between Griffith and Hawes streets in San Francisco's Hunters Point district. It is a two-story-over-garage, wood-frame, single-family dwelling with a flat roof. The primary facade faces north toward Innes Avenue. The facade is finished in smooth stucco at street level and flush wood siding above and is three bays wide. The left and center bays are nearly identical, featuring a garage door at street level and bands of aluminum sliding windows on the upper stories. The right bay is slightly recessed behind the rest of the facade; it features a recessed porch enclosed behind a wrought iron security gate at street level. The upper two floors have balconies accessed by glazed doors. Projecting bezel moldings outline the upper floors of the left and center bays. The dwelling appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single-Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward south, 08.22.07, 100-1147

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1956, SF Dept. of Building Inspection

*P7. Owner and Address:

Antoine Hayward Et Al

331 Lathrop Avenue

San Francisco, CA 94134

*P8. Recorded by

Christopher Verplanck

KVP Consulting

2912 Diamond St., No. 330

San Francisco, CA 94131

*P9. Date Recorded:

09.03.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For

The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

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

Archaeological Record District Record Linear Feature 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(s) or number (assigned by recorder) 963 Innes Avenue	
P1. Other Identifier:	APN 4653/013A	
*P2. Location:	<input type="checkbox"/> Not for Publication <input checked="" type="checkbox"/> Unrestricted	
*a. County:	San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.	
*b. USGS 7.5' Quad:	San Francisco South	Date: 1995
*c. Address:	963 INNES AVE	City: San Francisco Zip: 94124
d. UTM: Zone: 10	mE/	mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot):	4653013A	
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)		
<p>963 Innes Avenue occupies a 25' x 100' lot on the south side of Innes Avenue between Griffith and Hawes streets in San Francisco's Hunters Point district. It is a one-story, wood-frame "cottage" dwelling with a hipped roof. The primary facade faces north toward Innes Avenue. The dwelling sits atop a high scored concrete and stucco foundation/retaining wall. A stair at the front of the wall leads from the sidewalk to the primary entrance in the recessed left bay. The only portion of the facade visible from the street is one bay wide and clad in California novelty siding; it is punctuated by a tripartite window containing multi-lite wood casements. The facade terminates with a simple bracketed soffit. The dwelling appears to be in fair condition.</p>		
*P3b. Resource Attributes: (list attributes and codes)	HP2. Single-Family Property	
P4. Resources Present: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> Site <input type="checkbox"/> District <input type="checkbox"/> Element of District <input type="checkbox"/> Other		
	P5b. Photo: (view and date)	
	View toward south, 08.22.07, 100-1146A	
	*P6. Date Constructed/Age and Sources: <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Prehistoric <input type="checkbox"/> Both	
	1914, SF Dept. of Building Inspection	
	*P7. Owner and Address: Andrew Hertzfeld 329 Lincoln Avenue Palo Alto, Ca 94341	
	*P8. Recorded by Christopher Verplanck KVP Consulting 2912 Diamond St., No. 330 San Francisco, CA 94131	
	*P9. Date Recorded: 08.31.07	
	*P10. Survey Type: Intensive Level Survey Of India Basin for The Bayview Historical Society	
	*P11. Report Citation: (Cite survey report and other sources, or enter "none")	
	*Attachments: <input type="checkbox"/> None <input type="checkbox"/> Location Map <input type="checkbox"/> Sketch Map <input type="checkbox"/> Continuation Sheet <input checked="" type="checkbox"/> Building, Structure, and Object Record <input type="checkbox"/> Archaeological Record <input type="checkbox"/> District Record <input type="checkbox"/> Linear Feature Record <input type="checkbox"/> Milling Station Record <input type="checkbox"/> Rock Art Record <input type="checkbox"/> Artifact Record <input type="checkbox"/> Photograph Record <input type="checkbox"/> Other (list)	

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 6L

Page 2 of 2

*Resource Name or # (Assigned by recorder) 963 Innes Avenue

B1. Historic Name:	Wilmer and Hilda Wilson Residence		
B2. Common Name:	963 Innes Avenue		
B3. Original Use:	Single-family dwelling	B4. Present Use:	Single-family dwelling
*B5. Architectural Style:	Vernacular		

*B6. **Construction History:** (Construction date, alterations, and date of alterations)
963 Innes Avenue was constructed in 1914 by Wilmer W. and Hilda A. Wilson. A sun porch was added in 1932 and the facade reconfigured in 1940.

*B7. Moved? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> Unknown	Date:	Original Location:
*B8. Related Features:	Concrete retaining wall and stairs.	

B9a. Architect:	None	b. Builder:	Day labor
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*B10. Significance: Theme:	Industrial and Residential Development	Area	India Basin
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Period of Significance:	1870-1938	Property Type:	Residence	Applicable Criteria	n/a
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(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

963 Innes Avenue was constructed in 1914 by Wilmer W. and Hilda A. Wilson on a 25' x 100' lot given to Hilda by Fred and Mary Siemer in 1918. The Wilsons do not seem to have ever lived at 963 Innes, renting it to a variety of local boat yard workers. In October 1953, the Wilsons sold the property (and lot 14 next door) to Minnie Q. Wong, a grocer who ran a store at 1109 Revere Avenue. Wong sold the property to John P. Riordan in January 1965. Riordan lived at 1963 Innes until he sold it to Nick Borissoff in December 1977. Borissoff sold it to the last owners in March 1984.

963 Innes Avenue appears ineligible for listing in either the California or the National Register. The building is not associated closely with any of the important families associated with the local boat building industry and it is not architecturally significant. Nevertheless, the structure is one of the oldest dwellings in the neighborhood and therefore warrants special consideration in the local planning process.

B11. Additional Resource Attributes: (List attributes and codes)	HP2. Single-family property
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*B12. **References:**
San Francisco Department of Building Inspection, San Francisco Office of the Assessor/Recorder, U.S. Census Bureau, Sanborn Fire Insurance Maps, San Francisco City Directories

B13. Remarks:	
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*B14. Evaluator:	Christopher VerPlanck
*Date of Evaluation:	09.18.07

(This space reserved for official comments.)



Sketch 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 _____		
Page 1 of 2	*Resource name(s) or number (assigned by recorder) 967 Innes Avenue	
P1. Other Identifier:	APN 4653/012A	
*P2. Location:	<input type="checkbox"/> Not for Publication <input checked="" type="checkbox"/> Unrestricted	
*a. County:	San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.	
*b. USGS 7.5' Quad:	San Francisco South	Date: 1995
*c. Address:	967 INNES AVE	City: San Francisco Zip: 94124
d. UTM: Zone: 10	mE/	mN (G.P.S.)
e.	Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4653012A	
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)		
<p>967 Innes Avenue occupies part of a 25' x 100' lot on the south side of Innes Avenue between Griffith and Hawes streets in San Francisco's Hunters Point district. The property is lushly vegetated and situated on a steep rise. A concrete retaining wall forms the northern edge of the property. Located midway up a heavily vegetated bank is a ca. 1917 Craftsman bungalow. Probably a Sears mail-order bungalow ("The Hollywood"), the one-and-a-half-story, wood-frame bungalow features a broad overhanging side-facing gable roof with a porch running the width of the facade. The porch is supported by pairs of round columns and sculpted brackets and shelters two double-hung wood windows and the main entrance, which contains a Craftsman oak door. A gable-roofed dormer supported by knee brackets contains a single multi-lite window. The property appears to be in fair condition.</p>		
*P3b. Resource Attributes: (list attributes and codes) HP2. Single-Family Property		
P4. Resources Present: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> Site <input type="checkbox"/> District <input type="checkbox"/> Element of District <input type="checkbox"/> Other		
	P5b. Photo: (view and date)	
	View toward south, 08.22.07, 100-1145A	
	*P6. Date Constructed/Age and Sources: <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Prehistoric <input type="checkbox"/> Both 1917, SF Dept. of Building Inspection	
	*P7. Owner and Address: Janice E. Mitchell 967 Innes Avenue San Francisco, Ca 94124	
	*P8. Recorded by Christopher Verplanck KVP Consulting 2912 Diamond St., No. 330 San Francisco, CA 94131	
	*P9. Date Recorded: 09.03.07	
	*P10. Survey Type: Intensive Level Survey Of India Basin for The Bayview Historical Society	
	*P11. Report Citation: (Cite survey report and other sources, or enter "none")	
	*Attachments: <input type="checkbox"/> None <input type="checkbox"/> Location Map <input type="checkbox"/> Sketch Map <input type="checkbox"/> Continuation Sheet <input checked="" type="checkbox"/> Building, Structure, and Object Record <input type="checkbox"/> Archaeological Record <input type="checkbox"/> District Record <input type="checkbox"/> Linear Feature Record <input type="checkbox"/> Milling Station Record <input type="checkbox"/> Rock Art Record <input type="checkbox"/> Artifact Record <input type="checkbox"/> Photograph Record <input type="checkbox"/> Other (list)	

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 3CS

Page 2 of 2

*Resource Name or # (Assigned by recorder) 967 Innes Avenue

B1. Historic Name:	Fred and Inga Siemer Residence		
B2. Common Name:	967 Innes Avenue		
B3. Original Use:	Single-family residence	B4. Present Use:	Single-family residence
*B5. Architectural Style:	Craftsman		

*B6. **Construction History:** (Construction date, alterations, and date of alterations)
967 Innes Avenue was constructed by Ingeborg Jorgenson for his daughter Inga Siemer in 1917. The concrete retaining wall and stairs were added in 1939.

