ROMBERG TIBURON CAMPUS
HISTORIC RESOURCE EVALUATION

TIBURON, CALIFORNIA
[17206]

PREPARED FOR:
SAN FRANCISCO STATE UNIVERSITY

PAGE & TURNBULL
imagining change in historic environments through design, research, and technology

JANUARY 26, 2018

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I. INTRODUCTION

This Historic Resource Evaluation (HRE) has been prepared at the request of San Francisco State University for the Romberg Tiburon Campus at 3150-52 Paradise Drive. The subject site is located on the Tiburon Peninsula in Marin County; it sits two-and-one-half miles north of downtown Tiburon, outside town boundaries. The site is directly southeast of Point Chauncey and encompasses Assessor Parcel Numbers 058/092/01; 058/061/04; 058/061/01; 058/100/64; 058/100/68; 058/100/067; 058/100/69; 058/100/70; and 059/241/07. The subject site sits within a BFC-RSP-1 (Residential, Single-Family Planned Bayfront) Zoning District; Land Use is 80: Tax Exempt.

Historically, the subject site was part of Miwok territory; by the mid-1800s it was included in the Rancho Corte de Madera del Presidio land grant. Beginning in 1877, the subject site functioned as a Lynde & Hough Co. codfish processing plant. In the early twentieth century, the site was utilized as a Naval Fuel Depot supplying coal for U.S. Navy vessels, a staging area for the John A. Roebling's Sons Co. as cables were reeled for the Golden Gate Bridge, and as the site of the California Maritime Academy. During World War II, a U.S. Naval Net Depot was established; anti-submarine, anti-torpedo and heavy indicator nets were constructed to defend American and allied harbors. Most notably, the depot produced nets that were strung across the mouth of the San Francisco Bay. Following World War II and the Korean War, atomic capabilities decreased the necessity of harbor defenses, and the Net Depot was closed in 1958. In the following decades, the site was used by various federal agencies including the National Oceanic and Atmospheric Administration (NOAA). Research efforts focused on marine minerals, seismology, and marine life. In 1978, the site was transferred to San Francisco State University (SF State). On November 20, 2017, the Romberg Tiburon Center for Environmental Studies was renamed the Romberg Tiburon Campus (RTC) and a new SF State research and service organization, the Estuary & Ocean Science Center, was established. Currently, the site is occupied by SF State's Estuary & Ocean Science Center which hosts two partner programs, NOAA's San Francisco Bay National Estuarine Research Reserve and the Smithsonian Environmental Research Center's Tiburon Lab. In addition, the Tiburon Fire Department and NOAA's Southwest Fisheries Science Center have space use agreements with SF State for two buildings on the campus. The subject site will be referred to as the Romberg Tiburon Campus throughout this report.

This report provides an in-depth discussion of the site's history; provides an intensive survey of the site; and evaluates extant buildings, structures, and features for eligibility to the National Register and California Register as individual resources and/or contributors to a vernacular cultural landscape. The site has not been previously formally evaluated for historic significance.

SITE DESCRIPTION

The 53-acre multi-parcel site is bordered by Paradise Drive and the Tiburon Uplands Preserve to the west, the San Francisco Bay to the east, and private property to the north and south **(Figure 1-Figure 5)**.[1] Buildings, structures and features are distributed throughout the site. The site slopes steeply from west (Paradise Drive) to east (San Francisco Bay). The site's hilly topography places some buildings at higher elevations, including but not limited to: Building 39, Building 53 (Bay Conference Center), and the Building 20 (Ohrenschall Guest House). Stepped pathways are located throughout the site. Two gated entrances from Paradise Drive provide access to the site; the south entrance is for 3150 Paradise Drive and the north entrance is for 3152 Paradise Drive. The two paved main roadways merge near Building 11 before terminating at the waterfront slab. Offshoots provide access to the former Building 78 (behind and above Bldg. 36), the former Building 51 area at the North end of the property, and the area near Building 30.

[1] Paradise Drive largely defines the site's western boundary, with the exception of a small triangular parcel of approximately 0.8 acres, located west of the road.

Several buildings are located at the edge of the San Francisco Bay, including the Greenhouse, Building 40 (the Art Department Storage Building, previously occupied by the Ceramics Department), and Building 54 (the Theater Building). The main slab area west of the waterfront is flat, as is the concrete expanse at the former north wharf and Building 51 area. Several buildings are clustered around the slab area, including Building 21, Building 22, Building 27, Building 36, Building 74 and 74A, Building 86, Building 54, and the Greenhouse.

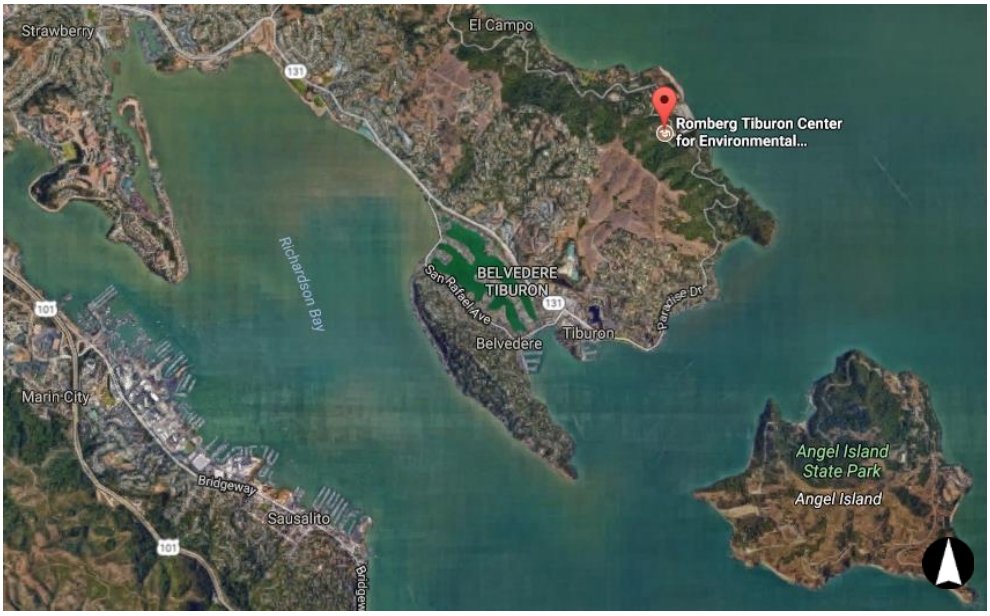

Figure 1: Subject site within the context of its surroundings.
Source: Google Maps, 2017.

Figure 2: Detail of subject site. Source: Google Maps, 2017.

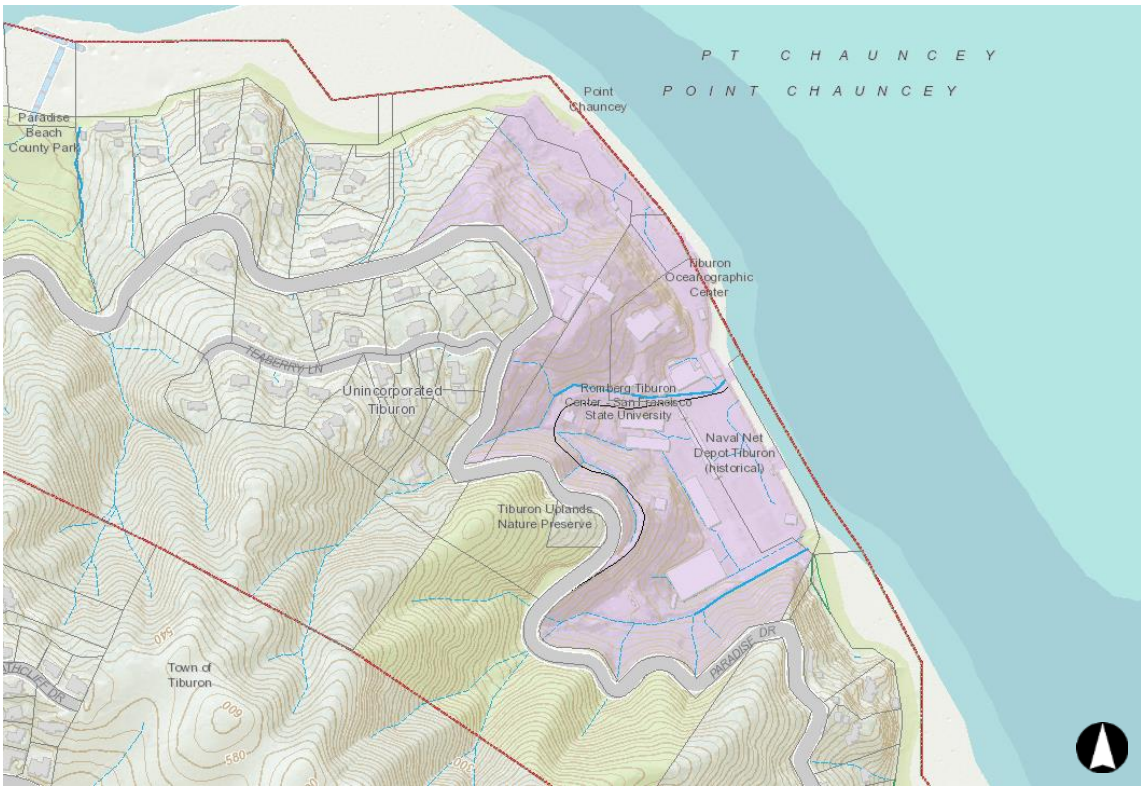

Figure 3: Subject site, shaded purple.
Source: https://www.marinmap.org/Html5Viewer/Index.html?viewer=smmdataviewer

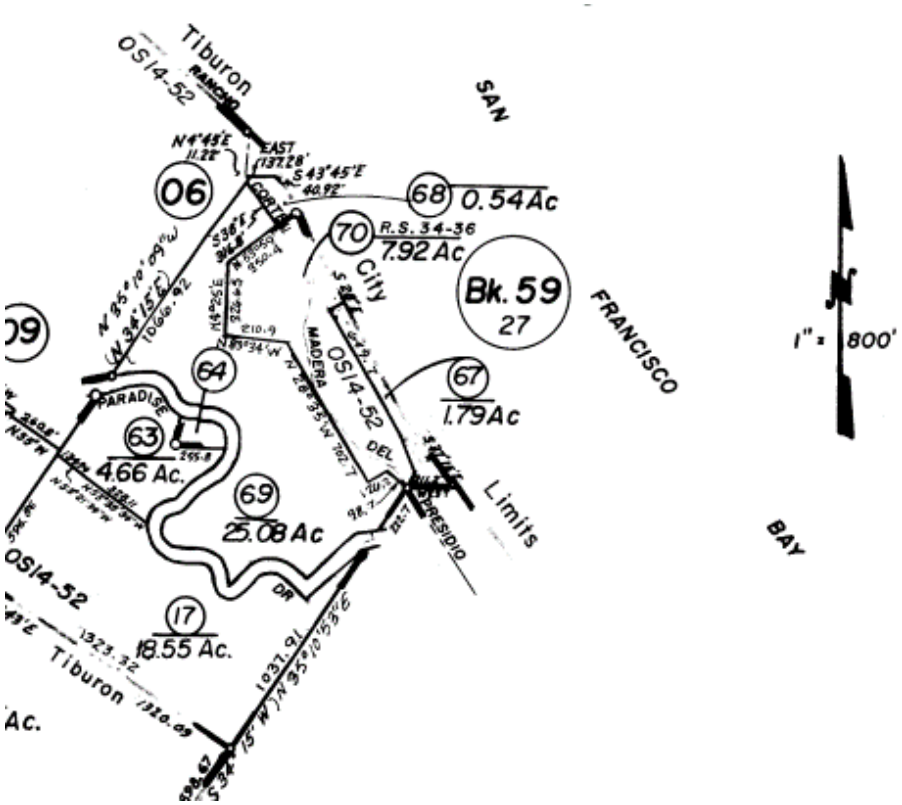

Figure 4: Assessor Map for Block 100.
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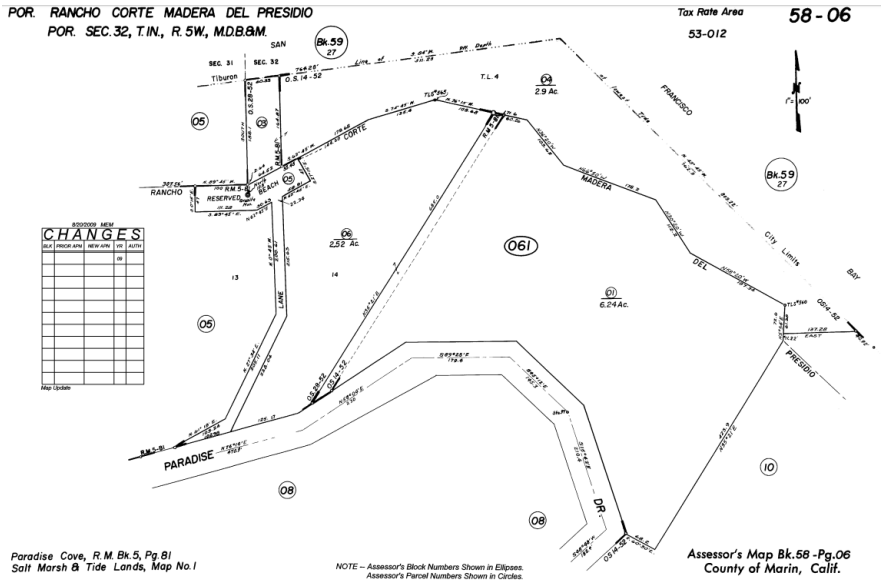

Figure 5: Assessor Map for Block 61.
Source: http://www.marinmap.org/Planner/queryRM.aspx?PID=058-061-01

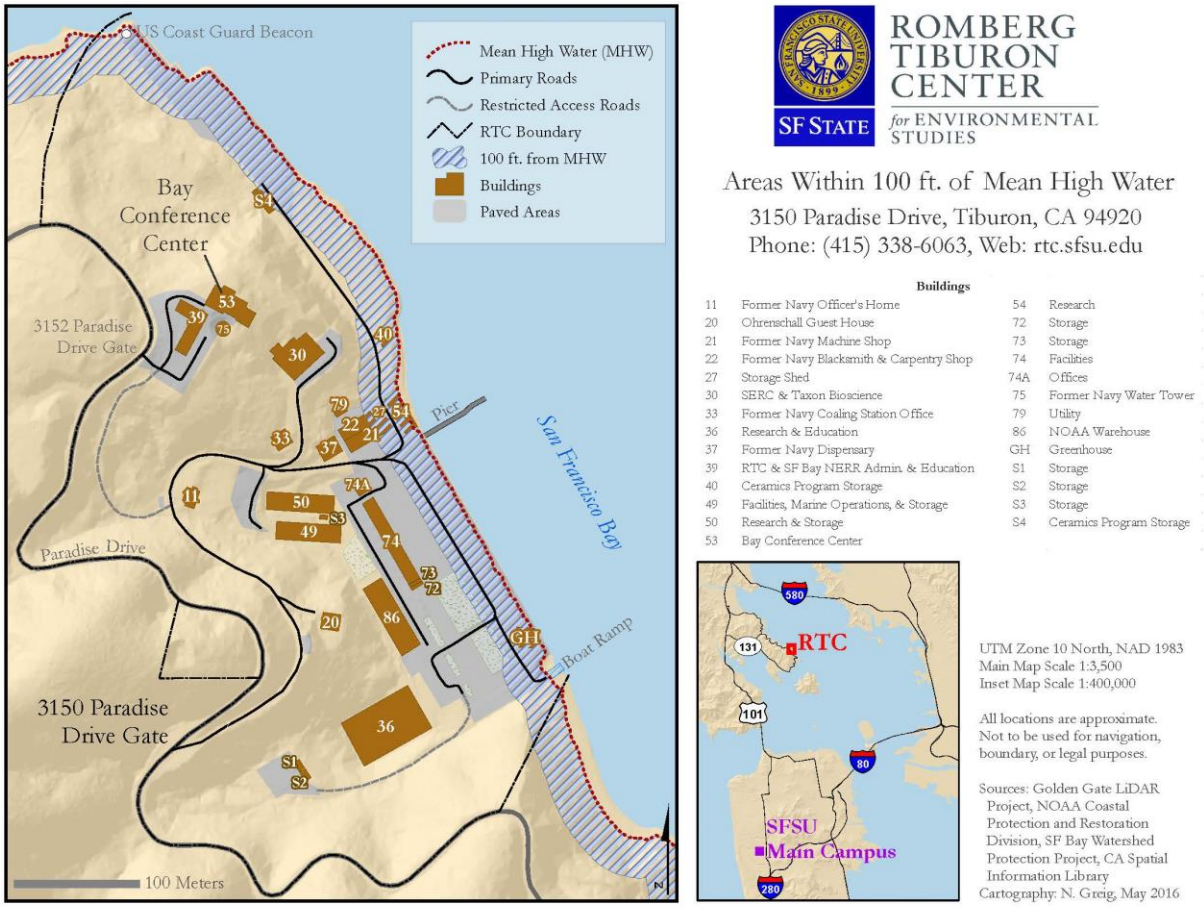

Figure 6: Site Map with Buildings labeled, 2016. Source: SF State.

METHODOLOGY

This report follows a typical outline for Historic Resource Evaluation reports, in combination with guidelines for cultural landscape evaluation derived from *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* and *National Register Bulletin No. 18: How to Evaluate and Nominate Designed Historic Landscapes*. The report includes a detailed historic context, followed by an evaluation of a cultural landscape for eligibility to the National Register of Historic Places and California Register of Historical Resources, as well as evaluations of individual significance for buildings and structures on the site.

Page & Turnbull prepared this report using research collected at the Belvedere-Tiburon Landmarks Society, onsite archives, and online sources such as the County of Marin Planning website. Page & Turnbull conducted a site visit in August 2017 to review the existing conditions of the property and formulate the descriptions and assessments included in this report. All photographs were taken by Page & Turnbull in August 2017.

SUMMARY OF FINDINGS

Nearly all extant buildings and structures were constructed under ownership of the U.S. Navy and date to the site's use as a Fuel Depot, which spanned from 1904 to 1931, or as a Net Depot, which spanned from 1940 to 1958. Thus, the site has been identified as the U.S. Navy Fuel Depot and Net Depot Cultural Landscape, which is eligible for listing in the National Register of Historic Places and California Register of Historical Resources under Criterion A/1 (Events) with a period of significance from 1904 to 1958. Most extant buildings, structures and features are contributing historic resources. In addition, Buildings 22, 49, 50 and 54 have been found individually eligible for listing in the National Register of Historic Places and California Register of Historical Resources under C/3 (Design/Architecture). These identified individual resources and the U.S. Navy Fuel Depot and Net Depot Cultural Landscape are thus considered historic resources for the purposes of CEQA review.

II. CURRENT HISTORIC STATUS

The following section examines the national, state, and local historical ratings currently assigned to buildings or structures within the subject property areas.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places (National Register) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

None of the buildings, structures, or features on the subject site have been evaluated or formally listed in the National Register.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

None of the buildings, structures, and features on the subject site have been evaluated or formally listed in the California Register.

CALIFORNIA HISTORICAL RESOURCE STATUS CODE

Properties listed by, or under review by, the State of California Office of Historic Preservation are assigned a California Historical Resource Status Code (Status Code) between "1" and "7" to establish their historical significance in relation to the National Register of Historic Places (National Register or NR) or California Register of Historical Resources (California Register or CR). Properties with a Status Code of "1" or "2" are either eligible for listing in the California Register or the National Register, or are already listed in one or both of the registers. Properties assigned Status Codes of "3" or "4" appear to be eligible for listing in either register, but normally require more research to support this rating. Properties assigned a Status Code of "5" have typically been determined to be locally significant or to have contextual importance. Properties with a Status Code of "6" are not eligible for listing in either register. Finally, a Status Code of "7" means that the resource either has not been evaluated for the National Register or the California Register, or needs reevaluation.

None of the buildings, structures, and features on the subject site are listed in the California Historic Resources Information System (CHRIS) database with a status code (last updated in April 2012), which means they have not been evaluated with findings submitted formally to the California Office of Historic Preservation.

PRELIMINARY EVALUATION BY THE NATIONAL PARK SERVICE

On March 15, 2013, National Park Service (NPS) Chief of Cultural Resources Abby Sue Fisher and NPS Park Historian Stephen Haller visited the Romberg Tiburon Campus at the request of NPS Superintendent Frank Dean to informally assess the property for its cultural resource values. Fisher and Haller toured the site and prepared a letter to Superintendent Dean, excerpted below:

> The tour only reinforced our impression of the historic significance of the site for its role in the maritime and military history of the Bay Area, and left us with the impression that the integrity of the many remaining buildings is extraordinarily high. The materials, feeling, setting, workmanship, and location all still clearly convey the aspects of the site's Naval past, and the collection of extant World War II buildings is extraordinary. There appears little doubt that the site possesses enough significance and integrity to qualify as a historic property under the National Register criteria or under the similar criteria of the California Register of Historical Resources…In summary, the Romberg Tiburon Center is a property with a significant maritime and military history in need of further historic assessment.[2]

[2] "Trip Report to Romberg Tiburon Center," Letter to Superintendent from Chief, Cultural Resources and Park Historian of United States Department of Interior (March 15, 2013).

