

FILE NO. 080279

ORDINANCE NO. 76-08

[Landmark Designation of 900 Innes Avenue (~~Hunter's Point School~~Shipwright's Cottage)]

Ordinance designating 900 Innes Avenue (~~Hunter's Point School~~Shipwright's Cottage) as a Landmark under Planning Code Article 10; and adopting General Plan, Planning Code Section 101.1(b) and environmental findings.

Note: Additions are single-underline italics Times New Roman;
deletions are ~~strikethrough italics Times New Roman~~.
Board amendment additions are double underlined.
Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings.

(A) Pursuant to Planning Code Section 302, the Board finds that the proposed landmark designation of 900 Innes Avenue (~~Hunter's Point School~~Shipwright's Cottage) will serve the public necessity, convenience and welfare

(B) The Board finds that the proposed landmark designation of 900 Innes Avenue (~~Hunter's Point School~~Shipwright's Cottage) is consistent with the City's General Plan and with Planning Code Section 101.1(b) for the reasons set forth in the document entitled "Board of Supervisors of the City and County of San Francisco, General Plan Policies and Planning Code Section 101.1—General Plan Consistency and Implementation, 900 Innes Avenue (~~Hunter's Point School~~Shipwright's Cottage)," which is on file with the Clerk of the Board of Supervisors in File No. 080279 and is incorporated herein by reference. The Board finds that the proposed landmark designation is consistent with the City's General Plan and with Planning Code Section 101.1(b) for the reasons set forth in said document.

(C) The Planning Department has determined that the actions contemplated in this Ordinance are in compliance with the California Environmental Quality Act (California Public

1 Resources Code section 21000 et seq.). Said determination is on file with the Clerk of the
2 Board of Supervisors in File No. 080279 and is incorporated herein by reference.

3 (D) The Board of Supervisors hereby finds that 900 Innes Avenue (~~Hunter's Point~~
4 ~~School~~Shipwright's Cottage) on Lot 003 in Assessor's Block 4646 has a special character and
5 special historical, architectural, and aesthetic interest and value, and that its designation as a
6 Landmark will further the purposes of and conform to the standards set forth in Article 10 of
7 the San Francisco Planning Code.

8 (E) The Board also recognizes that the owner of the 900 Innes site, and surrounding
9 parcels, is formulating concepts for a mixed-income residential project. The Board continues
10 to support the development of affordable housing both citywide and in the Bayview Hunters
11 Point district. Given the number of parcels controlled by the 900 Innes owner and the
12 relatively small area on one lot occupied by the Shipwright's Cottage, there may be
13 development opportunities for the remainder of the site, subject to the land use controls and
14 design standards established through the Hunters Point Shoreline neighborhood planning
15 process.

16
17 Section 2: Designation. Pursuant to Section 1004 of the Planning Code, 900 Innes
18 Avenue (~~Hunter's Point School~~Shipwright's Cottage), in Lot 003 of Assessor's Block 4646 is
19 hereby designated as a San Francisco Landmark under Article 10 of the Planning Code. This
20 designation was initiated by Resolution No. 533-04 of the Board of Supervisors on August 25,
21 2004 and recommended by Resolution No. 588 of the Landmarks Preservation Advisory
22 Board on May 4, 2005, which Resolutions are on file with the Clerk of the Board of
23 Supervisors in File No. 080279 and which Resolutions are incorporated herein by
24 reference as though fully set forth.

1
2 Section 3. Required Data.

3 (A) The description, location, and boundary of the Landmark site consists of the City
4 parcel located at Lot 003 in Assessor's Block 4646, with the street address of 900 Innes
5 Avenue (~~Hunter's Point School~~Shipwright's Cottage).

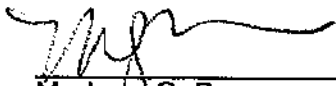
6 (B) The characteristics of the Landmark that justify its designation are described and
7 shown in the Landmark Designation Report, adopted by the Landmarks Preservation Advisory
8 Board on May 4, 2005 and updated in April 2006, and other supporting materials contained in
9 Planning Department Case Docket No. 2004.0916L. In brief, the National Register of Historic
10 Places characteristics that justify the Landmark's designation are as follows: (1) under
11 National Register of Historic Places Criterion "A", association with historic events, because of
12 the property's association with the historic marine cargo industry and the community of
13 shipwrights that settled India Basin; and (2) under National Register of Historic Places
14 Criterion "C", as an rare remaining example of workman vernacular architecture that includes
15 traits of several Victorian architectural styles.

16 (C) The particular exterior features that shall be preserved, or replaced in-kind as
17 determined necessary, are those generally shown in photographs and described in the
18 Landmark Designation Report, which can be found in Planning Department Docket No.
19 2004.0916L and which is incorporated in this designation by reference as though fully set
20 forth. Specifically, the following features shall be preserved: all of the exterior elements
21 surviving from the original construction including the rustic channel siding, trim, and front entry
22 and window hoods as well as the general massing.

23 Section 4. The property shall be subject to further controls and procedures pursuant to
24 the San Francisco Planning Code and Article 10.
25

1 APPROVED AS TO FORM:
2 DENNIS J. HERRERA, City Attorney

3 By:



4 Marlena G. Byrne
5 Deputy City Attorney

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Supervisor Maxwell
BOARD OF SUPERVISORS



City and County of San Francisco
Tails
Ordinance

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 080279

Date Passed:

Ordinance designating 900 Innes Avenue (Shipwright's Cottage) as a Landmark under Planning Code Article 10; and adopting General Plan, Planning Code Section 101.1(b) and environmental findings.

April 22, 2008 Board of Supervisors — PASSED ON FIRST READING

Ayes: 10 - Alioto-Pier, Ammiano, Chu, Daly, Dufty, Elsbernd, Maxwell,
Mirkarimi, Peskin, Sandoval
Excused: 1 - McGoldrick

April 29, 2008 Board of Supervisors — FINALLY PASSED


Ayes: 9 - Ammiano, Chu, Daly, Dufty, Elsbernd, Maxwell, Mirkarimi, Peskin,
Sandoval
Excused: 2 - Alioto-Pier, McGoldrick

File No. 080279

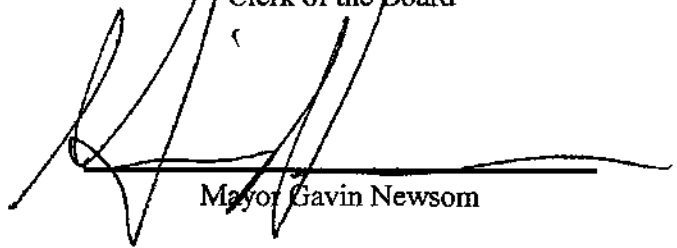
I hereby certify that the foregoing Ordinance
was **FINALLY PASSED** on April 29, 2008 by
the Board of Supervisors of the City and
County of San Francisco.

5-9-08

Date Approved



Angela Calvillo
Clerk of the Board



Mayor Gavin Newsom

Case No. 2004.0916L
900 Innes Avenue
Assessor's Block 4646, Lot 003

**SAN FRANCISCO
PLANNING COMMISSION
RESOLUTION NO. ____**

ADOPTING FINDINGS RELATED TO THE APPROVAL OF LANDMARK DESIGNATION OF 900 INNES AVENUE, ASSESSOR'S BLOCK 4646, LOT 003 AS LANDMARK NO. 250.