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

*B8. **Related Features:** Retaining wall, stairs, and landscaping

B9a. Architect: Unknown b. Builder: Unknown

*B10. **Significance: Theme:** Industrial and Residential Development **Area:** India Basin

Period of Significance: 1870-1938 **Property Type:** Residence **Applicable Criteria:** 1 & 3

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

967 Innes Avenue was constructed in 1917 by Norwegian-born ship builder Ingeborg Jorgenson for his daughter Inga Siemer and son-in-law Fred Siemer. The house appears to be an unusual example (in San Francisco) of a Sears and Roebuck mail order bungalow plan: Modern Home No. 264p234, "The Hollywood." The Siemers lived at 967 Innes Avenue for the rest of their lives. The 1930 Census records the household as consisting of Fred (aged 29), Inga (aged 24), and their four children: Ernest, Ruth, Gordon, and Marion. Fred was a shipwright in his boat yard Siemer & Bruer & Co. Fred and Inga continued to live at 967 Innes until 1964 when Fred died. Their daughter Ruth moved in to the house and inherited the property from her mother in 1976. Ruth Siemer died in 2004.

967 Innes Avenue appears eligible for listing in the California Register under Criteria 1 (Events) and 3 (Design/Construction). Built for Fred and Inga Siemer, 967 Innes housed one of the oldest and most important boat building families of India Basin. The house is also a rare example of what appears to be a Sears mail order bungalow in San Francisco. The dwelling sits on a generous lot that recalls the semi-rural conditions that once prevailed at Hunters Point. The dwelling retains a high level of integrity, retaining the following aspects: location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes) HP2. Single-family property

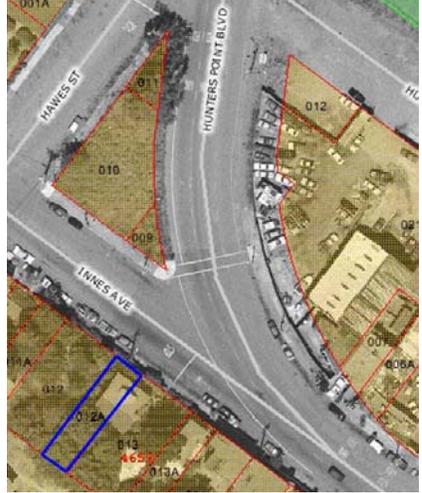
*B12. **References:** San Francisco Department of Building Inspection, San Francisco Office of the Assessor/Recorder, U.S. Census Bureau, Sanborn Fire Insurance Maps, San Francisco City Directories

B13. Remarks:

*B14. **Evaluator:** Christopher VerPlanck
*Date of Evaluation: 09.18.07

(This space reserved for official comments.)

(Sketch Map with north arrow)



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(s) or number (assigned by recorder) 991 Innes Avenue

P1. Other Identifier: APN 4653/011B

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 991 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4653011B

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

991 Innes Avenue occupies an irregularly shaped lot on the south side of Innes Avenue between Griffith and Hawes streets in San Francisco's Hunters Point district. The property is lushly vegetated and situated on a steep rise. The dwelling, which is a one-story-over-basement, wood-frame dwelling with a gable roof, appears to be a salvaged earthquake shack. It is located on a high concrete foundation near the rear property line. The primary facade faces north toward Innes Avenue. The facade is finished in what appears to be aluminum siding and is two bays wide. The left bay is recessed behind the primary facade and consists of a concrete stair leading up to an enclosed entry porch. The right bay features a pair of double-hung aluminum windows at the basement level and a tripartite window consisting of a large fixed pane flanked by casements on the main floor level. The facade terminates with a projecting soffit and a front-facing gable roof. The dwelling appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward south, 08.22.07, 100-1142A

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1937, SF Dept. of Building Inspection

*P7. Owner and Address:

Alex W. Lantsberg
 991 Innes Avenue
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.03.07

*P10. Survey Type:

Intensive Level Survey Of India Basin for The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 6Y

Page 2 of 2

*Resource Name or # (Assigned by recorder) 991 Innes Avenue

B1. Historic Name:	None		
B2. Common Name:	991 Innes Avenue		
B3. Original Use:	Single-family dwelling	B4. Present Use:	Residence
*B5. Architectural Style:	Utilitarian		

*B6. **Construction History:** (Construction date, alterations, and date of alterations)
991 Innes Avenue was constructed in May 1937 by Paul and Helen Runge. The one-and-a-half-story frame dwelling cost \$3,000 to construct.

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

*B8. **Related Features:** None

B9a. **Architect:** None b. **Builder:** Paul Runge

*B10. **Significance: Theme:** Industrial and Residential Development **Area:** India Basin/Hunters Point

Period of Significance: 1870-1938 **Property Type:** Residence **Applicable Criteria:** N/A

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

991 Innes Avenue was constructed in May 1937 by Paul Runge, an engineer, as a single-family residence for he and his wife Helen. The parcel originally measured 50' x 100' and included the site of 993 Innes Avenue, built as a free-standing garage and dwelling unit by Runge in November 1937. In April 1942, the Runges subdivided the property into two lots and sold what is now 993 Innes Avenue to B. R. and Mildred M. Pettichord. In November 1943, the Runges sold 991 Innes Avenue to Caroline Dykstra and moved next door to 985 Innes Avenue. In July 1943, Caroline Dykstra applied for a permit to build a second unit in the lower portion of the dwelling, which she soon rented (along with the upper unit) to war workers employed at the nearby Hunters Point Naval Shipyard. In February 1957, Dykstra sold 991 Innes Avenue to James C. and Sara Willis, longtime owners of the property. In the mid-1990s, Willis sold the property to the present owners.

991 Innes Avenue appears ineligible for listing in either the California or the National Register. The building is not associated with any of the important families associated with the local Bay scow building industry and is not architecturally significant.

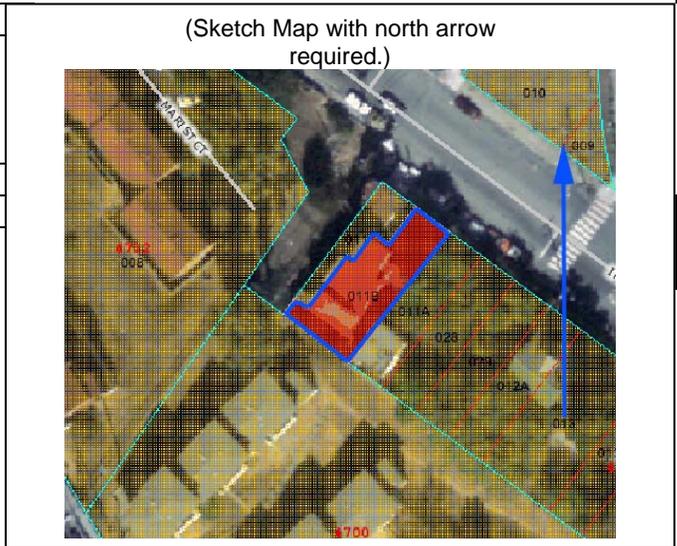
B11. **Additional Resource Attributes:** (List attributes and codes) HP2. Single-family property

*B12. **References:**
Sanborn Fire Insurance Co. maps, San Francisco Office of the Assessor/Recorder, San Francisco Department of Building Inspection.

