PART I: DEVELOPMENTAL HISTORY

The following section includes a concise account of research and investigation findings and recommendations for treatment and use, and a record of project administrative data.

HISTORICAL BACKGROUND & CONTEXT

A Life-Saving/Coast Guard station has stood on the northeastern shores of the Presidio of San Francisco since 1890, when a small boathouse and keeper's residence were constructed on a spit of sand known as Strawberry Beach. As detailed in the "Cultural Landscape Inventory of the Fort Point United States Coast Guard Station Historic District in the Golden Gate National Recreation Area," prepared by the National Park Service, however, the period of significance of this site begins in 1915. That year, San Francisco hosted the Panama Pacific International Exposition, a fair showcasing art, architecture, technology, and world cultures. The boathouse and residence of the life saving station stood in the way of fairground plans, so they were moved 700 feet to the west to their present location. By this time the Life Saving station had also outgrown its quarters and plans had commenced to build a new boathouse. The newly formed United States Coast Guard thus constructed the three-story boathouse that now anchors the site in 1915. A two-story workshop and storage facility soon followed. Changes in technology and a growing staff resulted in several changes at the Fort Point US Coast Guard Station over the next twenty years, but the site reached its current configuration around 1942. High winds, strong tides, and fog always rendered Fort Point US Coast Guard Station a difficult site to maintain operations. With the introduction of 44-foot motor boats in 1964, boats had to be moored off the main pier. Although the site continued to serve as a Coast Guard Station until 1992, the period of significance closes in 1964, when the boathouse ceased to function according to its intended use.[1]

Since 1992 the six extant buildings of the former Fort Point US Coast Guard Station have been designated contributing resources to the Presidio of San Francisco National Historic District. As summarized above, an extensive and meticulously researched Cultural Landscape Inventory of the Fort Point United State Coast Guard Station Historic District in the Golden Gate National Recreation Area established a period of significance as 1915-1964, from the year when the original boathouse and Officer in Charge's residence were moved to the current site until the year that the main boathouse ceased to function in that capacity. After conducting primary and secondary research for this Historic Structures Report, Caey & Co. has verified the research completed for these and other previously completed reports. Carey & Co. concurs with the period of significance defined in the Cultural Landscape Inventory.[2]

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1 Timothy Babalis and Gretchen Stromberg, "Fort Point United States Coast Guard Station Historic District, Golden Gate National Recreation Area," *National Park Service Cultural Landscape Inventory* (2006) (hereafter, "Fort Point CLI").

2 National Register Programs, National Park Service, Western Regional Office, "Presidio of San Francisco National Historic Landmark District," updated National Historic Landmark documentation, October 16, 1992 (hereafter, Presidio NHL); Babalis and Stromberg, "Fort Point CLI".

Pre-European Contact

Indigenous Californians once accounted for the densest and most linguistically and culturally diverse populations in all of the territory that now makes up the continental United States. Approximately 300,000 people who spoke between sixty-four and eighty languages lived within the boundaries of modern-day California. Before the European settlement of the San Francisco Bay Area, the region was occupied by Native Americans known today as the Ohlone, whom the Spanish referred to as Costanoans. The territory of thess tribea extended along the coast from the mouth of San Francisco Bay in the north to Carmel in the south, and as far as sixty miles inland. The Ohlone are believed to have inhabited the area since 500 AD or earlier. The specific subgroup of about 160 people who inhabited numerous villages within the boundaries of modern San Francisco were the Yelamu.[3]

Like most California tribes, the Ohlone were a hunter-gatherer and "basket-maker" society that did not develop a written language or build permanent architecture. They lived in conical-shaped huts made with poles, woven reeds, and grass thatch and depended on acorns and seafood for sustenance. Traveling in balsas, a type of canoe made of tule reeds, the Ohlone fished the bay for their main food source: fish, mussels, oysters, and seals. Their diet also included seeds, berries, roots, land mammals, waterfowl, reptiles, and insects. The Ohlone are known to have used bows and arrows, cordage, bone tools, and twined basketry to procure and process their foodstuffs. Though not an agricultural society, the Ohlone managed the production of various plants through controlled burning (a practice that was later halted by the Spanish to the detriment of the local environment). Of the 300 or so native plant species that once occupied the area of the Presidio, indigenous peoples used about half. The most important plant to the natives was the Coast Live Oak. Acorns provided nourishment, the wood was used for bowls, utensils, and starting fires, and the bark and leaves could be used for medicinal purposes.[4]

Tidal marshlands dominated the specific area where the Fort Point US Coast Guard Station now stands and provide the most abundant evidence of human habitation. These marshlands hosted one of the "most productive ecosystems in California," including invertebrates, sharks and fish, and so many birds that they darkened the sky. Early European settlers commented upon grizzly bears and wolves, and coyotes feasting along the bay's shore. The Yelamu managed this ecosystem to their advantage, fostering the growth of willow trees, which provided the favored reed among basket weavers, and frequently setting fire to grasslands to promote healthy growth.[5]

Spanish Settlement to the Gold Rush

Spanish explorers and settlers wrought dramatic changes to this natural landscape and the people who were living there. In 1765 Visitor-General José de Gàlvez exploited the Spanish crown's desire to expand its wealth in New Spain as well as the crown's fears of the incursion into its lands of other European powers, including England, the Netherlands, and Russia, to embark on his own mission to settle California. He convinced the crown to fund an expedition that would lead to the establishment of missions, a well-established colonial institution that ostensibly served to convert the natives to Christianity and divest them of their indigenous ways, thereby rendering a region more amenable to imperial rule. Missions also included a military unit, or presidio, and essentially functioned as towns, or pueblos. Captain Gaspar de Portolá led three ships and two land contingents on this "Sacred Expedition" in 1769. A Franciscan priest

3 Richard Levy, "Costanoan," in *California*, ed. R.F. Heizer, handbook of North American Indians, vol. 8., General ed. W.C. Sturtevant (Washington, DC, 1978), 485-495; Pete Holloran, "Seeing the Trees Through the Forest: Oaks and History in the Presidio," in James Brook, Chris Carlsson, and Nancy J. Peters, eds., *Reclaiming San Francisco: History, Politics, Culture* (San Francisco, 1998): 233-250.

4 Levy, "Costanoan," 485-495; Holloran, "Seeing the Trees," 334-336.

5 Holloran, "Seeing the Trees," 334-338.

named Junípero Serra served as the religious leader. A year later, after many disasters small and large, the Spaniards built a presidio and mission at Monterey Bay, establishing the crown's sovereignty over Alta California.[6]

In 1776, the De Anza Expedition reached present-day San Francisco. The settlers, lead by Juan Augustín Bautista de Anza, consisted of men, women, and children who had traveled from Arizona to populate the new Spanish territory in Alta (Upper) California. Spaniards comprised the minority, while mestizo and criollo (people of Spanish heritage born in Mexico) comprised the majority, and thirteen Indian servants from Monterey joined the expedition for their labor and language services. On June 29, 1776 (five days before the Declaration of Independence was signed in Philadelphia), Junípero Serra founded Mission San Francisco de Asis, popularly known as Mission Dolores.[7]

Two months earlier, De Anza had chosen to construct a fort, or presidio, on an open mesa to the northern tip of the peninsula. The site provided panoramic views from the ocean to the East Bay Hills and a plethora of wild violets and lilies thanks to the natives' careful management of the natural landscape, which inhibited the growth of maritime chaparral. The presidio consisted of two separate areas: the Presidio de San Francisco, which housed a garrison, administrative, and training facilities, and the Castillo de San Joaquin, an armed fortification located on a cliff overlooking the Golden Gate. The site of the Castillo quickly proved inhospitable for habitation. Dense fog and high winds rendered difficult both agricultural and defense operations. Extensive mud lands and salt marshes to the east of this fortification exacerbated logistical difficulties, but stretching the length of the boundary of the Presidio was a sandy peninsula that came to be known as "Strawberry Hill" of "Strawberry Island" for the abundance of wild strawberries that grew there.[8]

During fewer than fifty years of Spanish control, the cultural and natural landscape of the San Francisco peninsula sustained dramatic change. With the end of the controlled burns, the chaparral eventually returned to the mesa on which the Presidio stood. Oak trees, on the other hand, disappeared as the fast growing population cut them down for firewood. Imported cattle grazed the grasslands and settlers cleared vast areas for agriculture. Conflict broke out between natives and settlers and between natives themselves. While some natives embraced the Mission system, others were coerced into Christianity, hard labor, and sometimes abusive conditions. All of these factors, combined with the introduction of European diseases and outright violence, led to the rapid decline of the indigenous population and wildlife.[9]

The Mexican Period officially started in 1821, when Mexico declared its independence from Spain; however, the effects of this took a number of years to reach colonial California. Over the next dozen years the Mexican government created laws that secured the transfer of power. The Mexican Colonization Law of 1824 and the Reglamento of 1828, for instance, encouraged civilian settlement in California by creating guidelines for the establishment of land grants.[10] The true shift in power from Spanish to Mexican rule occurred in 1833 with the Secularization Act. This act officially wrested control of mission lands from the Catholic Church and made them available for the private ownership of Mexican citizens. Although the Mexican Period brought some significant changes to the California in general, the presidio, including the marshland area where Fort Point Station stands, experienced little more than general neglect and