1. WHEREAS, on August 25, 2004, the Board of Supervisor's adapted Resolution No. 553-04, initiating the landmark designation of 900 Innes Avenue, The Hunter's Point School, Block 4646, Lot 003 as a City Landmark.
2. The Indian Basin Neighborhood Association provided the Board of Supervisors information about the site and why they believed it deserved landmark designation. The project sponsors provided the information on the "Potential San Francisco Landmarks Evaluation Form", Preservation Bulletin No. 19, the form used by members of the public to suggest properties to be included in the Landmarks Board annual work program for possible landmark designation. Neither Department of Park and Recreation 523 A descriptive and B evaluative forms nor a draft landmarks designation report were prepared as they generally are prior to initiating Landmark designation and prior to the Landmarks Preservation Advisory Board (Landmarks Board) making a recommendation for landmark designation; and
3. The landmark designation of 900 Innes Avenue, was brought before the Landmarks Board on October 6, 2004, pursuant to Planning Code 1004.2, which requires the Landmarks Board to initially review landmark designations within 30 days of initiation by the Board of Supervisor's; and
4. The Landmarks Preservation Advisory Board adopted Resolution No. 582, which did not make a recommendation on the Landmark itself, but rather recommended that a designation report be developed, and that the report be referred back to the Landmarks Board at the discretion of the Planning Commission.
5. The proposed landmark designation was originally scheduled for a Planning Commission hearing on March 3, 2005, but was continued so that the landmark designation report could be referred back to the Landmarks Board for their review and comment. The Planning Commission continued the item to April 21, 2005. There was not a request from the Planning Commission for a Landmarks Board resolution recommending approval or disapproval.
6. On April 21, 2005, the Planning Commission continued the proposed landmark designation again to May 19, 2005, so that the proposed designation itself, and not just the landmark designation report, could be considered by the Landmarks Board. The Landmarks Board was specifically directed to provide a resolution that indicate a recommendation for approval or for disapproval.

designation will help to preserve a remaining remnant on the India Basin marine cargo industry and shipwright community.

- *That the proposed project will have no significant effect on the other seven Priority Policies: the City's supply of affordable housing, existing housing or neighborhood character, public transit or neighborhood paring, preparedness to protect against injury and loss of life in an earthquake, commercial activity, business or employment, or public parks and open space.*

THEREFORE BE IT RESOLVED that the Planning Commission hereby approves the landmark designation of 150 Otis Street, the Juvenile Court and Detention Home, Assessor's Block 4646, Lot 003 as Landmark No. 250, pursuant to Article 10 of the Planning Code; and

BE IT FURTHER RESOLVED that the Planning Commission hereby directs its Recording Secretary to transmit this Resolution, the 900 Innes Avenue landmark designation report and other pertinent materials in the Case File 2004.0916L to the Board of Supervisors.

hereby certify that the foregoing Resolution was adopted by the Planning Commission on May 19, 2005.

Linda Avery
Planning Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

LANDMARK DESIGNATION REPORT**DATE:****CASE NO:** 2004.0916L**PAGE 1****LANDMARKS BOARD VOTE:** N/A**APPROVED:****PROPOSED LANDMARK NO:** 250

HISTORIC NAME: (not known)
POPULAR NAME: 900 Innes Avenue

ADDRESS: 900 Innes Avenue
BLOCK/LOT: 4646 / 003

OWNER: Joe Cassidy Construction, Inc.
671 Illinois St
San Francisco, CA 94107

ORIGINAL USE: single-family house
CURRENT USE: (most recent use) single-family house
ZONING: NC-2 (Neighborhood Commercial, Small-Scale)

NATIONAL REGISTER CRITERIA:

- (A) X Association with events that have made a significant contribution to the broad patterns of our history.
- (B) Association with the lives of persons significant in our past.
- (C) X Embody 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 and distinguishable entity whose components may lack individual distinction.
- (D) Has yielded, or may be likely to yield information important in history or prehistory.

Period of Significance: 1870-1930**Integrity:**

The building retains ~~substantial~~ integrity of location, design, setting, exterior materials and workmanship, feeling and association. Today the exterior of the building looks much the same as it appeared when it was built. ~~Aside from the removal of the exterior gingerbread and the possible alteration of the front window, no major alterations are apparent.~~

ARTICLE 10 REQUIREMENTS - SECTION 1004(b):**Boundaries of the Landmark Site:**

The boundaries of the Landmark Site would be Lot 3 of Assessor's Block 4646.

Characteristics of the landmark which justify its designation:

National Register Criterion A.

Criterion A: Association with events that have made a significant contribution to the broad patterns of our history.

Criterion C Embody distinctive characteristics of a type, period, or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Description of the particular features that should be preserved:

All of the exterior elements surviving from the original construction should be preserved. These include the rustic channel siding, trim, and front entry. The general massing, including the gabled roof should also be preserved.

DESCRIPTION:

900 Innes Ave. is located on the northwest corner of Innes Ave. and Griffith St. It is a one-story-over-basement, wood-frame, single-family workers' cottage. Its design is San Francisco Stick/Eastlake style. The building footprint is approximately 15' X 60'. The simple wood frame Italianate-style cottage is typical of those built in San Francisco in the 1870s by working-class San Francisco residents. On the street level a pair of wood windows occupies the front of the building with the entry directly to the right. ~~The entry is a historic wood panel door with a transom window above. The portico hood over the door is supported by decorative brackets. The decorative brackets on the front doorway and the flat window hoods have a block-like quality reminiscent of decorative ship molding.~~ The entry and the paired windows are framed by simple wood casings with restrained Eastlake-style ornament. The building has a low-pitched gable roof with a slightly overhanging eave that originally decorated the front of the façade with tear drop gingerbread detailing.

STATEMENT OF SIGNIFICANCE

For more than sixty years the dwelling at 900 Innes Avenue was at the hub of San Francisco's historically significant scow schooner industry. It was the home and office of shipwrights, ship carpenters, laborers, and families of shipwrights. ~~The resource is not only the first but the only remaining dwelling in India Basin adjacent to the boat yards that contributed to the water-borne cargo industry on San Francisco Bay.~~ The people who lived and labored at 900 Innes Avenue built San Francisco scow schooners, the unique workhorses, which were vital to the late 19th century economy. It qualifies for listing as a San Francisco landmark under National Register Criterion A, as a property "associated with events that have made a significant contribution to the broad patterns of our history" and under National Landmark Criterion C, "Embody distinctive characteristics of a type, period, or method of construction."

Significance of San Francisco Scow Schooner

In a March 5, 1949 letter to Scott Newhall, editor of *San Francisco Chronicle*, Karl Kortum, curator of the National Maritime Museum explained, "San Francisco developed one unique type of craft, the

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scow schooner, that is completely her own. At one time there were four hundred of these center boarders trading on the bay, and their importance in the story of American shipping is significant and a scale model of a typical scow is being preserved in the National Museum in Washington D.C.”

Roger Olmsted, a historical consultant with whom Kortum worked closely, added, “Among the more lovable and eccentric of San Francisco’s contributions to history of technology was the scow schooner. Like steam beer and the cable car, the scow was a minor civic institution. It was also one of the more unusual types of local sailing craft developed in the United States during the nineteenth century. These unlikely craft..., as in the case of the cable car, seemed too simple to work.”

The precise origins of the San Francisco scow schooner are unknown to this day. These sturdy, hand-crafted sailing vessels were developed in direct response to the needs of San Francisco in the 1850s and 1860s and to the natural conditions in San Francisco Bay. Early scows were frequently boats pieced together by farmers who simply needed to transport their goods from their farms to market. There was no specific plan or design that one could point to and say “that is the original San Francisco scow.” Throughout the 1850s and 1860s, as Americans and European and Chinese immigrants flocked to San Francisco in search of gold, the need for transportation throughout the bay and rivers continued to increase. This period coincided with a decline in the use of wood in the construction of ships in Europe due to the expense of wood. The Bay Area, on the other hand, had access to seemingly limitless fir from the Pacific Northwest that made wood boat building affordable. As Europeans with maritime carpentry skills arrived in San Francisco, many recognized that the skills that had been the basis of their livelihoods back home would gain them more in San Francisco than the hope of finding gold. This was the case with many who became involved with the shipwright industry. The high demand for transportation of both goods and people made boat building a highly valuable skill. As the nineteenth century advanced, a number of European shipwrights settled in San Francisco and the design for the Bay scow gradually evolved into its final form. A 1865 report on shipbuilding in the United States for the Tenth Census outlined the basic measurements and design of the San Francisco Bay scow schooner.

