

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections**1. Name**

historic San Francisco Port of Embarkation, U.S. Army

and or common

2. Location

street & number Fort Mason, Golden Gate National Recreation Area _____ not for publication

city, town San Francisco _____ vicinity of

state California code 06 county San Francisco code 075

3. Classification

Category	Ownership	Status	Present Use	
☒ district	☒ public	☒ occupied	☐ agriculture	☒ museum
☐ building(s)	☐ private	☐ unoccupied	☐ commercial	☒ park
☐ structure	☐ both	☐ work in progress	☒ educational	☐ private residence
☐ site	Public Acquisition	Accessible	☒ entertainment	☐ religious
☐ object	☐ in process	☐ yes: restricted	☒ government	☐ scientific
	☐ being considered	☒ yes: unrestricted	☐ industrial	☐ transportation
		☐ no	☐ military	☐ other:

4. Owner of Property

name Regional Director, Western Region, National Park Service

street & number 450 Golden Gate Avenue

city, town San Francisco _____ vicinity of state California

5. Location of Legal Description

courthouse, registry of deeds, etc. San Francisco City Hall

street & number Polk and McAllister Streets

city, town San Francisco _____ state California

6. Representation in Existing Surveystitle Fort Mason, Golden Gate NRA has this property been determined eligible? ☒ yes ☐ nodate April 25, 1972 ☒ federal ☐ state ☐ county ☐ local

depository for survey records National Register of Historic Places

city, town Washington _____ state D.C.

7. Description

Condition		Check one	Check one
☐ excellent	☐ deteriorated	☐ unaltered	☒ original site
☒ good	☐ ruins	☒ altered	☐ moved date _____
☐ fair	☐ unexposed		

Describe the present and original (if known) physical appearance

Headquarters Building, FM-201

In 1901, Fort Mason was a coast artillery post guarding San Francisco Bay. That year, the army's surgeon general approved construction of a new post hospital. He provided a set of standard plans for a twelve-bed, brick-walled building and estimated the cost at \$20,000. A local contractor, James Campbell, completed the attractive building in 1902. The main section measured 42 feet by 44 feet and stood three stories tall. A 1½-story wing on the east was 27 feet by 57 feet. Modest changes to the exterior of the building have been made over the years; for example, the original slate roof has given way to composition shingles and a veranda around the brick wing has been removed. The interior floor plan is little changed from 1902.

The hospital survived the 1906 earthquake with only minor damage. By then, however, the facility was no longer needed at Fort Mason, a new army general hospital having been built at the nearby Presidio of San Francisco. At the same time, the army had a great need for storage space in San Francisco for supplies destined to new overseas possessions, as well as military posts on the West Coast. Before long, the hospital building housed offices and supplies of the army's technical services.

Its coastal defense role behind it by 1912, Fort Mason became an army general depot that year. World War I brought a great increase in depot activity at Fort Mason, now called the San Francisco General Intermediate Depot. To house the depot's administrative offices, the army constructed an annex on the west side of the hospital in 1917-1918. The frame addition measured 60 feet by 100 feet and had 2½ stories. It was joined to the brick structure by a narrow, one-story corridor. For the time being, the army regarded the structure as being two separate buildings. Both were occupied throughout by depot offices by 1923.

The approach of America's entry into World War II brought increased activity at the depot as haste was made to strengthen military installations. Additional bodies required more space. In 1939 the first of several additions was made to the headquarters, now called the San Francisco Port of Embarkation and General Depot. This was a two-story, frame wing on the west, measuring 24 feet by 35 feet. A second identical wing was constructed paralleling the first in 1941. This addition contained the office of the commanding general.

A further increase in staff resulted in the space between the two new wings being filled with a three-story addition having a flat roof with a parapet around it. A single-story addition was made to the north side of the former hospital's brick wing, and another single-story frame addition was constructed at the east end of this wing. The one-story corridor connecting the two main units grew to a four-story observation tower and elevator shaft.

The structure's military architecture reflects army construction from the beginning of the century to World War II. Total interior space amounts to

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40,000 square feet. Little embellishment is evident on the exterior. One noticeable feature is the main entrance, in the brick portion. This was reconstructed in the 1930s. Here, at the bottom of a short flight of brick steps are two ornamental gate post lights, each having one large globe.

Port Area, Lower Fort Mason

At first, the U.S. Army Transport Service leased wharfage at San Francisco for its transport ships supplying installations in the Pacific. In 1903, the army considered establishing its own facilities for the transports as well as a general depot for military supplies. Fort Mason was selected as the site for these operations. Although the post was federal property, the submerged lands bordering the bay side of the fort were privately owned. Condemnation proceedings were initiated and in 1909 the 12.5 acres comprising those lands were added to the military reservation. Meanwhile, Congress authorized the construction of four permanent storehouses and three piers on the submerged land.

The army employed the architectural firm of Rankin, Kellogg, and Crane of Philadelphia to design the buildings. Breaking from traditional military architecture, the architects proposed that Fort Mason adopt Spanish Mission Revival architecture. The army readily agreed. The San Francisco Bridge Company won the construction contract for a seawall along the north side of the submerged land, a crib wall on the west, three wharves, one permanent wharf shed, and railroad tracks within the reservation at a price of \$1,182,200. Two of four permanent storehouses were also funded. Construction got underway in 1909; dredged sand from the bay built the area behind the seawall into firm land; and reinforced-concrete piers took shape to support the wharves and storehouses. The wharves were completed in 1912, and the first army transport, Sherman, docked at Fort Mason on January 6.

In 1913, Congress funded construction of the two additional storehouses. Like the earlier buildings, each had three stories. The walls were cement-gun finished and colored a light buff. Red clay tiles covered the roofs. The following year, a railroad tunnel was constructed under Fort Mason and tracks were laid into the port area, single tracks to the three wharves and double tracks to the warehouses. At that time only the roads in the port area were asphalted; in the 1930s the entire area was asphalted.

The army acquired new transport ships in the 1920s that were 75 feet longer than the older vessels, requiring extension of the piers at Fort Mason. Improvements and additions did not get underway until the 1930s, when Public Works Administration funds became available. Pier 2 and its permanent-type shed were both extended in length, bringing its dimensions to 118 feet by 654 feet. A permanent shed was built on Pier 3 which was enlarged to 155 feet by

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650 feet. A permanent shed was erected on Pier 1 which retained its dimensions of 60 feet by 425 feet. In 1934, a contract was let for a permanent marine repair shops (carpenter, machine, blacksmith, sheet metal, and tinning) building on the west side of the port area. Another contract was let for a battery charging station on the east.

The railroad tracks were relayed and repaired, steel ties replacing the wooden ones and new tracks laid to the enlarged Pier 3. Other improvements included a heating system for the port area, remodeling the electrical system, dredging, replacement of fender piles, and a new fire station.

The new buildings were all steel-frame with concrete walls and floors. To complement the older buildings, the shops and battery charging structures had buff-colored stucco on the exterior walls and clay tile roofs.

The port area today retains its historical integrity to a great extent. As part of the Golden Gate National Recreation Area, its buildings house a wide variety of community activities: theaters, shops, crafts, studios, and more.

The historically significant features of the former San Francisco Port of Embarkation at Fort Mason are:

- The port headquarters building, FM-201
- The lower port area
- Railroad tracks
- Four storehouses, FM-310, 312, 314, and 315
- Three piers, FM-316, 318, and 320
- Three pier sheds, FM-317, 319, and 321
- Marine repair shops, FM-308
- Fire station, FM-309
- Battery charging station, FM-322
- Provost Marshal office, FM-302
- Entrance gate to port area and guard post, FM-301 and 303

8. Significance

Period	Areas of Significance—Check and justify below			
☐ prehistoric	☐ archeology-prehistoric	☐ community planning	☐ landscape architecture	☐ religion
☐ 1400–1499	☐ archeology-historic	☐ conservation	☐ law	☐ science
☐ 1500–1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture
☐ 1600–1699	☐ architecture	☐ education	☒ military	☐ social/
☐ 1700–1799	☐ art	☐ engineering	☐ music	☐ humanitarian
☐ 1800–1899	☐ commerce	☐ exploration/settlement	☐ philosophy	☐ theater
☒ 1900–	☐ communications	☐ industry	☐ politics/government	☐ transportation
		☐ invention		☐ other (specify)

Specific dates 1912-1945

Builder/Architect

Statement of Significance (in one paragraph)

During the early months after the United States entered World War II, the U.S. Army's San Francisco Port of Embarkation (SFPE) shipped more military supplies than all other military ports in the United States combined. The statistical returns for the entire war showed that San Francisco was second only to New York in the numbers and amounts of personnel and supplies shipped to the war zones. Between December 1941 and August 1945, 1,745,000 personnel embarked at San Francisco. In addition, more than half a million veterans of the war debarked at San Francisco during the same period. An equal number came home through the Golden Gate after the conclusion of hostilities. All American dead being returned to the United States from the Pacific were brought through the port. Japanese and German prisoners of war were processed through its facilities. More than 25 million measurement tons of cargo were shipped through San Francisco. For various periods of time between 1941 and 1944 the ports of Los Angeles, California; Portland, Oregon; and Seattle, Washington, were administered by San Francisco. In the Bay Area, Fort Mason oversaw port operations at no fewer than thirteen other installations. San Francisco was the primary port for the Central, South, and Southwest Pacific Areas. Moreover, the task force that drove the Japanese from Alaska's Aleutian Islands was mounted from San Francisco.

History

The U.S. Army's first troop movement in modern times through San Francisco Harbor was brought about by the Spanish-American War. In May 1898, chartered vessels carried the first of more than 5,000 troops and their supplies to the Hawaiian Islands (before that republic was annexed) and to the Philippines. By 1905, the Quartermaster Corps' Army Transport Service had established a regular monthly service from San Francisco to Hawaii, Guam, and Manila. At San Francisco, the army leased the Folsom Street wharf, from where it operated four transport vessels: Logan, Sheridan, Sherman, and Thomas. In 1903, the army decided to construct its own supply depot and port facilities at Fort Mason within the city. The first of these permanent facilities were completed in 1912 and, on January 6, Sherman docked at Fort Mason, having arrived from Manila via Nagasaki, Japan (a coaling station), and Honolulu. World War I resulted in an increase of activity at Fort Mason. A spate of "temporary" buildings sprang up in both the upper and lower levels of the post and still other storehouses were built at the Presidio of San Francisco. In 1918, the expeditionary forces to Siberia were supplied and mounted at Fort Mason, as well as in the Philippines. In 1923, a second transport service was established between San Francisco and New York via the Panama Canal. By that year, the administrative offices of the depot occupied all of the headquarters building, FM-201, on upper Fort Mason.