B13. **Remarks:**
None

*B14. **Evaluator:** Christopher VerPlanck
*Date of Evaluation: 05.15.08

(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 1 *Resource name(s) or number (assigned by recorder) 985 Innes Avenue

P1. Other Identifier: APN 4653/011A

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 985 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4653011A

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

985 Innes Avenue occupies a 25' x 100' lot on the south side of Innes Avenue between Griffith and Hawes streets in San Francisco's Hunters Point district. The property is lushly vegetated and situated on a steep rise. The dwelling, which is a two-story wood-frame dwelling with a flat roof, is located near the rear property line. The primary facade faces north toward Innes Avenue. The facade is finished in rustic channel siding and is two bays wide. The left bay contains a pair of wood casements on the first floor and a tripartite window containing wood casements on the second floor. The right bay features a projecting stair that leads up to the pedestrian entrance on the second floor level. The facade terminates with a simple flat parapet molding. The dwelling appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward south, 08.22.07, 100-1143A

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1939, SF Dept. of Building Inspection

*P7. Owner and Address:

Brenda McClendon Trust
 234 Athol Avenue
 Oakland, CA 94616

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

09.03.07

*P10. Survey Type:

Intensive Level Survey Of India Basin for The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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(s) or number (assigned by recorder)	993 Innes Avenue
P1. Other Identifier:	APN 4653/011	
*P2. Location:	<input type="checkbox"/> Not for Publication <input checked="" type="checkbox"/> Unrestricted	
*a. County:	San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.)	
*b. USGS 7.5' Quad:	San Francisco South	Date: 1995
*c. Address:	993 INNES AVE	City: San Francisco Zip: 94124
d. UTM: Zone: 10	mE/	mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot):	4653011B	
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)		
<p>993 Innes Avenue occupies an irregularly shaped lot on the southeast corner of Innes Avenue and Hawes Street in San Francisco's Hunters Point district. It is a two-story-over-garage, wood-frame dwelling with a shallow-pitch gable roof. The primary facade faces north toward Innes Avenue. The secondary elevation faces the undeveloped Hawes Street right-of-way to the west. The facade is finished in vinyl siding and is one bay wide. A concrete stair provides access to the main entrance on the east elevation. The first floor consists of a pair of garage doors. The second floor contains a tripartite window fitted with aluminum sliders and a roundel. The second floor features a similar tripartite window near the center of the gable. The dwelling appears to be in good condition.</p>		
*P3b. Resource Attributes: (list attributes and codes)		HP2. Single Family Property
P4. Resources Present: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> Site <input type="checkbox"/> District <input type="checkbox"/> Element of District <input type="checkbox"/> Other		
	P5b. Photo: (view and date)	
	View toward south, 08.22.03, 100-1141	
	*P6. Date Constructed/Age and Sources: <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Prehistoric <input type="checkbox"/> Both	
	1938, SF Dept. of Building Inspection	
	*P7. Owner and Address:	
	Brenda McClendon Trust 234 Athol Avenue Oakland, CA 94616	
	*P8. Recorded by	
	Christopher Verplanck KVP Consulting 2912 Diamond St., No. 330 San Francisco, CA 94131	
	*P9. Date Recorded:	
	08.31.07	
*P10. Survey Type:		
Intensive Level Survey Of India Basin For The Bayview Historical Society		
*P11. Report Citation: (Cite survey report and other sources, or enter "none")		
*Attachments: <input type="checkbox"/> None <input type="checkbox"/> Location Map <input type="checkbox"/> Sketch Map <input type="checkbox"/> Continuation Sheet <input checked="" type="checkbox"/> Building, Structure, and Object Record <input type="checkbox"/> Archaeological Record <input type="checkbox"/> District Record <input type="checkbox"/> Linear Feature Record <input type="checkbox"/> Milling Station Record <input type="checkbox"/> Rock Art Record <input type="checkbox"/> Artifact Record <input type="checkbox"/> Photograph Record <input type="checkbox"/> Other (list)		

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 6Y

Page 2 of 2 *Resource Name or # (Assigned by recorder) 993 Innes Avenue

B1. Historic Name:	None		
B2. Common Name:	993 Innes Avenue		
B3. Original Use:	Single-family dwelling	B4. Present Use:	Residence
*B5. Architectural Style:	Utilitarian		

*B6. Construction History: (Construction date, alterations, and date of alterations)
993 Innes Avenue was constructed in November 1937 by Paul and Helen Runge as a secondary unit. The one-and-a-half-story frame dwelling and garage cost \$400 to construct.

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

*B8. Related Features: None

B9a. Architect: None b. Builder: Paul Runge

*B10. Significance: Theme: Industrial and Residential Development Area: India Basin/Hunters Point

Period of Significance: 1870-1938 Property Type: Residence Applicable Criteria: N/A

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

993 Innes Avenue was constructed in November 1937 by Paul Runge, an engineer, as a secondary dwelling unit. The property originally measured 50' x 100' and included the site of 991 Innes Avenue next door. In April 1942, the Runges subdivided the property into two lots and sold what is now 993 Innes Avenue to Robert and Mildred M. Pettichord. Mr. Pettichord was employed as a foreman at Tibbitts Construction Company. The Pettichords lived at 993 Innes Avenue until November 1951 when they sold the property to Pantaleon A. and Margarita Trejo. In November 1956, the Trejos sold the property to Tjalling and Carolina Dykstra, owners of 991 Innes Avenue next door. In February 1957, the Dykstras sold 991 and 993 Innes Avenue to James C. and Sara Willis. In July 1992, James Willis hired a contractor to apply vinyl siding to the exterior of the dwelling. In the mid-1990s the property was purchased by the present owner.

993 Innes Avenue appears ineligible for listing in either the California or the National Register. The building is not associated with any of the important families associated with the local Bay scow building industry and is not architecturally significant.

B11. Additional Resource Attributes: (List attributes and codes) HP2. Single-family property

*B12. References:

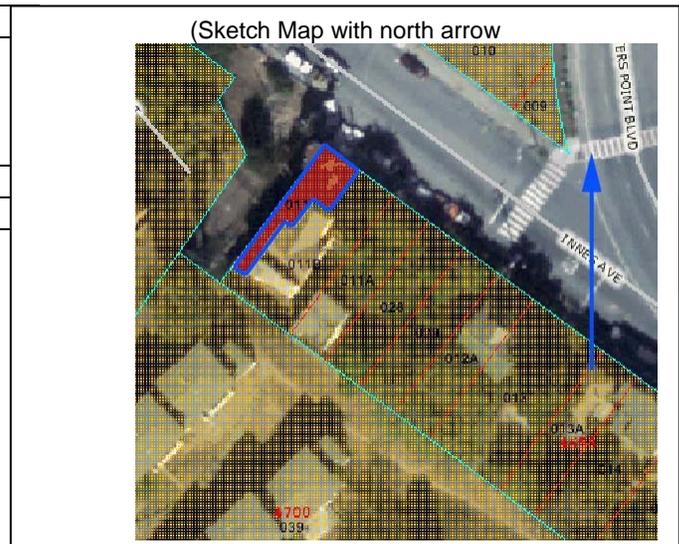
Sanborn Fire Insurance Co. maps, San Francisco Office of the Assessor/Recorder, San Francisco Department of Building Inspection.

B13. Remarks: None

*B14. Evaluator: Christopher VerPlanck

*Date of Evaluation: 05.15.08

(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 1 *Resource name(s) or number (assigned by recorder) 1068 Innes Avenue

P1. Other Identifier: APN 4647A/007A

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 1068 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4647A007A

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

1068 Innes Avenue occupies a 37'-6" x 100' lot on the north side of Innes Avenue between Middle Point Road and Hawes Street in San Francisco's Hunters Point district. It is a one-story-wood-frame, L-plan dwelling with a flat roof. The house is set back from the road with a separate car port adjoining Innes Avenue. The primary facade faces south toward Innes Avenue. The facade is clad in rustic channel siding and is three bays wide. The left bay features a pair of vinyl sliding windows. The center bay contains a band of aluminum windows and porch that accesses the principal entry in the right bay. The dwelling appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward north, 08.22.07, 100-1128

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1940, SF Dept. of Building Inspection

*P7. Owner and Address:

Ann Young
 4000 Third Street
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

08.31.07

*P10. Survey Type:

Intensive Level Survey Of India Basin for
 The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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(s) or number (assigned by recorder) 1064 Innes Avenue

P1. Other Identifier: APN 4647A/007

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1993

*c. Address: 1064 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

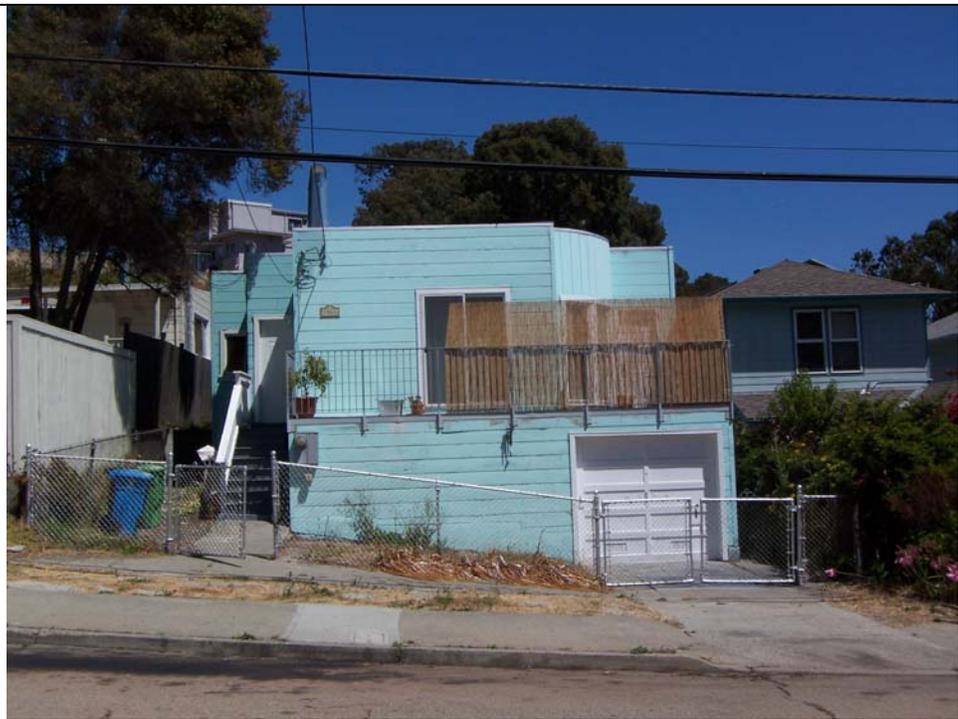
e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4647A007A