III. HISTORIC CONTEXT

TIBURON HISTORY

Prior to 1830, approximately three thousand years before the arrival of Europeans, Coastal Miwok villages dotted the Tiburon peninsula. Shell mounds, waste and burial grounds, bone whistles, cooking stones, mortars, scrapers and spearheads have been unearthed from this period. With the arrival of the Spanish in the late 1700s, Native Americans are thought to have lived under the Spanish mission system, cultivating vegetables and tending livestock for the local San Rafael mission in exchange for food, protection and clothing. In 1831, Irishman John Thomas Reed—a Spanish-speaking Catholic—was granted provisional permission to occupy a former pasture of the San Rafael Mission called the Rancho Corte de Madera del Presidio ("where the wood is cut for the Presidio") **(Figure 7)**. Reed's title to the Rancho Corte Madera del Presidio was confirmed in 1856. The 8,578-acre rancho included all of present day Tiburon (except for Angel Island), Belvedere, Strawberry, part of Mill Valley, all of Corte Madera, and all of old Larkspur as far as Corte Madera Creek opposite the present site of College of Marin.[3]

Figure 7: Map showing Corte Madera del Presidio (ca.1856). Source: Source: "Images of America: The Tiburon Peninsula" by Branwell Fanning. p.11.

First recorded on a map as "Punta de Tiburon," or Shark Point, Point Tiburon remained isolated until 1884, when Peter Donahue's San Francisco and San Rafael Railroad line was constructed as an extension of the San Francisco and North Pacific Railroad. Point Tiburon became a railroad town complete with a depot, train sheds, a roundhouse, shops, a wharf, a ferry slip, a saloon, and a post office. The town's first election was held in 1884; 44 residents voted. [4] In 1888, the town's first church was constructed **(Figure 8)**. St. Hilary's Roman Catholic Church was designed in Carpenter's Gothic style and built on land donated by Dr. Benjamin F. Lyford and his wife, Hilarita Reed Lyford (daughter to John Thomas Reed). Much of the peninsula was utilized for cattle and dairy ranching. Later, parcels of the original rancho were sold to businesses and individuals. The population of Tiburon grew slowly throughout the early twentieth century, but did not experience high levels of growth (seen in nearby Belvedere and Mill Valley) until shortly after the end of World War II.

[3] Branwell Fanning, "Timeline." http://landmarkssociety.com/history/timeline/
[4] "Tiburon," *Marin County Almanac*. Thacher Publishing (1976).

Figure 8: St. Hilary's Roman Catholic Church, Tiburon (ca.1930s). Source: https://calisphere.org/item/27461d9f0fab48b378b151acd7dbb78a/.

The 1950s saw contested development projects and subsequent conservation drives. Most notably, a development plan to fill tidelands of Richardson Bay between the Tiburon Peninsula, Belvedere and Strawberry was defeated. The open water area is now part of the 900-acre Richardson Bay Audubon Center & Sanctuary **(Figure 9)**. A 1950s campaign to preserve Angel Island was also successful, and the island's development as a state park began.

Figure 9: Tiburon peninsula (1956). Source: "Images of America: The Tiburon Peninsula" by Branwell Fanning.

The City of Tiburon was officially incorporated on June 23, 1964 with a population of 6,090. Incorporation proposals had previously been rejected by voters, but a gerrymander of the boundaries eliminated most opposition. Voters approved Tiburon's incorporation to include 13.8 square miles of land and water and exclude many shoreline properties (including the subject site). Tiburon's railroad period came to an end in 1967 with the closure of rail service and the rails removed. Tiburon's Master Plan, the General Plan, and Zoning Ordinance were also adopted in 1967.[5]

EARLY SITE HISTORY

Miwok

Native Americans who first settled in Marin County called themselves the Mewah, which translates to "the people." Spanish explorers called them the Miwok, or Mewan. The earliest human inhabitants of the subject site are believed to be Coastal Miwok of the Coon Tribe (so named by white settlers because of their racoon headwear).[6] [7] While most Miwok archeological remains are clustered in nearby Paradise Cove, shell middens appear to evidence inhabitation of Point Chauncey, the northern boundary of the subject site.[8] [9] Research did not uncover additional information about the Miwok inhabitation of the subject site, and no built resources remain.

Reed Cattle and Dairy Ranchlands

Between 1831 and the 1880s, the subject site was part of John Thomas Reed's landholdings that made up the Rancho Corte de Madera del Presidio.[10] During this period, Reed's landholdings were likely leased to multiple individuals for the primary purpose of cattle and dairy ranchlands. A Salt Marsh and Tidelands map of Marin County from 1870 appears to depict a cluster of houses as well as a brick kiln near the subject site; old bricks that may have been produced by this kiln can be identified at the site either partially buried or exposed along the shore during low tides **(Figure 10-Figure 11)**.[11] [12] Research did not uncover additional information about the houses or brick kiln, nor evidence of any extant built resources from this period.

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[5] Fanning, "Timeline."
[6] "First Families," *Shark Point – High Point*, Marin County Archives (1958). p. 4. http://files.usgwarchives.net/ca/marin/history/1958/sharkpoi/ifirstfa511nms.txt
[7] Many maps depict the waterway between the Tiburon Peninsula and Angel Island as "Racoon Strait." See Figure 10.
[8] "RTC's Historical Location: From Cod to Copepods," *Bayside* (Fall 2012) p.4.
[9] Jeanne Price, "Getting to Know an Old Neighbor," *The Ark* (October 30, 1985).
[10] Ibid. When Reed died in 1843 his descendants inherited the landholdings.
[11] Local historian Susan Smith dates the brick kiln to pre-1834; historian Branwell Fanning dates the brick kiln to 1860.
[12] The map depicts sections of green and yellow directly off the shoreline; though no explanatory text is provided, the map key associates W.T. Coleman (green) and S.R. Throckmorton (yellow) with these identified areas.

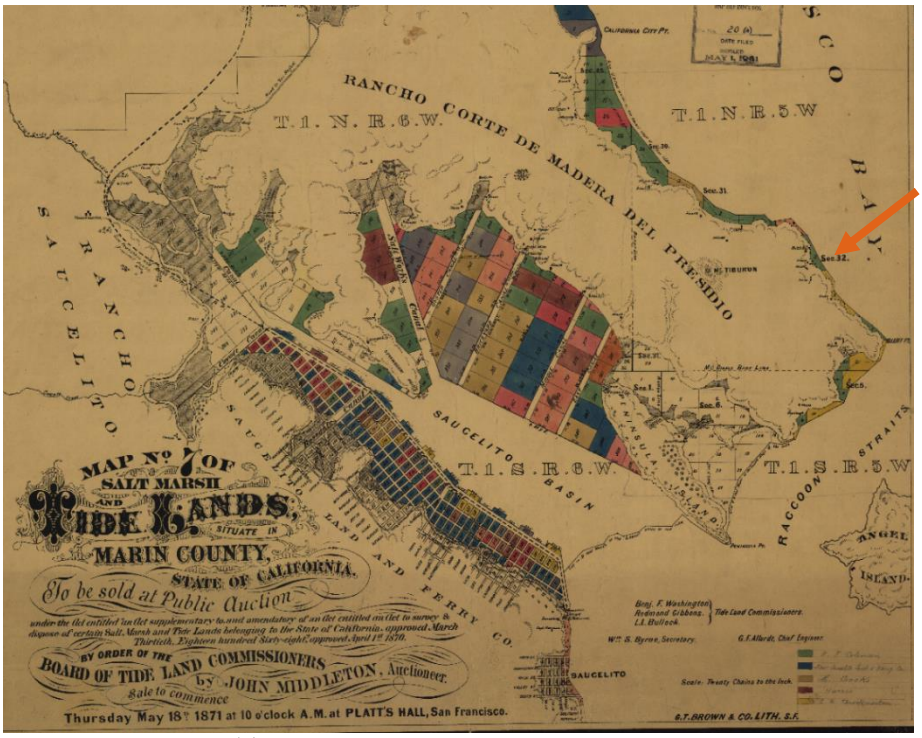


Figure 10: Salt Marsh and Tidelands of Marin County map (1870). Orange arrow pointing to approximate subject site. Source: http://www.slc.ca.gov/info/Tidelands/maps/LRT0057_A_2.pdf

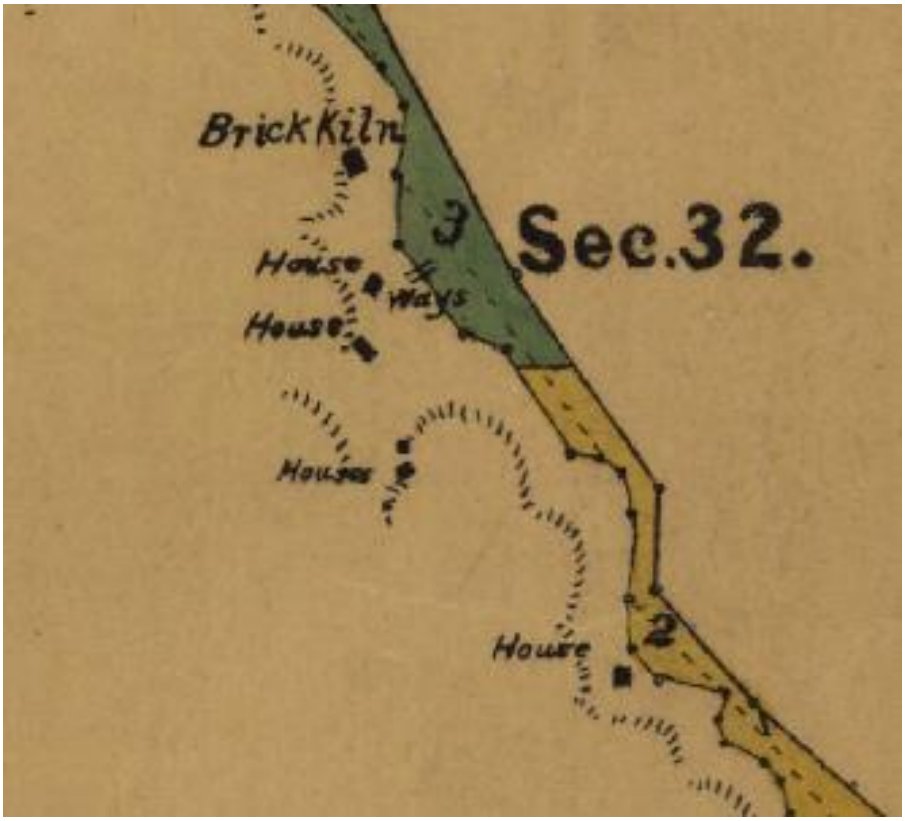


Figure 11: Detail of Salt Marsh and Tidelands of Marin County map (1870). Source: http://www.slc.ca.gov/info/Tidelands/maps/LRT0057_A_2.pdf

Lynde & Hough Co.

Pacific cod were first reported in Alaskan waters in the 1700s, but were not commercially targeted due to the abundance of available salmon. By the 1800s, Pacific cod were recognized as a profitable commodity **(Figure 12)**. The 1867 purchase of Alaska from Russia resulted in the tripling of cod fishing efforts. In 1877, the subject site was purchased by William C. Lynde and Howard M. Hough, of the codfish firm Lynde & Hough Co.[13] Lynde & Hough subsequently constructed the Pioneer Fish Warehouse to dry, process, and ship codfish. Lynde & Hough had a fleet of at least 19 vessels supporting their codfish operation, which was one of the largest of its kind on the West Coast.[14] By 1882, the three principal firms engaged in the Pacific codfish industry were Lynde & Hough, Thomas W. McCollam & Company, and the Nicholas Bichard Company. All three plants were located in the Belvedere-Tiburon area.

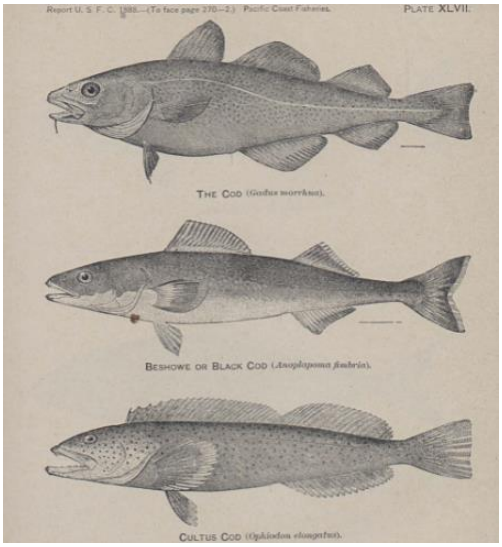


Figure 12: Cod species (1888). Source: "Report of the Fisheries of the Pacific Coast of the U.S.," U.S. Commission of Fish and Fisheries, Part XVI, by J.W. Collins.

Located eight miles north of San Francisco, the subject site provided an ideal setting for cod processing and packing **(Figure 13- Figure 17)**. The site consisted of 50 acres and tidelands and offered a sheltered cove adjacent to a deep water channel.[15] Lynde & Hough built necessary infrastructure to support the Pioneer Fish Warehouse, including a pile wharf (140 feet long and 100 feet wide) with a platform on three sides for receiving and discharging cargoes.[16] The wharf was nearly completely covered by a long two-story building flanked by low, sloping sheds with a capacity for storing 1,200 tons of salted fish stored in redwood barrels. The upper floor of the warehouse consisted of sail loft and storage rooms for dories and fishing gear. A windmill on the wharf supplied salt water that was used for pickling fish. On land, a two-story warehouse was built to receive shipments of fish for processing. Drying racks, or "flakes" were located on the south side of the warehouse so that cod could be cured and dried in the open air and sun. The site included two flake yards that were used for spreading up to nine tons of cod for drying. Though the Pioneer Fish Warehouse specialized in cod, other types of boneless fish such as herring were also processed. Fish were shipped to the East Coast where they were made into cod liver oil.

[13] Lynde & Hough Co. bought their first lot of tidelands in 1877; five years later they purchased fifty acres of adjacent land for $10,000 from Dr. Benjamin Lyford; more tidelands were added in 1897.
[14] Susan Smith, "NOAA Fisheries Research Laboratory at Tiburon: History of the Site and Present Activities" Administrative Report No. 1-82-0 1 (August 1982). https://swfsc.noaa.gov/publications/FED/00164.pdf
[15] The water immediately offshore of the subject site is between approximately 24 and 38 feet deep.
[16] Louise Teather, "Codfishery to Oceanographic Center," Belvedere-Tiburon Landmarks Society (1967). p.1.

Lynde & Hough's Pioneer Fish Warehouse employed as many as 75 employees, most of whom lived onsite in cottages and bunkhouses scattered around the property. No women or children lived on the site. The settlement was provisioned by an extensive vegetable garden, ten Jersey cows for milk and butter, 300 hens for eggs and poultry, a piggery with 150 hogs supplying fresh and salt pork, a flower garden and even a vineyard on the hillside. Tiburon Mountain springs provided the site with fresh water held in a 1.5 million-gallon reservoir 180 feet above the wharf. A system of pipes supplied the various buildings.[17]

In 1898, Lynde & Hough Co. merged with McCollam Fishing & Trading Co. to form the Union Fish Co.[18] The merger brought nine salt cod fishing stations in the Aleutian Islands and two codfish and warehouse operations in the San Francisco Bay under singular ownership.[19] The subject site continued to operate as one of the three largest codfish curing plants on the West Coast until 1904.[20]

Figure 13: Lynde & Hough flake yard (1888-89). Source: Belvedere-Tiburon Landmarks Society.

[17] SFSU, "Early History of the Pacific Cod Fishery at SF State's Tiburon Campus," *Bayside* (Fall 2016).
[18] Ibid.
[19] Union Fish Company eventually consolidated their San Francisco Bay operations to Belvedere Island, across from Sausalito. The Belvedere site became known as Union City; it burned down and was abandoned in the 1930s. The Union Fish Company is still in business today as a major purveyor of frozen seafood.
[20] Lorie Laurence, "Tiburon's Submarine Net," *Independent Journal* (December 31, 1999).

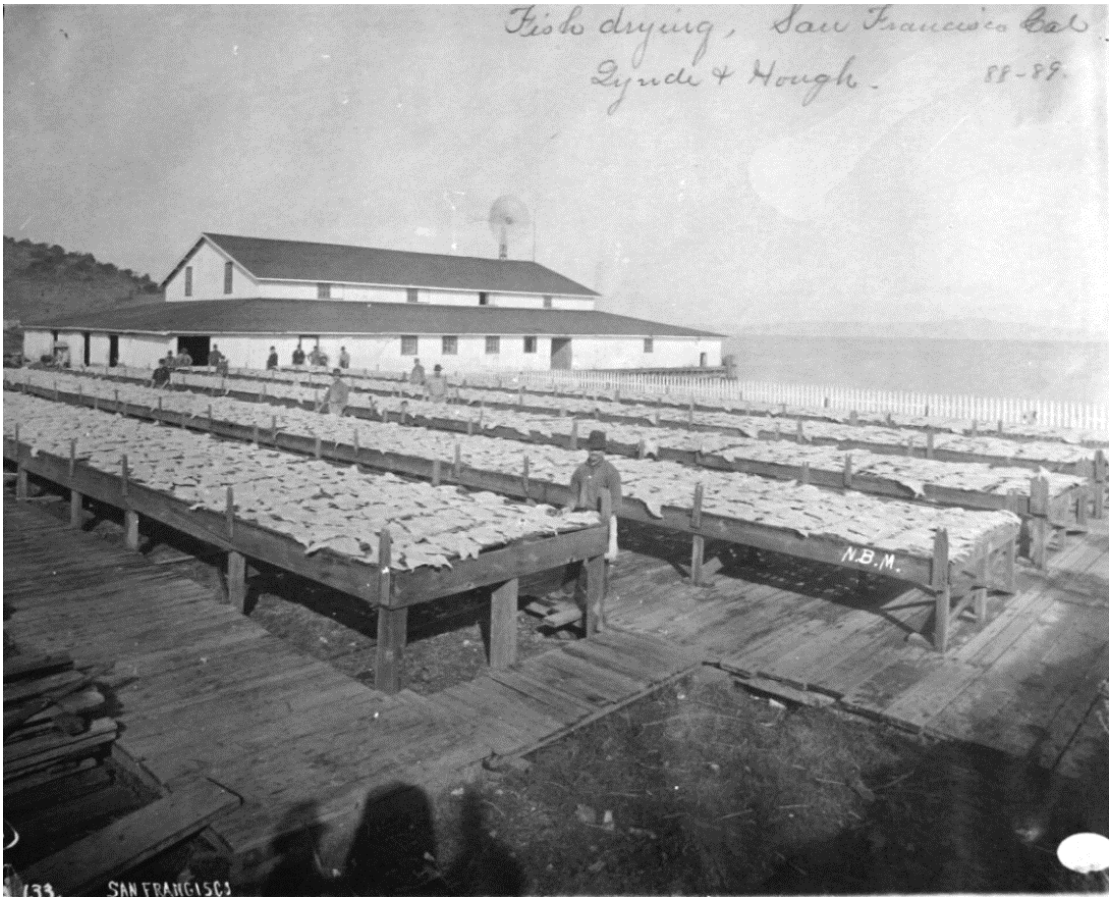


Figure 14: Lynde & Hough flake yard (1888-89). Source: Belvedere-Tiburon Landmarks Society.

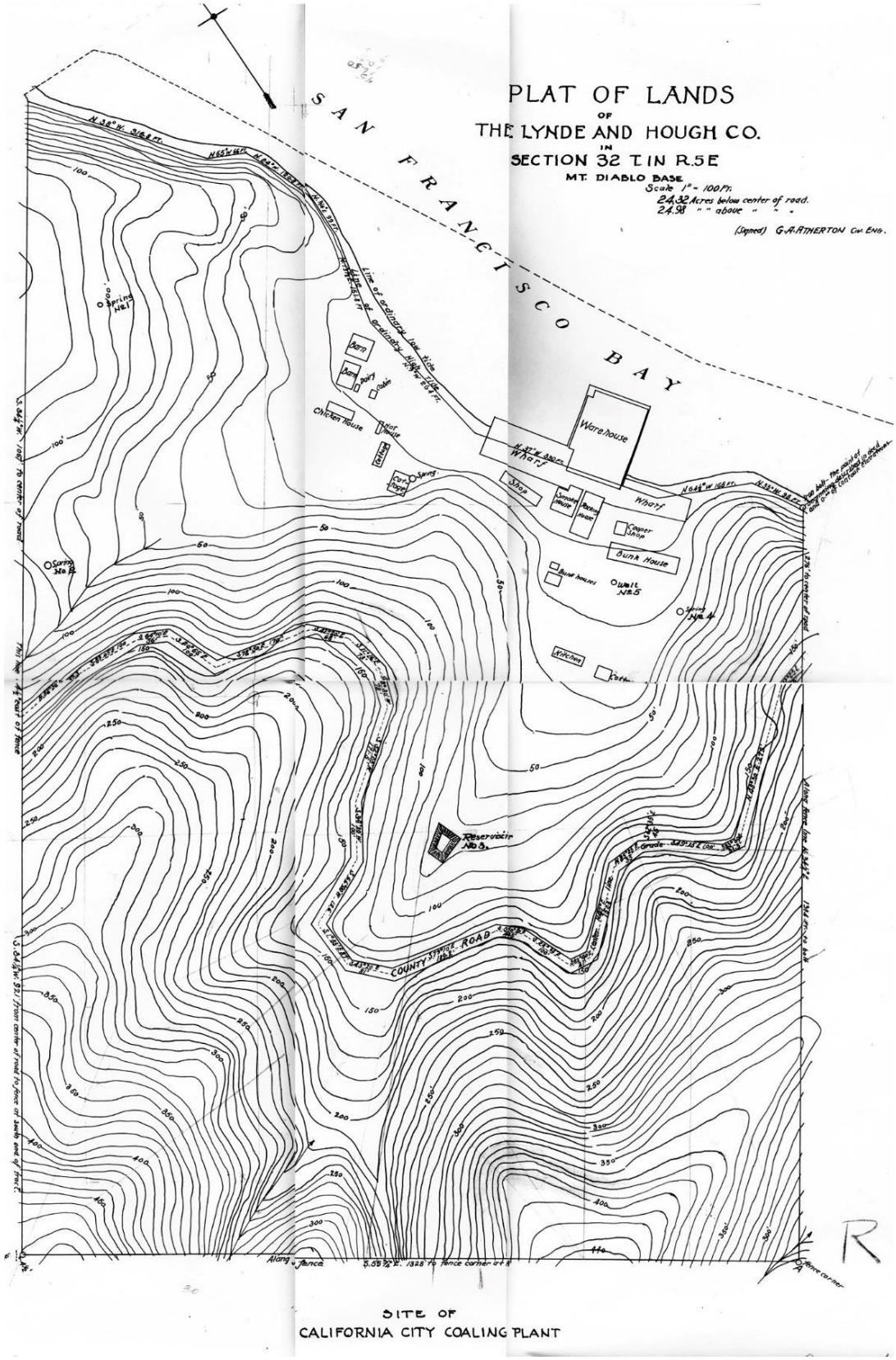


Figure 15: Detail of the Lynde and Hough Co. plat, surveyed by G.A. Atherton (1900). Source: Belvedere-Tiburon Landmarks Society.

