



Our Mission: To identify and preserve the sites and structures of architectural and historic significance in the Bayview-Hunters Point District, for the benefit of its residents and for the larger San Francisco community. founded in 2004 registered and established public benefit organization: May 1, 2005

15 June 2016

Sarah B. Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

**RE: India Basin Mixed-use Project (Planning Department Case No. 2014-002541ENV)
Notice of Preparation of an Environmental Impact Report**
700 Innes Avenue, 900 Innes Avenue, IB Shoreline Park, and IB Open Space

Dear Mrs. Jones,

As noted in the overview and Notice for India Basin Project EIR, your department will prepare the HRER “ and will determine whether the proposed project and variant would cause any potential impacts on historic resources...and identify potential impacts... The potential impacts on subsurface archaeological resources and paleontological resources also will be analyzed ...” It is also mentioned that the “proposed project and variant would retain and restore the Shipwright’s Cottage building, move the 702 Earl Street building closer to the shoreline, and demolish other buildings.”

In 2007, we commissioned the India Basin Survey and Historic Context Statement for the Innes Avenue Shoreline, portions of which are attached below. Please note that the study area, which includes the former Anderson & Cristofani Boatyard area adjacent to the Shipwright’s Cottage at 900 Innes, along with the additional details and documented evidence, establishes the importance of the buildings and the overall site within the larger historical context of Bayview-Hunters Point.

We look forward to working with your office and believe that this report may provide valuable information as you evaluate and consider the significance of the India Basin Shoreline, and its deep relevance to San Francisco Bay and to the history of the City of San Francisco.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Dodt", written in a cursive style.

Dan Dodt
President, Bayview Historical Society



INDIA BASIN SURVEY

SAN FRANCISCO, CALIFORNIA

FINAL REPORT

REPORT PREPARED
FOR
BAYVIEW HISTORICAL SOCIETY

MAY 1, 2008

INDIA BASIN HISTORIC SURVEY

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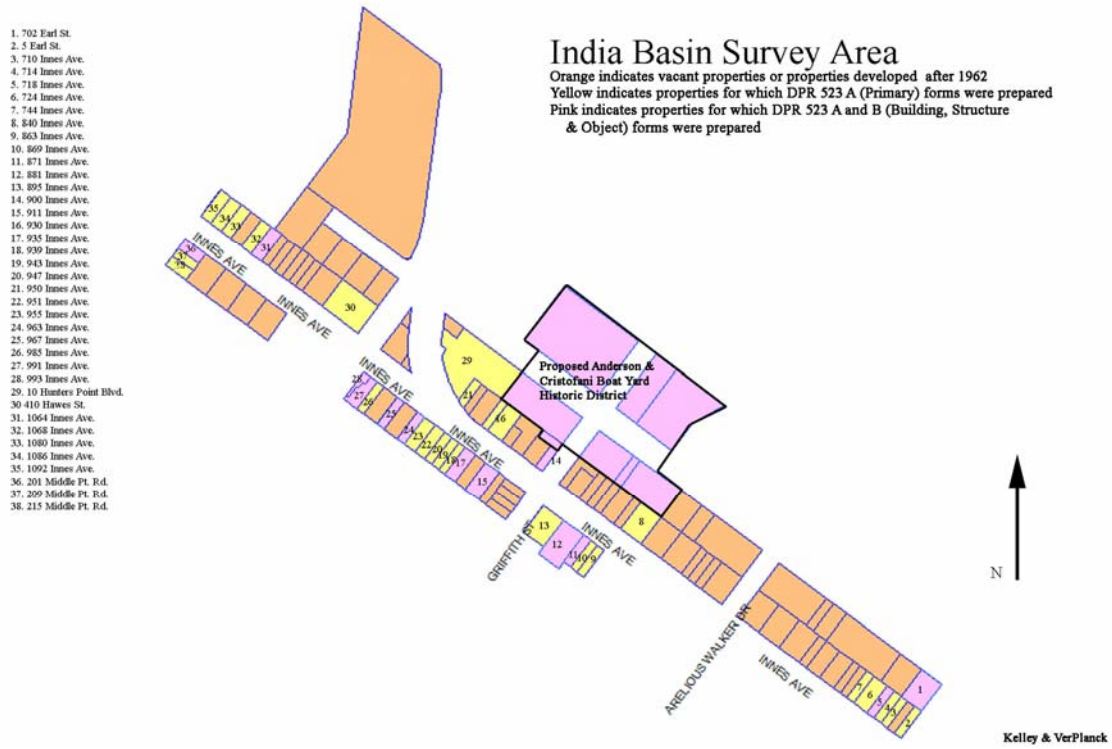


Figure 1. India Basin Survey Area
Source: KVP Consulting

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.

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).