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

1064 Innes Avenue occupies a 37'-6" x 100' lot on the north side of Innes Avenue between Middle Point Road and Hawes Street in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame dwelling with a flat roof. The heavily remodeled primary facade faces south toward Innes Avenue. The facade is clad in rustic channel siding and is three bays wide. The left bay features a recessed light court containing a wood stair and the primary entry. The center bay contains a pair of aluminum sliding doors. The right bay contains an extruded garage at street level capped by a deck. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward north, 08.22.07, 100-1129

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1938, SF Dept. of Building Inspection

*P7. Owner and Address:

June Young Enterprises, LLC
 520 S. El Camino Real
 San Mateo, Ca 94402

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

08.31.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For
 The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 6Z

Page 2 of 2

*Resource Name or # (Assigned by recorder) 1064 Innes Avenue

B1. Historic Name:	None		
B2. Common Name:	1064 Innes Avenue		
B3. Original Use:	Single-family dwelling	B4. Present Use:	Residence
*B5. Architectural Style:	Utilitarian		

*B6. Construction History: (Construction date, alterations, and date of alterations)
1064 Innes Avenue was constructed in 1938 by George M. Moore.

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

*B8. Related Features: None

B9a. Architect: None b. Builder: George M. Moore

*B10. Significance: Theme: Industrial and Residential Development Area: India Basin/Hunters Point

Period of Significance: 1870-1938 Property Type: Residence Applicable Criteria: N/A

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

1064 Innes Avenue was constructed in 1938 by George M. Moore on a large 75' x 100' lot that also originally included the site of 1068 Innes Avenue next door. Moore, who also purchased lots 8 and 9 from M. E. Slikerman in March 1938, appears to have built five dwellings (1064, 1068, 1080, 1086, and 1092 Innes Avenue) along the north side of the 1000 block of Innes Avenue, which had only recently been graded from Hawes to Ingalls Street. Built on speculation, the single-family frame dwelling was the first of the five dwellings completed. In April 1939, Moore sold the newly completed residence to Eugene S. and Irene Russell. Eugene was employed as an accountant at Norman L. Waggoner, Inc. In June 1944, the Russells sold the property to Marion and Ethel Kinney. A year later, the Kinneys sold the property to Bonifacio F. and Florine E. Raymundo. Throughout the late 1940s and early 1950s, the property transferred several more times before being purchased by Kee Young in November 1956. The property remains in the Young family as rental housing.

1064 Innes Avenue appears ineligible for listing in either the National Register or the California Register under any of the eligibility criteria. Constructed as speculative housing in 1938, the property is not associated with the historic boatbuilding community of India Basin. The property is also not significant architecturally and it retains a low degree of integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP2. Single-family property

*B12. References:

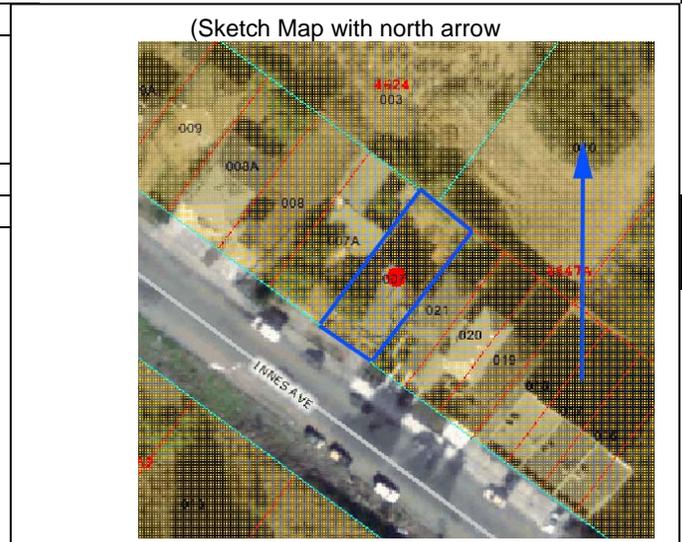
Sanborn Fire Insurance Co. maps, San Francisco Office of the Assessor/Recorder, San Francisco Department of Building Inspection.

B13. Remarks: None

*B14. Evaluator: Christopher VerPlanck

*Date of Evaluation: 05.15.08

(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 1 *Resource name(s) or number (assigned by recorder) 1080 Innes Avenue
 P1. Other Identifier: APN 4647A/008A
 *P2. Location: Not for Publication Unrestricted
 *a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.
 *b. USGS 7.5' Quad: San Francisco South Date: 1995
 *c. Address: 1080 INNES AVE City: San Francisco Zip: 94124
 d. UTM: Zone: 10 mE/ mN (G.P.S.)
 e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4647A008A

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
 1080 Innes Avenue occupies a 37'-6" x 100' lot on the north side of Innes Avenue between Middle Point Road and Hawes Street in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame dwelling with a hipped roof. The primary facade faces south toward Innes Avenue. The facade is clad in rustic channel siding and is three bays wide. The left bay features a pair of vinyl sliding windows on the main floor level. The center bay contains a wood stair that provides access to a narrow porch and the principal entry. The right bay is punctuated by a pair of vinyl sliding windows. To the right of the house is what appears to be a later addition. The addition, which is perched on wood posts, is articulated by a pair of vinyl sliding windows. 1080 Innes Avenue appears to be part of a row that also includes 1086 and 1092 Innes Avenue. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)
 View toward north, 08.22.03, 100-1127
 *P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
 1939, SF Dept. of Building Inspection
 *P7. Owner and Address:
 Mary Monk
 1080 Innes Avenue
 San Francisco, Ca 94124
 *P8. Recorded by
 Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131
 *P9. Date Recorded:
 08.31.07
 *P10. Survey Type:
 Intensive Level Survey Of India Basin For The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 1 *Resource name(s) or number (assigned by recorder) 1092 Innes Avenue

P1. Other Identifier: APN 4647A/009A

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 1092 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4647A009A

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

1092 Innes Avenue occupies a 37'-6" x 100' lot on northeast corner of Innes Avenue and Middle Point Road in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame dwelling with a hipped roof. The primary facade faces south toward Innes Avenue. The secondary elevation faces Middle Point Road to the west. The facade, which is set back from the street, is finished in rustic channel siding and is three bays wide. The left bay takes the form of a separate wing punctuated by a pair of vinyl casement windows. The center bay contains a short wood stair and a porch. The rear wall of the porch has a pair of vinyl sliding windows. The right bay features an extruded garage at the south property line. A deck sits atop the garage and the south wall of the house proper features a pair of sliding vinyl windows. 1092 Innes Avenue appears to be part of a row that also includes 1080 and 1086 Innes Avenue. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward north, 07.22.07, 100-1125

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1939, SF Dept. of Building Inspection

*P7. Owner and Address:

Mary Monk
 1080 Innes Avenue
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

08.31.07

*P10. Survey Type:

Intensive Level Survey Of India Basin
 For The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 1 *Resource name(s) or number (assigned by recorder) 1086 Innes Avenue

P1. Other Identifier: APN 4647A/009

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 1086 INNES AVE City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4647A009A

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

1086 Innes Avenue occupies a 37'-6" x 100' lot on the north side of Innes Avenue between Middle Point Road and Hawes Street in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame dwelling with a hipped roof. The primary facade faces south toward Innes Avenue. The facade, which is set well back from the street, is clad in rustic channel siding and is two bays wide. The left bay features a pair of vinyl sliding windows on the main floor level. The right bay features a garage at street level. The roof of the garage contains a deck which is accessed through a pair of vinyl French doors on the main floor level. A wood stair to the right of the garage provides access to the porch and the main entry. 1086 Innes Avenue appears to be part of a row that also includes 1080 and 1092 Innes Avenue. The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward north, 08.22.07, 110-1126