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In 1925 the depot was reorganized as the San Francisco General Depot. It was responsible for supplying the Ninth Corps Area (West Coast), Alaska, the Philippines, Hawaii, Panama Canal, and United States forces in China. Another reorganization in 1932 resulted in renaming the installation the San Francisco Port of Embarkation and General Depot. Brig. Gen. Charles S. Lincoln commanded the operation. He established two positions under him, a supply officer to handle depot operations and a superintendent for the transportation service, both of whom had offices in the headquarters building. During the 1930s, the mission of supplying Civilian Conservation Corps (CCC) camps on the West Coast was added to Fort Mason's duties (459 camps, 94,715 men). As late as 1939, when war broke out in Europe, Fort Mason's small acreage could still comfortably house the port administrative headquarters and store the required levels of supply for the Quartermaster, Medical, Signal, and Engineer departments; the CCC camps; and a salvage operation. Ordnance, Chemical Warfare, and Air Corps materials passed through Fort Mason but were not stored there. They were unloaded directly from freight cars to ships. SFPE's personnel strength in the fall of 1939 amounted to 130 military personnel and 501 civilians.

World War II

By the end of 1940, the army realized that Fort Mason's port was too small to handle the increasing demands made upon it as tensions rose in the Pacific. The first step taken to remedy the situation was the acquisition of port facilities in Seattle in January 1941 to serve as a terminal for transports supplying Alaska. Seattle remained a sub-post of SFPE until January 1942, when it acquired an independent status. Also in early 1941, 624.5 acres of land were acquired at Oakland, California, for the construction of the Oakland Army Base, that city being the terminus of transcontinental railroads. Unlike Seattle, this new base remained under the direct control of the SFPE at Fort Mason. The Overseas Supply Division moved from Fort Mason to Oakland in June 1942. Los Angeles, California, and Portland, Oregon, soon became sub-posts of San Francisco. Los Angeles remained a sub-post until September 1943, when it achieved an independent status with responsibilities for the China-Burma-India Theater. Administration of Portland's port activities were transferred from SFPE to Seattle in November 1944, when military operations in Alaska were ebbing. These transfers did not lessen San Francisco's responsibilities in supporting the Allies in the Central and Southwest Pacific. One of the more important changes concerning Fort Mason was the transfer of

1. The task force organized for driving Japanese forces from the Aleutian Islands was, nevertheless, mounted from San Francisco in 1943.

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ports of embarkation from the Quartermaster Department to the newly constituted Transportation Corps in 1942. This meant removal of general depot responsibilities and a resulting improvement in the integration of army transportation operations.

Fort Mason supervised transportation activities at other installations in the Bay Area. Oakland Army Base oversaw the shipment of all types of supplies and equipment to forward areas. Fort McDowell on Angel Island grew into a large personnel center processing returning veterans and prisoners of war. More than 6,000 Japanese prisoners passed through the camp. An unusual group of prisoners of war at Angel Island was a number of high-ranking German generals whom the British had captured in the Tunisian campaign. These officers were sent on to a camp in New Mexico, but not until they were interrogated at a secret center near San Francisco.

Between 1941 and 1944, SFPE leased eight piers at the San Francisco Embarcadero. Seven of these were used for shipping cargo, the eighth, for personnel. When Japan attacked Pearl Harbor, Benicia Arsenal, near the head of San Pablo Bay, did not possess deep-water berthing. Ammunition was moved to Fort Mason by barge or rail. This situation ended in July 1942 with the completion of dredging at Benicia that allowed the berthing of larger ships.

Camp Stoneman, near Martinez, became the port's largest (2,565 acres) processing center for troops moving overseas. Other facilities under the port headquarters at Fort Mason included the Alameda Piers, an Air Force depot; Emeryville Ordnance Shops; Richmond Parr Terminals; Hamilton Field, for air shipments; and the Presidio of San Francisco, which was stripped of its infantry garrison to provide room for such activities as an animal depot. Farther away were the Stockton Piers and the Humboldt Bay Piers. The headquarters building at Fort Mason was the center of planning, supervision, and direction for all these.

Immediately after the attack on Pearl Harbor, before the outposts were developed, the San Francisco Port of Embarkation became clogged with the scramble to reinforce Hawaii against invasion. Nor did the situation improve swiftly. The Transportation Corps listed a number of persistent problems: the great distances involved, limited shipping, the large number of Pacific bases, a rapidly developing strategic situation, and the low level of stocks in depots. Wartime investigations disclosed, too, that the port's early commanding general failed to give his oversea supply division the authority and support it needed. Changes in command brought improvements.

Despite the varied problems, the San Francisco Port of Embarkation made a substantial and critical contribution to the successful conclusion of World War II in the Pacific. One of its enthusiastic supporters has written, "The part played by the San Francisco Port of Embarkation in winning that half of the

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global war which stretched from California to Australia, India, the Aleutians, and Japan and took in every Pacific atoll along the way is a tribute to the war of transportation which swept from the Golden Gate of San Francisco to the very gates of Tokyo."²

2. James W. Hamilton and William J. Bolce, Jr., Gateway to Victory, The Wartime Story of the San Francisco Army Port of Embarkation (Stanford: Stanford University Press, 1946), vii.

9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Port area, Lower Fort Mason

Acreage of nominated property 21 acres

Quadrangle name San Francisco North

Quadrangle scale 1:24,000

UTM References

A

1	0
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5	5	0	3	2	0
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4	1	8	4	6	5	0
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Zone Easting Northing

B

1	0
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5	5	0	3	7	0
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4	1	8	4	4	4	0
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Zone Easting Northing

C

1	0
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5	5	0	1	0	0
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4	1	8	4	1	7	0
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D

1	0
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5	5	0	0	3	0
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4	1	8	4	5	9	0
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E

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H

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Verbal boundary description and justification

See continuation sheet.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Erwin N. Thompson, Historian

organization National Park Service, Denver Service Center date July 8, 1984

street & number 755 Parfet Street telephone (303) 234-4509

city or town Denver state Colorado 80225

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title _____ date _____

For NPS use only

I hereby certify that this property is included in the National Register

date _____

Keeper of the National Register

Attest:

date _____

Chief of Registration

United States Department of the Interior
National Park Service

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Item number 10. Geographical Data Page

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GEOGRAPHICAL DATA

Headquarters Building, FM-201

Beginning at the northwest corner of the intersection of MacArthur Avenue and Franklin Street, then westerly in a straight line along the north curb of MacArthur for 470 feet, then in a northerly direction in a straight line that parallels the west wall of the headquarters building for 120 feet, then in a straight line in an easterly direction paralleling the north side of the headquarters building and ten feet from it to the southwest corner of the intersection of Shafter Place and Pope Road, then in a straight line southeast along the southwest curb of Pope Road to the point of beginning. These boundaries enclose the headquarters building and its grounds, including a flagstaff to the east of the building that identifies it as a headquarters.

Port Area, Lower Fort Mason

Beginning at a point on the western boundary of the Fort Mason military reservation where the southwest corner of the port area adjoins the intersection of Laguna Street and Marina Boulevard, then in a straight line in a northerly direction along the western boundary of Fort Mason and the west side of Pier 1, FM-316, then projecting that line in the same direction to a point in the bay opposite the northern end of Pier 2, FM-318, then in a straight line east northeast past the northern ends of Pier 2, FM-318, and Pier 3, FM-320, to a point in the bay 200 feet beyond the northeast corner of Pier 3, then in a straight line in a southerly direction to meet a north-south boundary of the reservation, then continuing in the same direction along this boundary line to its end, then continuing in the same direction 90 feet to the foot of a bluff, then in an irregular line, generally southwest, along the foot of the bluff and its several retaining walls to the point of beginning. These boundaries enclose all the port area, lower Fort Mason, including historically significant buildings, railroad tracks, the three piers, and the berthing areas along the piers (the west side of Pier 1 was not used for berthing transports, its being outside the reservation).

SAN FRANCISCO NORTH, CALIFORNIA

SCALE 1:24000

HEADQUARTERS AREA BLDG FM-201





1. Brick portion of the headquarters building, San Francisco Port of Embarkation, Fort Mason. The U.S. Army constructed this unit as a posh hospital in 1902.



2. West end of the Port of Embarkation headquarters, Fort Mason. The structure today is the headquarters for Golden Gate National Recreation Area.



3. The four permanent army storehouses at the San Francisco Port of Embarkation in lower Fort Mason.

Photo by E.N. Thompson

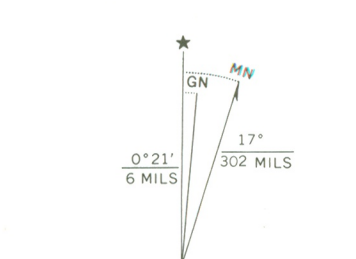
February 1984



4. Piers 1, on left, and 2, San Francisco Ports of Embarkation. The shed on Pier 2 is the original, permanent shed. Pier 1's shed was reconstructed in the 1930s.



Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, USCE, and California Lands Commission
Topography by multiplex methods from aerial photographs
taken 1946. Culture and partial contour revision from
aerial photographs taken 1956. Field checked 1956
Hydrography compiled from USC&GS charts 5532 and 5535 (1956)
Polyconic projection. 1927 North American datum
10,000-foot grid based on California coordinate system, zone 3
1000-meter Universal Transverse Mercator Grid ticks,
zone 10, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Revisions shown in purple compiled from aerial photographs
taken 1968 and 1973. This information not field checked
Purple tint indicates extension of urban areas

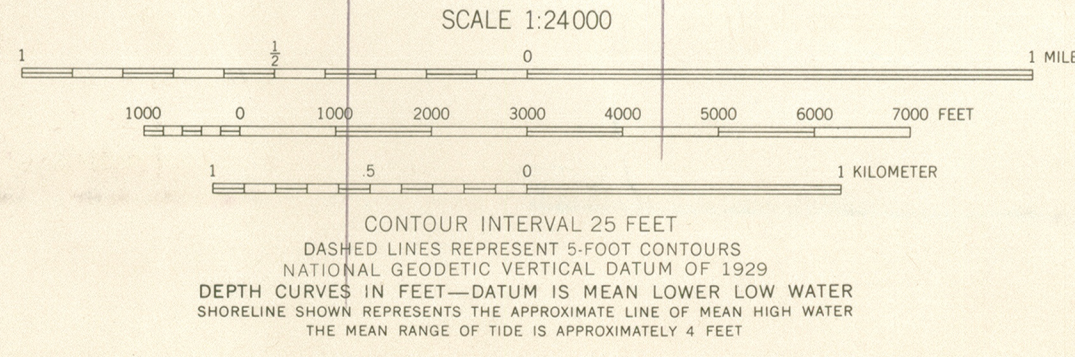
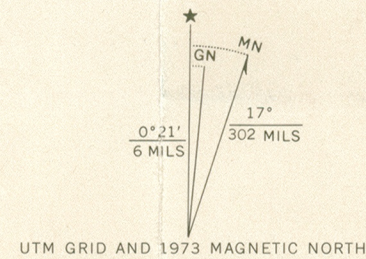


SCALE 1:24,000
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 5 0 1 KILOMETER
CONTOUR INTERVAL 25 FEET
DASHED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES IN FEET—DATUM IS MEAN LOWER LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4 FEET
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Heavy-duty _____ Light-duty _____
Medium-duty _____ Unimproved dirt _____
Interstate Route _____ U.S. Route _____ State Route _____
QUADRANGLE LOCATION
SAN FRANCISCO NORTH, CALIF.
N3745—W12222.5/7.5
1956
PHOTOREVISED 1968 AND 1973
AMS 1559 IV SW—SERIES V895



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ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
	State Route

SAN FRANCISCO NORTH, CALIF.
N3745—W12222.5/7.5

1956
PHOTOREVISED 1968 AND 1973
AMS 1559 IV SW—SERIES V085

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National Park Service

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See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic San Francisco Port of Embarkation, U.S. Army

and or common ~~Fort Mason, Golden Gate National Recreation Area~~

2. Location

street & number Fort Mason, GGNRA not for publication

city, town San Francisco vicinity of

state California code 06 county San Francisco code 075

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☐ building(s)	☐ private	☐ unoccupied	☐ commercial	☒ park
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☐ site	Public Acquisition	Accessible	☒ entertainment	☐ religious
☐ object	☐ in process	☐ yes: restricted	☒ government	☐ scientific
	☐ being considered	☒ yes: unrestricted	☐ industrial	☐ transportation
		☐ no	☐ military	☐ other:

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city, town San Francisco vicinity of state California

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courthouse, registry of deeds, etc. San Francisco City Hall

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depository for survey records National Register of Historic Places

city, town Washington state D.C.

7. Description

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

7. Description

Headquarters Building, FM-201

In 1901, Fort Mason was a coast artillery post guarding San Francisco Bay. That year, the army's surgeon general approved construction of a new post hospital. He provided a set of standard plans for a twelve-bed, brick-walled building and estimated the cost at \$20,000. A local contractor, James Campbell, completed the attractive building in 1902. The main section measured 42 feet by 44 feet and stood three stories tall. A 1½-story wing on the east was 27 feet by 57 feet. Modest changes to the exterior of the building have been made over the years; for example, the original slate roof has given way to composition shingles and a veranda around the brick wing has been removed. The interior floor plan is ~~not~~ little changed from 1902.

The hospital survived the 1906 earthquake with only minor damage. By then, however, the facility was no longer needed at Fort Mason, a new army general hospital having been built at the nearby Presidio of San Francisco. At the same time, the army had a great need for storage space in San Francisco for supplies destined to new overseas possessions as well as military posts on the West Coast. Before long, the hospital building housed offices and supplies of the army's technical services.

Its coastal defense role behind it by 1912, Fort Mason became an army general depot that year. World War I brought a great increase in depot activity at Fort Mason, now called the San Francisco General Intermediate Depot. To house the depot's administrative offices, the army constructed an annex on the west side of the hospital in 1917-1918. The frame addition measured 60 feet by 100 feet and had 2½ stories. It was joined to the brick structure by a narrow, one-story corridor. For the time being, the army regarded the structure as being two separate buildings. Both were occupied throughout by depot offices by 1923.

The approach of America's entry into World War II brought increased activity at the depot as haste was made to strengthen military installations. Additional bodies required more space. In 1939 the first of several additions was made to the headquarters, now called the San Francisco Port of Embarkation and General Depot. This was a two-story, frame wing on the west, measuring 24 feet by 35 feet. A second, identical wing was constructed paralleling the first in 1941. This addition contained the office of the commanding general.

A further increase in staff resulted in the space between the two new wings being filled with a three-story addition having a flat roof with a parapet around it. A single-story addition was made to the north side of the former hospital's brick wing, and another single-story frame addition was constructed at the east end of this wing. The one-story corridor connecting the two main units grew to a four-story observation tower and elevator shaft.

The structure's military architecture reflects army construction from the beginning of the century to World War II. The total interior space amounts to 40,000 square feet. Little embellishment is evident on the exterior. One noticeable feature is the main entrance, in the brick portion. This was reconstructed in the 1930s. Here, at the bottom of a short flight of brick steps are two ornamental gate post lights, each having one large globe.

Port Area, Lower Fort Mason

At first, the U.S. Army Transport Service leased wharfage at San Francisco for its transport ships supplying installations in the Pacific. In 1903, the army considered establishing its own facilities for the transports as well as a general depot for military supplies. Fort Mason was selected as the site for these operations. Although the post was federal property, the submerged lands bordering the bay side of the fort were privately owned. Condemnation proceedings were initiated and in 1909 the 12.5 acres comprising those lands were added to the military reservation. Meanwhile, Congress authorized the construction of four permanent storehouses and three piers on the submerged land.

The army employed the architectural firm of Rankin, Kellogg, and Crane of Philadelphia to design the buildings. Breaking from traditional military architecture, the architects proposed that Fort Mason adopt Spanish Mission Revival architecture. The army readily agreed. The San Francisco Bridge Company won the construction contract for a seawall along the north side of the submerged land, a crib wall on the west, three wharves, one permanent wharf shed, and railroad tracks within the reservation at a price of \$1,182,200. Two of four permanent storehouses were also funded. Construction got underway in 1909; dredged sand from the bay built the area behind the seawall into firm land; and reinforced-concrete piers took shape to support the wharves and storehouses. The wharves were completed in 1912, and the first army transport, Sherman, docked at Fort Mason on January 6.

In 1913, Congress funded construction of the two additional storehouses. Like the earlier buildings, each had three stories. The walls were cement-gun finished and colored a light buff. Red clay tiles covered the roofs. The following year, a railroad tunnel was constructed under Fort Mason and tracks were laid into the port area, single tracks to the three wharves and double tracks to the warehouses. At that time only the roads in the port area were asphalted; in the 1930s the entire area was ~~covered~~ asphalted.

The army acquired new transport ships in the 1920s that were 75 feet longer than the older vessels, requiring extension of the piers at Fort Mason. Improvements and additions did not get underway until the 1930s, when Public Works Administration funds became available. Pier 2 and its permanent-type shed were both extended in length, bringing its dimensions to 118 feet by 654 feet. A permanent shed was built on Pier 3 which was enlarged to 155 feet by 650 feet. A permanent shed was erected on Pier 1 which retained its dimensions of 60 feet by 425 feet. In 1934, a contract was let for a permanent marine repair shops (carpenter, machine, blacksmith, sheet metal, and tinning) building on the west side of the port area. Another contract was let for a battery charging station.

The railroad tracks were relayed and repaired, steel ties replacing the wooden ones and new tracks laid to the enlarged Pier 3. Other improvements included a heating system for the port area, remodeling the electrical system, dredging, replacement of fender piles, and a new fire station.

The new buildings were all steel-frame with concrete walls and floors. To complement the older buildings, the shops and battery charging structures had buff-colored stucco on the exterior walls and clay tile roofs.

The port area today retains its historical integrity to a great extent. As part of the Golden Gate National Recreation Area, its buildings house a wide variety of community activities: theaters, shops, crafts, studios, and more.

The historically significant features of the former San Francisco Port of Embarkation at Fort Mason are:

The port headquarters building, FM-201

The lower port area

Railroad tracks

Four storehouses, FM-310, 312, 314, and 315

Three piers, FM-316, 318, and 320

Three pier sheds, FM-317, 319, and 321

Marine repair shops, FM-308

Fire station, FM-309

Battery charging station, FM-322

Provost Marshal's office, FM-302

Entrance gate to port area and guard post, FM-301 and 303

*identify on map
of Ft. Mason boundary*

8. Significance

Period	Areas of Significance—Check and justify below			
☐ prehistoric	☐ archeology-prehistoric	☐ community planning	☐ landscape architecture	☐ religion
☐ 1400-1499	☐ archeology-historic	☐ conservation	☐ law	☐ science
☐ 1500-1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture
☐ 1600-1699	☐ architecture	☐ education	☒ military	☐ social
☐ 1700-1799	☐ art	☐ engineering	☐ music	☐ humanitarian
☐ 1800-1899	☐ commerce	☐ exploration settlement	☐ philosophy	☐ theater
☒ 1900-	☐ communications	☐ industry	☐ politics government	☐ transportation
		☐ invention		☐ other (specify)

Specific dates 1941-1945 Builder Architect

Statement of Significance (in one paragraph)

~~is~~ too narrow; even though we are dealing w/ WWII, isn't the period of significance broader, even earlier?

8. Significance

During the early months after the United States entered World War II, the U.S. Army's San Francisco Port of Embarkation (SFPE) shipped more military supplies than all other military ports in the United States combined. The statistical returns for the ~~whole~~ ^{entire} war showed that San Francisco was second only to New York in the numbers and amounts of personnel and supplies shipped to the war zones. Between December 1941 and August 1945, 1,745,000 personnel embarked at San Francisco. In addition, more than half a million veterans of the war debarked at San Francisco during the same period. ~~As many more military personnel~~ ^{an equal number} came home through the Golden Gate after the conclusion of hostilities. All American dead being returned to the United States from the Pacific were brought through the port. Japanese and German prisoners of war were processed through its facilities. More than 25 million measurement tons of cargo were shipped through San Francisco. For various periods of time between 1941 and 1944 the ports of Los Angeles, California; Portland, Oregon; and Seattle, Washington, were administered by San Francisco. In the Bay Area, Fort Mason oversaw port operations at no fewer than thirteen other installations. San Francisco was the primary port for the Central, South, and Southwest Pacific Areas. Moreover, the task force that drove the Japanese from Alaska's Aleutian Islands was mounted at San Francisco.