Figure 16: Three schooners moored in front of Lynde & Hough plant, unloading cod to be dried and processed (1904). Source: Belvedere-Tiburon Landmarks Society.

Figure 17: Lynde & Hough plant (1904). Source: Belvedere-Tiburon Landmarks Society.

U.S. NAVY FUEL DEPOT, 1904-1931

The United States government acquired the 50-acre site from Lynde & Hough on June 30, 1904, at a cost of $80,000 **(Figure 18)**.[21] The site was repurposed for use by the U.S. Navy, who would be the near-continuous occupant until 1958, with interim occupancy by the California Maritime Academy and the John A. Roebling's Sons Co. during the 1930s). The U.S. Navy first used the site as a Naval Fuel Depot from 1904 to 1931, and then as a Naval Net Depot from 1940 to 1958. When the Lynde & Hough property was transferred to the U.S. Government in 1904, many Lynde & Hough buildings were initially retained, though by 1907 the wharf building was partially demolished **(Figure 19-**

[21] Though other dates have been publicized (1903 and 1905), 1904 appears to be the accurate date.

Figure 22). As the U.S. Navy began constructing a Fuel Depot, all codfish-era buildings were replaced by coal storage and transportation infrastructure. Paradise Drive is labeled on historic maps from 1900, 1904 and 1921 as "Country Road."

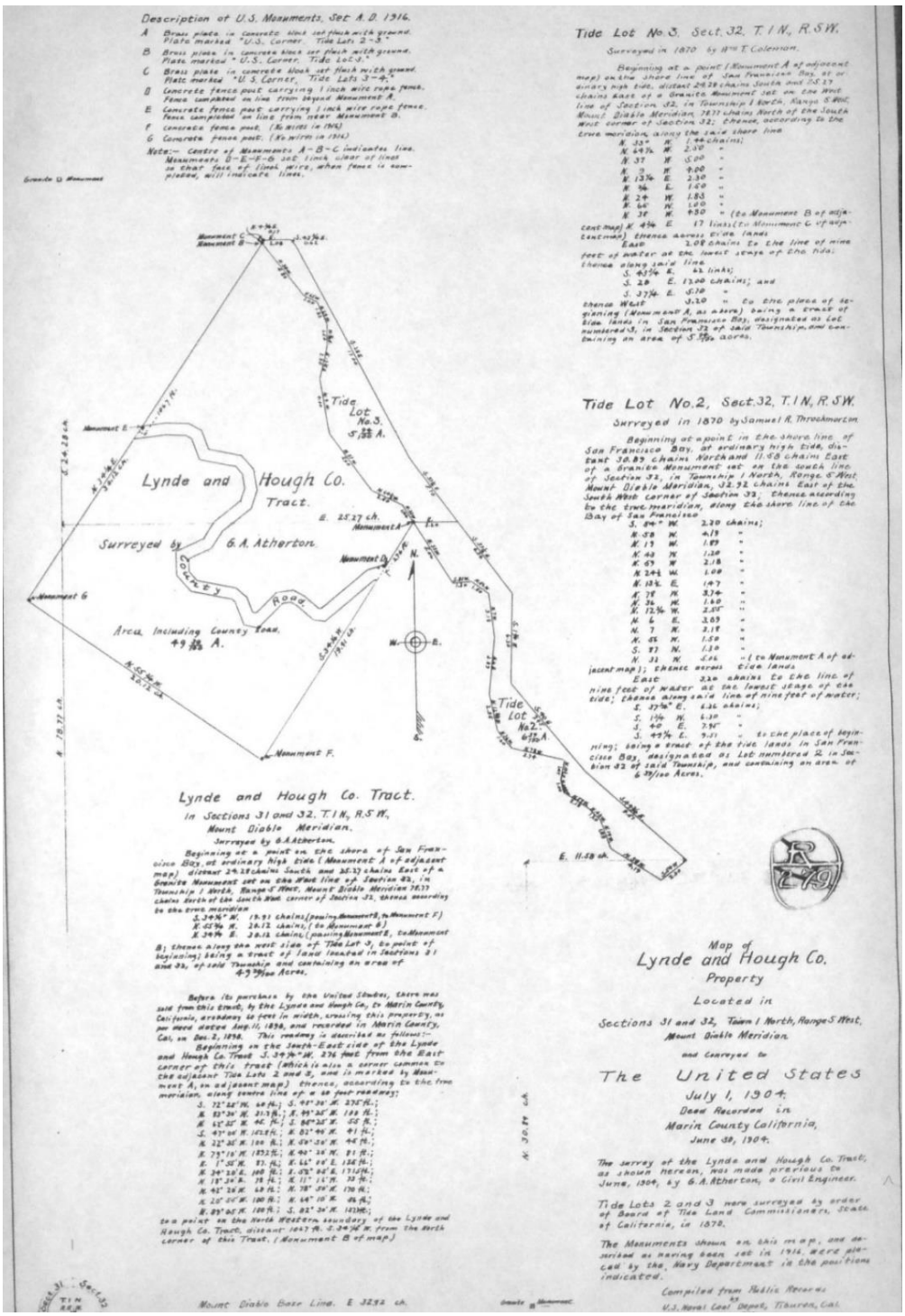


Figure 18: Map of Lynde & Hough Co. property conveyed to U.S. government (1 July 1904). Deed recorded in Marin County, CA, June 30, 1904. Source: Belvedere-Tiburon Landmarks Society.

Figure 19: Former Lynde & Hough Co. buildings (6 March 1906). Source: Belvedere-Tiburon Landmarks Society.

Figure 20: Subject site, view looking north (1 September 1906). Building 20 (currently, the Ohrenschall Guest House) at middle left. Source: Navy Collection, National Archives.

Figure 21: Wharf (1 July 1907). Source: Belvedere-Tiburon Landmarks Society.

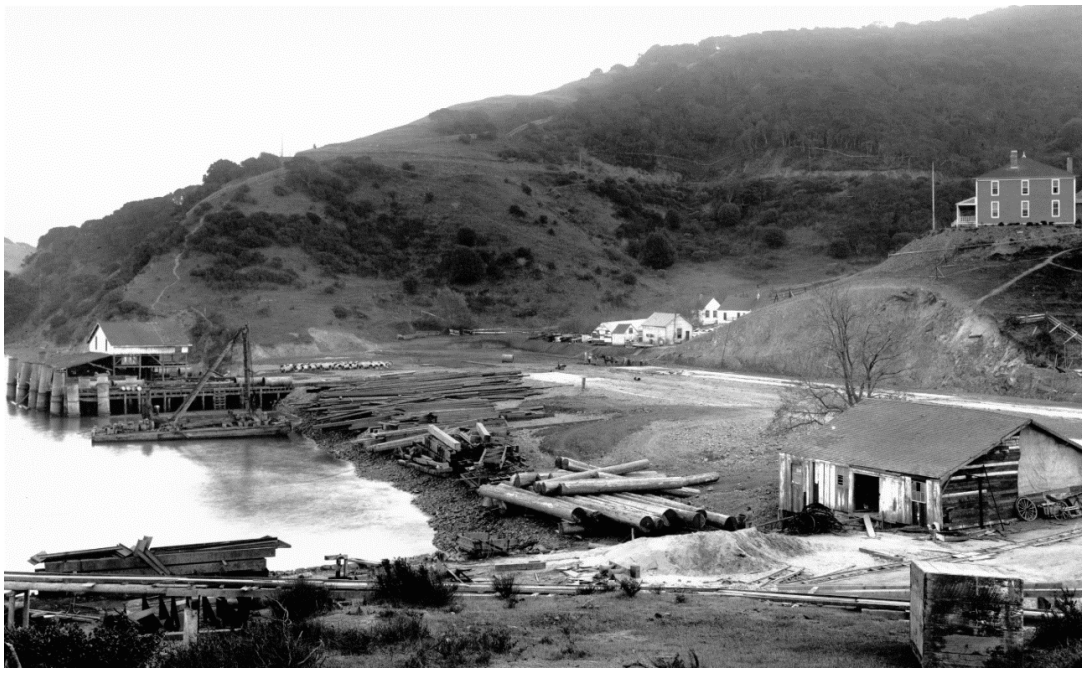


Figure 22: Subject site. Building 20 atop hill at right (currently, the Ohrenschall Guest House) (30 November 1907). Source: Belvedere-Tiburon Landmarks Society.

By 1908, the site had been adequately developed and the Naval Fuel Depot was formally commissioned as the first naval coaling station on the Pacific Coast.[22] At the time, the site was known as California City; however, the California City tract of 320 acres laid out by Benjamin R. Buckelew in 1850 was actually north of this site – a little more than three miles north along the present Paradise Drive. California City Point is now Paradise Cay.[23]

Construction began on a coaling dock, large gantry crane, underwater coal bunkers and overhead coals derricks, an L-shaped wharf-trestle, coal-hoisting tower, cable railway, and power plant **(Figure 23)**. In the 1908 Annual Report, the Secretary of the Navy reported that coal storage capacity was at 20,000 tons and predicted, "this coal depot will probably prove itself the most important place for coaling ships of war on the Pacific Coast."[24] Other coaling stations were located at Sitka, Puget Sound, and Mare Island. Where cod drying racks previously stood, thousands of tons of coal were stored in massive piles, awaiting Navy vessels that came to refuel. Because steaming coal appropriate for U.S. Navy vessels had not been discovered on the West Coast, all coal stored at the subject site was shipped all the way from the East Coast.

[22] "Tiburon Net Depot," Navy Collection at National Archives.
[23] Teather, Part I, p.3.
[24] Teather, Part II, p1.

Figure 23: Subject site (ca.1908). Source: RTC Archives.

A parade of U.S. Navy warships entered the San Francisco Bay at noon on May 6, 1908 **(Figure 24-Figure 25)**. The parade included 42 vessels, including 16 battleships of the "Great White Fleet," armored cruisers, gunboats, and other ships of the Pacific Fleet. Because the Panama Canal was not yet completed, the Great White Fleet had passed through the Straights of Magellan and stopped in Chile, Peru, and Mexico, then San Diego, Los Angeles, Santa Barbara, Monterey, and Santa Cruz, before reaching San Francisco. President Theodore Roosevelt had ordered the fleet to circumnavigate the globe as a goodwill gesture, as well as to demonstrate America's naval prowess. Many of the vessels had stark white hulls, hence the name "Great White Fleet."[25] The fleet was serviced with coal from the newly constructed coaling station.[26] Historian Branwell Fanning wrote, "One by one, they came in to take on a load of coal…on July 7, 1908, they left on a nine-day voyage to Honolulu, then on to Auckland, New Zealand."[27]

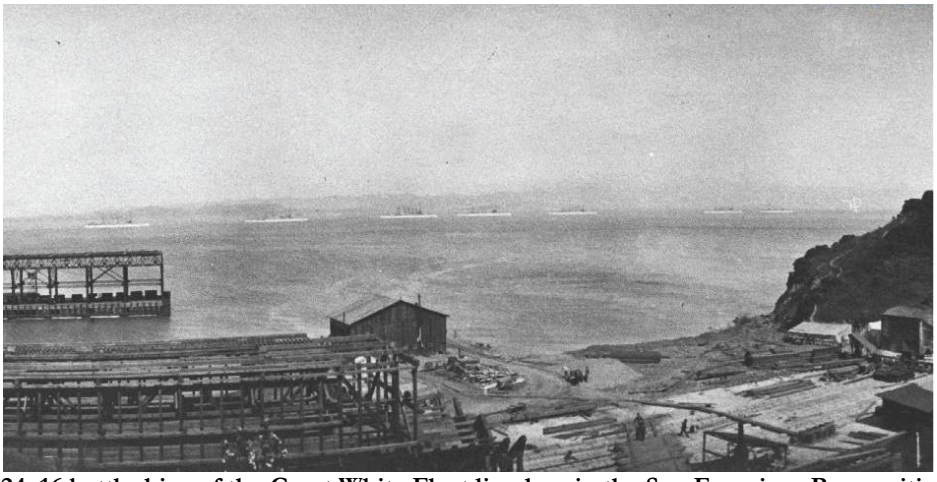


Figure 24: 16 battleships of the Great White Fleet lined up in the San Francisco Bay, waiting to fill their bunkers with coal, prior to their departure east (6 May 1908). Source: Belvedere-Tiburon Landmarks Society.

[25] Ibid.
[26] National Oceanic and Atmospheric Administration, "History of the NOAA Tiburon Base," (1975). p.4.
[27] Jim Wood, "The Great White Fleet," *Marin* (July 2013) p.146.

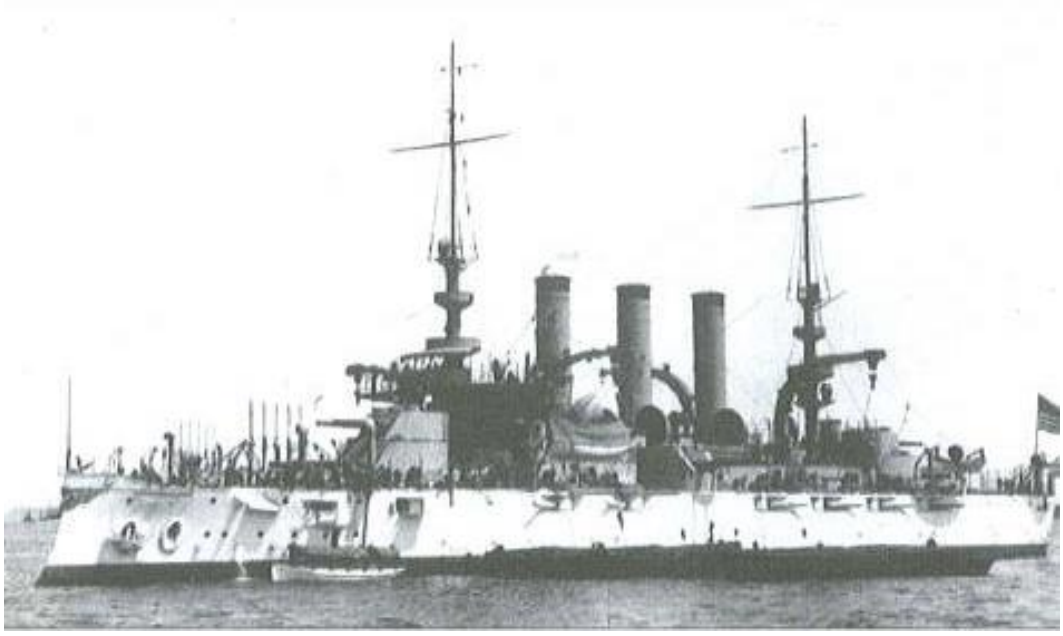


Figure 25: U.S. Navy Vessel of Great White Fleet (May 1908). Source: RTC Archives.

Following the departure of the Great White Fleet, the fuel depot continued to be developed **(Figure 26- Figure 27)**.

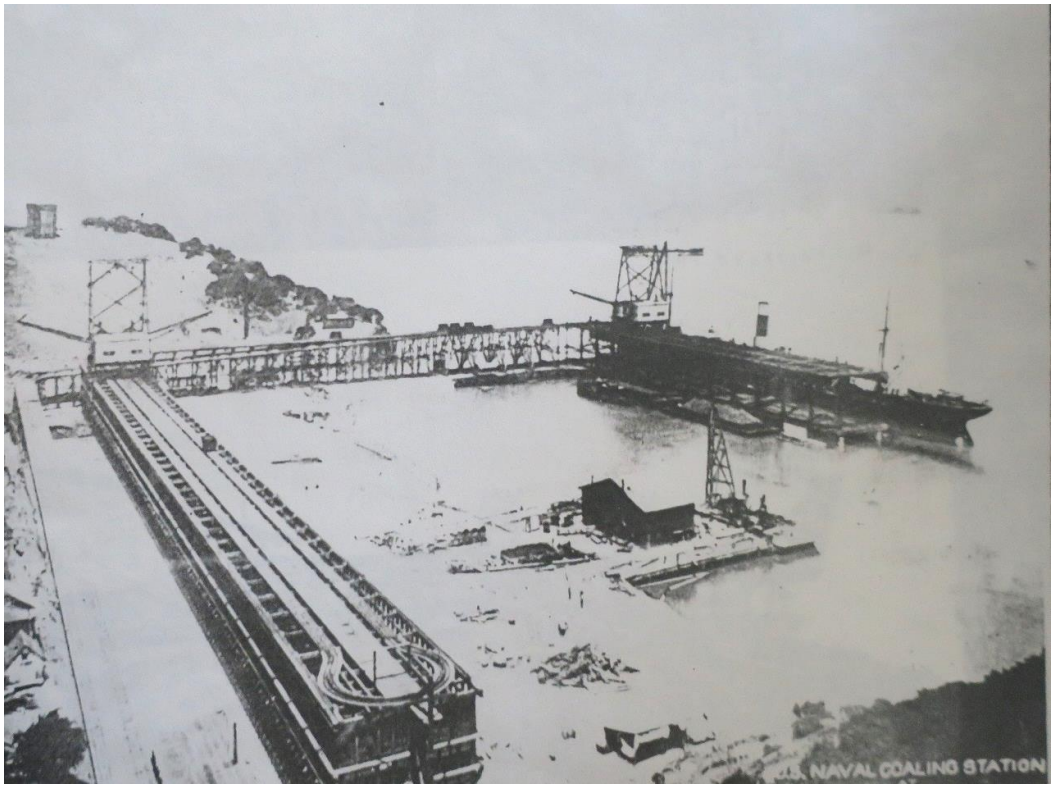


Figure 26: Fuel Depot (no date). Water Tank (#75) at far left. Source: RTC Archives.

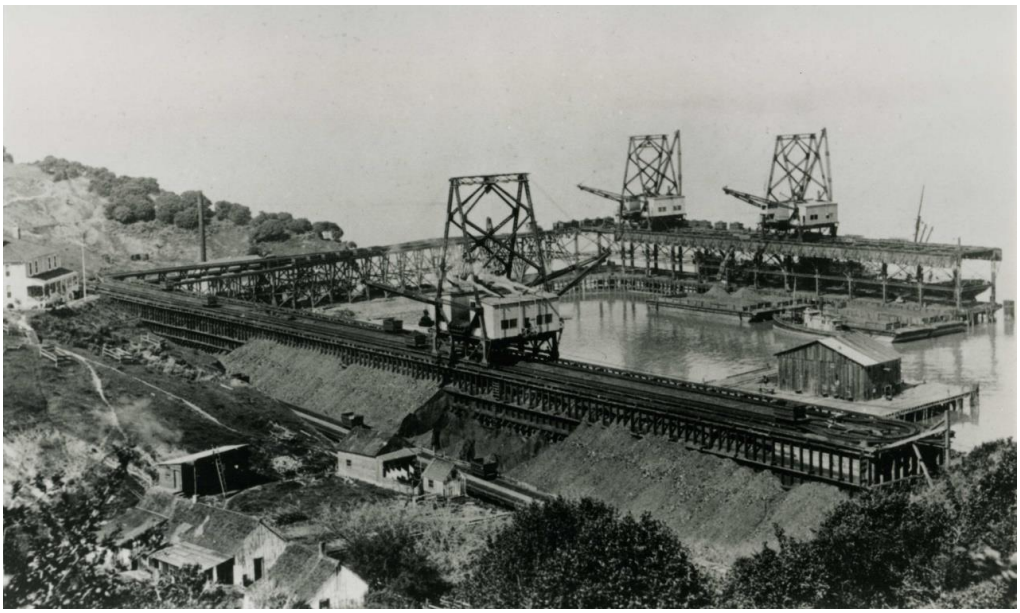


Figure 27: Fuel Depot with piles of coal, gantries and a rail system (1909). Source: Belvedere-Tiburon Landmarks Society.

In 1910, the site was featured in the journal *Engineering Record*.[28] The article reported that the station at that time had a capacity of 500 tons per hour, and the storage bunker on shore had a capacity of about 100,000 tons of coal. The site's concrete trestle carried a rolling crane, or gantry, that dumped coal into railway cars shuttled aboard waiting offshore vessels **(Figure 28- Figure 30)**.[29] Navy records indicate that the site later accommodated 140,000 tons of coal stored 23 feet high on both sides of the concrete crane rail.[30]

Figure 28: Fuel Depot (2 October 1910). Source: Belvedere-Tiburon Landmarks Society.