6 James J. Rawls and Walton Bean, *California: An Interpretive History*, 7th ed. (New York, 1998), 20-26.

7 Holloran, "Seeing the Trees," 340.

8 Ibid., 340; Presidio NHL, 7/26-7/28.

9 Holloran, "Seeing the Trees," 339-342.

10 Krell, *The California Missions*, 172.

decay.[11]

Just twenty-five years after securing its sovereignty from Spain, Mexico found itself battling to save its territory. War erupted between the United States and Mexico in 1846, largely over the independence of Texas and its border. The United States overran Mexico with troops and won in a decided fashion. The war officially ended on February 2, 1848, with the signing of the Treaty of Guadalupe Hidalgo, which ceded California (and other territories) to the United States. In the meantime, the United States Army had taken over the presidio in 1846, inaugurating a long period of extensive change to the physical and natural landscape. Most dramatically, the army decided to build a new fort ten to fifteen feet above sea level at the northern tip of the peninsula, which required demolition of the Spanish Castillo and the 100-foot high mesa on which it once stood. This monumental project also required an infrastructure of wharves, warehouses, and quarters to be built on the adjacent marshlands.[12]

United States possession of California territory coincided with the discovery of vast quantities of gold in the foothills of the Sierra Nevada. On January 24, 1848, John Marshall, an employee of a ranch and mill owner named John Sutter, discovered gold on the American River. News of Marshall's discovery spread like wildfire and soon, as the saying goes, the world rushed in. Half of California's population descended upon the region between San Francisco and the Sierra foothills, with the former's population alone growing from fewer than 1,000 people at the opening of 1848 to more than 26,000 by year's end. Huge waves of migrants from the East Coast and immigrants from Europe, Central and South America, and Asia commenced the following year. Almost all arrived by ships that had to navigate the wind, fog, and treacherous tides of the Golden Gate.

United States Life Boat Service and the Coast Guard

Ship masts and poles abound in illustrations of San Francisco's harbor from the 1850s through the 1870s, but not every boat headed to San Francisco made it to dock. Congress appropriated funds for lighthouses at points around the San Francisco Bay, including Alcatraz Island (1852, though the lens did not arrive until 1854); Point Bonita at the northernmost entrance to the Bay (1855); Fort Point (built 1852, lit 1855); Lime Point directly north from Fort Point (1883); and Angel Island (bell 1885, light 1900).[13] Still, shipwrecks occurred and light house stations had neither the man power nor equipment to respond effectively to every disaster.

San Francisco was not alone in sustaining frequent shipwrecks. Maritime routes throughout the nation posed dangerous conditions to sailing vessels, their passengers, and crews. Disastrous shipwrecks were not uncommon. Congressman William A. Newall, of New Jersey, initiated calls for the government to create an organized search and rescue system in 1848. While the first appropriation bill for $10,000 passed that year, the system of volunteer rescuers with no formal training and insufficient funds proved inadequate. Then, in 1871, a series of deadly storms along the East Coast prompted the federal government to establish a centralized, professional organization with standardized training and rescue procedures. Sumner Increase Kimball became head the Marine Revenue Bureau and appropriated significant funds that allowed him to institute sweeping changes to America's life saving organizations, eventually resulting in the creation of the United States Life Saving Service in 1878.[14]

11 Ibid., 341-342; Dorothy Krell, ed., *The California Missions,* (Menlo Park, 1989), 172.

12 Rawls and Bean, *California*, 85-94; Treaty of Guadalupe Hidalgo, February 2, 1848, Article VIII, http://www.yale.edu/lawweb/avalon, accessed August 1, 2007; Presidio NHL, 7/32.

13 Ralph Shanks, *Lighthouses and Lifeboat Stations of San Francisco Bay* (Petaluma, 1990), 17, 19, 29-30, 46, 65-68; 106; 151-152.

14 Dennis L. Noble, *That Others Might Live: The U.S. Life-Saving Service,1878-1915* (Annapolis, 1994), 15-32.

Soon, the United States Life Saving Service began to build three different classes of facilities along America's shores. "Complete life saving stations" were usually two-story wood frame gable structures that consisted of quarters for boats, a permanent crew of surfmen and keeper, and temporary living quarters for rescued persons. Some Southern states hosted "houses of refuge," which were large structures that could sustain up to twenty-five people for ten days. The keeper and his family maintained permanent Officer in Charge Quarters here, but the nature of shipwrecks along these shores usually resulted in easy escape and did not generally require a crew of surfmen. Most Pacific Coast and Great Lakes sites had "lifeboat stations," or one-and-a-half story structures that primarily accommodated boat and rescue equipment. At first, these stations relied upon volunteer crews culled from the local population, so they did not include living quarters for more people than the keeper and his family.[15]

Although the Life Saving Service eventually enlisted architects to design the stations, they varied little and followed some standardized guidelines. Indeed, builders had to follow Instructions for the Construction of a Life-Saving Station when executing plans, which was particularly important in promoting the most cost-effective methods of construction. Domestic architecture influenced the design of all life-saving stations, with Dutch Revival being the favored aesthetic. In general, life-saving station structures were wood frame buildings with horizontal board and batten or shingle cladding and wood shingle gable or gambrel roofs. The buildings were painted white or red with red roofs and often featured a widow's walk for sea monitoring as well as shutters to protect against winds and sea mist. Some sites included a separate lookout tower, and the widow's walk often evolved into more permanent tower structures. Site did affect the configuration of buildings: lifeboat houses located on piers could moor ships in the water, while those located on the shore featured ramps that reached either the beach or the water depending on the type of boat launched from that station.[16]

The First Session of the 49th Congress authorized the establishment of Fort Point Life Saving Station in 1886. Two years later it released funds for the construction of buildings on army land along the Strawberry Beach area of the Presidio of San Francisco. After several delays in construction – weather, labor, supplies – a boathouse and Officer in Charge Quarters was completed on Strawberry Beach, half a mile east of the Fort Point Lighthouse, in February 1890.[17] A detailed construction history for these two buildings and the four other extant structures follows in the Chronology of Development and Use section of this report.

Most days were uneventful at the Life Saving Station, but within the first ten years, the crew at Fort Point Life Saving Station had established a highly acclaimed reputation for skill and expertise. The crew had plenty of time to perfect knot tying or practice life saving skills on the training grounds between the Keeper in Charge Quarters and the boathouse. Some days, crew found themselves saving local residents who found recreation along the beaches. Members of the crew also rotated shifts in the lookout tower atop the steep bluff of Fort Point where they interacted with and played cards with the lighthouse keepers at Fort Winfield Scott, the United States military fortress located about a half mile to the west, now just below the southern end of the Golden Gate Bridge. Stormy days and nights presented an entirely different scenario. Communication sometimes failed between the lighthouse and the life saving crews, making rescues impossible. Before motor boats were introduced in 1907, a crew of seven men rowed to troubled ships through fierce winds, rain, and waves. The most notorious disaster occurred in 1901 when the passenger steamship *Rio de Jeneiro* crashed into rocks. Although surfmen from the Life-Saving Station rowed to the scene within

15 Ibid., 39-45.
16 Ibid., 39-45.
17 Fort Point CLI, 30-31.

minutes of learning about the wreck, they could not save 130 people aboard the sinking ship.[18]

The year 1915 introduced two significant changes that would affect the buildings at Fort Point Station. That year the Life-Saving Service combined with the Revenue-Cutter Service to create the United States Coast Guard. With this reorganization came many subtle changes, but one stands out in relationship to the buildings: The Life Saving Station had been designed with a volunteer crew in mind; thus, a single-family home for the keeper's residence had been built, but no official or permanent dormitories. A permanent crew of military trained personnel, however, would staff the newly renamed Fort Point US Coast Guard Station; thus, dormitories would be necessary. The Panama Pacific International Exposition (PPIE) to be held in San Francisco in 1915 also transformed the Life-Saving Station's setting. Before that point, the area surrounding Fort Point US Coast Guard Station remained largely isolated, attracting no more than local residents seeking outdoor recreation. For a brief period following the devastating earthquake of 1906, the sand spit surround Fort Point Station hosted tent camps for the newly displaced masses. In 1912, however, work crews began to fill the ancient marshlands and mudflats with sand from the ocean. By the time they had completed pumping in more than 360,000 cubic yards of sand, they had created 184 new acres of solid ground. The planning commission for PPIE also requested that the life-saving station at Fort Point move westward approximately 700 feet to make way for a race track and polo grounds. In January of 1915 the Life-Saving Station moved to its current site and was renamed the Fort Point US Coast Guard Station.[19] Thus beings the period of significance for the Fort Point US Coast Guard Station.

These two factors, combined with the Station's deteriorated and inadequate conditions, prompted Sumner Kimball, General Superintendent of the Life-Saving Service, to authorize plans in 1914 for a modernized and expanded facility. Andre Fourchy, the district superintendent of construction, drew up new plans. At the center of Fourchy's design stood a new boathouse that could house modern motorized lifeboats and the marine railway necessary to launch them, as well as dormitory facilities for the crew. The plan called for two Shop & Garages, one of which would be used as a boat maintenance facility, and four outbuildings – a hen house, water tower, fuel house, and Shop & Garage. With dormitory facilities in the new boathouse, the Officer in Charge Quarters could be returned to its original use as a single-family residence. This transformation involved reorienting the building along a north to south axis, instead of east to west, removing the old kitchen extension at the rear, and replacing the extension with a simple shed addition that would accommodate modern bathroom facilities. A wooden bulkhead at the north end of the site allowed for training grounds, and formal landscaping of trees, plants, and pathways both unified the site and improved its aesthetic value.[20]

The Coast Guard implemented Fourchy's plan over the next twenty years. While the buildings were relocated 700 feet to the west early in 1915, the 1890 Boathouse continued to serve in that capacity, and the newly-renamed Officer in Charge Quarters continued to double as a dormitory for the crew. By late 1915 or early 1916, however, the new life-saving station (or Main Boathouse) had been built to the east of the Officer in Charge Quarters . This new configuration included the old boathouse too, now relocated to the southwest of the Officer in Charge Quarters, turned 180 degrees, and transformed into a garage. Instead of constructing a new fuel house for the station, the Coast Guard appropriated a storage shed from the Exposition and relocated it to the west of the Officer in Charge Quarters . As planned, the station also included a water tower and hen house. A wooden bulkhead formed the northern boundary of the site. By 1921, one maintenance Shop & Garage to the northeast of the new boathouse stood at the site as well.