History

The U.S. Army's first troop movement in modern times through San Francisco Harbor was brought about by the Spanish-American War. In May 1898, chartered vessels carried the first of more than 5,000 troops and their supplies to the Hawaiian Islands (before that republic was annexed) and to the Philippines. By 1905, the Quartermaster Corps' Army Transport Service had established a regular monthly service from San Francisco to Hawaii, Guam, and Manila. At San Francisco, the army leased the Folsom Street wharf, from where it operated four transport vessels: Logan, Sheridan, Sherman, and Thomas. In 1903, the army decided to construct its own supply depot and port facilities at Fort Mason within the city. The first of these permanent facilities ~~were~~ ^{were} completed in 1912 and, on January 6, Sherman docked at Fort Mason, having arrived from Manila via Nagasaki, Japan (a coaling station) and Honolulu. World War I resulted in an increase of activity at Fort Mason. A spate of "temporary" buildings sprang up in both the upper and lower levels of the post and still other storehouses were built at the Presidio of San Francisco. In 1918, the expeditionary forces to Siberia were supplied and mounted at Fort Mason, as well as in the Philippines. In 1923, a second transport service was established between San Francisco and New York via the Panama Canal. By that year, the administrative offices of the depot occupied all of the headquarters building, FM-201, on upper Fort Mason.

In 1925 the depot was reorganized as the San Francisco General Depot. It was responsible for supplying the Ninth Corps Area (West Coast), Alaska, the Philippines, Hawaii, Panama Canal, and United States forces in China. Another reorganization in 1932 resulted in renaming the installation the San Francisco Port of Embarkation and General Depot. Brig. Gen. Charles S. Lincoln commanded the operation. He established two positions under himself, a supply officer to handle depot operations and a superintendent for the transportation service, both of whom had offices in the headquarters building. During the

1930s, the mission of supplying Civilian Conservation Corps (CCC) camps on the West Coast was added to Fort Mason's duties (459 camps, 94,715 men). As late as 1939, when war broke out in Europe, Fort Mason's small acreage could still comfortably house the port administrative headquarters and store the required levels of supply for the Quartermaster, Medical, Signal, and Engineer departments; the CCC camps; and a salvage operation. Ordnance, Chemical Warfare, and Air Corps materials passed through Fort Mason but were not stored there. They were unloaded directly from freight cars to ships. SFPE's personnel strength in the fall of 1939 amounted to 130 military personnel and 501 civilians.

World War II

By the end of 1940, the army realized that Fort Mason's port was too small to handle the increasing demands made upon it as tensions rose in the Pacific. The first step taken to remedy the situation was the acquisition of port facilities in Seattle in January 1941 to serve as a terminal for transports supplying Alaska. Seattle remained a sub-post of SFPE until January 1942, when it acquired an independent status. Also in early 1941, 624.5 acres of land were acquired at Oakland, California, for the construction of the Oakland Army Base, that city being the terminus of transcontinental railroads. Unlike Seattle, this new base remained under the direct control of the SFPE at Fort Mason. The Overseas Supply Division moved from Fort Mason to Oakland in June 1942. Los Angeles, California, and Portland, Oregon, soon became sub-posts of San Francisco. Los Angeles remained a sub-post until September 1943, when it achieved an independent status with responsibilities for the China-Burma-India Theater. Administration of Portland's port activities were transferred from SFPE to Seattle in November 1944, when military operations in Alaska were ebbing. These transfers did not lessen San Francisco's responsibilities in supporting the Allies in the Central and Southwest Pacific. One of the more important changes concerning Fort Mason was the transfer of ports of embarkation from the Quartermaster Department to the newly created Transportation Corps in 1942. This meant removal of general depot responsibilities and a resulting improvement in the integration of army transportation operations.

Fort Mason supervised transportation activities at other installations in the Bay Area. Oakland Army Base oversaw the shipment of all types of supplies and equipment to forward areas. Fort McDowell on Angel Island grew into a large personnel center processing returning veterans and prisoners of war. More than 6,000 Japanese prisoners passed through the camp. An unusual group of prisoners of war at Angel Island was a number of high-ranking German generals whom the British had captured in the Tunisian campaign. These officers were sent on to a camp in New Mexico, but not until they were interrogated at a secret center near San Francisco.

Between 1941 and 1944, SFPE leased eight piers at the San Francisco Embarcadero. Seven of these were used for shipping cargo, the eighth, for

1. The task force organized for driving Japanese forces from the Aleutian Islands was, nevertheless, mounted at San Francisco in 1943.

personnel. When Japan attacked Pearl Harbor, Benicia Arsenal, near the head of San Pablo Bay, did not possess deep-water berthing. Ammunition was moved to Fort Mason by barge or rail. This situation ended in July 1942 with the completion of dredging at Benicia that allowed the berthing of larger ships.

Camp Stoneman, near Martinez, became the port's largest (2,565 acres) processing center for troops moving overseas. Other facilities under the port headquarters at Fort Mason included the Alameda Piers, an Air Force depot; Emeryville Ordnance Shops; Richmond Parr Terminals; Hamilton Field, for air shipments; and the Presidio of San Francisco, which was stripped of its infantry garrison to provide room for such activities as an animal depot. Farther away were the Stockton Piers and the Humboldt Bay Piers. The headquarters building at Fort Mason was the center of planning, supervision, and direction for all these.

Immediately after the attack on Pearl Harbor, before the outposts were developed, the San Francisco Port of Embarkation became clogged with the scramble to reinforce Hawaii against invasion. Nor did the situation improve swiftly. The Transportation Corps listed a number of persistent problems: the great distances involved, limited shipping, the large number of Pacific bases, a rapidly developing strategic situation, and the low level of stocks in depots. Wartime investigations disclosed, too, that the port's early commanding general failed to give his oversea supply division the authority and support it needed. Changes in command brought improvements.

Despite the varied problems, the San Francisco Port of Embarkation made a substantial and critical contribution to the successful conclusion of World War II in the Pacific. One of its enthusiastic supporters has written, "The part played by the San Francisco Port of Embarkation in winning that half of the global war which stretched from California to Australia, India, the Aleutians, and Japan and took in every Pacific atoll along the way is a tribute to the war of transportation which swept from the Golden Gate of San Francisco to the very gates of Tokyo."²

2. James W. Hamilton and William J. Bolce, Jr., Gateway to Victory, The Wartime Story of the San Francisco Army Port of Embarkation (Stanford: Stanford University Press, 1946), vii.

9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Port area, Lower Fort Mason

Acreage of nominated property 21 acres

Quadrangle name San Francisco North

Quadrangle scale 1:24,000

UTM References

A

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4	1	8	4	6	5	0
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Zone Easting Northing

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5	5	0	3	7	0
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4	1	8	4	4	4	0
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Zone Easting Northing

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Verbal boundary description and justification

See continuation sheet.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Erwin N. Thompson, Historian

organization Denver Service Center, NPS

date July 8, 1984

street & number 755 Parfet Street

telephone (303) 234-4509

city or town Lakewood

state Colorado

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title _____ date _____

For NPS use only

I hereby certify that this property is included in the National Register

date _____

Keeper of the National Register

date _____

Attest:

Chief of Registration

9. Major Bibliographical References

10. Geographical Data

Headquarters Building FM-201

Acreage of nominated property less than 1 acre

Quadrangle name San Francisco North

Quadrangle scale 1:24,000

UTM References

A

1	0
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5	5	0	4	4	0
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4	1	8	4	2	1	0
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Zone

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Northing

B

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Zone

Easting

Northing

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

11. Form Prepared By

name/title

organization

date

street & number

telephone

city or town

state

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title

date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

date

Attest:

Chief of Registration

9. Bibliography

The Army Almanac, A Book of Facts Concerning the United States Army. Harrisburg: Stackpole Company, 1959.

[Gross, C.P.] Report of the Chief of Transportation, Army Service Forces, World War II. Washington: War Department, 1945.

Hamilton, James W., and Bolce, William J., Jr. Gateway to Victory, The Wartime Story of the San Francisco Port of Embarkation. Stanford: Stanford University Press, 1946.

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_____. Information Office, U.S. Army Transportation Terminal Command, Pacific, Fort Mason, "The Story of Fort Mason, Historic U.S. Army Post in San Francisco." 1960.

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_____. Office of the Quartermaster General. General Correspondence, 1890-1914. Fort Mason. Record Group 92. National Archives, Washington, D.C.

_____. San Francisco Port of Embarkation Transportation Corps, Fort Mason, Camp Stoneman, Oakland Army Base. n.p., n.d.

Wardlow, Chester. The Transportation Corps: Movements, Training, and Supply. The Technical Services. United States Army in World War II. Washington: U.S. Government Printing Office, 1956.