Roger Olmsted described the national landmark San Francisco scow schooner, which was built at India Basin, “Alma is 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.” Like the ordinariness of the scow Alma, the shipwrights and builders in Hunter’s Points India Basin were ordinary, albeit skilled, working class people. Landmarking 900 Innes Ave. will recognize their important contribution to the development of the Bay Area during the last quarter of the 19th century.

Shipwrights find their way to India Basin

In 1868 the cove adjacent to Islais Creek was named India Basin by the Board of Tideland Commissions and was reserved for docks, piers, slips, basins, and other commerce purposes. At the time the area, currently known as Bayview Hunter’s Point, was called South San Francisco. India Basin was defined as adjacent to Islais Creek on the south and extending to Hunter’s Point. The Board of Tideland Commissions was in the process of surveying, pricing, and selling the tidelands in several areas of San Francisco, including China Basin, Central Basin, India Basin, Dry

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Dock Basin, and South Basin. This development coincided with several other significant changes in San Francisco: 1) the completion of Long Bridge over Mission Bay and Islais Creek, and its associated population growth in Bayview; 2) the growth of the Pacific Rolling Mills at Potrero Point; and 3) the California Legislature and Department of Public Health's plan to move Butchertown from 9th and Brannan Streets to the northern side of India Basin at Islais Creek.

These changes in the development of San Francisco's industrial waterfront affected another important, yet seemingly invisible, industry. The small family-run shipwright and joining businesses, most of which built and repaired San Francisco scow schooners, originally sought their livelihood in North Beach and the Potrero. But redevelopment favored well-capitalized industries and pushed small boat-building businesses further south, first briefly to Islais Creek, and then to India Basin.

An article in the November 1869 *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..." The first settlers in India Basin were Englishmen Reverend George E. Davis, a pioneer from London who lived at the corner of 8th Ave. S. and H Street(1873), Fred Burnell, son of Albion Brewery owner John Burnell, also from England, and William I. Stone (1871) from Dartmouth. Other pioneers in the area included Johnson J. Dirks (1869) from the Netherlands; William Munder(1869), Hermann Metzendorf(1872), Edmund Munfrey (1875) and Fred Siemer(1886) from Germany; John McKinnon(1868) and James Pyne from Ireland; and O.F.L. Farenkam(1877), Henry Anderson(1893), and Otto Hansen from Denmark. Nine of these thirteen men were involved in the boat building industry.

The businesses that they operated – unlike the Rolling Mills, California Sugar Refinery, and Union Iron Works – were not seeking the large contracts from the U.S. Navy or the railroads. On the contrary - shipwrights worked with local businesses on verbal contracts. Their boatyards were a home-based cottage industry, manufacturing and repairing hand-made sailing vessels with unique and distinctive characteristics, that were vital to San Francisco's economy. The move to India Basin is not surprising given their disadvantage in competing for land with the factory-based manufacturing companies.

By 1867 this industry had begun settling around Islais Creek. William Stone was located at Illinois and Shasta, Johnson J. Dirks was located with John Mohr at the corner of Texas and Marin Streets, and Henry Owens was at Shasta and Michigan with LC Watts. But with the California Legislature reserving northern Islais Creek for the slaughterhouses, tanners, butchers, and glue works of "Butchertown," the shipwrights were forced to move south again. Butchertown and its related industry was growing, and as was the case in Mission Bay, it was a "...great eyesore and olfactory offender..."

The first shipwright to make the move was Johnson J. Dircks. He moved his operations to 5th Ave (Evans) and L St (Lane) in 1868. He was followed by William Stone who moved to Hunter's Point in 1870. In 1871 he moved to 9th Ave. S. (Innes) near G St. (Griffith). In 1875 Johnson J. Dirks moved his business for the third time since 1868. He maintained an office South of Market at 305 East St. and moved to 9th Ave. near G St where Stone had settled. By 1880 Dircks and Stone both had sons over the age of 18 who had apprenticed with them and were working in the boat building industry. They had also been joined in their new locale by additional boat building yards that were fleeing

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Butchertown and Potrero Point.

1860 – 1910

According to historians the significance of the San Francisco Scow Schooner cannot be underestimated. "The scow schooner was probably the most important of these (sailing craft) to the area's economic life, and hay was the most characteristic, if not the most important, of the scow's many different cargoes. The nineteenth century moved on hay, much as the twentieth moves on gasoline, and the hay trade was vital to the economy of urban areas, such as San Francisco." (Olmsted, R.) Commerce in India Basin focused on the shipwright, boat repair, and marine ways that produced and maintained the majority of San Francisco scow schooners in the Bay Area. During the 1860s through 1910 the scow schooners were the most effective way to transport goods such as hay, lumber, bricks, grain, produce, salt and other commercial supplies that were needed throughout the Bay Area. Due to the shallow waters in many of the estuaries and sloughs throughout San Francisco Bay, larger ships seeking materials such as wheat flour destined for Europe could not access the suppliers. Therefore the San Francisco sailing scow was used not only to transport goods throughout the Bay Area but also to transfer goods to schooners sailing from San Francisco to the world.

1910 - 1925

Starting around 1910, many of the scow schooners were converted to motor vessels. The conversion often 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 reduced in length to comply with the requirement to have a licensed engineer in motorized vessels over 65 feet. By 1925, only four sail-powered scow schooners remained in use in the Bay Area (*Scow Schooners of San Francisco Bay*, Olmsted, R).

Between 1925 and 1930, the scow schooner industry in India Basin gradually came to a close. Within four years school attendance at The Hunter's Point School dropped from 75 students to 47 students, reflecting the exodus of shipwrights out of the neighborhood. The boatyards consolidated their operations, as trucks took the place of the scows, 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 house calls in his buggy."

900 Innes Ave – Association with the Shipwright Community

900 Innes Avenue, from the time it was built in 1875, was directly associated with the shipwright community that developed along the shoreline at the foot of Griffith Street. By the 1890s, two generations of shipwright families lived and worked in the immediate vicinity of 900 Innes. Fred Siemer was at 920 Innes; his son-in-law James Peterson, a scow businessman, lived at 951 8th Ave. S. (aka Hudson) near H (Hawes); Heinrich Siemer lived on Hudson near Hawes; Fred Siemer Jr. lived at 900 Innes; the Andersons lived at 850 Innes; the Larsen's (Daniel and Lars) lived at 824 Innes; The Stones were at 911 Innes; Olof F. Larson Farenkam lived at 836 Innes; Howard William was at 828 Innes; the Munders lived at 956 Evans; and the Schultze family was on Evans near K St.

The existence of 900 Innes Avenue reminds us of a lifestyle that was dependent on readily available natural resources like wind, water, and the ebb and flow of the bay tides. The neighborhood landscape was occupied with windmills, water towers, animal stables and yards, and marine ways leading into the bay(See attached map). Unlike current-day working environments, these families' work was not a job, but it was a way of life. Therefore it was important for their home to be in close proximity to their boat yards, marine ways, and the bay.

This diminutive dwelling at 900 Innes Avenue, adjacent to San Francisco's center of boat building and repair, served as the home and office of shipwrights, ship carpenters, workers, and families of shipwrights.

In September 1875 Johnson J. Dircks, the first shipwright to move to India Basin, was 51 years old when he purchased the property in the San Francisco Homestead & Railroad Association tract for \$900. He built his home at 900 Innes Avenue and then went to work building the following scow schooners from his new yard: *Master Mariner*(1876), *Mary Frances*(1877), *Hercules*(1878), *Wavelet*(1878), *Paul & Willie*(1884), *Annie Eliza*(1884), and *Fidelity*(1885). He lived there until 1893 when, at 68 years old, he moved to the northeast corner of Epstein and Congress (1582 Masonic) near Buena Vista Park.