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both
 1939, SF Dept. of Building Inspection

*P7. Owner and Address:

Staci Sellinger
 1086 Innes Avenue
 San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:

08.31.07

*P10. Survey Type:

Intensive Level Survey Of India Basin
 For The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature 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 _____	
Other _____		NRHP Status Code _____	
Listings _____			
Review Code _____		Reviewer _____ Date _____	
Page 1 of 2	*Resource name(s) or number (assigned by recorder) 201 Middle Point Road		
P1. Other Identifier:	APN 4652/021		
*P2. Location:	<input type="checkbox"/> Not for Publication <input checked="" type="checkbox"/> Unrestricted		
*a. County:	San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.)		
*b. USGS 7.5' Quad:	San Francisco South	Date: 1995	
*c. Address:	201 MIDDLE POINT RD	City: San Francisco Zip: 94124	
d. UTM: Zone: 10	mE/	mN (G.P.S.)	
e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot):	4652021		
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)			
<p>201 Middle Point occupies a 35' x 75' lot on the southeast corner of Innes Avenue and Middle Point Road in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame dwelling with an 'L' plan and a cross-gabled roof. The heavily remodeled facade faces west toward Middle Point Road. The secondary elevation faces north to Innes Avenue. The facade is finished in smooth stucco and is two bays wide. The left bay contains a pedestrian entry and a dogleg stair at street level and a non-historic lunette window on the main floor level. The right bay features a garage door at street level and a gable-roofed wing and porch on the main level. The porch shelters the principal entry. The wing features a large lunette window similar to the window in the left bay. The dwelling appears to be in good condition.</p>			
*P3b. Resource Attributes: (list attributes and codes)		HP2: Single Family Property	
P4. Resources Present: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> Site <input type="checkbox"/> District <input type="checkbox"/> Element of District <input type="checkbox"/> Other			
	P5b. Photo: (view and date)		
	View toward east, 08.22.07, 100-1124		
	*P6. Date Constructed/Age and Sources: <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Prehistoric <input type="checkbox"/> Both 1930, SF Dept. of Building Inspection		
	*P7. Owner and Address: Tori Freeman 201 Middle Point Road San Francisco, Ca 94124		
	*P8. Recorded by Christopher Verplanck KVP Consulting 2912 Diamond St., No. 330 San Francisco, CA 94131		
	*P9. Date Recorded: 08.31.07		
	*P10. Survey Type: Intensive Level Survey Of India Basin For The Bayview Historical Society		
	*P11. Report Citation: (Cite survey report and other sources, or enter "none")		
	*Attachments: <input type="checkbox"/> None <input type="checkbox"/> Location Map <input type="checkbox"/> Sketch Map <input type="checkbox"/> Continuation Sheet <input checked="" type="checkbox"/> Building, Structure, and Object Record <input type="checkbox"/> Archaeological Record <input type="checkbox"/> District Record <input type="checkbox"/> Linear Feature Record <input type="checkbox"/> Milling Station Record <input type="checkbox"/> Rock Art Record <input type="checkbox"/> Artifact Record <input type="checkbox"/> Photograph Record <input type="checkbox"/> Other (list)		

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 6Z

Page 2 of 2

*Resource Name or # (Assigned by recorder) 201 Middle Point Road

B1. Historic Name:	None		
B2. Common Name:	201 Middle Point Road		
B3. Original Use:	Single-family dwelling	B4. Present Use:	Residence
*B5. Architectural Style:	Utilitarian		

*B6. **Construction History:** (Construction date, alterations, and date of alterations)
201 Middle Point Road was constructed in 1930 by James F. Gibbs and Katherine Stauffer. In 1991, the structure was heavily damaged in a fire and subsequently reconstructed.

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

*B8. **Related Features:** None

B9a. **Architect:** None b. **Builder:** Unknown

*B10. **Significance: Theme:** Industrial and Residential Development **Area:** India Basin/Hunters Point

Period of Significance: 1870-1938 **Property Type:** Residence **Applicable Criteria:** N/A

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

201 Middle Point Road was constructed in 1930 by James F. Gibbs and Katherine Stauffer on a large 75' x 100' lot on the southeast corner of Innes Avenue and Ingalls Street. Built on speculation, the single-family frame dwelling originally faced the ungraded 1000 block of Innes, which was not graded until 1938. Ca. 1940, the lot was subdivided into three 25' x 100' lots and 209 and 215 Middle Point Road (originally Ingalls Street) built on the remainder. In December 1941, Katherine Stauffer gave the property to Marie B. Siggall and Helen S. Smith. In March 1956, Smith bequeathed the property to Mitsi S. Briggs and John Stauffer. The property remained in the hands of the Stauffer family through the 1960s. In 1991, a major fire partially destroyed the property, causing it to be rebuilt later that year.

201 Middle Point Road appears ineligible for listing in either the National Register or the California Register under any of the eligibility criteria. Constructed by a as rental housing in 1930, the property is not associated with the historic boatbuilding community of India Basin. The property is also not significant architecturally and it retains a low degree of integrity.

B11. **Additional Resource Attributes:** (List attributes and codes) HP2. Single-family property

*B12. **References:**

Sanborn Fire Insurance Co. maps, San Francisco Office of the Assessor/Recorder, San Francisco Department of Building Inspection.

B13. **Remarks:**
None

*B14. **Evaluator:** Christopher VerPlanck

*Date of Evaluation: 05.15.08

(This space reserved for official comments.)

(Sketch Map with north arrow)



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 1 *Resource name(s) or number (assigned by recorder) 209 Middle Point Road
 P1. Other Identifier: APN 4652/022
 *P2. Location: Not for Publication Unrestricted
 *a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.
 *b. USGS 7.5' Quad: San Francisco South Date: 1995
 *c. Address: 209 MIDDLE POINT RD City: San Francisco Zip: 94124
 d. UTM: Zone: 10 mE/ mN (G.P.S.)
 e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4652022

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
 209 Middle Point Road occupies a 30.15' x 75' lot on the east side of Middle Point Road between Innes Avenue and Harbor Road in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame dwelling with a flat roof. The primary facade faces west toward Middle Point Road. The facade is finished in smooth stucco and is two bays wide. The left bay contains a wood stair at street level and an aluminum sliding window and arched entry porch on the main floor level. The right bay features a garage at street level and an extruded gable-roofed bay window on the main level. The bay window features a large tripartite window fitted with aluminum double-hung windows divided by turned wood pilasters. The facade terminates with a false combination cross gabled-roof clad in red clay tiles. The dwelling appears to be in fair condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)
 View toward east, 08.22.07, 100-1123

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
 1940, SF Dept. of Building Inspection

*P7. Owner and Address:
 Mattie Stimpson
 209 Middle Point Road
 San Francisco, Ca 94124

*P8. Recorded by
 Christopher Verplanck
 KVP Consulting
 2912 Diamond St., No. 330
 San Francisco, CA 94131

*P9. Date Recorded:
 09.03.07

*P10. Survey Type:
 Intensive Level Survey Of India Basin For
 The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

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

PRIMARY RECORD

Other _____

Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 1 *Resource name(s) or number (assigned by recorder) 215 Middle Point Road

P1. Other Identifier: APN 4652/023

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco and (P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco South Date: 1995

*c. Address: 215 MIDDLE POINT RD City: San Francisco Zip: 94124

d. UTM: Zone: 10 mE/ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 4652023

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

215 Middle Point Road occupies a 34.85' x 75' lot on the east side of Middle Point Road between Innes Avenue and Harbor Road in San Francisco's Hunters Point district. It is a one-story-over-garage, wood-frame dwelling with a flat roof. The primary facade faces west toward Middle Point Road. The facade is finished in smooth stucco and is two bays wide. The left bay contains a recessed "tunnel" entrance with a wrought iron security gate at street level and a square bay window on the main floor level punctuated by a pair of aluminum sliders behind a security screen. The right bay features a garage door at street level and a tripartite aluminum window on the main floor level. The facade terminates with a false cross gabled roof. The dwelling appears to be in fair condition.

*P3b. Resource Attributes: (list attributes and codes) HP2. Single Family Property

P4. Resources Present: Building Structure Object Site District Element of District Other



P5b. Photo: (view and date)

View toward east, 08.22.07, 100-1122

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1940, SF Dept. of Building Inspection

*P7. Owner and Address:

Denise Carter Edwards
215 Middle Point Road
San Francisco, Ca 94124

*P8. Recorded by

Christopher Verplanck
KVP Consulting
2912 Diamond St., No. 330
San Francisco, CA 94131

*P9. Date Recorded:

08.31.07

*P10. Survey Type:

Intensive Level Survey Of India Basin For
The Bayview Historical Society

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

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

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

Artifact Record Photograph Record Other (list)

*Resource Name or # (Assigned by recorder)

India Basin Boat Yards

D1. Historic Name Anderson & Cristofani, Allemand Bros.