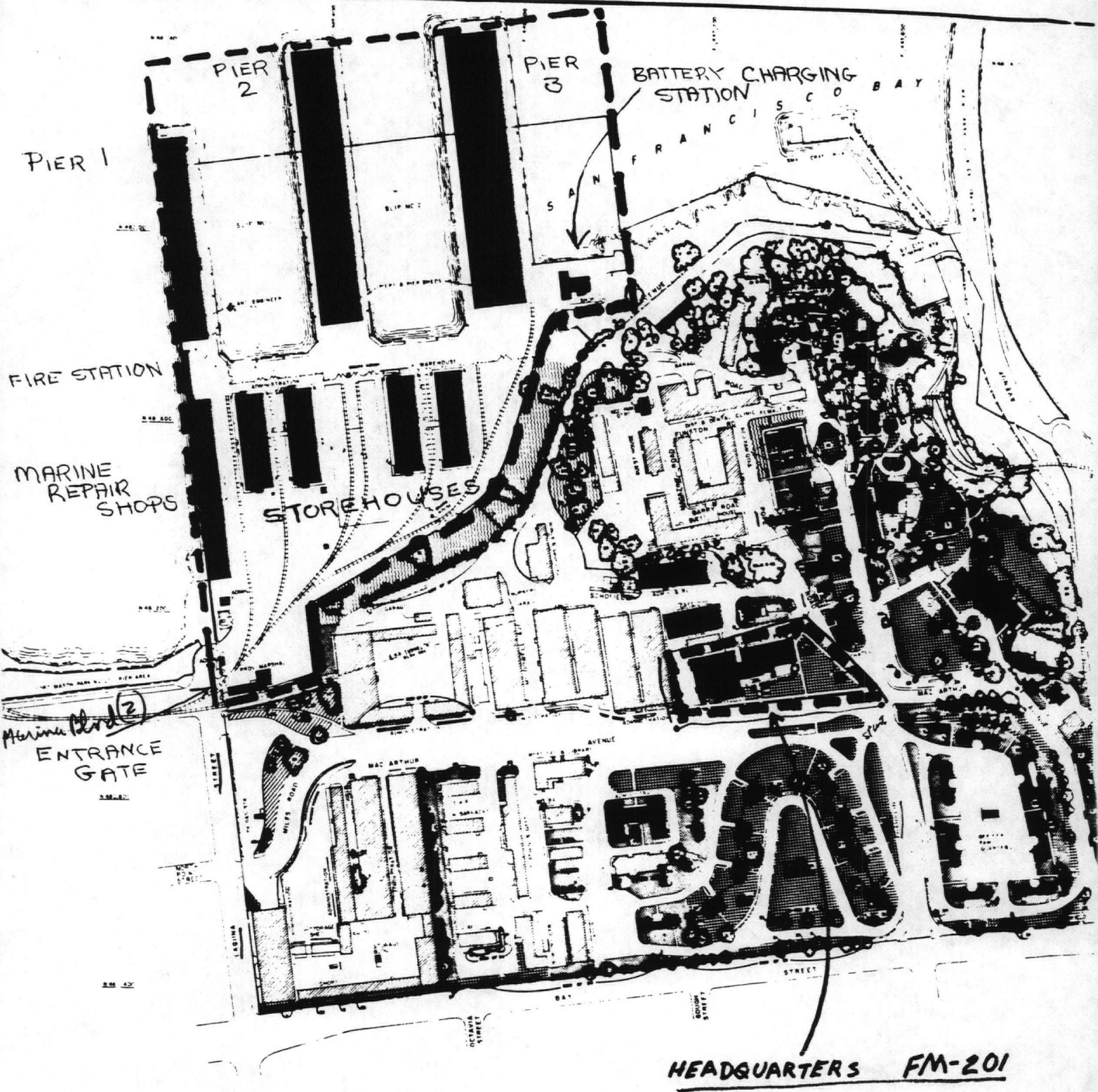
10. Boundary

Headquarters Building, FM-201

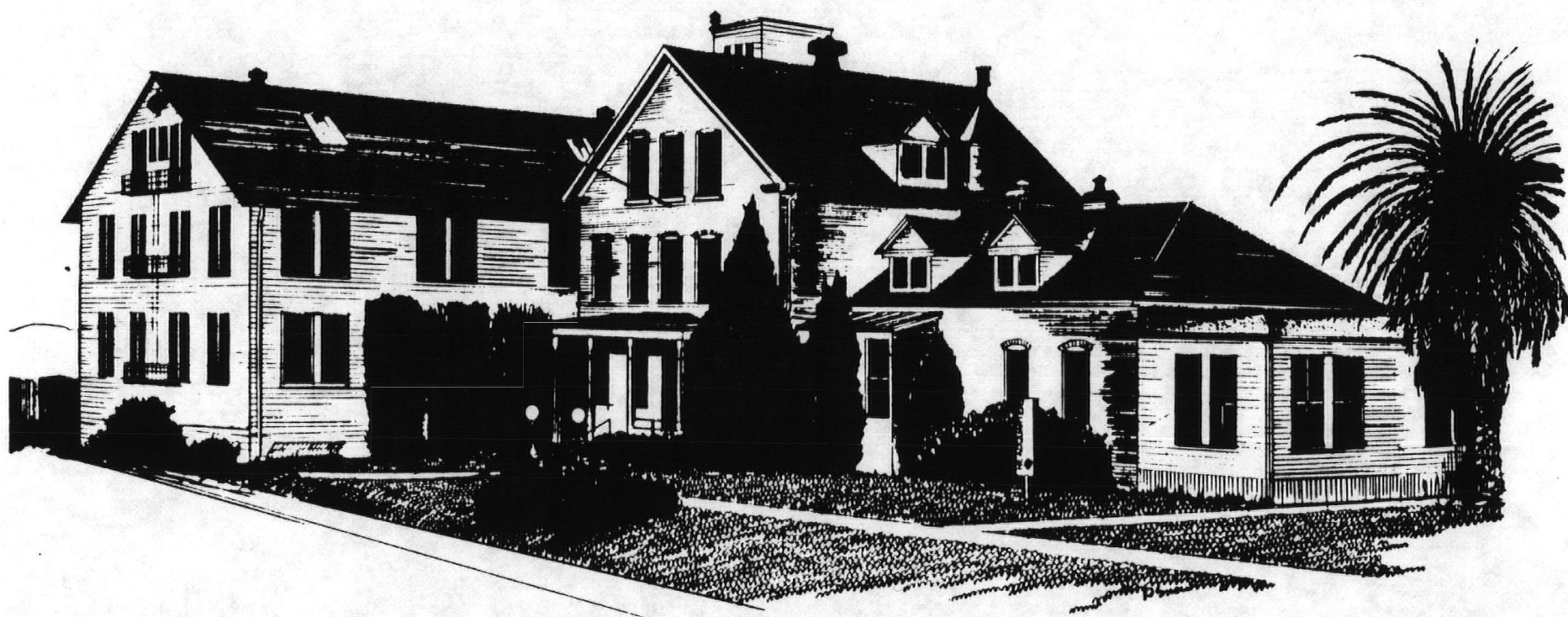
Beginning at the northwest corner of the intersection of MacArthur Avenue and Franklin Street, then westerly in a straight line along the north curb of MacArthur for 470 feet, then in a northerly direction in a straight line that parallels the west wall of the headquarters building for 120 feet, then in a straight line in an easterly direction paralleling the north side of the headquarters building and ten feet from it to the southwest corner of the intersection of Shafter Place and Pope Road, then in a straight line southeast along the southwest curb of Pope Road to the point of beginning. These boundaries enclose the headquarters building and its grounds, including a flagstaff to the east of the building that identifies it as a headquarters.

Port Area, Lower Fort Mason

Beginning at a point on the western boundary of the Fort Mason military reservation where the southwest corner of the port area adjoins the intersection of Laguna Street and Marina Boulevard, then in a straight line in a northerly direction along the western boundary of Fort Mason and the west side of Pier 1, FM-316, then projecting that line in the same direction to a point in the bay opposite the northern end of Pier 2, FM-318, then in a straight line east northeast past the northern ends of Pier 2, FM-318, and Pier 3, FM-320, to a point in the bay 200 feet beyond the northeast corner of Pier 3, then in a straight line in a southerly direction to meet a north-south boundary of the reservation, then continuing in the same direction along this boundary line to its end, then continuing in the same direction 90 feet to the foot of a bluff, then in an irregular line, generally southwest, along the foot of the bluff and its several retaining walls to the point of beginning. These boundaries enclose all the port area, lower Fort Mason, including historically significant buildings, railroad tracks, the three piers, and the berthing areas along the piers (the west side of Pier 1 was not used for berthing transports, its being outside the reservation).



FORT MASON SAN FRANCISCO PORT OF EMBARKATION



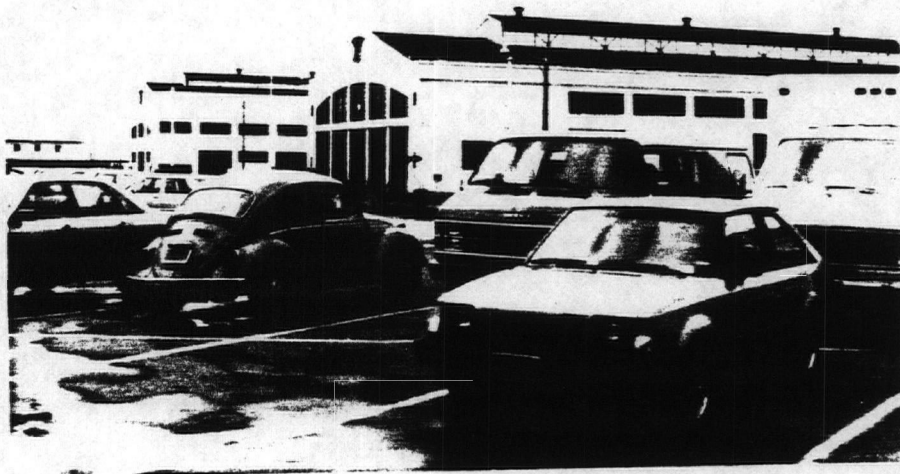
HEADQUARTERS, SAN FRANCISCO PORT OF EMBARKATION, FORT MASON

BY DAVID SNOW, HISTORICAL ARCHITECT, DSC NPS, 1978

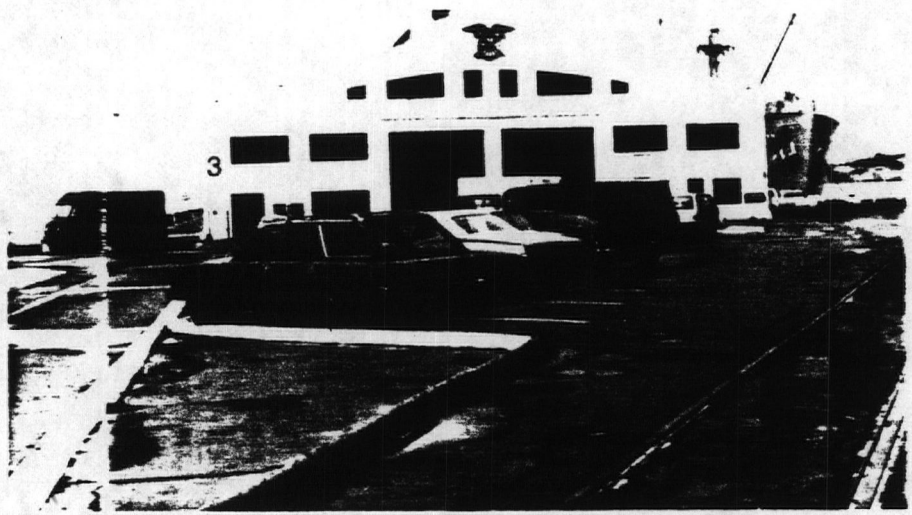
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6



HEADQUARTERS AREA BLDG FM-201



Captions for Port of Embarkation, Ft. Mason, GCNRA.