In 1893 Dircks sold his boat yard and marine ways to Henry P. Anderson (also known as "Pop") who had previously lived on Green Street. The Anderson yard, run by "Pop" Anderson, was a shipwright and repair yard operated by his family until the late 1980s. "Anderson & Larsen" is the first name given to the shipyard run by "Pop" Anderson and his partner Daniel Larsen. In the early 1920s the business became "Anderson & Siemer" for a period when August Siemer and 'Pop' Anderson worked together. The final name for the business, "Anderson & Cristofani," was used from 1926 until 1988.

The Jorgenson family took possession of 900 Innes when Johnson Dircks moved out of the neighborhood in 1893. Carl J. Jorgenson, ship carpenter, moved into the dwelling. He had previously been living at the location to where Dircks moved, 1582 Masonic.

According to a post-1906 earthquake decree dated October 6, 1910, I. Jorgenson inherited the dwelling at 900 9th Ave South on March 27, 1890 (Assessors/Recorders Office, Title decree case #13406). Ingeborg Jorgenson was the mother-in-law of Fred Siemer, Jr.. The Siemer family, who are best known for building the National Historic Landmark scow schooner *Alma*, had a large extended family living in the neighborhood since 1886.

In 1905 Inga Siemer, the wife of Fred Jr. deeded the property to her mother Ingeborg Jorgenson.

In 1908 Fred Siemer Jr., shipwright, moved into 900 Innes Ave. and lived there with his wife Inga and three children till 1923. The family owned several different

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properties on the street at different times. Additional existent properties owned by the Siemers include 937 Innes where Fred and Inga moved in 1924 after leaving 900 Innes; 965 Innes, formerly a ship's pilot house; and 967 Innes, where Inga lived in the 1960s with the family of Gordon and Ruth Siemer. The final member of the family to leave the neighborhood, Ruth Siemer, died in her home at 967 Innes Avenue near the end of 2004.

According to Sanborn Fire Insurance Maps of 1914, H.B. Anderson Boat Building expanded eastward by acquiring use of the Siemer yard and ways. After Fred and Inga Siemer moved out to 937 Innes Avenue, 900 Innes Ave. was used as an office for the Anderson & Cristofani yard.

The building located at 900 Innes Ave. housed shipwrights, ship carpenters, and their families for 45 years before it became part of Anderson's yard. 900 Innes Avenue remained a part of the Anderson and Cristofani Boat Building property from 1926 until it was sold in 1986. Anderson & Cristofani continued to advertise their shipyard and marineways until 1988 in the San Francisco phonebook with the tagline, "Over 100 years of service." After they sold the yard, the building at 900 Innes and the flat-roofed pilot house behind the dwelling continued to be used as offices for "S & P Company," and "Able Ship."

The Anderson family maintained their boat yard as a business from 1893 until the late 1980s. The yard was involved in the refurbishment of the historic scow schooner *Alma* between 1965 and 1968 (SF Bayside, p.130). The *Alma* now resides at San Francisco's Hyde Street Pier. Anderson & Cristofani also worked on fishing boats such as the Columbia River gill-netters and plunger work boats used in the oyster industry. When the U.S. Navy took ownership of the Hunter's Point Naval Shipyard in 1939, the Anderson yard handled some of the overflow work in the rush to get the U.S. fleet ready for World War II. One photo in 'Flip' Allemand's private collection depicts the Anderson & Cristofani crew showing off their handiwork on a completed wooden APc35 naval ship.

The cove at the foot of Griffith Street near Innes Avenue in India Basin is the location of the only existing historical boat repair yard for wooden boats and sailing craft in San Francisco. This remaining boat repair yard, Allemand Brothers (ca. 1946), is located on the same property as "Pop" Anderson's original yard that was opened in 1893. According to 'Flip' Allemand, he and his brother began their boat building careers by building their own sailing boat to race. With that success they landed jobs at the Anderson yard until they had gained enough experience to open their own boat yard. Originally located at the end of Earl St., Walter Anderson accommodated The Allemand Brothers by leasing them the property at their current location when the bay was filled in in 1962. It will not be long before this chapter of San Francisco's history will end. At the end of December 2004 John Allemand, one of the two remaining Allemand Brothers, died at the age of 90. He had continued to work in the boatyard until his last days. According to his obituary, "John and his brother Flip were always together since childhood and owned and operated Allemand Brothers Boat Yard in Hunter's Point for over 60 years...A memorial will be held at a later date at the boat yard, which he loved and called his second home." Rene 'Flip' Allemand continues to operate Allemand Brothers but he is also an elderly man.

India Basin has not only continued to be a location for businesses doing boat building and repair,

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but it also continues to house the Port of San Francisco's bulk cargo terminal, the only such terminal remaining in San Francisco. It has been over 150 years since the inception of cargo transport by the scow schooner. Although we are not transporting hay, potatoes, bricks, and loose shells around the bay, there is still a need to transport bulk cargo such as sand and loose aggregate.

The cove where 900 Innes is located marks the only area of India Basin that has retained its original waterfront conditions. All of the combined dwellings and shipyards north and south of 900 Innes Ave. have been demolished and the bay has been filled in. It is telling that the only cove that has not been filled in marks a historically significant—and still active—boat-building yard. Landmarking 900 Innes Ave. is an opportunity for San Francisco to preserve a distinct part of its history.

REFERENCES:

San Francisco City Directories; United States Census: 1880; San Francisco Block Books: 1907; Spring Valley Water Company records for 900 Innes Ave; Sanborn Fire Insurance maps: 1899, 1913, 1950; San Francisco Municipal Reports; San Francisco Real Estate Circulars; Department of Public Schools Annual Reports; San Francisco Assessors/Recorders Deed Books; Scow Schooners of San Francisco Bay, Olmsted, Roger R.; San Francisco Bayside, Historical Cultural Resource Survey, Olmsted R., Olmsted N., Fredrickson, D, and Bente V.; Oral History with William Olsen; Landmark Designation Report on Dogpatch Historic District, VerPlanck, Chris

Photographs and Illustrations

RATINGS: The building has no current ratings.

PREPARED BY: Erin Farrell

ADDRESS:

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LANDMARKS BOARD VOTE: N/A
APPROVED:
PROPOSED LANDMARK NO: 250

ATTACHMENTS: ☒ DPR 523 A, B and L Forms
☐ Context Statement
☒ Photographs
☒ Maps
☐ Other

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____

Reviewer _____

Date _____

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Resource name(s) or number (assigned by recorder) 900 Innes Avenue

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County San Francisco

*b. USGS 7.5' Quad San Francisco North, Calif. Date: 1995

*c. Address 900 Innes Avenue

City San Francisco

Zip 94124

*e. Other Locational Data: Assessor's Parcel Number Block: 4646 Lot: 003, 002, 001

National Register Criterion (a)

- (A) ☒ Association with events that have made a significant contribution to the broad patterns of our history.
- (B) ☐ Association with the lives of persons significant in our past.
- (C) ☒ Embody distinctive characteristics of a type, period, or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- (D) ☐ Has yielded, or may be likely to yield information important in History or prehistory.

° **Period of Significance:** 1875-1930

° **Integrity:** The building retains substantial integrity of location, design, setting, exterior materials and workmanship, feeling and association. Today the exterior of the building looks much the same as it appeared when it was built.

Article 10 Requirements—Section 1004 (b)

- ° **Boundaries of the Landmark site:** The northwest corner of Innes Ave. and Griffith St. northeasterly to the shoreline of the bay. Block 4646 lots, 1, 2, and 3
- ° **Characteristics of the Landmark which justify its designation:** Association with historic events in San Francisco, particularly the events of the marine-based cargo transportation industry.
- ° **Description of the particular features which should be preserved:** The exterior architectural features, composition and materials, particularly the decorative window and door brackets, wooden rustic channel siding, and the paired windows on 900 Innes Avenue. The marine ways and outbuildings, i.e. 1. office (former ship's pilot house), 2. water tower/storage shed, 3. paint shop/compressor house, and 4. blacksmith/machine shop of the boat yard. See attached photos

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

Design

900 Innes Ave. is located on the northwest corner of Innes Ave. and Griffith St. It is a one-story-over-basement, wood-frame, single-family workers' cottage. Its design is Italianate style. The building footprint is approximately 15' X 60'. The simple wood frame Italianate-style cottage is typical of those built in San Francisco in the 1870s by working-class San Francisco residents. On the street level a pair of wood windows occupies the front of the building with the entry directly to the right. The entry is a historic wood panel door with a transom window above. The portico hood over the door is supported by decorative brackets. The decorative brackets on the front doorway and the flat window hoods have a block-like quality reminiscent of decorative ship molding. The entry and the paired windows are framed by simple wood casings with restrained Eastlake-style ornament. The building has a low-pitched gable roof with a slightly overhanging eave that originally held a bargeboard with tear drop gingerbread detailing.