18 Shanks, 105-123.

19 Fort Point CLI, 37-41; Robert Erwin Johnson, *Guardians of the Sea: History of the United States Coast Guard, 1915 to the Present* (Annapolis, 1987), 18-43.

20 Fort Point CLI, 39-40.

While the water tower and hen house disappeared during the 1920s, no major changes occurred until the 1930s when a concrete bulkhead replaced the rotting wood one, Fourchy's proposed shed addition to the Officer in Charge Quarters finally replaced the rear porch and kitchen addition, and both the Buoy House and Tide Gauge house were built at the end of the pier adjacent to the marine railway.[21]

No sooner had the Fort Point US Coast Guard Station been completed than its very existence appeared to be endangered. The War Department decided to appropriate the former grounds of PPIE for a Coast Defense Air Station and feared that the Fort Point Station would stand in the way of the new Crissy Field airstrip. An unwillingness on either the part of the War Department or the Coast Guard to pay for the demolition or relocation of the Fort Point US Coast Guard Station, however, secured its place next to the dusty airfield for the next seventy-five-plus years.[22]

During the 1920s and 1930s the function of the Coast Guard Station began to change. From its inception, the Coast Guard was a military organization that acted under the Treasury Department during times of peace and under the Navy during times of war. Members of the San Francisco crews had participated in some defense operations during World War I, but the advent of Prohibition proved more influential in transforming the Coast Guard into as much a coastal patrol institution as a search and rescue institution. Advancements in technology also transformed the purpose of the Coast Guard. Better navigation equipment resulted in fewer shipwrecks, so the Coast Guard increasingly focused on small party rescues and, occasionally, clean-up operations from various contaminant spills into the Bay. With fewer duties to attend to by mid-century, Coast Guard Stations began to consolidate. Fort Point US Coast Guard Station, however, remained a vital center – indeed, it became the only life-saving station in the San Francisco Bay Area south of Point Reyes – and grew in personnel as it absorbed the responsibilities of now defunct stations.[23]

Wind, fog, and tide patterns had always rendered the Fort Point US Coast Guard Station a difficult site from which to launch rescue missions and maintain operations. A wave suppressor constructed to the west of the pier during the 1940s mitigated the impact of the waves to some degree, but boats had to be docked at Sausalito or Yerba Buena Island during storms. As early as 1960 the Coast Guard sought to relocate the Fort Point station to Fort Baker, on the northern shore of the Golden Gate Bridge. Sheltered by the Marin Headlands and facing east, Horseshoe Cove at Fort Baker provided greater protection from the elements that made Fort Point so difficult. The introduction of forty-four foot motor boats made this transfer all the more imperative, for the Main Boathouse could no longer protect boats inside the building when they were not in use. From 1964 forward, life saving boats had to be moored off the main pier, marking the end to the site's period of significance. Only in 1990, however, did the Coast Guard finally abandon the Fort Point Station and transfer to a new one at East Fort Baker, as had been suggested thirty years earlier.[24]

Despite its change in function during the early 1960s, few alterations were made to the Life-Saving Station until the late 1970s. Finally, in 1978, it underwent dramatic changes. The Coast Guard removed the deteriorating marine railway, closed in all doors on the boathouse that related to seafaring vessels and beach apparatus, and transformed the interior into office spaces. The current configuration of the building dates to that period.[25]

In 1995, the United States Army transferred the Presidio, including Crissy Field and the Fort Point US

21 Ibid., 41-44; historic photos, Archives of the Golden Gate National Recreation Area, San Francisco.
22 Fort Point CLI, 42-43.
23 Ibid., 27-30, 36-37; Johnson, *Guardians of the Sea*, 44-56, 79-93.
24 Fort Point US Coast Guard Station, Archives of GGNRA; Fort Point CLI, 46-50.
25 Ibid., 50.

Coast Guard Station, to the National Park Service. Since then, the former Coast Guard Station has provided a host of services for several organizations. Park maintenance workers store their equipment in the 1890 Boathouse and multiple private organizations have rented the Officer in Charge Quarters, but the National Oceanic and Atmospheric Administration (NOAA) rents most of the space. Between 1998 and 2000, individuals, schools, corporations, and civic groups removed the landfill and planted thousands of native plants at Crissy Field in an effort to restore the ecosystem that characterized the area surrounding Strawberry Beach when the precursor to the Fort Point US Coast Guard Station first opened there in 1890.

CHRONOLOGY OF DEVELOPMENT AND USE

The following section describes each structure's location and original construction, modifications, and uses, based on historical documentation and physical evidence.

The structures are concentrated primarily northwest of Crissy Field (see figure 1). Mason Street and Coastline provide the main access routes to these structures.

The subject structures are mostly of wood frame construction with concrete floors, wood walls, and wood shingled roofs. Most of the structures are clad in wooden shingles that have been painted white.

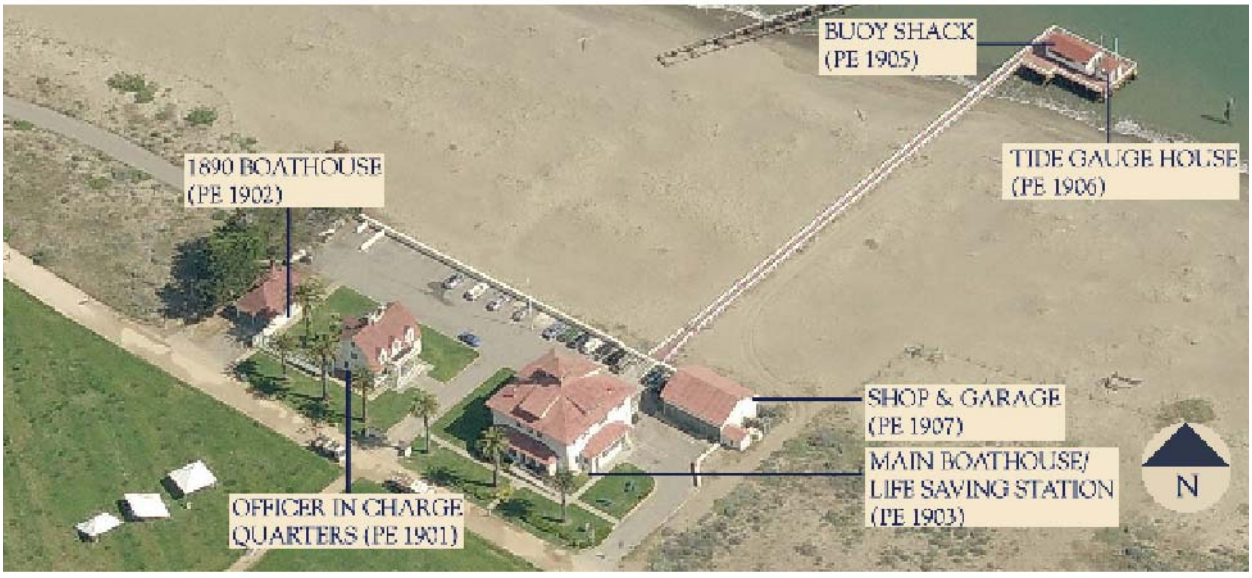

Fig. 1: Location Map – Gulf of the Farallones National Marine Sanctuary, Fort Point Coast Guard Station Crissy Field, San Francisco.

1890 BOATHOUSE (PE1902)

Location
The 1890 Boathouse sits at the northeastern edge of Fort Point, roughly 100 feet from Crissy Promenade. The 1890 Boathouse is linked to the Officer in Charge Quarters by a wood wheel chair ramp that runs parallel to Crissy Promenade.

History
All reports indicate that the United States Congress authorized the creation of Fort Point Life-Saving Station in 1886 and that two years later it authorized permits for the construction of this boathouse and a keeper's residence on a spit of beach known as Strawberry Island, just north of coastal wetlands and lagoons at a northeast portion of the Presidio of San Francisco. This original boathouse, which opened for use along with the Keeper in Charge residence in 1890, stood 200 feet west of the keeper's quarters and measured 24 feet wide and 40 feet in depth. Red painted rough shingles clad the structure. Its hipped roof ended in a bell flare and featured decoratively carved exposed rafter tails as well as an octagonal cupola with louver vents on all sides and a witch's cap. Large barn-like doors opened both to the north and south, with the latter occupying half of the southern elevation and providing access via a concrete ramp for the beach apparatus wagon. Doors occupied almost the entire north elevation and opened onto the launchway, a 200-foot ramp built of wood planking and "creosoted yellow fir," that led to the bay. An uninterrupted wall appears to have comprised the east elevation.[1]

Although the plan, cladding, roof type, and cupola all retain a high level of integrity, the function, location, orientation, and configuration of windows and doors all differ from the original design. Advances in life-saving boat technology necessitated changes. By 1895 the Life Boat station employed a two rail track system to launch boats, which required a hand-driven cargo winch that had to be protected from the elements. An addition to the southern elevation accommodated this new equipment. By 1907, the Fort Point Life-Saving Station included a thirty-six foot motor boat which was too large for the boathouse and had to be anchored in the bay. In addition, siltation buried much of the launchway under several feet of sand,

1 Babalis and Stromberg, "Cultural Landscape Inventory," 30-34; Ralph Shanks, *Guardians of the Golden Gate,* 122-123.

Fig. 2: Presidio grounds. 1890 Boathouse in center. Looking toward Presidio and Black Point from west. University of California, Berkeley

Fig. 3: 1890 Boathouse, c. 1890 Courtesy of the Bancroft Library.