[28] "The Naval Coaling Station at Tiburon, California," *Engineering Record*, vol. 61, no.22 (May 28, 1910). p.710.
[29] "Once-Busy Marin Center," *The Independent Journal* (July 30, 1973).
[30] Per Col. John Kern, USACE (Ret.), who provided an interview to Page & Turnbull.

Figure 29: Wharf with Traveling Tower; Cable Track under Bunker (ca.1910). Source: *Engineering Record* (28 May 1910).

Figure 30: Fuel Depot (19 April 1914). Source: Belvedere-Tiburon Landmarks Society, photo by Carl Fennema.

In 1917, the fuel depot Officer in Charge wrote a letter to the Commandant at Navy Yard, Mare Island, in which he stated: "the quantity of coal handled per month [this fiscal year] varied from 4,568 tons to 38,840 tons...the force at the Coal Depot varied from 46 to 52 men."[31] Multiple buildings and structures were constructed to support the coaling operation **(Figure 31- Figure 37)**. Although the barracks building and multiple cottages are no longer extant, Building 20, Building 21, Building 22, Building 33 and the Water Tower (#75), survive from the fuel depot period.

Based on available historic maps and photographs, the south entrance to the site (now, 3150 Paradise Drive) was established prior to the north entrance (now, 3152 Paradise Drive).[32]

[31] "Letter from Officer in Charge to Commandant, Navy Yard, Mare Island, Cal." Navy Collection at National Archives at San Francisco (July 7, 1917).
[32] A photograph from 1919 shows the south roadway leading east towards the waterfront, and a map from 1921 clearly depicts the south roadway. The north roadway appears to have been first labeled on a map in 1952, although it may have been established prior to this point.

Figure 31: Building 30, the Fuel Depot Barracks (2 December 1917). A large one-story addition was constructed later, ca.1942, when the building was converted to a Mess/Galley. Source: Belvedere-Tiburon Landmarks Society.

Figure 32: Fuel Depot with established south roadway and paths throughout site (21 July 1919). Source: Belvedere-Tiburon Landmarks Society.

Figure 33: Tons of coal beneath gantry (4 October 1919). Source: RTC Archives.

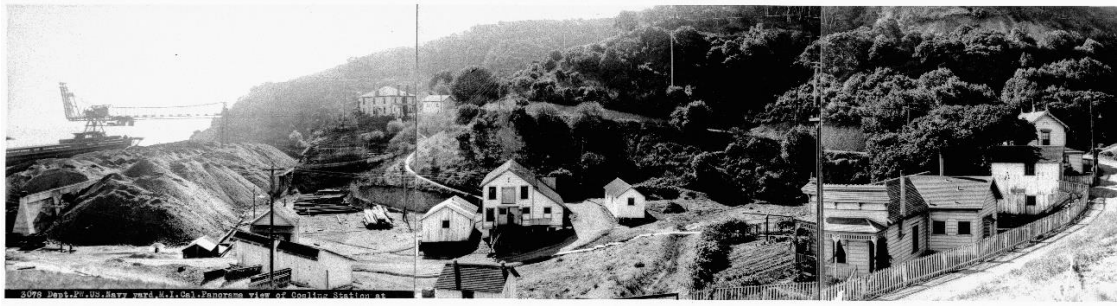


Figure 34: Fuel Depot (30 October 1919). Source: Belvedere-Tiburon Landmarks Society.

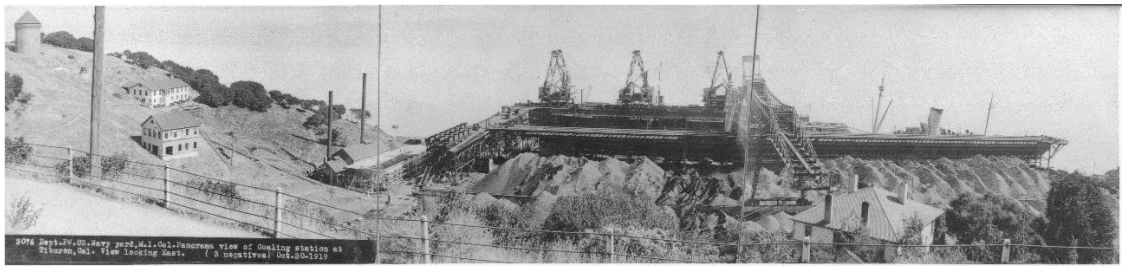


Figure 35: (30 October 1919). Source: Belvedere-Tiburon Landmarks Society.

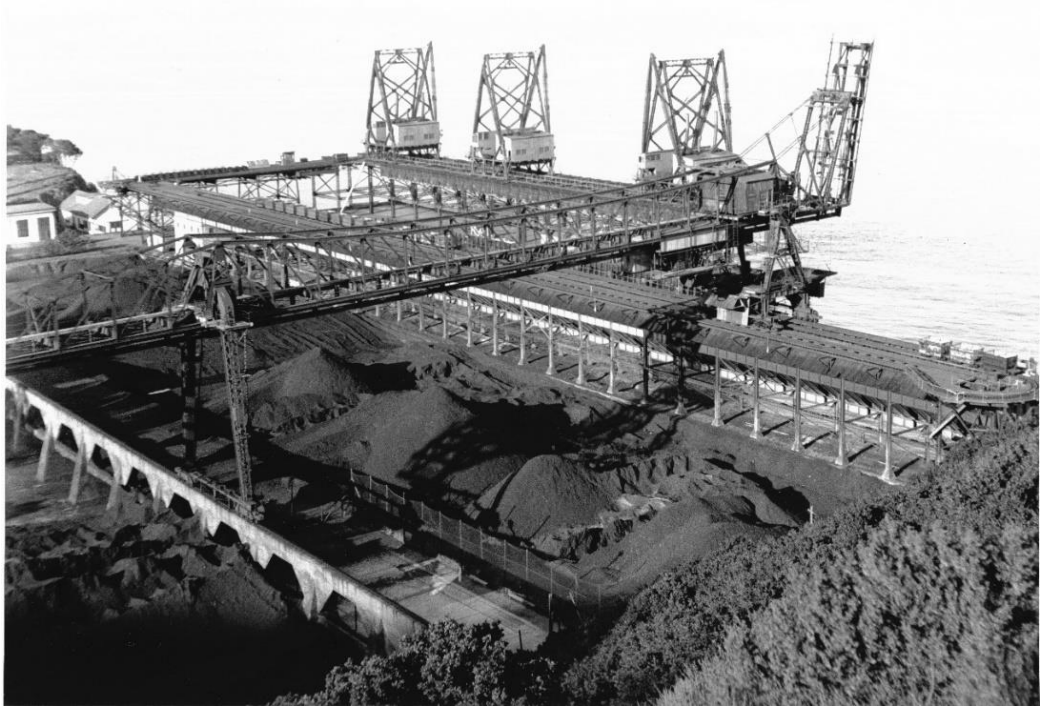


Figure 36: Fuel Depot (no date). Source: "Images of America: The Tiburon Peninsula" by Branwell Fanning. p.50.

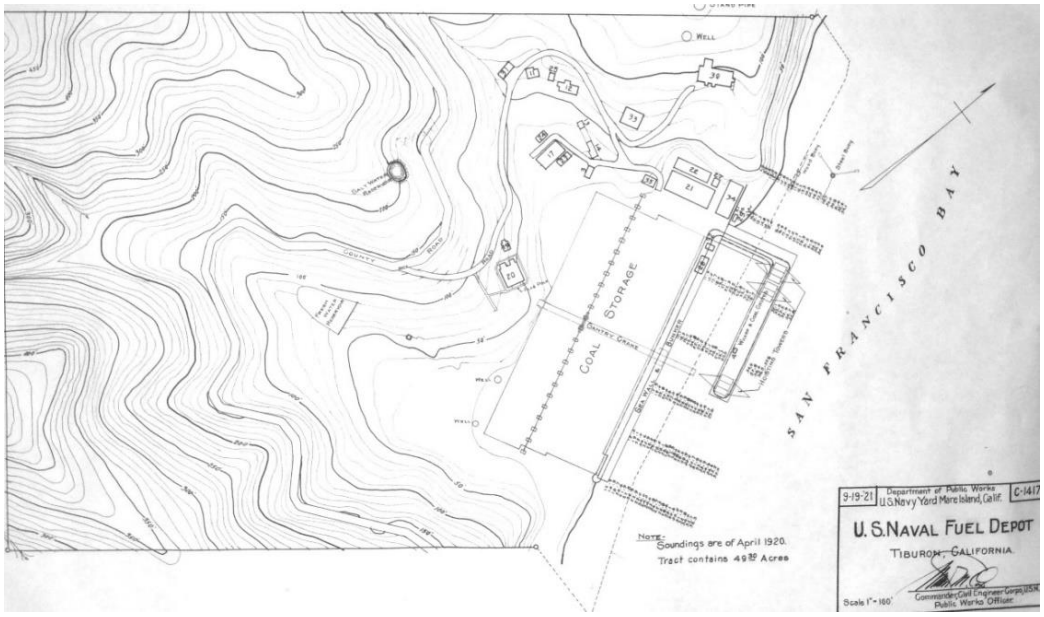


Figure 37: Fuel Depot site plan (19 August 1921). Source: Belvedere-Tiburon Landmarks Society.

The 1930 Annual Report of the Secretary of the Navy states: "The Navy is now almost exclusively oil-burning, and the Naval coal depots at Molville and Hampton Roads are being abandoned, and the quantities in storage at other points materially reduced. All coal storages on the West Coast are in an inactive status."[33] The fuel depot was fully de-commissioned in February 1931.[34]

[33] Annual Report of the Secretary of the Navy (1930).
[34] Louise Teather, "Codfishery to Oceanfishery Center: 1877-1967."

LUMBER RECEIVING OPERATION, 1925-1933

From 1925 to 1933, the north area of the subject site supported a lumber receiving operation that overlapped with years of fuel depot operations.[35] Coastal schooners, such as the *Cotton Eva* and the *Frank D. Stout*, brought heavy logs from northern ports (mainly Rockport, near Fort Bragg) to be stockpiled and shipped back east.[36] Research did not uncover whether the lumber receiving operation was associated with the Navy; likely, a lumber operation leased the land.

CALIFORNIA NAUTICAL SCHOOL / CALIFORNIA MARITIME ACADEMY, 1931-1940

The subject site was loaned by the U.S. Government to the State of California from 1931 to 1940 as the site of the California Nautical School **(Figure 38)**. The California Nautical School was the first nautical training school to be run by the State of California. The old coaling site had ready-to-go facilities for the nautical school, including docks, shops, and buildings for classrooms and offices. Some of the coal was sold and shipped off-site, but plenty remained. It is rumored that cadets were punished for infractions with shoveling coal. The first class of 44 cadets graduated in 1933.

Figure 38: California Nautical School. Source: "Images of America: Maritime Marin" by Branwell Fanning. p.92.

In 1938, the name of the school changed to the California Maritime Academy. The California Maritime Academy occupied all buildings and wharfage until their departure in 1940, when the onset of World War II prompted the U.S. Navy to ask that the school be moved offsite, aboard the training ship *California State*. The California Maritime Academy later relocated to Vallejo. [37] Research did not uncover whether or not the Academy constructed new buildings on the site.

[35] National Oceanic and Atmospheric Administration, "History of the NOAA Tiburon Base." 1975. p.4.
[36] Teather, Part II. p.3.
[37] "History," Romberg Tiburon Center. http://rtc.sfsu.edu/about/history.htm

JOHN A. ROEBLING'S SONS CO. CABLE SPINNING, 1933-1942

Beginning in 1933, the U.S. Navy leased the north area of the subject site (six acres of land and three acres of tideland, previously used by the lumber operation) to the New Jersey-based John A. Roebling's Sons Company.[38] The Roebling bridge division was awarded the contract to furnish and erect the main cables for the Golden Gate Bridge and set about constructing a seawall at the north end of the subject property, a wharf and a large warehouse to serve as a production base **(Figure 39-Figure 43)**.[39] Galvanized steel wires for the cables were shipped in 400-pound bundles from the Roebling plant in New Jersey, through the Panama Canal to Tiburon, where they were unloaded onsite and reeled into cables. A crew of approximately 150 men worked in two long warehouses to wind the wire onto reels; completed reels were taken to the Golden Gate by barge.

The Roebling lease ended in 1942 and use returned to the U.S. Navy. [40] A landslide damaged the warehouse prior to 1958, and only the northern portion survived **(Figure 44)**.[41] The remaining portion of the warehouse (identified by the Navy as Building 51) was demolished in 1986, along with the north wharf. Although the warehouse and wharf have been demolished, the extant seawall at the north end of the subject property dates to the Roebling era. The seawall consists of a 3' thick wall averaging 9' high. It was poured without footings and secured back to the shore by redwood timbers called tie-backs.[42] An asphalt hardstand adjacent to the 8" concrete slab still shows deep impressions caused by the heavy spools of wire stacked near Building 51. Remnants of the heavy timbers that were used to support the gantry cranes rails are still extant, and some contain the cleats used to anchor the crane rails.[43]

[38] John A. Roebling (1806-1869) is credited with the construction of the Brooklyn Bridge, the Covington-Cincinnati Bridge, and other bridges worldwide. After his passing, John's sons Washington, Ferdinand and Charles Roebling and daughter-in-law Emily Warren Roebling continued to work in the industry. Charles Roebling founded the town of Roebling, New Jersey, where the John A. Roebling's Sons Company steel mill was built.
[39] The Roebling operation was located immediately north of the U.S. Naval Fuel Depot site.
[40] Romberg Tiburon Center, "Site History: History of the Romberg Tiburon Center site from the late 1880s to the 1960s." https://www.flickr.com/photos/rombergtiburoncenter/sets/72157634308729543/
[41] The Navy repaired the building and excavated 30,000 cubic yards of the slide material which was placed along the shoreline behind Building 40. The majority of that fill has since been washed away by tidal action.
[42] The wall remained vertical for many years until the timbers rotted out. As tidal action and wake damage from passing vessels occurred, the walls gradually leaned toward the bay. Approximately 55' of the wall collapsed into the bay in the 1990's. This failure was repaired around 2006 and the large pool of water behind the wall was filled with local dirt. Additional rock riprap was placed along the toe of the wall to help stabilize the seawall.
[43] The concrete base for the crane tower shown in Figure 58 still exists.

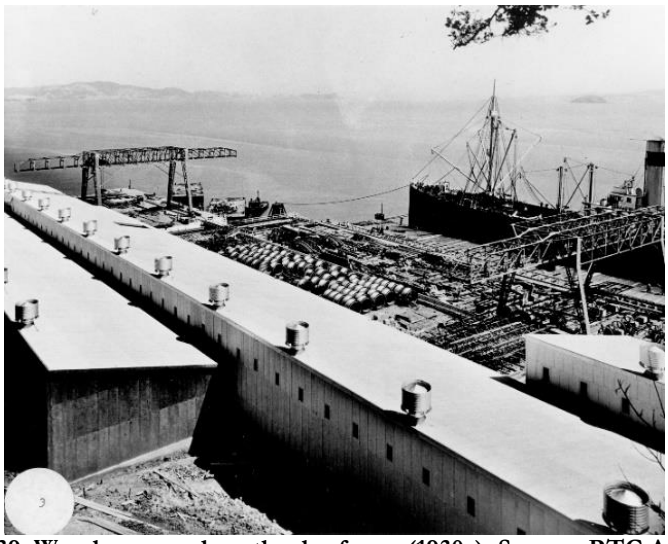


Figure 39: Warehouse and north wharf area (1930s). Source: RTC Archives.

Figure 40: Cables shipped from eastern steel mills and unloaded on the north wharf (ca.1935). Source: RTC Archives.

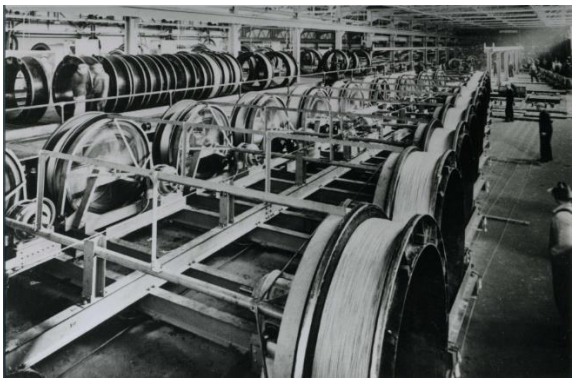


Figure 41: Cables being twisted and rolled in warehouse next to the wharf. Once spun, cables were loaded onto barges and taken to the Golden Gate (ca.1935). Source: RTC Archives.

Figure 42: Interior of cable-producing plant (no date). Source: Ann Mizel, "Tiburon Company Provided Cables for the Bridge," *The Ark* (20 May 1987). Photo courtesy of W.A. Ericson.

Figure 43: North wharf and Roebling warehouse (no date, pre-landslide). Source: RTC Archives.

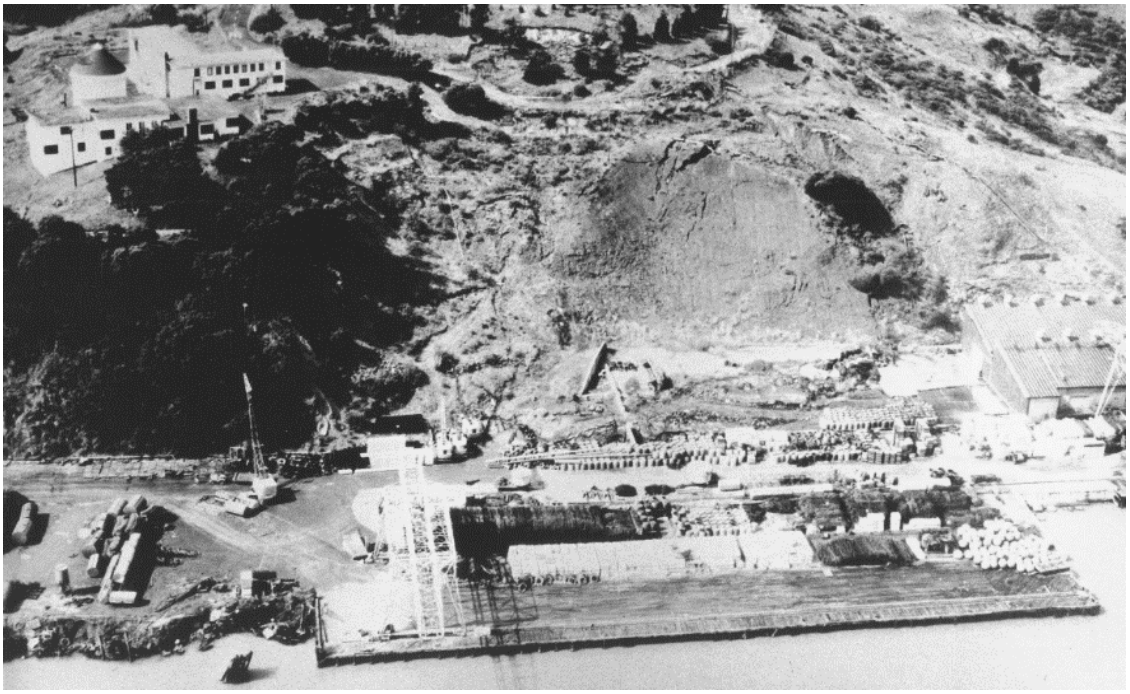


Figure 44: Photo showing earth slide area above north wharf area and the surviving part of the former Roebling warehouse (Building 51), seen at photo right (1958). Source: Belvedere-Landmarks Society.

U.S. NAVY NET DEPOT/ NET TRAINING SCHOOL, 1940-1958

With the threat of World War II growing, the U.S. Navy reclaimed the subject site from the California Maritime Academy. The Navy thoroughly photographed the site in January and October 1940 **(Figure 45- Figure 53).** On August 1, 1940, the Naval Net Depot was formally commissioned under Commander Stanley M. Haight; it would operate until 1958.[44] [45]

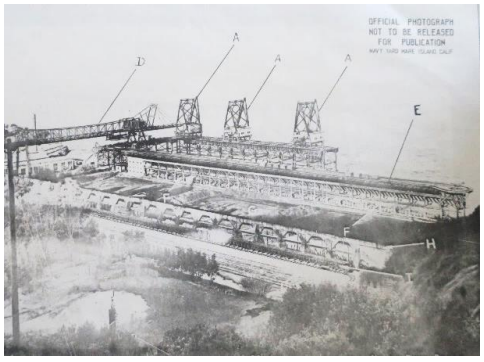


Figure 45: Wharf area (18 January 1940). Source: Navy Collection, National Archives.

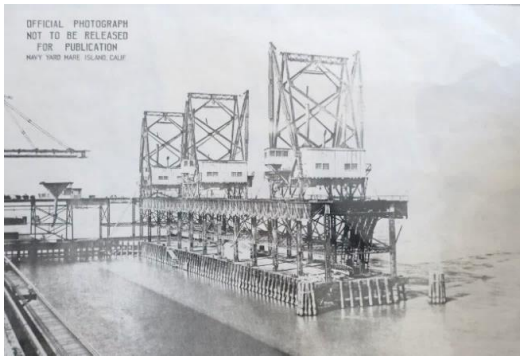


Figure 46: Wharf (18 January 1940). Source: Navy Collection, National Archives.