The design of the building is significant for three reasons: 1) it was the first dwelling erected by boatwrights in the neighborhood, initiating the development of the boat building community that crafted most of San Francisco's historically significant scow schooner fleet; 2) the choice of location by the builder, situating the dwelling on the main road, while leaving the back yard open for boat building and marine ways, became a model for subsequent boat builders settling in the neighborhood; and 3) the size of the dwelling is small, a reminder that India Basin was a working class neighborhood where large structures with intricate and expensive detailing were not affordable to most residents. The builder did not employ a flat front façade on the structure as was typical of Italianate cottages that were found in outlying neighborhoods of San Francisco in the 1870s. A picture of the marine ways along the shoreline near Griffith and Innes Ave. circa 1900 shows that the structure has retained its integrity from at least 1900. In the photo, 900 Innes Ave. appears as you would see it today from the bay side of the building. Two photos, one taken in April 1902 and the other taken in 1980, show that the building (aside from the removal of the tear-drop gingerbread detailing hanging off the bargeboard) has maintained its integrity. Sanborn maps from 1899, 1914, and 1950 show the building as a 1 story residential dwelling with a brick chimney.

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Materials

A wood-frame structure clad in rustic channel siding.

Condition

As 900 Innes Ave. is still occupied as a dwelling it is in good and habitable condition.

Workmanship

The people in India Basin were working class carpenters and shipbuilders whose livelihood depended on marine trade and boat building. With the skills that they brought from England, Germany, and Scandinavia they built most of the structures in the neighborhood, such as the marine ways (boat launch railways) and their homes. It is likely that 900 Innes Avenue was built by one of these local boat builders, as this was common during this period of San Francisco's history. It is also possible that master craftsman William I. Stone was involved in the building of this cottage as he was the first boat builder to list this location for his boat building business. Stone was a yacht builder who moved his operations to Hunter's Point around 1870. Between 1868 and 1873 he built 911 Innes, a farmhouse located across the street from 900 Innes Avenue. Although the exact date of construction is unknown, this two story "L"-plan dwelling with a side porch closely resembles the farmhouse in the Haley and O'Neill tract at 1863 Oakdale, built in the late 1860s (Heritage Newsletter, Vol. XVIII, No. 4). According to an article dated February 1948 in SEA magazine, William's son, Frank Stone, was born in the farmhouse in 1868. In 1871 William was listed as a ship carpenter in the San Francisco City Directory at 9th Avenue South (now Innes), near G St. (now Griffith). William I. Stone operated at India Basin for 25 years and "...his sailboats were well known on the Bay and its tributaries" (H.G. Stevens, SEA, February 1948). William I. Stone's reputation for excellent workmanship was summed up by H.G. Stevens when he wrote, "This master craftsman contributed much to the successful start of yachting in the Bay Area and it was a kind trick of fate to have such a builder in this locality at that time" (Stevens, H. G. SEA, February 1948).

Alterations

Aside from the removal of the exterior bargeboard with gingerbread detailing and the back stairs, no alterations are apparent.

Size

900 Innes Avenue is a one-story dwelling with a basement; the building's footprint measures approximately 15ft by 60 ft.

Setting

Located at the corner of Innes Ave (formerly 9th Avenue South [or Corea St.] and Griffith St., formerly G Street), and built on the main road in close proximity to the bay and boatyards, the edifice is at the center of the community of shipwrights. 900 Innes Ave. was easily accessible and central to the actions of the local boatyards. During the 1860s and throughout the first decade of the 20th century it was common for shipwrights to maintain their boat yard and marine ways on the same property as their dwellings. These business owners, unlike the large companies that were developing in the Potrero and Butchertown, worked side by side with their employees. When business was booming they were even apt to bring in the skills of their wives if necessary. According to an oral history with William Olsen, grandson of William Munder, his grandmother was known to sew the canvas schooner sails if the sailmaker was not available. This was a time of extensive growth and development in San Francisco.

"...the center of scow building activity during most of the years when sailing vessels were important in bay trade was Hunter's Point, where August and Willie Schultze, Nichols and Weaver, Thomsen, Siemer, Dirks, Erickson, Ervin, Goebel, Stone, O.F.L. Farenkamp, "Pop" Anderson, and William Munder had their yards during the 1880s, 1890s, and the early years of this century. Scores of scowschooners were launched from these yards, and every spring many more were hauled up on the ways there for scraping, painting, and other maintenance."

Boundaries

The preservation of 900 Innes Ave shall include all structures on the property located in lots 1, 2, and 3 of block 4646. This area is where this San Francisco village of boatyards, residences and small family businesses originated.

In 1905 the property for the building was described as: "commencing at the northerly corner of "9th Ave. South" (Innes) and "G South" (Griffith) and running thence northwesterly along the northwesterly line of "9th Ave. South" and "G South" seventy five feet, thence at right angles northeasterly one hundred feet, thence at right angles southeasterly seventy five feet to the north westerly line of "G Street South" and thence southwesterly along said line of "G Street South" one hundred feet to the point of commencement."

*P3b. Resource Attributes: (list attributes and codes) HP2: Single family property

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

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P5a. Photo



P5b. Photo: (view and date)
Anderson and Cristofani boatyard,
900 Innes Ave. on the corner of
Griffith, 1980. From *San Francisco
Bayside, Historical Cultural
Resource Survey*. Olmsted, R.,
Olmsted, N., Fredrickson, D., Bente,
V.

***P6. Date Constructed/Age and**

Sources: ☒ historic

Ca 1875/130 years

1875 San Francisco Real Estate
Circular; Sanborn Maps: 1900, 1914,
1950; San Francisco City Directory

***P7. Owner and Address:**

Shipyards Holdings, LLC

Joe Cassidy

671 Illinois St

San Francisco, CA 94107

***P8. Recorded by:** Erin Farrell,
India Basin Neighborhood
Association

***P9. Date Recorded:** February 20, 2005

***P10. Survey Type:**

Individual Resource

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

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)

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code _____

*Resource Name or # _____

B1. Historic name: Unknown

B2. Common name: 900 Innes Avenue

B3. Original Use: Single family dwelling

B4. Present use: Same

*B5. Architectural Style: Italianate style cottage

*B6. Construction History: ca. 1875

The permit history for 900 Innes Avenue is predictably scanty, being located in a remote section of the City where construction and alterations have typically taken place without permits. The only permit to alter the dwelling occurred in 1942 when Anderson and Cristofani applied for a permit to raise the roof and construct a new floor between the ground floor and roof trusses. Although the permit was approved, it was subsequently withdrawn.

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

*B8. Related Features:

structures on the property, water tower and ship's pilot house that was used as an office

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Residential Neighborhood Development Area India Basin, Hunter's Point

Period of Significance 1875-1930 Property Type Single family dwelling Applicable Criteria A & C

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

Statement of Historical Significance

For more than sixty years the dwelling at 900 Innes Avenue was at the hub of San Francisco's historically significant scow schooner industry. It was the home and office of shipwrights, ship carpenters, laborers, and families of shipwrights. The resource is not only the first—but the only remaining—dwelling in India Basin adjacent to the boat yards that contributed to the water-borne cargo industry on San Francisco Bay. The people who lived and labored at 900 Innes Avenue built San Francisco scow schooners, the unique workhorses which were vital to the late 19th century economy. It qualifies for listing as a San Francisco landmark under National Register Criterion A, as a property "associated with events that have made a significant contribution to the broad patterns of our history" and under National Landmark Criterion C, "Embody distinctive characteristics of a type, period, or method of construction."