D2. Common Name: India Basin

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

The India Basin boat yards are located on the southern side of India Cove in the India Basin neighborhood of San Francisco. The proposed district is comprised of eight parcels within an area bounded roughly by Hunters Point Boulevard, Innes Avenue, Fitch Street and Galvez Avenue. The core of the proposed district centers on the intersection of Hudson Avenue and Griffith Street, neither of which is an officially opened street according to the Department of Public Works. The eight parcels are identified by their APN (Assessor Parcel Number): 4629A/010, 4630/002 and 006, 4645/010, 010A, and 011; and 4646/001 and 002 (**Figure 1**). Although the ownership of these parcels is divided between several different owners and two boat yards have occupied the area since the 1960s, the entire survey area historically operated as a single yard (Anderson & Cristofani) before ca. 1965 and will therefore be described and evaluated as a single continuous property. The proposed district slopes gently downhill from near Innes Avenue to India Cove and extends into open water. Most of the land was historically either submerged tidelands or tidal flats that have since been filled. Remnants of piers and wood pilings extend into the shallow waters of India Cove, an area still occupied by submerged water lots and unopened “paper” streets.



Figure 1. Location map showing boundaries of proposed India Basin Boat Yard District
 Source: San Francisco Department of the Assessor/Recorder; Annotated by Kelley & VerPlanck

The majority of the above-water parts of boat yard properties are paved, with sloping shipways and marine railways leading from dry land into India Basin Cove. Remnants of piers, wharves, and pilings extend into India Cove, which has been substantially filled on either side of the boat yard properties. There are ten buildings of various periods of construction that remain on the property. As most of these buildings were erected without building permits, there are few verifiable construction dates on file at the San Francisco Office of the Assessor/Recorder. In preparing this District form, Kelley & VerPlanck relied on Sanborn Fire Insurance maps, insurance records belonging to the Anderson family, and testimony from individuals who have worked in the yards to identify and date the buildings. The buildings are identified by APN and the following descriptions include approximate dates of construction and historical usage:

- 4629A/010: This parcel, which is partially submerged, was listed in a 1947 insurance appraisal as the location of Anderson & Cristofani's "West Repair Ways – Winch House, Storage & Boiler" and the "West Outfitting Dock and New repair ways." The West Repair Ways were demolished after 1950 and that portion of India Cove filled. Today what remains is the West Outfitting Dock, one marine railway, and one concrete boat ramp.
- 4630/002: This parcel contains elements of the Anderson & Cristofani East Outfitting Dock and the Blacksmith & Machine Shop (ca. 1930). This parcel also contains a portion of the East Construction Ways (ca. 1930) which remain largely intact. The Blacksmith & Machine shop is a wood-frame and corrugated steel-clad building with a shed roof. Part of the building that sits above the water has collapsed due to failed pilings (**Figure 2**). The East Construction Ways consist of a concrete dock and two marine railways.
- 4630/006 This parcel contains a concrete wharf, a wood dock, and two buildings: a wood-frame office building housing the offices of Allemand Brothers boat yard (ca. 1930) (**Figure 3**) and a small frame wood storage building between it and India Basin Cove of unknown age or provenance.
- 4645/010 This parcel, which measures 100' x 125', is part of the Allemand Brothers boat yard. It contains parts of two marine railways that were historically known as the East Construction Ways and three small buildings. The oldest building has a recorded construction date of 1946. It is a 20' x 40' corrugated steel shop used for carpentry and machining. To the west of the shop, labeled "boat building" on the 1950 Sanborn map, is a small wood-frame office building reputed to have been a saloon that was moved to the site. A third building, a 1960s-era frame structure with a shallow-pitch projecting gable roof, stands astride the marine railway and accommodates a Garwood winch powered by a gasoline engine.
- 4645/010A This parcel, also part of the Allemand Brothers boat yard, does not contain any buildings. The 25' x 100' lot is paved and appears to be used to store customers' boats.
- 4645/011 This parcel, the westernmost of the Allemand Brothers boat yard is recorded in City records as being vacant. Most of the 100' x 150' lot is paved in asphalt and used for boat storage. There is what appears to be a temporary dwelling consisting of a frame shack and a trailer at the center of the lot.
- 4646/001 This parcel, which measures 100' x 225' occupies the heart of what was historically the Anderson & Cristofani boat yard. Today this parcel contains two marine railways, a concrete wharf and two buildings. The first, which has a construction date of 1943, is a wood-frame structure measuring approximately 25' x 35' with board and batten walls and a shallow-pitch gable roof (**Figure 4**). Labeled as the compressor house and paint shop on the 1950 Sanborn map, the building now stands vacant and unused. The other building on the lot is a steel-frame, partially open, corrugated steel shed used for storage. Its date of construction is not known although it might be a 1930s-era structure moved to its present site.
- 4646/002 This parcel, which measures 25' x 75', contains three structures, including the two oldest purpose-built boat yard building associated with the Anderson & Cristofani yard. Built in the 1890s, the apparently single wood-frame, board and batten building at the west end of the lot actually consists of two separate structures (**Figure 5**). It appears first on the 1899-1900 Sanborn map was most likely built as early as 1893 when Henry P. "Pop" Anderson bought the boat yard from Johnson J. Dircks. The map labels the main body of the shed-roofed building as a tool shed and engine house. The shed-roofed structure on the east end of the building is labeled as a water tank house on the 1899-1900 Sanborn map. The armature for the water tank proper stood until 2005 when it was evidently demolished by the current property owner. To the east of the 1890s-era shop is a wood-frame former ship's pilot house with an overhanging flat roof that was removed from a boat ca. 1930 and converted into an office for the Anderson & Cristofani boat yard. To the west of the office is a small shed of unknown use or provenance.



Figure 2. Anderson & Cristofani Boat Yard
Blacksmith & Machine Shop



Figure 3. Allemand Brothers Boat Yard Office



Figure 4. Anderson & Cristofani Boat Yard
Compressor House & Paint Shop



Figure 5. Anderson & Cristofani Boat Yard
Office (left) Tool Shed/Engine House (right)

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

The proposed India Basin Boat Yard District is a roughly rectangular area centered on the intersection of Griffith Street and Hudson Avenue in San Francisco’s Hunters Point district. The proposed district is composed of eight parcels. The eight parcels are identified by their APN (Assessor Parcel Number): 4629A/010, 4630/002 and 006, 4645/010, 010A, and 011; and 4646/001 and 002 (**Figure 1**).

***D5. Boundary Justification:**

The boundaries selected encompass all parcels associated with the boat building industry of India Basin that are either still occupied by maritime building and repair businesses. Non-maritime-related properties that once belonged to a boat yard, such as the residence at 900 Innes Avenue, were not included because their primary purpose was not maritime-related during the period of significance (1893-1935).

D6. Significance: Theme	Industrial Development	Area	India Basin
Period of Significance	1893-1935	Applicable Criteria	1, 3

(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.)

Summary Statement of Significance

The boat yards of India Basin appear eligible for listing in the California Register under Criteria 1 (Events) and 3 (Design/Construction) with a period of significance extending from 1893 to 1935. The district appears eligible as the last remaining historic boat yard at India Basin, the center of the bay scow building and repairing industry from the early 1870s to the mid-1930s. The period of significance begins with the construction of the earliest permanent boat yard structure at 900A Innes Avenue by Pop Anderson ca. 1893 and ends in 1935 with the demise of the scow industry. The area covered by this 523 D form includes the parcels described above in the boundary description: eight parcels centered on the intersection of Hudson Avenue and Griffith Street. Although the yard has experienced changes over the years, the site has remained in continuous use as an active boat yard from the early 1870s to the present day and several historic structures remain standing.

General Context

India Basin Boat Yards

The boat yards of India Basin began to appear in the early 1870s and became a fixture of the area’s economy and landscape until the eve of the Second World War. Established by experienced English, German, Dutch, Danish, and Norwegian boat builders in one of the few parts of the San Francisco’s Bay shoreline with deep water access that had not already been claimed by major industries, India Basin’s boat yards concentrated on the production of bay scows, small shallow-draft sailing craft that were used to haul hay and agricultural produce from the hinterlands of San Francisco Bay to the City and manufactured goods back to rural communities.