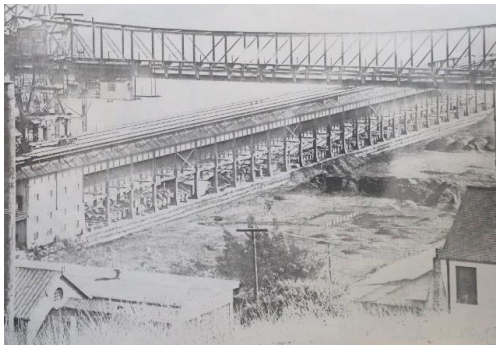


Figure 47: Coal barrels, view looking southeast (18 January 1940). Source: Navy Collection, National Archives.

Figure 48: Trestle, with Building 20 at upper left, view looking northwest (18 January 1940). Source: Navy Collection, National Archives.

[44] "Summary History." Navy Collection at National Archives at San Francisco (1941).

[45] A Net Depot Annex just north of the subject site served as the supply port for the Naval Net Depot**.** It was developed as the U.S. Navy's Floating Dry Dock Training Center beginning on November 19, 1942 and was completed January 15, 1943. Several thousand officers and men were trained here for overseas ship repair activity in the far Pacific before it was disestablished in 1944. Early in World War II, all allied shipyards west of Pearl Harbor were captured; the solution was to build floating dry docks for necessary maintenance at sea. Dry docks were built offsite and brought to Tiburon, where men were trained in the operation of three sizes of dry docks that, when paired with Navy repair ships, could handle even an aircraft carrier in the most remote part of the Pacific Ocean. The dry docks were armed with anti-aircraft weapons and participated in landing operations and ship defense with the fleet. The Dry Dock Training Center included barracks and support buildings for some 3,000 men. Several thousand officers and men were trained in ship repair until December 1944, when the Dry Dock Training Center was re-designated as the Tiburon Annex to the Naval Advance Base Personnel Depot at San Bruno, according to a letter to Mr. John Lamott from H.W. Flippen, Commander and Deputy Directory of the Department of the Navy, Western Division dated March 22, 1968. Although the subject site does not encompass the Dry Dock Training Center site, both sites were owned and operated by the U.S. Navy and were closely associated. The site is now Paradise Park.

Figure 49: Trestle and gantry (18 January 1940). Source: Navy Collection, National Archives.

Figure 50: General view of wharf area with concrete trestle, gantry, and fuel depot-era buildings. Well in foreground (18 January 1940). Source: RTC Archives.

Figure 51: Aerial, north is right (23 October 1940). Source: Navy Collection, National Archives.

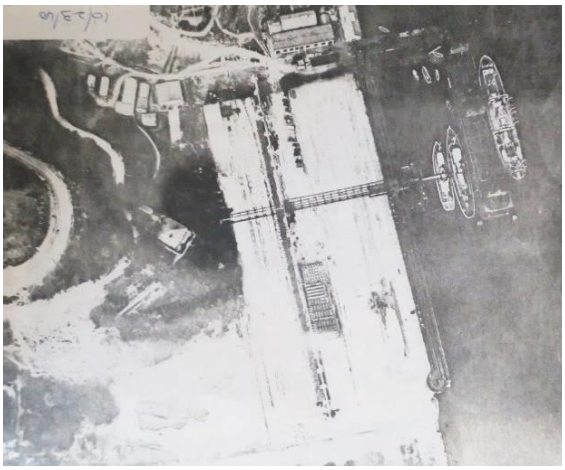


Figure 52: Aerial, north is up (23 October 1940). Source: Navy Collection, National Archives.

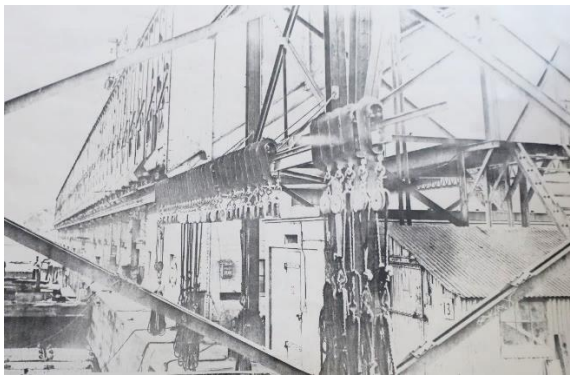


Figure 53: Wharf (10 October 1940). Source: Navy Collection, National Archives.

The advent of the submarine, and later, the development of the torpedo, necessitated protection of bays and harbors. Documents about the subject site held in the Navy Collection of the National Archives state: "During [World War I], when the neglected and unprotected state of the Great Fleet bases against submarine attack became a matter of serious concern, net operations on an appreciable scale started to take place. The period following [World War I] was marked by extensive experiments on the part of the British, and it is the results of these experiences that provide a basis for current net and boom operations in this country."[46] The Tiburon net depot was the first of its kind in the history of the U.S. Navy. Only later was it joined by an installation at Melville, Rhode Island, which supplied all U.S. Atlantic bases.[47]

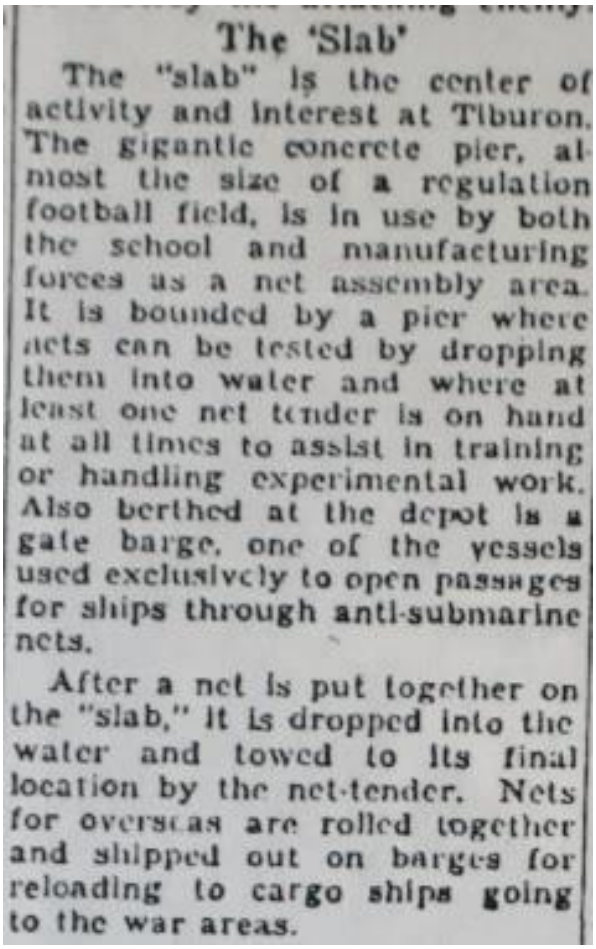
The Tiburon Naval Net Depot was charged with the construction of anti-submarine, anti-torpedo and heavy-indicator nets. These nets were to be strung across the mouth of the San Francisco Bay and sent to other Pacific ports.[48] The net depot's mission is directly reflected in its logo, which features an octopus sailor cartoon with a submarine in its clutches **(Figure 54- Figure 55)**. The net depot logo was designed by Bud Whitney, who was a seaman, carpenter and net striker at the site.[49]

Figure 54: Net Depot Logo (no date). Source: RTC Archives.

Figure 55: Net Depot Logo (28 March 1941). Source: RTC Archives.

A war diary for the depot describes the early days as "extremely arduous."[50] The site needed to be upgraded and repurposed from its fuel depot period. All leftover coal was removed; a railroad previously used for transporting coal was rerouted and utilized to move nets onto the wharf for launching. The old coaling train was nicknamed "The Toonerville Trolley." In 1940, the U.S. Navy filled in the site's natural cove and created a concrete slab supported by a seawall **(Figure 56)**. Over 100,000 tons of netting would be produced on the concrete slab.[51]

[46] "Tiburon Net Depot," Navy Collection at National Archives at San Francisco.
[47] Chapin Day, 'Navy Harbors Net Depot in Peaceful Cove Near Tiburon," *Independent Journal* (January 5, 1952).
[48] http://rtc.sfsu.edu/about/history.htm
[49] Huell Howser Productions, "California's Gold. #4004, Sub net." WorldCat. 2001.
[50] "War Diary of U.S. Naval Net Depot and Net Training School." Navy Collection at National Archives at San Francisco (August 1, 1940- August 1, 1943). p.1.
[51] The slab area once held over 70,000 tons of coal before it was covered over with cement in 1940.



The 'Slab'

The "slab" is the center of activity and interest at Tiburon. The gigantic concrete pier, almost the size of a regulation football field, is in use by both the school and manufacturing forces as a net assembly area. It is bounded by a pier where nets can be tested by dropping them into water and where at least one net tender is on hand at all times to assist in training or handling experimental work. Also berthed at the depot is a gate barge, one of the vessels used exclusively to open passages for ships through anti-submarine nets.

After a net is put together on the "slab," it is dropped into the water and towed to its final location by the net-tender. Nets for overseas are rolled together and shipped out on barges for reloading to cargo ships going to the war areas.

Figure 56: Description of the slab. Source: "Beautiful Tiburon Depot Supplies Fleet Vital Nets." *The Mare Island Grapevine* (25 April 1952).

By October 10, 1940, the upgrading of the base was underway; however, beginning net production was the priority. An article in the *San Anselmo Herald* from July 12, 1940, states: "No buildings have as yet been erected at the naval station, with most of the work easily visible to motorists on the Tiburon highway. Work has been underway for several months on the nets. Civilians have done the grading operations, but net making is being done by naval men and officers."[52] By mid-1942, considerable progress had been made and multiple buildings were complete, including but not limited to: the Dispensary, the Bachelor Officers' Residence and Mess and Bar, and two barracks for enlisted men **(Figure 57)**. At the north end of the site, the Roebling cable production warehouse (built in 1933) was repurposed as a net assembly building **(Figure 58)**.

[52] "Depot for Submarine Nets formed at California City," *San Anselmo Herald* (July 12, 1940).

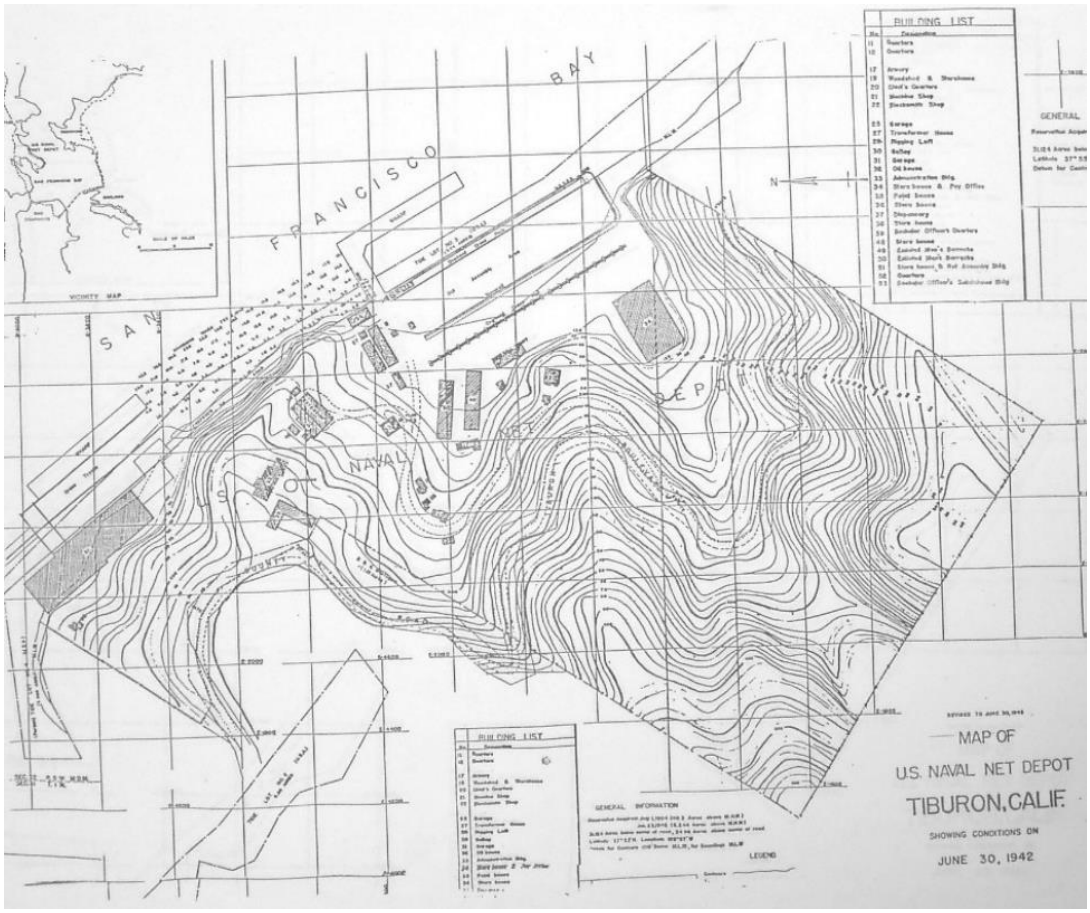


Figure 57: Map of net depot (30 June 1942). North is left. Source: RTC Archives.

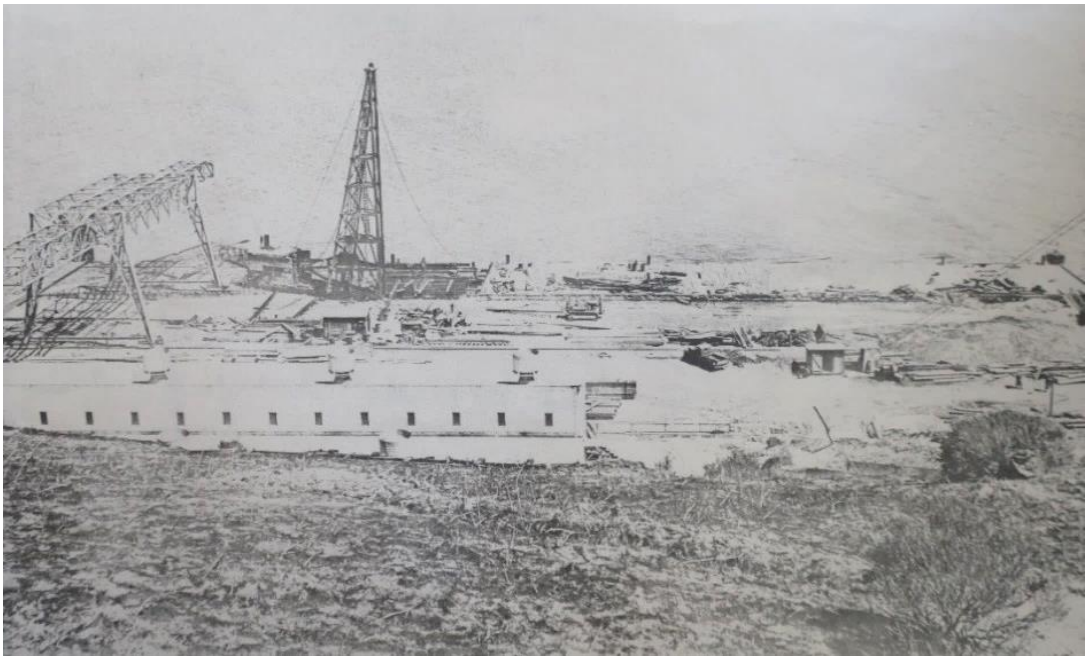


Figure 58: North wharf area. Net Assembly Building 51 in foreground; rehabilitation of timber wharf in background (7 September 1942). Source: RTC Archives.

Figure 59: North wharf area (December 1942). Source: RTC Archives.

Net installation commenced on July 1, 1941, during a period of peace, since at that time U.S. soil was not under attack. Regarding the net installation in San Francisco, the *Independent Journal* reported:

> Legality, then, for the installation of a barrier across San Francisco Bay involved the obtaining of permission from the War Department and the Treasury Department. However, neither of the local representatives of these departments would commit themselves with respect to granting permission on behalf of their own Washington representatives. At this time, unfortunately, the Navy had no authority vested by law to close or block harbors with nets or other devices. The problem of getting authority for the laying of the main net was finally disposed of by obtaining an Executive Order from President Roosevelt as it seemed there would be an endless round of writing from one department to another without bringing the matter to a final and positive decision.[53]

As conventional anchors would not hold, it was determined that special mooring gear would be required to hold nets in place. Concrete blocks of approximately 14 tons were produced; they were called "clumps." Charts were developed to accurately place the blocks to align with the strategic laying of the nets.[54] Throughout the main line of anti-submarine nets extending seven miles from San Francisco's St. Francis Yacht Club harbor to Sausalito, clumps were laid with an accuracy control of 1.5 feet. Over 85 percent of the net (weighing 6,000 tons) was installed by December 7, 1941. The unexpected event of Pearl Harbor pushed crews to work overtime hours to finish the job by December 23, 1941 **(Figure 60- Figure 62)**. The completed nets were a novel idea to the American public; they were illustrated and featured in an issue of *Popular Mechanics Magazine* **(Figure 63- Figure 64)**.

[53] Ibid.
[54] Laurence, "Tiburon's Submarine Net."

December 7th 1941

Declaration of War by Japan upon the Unites States by the bombing of Pearl Harbor. 85% of the main net defenses are in place.

Figure 60: Naval Net Depot War Diary entry (7 December 1941). Source: Naval Net Depot War Diary, p.9.

December 12th- 18th 1941

The completion of the main net defenses of San Francisco Bay - Single A/S Net - is rushed. In some cases trots are laid down only a few hours before the net section itself is placed in position, as may be determined from the figures below.

12th Net Section 4 and 6 completed
13th " " 5 and 29 "
14th " " 30 and 31 "
17th " " 32 "
18th The net defenses as originally designed - trots 1 to 32 are now completely installed.

Figure 61: Naval Net Depot War Diary entry (7 December 1941). Source: Naval Net Depot War Diary, p.10.

File No. CPF/P17-2
(2073-00-McW)

COMMANDER PATROL FORCE
TWELFTH NAVAL DISTRICT
TREASURE ISLAND
SAN FRANCISCO CALIFORNIA

December 23, 1941

From: Commander Patrol Force, Local Defense Forces, Twelfth Naval District, San Francisco, California.

To : Commander Net and Boom Defenses, Twelfth Naval District, San Francisco, California.

Subject: Completion Net and Boom Defenses, San Francisco Bay.

1. The Commander Patrol Force is pleased to note the report made this date of the completion of the Net and Boom Defenses in San Francisco Bay. It is noted that the installation is complete insofar as planned prior to the outbreak of war. The Commander Patrol Force has followed the progress of these operations with interest.

2. The personnel of the Net Depot and the vessels assigned thereto are to be commended for their accomplishment of this onerous task in record time. Net laying is primarily a task of long hours and hard work and there is none of the glory of combat. Nonethe less, the value of the net defense is real and just credit is due those who effected it.

3. The cheerfulness and enthusiasm of the personnel of the Net and Boom Defense units has been most pleasing. The initiative and resourcefulness displayed has been commendable. In short a tough job has been, "well done."

H. W. OSTERHAUS

Figure 62: Letter from Commander H. W. Osterhaus included in the Naval Net Depot War Diary, commending personnel of the Net Depot (23 December 1941). Source: Naval Net Depot War Diary, p.10.

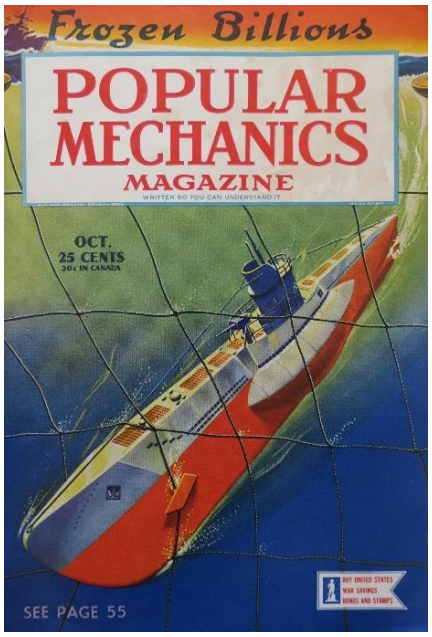


Figure 63: Anti-submarine net depiction on cover of *Popular Mechanics Magazine*, vol.8, no. 4 (October 1942).

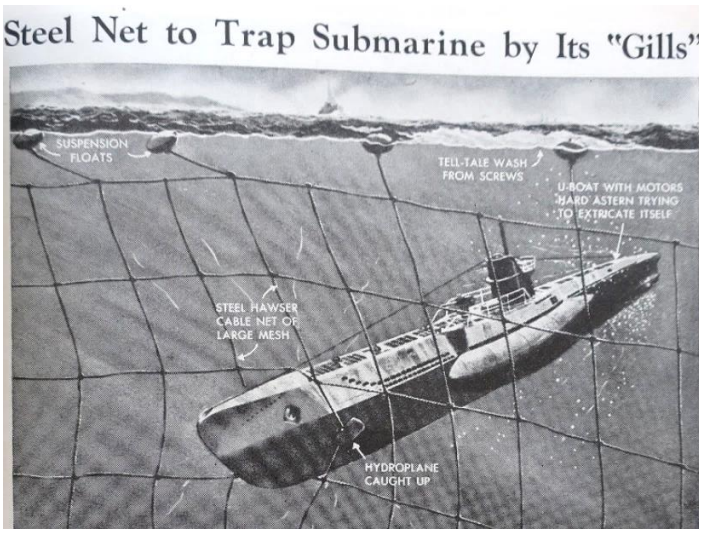


Figure 64: Diagram in *Popular Mechanics Magazine* (October 1942), p.52.