Fig. 4: Fort Point LSS, 1890, from west. Original launch ramp visible. Courtesy of the Bancroft Library.

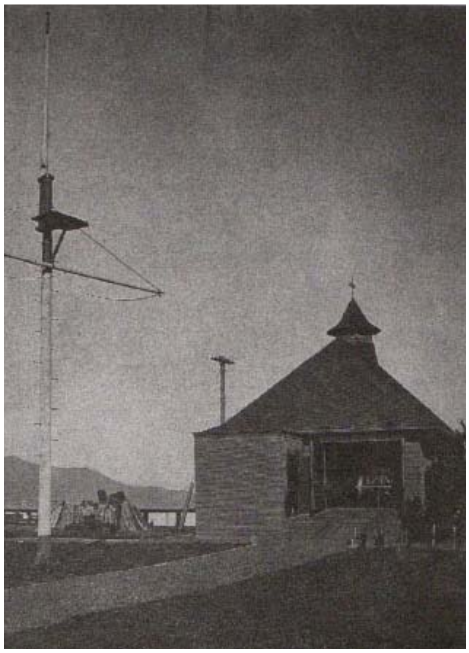

Fig. 5: South elevation of 1890 Boathouse, c. 1900, with doors to beach apparatus open at right. winch house located at left.

rendering it inoperable by about 1914.[2]

San Francisco won the honor of hosting the 1915 Panama Pacific International Exposition (PPIE), an event that commemorated the opening of the Panama Canal and celebrated the city's rise from the ashes and rubble of the 1906 earthquake. Although Exposition planners originally intended to locate the fair grounds in Golden Gate Park, they eventually decided to fill in the coastal wetlands and lagoons near the Presidio with sand from the San Francisco Bay and build atop the newly created 184 acres of land that today comprises a significant portion of the Marina District. Plans for the fair grounds included a race track and polo grounds at the northwestern end of the site. They found Fort Point Life-Saving Station both in the way of race track and aesthetically incompatible with the fanciful period revival architecture of PPIE, so requested that it be moved about 700 feet to the west, to it's current site. The new life-saving station site included formal landscaping and an inverted relationship between the keeper's residence and the boat house, with the boat house now located to the east instead of the west of the residence. This new configuration did not last long.[3]

In 1915 the Coast Guard absorbed the United States Life-Saving Service and decided to construct a new, modern boat house. Over the next four years the original boathouse underwent significant changes in accordance with its new function as the garage to the keeper's residence, now renamed the Officer-in-Charge (OC) residence.[4] It moved to the west of the OC and was reoriented so that the doors to the former launchway now faced south; the current tongue-and groove doors at the south elevation may be those original doors. The opposite elevation, now facing north, underwent more drastic changes: the tongue and groove door appears to be one of the original doors that provided accessed to the beach apparatus wagon, but the other door (to the east) has been removed and replaced with a solid wall. Two wood frame six-lite

2 Babalis and Stromberg, "Cultural Landscape Inventory,": 34-35.
3 Ibid., 37-41.
4 Ibid., 37-38.

awning windows now occupy the space in front of which the winch house once stood. The two sets of double-hung, eight-lite windows on the east and west elevations appear to date before 1915, but their exact date of origin remains unclear.

Apart from being moved north some time between 1938 and 1945, to be brought into alignment with the OC residence and new boat house, no more significant alterations appear to have been made to this building since its change of function around 1915.

OFFICER IN CHARGE QUARTERS (PE1901)

Location

The Officer in Charge Quarters is located east of the residence garage, the same distance from Crissy Promenade. A concrete pathway provides access to the building from the central walkway of the campus.

History

The construction of the Officer in Charge Quarters coincided with that of the original boat house in 1890. It stood approximately 200 feet to the east of the boat house and the main façade originally faced north. In keeping with life-saving stations located predominantly along the Eastern Seaboard, Dutch Colonial, or Gambrel, domestic architecture informed the style of this building.[5] Its dominant features included a gambrel roof clad with wood shingles, wood shingle-clad exterior walls that ended in a bell cast, a series of three gable dormers at the front and rear elevations, multi-lite wood windows with louvered shutters, and porches topped by balconies with balustrades at both the front and rear elevations,. The porches served decorative and functional purposes. Five risers that decreased in width as well as depth led to the front porch, while two pairs of simple rounded columns supported a second-story balcony and framed the porch. A door at the central dormer opened onto this balcony, which featured a simple balustrade. These elements both lent the building a formal quality and created a lookout point. At the rear elevation an enclosed porch sheltered inhabitants from the wind blowing off the Bay. It too featured a balustrade that

5 Ibid., 28-30; Noble, *That Others Might Live*, 39-50.

Fig. 6 : Fort Point Life Saving Station, ca. 1890. Note original orientation of buildings.

Fig. 7: South (rear) elevation of Officer in Charge Quarters, c. 1900. Note the kitchen addition at left and the original configuration of the center dormer and enclosed porch.

transformed the roof into a balcony and lookout point. Two corniced brick chimneys flanked a widow's walk, which, unlike residences at most United States Life-Saving Stations, served no functional purpose.

Some alterations occurred to this building over time. Originally, it served as headquarters for the Life-Saving Station, as a dormitory for up to seven crew, and as the residence of the keeper and his family. These functional demands required the addition of a large kitchen unit by 1902. Located at the rear of the building and perpendicular to it, the kitchen addition stood one story tall and twice as deep as the rear porch. It had a flat roof and simple balustrade, which allowed the roof to function as a balcony as well. PPIE forced the relocation of the Keeper's Residence in 1915 to a site approximately 700 feet west, at which point the house was reoriented ninety degrees so that the main façade faced east instead of north and opened onto a formally landscaped plaza between it and the boathouse. With the construction of a new boat house soon after this move, the residence no longer functioned as the crew's dormitory, rendering the kitchen addition unnecessary. Exactly when the Coast Guard demolished this addition remains unclear, but some time between 1932 and 1938 the old kitchen addition and the rear porch gave way to a single-story shed addition that extended the full length of the building. At the same time, the Coast Guard extended the central dormer at the rear to be flush with the shed wall. These alterations primarily accommodated modern bathroom facilities.[6] This building does not appear to have undergone any exterior alterations since 1938, and despite all the alterations it underwent between 1915 and 1928, the building now largely resembles its 1915 incarnation.

MAIN BOATHOUSE/LIFE SAVING STATION (PE1903)

Location

The Main Boathouse stands to the east of the Officer in Charge Quarters in line with the Pier and Buoy Shack. The Main Boathouse can be accessed via Crissy Promenade or Entrance Drive.

History

Plans to build a new lifeboat station originated soon after the planning commission of PPIE requested that the unsightly life-saving be moved 700 feet west to accommodate a race track and polo grounds. By this time, the launchway for the old boat house had silted; either the sand burying it needed to be removed or a new ramp needed to be constructed. This situation, combined with the introduction of heavy motorboats had rendered the old boathouse increasingly inadequate. Moreover, the newly formed Coast Guard, which replaced the Life-Saving Service, required that its staff be trained military men who would require dedicated dormitory space. André Fourchy thus included this boathouse and its heavy marine railway, which could accommodate modern, 36-foot boats, into his plans for a new fort Point Station.