1. ~~Hospital~~ Brick portion of the headquarters building; San Francisco Port of Embarkation, Fort Mason. The U.S. Army constructed this unit as a post hospital in 1902.

Photo by E. N. Thompson

February 1984

2. West end of the Port of Embarkation headquarters, Fort Mason. The structure today is the headquarters for Golden Gate National Recreation Area.

Photo by E. N. Thompson

February 1984

3. The four ^{permanent} army storerooms at the San Francisco Port of Embarkation in lower Fort Mason.

Photo by E. N. Thompson

February 1984

4. Piers 1, on left, and 2, San Francisco Port of Embarkation. The shed on Pier 2 is the original, permanent, shed. Pier 1's shed was reconstructed in the 1930s.

Photo by E. N. Thompson

February 1984

5. Pier 3 shed. Although the San Francisco Port of Embarkation came under the Transportation Corps early in World War II, the insignia of the Quartermaster Corps was retained. Note the railroad tracks leading to the pier.

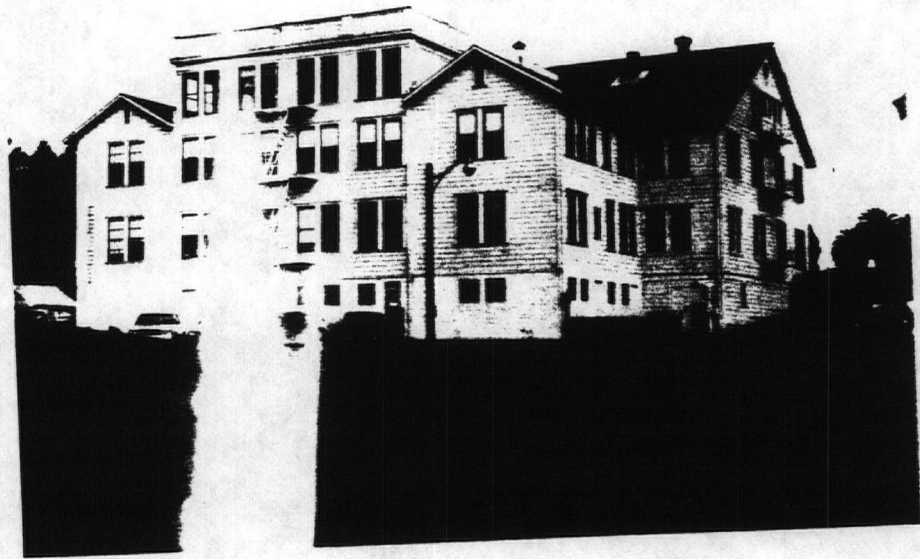
Photo by E. N. Thompson

February 1945

6. A wide variety of public activities are carried on in the former port's storehouses.

Photo by E. N. Thompson

February 1944



Blay 7/18/84

Comments

SF Port of Embark.

1. Some further identities required on map
2. The street names on the boundary map should be clearer

See font rules for ~~2.5.5.1~~.



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

JAN 18 1985

ACTION MEMORANDUM

To: Secretary

Through: Assistant Secretary for Fish and Wildlife and Parks

From: Director, National Park Service

Subject: Designation of National Historic Landmarks

Issue: Should the following properties, nominated for their significance in the history of World War II in the Pacific, be designated National Historic Landmarks:

1. Attu Battlefield and U.S. Army and Navy Airfields on Attu
2. Japanese Occupation Site, Kiska Island
3. San Francisco Port of Embarkation, California
4. Manzanar War Relocation Camp, California
5. Kodiak Naval Operating Base and Forts Greely and Abercrombie, Alaska
6. Dutch Harbor Naval Operating Base and Fort Mears, Alaska
7. Ladd Field, Alaska
8. Kwajalein Island Battlefield, Marshall Islands
9. Roi-Namur Battlefield, Marshall Islands
10. Truk Lagoon Underwater Fleet, Truk Atoll, Micronesia
11. Landing Beaches, Aslito/Isley Field, and Marpi Point, Saipan
12. Peleliu Battlefield, Palau Islands

Discussion: The National Park System Advisory Board, in the enclosed letter to you from the Chairman of the Board, has recommended that the above listed properties be designated National Historic Landmarks, and found that the subject properties meet the criteria of the National Historic Landmarks Program.

Options:

1. To designate all of the above listed properties.
2. To designate only some or one of the above listed properties.
3. To designate none of the above properties.

Prepared by: Laura Feller
Extension: 343-3167

Recommendation: We recommend option 1, namely that you approve the Board's recommendations with respect to the above properties and designate all twelve as National Historic Landmarks.

Enclosure

Approve 1

Disapprove _____

181 AWRC
Secretary

FEB 4 1995
(Date)

H34(418)

Honorable Sala Burton
House of Representatives
Washington, DC 20515

Dear Mrs. Burton:

I am pleased to inform you that the National Park Service is studying the Fort of Embarcation, Golden Gate National Recreation Area, San Francisco, to determine its potential as one of a number of places in the Pacific and the United States relating to World War II in the Pacific.

Through the National Historic Landmarks Program the Federal government recognizes sites of exceptional value in the Nation's history, architecture, archeology, and culture. Each Landmark receives a certificate of designation; owners may also apply for a bronze plaque. We enclose with this letter a copy of the regulations governing the program, including the criteria for evaluation.

The National Park Service has a three-step designation process for National Historic Landmarks: First, we undertake a study, including an on-site inspection, and then prepare a nomination. Second, the National Park System Advisory Board evaluates the nomination. Third, the Secretary of the Interior acts on the recommendations of the Board.

We will send you a copy of the completed nomination form as specified by law and regulation. You will have 60 days for written comment. We will then submit the nomination and comments to the Board and subsequently to the Secretary for his possible designation.

National Historic Landmark designation has several effects. Most of these derive from a Landmark's automatic listing in the National Register of Historic Places. Landmarks are protected by the comments of the Advisory Council on Historic Preservation on the effects of federally funded, assisted, or licensed undertakings on historic properties. The enclosure explains other effects of designation which may apply to the subject property.

PIFS

RECEIVED
GENERAL INVESTIGATIVE
DIVISION
MAY 15 '84

Mr. Tolson	
Mr. Ladd	
Mr. Nichols	
Mr. Belmont	
Mr. Mohr	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. Felt	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Mr. Holloman	
Miss Gandy	

TWE

Mr. Tolson	
Mr. Ladd	
Mr. Nichols	
Mr. Belmont	
Mr. Mohr	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. Felt	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Mr. Holloman	
Miss Gandy	

Historian Erwin N. Thompson is preparing the study. If you have any questions concerning the study you may contact him at the National Park Service, Denver Service Center, 755 Parfet Street, P.O. Box 25287, Denver, Colorado, 80225, (303)234-6103 or FTS:234-6103. If you have general questions regarding the National Historic Landmarks Program you may contact Ben Levy, History Division, National Park Service, (202)343-8164 or FTS:343-8164.

Sincerely,

/s/gd/Jerry L. Rogers

Associate
Director

Enclosure

IDENTICAL LETTERS HAVE BEEN SENT TO THOSE PEOPLE LISTED ON THE ATTACHED SHEET

cc: WRO (8000)

Mulhern (8000)

Pepin-Donat (8000)

Chappell (8000)

E. N. Thompson, DSC-TWE-PIFS (2000)

Superintendent, Golden Gate NRA

San Francisco Unit Manager, Golden Gate NRA - Chrysandra Walter

001 Reading File

400 Reading File

418 WAR IN THE PACIFIC (NHL Pending)

BLavy:sd:03-01-84

Disc No. 7, Item No. 23

[A] War

Honorable Sala Burton "Mrs. Burton"
House of Representatives
Washington, DC 20515



United States Department of the Interior

NATIONAL PARK SERVICE

P.O. BOX 37127

WASHINGTON, D.C. 20013-7127

IN REPLY REFER TO:

H34(418)

APR 3 1985

Ms. Marion Mitchell-Wilson
Acting State Historic Preservation Officer
Department of Parks & Recreation
P. O. Box 2390
Sacramento, California 95811

Dear Ms. Mitchell-Wilson:

I am pleased to inform you that the properties listed on the enclosed sheet have been found to possess national significance in the history of the United States. As a result, the Secretary of the Interior has designated them National Historic Landmarks.

The purpose of Landmark designation is to identify and recognize nationally significant sites and to encourage their owners to preserve them. Landmarks are chosen after careful study by the National Park Service. They are evaluated by the National Park System Advisory Board and designated by the Secretary of the Interior in accordance with the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966.

Designation as a National Historic Landmark automatically places a property in the National Register of Historic Places, if it is not already so listed, and extends to it the safeguards and benefits provided by the National Historic Preservation Act of 1966 and other Federal laws protecting historic properties.

We are pleased to include these properties on the roll of National Historic Landmarks as significant representatives of our nation's heritage.

Sincerely,

/s/ Edwin C. Bearss

Edwin C. Bearss
Chief Historian

Enclosure

The Secretary of the Interior designated the following properties National Historic Landmarks on February 4, 1985:

1. San Francisco Port of Embarkation, Fort Mason, Golden Gate National Recreation Area, San Francisco, California
2. Manzanar War Relocation Center, California
3. Lou Henry Hoover House, Palo Alto, California
4. Sailing Ship Balclutha, Golden Gate National Recreation Area, San Francisco, California
5. Ferryboat Eureka, Golden Gate National Recreation Area, San Francisco, California

☐ Certificates attesting to the national significance of the properties and the Secretary's designation of them as National Historic Landmarks will be sent to you, as the owner of the properties. You are also eligible to receive bronze plaques to commemorate them. Copies of the application form are enclosed. If you wish to request the plaques, please complete the forms in triplicate for each property and return two copies to the National Park Service, History Division (418), P.O. Box 37127, Washington, DC, 20013-7127. You may retain the third copies for your records. Both the certificates and the plaques will bear the name of the property as it appears above. If you have questions about the certificates or plaques, please contact Jim Charleton at the above address, or by telephone (202)343-8165 or FTS: 343-8165.

☒ The owners of the Landmarks receive certificates of designation, and, upon application, will also be awarded bronze plaques. We are notifying the owners of the properties' designation and providing the appropriate application forms.