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. Dircks 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**).

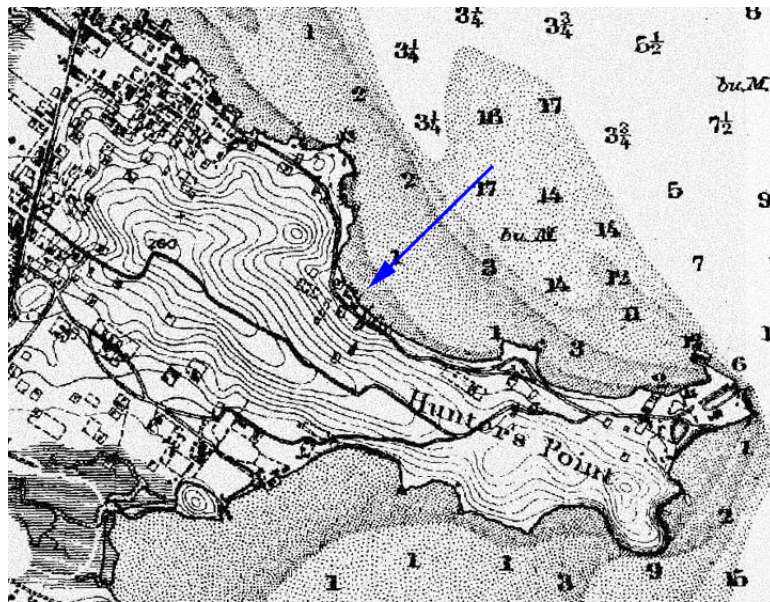


Figure 13. Portion of the 1883 U.S. Coast Survey Map
Arrow indicates location of India Basin.
Source: U.S. National Oceanographic Administration

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.

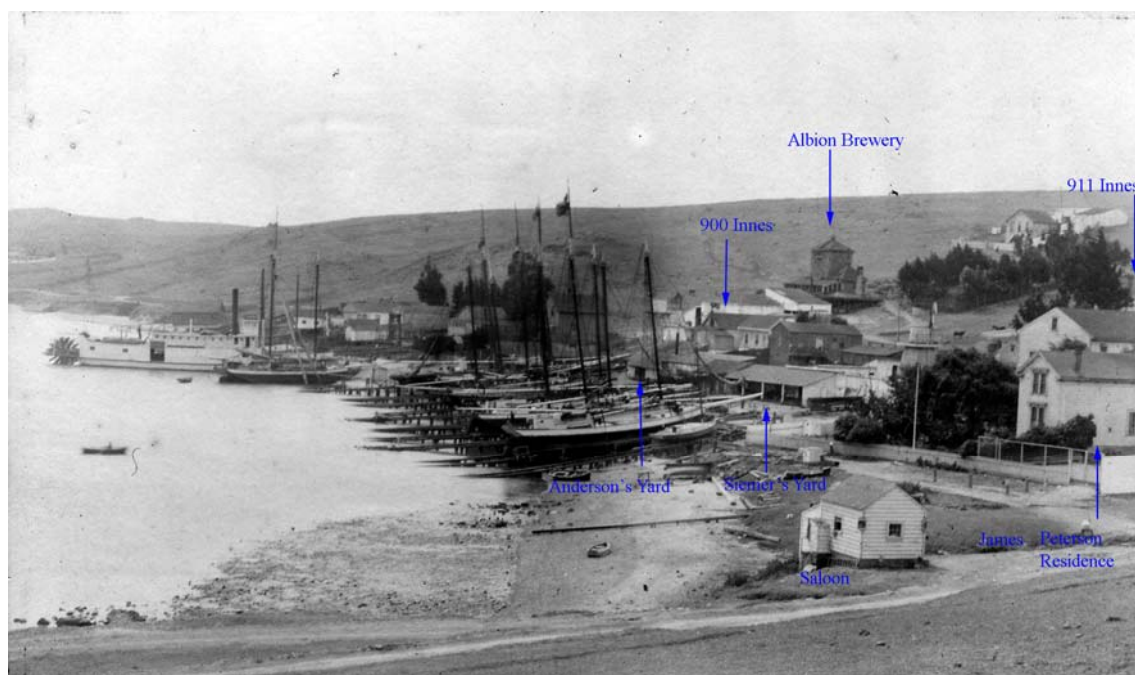



Figure 14. India Basin from west side of India Cove looking east, ca. 1900
Source: Collection of Ruth Siemer
Annotated by KVP

From 1901 until the 1906 Earthquake and Fire, the India Basin survey area does not appear to have undergone many physical changes. Far removed from 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.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD		Primary # _____ HRI # _____ Trinomial _____ NRHP Status Code _____	
Listings _____		Other _____	
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.)



*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)