Historic elevations and photographs show that André Fourchy designed a square-in-plan, two-story-plus loft and tower structure on a concrete foundation. A shingle-clad pyramidal roof topped the tower, which itself topped a hipped roof with large shed dormers on each side. Wood shingles clad the exterior walls and formed a slight bell curve at the first floor cornice and at the base of the building. While two fixed wood windows occupied each elevation of the tower, and the dormers featured a series of four wood awning windows, one-over-one wood frame windows comprised the primary window type. Both the east and south elevations featured open porches with hipped roofs supported by plain wood posts. Three five-panel wood doors provided access to the east side of the building – one at the southern end of the porch, one at the northern end of the porch, and one near the northern edge of this elevation. One five-panel wood door provided access from the south elevation. A ramp led to a pair of wood doors with large hinges near the

6 Babalis and Stromberg, "Cultural Resources Inventory," 30-32,44.

southern end of the west elevation, and three pairs of large wood doors opened on the north elevation to create bays for boats to enter and exit the building via a steel rail launchway. Concrete piers supported the steel launchway, which extended north to the bay.[7]

The boathouse underwent a series of alterations during the late 1930s. Plans for this period do not indicate many changes for the interior; thus, they provide the best sense of how the interior was originally designed to accommodate the variety of functions it hosted. A boat room dominated the first floor of the building, which also accommodated kitchen and dining facilities, a wash room, boiler, and formal entrance hall. The northern entrance off the eastern porch led to the kitchen, and the southern entrance led to the dining room. A hallway off the southwestern corner of the dining room led to a washroom to the east and the entrance hall to the west. An open staircase in the entrance hall led to the second floor. A door at the center of the southern porch provided access to this hall, while a second door along the western wall of the southern porch provided access to the boiler room.[8]

Apart from two windows in the dining room and a small, open doorway, solid walls separated the kitchen, dining room, and entrance hall from the most important space of the first floor: the boat room. A series of regularly spaced columns divided the boat room into two bays, while a series of sliding doors suspended from the ceiling created moveable walls along the north and east sides of the room, creating the potential for a third bay. Coast Guard boats exited the building on a rail launch toward the bay via three pairs of large, hinged wooden doors, while the beach apparatus exited and entered the building via a ramp located by double wooden hinge doors near the southern end of the western elevation.[9]

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7 Andre Fourchy, East elevation, U.S. Life Saving Station, 1914, National Park Service, Golden Gate NRA, Park Archives and Records Center, GOGA 2265, folder 2; "The life saving station in the Presidio of San Francisco - photo taken January 1925," *Jesse Brown Cook Scrapbooks Documenting San Francisco History and law Enforcement*, Volume 20, The Bancroft Library, University of California, Berkeley, photograph of boathouse ca. 1919, in Ralph Shanks, *Guardians of the Golden Gate*, 121.

8 Ibid., folder 2.

9 Ibid., folder 2.

Fig. 8 : North elevation of the Main Boathouse, 1919.

Fig. 9: Lifeboat House during Word War II.

The second floor of the boathouse provided common space and living quarters for members of the Coast Guard. A large sitting room ran two-thirds the width of the northern third of this floor, and a single bedroom occupied the last third. A central hallway along the north-south axis divided four dormitories, each accommodating three men, which occupied the central portion of the second floor – about half of the total space on this floor. A washroom, complete with toilet, shower, and sink, occupied the southeast corner of this floor, and the radio operator worked out of a room at the southwest corner of the second floor. Solid walls divided all of these spaces.[10]

Both the third floor, identified as a loft, and the lookout were both open spaces with no interior walls.[11]

The lookout tower underwent the most extensive alterations at this time. Specifically, the Coast Guard replaced the two fixed or awning windows with a series of three double sash wood windows like those now located on the south elevation of the tower. A wood frame surrounded the 14" x 17" one-over-one windows that flanked a central 26" x 17" one-over-one window, and the three windows shared a continuous sill and water table. The new configuration also required new wood shingles cladding, and the Coast Guard installed an airplane beacon light atop of the lookout tower at this time as well.[12]

Both porches underwent extensive alterations during the 1930s and 1940s. The Coast Guard enclosed the south porch during the 1930s. In 1946 Coast Guard similarly enclosed the east porch, but retained the windows of the original exterior wall.[13]

By World War II, an emergency exit comprised of a ladder from the third floor to the second and stairs from the second to the ground forced the reconfiguration of windows at the first and second floors; uninterrupted wall replaced the first story windows, and a door replaced the central second-floor window.[14]

The Coast Guard discontinued the use of the boat launch system in 1963 when 44-foot steel hull motor ized lifeboats came into use and could not be housed in the aging boathouse; instead, they were moored just offshore to the east of the main pier. This change in technology rendered obsolete the western two thirds of the interior and northern exterior configuration of the building. Still, the boathouse underwent no significant alterations until 1978, when the barn doors that enclosed the three large bays where boats once entered and exited the building were removed and replaced by shingle-clad walls that are interrupted by two sets of double hung windows and an access point reached via seven concrete risers. A small, hipped roof porch structure covers this entrance. Further alterations included the reconfiguration of the emergency exit stairs; where once the second-floor platform ran more than the length of the bay directly below and the posts aligned with the walls of the bay, the posts could now be closer together, resulting in a smaller second-story platform. Uninterrupted wall space also replaced the double-hung windows that flanked the second-floor entry. The changing function of the building also prompted changes to the west elevation. A door a ramp for the beach apparatus occupied the southern end of this elevation until 1978. Now, two double-hung windows occupy that space. The tower now features continuous metal sliders on the east, west, and north elevations, but their date of installation remains unclear. Photographs suggest that they date to some point between 1964 and 1975. In 1984 the Coast Guard also introduced an accessibility ramp to the southern elevation. Finally, two brick chimneys once protruded from the southeastern and southwestern

10 Ibid., folder 2.

11 Ibid., folder 2.

12 Ibid., folder 2.

13 Babalis and Stromberg, "Cultural Landscape Inventory," 45.

14 Photograph of boathouse ca. WWII, in Ralph Shanks, *Guardians of the Golden Gate*, 122.

ends of the roof. Now a single metal chimney protrudes for the southwestern part of the roof.[15]

BUOY SHACK (PE1905)

Location

The Buoy Shack is located at the end of the pier northeast of the Main Boathouse.

History

The history of the Buoy Shack and Tide Gauge House adjacent to it remains elusive. Historic photos indicate that a pier and dock located approximately where the pier stands today was constructed by 1935. In 1938 the Coast Guard made the pier narrower and removed a row of pilings. Records indicate that the two buildings on the dock, including the Buoy Shack, date to this period as well. Otherwise, precious little information about these buildings exists.[16]

The earliest known photo that clearly documents the buildings on the pier dates to 1958. Based on these images and subsequent reports, images, and visual analysis, alterations to the Buoy Shack appear to have been minimal. Most notably, a sliding glass door has replaced or been added behind the solid wood sliding door on the north side of the building. Interior alterations include the plywood paneling in the gable above the wall that separates the east and west room. A drop ceiling in the east room also obscures the original ceiling. Most alterations probably date to 1993 or later; conditions reports from that year cited and recommended repair of deteriorated paint, dry rot and decayed wood, compromised window frames, and rust.[17]

TIDE GAUGE HOUSE (PE1906)

Location

15 Babalis and Stromberg, "Cultural Landscape Inventory," 46-50.

16 Babalis and Stromberg, "Cultural Resources Inventory," 43-44; aerial photos, 1926-1936, GOGA 3320.002-006, National Park Service, Golden Gate NRA, Park Archives and Records Center.

17 Various reports from 1993 in folder for PE 1906, PRPP Box 22, national Park Service, Golden Gate NRA, Park Archives and Records Center.

Fig. 10: Boat launch and pier with Buoy Shack and Tide Gauge House, 1958.

Fig. 11: Aerial photo, 1925.

The Tide Gauge House is located on the same pier as the Buoy Shack, approximately 5 feet south (see figure 18).

History

Like the Buoy Shack the Tide Gauge House dates to about 1938, but available documents do not provide a more precise date of origin or historic use of the building. A 1993 conditions survey indicates that this building once had a small extension with wide vertical boards cladding. Its location is unclear, however, and the addition has since been removed. In general, this building does not appear to have undergone significant alterations since it was constructed in 1938.[18]

SHOP & GARAGE (PE1907)

Location

The Shop & Garage is located northeast of the Main Boathouse and is the easternmost structure at the site. The Shop & Garage can be accessed via Entrance Drive.

History

Construction of this utility building took place around 1915, in conjunction with the new boathouse. Built on a concrete slab foundation, this structure housed woodworking, metal working, and storage facilities. The single-gable building was rectangular in plan and featured wood shingles on both the roof and exterior walls. Primary windows were one-over-one double sash, and four pairs of barn doors provided easy access to the main elevation.

Plans from 1957 indicate that new mechanical units were installed in the northernmost corner of the first floor of this building, but no major alterations to the configuration of the space occurred at this time; thus, these plans reveal the original interior layout of the structure. Woodworking facilities occupied the east side of the first floor, while metal working and storage facilities occupied the west side. A door at the southern end of the building and a doorway at the northern end provided circulation between the two sides of the building, and an open staircase on the west side of the interior wall led to the attic. Storage space – including shelves, cabinets, closets, and a space enclosed by little more than chicken wire – occupied the entirety of the south and west walls of the west half of the attic. A hatch door in the floor created a pass through between the two levels. The southern half of the east side of the attic had virtually no floor, while the northern half provided more general storage space. Untreated wood floors and an open roof structure also mark the eastern half of the attic.[19]

In terms of plan, roof line, and configuration of windows and doors, this building has undergone very few alterations. The sea wall that now forms the concrete foundation of the north side of the building dates to 1935. It became the foundation for the side of the structure when the structure was reoriented in 1942 from its original north to south axis to its current east to west axis. As noted, heating units were installed in 1957. The other alterations of note are limited to the east elevation and lie well outside any period of significance. Along the southern half of the east elevation, a half-story gable extension has been added to house mechanical units. Directly to the north of this extension stands a temporary enclosure of concrete, chain link fencing, and vertical wood posts, which combine to form a protective fence around another me-

18 Bldg. 1906, PRPP Box 22, National Park Service, Golden Gate NRA, Park Archives and Records Center.

19 Fort Point Life Boat Station Floor Plans, Shop Building, National Park Service, Golden Gate NRA, Park Archives and Records Center, GOGA 2265, folder 2.

chanical. A window located on the main building and between these two units has been boarded over.[20]

20 Babalis and Stromberg, "Cultural Resources Inventory," 42-45; Bldg. 1907, various reports dating to 1993, ADPW.EMR-3, National Park Service, Golden Gate NRA, Park Archives and Records Center.