Large cylindrical buoys were used at the ends of the nets and as the gateposts for net gates; smaller spherical buoys were strung along the length of the net **(Figure 65- Figure 68)**. Each spherical buoy weighed 680 pounds and could support 1.5 tons of anti-submarine and anti-torpedo net. Net tenders – two 146-foot naval vessels with powerful winches – controlled the opening and closing of a 1,000-yard section of the net to allow approved vessels and aircrafts carriers into the bay **(Figure 69- Figure 70)**.[55] Tugboats guided small surface ships through the maze of nets.

Figure 65: Cylindrical buoys (1940s). Source: RTC Archives.

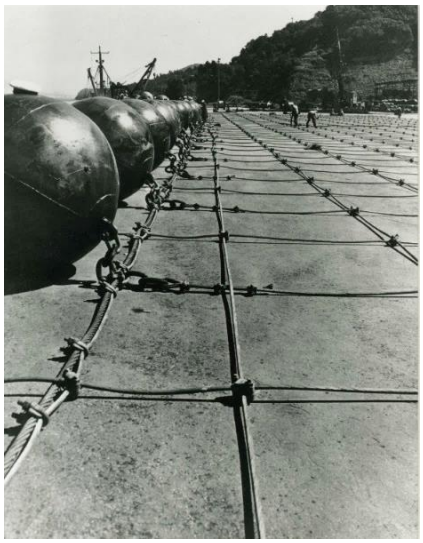


Figure 66: Net construction on the slab (1940s). Source: RTC Archives.

[55] Ibid.

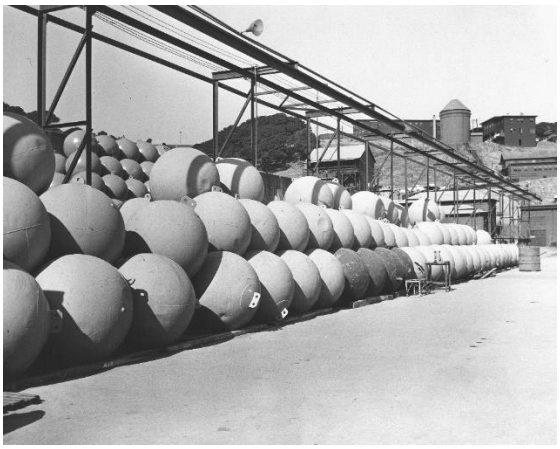


Figure 67: Spherical buoys (1940s). Source: RTC Archives.

Figure 68: Nets in water for testing (1940s). Source: RTC Archives.

Figure 69: Sub net in San Francisco Bay. A gate vessel is in the distance with another small craft (3 May 1942). Source: RTC Archives (photo courtesy of Commander F. Channell).

Figure 70: Sub net and net tenders in San Francisco Bay (3 May 1942). Source: RTC Archives (photo courtesy of Commander F. Channell).

In addition to storing buoys and metal nets, the net depot also served as one of the Navy's largest chain lockers **(Figure 71)**.

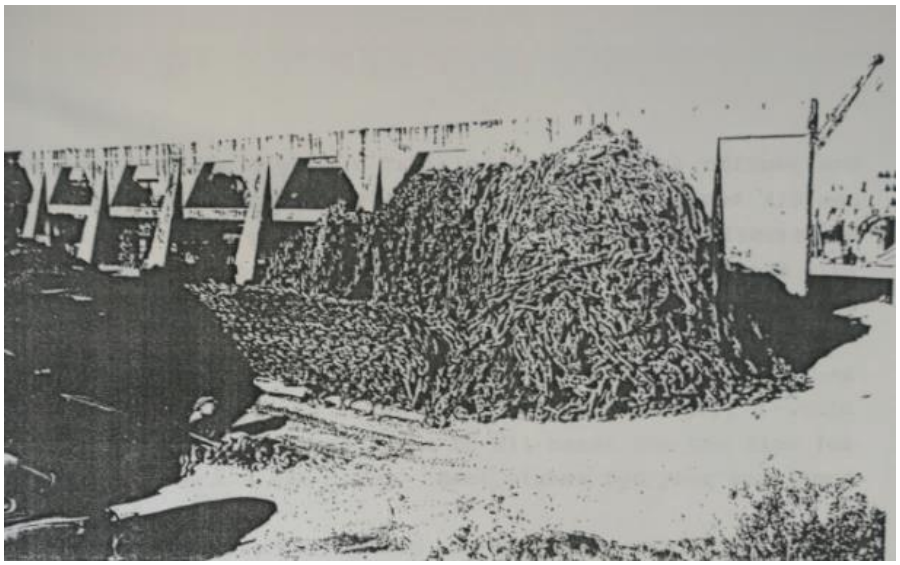


Figure 71: Chains at net depot (no date). Source: RTC Archives (photo courtesy of Commander F. Channell).

With completion of the San Francisco Bay nets, the depot settled into its war-time stride preparing material and training personnel for net and boom defense of continental harbors and advance bases.[56] The net depot and training school program was further broadened to make every trainee an expert fighting man as well as a net and boom specialist.[57] More than 20 types of harbor nets and booms were constructed at the depot for use throughout the Pacific theatre; nets made in Tiburon protected harbors from Seattle to Sydney. [58]

While new barrack buildings were being constructed (Building 49 and Building 50), the Delta King steamboat was docked onsite and used as temporary barracks **(Figure 72)**. On October 14th, 1942, the Delta left the depot.

Figure 72: Delta King (no date). Source: "King and Queen of the River: the legendary paddle-wheel steamboats Delta King and Delta Queen from roaring twenties to new millennium," by Stan Garvey.

[56] It should be noted that State prisoners held at nearby San Quentin also participated in net building, and were responsible for completing the first heavy indicator net (War Diary, p.12).
[57] "Summary History," Navy Collection at National Archives at San Francisco (1941).
[58] Fanning, p.52.

Extensive redevelopment of the site occurred between 1940 and 1942 **(Figure 73- Figure 80)**. Barrack construction cost $40,000, while grading, surfacing and drainage work cost $46,566. Galley equipment for the barracks was estimated at $4,926. Additionally, the razing of superstructure such as the outboard crane track cost $930; shoring up the outer wharf desk in January 1941 cost $44,424; and construction of a recreation building was completed by October 1943 for $28,998. The repairs to existing roads and docks cost $72,133 and took four years to complete.[59] A barbeque, mess hall, storehouse, and theater were completed in 1943.

The theater, Building 54, replaced a fuel depot-era building (Building 34) at the same location, immediately east of Building 21 and 22. The building was designed with Streamline and Bauhaus-style features. After the building's construction, between the years 1944 and 1950, a blade sign bearing the name "De Fries" was erected, and the primary entrance re-designed. "De Fries" is in reference to Navy Lieutenant William DeFries, USN (Ret) who served as the Executive Officer when the Net Depot was created in 1940. Lt. DeFries had already served and retired from the Navy when he was recalled to active duty prior to WWII. The theater's projection room was located on the third floor. The stage of the projection room was used for entertainment, awards, speeches, and religious services.[60]

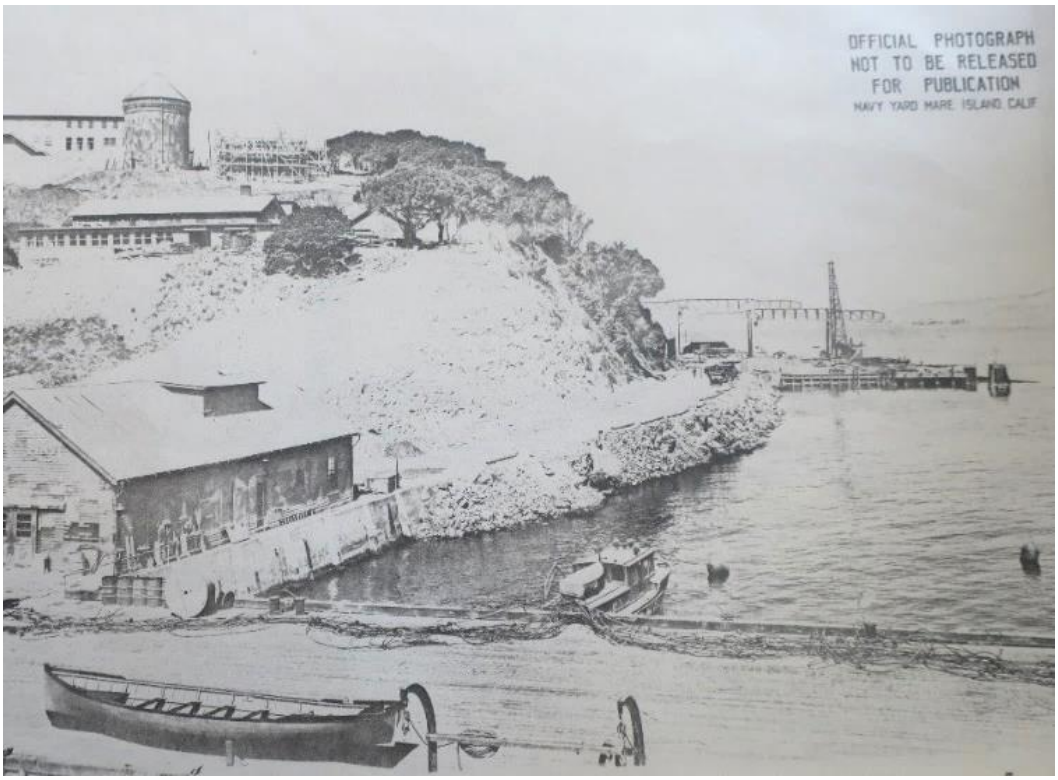


Figure 73: View from wharf towards north wharf. Building at foreground left is Building 34, just prior to being demolished and replaced with Building 54 (Theater) (7 September 1942). Source: Navy Collection, National Archives.

[59] Jon W. Standley, "Never Got Off Main Street: Naval Net Depot, 1904-1958." p.7.
[60] Much of the theatre building was later remodeled into offices and laboratories in the 1960s; the extant building is currently vacant apart from the ground level, which accommodates a sea-water system.

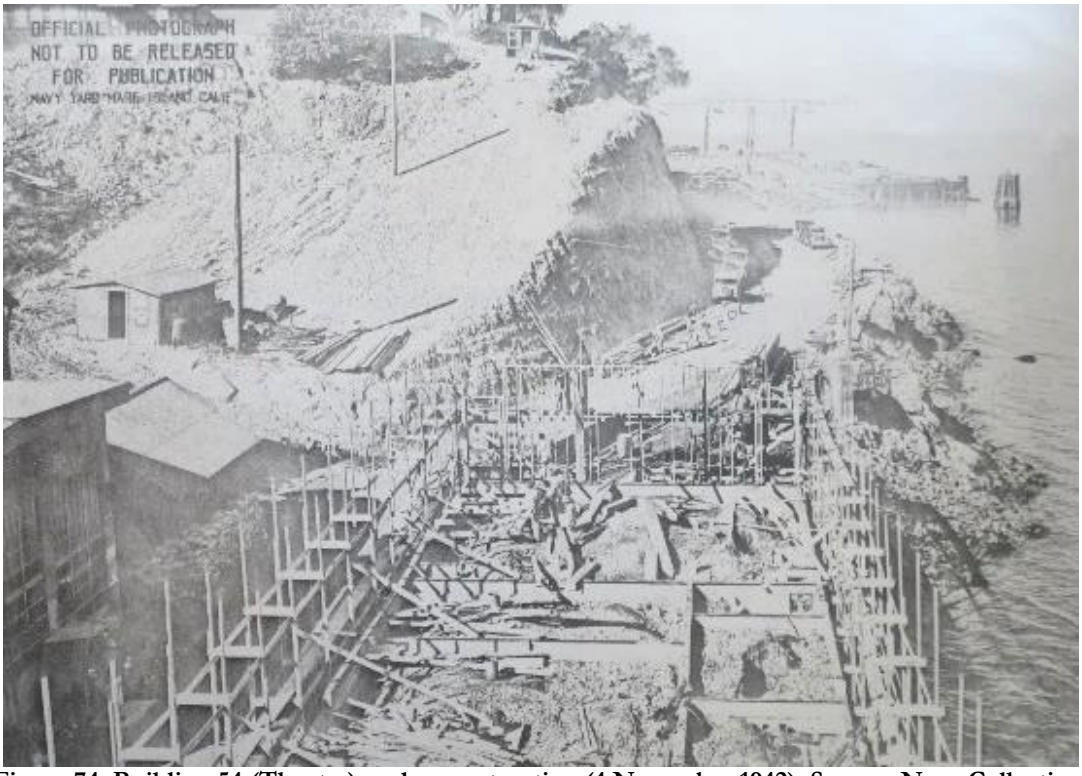


Figure 74: Building 54 (Theater) under construction (4 November 1942). Source: Navy Collection, National Archives.

Figure 75: The newly constructed Building 54 (1943). Source: RTC Archives.

Figure 76: Building 54 with "De Fries" blade sign in foreground; Building 50 and Trestle in background (ca.1944-1950). Source: RTC Archives.

Figure 77: Building 54 with "De Fries" blade sign (Theater) at left and the Duty Office at right (ca.1944-1950). Source: RTC Archives.

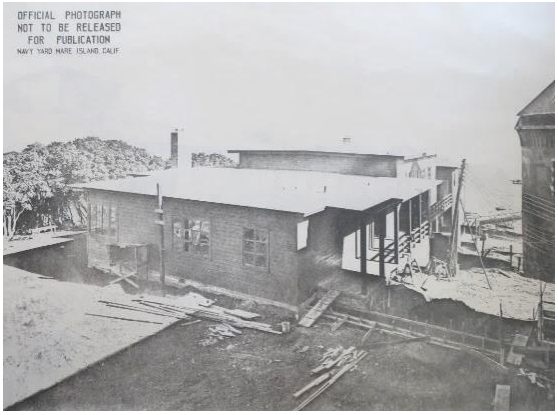


Figure 78: Building 53 (Bachelor Officers' Subsistence Building/Officer's Club and Bar) under construction, with water tank at right (4 November 1942). Source: Navy Collection, National Archives.

Figure 79: Building 30 (Mess Hall Addition), with Building 53 in background, view looking northwest (4 November 1942). Source: Navy Collection, National Archives.

Figure 80: Building 37 (Dispensary) being roofed (ca.1942-43). Source: RTC Archives.

Photographs and aerials show wartime activity on the slab **(Figure 81- Figure 87)**. Gantries from the fuel depot era were used until ca.1943 to handle the nets on the slab.[61]

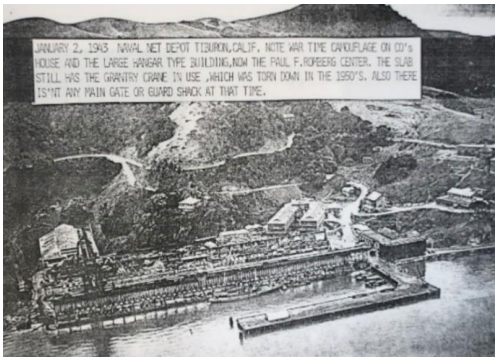


Figure 81: Naval net depot (2 January 1943). Source: RTC Archives (photo courtesy of Commander F. Channell).

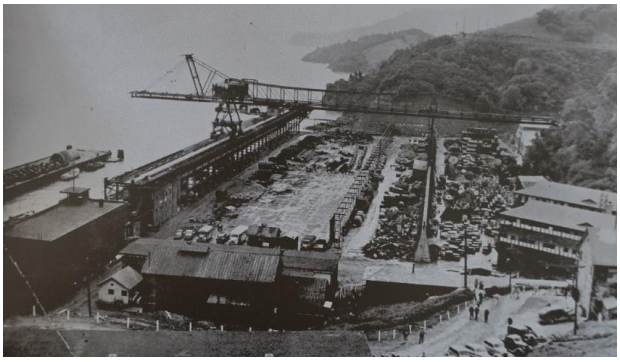


Figure 82: Net Depot (1943). Source: Belvedere-Tiburon Landmarks Society.

[61] Standley, p.12.

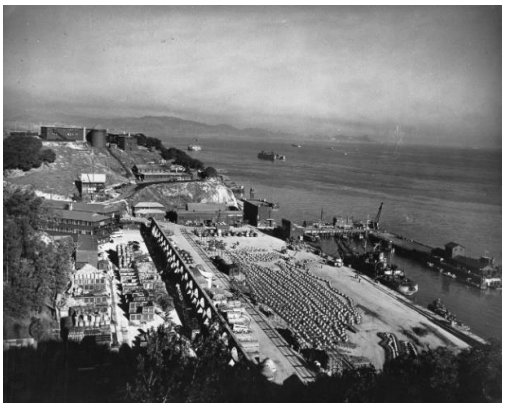


Figure 83: Net Depot (mid-1940s). Source: RTC Archives.

Figure 84: Net Depot (mid-1940s). Source: RTC Archives.

Figure 85: Net Depot (mid-1940s). Source: Belvedere-Tiburon Landmarks Society.

Figure 86: Net Depot (mid-1940s). Source: RTC Archives.

Figure 87: Net Depot (mid-1940s). Source: Belvedere-Tiburon Landmarks Society.

Building 53 served as the Bachelor Officers' Quarters; the basement level featured an Officers' Bar. Cartoons by Bud Whitney covered the walls of the bar with characterizations of the enemy and of women; they also poked fun at U.S. naval sailors **(Figure 88- Figure 91)**. Whitney was a seaman, carpenter, and a net striker at the Net Depot. He was killed while serving in the South Pacific when his mine sweeper struck a mine.[62] The cartoons in Building 53 remain extant; most are protected with a wall covering.

Figure 88: Cartoon.

Figure 89: Cartoon.

Figure 90: Cartoon.

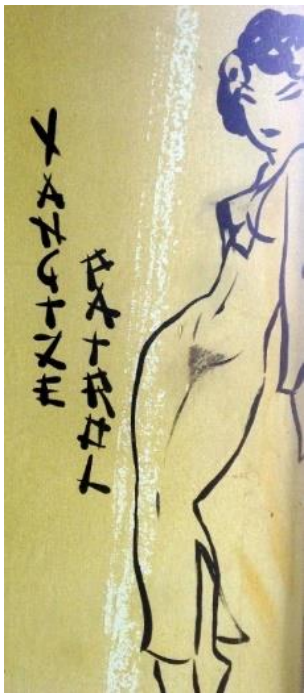


Figure 91: Cartoon.

[62] Huell Howser Productions, "California's Gold. #4004, Sub net." WorldCat. 2001.

Following World War II, the net depot was placed on maintenance status. During this time, net material was stockpiled, the slab was cleared and organized, and the site was surveyed **(Figure 92-Figure 94)**.

Figure 92: Net Depot (25 February 1946). Source: RTC Archives.

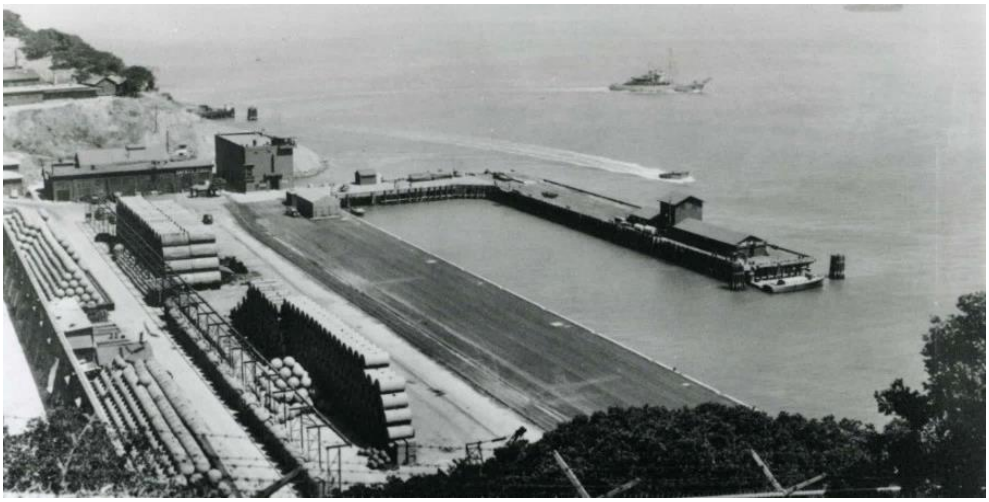


Figure 93: Net Depot (12 May 1947). Source: RTC Archives.