~~IDENTICAL LETTERS HAVE BEEN SENT TO THOSE PEOPLE LISTED ON THE ATTACHED SHEET~~

cc: Regional Director (WRO) (8000)

Pepin-Donat (WRO) (8000)

001 RF

418-War in the Pacific (NHL Pending)

418-Manzanar (NHL)

418-Hoover House (NHL)

418-Eureka (NHL)

LFeller:pt:4/1/85

Mulhern (WRO) (8000)

Chappell (WRO) (8000)

400 RF

418-San Francisco Port of

Embarkation (NHL)

418-Balclutha (NHL)



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

In Reply Refer To:
HJ4(418)

APR 3 1985

Memorandum

To: Regional Director, Western Regional Office

From: Chief Historian, WASO /S/ Edwin C. Bearss

Subject: Designations of Balclutha, Eureka, and San Francisco Port of Embarkation at Golden Gate National Recreation Area, and Lou Henry Hoover House, Stanford University, as National Historic Landmarks

We are pleased to inform you that the Secretary of the Interior designated the above properties as National Historic Landmarks on February 4, 1985.

Once again, we thank you and the Superintendent of Golden Gate National Recreation Area for making possible the excellent work done by Stephen Haller and James Delgado on the nomination studies of Balclutha, Eureka, and the Hoover House. We hope that such cooperative efforts will continue in the future.

cc: Chappell (WRO) (8000)
Pepin-Donat (WRO) (8000)

James Delgado
409 S. Jarvis Street
Greenville, North Carolina 27834

400 Reading File
418-BALCLUTHA (NHL)
418-SAN FRANCISCO PORT OF EMBARKATION (NHL)

Mulhern (WRO) (8000)
Steve Haller (GGNRA) (8140)
Glennie Wall (GGNRA) (8140)
Superintendent (GGNRA) (8140)
Chrysandra Walter (GGNRA) (8140)
001 Reading File
418-EUREKA (NHL)
418-HOOVER HOUSE
418-WAR IN THE PACIFIC (NHL Pending)

LFeller:pt:4/02/85

Feller disk 7: Item #26



United States Department of the Interior

NATIONAL PARK SERVICE

P.O. BOX 37127

WASHINGTON, D.C. 20013-7127

IN REPLY REFER TO:

H34(418)

APR 3 1985

Honorable Diane Feinstein
Mayor, City of San Francisco
City Hall
San Francisco, California 94102

Dear Mayor Feinstein:

I am pleased to inform you that the properties listed on the enclosed sheet have been found to possess national significance in the history of the United States. As a result, the Secretary of the Interior has designated them National Historic Landmarks.

The purpose of Landmark designation is to identify and recognize nationally significant sites and to encourage their owners to preserve them. Landmarks are chosen after careful study by the National Park Service. They are evaluated by the National Park System Advisory Board and designated by the Secretary of the Interior in accordance with the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966.

Designation as a National Historic Landmark automatically places a property in the National Register of Historic Places, if it is not already so listed, and extends to it the safeguards and benefits provided by the National Historic Preservation Act of 1966 and other Federal laws protecting historic properties.

We are pleased to include these properties on the roll of National Historic Landmarks as significant representatives of our nation's heritage.

Sincerely,

/s/ Edwin C. Bearss

Edwin C. Bearss
Chief Historian

Enclosure

~~IDENTICAL LETTERS HAVE BEEN SENT TO THOSE PEOPLE LISTED ON THE ATTACHED SHEET~~

cc: Regional Director (WRO) (8000)

Mulhern (WRO) (8000)

Stephen Haller, GGNRA

400 Reading File

418-War in the Pacific (NHL Pending)

418-Eureka (NHL)

LFeller:pt:3/30/85

Pepin-Donat (WRO) (8000)

Superintendent, GGNRA

001 Reading File

418-San Francisco Port of Embarkation (NHL)

418-Balclutha (NHL)

The Secretary of the Interior designated the following properties National Historic Landmarks on February 4, 1985:

1. San Francisco Port of Embarkation, Fort Mason, Golden Gate National Recreation Area, San Francisco, California
2. Sailing Ship Balclutha, Golden Gate National Recreation Area, San Francisco, California
3. Ferryboat Eureka, Golden Gate National Recreation Area, San Francisco, California

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☒ The owners of the Landmarks receive certificates of designation, and, upon application, will also be awarded bronze plaques. We are notifying the owners of the properties' designation and providing the appropriate application forms.



United States Department of the Interior

NATIONAL PARK SERVICE

P.O. BOX 37127

WASHINGTON, D.C. 20013-7127

IN REPLY REFER TO:
H34(418)

APR 8 1985

Honorable Sala Burton
House of Representatives
Washington, DC 20515

Dear Mrs. Burton:

I am pleased to inform you that the properties listed on the enclosed sheet have been found to possess national significance in the history of the United States. As a result, the Secretary of the Interior has designated them National Historic Landmarks.

The purpose of Landmark designation is to identify and recognize nationally significant sites and to encourage their owners to preserve them. Landmarks are chosen after careful study by the National Park Service. They are evaluated by the National Park System Advisory Board and designated by the Secretary of the Interior in accordance with the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966.

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We are pleased to include these properties on the roll of National Historic Landmarks as significant representatives of our nation's heritage.

Sincerely,

/Sgd/Jerry L. Rogers

Associate Director

Enclosure

IDENTICAL LETTERS HAVE BEEN SENT TO THOSE PEOPLE LISTED ON THE ATTACHED SHEET

cc: Regional Director (WRO) (8000)

Mulhern (WRO) (8000)

Stephen Haller, GGNRA

400 Reading File

418-War in the Pacific (NHL Pending)

418-Eureka (NHL)

LFeller:pt:3/30/85

Pepin-Donat (WRO) (8000)

Superintendent, GGNRA

001 Reading File

418-San Francisco Port of Embarkation (NHL)

418-Balclutha (NHL)

[A] Fort Mason

Honorable Sala Burton "Mrs. Burton"
House of Representatives
Washington, DC 20515

[A] Fort Mason

Honorable Barbara Boxer "Ms. Boxer"
House of Representatives
Washington, DC 20515

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United States Department of the Interior

NATIONAL PARK SERVICE

P.O. BOX 37127

WASHINGTON, D.C. 20013-7127

IN REPLY REFER TO:

H34(418)

APR 10 1985

Honorable Alan Cranston
United States Senate
Washington, DC 20510

Dear Senator Cranston:

I am pleased to inform you that the properties listed on the enclosed sheet have been found to possess national significance in the history of the United States. As a result, the Secretary of the Interior has designated them National Historic Landmarks.

The purpose of Landmark designation is to identify and recognize nationally significant sites and to encourage their owners to preserve them. Landmarks are chosen after careful study by the National Park Service. They are evaluated by the National Park System Advisory Board and designated by the Secretary of the Interior in accordance with the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966.

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Sincerely,

/Sgd/Jerry L. Rogers

Associate Director

Enclosure

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3. Lou Henry Hoover House, Palo Alto, California
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IDENTICAL LETTERS HAVE BEEN SENT TO THOSE PEOPLE LISTED ON THE ATTACHED SHEET

cc: Regional Director (WRO) (8000)
Pepin-Donat (WRO)(8000)
Superintendent, Golden Gate NRA
001 RF
400 RF
418-HOOVER HOUSE (NHL)

418-SAN FRANCISCO PORT OF EMBARKATION (NHL)

418-EUREKA (NHL)

LFeller:pt:4/1/85

Mulhern (WRO) (8000)
Chapell (WRO) (8000)
Chrysandra Walter, San Francisco Unit
Manager, Golden Gate NRA
418-WAR IN THE PACIFIC (NHL PENDING)
418-MANZANAR (NHL)

418-BALCLUTHA (NHL)

[A] California

Honorable Alan Cranston "Senator Cranston"
United States Senate
Washington, DC 20510

[A] California

Honorable Pete Wilson "Senator Wilson"
United States Senate
Washington, DC 20510



DEPARTMENT of the INTERIOR

news release

OFFICE OF THE SECRETARY

For Release April 26, 1985

Duncan Morrow 202/343-7394

SECRETARY HODEL DESIGNATES 12 LANDMARKS OF WORLD WAR II

Secretary of the Interior Don Hodel today announced designation of 12 sites relating to World War II in the Pacific as National Historic Landmarks.

"This designation," Hodel said, "is particularly appropriate in 1985, the 40th anniversary of the end of World War II. These sites reflect important events in the history of the Second World War. Each retains its essential character from the time of prominence in world history. Their recognition honors the contributions of all those who served in the Pacific Theater of the war. Each recalls elements of the complexity of the war itself."

The sites include locations in California, Alaska, and various Pacific Islands. Administered by the National Park Service, the National Historic Landmarks program confirms findings that certain sites and structures have been recognized to be significant in the Nation's history. Such designation does not affect the ownership or management of the properties, Hodel noted.

The 12 sites are:

- Attu Battlefield and U.S. Army and Navy Airfields on Attu, Attu Island, Alaska. Site of the only World War II battle fought on the North American continent.
- Japanese Occupation Site, Kiska Island, Alaska. This site, from which the Japanese withdrew after the U.S. reclaimed Attu, is also in the Aleutian Islands.
- San Francisco Port of Embarkation, California. Fort Mason, now part of Golden Gate National Recreation Area, was the principal point of departure for Central, South, and Southwest Pacific areas of the conflict. It was from here the attack on the Japanese in the Aleutians was also mounted.
- Manzanar War Relocation Camp, near Lone Pine, Owens Valley, California. The first of 10 war relocation camps established for protection against espionage and sabotage, Manzanar once held as many as 10,000 U.S. citizens and aliens of Japanese descent. Although most of the camp structures were razed, a few remnants can be seen today.

*Revised
press release
on Manzanar
was done*

(over)

World War II Landmarks--two

- Kodiak Naval Operating Base and Forts Greely and Abercrombie, Alaska. The two forts were constructed to strengthen the defense of Kodiak, the principal advance naval base in the North Pacific when World War II started.
- Dutch Harbor Naval Operating Base and Fort Mears, Amaknak Island, Alaska. These were the only U.S. defense facilities in the Aleutians at the time of the attack on Pearl Harbor.
- Ladd Field, vicinity of Fairbanks, Alaska. The first army airfield in Alaska, begun in 1938, Ladd Field was an important support facility and the site of research into the effects of cold weather on navigation and equipment maintenance.
- Kwajalein Island Battlefield, Republic of the Marshall Islands. ~~One of the first Japanese territories in the Pacific to be taken in battle.~~
- Roi-Namur Battlefields, Republic of the Marshall Islands. Also on Kwajalein Atoll, these islands were taken in the same invasion that brought Kwajalein Island under U.S. control.
- Truk Lagoon Underwater Fleet, Micronesia. Some 35 Japanese vessels were sunk by U.S. forces in an attack on Truk, having a significant impact on the Japanese fleet.
- Landing Beaches, Aslito/Isley Field and Marpi Point, Saipan, Mariana Islands. The capture of Saipan allowed the U.S. to penetrate Japan's inner defense line and forced the resignation of Japan's premier and cabinet.
- Peleliu Battlefield, Palau Islands, Republic of Palau. The battle for Peleliu marked the conclusion of the U.S. Central Pacific drive toward the Philippines. It was a particularly bitter engagement in which the Japanese held out for 74 days.