Significance of San Francisco Scow Schooner

In a March 5, 1949 letter to Scott Newhall, editor of *San Francisco Chronicle*, Karl Kortum, curator of the National Maritime Museum explained, "San Francisco developed one unique type of craft, the scow schooner, that is completely her own. At one time there were four hundred of these center boarders trading on the bay, and their importance in the story of American shipping is significant and a scale model of a typical scow is being preserved in the National Museum in Washington D.C."

Roger Olmsted, a historical consultant with whom Kortum worked closely, added, "Among the more lovable and eccentric of San Francisco's contributions to history of technology was the scow schooner. Like steam beer and the cable car, the scow was a minor civic institution. It was also one of the more unusual types of local sailing craft developed in the United States during the nineteenth century. These unlikely craft..., as in the case of the cable car, seemed too simple to work."

The precise origins of the San Francisco scow schooner are unknown to this day. These sturdy, hand-crafted sailing vessels were developed in direct response to the needs of San Francisco in the 1850s and 1860s and to the natural conditions in San Francisco Bay. Early scows were frequently boats pieced together by farmers who simply needed to transport their goods from their farms to market. There was no specific plan or design that one could point to and say "that is the original San Francisco scow." Throughout the 1850s and 1860s, as Americans and European and Chinese immigrants flocked to San Francisco in search of gold, the need for transportation throughout the bay and rivers continued to increase. This period coincided with a decline in the use of wood in the construction of ships in Europe due to the expense of wood. The Bay Area, on the other hand, had access to seemingly limitless fir from the Pacific Northwest that made wood boat building affordable. As Europeans with maritime carpentry skills arrived in San Francisco, many recognized that the skills that had been the basis of their livelihoods back home would gain them more in San Francisco than the hope of finding gold. This was the case with many who became involved with the shipwright industry. The high demand for transportation of both goods and people made boat building a highly valuable skill. As the nineteenth century advanced, a number of European shipwrights settled in San Francisco and the design for the Bay scow gradually evolved into its final form. A 1865 report on shipbuilding in the United States for the Tenth Census outlined the basic measurements and design of the San Francisco Bay scow schooner.

Roger Olmsted described the national landmark San Francisco scow schooner, which was built at India Basin, "Alma is 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." Like the ordinariness of the scow Alma, the shipwrights and builders in Hunter's Points India Basin were ordinary, albeit skilled, working class people. Landmarking 900 Innes Ave. will recognize their important contribution to the development of the Bay Area during the last quarter of the 19th century.

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Shipwrights find their way to India Basin

In 1868 the cove adjacent to Islais Creek was named India Basin by the Board of Tideland Commissions and was reserved for docks, piers, slips, basins, and other commerce purposes. At the time the area, currently known as Bayview Hunter's Point, was called South San Francisco. India Basin was defined as adjacent to Islais Creek on the south and extending to Hunter's Point. The Board of Tideland Commissions was in the process of surveying, pricing, and selling the tidelands in several areas of San Francisco, including China Basin, Central Basin, India Basin, Dry Dock Basin, and South Basin. This development coincided with several other significant changes in San Francisco: 1) the completion of Long Bridge over Mission Bay and Islais Creek, and its associated population growth in Bayview; 2) the growth of the Pacific Rolling Mills at Potrero Point; and 3) the California Legislature and Department of Public Health's plan to move Butchertown from 9th and Brannan Streets to the northern side of India Basin at Islais Creek.

These changes in the development of San Francisco's industrial waterfront affected another important, yet seemingly invisible, industry. The small family-run shipwright and joining businesses, most of which built and repaired San Francisco scow schooners, originally sought their livelihood in North Beach and the Potrero. But redevelopment favored well-capitalized industries and pushed small boat-building businesses further south, first briefly to Islais Creek, and then to India Basin.

An article in the November 1869 *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..." The first settlers in India Basin were Englishmen Reverend George E. Davis, a pioneer from London who lived at the corner of 8th Ave. S. and H Street (1873), Fred Burnell, son of Albion Brewery owner John Burnell, also from England, and William I. Stone (1871) from Dartmouth. Other pioneers in the area included Johnson J. Dirks (1869) from the Netherlands; William Munder (1869), Hermann Metzendorf (1872), Edmund Munfey (1875) and Fred Siemer (1886) from Germany; John McKinnon (1868) and James Pyne from Ireland; and O.F.L. Farenkam (1877), Henry Anderson (1893), and Otto Hansen from Denmark. Nine of these thirteen men were involved in the boat building industry.

The businesses that they operated – unlike the Rolling Mills, California Sugar Refinery, and Union Iron Works – were not seeking the large contracts from the U.S. Navy or the railroads. On the contrary – shipwrights worked with local businesses on verbal contracts. Their boatyards were a home-based cottage industry, manufacturing and repairing hand-made sailing vessels with unique and distinctive characteristics, that were vital to San Francisco's economy. The move to India Basin is not surprising given their disadvantage in competing for land with the factory-based manufacturing companies.

By 1867 this industry had begun settling around Islais Creek. William Stone was located at Illinois and Shasta, Johnson J. Dirks was located with John Mohr at the corner of Texas and Marin Streets, and Henry Owens was at Shasta and Michigan with LC Watts. But with the California Legislature reserving northern Islais Creek for the slaughterhouses, tanners, butchers, and glueworks of "Butchertown," the shipwrights were forced to move south again. Butchertown and its related industry was growing, and as was the case in Mission Bay, it was a "...great eyesore and olfactory offender..."

The first shipwright to make the move was Johnson J. Dirks. He moved his operations to 5th Ave (Evans) and L St (Lane) in 1868. He was followed by William Stone who moved to Hunter's Point in 1870. In 1871 he moved to 9th Ave. S. (Innes) near G St. (Griffith). In 1875 Johnson J. Dirks moved his business for the third time since 1868. He maintained an office South of Market at 305 East St. and moved to 9th Ave. near G St where Stone had settled. By 1880 Dirks and Stone both had sons over the age of 18 who had apprenticed with them and were working in the boatbuilding industry. They had also been joined in their new locale by additional boatbuilding yards that were fleeing Butchertown and Potrero Point.

1860 – 1910

According to historians the significance of the San Francisco Scow Schooner cannot be underestimated. "The scow schooner was probably the most important of these (sailing craft) to the area's economic life, and hay was the most characteristic, if not the most important, of the scow's many different cargoes. The nineteenth century moved on hay, much as the twentieth moves on gasoline, and the hay trade was vital to the economy of urban areas, such as San Francisco." (Olmsted, R.) Commerce in India Basin focused on the shipwright, boat repair, and marine ways that produced and maintained the majority of San Francisco scow schooners in the Bay Area. During the 1860s through 1910 the scow schooners were the most effective way to transport goods such as hay, lumber, bricks, grain, produce, salt and other commercial supplies that were needed throughout the Bay Area. Due to the shallow waters in many of the estuaries and sloughs throughout San Francisco Bay, larger ships seeking materials such as wheat flour destined for Europe could not access the suppliers. Therefore the San Francisco sailing scow was used not only to transport goods throughout the Bay Area but also to transfer goods to schooners sailing from San Francisco to the world.

1910 – 1925

Starting around 1910, many of the scow schooners were converted to motor vessels. The conversion often 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 reduced in length to comply with the requirement to have a licensed engineer in motorized vessels over 65 feet. By 1925, only four sail-powered scow schooners remained in use in the Bay Area (*Scow Schooners of San Francisco Bay*, Olmsted, R.).

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Between 1925 and 1930, the scow schooner industry in India Basin gradually came to a close. Within four years school attendance at The Hunter's Point School dropped from 75 students to 47 students, reflecting the exodus of shipwrights out of the neighborhood. The boatyards consolidated their operations, as trucks took the place of the scows, 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."