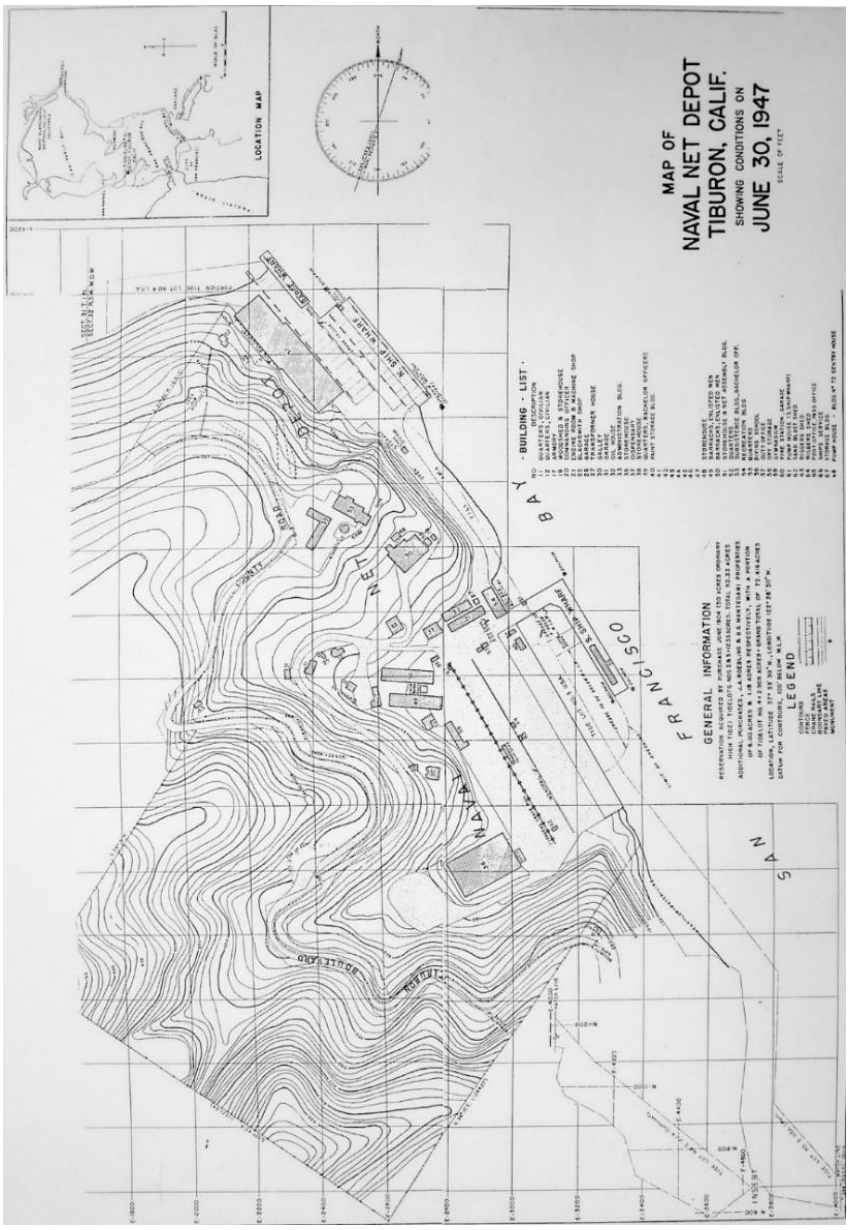


Figure 94: Map of net depot (30 June 1947). Source: RTC Archives.

In 1950, buildings that had been painted camouflage during World War II were painted white under the "cleanup and paintup" orders of Commander Richards.[63] The "De Fries" blade sign on Building 54 appears to have been removed prior to the building being painted white. In 1951, the depot was again put on active duty. During the Korean War, the depot sent net materials to the Pacific and continued training in net use, maintenance, and repair. Naval men from allied countries also came to enroll as students **(Figure 95- Figure 96)**. The site does not appear to have been greatly altered during the 1950s **(Figure 97- Figure 114)**. With the onset of the atomic age, harbor defenses were less important, and the depot was closed in 1958.[64] As Commander Vincent Langan said in 1958, "In an atomic war we sure won't have time to lay nets."[65]

[63] Chapin Day, "Navy Harbors Net Depot Peaceful Cove Near Tiburon," *Independent Journal* (January 5, 1952).
[64] "U.S. Navy Net Depot," Materials held at Belvedere-Tiburon Landmarks Society.
[65] "Tiburon Sees an Era Begin to End as Net Depot Closes," *Daily Independent Journal* (July 2, 1958).

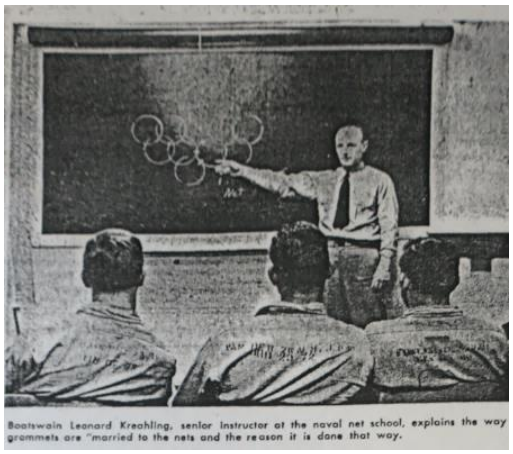


Figure 95: "Navy Trains Men in Net Use, Maintenance, Repair at Tiburon," *Independent Journal* (5 January 1952).

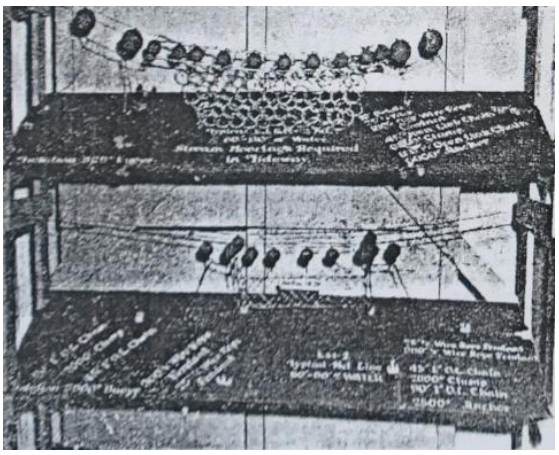


Figure 96: Models showing the two major types of nets. Top model shows an anti-torpedo net made of grommets. Lower model shows the heavy anti-submarine net, with buoys, chains and anchors. Source: Chapin Day, "Navy Harbors Net Depot Peaceful Cove Near Tiburon," *Independent Journal* (5 January 1952).

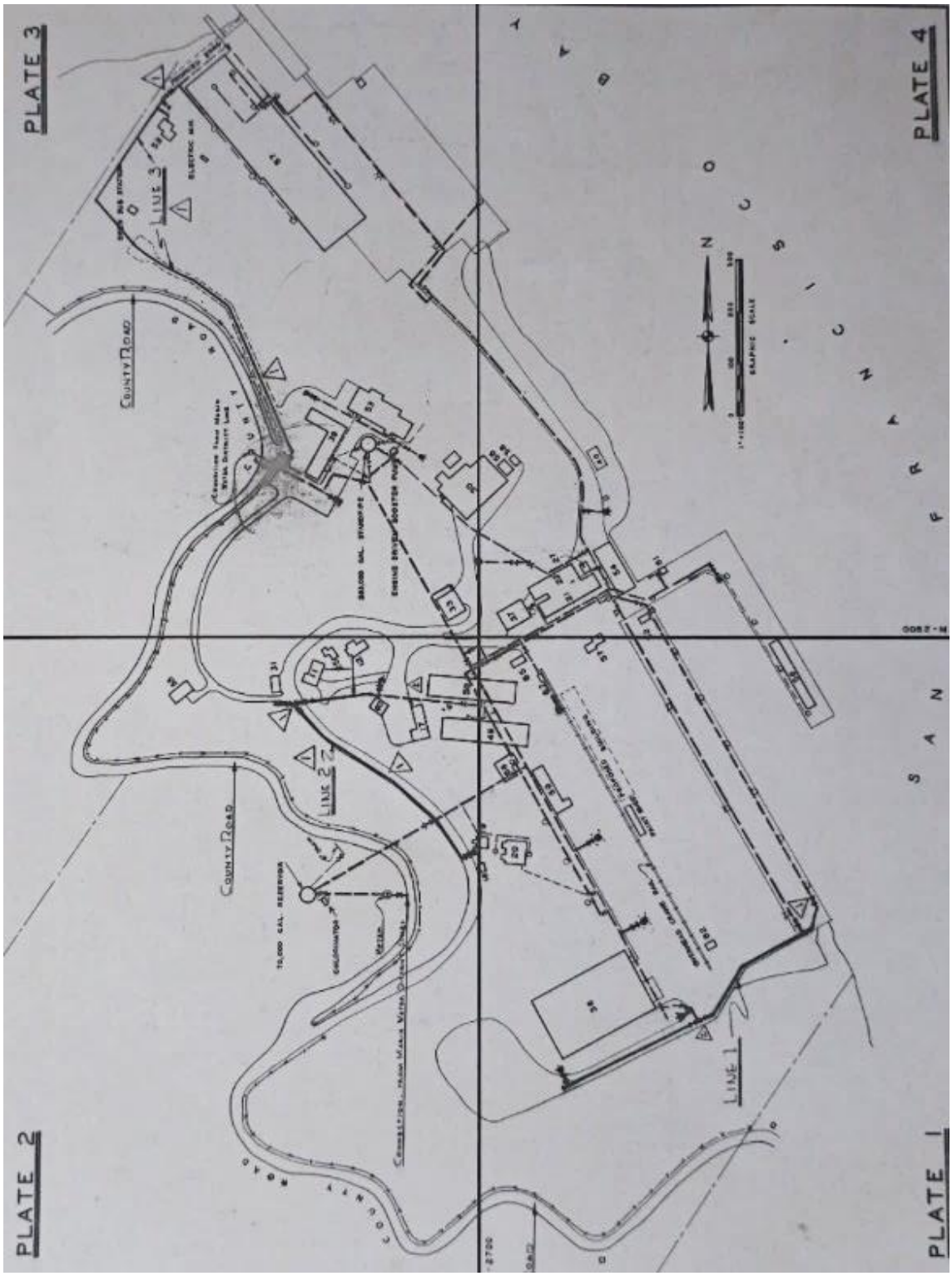


Figure 97: Net Depot Site Plan. North roadway first depicted and Building 74, adjacent to and east of Trestle, labeled as "proposed building." (12 December 1952). Source RTC Archives.

Figure 98: South entrance to Naval Net Depot and Net School (1950s). Source: RTC Archives.

Figure 99: Net Depot (1950s). Source: RTC Archives.

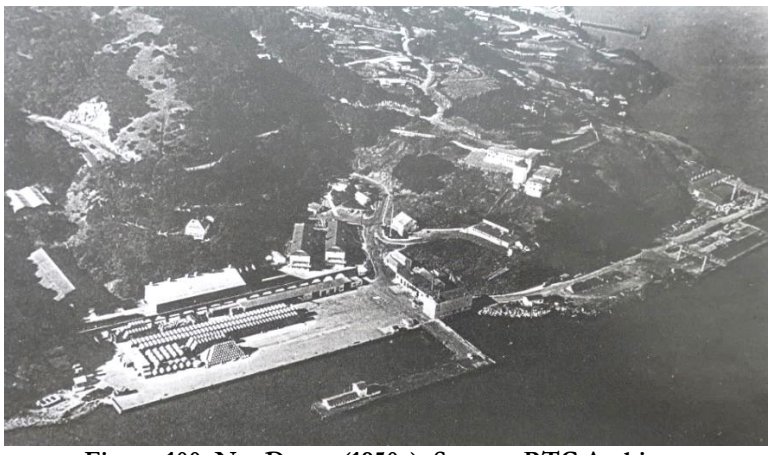


Figure 100: Net Depot (1950s). Source: RTC Archives.

Figure 101: Building 37 (Dispensary) in foreground; Building 33 in background (1950s). Source: RTC Archives, photo courtesy of Commander F. Channell.

Figure 102: Rear of Building 54 (Theater Building); wharf at left and Building 27 and 21 at right. Slab in background (1950s). Source: RTC Archives.

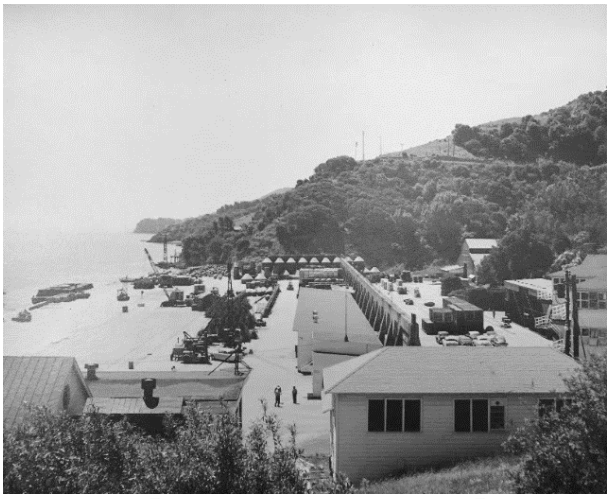


Figure 103: View south along slab. Building 21 and 22 (left) and Building 37 (right) in foreground; Building 74 at center and Building 36 at far right (1950s). Source: RTC Archives.

Figure 104: View looking northwest (1950s). Source: RTC Archives.

Figure 105: Trestle with Building 36 in background (1950s). Source: RTC Archives.

Figure 106: Net Depot, view looking north (1950s). Source: Belvedere-Tiburon Landmarks Society.

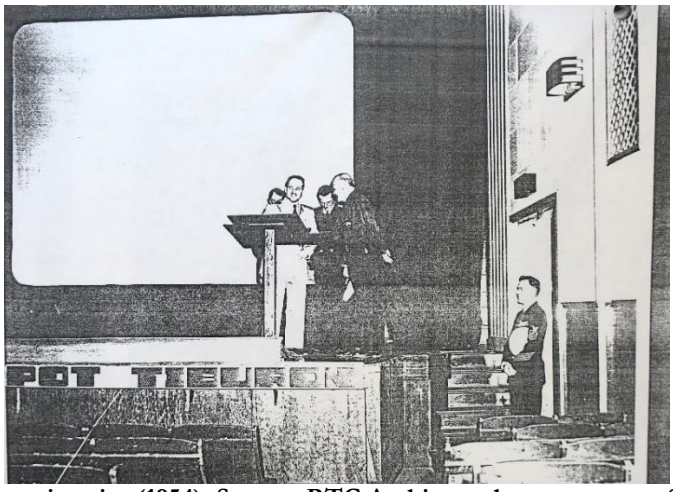


Figure 107: Theater interior (1954). Source: RTC Archives, photo courtesy of Commander F. Channell.

Figure 108: View from the Bay towards net depot (1950s). Source: RTC Archives.

Figure 109: View towards slab with Building 74 in foreground, Building 36 at left and Building 20 at upper right (1950s). Source: RTC Archives.

Figure 110: Building 74A, the Trestle, and Buildings 49 and 50 (1950s). Source: RTC Archives.

Figure 111: Detail of buildings 33 (left) and 37 (right). Source: RTC Archives.

Figure 112: Detail of Building 33 (1950s). Source: RTC Archives.

Figure 113: Net depot map (1957). Source: RTC Archives.

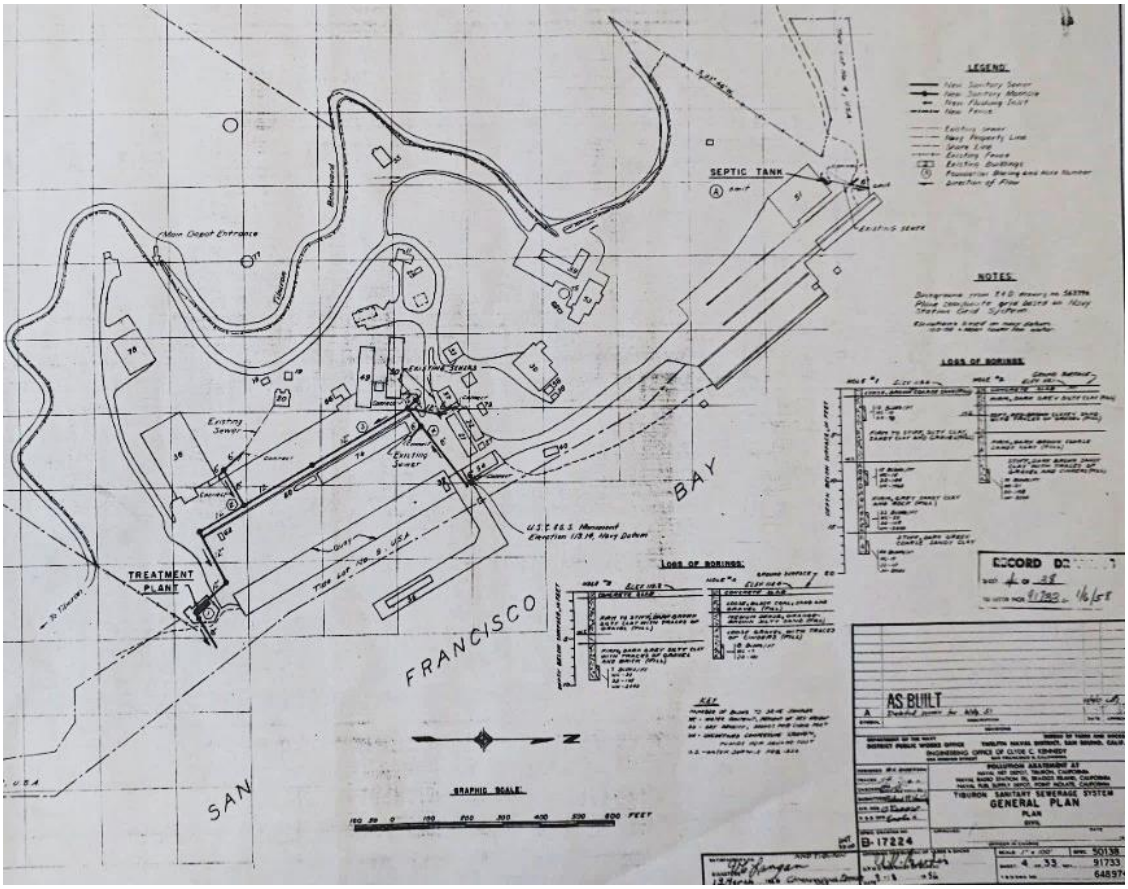


Figure 114: Tiburon Sanitary Sewerage Plans (6 January 1958). Source: RTC Archives.

TIBURON MARINE LABORATORY / MARINE MINERAL TECHNOLOGY CENTER / TIBURON OCEANOGRAPHIC CENTER, 1958-1970

After the Korean War, the subject site was deeded to the Department of the Interior. Parts of the property were considered surplus and released to furnish sites for two new county parks: Tiburon Uplands and Paradise Beach Park.[66] Tiburon Uplands Park was established in 1958 as a county reserve comprising 18.6 acres of the original codfishery site; Paradise Beach County Park was established in 1959 comprising 19 acres of the former Floating Dock Training Center.[67] Throughout the 1960s and 1970s, the site was operated at various times by the Department of the Interior, the Department of Commerce, and the Department of Health, Education, and Welfare.

The Department of the Interior, U.S. Bureau of Sport Fisheries and Wildlife, established the Tiburon Marine Laboratory (also known as the Sport Fish Research Laboratory) on the subject site in 1961 **(Figure 115- Figure 136)**. This laboratory was the predecessor of the National Oceanic and Atmospheric Administration's (NOAA) Southwest Fisheries Center.[68] Scientists conducted research on migratory marine game fishes and made periodic aerial sea-surface temperature surveys in cooperation with the U.S. Coast Guard.[69] In 1963, the Marine Minerals Technology Center (MMTC),

[66] National Oceanic and Atmospheric Administration, "History of the NOAA Tiburon Base," (1975). p.5.
[67] Teather, p.1.
[68] Ibid.
[69] Biologists working for the Bureau's Fish Pesticide Research Facility, based in Colombia, MO, were also stationed at the subject site during this period; they conducted research on the effects of pesticides on local fishes. In addition, biologists from the National Marine Fisheries Service's Environmental Assessment Branch

under the Department of the Interior, Bureau of Mines, joined the Tiburon Marine Laboratory; the organizations joined as the Tiburon Oceanographic Center. MMTC oceanographers tested and sampled minerals from the ocean floor using research vessels *Virginia City*, *Grass Valley* and *Cripple Creek*. [70] They also investigated how to sustainably mine manganese nodules from the deep sea. Exploratory cruises are said to have gone as far north as Alaska in search of undersea gold, silver, platinum, phosphorites, tin, tungsten, mercury, bismuth, antimony, tantalum, and other heavy metals and minerals.[71] The Tiburon Oceanographic Center and its research labs closed in 1971 as a result of government budget cutbacks.[72]

At intervals from the late 1950s to 1967, the subject site also hosted a U.S. Naval Electronics Facility that provided services to U.S. Navy ships repaired at shipyards in the San Francisco Bay Area.[73] The facility was located at the site's south wharf and seawall area and utilized approximately three acres.

The site does not appear to have undergone significant changes during the 1960s; buildings such as Building 36 were altered but remained intact.

for northern California were stationed at the subject site during this period, as were personnel from the Scripps Institution of Oceanography.

[70] Ernest Gruening, "Something New Under the Earth and Sea: a description of the heavy metals program of the Department of the Interior," *Congressional Record* (February 16, 1967).

[71] National Oceanic and Atmospheric Administration, "History of the NOAA Tiburon Base," (1975). p.6.

[72] http://rtc.sfsu.edu/about/history.htm

[73] Smith, p.5.