The San Francisco Bay Scow: 1860 –1935

The precise origins of the San Francisco scow schooner are unknown. They were sturdy work vessels, boxy and flat bottomed, built for hauling capacity, rather than speed or beauty. Accommodations for the crew of 2 or 3 men were minimal. The vessel type, two-masted as the schooner designation implies, was developed in direct response to the needs of the San Francisco Bay Region’s economy of the 1850s and 1860s.¹ At a time when roads were poorly maintained or non-existent and railroads expensive, the waters of San Francisco Bay and its tributaries provided a cheap and easily available source of transportation for a variety of goods. Scow schooners navigated San Francisco and San Pablo Bays, the Carquinez Strait and Sacramento Delta, and the rivers of the Central Valley, bringing farm produce – especially hay and construction supplies, such as bricks and lumber – to San Francisco. The bay scows also transported manufactured goods from San Francisco and elsewhere back to the remote farms and communities of inland California.

Throughout the 1850s and 1860s, as migrants from the eastern United States, Europe, Latin America, Asia, Australia, and other parts of the world flocked to San Francisco, the need for reliable transportation continued to increase.² Some of the Europeans arriving in San Francisco during this era possessed maritime carpentry skills. Aware that their skills were in demand, several immigrant boat builders set up operations in San Francisco. The expertise of these European shipwrights, particularly those from Northern Germany, Scandinavia, the Netherlands, and England, was essential in the development of the San Francisco Bay scow.

There was no specific precedent to work from and the designs of specific scows varied widely at first. However, by the last quarter of

¹ Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).

² Ibid.

the nineteenth century, the prototypical shallow-draft bay scow had taken shape (**Figures 6 & 7**). A report on shipbuilding in the United States for the Tenth Census outlined the basic measurements and design of the San Francisco Bay scow schooner, indicating that they generally had a cargo capacity of seventy tons.³

Scows were relatively inexpensive to build due to plentiful stocks of Oregon pine and cheap labor. During the late nineteenth and early twentieth century, the average daily wage for skilled shipwrights remained four to five dollars a day. Repair work paid better because it was more difficult, dirty, and dangerous. The beginning shipwright typically spent four or five years as an apprentice learning his craft, earning as little as fifty cents a day, but once he had matured he could make much more, and in some cases like Henry ‘Pop’ Anderson, buy his own yard.⁴

The scow building industry began to undergo significant changes around World War I. The increased popularity of gasoline-powered short-haul trucks had begun to cut into the profits of those who used scows to carry goods across the Bay Region. In order to compete, scow operators began converting their boats into “motor scows” by taking them to the boatyards of India Basin to have the main mast and bowsprit removed, engine and shaft installed, and a pilot house constructed on the deck. The first conversion occurred in 1914 but by 1925, only four sailing scows remained in operation.⁵ Motor scows remained popular throughout the 1920s and 1930s but by the 1940s, bridges and freeways linked most of the Bay Area and made the scows redundant.

Roger Olmsted, a prominent San Francisco scholar of maritime history and an expert on the development of the bay scow schooner, described the *Alma*, the National Historical Landmark scow schooner built at India Basin as “...a boxy scow, about as ordinary as they come. But it is her ordinariness that makes it so appropriate that she should represent this entire class of useful vessels that were the workboats of San Francisco Bay from the gold rush until the 1930s saw the advance of progress – primarily in the form of trucks – drive all but a few of the old scows to the boneyards along the shores of the bay.”⁶

According to Olmsted, the San Francisco Bay scow, which was a specialty of the India Basin boatyards, was probably the most important sailing craft of the Bay Area’s day-to-day economic life. One of their principle cargoes was hay. The nineteenth century moved on hay much as the twentieth-first century moves on gasoline, and the hay trade was vital to the economy of urban areas, including San Francisco. The boatyards of India Basin were crucial participants in this economic web, building and maintaining the majority of scow schooners that plied the shallow waters and estuaries of the Bay from the 1860s through the first two decades of the twentieth century. Due to the shallow waters of the estuaries and sloughs of San Francisco Bay, the Delta, and the Central Valley, ships of greater draft could not reach the isolated farms and workshops of Northern California. Shallow-draft scows could go virtually anywhere and were therefore extremely useful in bringing products of the hinterlands, including wheat, hay, fruits and vegetables, etcetera, to San Francisco. Goods not consumed in San Francisco were then loaded on larger ocean-going vessels that would take the products of the San Francisco Bay Area to the world.⁷

Shipwrights Move to India Basin

San Francisco’s bay scow builders followed the exodus of industry away from the more built-up portions of the city to areas opened up by Long Bridge. Originally operating out of North Beach and Steamboat Point, San Francisco’s family-run boatyards rarely had much capital, and consequently, they often found themselves outbid for choice sites by larger and better-financed shipyards. After departing from Steamboat Point, several future India Basin boatyards moved to Potrero Point in the 1860s. William Stone’s yard was located on the corner of Illinois and Shasta streets. Meanwhile, Johnson J. Dircks and John Mohr’s yards were located at the corner of Texas and Marin streets.⁸ Within a few years, these men were shouldered aside by well-capitalized shipyards such as Pacific Rolling Mills and later, Union Iron Works. San Francisco’s small shipwrights began moving to Islais Creek. However, the Department of Health’s designation of the creek as of San Francisco’s new “Butchertown” reservation in 1870 compelled the shipwrights to look further south to escape from the “great eyesore and olfactory offender.”⁹

In search of inexpensive land with deep water access, the scow builders set their sights on India Basin, then still part of the South San Francisco Homestead and Railroad Association tract. Located on the northern shore of the remote Hunters Point peninsula, the immigrant shipwrights were finally able to begin building scows and other vessels in one location for over half a century. Noting the concentration of family run boatyards in the area, an article in the November 1869 edition of the *San Francisco Real Estate Circular*

³ Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).

⁴ *Ibid.*, 24

⁵ Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988), 59.

⁶ *Ibid.*, 16.

⁷ *Ibid.*

⁸ Crocker-Langley Company, *San Francisco City Directories* (San Francisco: various years).

⁹ City and County of San Francisco, *San Francisco Municipal Report* (San Francisco: 1867).

stated that “South San Francisco will undoubtedly be one of the most valuable locations for shipbuilding and manufacturing purposes in the county...”¹⁰

According to the 1880 Census schedules, many of the first settlers in India Basin had first begun arriving around 1870. Reverend George E. Davis, a pioneer from London, moved to the corner of 8th Avenue South (Hudson) and ‘H’ (Hawes) Street in 1873. Netherlands-born Johnson J. Dircks arrived in 1869. Three German boat builders made their way to India Basin, including William Munder in 1869, Hermann Metzendorf in 1872, Edmund Munfrey in 1875, and Fred Siemer in 1886. Denmark and Norway provided the largest numbers of boat builders, including O.F.L. Farenkam who arrived in 1877, and Henry Anderson in 1893.¹¹

The first shipwright known to open a boat yard at India Basin was Johnson J. Dircks. His first yard was located at the corner of 5th Avenue South (Evans) and ‘L’ (Lane) Street in 1868. Not long after, in 1871, Englishman William I. Stone moved his yard from Potrero Point to 9th Avenue South (Innes), near ‘G’ (Griffith) Street. In 1876, Johnson Dircks moved his operations to a site next door to Stone’s on 9th Avenue South.¹² By 1880, Dircks’ and Stone’s sons began to apprentice with their fathers. The passing on of knowledge and craft was a common cultural practice among the boat-building families of India Basin; indeed most of the men who had migrated to the area had learned the craft from their fathers in Europe.¹³

The boatyards that operated at India Basin—unlike the industries at nearby Potrero Point like Union Iron Works—were much smaller in scale and tended to operate with informal verbal contracts. Their boatyards were frequently home-based industries, with their houses located on or near the boatyard properties. Not long after opening his yard, Stone built a residence at 911 9th Avenue South that continues to stand today. Despite their small scale, the manufacturing and repairing of hand-made sailing vessels was vital to San Francisco’s distinctive maritime-based economy.



Figure 10. Scow *Jas. F. McKenna*, ca. 1902
Source: San Francisco Public Library



Figure 11. Scow *Wavelet*, built in 1878 by J. Dircks
Source: San Francisco Maritime Museum Library

¹⁰ *San Francisco Real Estate Circular* (November 1869).

¹¹ Crocker-Langley Company, *San Francisco City Directories* (San Francisco: various years). United States Census:1880

¹² Crocker-Langley Company, *San Francisco City Directories* (San Francisco: various years).

¹³ Roger R. Olmsted, *Scow Schooners of San Francisco Bay* (Cupertino, CA: California History Center, 1988).