PHYSICAL DESCRIPTIONS

The following provides a description of elements, materials, and spaces of the building, including significant and non-significant features of the building.

1890 BOATHOUSE (PE1902)

Exterior

The 1890 Boathouse is a one-and-a-half story, wood frame structure that is rectangular in plan and has a witch's hat cupola with louvered vents. The wood shingle cladding is painted white and flares slightly at the base, and the roof has painted red wood shingles and flared eaves with exposed and decoratively rounded rafter tails (see figure 12, 13, & 14). There are vents at the foundation. Windows punctuate three elevations: two sets of double-hung four-over-four windows adorn the east and west elevations, and the north elevation has two fixed windows with a six-lite pattern. Both the north and south elevations have doors, all of which are vertical tongue-and-groove board with large metal hinges, painted green (see figure 7). Three risers access the one door on the north elevation. Wood signage with a painted graphic hangs above this door. Two sets of large double doors occupy almost the entire south elevation and open onto a sloped concrete driveway.

Interior

The interior of the 1890 Boathouse consists of four ground level rooms and a large half-story attic space. Some of the rooms appear to have changed configuration. Wide vertical boards form the interior walls of the ground floor, while tongue-and-groove narrow boards with bead molding form the ceiling. The floor of the northern half of the structure is wood, while the southern half has a concrete slab floor. All of the wooden elements are painted, and include the cornice, which appears to be original, five-panel doors that match those in the Officer in Charge Quarters; and casework that also match those found in the Officer in Charge Quarters. A number of newer built-ins appear throughout all of the rooms as well. An original wooden ladder provides access to the attic, which is a single room dominated by exposed redwood framing.

Fig. 12 : Northern exposure of the 1890 Boathouse.

Fig. 13 : Southern exposure of the 1890 Boathouse.

Fig. 14 : Detail of Rounded Exposed Rafter Tails.

OFFICER IN CHARGE QUARTERS (PE1901)

Description

Exterior

The Officer in Charge Quarters is a two-story with basement Dutch Colonial Revival, wood frame structure. The building has a rectangular foot print plan and is clad in wood shingles, painted white. The gambrel roof is clad in red painted wood shingles (see figure 16). Three gabled dormers project from each side of the roof, and a decorative widow's walk with a wooden balustrade tops it. Chimneys with an upward flared corbelled detail flank the widow's walk (see figure 15 &17). The central dormer at the rear (west) elevation extends flush with the exterior wall of the first floor shed addition that runs the length of the building. A wood door with multiple lites and a curved transom window occupies the central dormer of the main façade. This door opens onto the balcony with wooden balustrade that tops the front portico. Wooden risers lead to the portico, which features support columns inspired by the Tuscan order. Glazed side-lites flank a paneled wooden door. Double-hung wood windows occur on all sides and have six-over-six, one-over-one, and eight-over-eight lite patterns. Several wood fixed windows adorn the building as well. A wooden wheelchair ramp provides access to the west side of the structure and connects to the 1890 Boathouse.

Interior

The interior of the Officer in Charge Quarters features an open stairwell in a central hall that opens on either side into rooms. Three office spaces occupy the north side of the first floor, while one office and a kitchen occupy the south side of this level. At the rear, to the west, lies a shed addition, which hosts a bathroom and storage space. Upstairs finds two offices on the north side, one office on the south side, and a bathroom in the central dormer. The central staircase, floor, balustrade and handrail are wooden, though the floor and stairs have been carpeted. The balustrade and handrail have been painted white.

This space has undergone a number of reconfigurations over its life span and no longer functions as a residence, but as an office. Most notably, bathrooms with tile walls and art deco fixtures were added during the 1930s when the shed addition was completed and the rear central dormer extended. The kitchen space likely dates to this period as well, though it was remodeled apparently during the 1970s. A partition that once separated the two front offices on the north side of the first floor no longer exists.

Despite these alterations, the house retains a number of nineteenth-century decorative elements. Wooden baseboards, quarter round corner and chair rail molding, and crown molding ornament the walls. On the first floor, the chair rail molding is more ornate, with corbelled detailing. It very closely resembles the crown molding throughout the interior. The fireplaces in the two front rooms appear to be original. They

Fig. 15 : The west elevation of the Officer in Charge Quarters.

Fig. 16: Detail of flared shingled base at Officer in Charge Quarters.

Fig. 17 : The east elevation of the Officer in Charge Quarters.

feature decorative wood mantles and molding patterns that echo the silhouette of built-in cabinets found throughout the interior.

BUOY SHACK (PE1903)

Exterior

The Buoy Shack is a one-story wood frame structure that follows a rectangular plan and features a gable roof with red composition shingles (see figure 18). It has V-groove rustic horizontal siding, which has been painted white with dark green trim, and corner boards at all four corners. A small storage unit with a shed lid extends from the southern half of the east elevation.

The structure has two access points: At the northern elevation, a large sliding-glass door sits behind a solid, thick wood sliding door with track and rope wrapped handle. While the glass door is not original to the structure, the wood door and track assembly appear to be. A five-paneled wood door opens into the east elevation.

Multi-lite wood windows with prominent wood surrounds and sills dominate the south and west elevations. A rectangular, two-lite awning window sits just below the roof at the eastern edge of the south elevation (see figure 19). The rest of this elevation contains a continuous series of five, four-lite fixed windows, while the west elevation has one two-over-two double hung window.

Interior

The interior is divided into two spaces: The eastern room, which occupies three quarters of the building, features vertical bead board wall finish with quarter round molding, wood floors and wood baseboards. A drop ceiling in the east room and plywood paneling in the gable above the interior wall that divides the two rooms obscure the wood ceiling framing, which is otherwise exposed. The interior wall also holds a built-in electric box that is made of wood and has undergone some modification. A kitchenette area with stainless steel counters and sink is located at the southern end of the smaller room.

TIDE GAUGE HOUSE (PE1906)

Exterior

This small, one-story square-plan structure has a pyramidal hipped roof with composition shingles. Drop siding with corner boards clads the walls. A single, four-lite awning window dominates the east and west sides of the structure, while solar panels and telemetry equipment sit atop the roof (see figure 20).

Interior

Fig. 18 : South elevation of the Buoy Shack

Fig. 19 : South elevation of the Buoy Shack and Tide Gauge House.

Fig. 20 : South elevation of the Tide Gauge House

The interior has vertical painted beadboard with wood base molding. The ceiling is wood beadboard as well. There is a wooden cabinet at the corner and wood flooring. A single panel wood door that appears to be recently installed.

MAIN BOATHOUSE/LIFE SAVING STATION (PE1903)

Exterior

The Main Boathouse is a three-and-a-half story structure and is essentially square in plan. It has a wood shingled hipped roof that ends in a slight wide eave overhang. A central square lookout tower with a pyramidal roof tops the building (see figure 21 & 22). Three double-hung, one-over-one wood windows adorn the south elevation of the tower, while metal sliders flank a large central fixed window on the east, west, and north elevations, resulting in nearly continuous walls of windows on those three sides. Wide shed dormers project from each side of the main roof. Each feature four wood awning windows (see figure 23). Multiple pairs of one-over-one wood windows dominate the second floor of each elevation. Ground floor windows vary from elevation to elevation. The west elevation features irregularly spaced one-over-one double-hung wood windows. Two pairs of one-over-one double-hung wood windows punctuate the north and south elevations. A single double-hung wood window flanks either side of the porch on the east elevation, while double-hung wood windows with a two-over-two lite pattern dominate the east and south elevations of the porch itself.

Enclosed porches with hipped roofs extend from both the east and south elevations. The east porch has three access points, each reached via three concrete risers and each comprised of single or double wood doors with a glass panel. A concrete disabled access ramp leads to an entry at the center of the south porch. The south elevation of this porch also features three pairs of double-hung windows and a vent of the same size. A door with vented panels provides access to the west end of this porch.

Two emergency exits dominate the north elevation. A metal platform extends from the shed dormer to the edge of the building, where a ladder leads to another platform that sits outside the centrally located glass paneled door of the second floor. This second-story platform leads to a split-level metal stairway and handrail that zigzags to the ground. Round metal columns support this main exit route (see figure 21).

Interior

The interior of the Main Boathouse has been reconfigured to accommodate office space. The majority of the windows are wood awning or double-hung, with a few metal slider replacements. The ceiling and walls are clad in horizontal wood V-channel tongue-and groove wall cladding with quarter round molding.

Fig. 21 : North elevation of the Main Boathouse.

Fig. 22 : Upper levels of the Main Boathouse.

Fig. 23 : East elevation of the Main Boathouse.

Drywall, asbestos, and acoustical tiles obscure most of the cladding. Each floor has an open string wood stair and balustrade with a wave motif at the steps. Acoustical tile ceiling obscures most of the exposed wood ceiling. On the fourth floor a wooden stairway with a bronze pipe rail leads to the central cupola look out.

SHOP & GARAGE (PE1907)

Exterior

This one-and-a-half story, single gable wood frame structure stands atop a concrete foundation and abuts a concrete retaining wall that runs along the entire north elevation and extends to the westernmost point of the Fort Point Coast Guard Station site. The building follows a rectangular plan oriented along an east-west axis and parallel to the shoreline. Wood shingles clad walls and composition shingles cover the roof. A single-story gable addition extends from the east elevation and measures about one third of the length and half the depth of the main building. A temporary enclosure comprised of vertical wood and chain link fencing also extends from the northern half of this elevation and protects an exterior mechanical unit (see figure 24).