900 Innes Ave – Association with the Shipwright Community

900 Innes Avenue, from the time it was built in 1875, was directly associated with the shipwright community that developed along the shoreline at the foot of Griffith Street. By the 1890s, two generations of shipwright families lived and worked in the immediate vicinity of 900 Innes. Fred Siemer was at 920 Innes; his son-in-law James Peterson, a scow businessman, lived at 951 8th Ave. S. (aka Hudson) near H (Hawes); Heinrich Siemer lived on Hudson near Hawes; Fred Siemer Jr. lived at 900 Innes; the Andersons lived at 850 Innes; the Larsens (Daniel and Lars) lived at 824 Innes; The Stones were at 911 Innes; Olof F. Larson Farenkam lived at 836 Innes; Howard William was at 828 Innes; the Munders lived at 956 Evans; and the Schultze family was on Evans near K St. The existence of 900 Innes Avenue reminds us of a lifestyle that was dependent on readily available natural resources like wind, water, and the ebb and flow of the bay tides. The neighborhood landscape was occupied with windmills, water towers, animal stables and yards, and marine ways leading into the bay (See attached map). Unlike current-day working environments, these families' work was not a job, but it was a way of life. Therefore it was important for their home to be in close proximity to their boat yards, marine ways, and the bay.

This diminutive dwelling at 900 Innes Avenue, adjacent to San Francisco's center of boat building and repair, served as the home and office of shipwrights, ship carpenters, workers, and families of shipwrights.

In September 1875 Johnson J. Dircks, the first shipwright to move to India Basin, was 51 years old when he purchased the property in the San Francisco Homestead & Railroad Association tract for \$900. He built his home at 900 Innes Avenue and then went to work building the following scow schooners from his new yard: *Master Mariner* (1876), *Mary Frances* (1877), *Hercules* (1878), *Wavelot* (1878), *Paul & Willie* (1884), *Annie Eliza* (1884), and *Fidelity* (1885). He lived there until 1893 when, at 68 years old, he moved to the northeast corner of Epstein and Congress (1582 Masonic) near Buena Vista Park.

In 1893 Dircks sold his boat yard and marine ways to Henry P. Anderson (also known as "Pop") who had previously lived on Green Street. The Anderson yard, run by "Pop" Anderson, was a shipwright and repair yard operated by his family until the late 1980s. "Anderson & Larsen" is the first name given to the shipyard run by "Pop" Anderson and his partner Daniel Larsen. In the early 1920s the business became "Anderson & Siemer" for a period when August Siemer and "Pop" Anderson worked together. The final name for the business, "Anderson & Cristofani," was used from 1926 until 1988.

The Jorgenson family took possession of 900 Innes when Johnson Dircks moved out of the neighborhood in 1893. Carl J. Jorgenson, ship carpenter, moved into the dwelling. He had previously been living at the location to where Dircks moved, 1582 Masonic.

According to a post-1906 earthquake decree dated October 6, 1910, I. Jorgenson inherited the dwelling at 900 9th Ave South on March 27, 1890 (Assessors/Recorders Office, Title decree case #13406). Ingeborg Jorgenson was the mother-in-law of Fred Siemer, Jr.. The Siemer family, who are best known for building the National Historic Landmark scow schooner *Alma*, had a large extended family living in the neighborhood since 1886.

In 1905 Inga Siemer, the wife of Fred Jr, deeded the property to her mother Ingeborg Jorgenson.

In 1908 Fred Siemer Jr., shipwright, moved into 900 Innes Ave. and lived there with his wife Inga and three children till 1923. The family owned several different properties on the street at different times. Additional existent properties owned by the Siemers include 937 Innes where Fred and Inga moved in 1924 after leaving 900 Innes; 965 Innes, formerly a ship's pilot house; and 967 Innes, where Inga lived in the 1960s with the family of Gordon and Ruth Siemer. The final member of the family to leave the neighborhood, Ruth Siemer, died in her home at 967 Innes Avenue near the end of 2004.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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According to Sanborn Fire Insurance Maps of 1914, H.B. Anderson Boat Building expanded eastward by acquiring use of the Siemer yard and ways. After Fred and Inga Siemer moved out to 937 Innes Avenue, 900 Innes Ave. was used as an office for the Anderson & Cristofani yard.

The building located at 900 Innes Ave. housed shipwrights, ship carpenters, and their families for 45 years before it became part of Anderson's yard. 900 Innes Avenue remained a part of the Anderson and Cristofani Boat Building property from 1926 until it was sold in 1986. Anderson & Cristofani continued to advertise their shipyard and marineways until 1988 in the San Francisco phonebook with the tagline, "Over 100 years of service." After they sold the yard, the building at 900 Innes and the flat-roofed pilot house behind the dwelling continued to be used as offices for "S & P Company," and "Able Ship."

The Anderson family maintained their boat yard as a business from 1893 until the late 1980s. The yard was involved in the refurbishment of the historic scow schooner *Alma* between 1965 and 1968 (SF Bayside, p.130). The *Alma* now resides at San Francisco's Hyde Street Pier. Anderson & Cristofani also worked on fishing boats such as the Columbia River gillnetters and plunger work boats used in the oyster industry. When the U.S. Navy took ownership of the Hunter's Point Naval Shipyard in 1939, the Anderson yard handled some of the overflow work in the rush to get the U.S. fleet ready for World War II. One photo in 'Flip' Allemand's private collection depicts the Anderson & Cristofani crew showing off their handiwork on a completed wooden APC35 naval ship.

The cove at the foot of Griffith Street near Innes Avenue in India Basin is the location of the only existing historical boat repair yard for wooden boats and sailing craft in San Francisco. This remaining boat repair yard, Allemand Brothers (ca. 1946), is located on the same property as "Pop" Anderson's original yard that was opened in 1893. According to 'Flip' Allemand, he and his brother began their boat building careers by building their own sailing boat to race. With that success they landed jobs at the Anderson yard until they had gained enough experience to open their own boat yard. Originally located at the end of Earl St., Walter Anderson accommodated The Allemand Brothers by leasing them the property at their current location when the bay was filled in in 1962. It will not be long before this chapter of San Francisco's history will end. At the end of December 2004 John Allemand, one of the two remaining Allemand Brothers, died at the age of 90. He had continued to work in the boatyard until his last days. According to his obituary, "John and his brother Flip were always together since childhood and owned and operated Allemand Brothers Boat Yard in Hunter's Point for over 60 years...A memorial will be held at a later date at the boat yard, which he loved and called his second home." Rene 'Flip' Allemand continues to operate Allemand Brothers but he is also an elderly man.

India Basin has not only continued to be a location for businesses doing boat building and repair, but it also continues to house the Port of San Francisco's bulk cargo terminal, the only such terminal remaining in San Francisco. It has been over 150 years since the inception of cargo transport by the scow schooner. Although we are not transporting hay, potatoes, bricks, and loose shells around the bay, there is still a need to transport bulk cargo such as sand and loose aggregate.

The cove where 900 Innes is located marks the only area of India Basin that has retained its original waterfront conditions. All of the combined dwellings and shipyards north and south of 900 Innes Ave. have been demolished and the bay has been filled in. It is telling that the only cove that has not been filled in marks a historically significant—and still active—boat-building yard. Landmarking 900 Innes Ave. is an opportunity for San Francisco to preserve a distinct part of its history.