Henry “Pop” Anderson

In 1892 Dircks subdivided a 75' x 100' lot on the northwest corner of 9th Avenue and 'G' Street and sold what are now Lots 3 and 3A to Charles J. Jorgenson, a Norwegian-born cod fisherman and boat builder.¹⁴ Dircks then sold what is now Lot 2, which contained his shop building and office, to Henry P. “Pop” Anderson.¹⁵ Anderson, a boat builder, also bought Dircks' boat yard located on three contiguous 75' x 100' lots along India Cove. These lots (now consolidated into one: APN 4646/001) remained under the ownership of the South San Francisco Dock Company (the successor to the South San Francisco Homestead & Railroad Association) until 1953 when Pop's son Walter Anderson finally took possession of the land.¹⁶

The 1899-1900 Sanborn map (**Appendix A**), the first to cover this part of San Francisco, records the basic physical appearance of Anderson's boatyard. On the lots leased from the South San Francisco Dock Company, there was a one-story frame workshop and an adjoining storage building along the southerly property line (neither of which is extant), several marine ways along the cove, and two adjoining structures on lot 2, including a tool shed, water tank, office, and engine house. These latter structures still stand with the exception of the water tank. A photograph taken of the India Basin boat yards around 1900 shows Anderson's yard in detail (**Figure 12**).



Figure 12. India Basin ca. 1900. Anderson Boat Yard at center of the photograph. Note shed and water tank to the right of shipways
Source: Collection of Ruth Siemer

According to the 1900 Census, Pop Anderson (aged 45) lived nearby at 850 9th Avenue South (now Innes Avenue) with his wife Annie (aged 44) and their children: Harry W., Walter, Alfreda, and Alma. Both Pop and Annie were Danish immigrants who had arrived in the United States in the early 1880s. Pop's occupation was listed in the Census as “ship builder” and that of his son Harry, “apprentice.” The 1910 Census indicates that the Andersons remained at 850 9th Avenue South, although

¹⁴ History of the Jorgenson Family by Norma Enid Hanssen, 1985-1986, p. 2

¹⁵ Oral History with William Olsen, San Francisco Maritime Museum, and *San Francisco Bayside, Historical Cultural Resource Survey*, Olmsted R., Olmsted N., Fredrickson, D, and Bente V.

¹⁶ San Francisco Office of the Assessor/Recorder, Deeds on file for APN 4646/001, 002, 003, and 003A.

Pop was now a widower. Harry W., now 26, was recorded as a full-fledged partner in his father's business. In 1920, the Census taker recorded that Pop Anderson no longer lived at 850 Innes (as 9th Avenue had been renamed ca. 1910). Instead, Harry was listed as the head of household. Other residents included his brother-in-law David Austin and his sister Alfreda. By 1930, only the Austin family and Alfreda's sister Alma were living at 850 Innes Avenue.¹⁷

Pop Anderson ran his boat yard by himself for at least the first two decades after he purchased it from Dircks in 1893. The 1913-15 Sanborn map (**Appendix A**) indicates that Anderson was probably still independent, as his business was still called H.B. Anderson Boat Building. The map shows several physical changes had occurred since the first Sanborn map was published in 1900. The one-story sheds at the rear lot line of Lot 1 had been replaced with a permanent one-story carpenters' shop. The one-story combined engine house and storage shed located on Lot 2 was still standing. At some point between 1900 and 1913 Anderson leased several lots east of Griffith Street (APN 4645/010, 010A, and 011), which had formerly been the location of Stone's and Farenkamp's yards and built additional ways along India Cove. Other buildings east of Griffith Street, including a lumber shed, a planing mill, a large boat building shop, and a marine railway, none of which exist today.¹⁸

After the First World War, Anderson teamed up with Daniel Larsen and the boat building company became known as "Anderson & Larsen." During the early 1920s, the boat yard was renamed "Anderson & Siemer" in recognition of Anderson's new partner, August Siemer. In 1926, Asundo 'Alf' Cristofani joined the firm and the company became known as Anderson & Cristofani. Despite the decline of the bay scow industry, which had been the bread and butter of the India Basin boatyards since the 1870s, the 1930s witnessed the growth in repair and retrofitting of yachts, pile-driving rigs, tugs, fishing boats and other miscellaneous water craft. In 1941, Pop Anderson died and left his business and Lot 2 (the only property he actually owned aside from his house at 850 Innes) to his children, who in turn reconveyed the property to Walter Anderson.¹⁹

Insurance documents filed in 1947 record the extent of the Anderson & Cristofani boat yard (**Appendix B**). A sketch plan that accompanies the documents identifies eleven buildings and structures and facilities, including a large woodworking building on the northeast corner of Innes Avenue and Griffith Street (demolished), the east construction ways (partially extant), the east outfitting dock, the machine shop (extant), tool shed, yard office (extant), paint shop/compressor house (extant), west outfitting dock (partially extant), west repair ways (demolished), and lumber shed and storage building (demolished). The 1948-50 Sanborn map indicates that many changes had occurred since 1915 (**Appendix A**). Labeled as "Anderson & Cristofani" Boat Building, the map indicates that the yard had reached its fullest extent. Many of the buildings that appear on the 1948-50 map were built ca. 1930 and several exist today, in particular the yard office, the blacksmith/machine shop, and the paint house and compressor house.

In 1953, Anderson bought the 100' x 225' lot containing most of his shipways from the South San Francisco Dock Company. Walter's son Merrill Anderson took over the family business in the late 1950s. The company remained in business under various names until the late 1980s when it was sold to a series of speculators.

Today, India Basin has one active boat yard left, Allemand Brothers. Started by John and Rene 'Flip' Allemand, the yard presently occupies the eastern part of what was once the Anderson & Cristofani yard. John and Rene once worked for Anderson & Cristofani but in 1945 they started their own yard. When filling operations landlocked their yard in the mid-1960s, the Allemands rented the eastern half of the old Anderson & Cristofani yard. Both brothers have died in the last few years leaving the yard to John Allemand. The family does not own the land that the yard is on and its days are probably numbered.

Eligibility

As mentioned above, the former Anderson & Cristofani Boat Yard district appears to be eligible for listing in the California Register under Criteria 1 (Events) and 3 (Design/Construction). Although deteriorated and threatened with redevelopment, the yard comprises the largest and best preserved remaining boat yard in San Francisco and the last remnant of the important bay scow building industry. Indeed, ship building was one of the first and foremost of industries of modern San Francisco history, and the most important industry in the Hunters Point district. Contrasting with the large shipbuilding firms of Union Iron Works and the California Dry

¹⁷ U.S. Bureau of the Census, Census schedules for San Francisco: 1900, 1910, 1920, and 1930.

¹⁸ Sanborn Fire Insurance Company, Sanborn maps for San Francisco, CA: 1913-1915.

¹⁹ San Francisco Office of the Assessor/Recorder, Deeds on file for APN 4646/001, 002, 003, and 003A.

Dock, the boat yards of India Basin operated with a traditional European system of apprenticeship. Family owned and operated, boat yard owners lived and worked next to their employees, many of whom were fellow immigrants or their children. Once one of a half dozen yards, the Anderson & Cristofani yard is the last to retain any active wood boat repair functions, and probably not for long. The yards retain several buildings and structures from the earliest days of the yard and much of the machinery remains intact as well, including cranes, winches and maritime railways. As such, the yard retains the characteristics of a dwindling and once important building type: the small family-run shipyard.

Integrity

Once a resource has been identified as being potentially eligible for listing in the California Register, its historic integrity must be evaluated. The California Register recognizes seven aspects or qualities that, in various combinations, define integrity. These aspects are: location, design, setting, materials, workmanship, feeling and association. In order to be determined eligible for listing, these aspects must closely relate to the resource's significance and must be intact. These aspects are defined as follows:

- *Location* is the place where the historic property was constructed.
- *Design* is the combination of elements that create the form, plans, space, structure and style of the property.
- *Setting* addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).
- *Materials* refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history.
- *Feeling* is the property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.

The process of determining integrity is similar for both the California Register and the National Register, although there is a critical distinction between the two registers, and that is the degree of integrity that a property can retain and still be considered eligible for listing. According to the California Office of Historic Preservation:

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant or historical information or specific data.²⁰

In regard to industrial properties, the seven aspects of integrity in order of importance should be: design, association, feeling, location, setting, materials and workmanship. Because the historic character of an industrial building or complex depends more on how it conveys the organization of work, it is important that enough of the original design, including massing, structural systems, and spatial organization, remain intact in order to convey how the property was used. Integrity of association and feeling are ranked next in importance because the building or complex must retain enough overall integrity to express the significance of the industry. Location and setting are important because they illustrate how the industry was sited in regard to transportation and roads, adjoining properties, and similar industries. Materials and workmanship are less important because industrial buildings are typically utilitarian structures that gain their significance more from function than from appearance. Furthermore, alterations to an industrial plant occur quite frequently, especially if the business expands or incorporates newer technology. Alterations to an industrial plant (rather than demolishing it) attests to the flexibility of the original design.

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

Please see footnotes for all references used in the preparation of this context statement and D form.

***D8. Evaluator:** Christopher VerPlanck **Date:** September 21, 2007

²⁰ California Office of Historic Preservation, *Technical Assistance Series No. 6, California Register and National Register: A Comparison* (Sacramento, CA: California Office of State Publishing, November 2004)

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