Five bays of large hinged doors dominate the south elevation. They are composed of narrow tongue-and-groove vertical boards and large iron hinges (see figure 25). Above them hang three short vertical two-by-fours that serve no obvious purpose. A wood door with vents at the top and bottom provides an axis point from the west elevation.

Windows penetrate the west and north elevations. The first floor features four-lite wood awning windows – three on the west elevation and five on the north. Two-pane glass fixed windows occupy the gable on the west elevation, and a small, rectangular four-lite wood awning window sits just below the roof on the western half of the north elevation. A wood board covers what appears to be a square window opening at the east elevation, between the single-story extension and fenced-in mechanical unit. The single-story extension does not have any windows, but features a louvered vent at the center of the east elevation (see figure 26).

Interior

The Shop & Garage includes four rooms divided by wide vertical wood boards and two levels that are joined by a wooden stair. The eastern half of the building features extensive exposed wood roof framing at the second floor, where a square loft overlooks the open plan first floor. Poor lighting compromised viibility, but it appears that none of the wood at this half of the building has been coated or finished. The western half of the building follows a more complicated plan. Walls that do not appear to be original form a small

Fig. 24 : North elevation of the Shop & Garage.

Fig. 25 :South elevation of the Shop & Garage.

Fig. 26 : East elevation of the Shop & Garage.

room at the northwest corner of the first floor. Multiple storage units occupy the upstairs level, including a series of solid wood cabinets along the west wall and a wood-frame unit enclosed by chicken wire along the south wall. Each floor contains an access point to the eastern half of the building – a solid wood door at the bottom of the stairs and an open door frame at the top of the stairs.

EVALUATION OF SIGNIFICANCE

The following discussion indicates significant features, original and non-original materials and elements, and identification of the periods of significance for each structure at the site. Appendix C provides for a photographic directory of highlighted features for all structures.

As noted, the period of significance for the site is 1915-1964, from the point at which it moved to the current location till the date at which the main boathouse ceased to function in that capacity. The period of significance for individual buildings, however, varies according to the period in which any alterations or additions contribute to our understanding of that structure's history and function within the larger period of significance.

1890 BOATHOUSE (PE1902)

The primary date of significance for the 1890 Boathouse (PE1902) is 1915. Although the building was constructed in 1890, in 1915 it ceased to be used as a boathouse, was moved to this location, reoriented by 180 degrees, and the former winch house addition was removed. Although the structure has been moved to the south by several feet since 1915, it does not appear to have undergone major alterations, additions, or significant changes in use. This date thus best determines the relative significance of exterior and interior features.

Significant exterior features of the 1890 Boathouse include the wood shingled hip roof, witch's hat cupola, vertical tongue-and-groove wood garage doors with iron strap hinges, rear entry door and hardware, and the wood double-hung and awning windows.

Contributing exterior features include the wood signage with applied painted graphic, vents at the foundation, and the wood shingled siding with curved flair at the water table.

Significant interior features on the ground floor of the 1890 Boathouse include the wood casework that matches the casework found in the Officer in Charge Quarters, a horizontal tongue-and-groove bead board ceiling, and crown molding. Contributing features on the ground floor include the attic door, wood floors, wooden ladder leading to the attic, wide vertical board walls, and wood five panel doors. Significant features in the attic include the visible redwood framing and wood floors.

OFFICER IN CHARGE QUARTERS (PE1901)

The period of significance for the Officer in Charge Quarters (PE1901) is 1915-1938, from the point when the structure moved to this location and the date by which it had undergone all additions and alterations to upgrade plumbing, dining facilities, and glazing, and to render the building functional as a formal single-family residence.

Significant exterior features of the Officer in Charge Quarters include roof dormers with profiled wood trim, a wood shingled gambrel roof, wood double hung windows, a curved transom window at the central dormer over a wood door, a glazed wood door with side-lites, and wood Tuscan inspired columns and entry porch with wood balustrade and wood stairs. Contributing features include the wood shingled siding as well as a brick chimney with corbelled detailing and a widow's walk with wood balustrade. Both the chimney

and widow's walk are relatively recent, in-kind replicas of original features.

Significant features found on the interior include wood built-ins, wood fireplace and mantle, wood staircase handrail and balustrade, glazed wood door with side-lites, original hardware, crown and chair rail molding, and corner bead molding.
Contributing interior features of the Officer in Charge Quarters include the baseboard and baseboard bead molding, wooden five panel doors, circa 1930s glazing and sash, dormer window insets, and circa 1920 bathroom additions.

BUOY SHACK (PE1905)
The Buoy Shack (PE1905) dates to approximately 1938 and has undergone few alterations that contribute to the significance of the building; thus, 1938 should be considered the primary period of significance for this individual structure. Significant exterior features of the Buoy Shack (PE1905) include the wood double-hung two-over-two lite windows, wood fixed windows, wood sliding door with rope wrapped handle, metal hardware and tracks, double bell and other painted metal equipment, wood horizontal siding, and five panel wood door. Interior significant features at the Buoy Shack include vertical beadboard with quarter round molding. Interior features that contribute to the historic understanding of the Buoy Shack include the exposed wood ceiling framing, wood baseboards, and built-in wood electric box cabinet at the wall.

TIDE GAUGE HOUSE (PE1906)
The Tide Gauge House (PE1906) dates approximately to 1938 and has undergone virtually no alterations that add to or detract from our understanding of its historical significance. Its date of origin thus serves as its primary date of significance. Exterior significant features include the wood awning four-lite windows. Exterior contributing features include the wood horizontal drop siding with cornerboards at one side of the corner. Significant interior features include the vertical painted beadboard with wood base molding and the wood ceiling. Interior contributing features include the wood built-in corner cabinet and the wood floor.

MAIN BOATHOUSE/LIFE SAVING STATION (PE1903)
The Main Boathouse (PE1903) dates to 1915. Between 1937 and 1944 the structure underwent two alterations that add to our understanding of the historical significance of the building. In 1937 the Coast Guard drew plans to install new windows in the watch tower so as to create greater visibility which were in stalled by World War II. Also by World War II, an emergency exit had been added to the north elevation, requiring that windows on the first and second floor be altered. This addition did directly reflect the increasing level of Fort Point U. S. Coast Guard Station's importance among San Francisco Bay stations and concomitant growth of personnel stationed at the site. The current emergency exit stairway, however, is not original to that period. The Main Boathouse did not undergo any significant alterations between 1944 and 1964; thus, the period of significance for the Main Boathouse is 1915-1944.

The exterior significant features of the Main Boathouse include the wood shingled hip roof, cupola outlook, shed-roof dormers with wood windows, and wood double-hung windows. The exterior contributing features are the wood shingled siding with molded course at the second floor level. Significant features found on the interior on the first floor include the wood windows and hardware, the horizontal wood v-channel tongue-and-groove wall cladding with quarter round molding, wood stair and balustrade, double hung windows in the interior (west) wall of the eastern porch, the exposed wood frame ceiling, and wood structural posts in original boat storage area. Wood baseboards and trim comprise the contributing features on the first floor.

On the second floor the significant features include the horizontal wood v-channel tongue-and groove wall cladding and wood stair and balustrade. Contributing features found on this floor include the wood baseboard.

Significant features on the third floor include the wood stair and balustrade, sloped ceiling, and wood stair and metal pipe handrail to the lookout level. Contributing features found on this floor include the wood baseboard and attic access doors and hardware.

On the fourth floor, the significant features include the stair with pipe handrail and the wood double hung windows.

SHOP & GARAGE (PE1907)

The period of significance for the Shop & Garage (PE1907) is 1915-1942, from its date of origin to the year it was reoriented by 90 degrees to its current position. No additions or alterations outside of this period enhance our understanding of the historical significance of the building.

Exterior significant features of the Shop & Garage include five bays of wood paneled double doors with vertical aligned tongue-and-groove with iron strap hinges, four-lite casement windows at the first floor, and awning style pivot windows at the second floor. Contributing features found on the exterior include the gable roof with wood shingles and the wood shingle siding. Significant interior features include the wood stair, hatch door, and wood tool locker built-in. Interior contributing features include the concrete floor, exposed wood posts and beams, wood door trim, pendant lights, and the horizontal and vertical wood siding at the walls.

CONDITIONS ASSESSMENT

The following provides a description of the condition of the building materials, elements, and systems and causes of deterioration, and discussion of materials testing and analysis.

1890 BOATHOUSE (PE1902)

Exterior

The exterior condition of the 1890 Boathouse is generally good. Biological growth has formed on the southern and western exposures of the roof, which could be encouraged to proliferate at the southern portion by a large tree that currently overhangs this area. Otherwise, the red painted shingles appear to be in excellent condition. The shingles cladding the exterior walls appear to be intact; however, the shingles at the flared base are missing. The entire exterior envelope is soiled and miscellaneous ferrous metal attachments are embedded throughout the structure. Most of the hardware suffers from corrosion. Some of the windows appear to no longer function and have been painted shut. The garage doors are deteriorating. The vertical tongue and groove boards suffer from mechanical and moisture related deterioration. Direct contact with the coarse aggregate finished concrete slab driveway, which is often damp, contributes to this problem. The doors do not have enough clearance when they are opened and shut; therefore, the cross-grain dragging of the boards with the concrete surface of the driveway is stressing and in some cases splintering the vertical board. Continual contact with the cement has removed the coating, which results in a capillary absorption of the water through the grain of the wood. Water is then trapped within the wood, under the surface of the remaining sound impermeable paint layer.