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

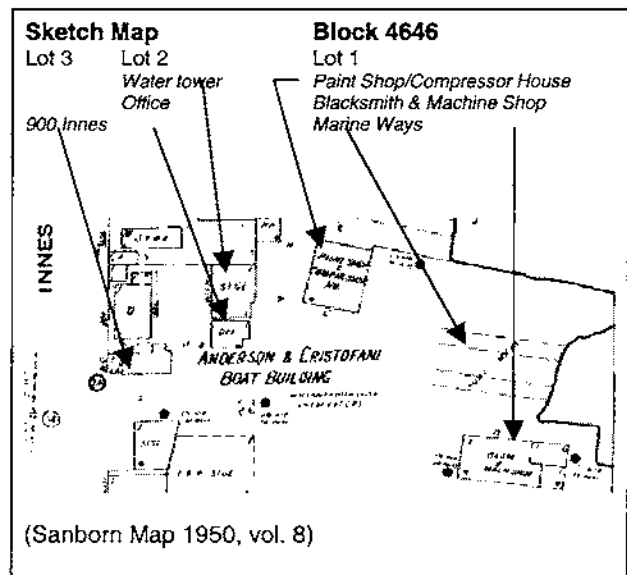
***B12. References:**

San Francisco City Directories; United States Census: 1880; San Francisco Block Books: 1907; Spring Valley Water Company records for 900 Innes Ave; Sanborn Fire Insurance maps: 1899, 1913, 1950; San Francisco Municipal Reports; San Francisco Real Estate Circulars; Department of Public Schools Annual Reports; San Francisco Assessors/Recorders Deed Books; *Scow Schooners of San Francisco Bay*, Olmsted, Roger R.; *San Francisco Bayside, Historical Cultural Resource Survey*, Olmsted R., Olmsted N., Fredrickson, D, and Bente V.; Oral History with William Olsen; Landmark Designation Report on Dogpatch Historic District, VerPlanck, Chris

B13. Remarks:

*B14. Evaluator: Erin Farrell, India Basin Neighborhood Association

*Date of Evaluation: February 20, 2005



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DEPARTMENT OF PARKS AND RECREATION
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*Date _____

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☐ Update

In September 1875 Johnson J. Dircks, the first shipwright to move to India Basin, was 51 years old when he purchased the 75' X 100' property in the San Francisco Homestead & Railroad Association tract for \$900.³⁰ He built his home at 900 Innes Avenue and then went to work building the following scow schooners from his new yard nearby: *Master Mariner*(1876), *Mary Frances*(1877), *Hercules*(1878), *Wavelet*(1878), *Paul & Willie*(1884), *Annie Eliza*(1884), and *Fidelity*(1885).³¹ He lived there until 1893 when, at 68 years old, he moved to the northeast corner of Epstein and Congress (1582 Masonic) near Buena Vista Park.³²

In 1893 Dircks sold his boat yard and marine ways to Henry P. Anderson (also known as "Pop") who had previously lived on Green Street.³³ The Anderson yard, run by "Pop" Anderson, was a shipwright and repair yard operated by his family until the late 1980s. "Anderson & Larsen" is the first name given to the shipyard run by "Pop" Anderson and his partner Daniel Larsen. In the early 1920s the business became "Anderson & Siemer" for a period when August Siemer and "Pop" Anderson worked together. The final name for the business, "Anderson & Cristofani," was used from 1926 until 1988.

Between 1890 and 1905, 900 Innes passed from the Dircks family to the interrelated Jorgenson and Siemer families. Carl Jorgenson, ship carpenter, moved into the dwelling when Johnson Dircks and his family moved out. Jorgenson had previously lived at the location to where Dircks moved, 1582 Masonic.³⁴ Ingeborg Jorgenson later appears as the owner of record, as does her daughter and son-in-law, Inga and Fred Siemer.³⁵ Siemer was part of a large extended family who had lived in the neighborhood since 1886, and are best known for building the National Historic Landmark scow schooner *Alma*.

In 1908 Fred Siemer Jr., moved into 900 Innes Ave. and lived there with his wife Inga and three children till 1923.³⁶ The family owned several different properties on the street at different times. Additional existent properties owned by the Siemers include 937 Innes where Fred and Inga moved in 1924 after leaving 900 Innes; 965 Innes, formerly a ship's pilot house; and 967 Innes, where Inga lived in the 1960s with the family of Gordon and Ruth Siemer.³⁷ The final member of the family to live in the neighborhood was Ruth Siemer who died in her home at 967 Innes Avenue in 2004.

Around 1914, H.B. Anderson Boat Building expanded eastward by acquiring use of the Siemer yard and ways. This change takes place at around the same time that the business "Anderson & Siemer" came into being.³⁸ In 1926 "Anderson & Cristofani" was opened by Walter Anderson, Henry's son. This marks the beginning of a different period of significance for 900 Innes Avenue – a time when technology was changing more rapidly and the production of Naval Ships made up a large portion of the business at the yard. The building remained a part of the Anderson and Cristofani Boat Building property from around 1926 until it was sold in 1986.

The building located at 900 Innes Ave. housed shipwrights, ship carpenters, and their families for 45 years before it became part of Anderson's yard. Anderson & Cristofani continued to advertise their shipyard and marineways until 1988 in the San Francisco phonebook with the tagline, "Over 100 years of service." After they sold the yard, the building at 900 Innes and the flat-roofed pilot house behind the dwelling continued to be used as offices for "S & P Company," and "Able Ship."³⁹

The Anderson family had maintained their boat yard as a business from 1892 until the late 1980s. The yard produced Jack London's famous 74 foot schooner, *Snark*, in 1906,⁴⁰ and was involved in the refurbishment of the historic scow schooner *Alma* between 1965 and 1968.⁴¹ The *Alma* is now docked at San Francisco's Hyde Street Pier. Anderson & Cristofani worked on fishing boats such as the Columbia River gillnetters and plunger work boats used in the oyster industry.⁴² And they produced submarine chasers for the Navy during World War I, and mine sweepers through contract work in the rush to get the U.S. fleet ready for World War II.⁴³ One photo in Rene 'Flip' Allemans private collection depicts the Anderson & Cristofani crew showing off their handiwork on a completed wooden APC35 naval ship.

³⁰ San Francisco Real Estate Circular, San Francisco City Directory, United States Census: 1880

³¹ *Scow Schooners of San Francisco Bay*, Olmsted, Roger R.

³² San Francisco City Directory

³³ 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.

³⁴ San Francisco City Directory, 1892-1894

³⁵ San Francisco Assessors/Recorders Office, Deed Books

³⁶ San Francisco City Directories, and San Francisco Assessors/Recorders Office, Deed Books

³⁷ Ibid.

³⁸ Sanborn Fire Insurance Maps, 1914, and San Francisco City Directories

³⁹ Oral history with Rene 'Flip' Allemand, February 2005

⁴⁰ Jack London State Park *Snark* exhibit

⁴¹ *Scow Schooners of San Francisco Bay*, Olmsted, Roger R.

⁴² San Francisco Maritime Museum Hay Scow Exhibit

⁴³ San Francisco Chronicle, obituary of Walter Anderson, December 1988

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The cove where 900 Innes is located marks the only area of India Basin that has retained its original waterfront conditions. All of the dwellings and shipyards north and south of 900 Innes Ave. have been demolished and the bay has been filled in. It is telling that the only cove that has not been filled in marks a historically significant—and still active—boat-building yard. With a name like "Shipyard Holdings, LLC" how could you deny this property's past? Landmarking 900 Innes Ave. is an opportunity for San Francisco to preserve a unique and irreplaceable part of its maritime culture and history.

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

***B12. References:**

San Francisco City Directories; United States Census: 1880; San Francisco Block Books: 1907; Spring Valley Water Company records for 900 Innes Ave; Sanborn Fire Insurance maps: 1899, 1913, 1950; San Francisco Municipal Reports; San Francisco Real Estate Circulars; Department of Public Schools Annual Reports; San Francisco Assessors/Recorders Deed Books; *Scow Schooners of San Francisco Bay*, Olmsted, Roger R.; *San Francisco Bayside, Historical Cultural Resource Survey*, Olmsted R., Olmsted N., Fredrickson, D, and Bente V.; Oral History with William Olsen; Landmark Designation Report on Dogpatch Historic District, VerPlanck, Chris; Jack London State Park, Glen Ellen, CA

B13. Remarks:

*B14. Evaluator: Erin Farrell, India Basin Neighborhood Association

*Date of Evaluation: February 20, 2005

DPR 523B (1/95)

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*Required information