Designation of these sites follows recommendations made by a citizens advisory group, the National Park System Advisory Board, during its fall meeting.

-DOI-

Memorandum

JUL 26 1985

To: Regional Director, Western Region
Attention: National Historic Landmarks Coordinator
From: Director : William Penn Mott, Jr.

Subject: National Historic Landmark Plaque Applications

Single copies are enclosed of applications for plaques identifying the following National Historic Landmarks:

1. Sailing Ship Balclutha, San Francisco, California
2. Ferryboat Eureka, San Francisco, California
3. San Francisco Port of Embarkation, San Francisco, California
4. Lou Henry Hoover House, Stanford, California

We ask that you arrange to procure the National Historic Landmark plaques. Please provide the plaques to Stanford University and to the Superintendent of the Golden Gate National Recreation Area. We will forward the requisite National Historic Landmark certificates to you.

Enclosures

cc: 001 Reading File
400 Reading File
418 PLAQUES AND CERTIFICATES
Sailing Ship Balclutha, San Fran., CA (NHL)
Ferryboat Eureka, San Fran., CA (NHL)
San Francisco Port of Embarkation, San Fran., CA (NHL)
Lou Henry Hoover House, Stanford, CA (NHL)
Supt., ~~GNRA~~
JHCharleton:k kb:07-18-85
Diggs Disc No. 11, Item No. 39

MAY 20 1985

(Date)

Chief
Division of History
National Park Service
Department of the Interior
Washington, DC 20240

Dear Sir:

As the owner(s) of San Francisco Port of Embarkation

located in San Francisco San Francisco California
(city) (county) (State)

(I, We) hereby make application for a bronze plaque identifying the property as a National Historic Landmark.

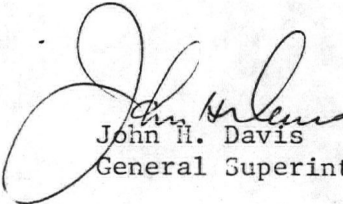
1. Fully conscious of the high responsibility to the Nation that goes with the ownership and care of a property classified as having national significance and worthy of National Historic Landmark status, (I, we) agree to preserve, so far as practicable and to the best of (my, our) ability, the historical values of the site that satisfy the criteria for national significance.

2. (I, We) agree to permit periodic inspection of the property by a representative of the National Park Service for the purpose of monitoring its integrity and the nature and degree of any threats thereto.

3. (I, We) agree that, should the Landmark designation ever be revoked in accordance with the procedures outlined in the National Historic Landmarks regulations, the bronze plaque and the certificate of designation will be surrendered upon request to the National Park Service.

4. (I, We) further agree to affix the plaque for public view and in an appropriate manner.

Sincerely,


John H. Davis
General Superintendent

OFFICE OF THE SECRETARY

For Release _____

Duncan Morrow 202/343-7394

SECRETARY CLARK DESIGNATES
12 LANDMARKS OF WORLD WAR II

Secretary of the Interior William C. Clark today announced designation of 12 sites relating to World War II in the Pacific as National Historic Landmarks.

"These sites," Clark said, "reflect important events in the history of the Second World War. Each is recognized as retaining the essential character of the sites at the time of the prominence in world history.

Their recognition honors the contributions of all those who served in the Pacific Theater of the war. Each recalls elements of the complexity of

the war itself. This designation is particularly appropriate in 1985, the 40th anniversary of the end of World War II.

The sites, including locations in California, Alaska, and various Pacific Islands. Administered by the National Park Service, the National Historic Landmarks program confirms findings that certain sites and structures have been recognized to be significant in the nation's history. Such designation does not affect the ownership or management of the properties, Clark noted.

The 12 sites are:

- Attu Battlefield and U.S. Army and Navy Airfields on Attu, Attu Island, Alaska. Site of the only World War II battle fought on the North American continent.
- Japanese Occupation Site, Kiska Island, Alaska. This site, from which the Japanese withdrew after the U.S. reclaimed Attu, is also in the Aleutian Islands.

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11/7

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1/17

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See note, P.2

Handwritten: Dick
1-28-85
W/Adm, P.1

Handwritten: #1

World War II Landmarks--two

- San Francisco Port of Embarkation, California. Fort Mason, now part of Golden Gate National Recreation Area, was the principal point of departure for Central, South, and Southwest Pacific areas of the conflict. It was from here the attack on the Japanese in the Aleutians was also mounted.

- Manzanar War Relocation Camp, near Lone Pine, Owens Valley, California. The first of 10 war relocation camps established for protection against espionage and sabotage, Manzanar once held as many as U.S. citizens and aliens of Japanese descent. Although most of the camps structures were razed, a few remnants can be seen today.

- Kodiak Naval Operating Base and Forts Greely and Abercrombie, Alaska. The two forts were constructed to strengthen the defense of Kodiak, the principal advance naval base in the North Pacific when World War II started.

- Dutch Harbor Naval Operating Base and Fort Mears, Amaknak Island, Alaska. These were the only U.S. defense facilities in the Aleutians at the time of the attack on Pearl Harbor.

- Ladd Field, vicinity of Fairbanks, Alaska. The first army airfield in Alaska, begun in 1938, Ladd Field was an important support facility and the site of research into the effects of cold weather on navigation and equipment maintenance.

Need
Number here

World War II Landmarks--three

- Kwajalein Island Battlefield, Republic of the Marshall Islands. One of the first Japanese territories in the Pacific to be taken in battle.
- Roi-Namur Battlefields, Republic of the Marshall Islands. Also on Kwajalein Atoll, these islands were taken in the same invasion that brought Kwajalein Island under U.S. control.
- Truk Lagoon Underwater Fleet, Micronesia. Some 35 Japanese vessels were sunk by U.S. forces in an attack on Truk, having a significant impact on the Japanese fleet.
- Landing Beaches, Aslito/Isley Field and Marpi Point, Saipan, Mariana Islands. The capture of Saipan allowed the U.S. to penetrate Japan's inner defense line and forced the resignation of Japan's premier and cabinet.
- Peleliu Battlefield, Palau Islands, Republic of Palau. The battle for Peleliu marked the conclusion of the U.S. Central Pacific drive toward the Philippines. It was a particularly bitter engagement in which the Japanese held out for 74 days.

Designation of these sites follows recommendations made by a citizens advisory group, the National Park System Advisory Board, during its fall meeting.

National Historic Landmark Studies for Review by the National Park System

Advisory Board -- October 22-26, 1984

I. Man-in-Space

24 site nominations in blue binder

II. Architecture

1. Bethesda Presbyterian Church, Camden, South Carolina
2. St. Marks Episcopal Church, Philadelphia, Pennsylvania
3. Church of St. James-the-Less, Philadelphia, Pennsylvania
4. Philadelphia's Masonic Temple, Philadelphia, Pennsylvania
5. Grey Towers, Glenside, Pennsylvania
6. Asa Packer Mansion, Jim Thorpe, Pennsylvania
7. Shadow Lawn, West Long Branch, New Jersey
8. Fontheill, Mercer Museum, and Moravian Pottery and Tile Works, Doylestown, Pennsylvania
9. Furness Library, School of Fine Arts, University of Pennsylvania, Philadelphia, Pennsylvania
10. Georgian Court, Lakewood, New Jersey
11. John Ballantine House, Newark, New Jersey

III. Recreation

1. G.W.G. Ferris House, Carson City, Nevada
2. Mapes Hotel, Reno, Nevada

IV. World War II in the Pacific

1. Hickam Field, Hawaii
2. Wake Island
3. Attu Battlefield and U.S. Army and Navy Airfields on Attu

4. Japanese Occupation Site, Kiska Island
5. San Francisco Port of Embarkation, California
6. Camp Pendleton Marine Corps Base Landing Beaches, California
7. Navy Yard, Puget Sound, Washington
8. Manzanar War Relocation Camp, California
9. Sitka Naval Operating Base and U.S. Army Coastal Defenses, Alaska
10. Kodiak Naval Operating Base and Forts Greely and Abercrombie, Alaska
11. Dutch Harbor Naval Operating Base and Fort Mears, Alaska
12. Ladd Field, Alaska
13. Adak Army Base and Adak Naval Operating Base, Alaska
14. Kwajalein Island Battlefield, Marshall Islands
15. Roi-Namur Battlefield, Marshall Islands
16. Truk Lagoon Underwater Fleet, Truk Atoll, Micronesia
17. Landing Beaches, Aslito/Isley Field, and Marpi Point, Saipan
18. Tinian Landing Beaches, Ushi Point Field, North Field, Tinian Island
19. Peleliu Battlefield, Palau Islands
20. B-29 Enola Gay, Smithsonian Institution, Garber Facility, Maryland
21. B-29 Bock's Car, Wright-Patterson Air Force Base, Ohio

V. Miscellaneous Site Studies

A. Presidential Sites

1. U.S. Grant Boyhood Home, Georgetown, Ohio
2. Pension Building, Washington, DC
3. Prospect, Princeton, New Jersey
4. Hoover House, Palo Alto, California
5. U.S. Car No. 1, Fort Lauderdale, Florida
6. Harry S Truman Farm Home, Grandview, Missouri

B. Ship and Boats

7. Sailing Ship Balclutha, San Francisco, California
8. ~~Ferryboat~~ Eureka, San Francisco, California

C. Military Affairs

9. Governors Island, New York, New York
10. Sayler's Creek Battlefield, Farmville and Burkeville, Virginia

D. Literature

11. The Wayside, Concord, Massachusetts
12. Arrowhead, Pittsfield, Massachusetts

E. Social and Humanitarian Movements

13. Father Flanagan's Boys Home, Boys Town, Nebraska