Conditions noted on the Exterior include:

- Biological Growth
- Windows in need of repair
- Missing shingles
- Differential soiling
- Corroded ferrous metal attachments
- Wood deterioration
- Deteriorated paint

Interior

The interior condition of the 1890 Boathouse is fair to good. This structure has undergone a significant number of reconfigurations over its lifetime. Originally, it appears to have been one large room with a small addition projecting from the west end of the current north elevation. A small trap door in the northwest corner may be related to the winch mechanism housed in the former addition. Currently, the space is divided into four rooms on the ground level; however, ghosts of the original configuration remain, causing some confusion of interpretation. A large attic occupies the entire upper level. Differential soiling occurs throughout the structure and all elements need refinishing. The attic, with the exclusion of the water or oil stained floors appears to be in excellent condition. The framing members remain intact and appear to have resisted moisture infiltration.

On the eastern side of the center dividing framework the floor boards are stained with water that appears to have dried. The ceiling below shows signs of staining and deterioration. It does not appear that a leak afflicts this portion of the building, but it is apparent that at one time something leaked through the floorboards: The underside ceiling is stained and hardware corroded inside the paint layer and has bled to the surface. A dark stain that may indicate either a chemical spill or water that has not yet dried appears on the western side of the dividing members. The staining is prominent and evidence of salt crystallization or efflorescence indicates that either the floor was exposed to salt water at some point in time or a chemical may have been spilled in that location.

Conditions noted on the interior include:

- Ghosts of building reconfiguration
- Differential soiling
- Possible wood deterioration
- Salt crystallization
- Deteriorated paint finishes

OFFICER IN CHARGE QUARTERS (PE1901)

Exterior

The exterior of the Officer in Charge Quarters appears to be in stable condition. The red shingled roof appears to be sound; however, biological growth in the form of lichen is present. The paint at the decorative wooden elements appears to be in poor condition, whereas the painted shingles seem to be in slightly better condition. The majority of the structure is soiled and shows some evidence of paint failure. The wooden porch and wheelchair ramp are experiencing an excessive amount of water infiltration, resulting in very poor condition of the finishes, which will require a more severe approach to paint removal and reapplication. The wood of the porch, balcony, and wheelchair ramp has deteriorated and will likely need extensive repair or replacement. The majority of the embedded hardware has corroded and bled into the finished

Fig. 27 : Clogged drain at the 1890 Boathouse.

Fig. 28 : Biological growth on the roof at the Main Boathouse.

surface, indicating a problem with water infiltration, but the condition of the paint suggests that the water infiltration is not yet severe. In general the windows appear to need only mild repair for full functionality. Mud swallows are nesting in the entryway porch.

Conditions noted on the exterior include:

- Biological growth
- Windows in need of repair
- Missing shingles
- Differential soiling
- Corroded hardware
- Deteriorated paint finishes
- Wood deterioration

Interior

The interior of the Officer in Charge Quarters is in good condition. Historic fabric appears to be stable, other than in locations where it has been removed for remodeling. There is some minor finish failure and differential soiling. Some of the pocket doors seem to have been filled in and the flooring is covered in carpet, so it is difficult to know the condition of the wood floors. In general, most remaining elements will need only mild repair and cleaning.

Apart from the entry porch, the residence appears to be in stable condition. The wooden elements that are in direct contact with the ground level are all badly deteriorated. Measures will have to be taken to solve the issue of ground contact if any actions are taken to replace or restore these elements, as the replacements will continue along the same path of deterioration if exposed to the same conditions. At this point, the front entry porch, wheelchair ramp, and balcony are all unstable and possibly hazardous. The ramp and balcony are extensively deteriorated and no longer in use.

Conditions noted on the interior include:

Fig. 29 : Disconnected drain spout at the Officer in Charge Quarters.

Fig. 30 : Mud Swallows nesting in the eaves of the porch at the Officer in Charge Quarters.

- Differential soiling
- Deteriorated paint finishes

BUOY SHACK (PE1905)

Exterior

In general this structure appears to be in good condition. The roof was inaccessible, as it has been covered with plywood paneling, but corrosion staining patterns indicate problems with moisture infiltration, which should be investigated immediately to prevent further deterioration. The wood sliding door is in good condition; however, there is evidence of water damage and biological growth at the base. All of the miscellaneous metal attachments have corroded in most cases the rust has bled through the exterior finish layer. The rope wrapped wooden handle needs repair, as earlier consolidation attempts have been foiled by the corrosion of the iron pin.

Conditions noted on the exterior include:

- Biological growth
- Differential soiling
- Corroded hardware
- Deteriorated paint finishes
- Mechanical damage to wooden elements

Interior

The interior also appears to be in good condition. Other than some finish failures, the interior vertical bead board is in good condition. Corrosion stained water runoff patterns on the interior framing system indicate that the roof may not be properly resisting water infiltration. The flooring, baseboards, and windows are in good condition. The interior of the structure appears to have been reconfigured at some point.

Conditions noted on the interior include:

Fig. 31 : Corroded ferrous metal hardware at the Buoy Shack.

Fig. 32 :Substrate underneath deteriorated paint is deteriorating from rot.

- Corroded hardware
- Deteriorated paint finishes

TIDE GAUGE HOUSE (PE1906)

Exterior

The exterior condition of the structure is good. The finishes are in relatively good condition.

Conditions noted on the exterior include:

- Biological growth
- Corroded hardware
- Deteriorated paint finishes
- Mechanical damage to wooden elements

Interior

The interior of the Tide Gauge House was inaccessible and was surveyed through the windows. It appeared to be sound; however, there was differential soiling and some paint failure.

Conditions noted on the interior include:

- Differential soiling
- Corroded hardware
- Deteriorated paint finishes

MAIN BOATHOUSE/LIFE SAVING STATION (PE1903)

Exterior

Fig. 33 : The exterior paint is deteriorating on the windows, as is the glazing compound.

Fig. 34: Improper drainage at grade has lead to shingle deterioration.

This structure is in fair condition. The exterior shingle cladding appears sound but has biological growth and severe painted finish failure. It is possible that some of the shingles will require consolidation or replacement; however, the majority of the singles will simply need to be repainted. All of the hardware has corroded and is staining the finish of the structure, in some cases causing mechanical damage to the wooden elements. The hip roof appears to be in good condition; however, it hosts some biological growth that should be addressed. The wooden windows vary in condition. The windows on the lower level of the eastern exposure appear to be in the poorest condition. Most of the remaining windows are protected with aluminum exterior storms and are in fair to good condition. The windows on the fourth floor are not protected by exterior storm windows. The windows of the south and west exposures are in fair to poor condition and are exhibiting evidence of salt efflorescence. Much of the poured concrete appears to be in generally good shape, though some cracking has occurred, possibly due to settling or seismic activity. All of the hardware is corroded and there is evidence of biological growth on the painted concrete and the painted steel emergency stair.

Conditions noted on the Exterior include:

- Biological growth
- Differential soiling
- Corroded hardware
- Deteriorated paint finishes
- Mechanically damaged wooden elements
- Salt Efflorescence
- Non-functioning windows

Interior

The interior is in good condition, though it has been reconfigured substantially. Many of the interior finishes have been obscured with suspended acoustical ceilings and new walls, but most of the significant features behind the obscuring walls have sustained barely any damage and appear to be in good condition. The windows appear to have suffered the most damage at the third and fourth floors. The majority of the fourth-floor lookout tower windows have been replaced with aluminum sliders that are not in keeping with

Fig. 35 : Biological growth has developed in moist, shaded areas

Fig. 36 : Much of the paint has detached from the shingle siding.

the character of the structure. On the fourth floor, the west and south windows have been stabilized with metal railings along the frame, and on the north and east exposures the windows are severely deteriorated and are showing evidence of salt efflorescence.

Conditions noted on the Interior include:

- Differential soiling
- Corroded hardware
- Deteriorated paint finishes
- Mechanically damaged wooden elements
- Salt efflorescence

SHOP & GARAGE (PE1907)

Exterior
The exterior of this structure is in fair condition. The majority of the window glazing has been painted, broken or boarded up. Based on a strictly visual observation, it appears that the windows are not functional. The cladding is exhibiting severe finish failure and the hardware is corroded. The doors of the Shop & Garage have sustained mechanical damage from a combination of constant exposure to moisture and the cross-grain dragging of the vertical tongue and groove door across coarse grain exposed aggregate concrete.

Conditions noted on the Exterior include:

- Differential soiling
- Biological growth
- Corroded hardware
- Deteriorated paint finishes
- Mechanical damage to wooden elements
- Non-functioning and deteriorated windows
- Deteriorated wooden elements

Interior
The painted concrete floor exhibits severe finish failure and the interior wooden elements are exhibiting mild, moderate and severe finish failures. There appears to have been a substantial reconfiguration of the interior of the Original Garage, the wall and framing treatments are varied from vertical, horizontal to diagonal board. Extensive mechanical damage from various built-in campaigns are in evidence. The interior is in fair condition; however, objects being stored in the building obstructed much of the interior for survey. Re-evaluation following removal of these stored items is advised.

Conditions noted on the Interior include:

- Differential soiling
- Corroded hardware
- Deteriorated paint finishes
- Mechanical damage to wooden elements
- Deteriorated wooden elements

Main Boathouse/Life Saving Station (PE1903) Window Survey

An intensive window survey was conducted at the Life Safety Station to determine the condition of the existing windows. Refer to *Appendix B*.