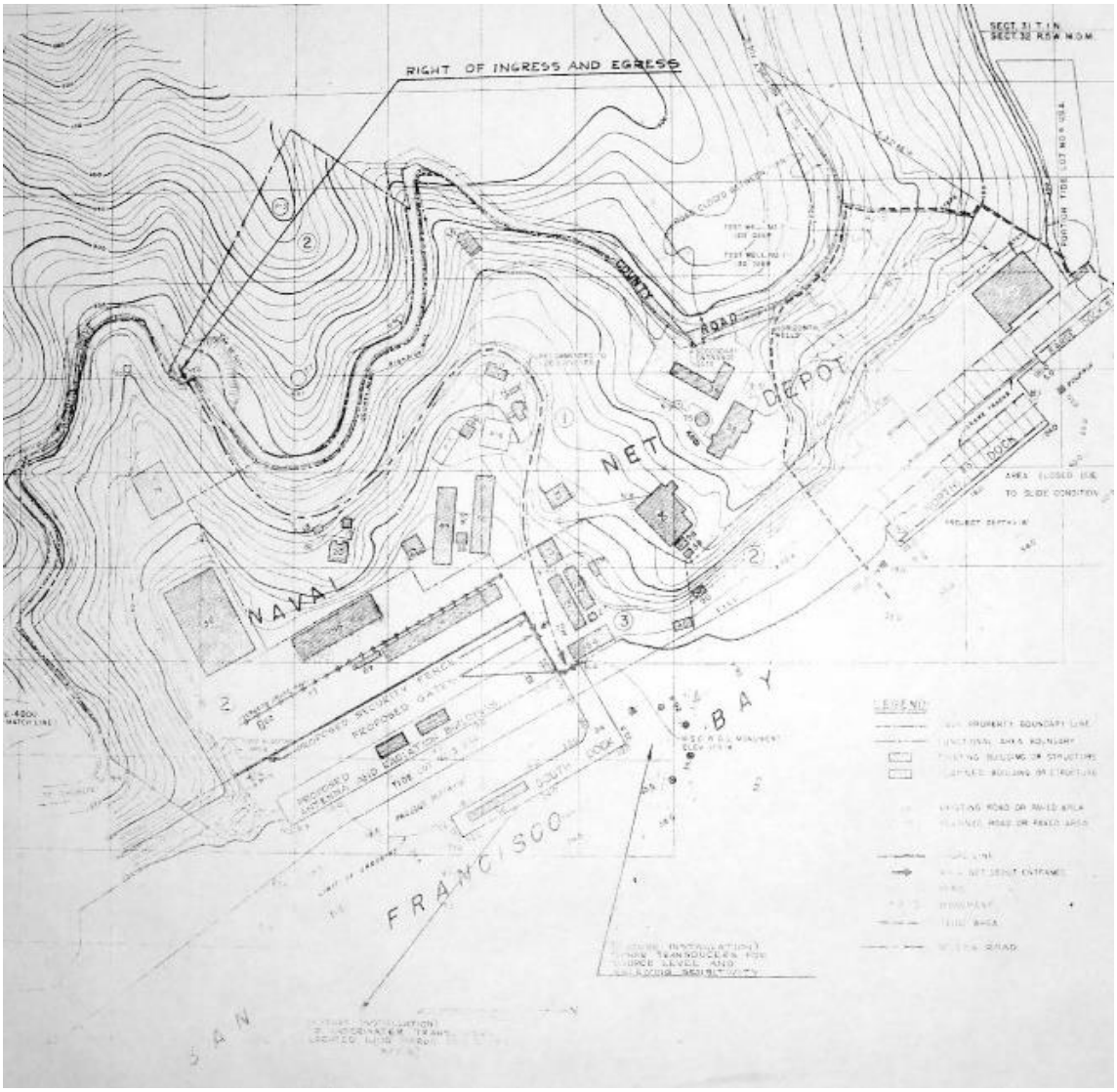


Figure 115: Site map (1961). Source: RTC Archives.

Figure 116: Subject site (1962). Source: Belvedere-Tiburon Landmarks Society.

Figure 117: Subject site (1960s). Source: Belvedere-Tiburon Landmarks Society.

Figure 118: Pier and Building 56 atop pier (1960s). Source: RTC Archives.

Figure 119: Building 21 at left, Building 54 at center (1960s). Source: RTC Archives.

Figure 120: Building 37 (ca.1960s). Source: RTC Archives.

Figure 121: Building 21 (ca.1960s). Source: RTC Archives.

Figure 122: Tiburon Marine Laboratory craft. Source: *The Ebb Tide* vol.2, no.60 (21 February 1963).

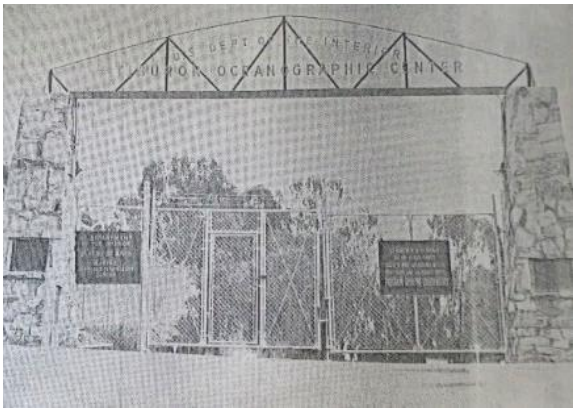


Figure 123: South entrance to Tiburon Oceanographic Center (ca.1967). Source: "From a Codfishery to an Oceanographic Center," *Independent Journal* (5 August 1967).

Figure 124: Building 39, Tiburon Marine Laboratory (ca.1960s). Source: RTC Archives.

Figure 125: Building 39, Tiburon Marine Laboratory (ca.1960s). Source: RTC Archives.

Figure 126: Building 53 (1960s). Source: RTC Archives.

Figure 127: Water Tank (#75) with Building 53 in background (ca.1960s). Source: RTC Archives.

Figure 128: Building 33 (ca.1960s). Source: RTC Archives.

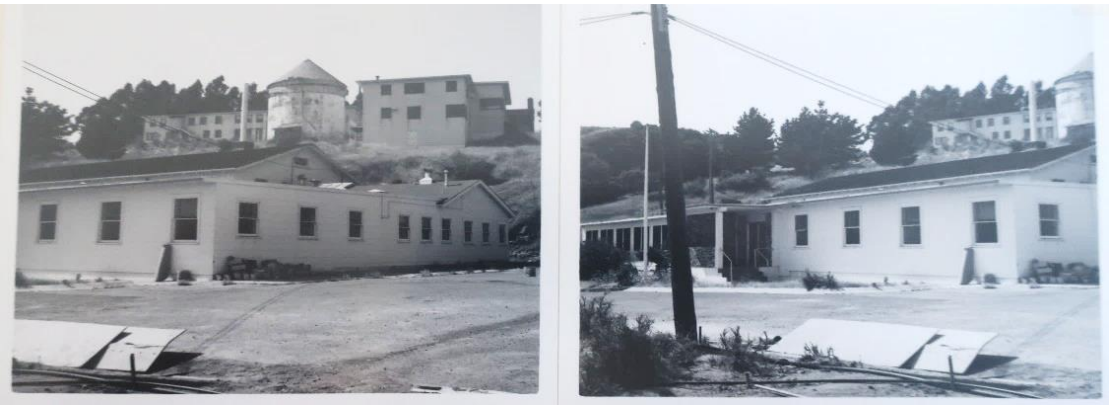


Figure 129: Building 30 (ca.1960s). Source: RTC Archives.

Figure 130: Building 78 (demolished in 1976) (ca.1960s). Source: RTC Archives.

Figure 131: Building 36 (ca.1960s). Source: RTC Archives.

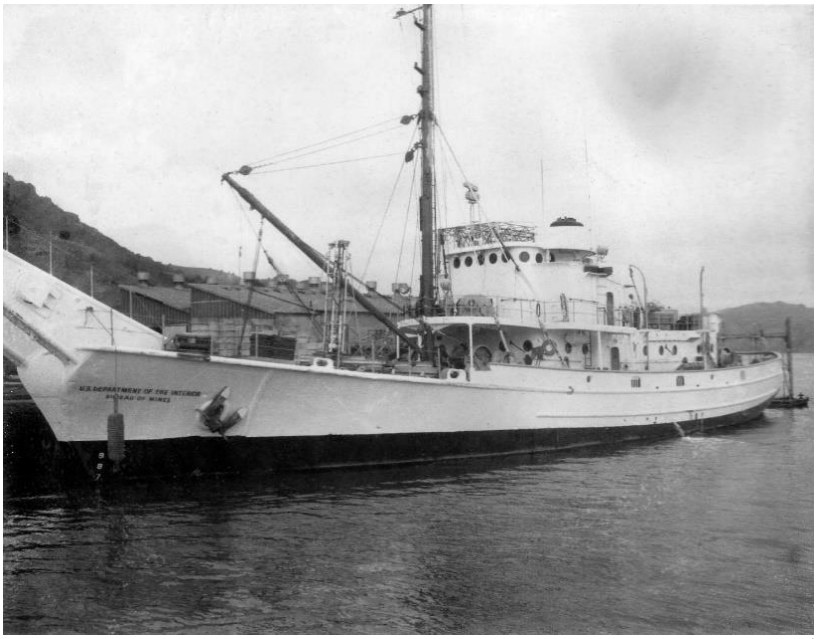


Figure 132: Photo by Darryl Baker of the *Grass Valley* vessel (August 1965). Source: RTC Archives.

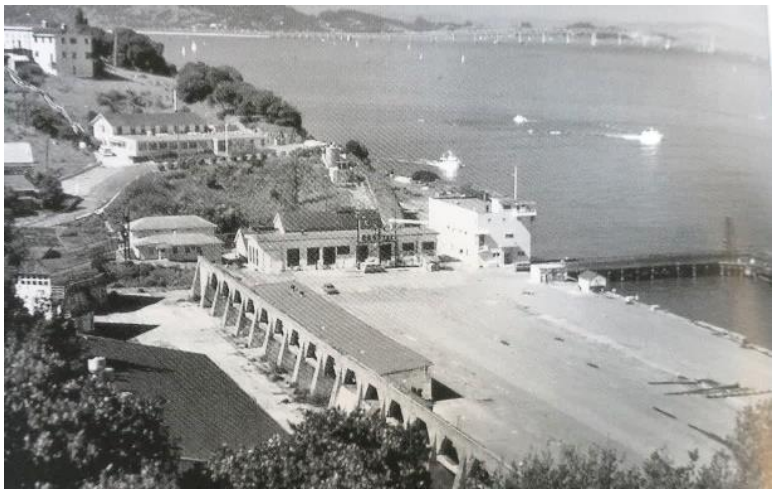


Figure 133: Subject site (ca.1960s). Source: "Images of America: The Tiburon Peninsula" by Branwell Fanning, p.56.

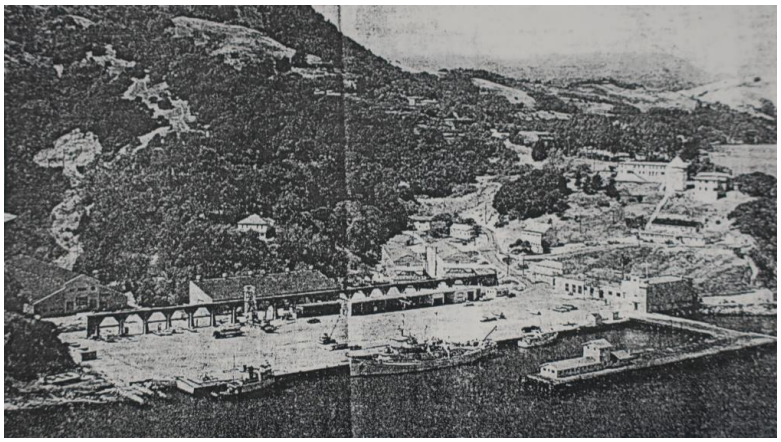


Figure 134: Subject site (1969). "Tiburon Net Depot: Quiet Research," *Daily Independent Journal*, vol. 109 (September 26, 1969).

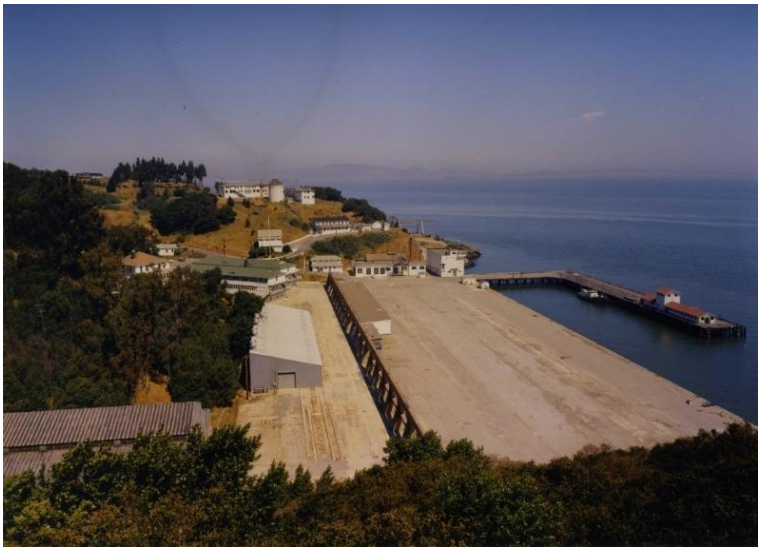


Figure 135: Subject site (1960s). Source: RTC Archives.

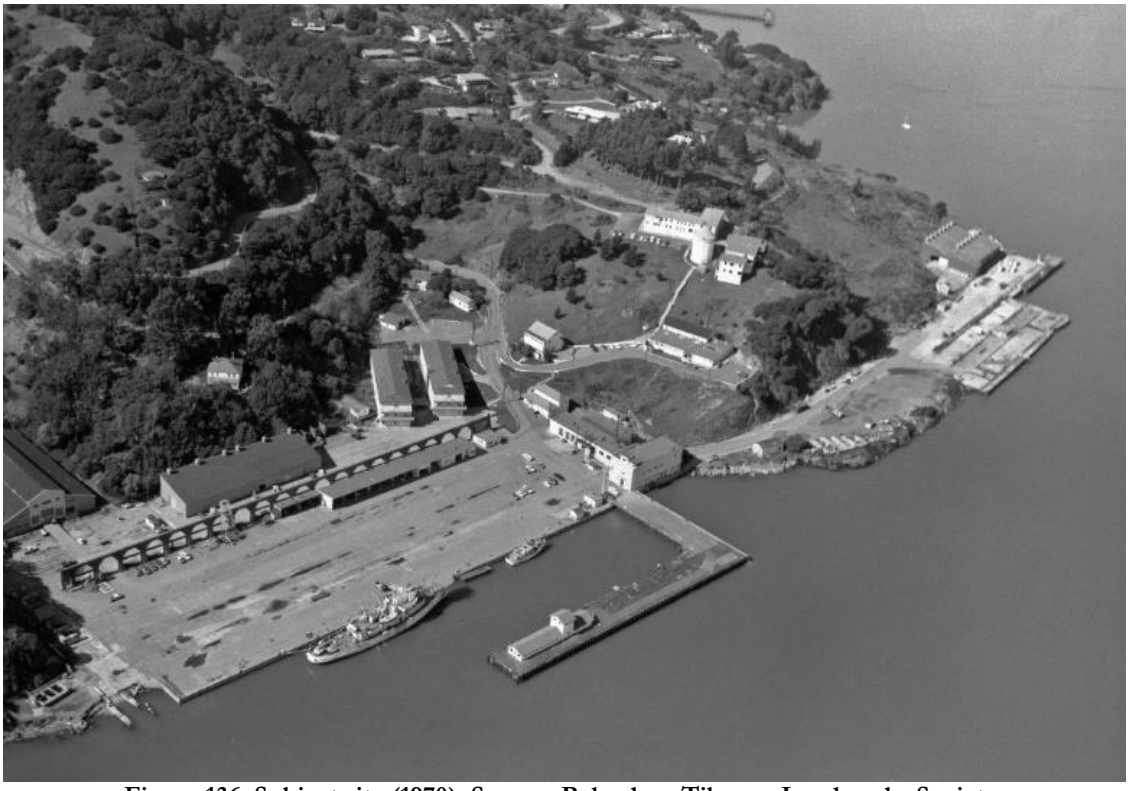


Figure 136: Subject site (1970). Source: Belvedere-Tiburon Landmarks Society.

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA), 1970-1978

On October 4, 1970, both the Marine Minerals Technology Center and the Tiburon Marine Laboratory were transferred into the Department of Commerce, to join a number of other marine-oriented federal agencies under the newly-established National Oceanic and Atmospheric Administration (NOAA) **(Figure 137)**. The MMTC closed three years later, but the laboratory continued work under NOAA's National Marine Fisheries Service, broadening efforts to study commercial fishes and fisheries. A highly sophisticated seawater system was installed on the ground floor of Building 54 (the former De Fries Theatre), enabling biologists to conduct controlled experiments on the chronic effects of pollutants on the physiology of fishes.[74] The Earthquake Mechanism Laboratory and the federally-operated California Seismological Field Survey also operated at the subject site under the administration of NOAA.

Though ownership would be transferred in 1978, NOAA Fisheries Lab (part of NOAA's Southwest Fisheries Science Service) continued to operate out of the site until 2000, when they relocated to new laboratory facilities at the University of California, Santa Cruz.[75]

[74] Smith, p.6.
[75] "Partnerships in Marine Science." UCSC. https://www.ucsc.edu/features/marine_sciences/partnerships.html

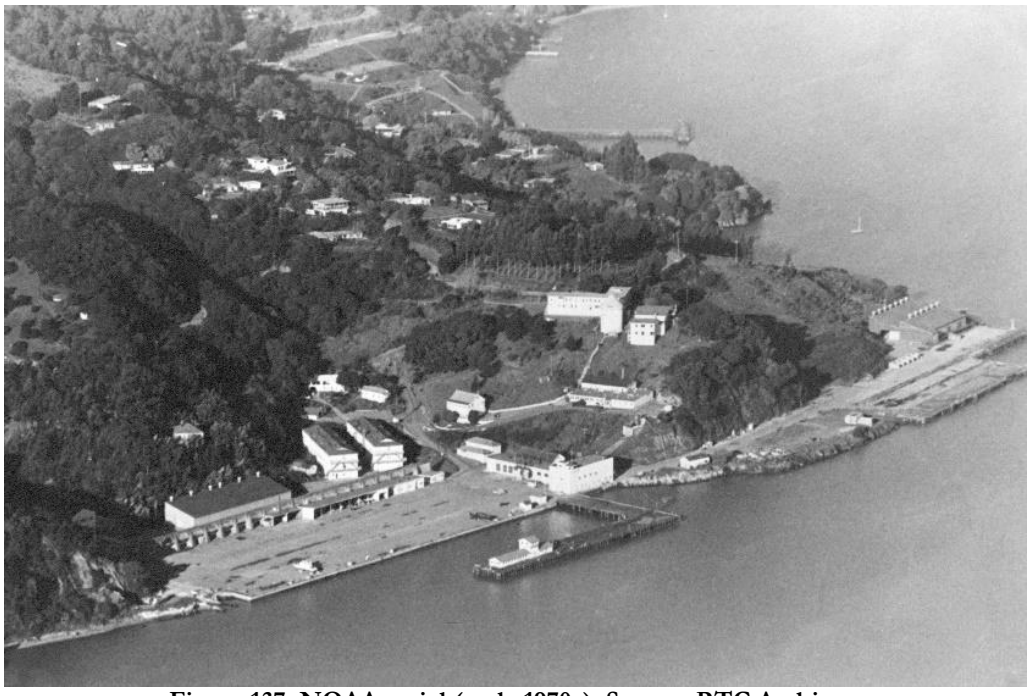


Figure 137: NOAA aerial (early 1970s). Source: RTC Archives.

SAN FRANCISCO STATE UNIVERSITY- ROMBERG TIBURON CENTER FOR ENVIRONMENTAL STUDIES, 1978-PRESENT

In 1975, San Francisco State University applied for public acquisition of the subject site; the application was accepted and the site secured at the cost of $1.00.[76] The town of Tiburon was the only other applicant for the site.[77] Deed transfer officially occurred in May 1978, after three years of negotiation, from the U.S. Department of Health, Education and Welfare to San Francisco State University. That year, the Romberg Tiburon Center for Environmental Studies was established as a year-round off-campus field station, research, and teaching facility. It was named after Paul Romberg, who was president of San Francisco State University at the time.[78] [79] The Center has served as a base for a multi-disciplinary approach to the solution of Bay Area environmental issues.

During the 1970s and 1980s, the site appears to have undergone considerable change. Multiple sheds, cottages and warehouses were demolished **(Figure 138- Figure 142)**. Building 78 (a corrugated metal warehouse located behind Building 36) was demolished in 1976; the building was shipped to Roseville, New Mexico to be repurposed as a schoolhouse. An article in *The Ark*, published in 1985, stated that SF State was in the process of "demolishing unsafe structures."[80] One of these buildings was Building 51, the former Roebling warehouse built in 1933 and used for cable winding and reeling. The building was determined too costly to refurbish and was considered unsafe in its condition after damage by the landslide.[81] The demolition of both Building 51 and the north wharf was completed in 1986. Multiple shed and cottage structures were demolished throughout the site. The 1970s and 1980s also saw several building renovations, the construction of a greenhouse near the water's edge, and the demolition of the southern portion of the Trestle.

[76] The land initially cost the government $913,000.
[77] Brad Breithaupt, "Net Depot Becomes Center for Environmental Studies," *The Ark* (May 10, 1978).
[78] "Tiburon's Submarine Net."
[79] SFSU also operated their Ceramics Department onsite for a number of years.
[80] Jeanne Price, "Getting to Know an Old Neighbor," *The Ark* (October 30, 1985).
[81] Ibid.

In 2006, the federal reversionary interest in the subject site was formally released and the additional 17 acres vacated by NOAA in 2000, were formally transferred to the Trustees of the California State University system. As part of the agreement to transfer the remaining NOAA property, a license for the use of a storage warehouse (Building 86) and the boat launch ramp was granted to NOAA. The site is currently operated by San Francisco State University **(Figure 143)**. On November 20, 2017, the Romberg Tiburon Center for Environmental Studies was renamed the Romberg Tiburon Campus (RTC) and a new SF State research and service organization, the Estuary & Ocean Science Center, was established. The Center's mission is to connect science, society and the sea through outstanding interdisciplinary research, education and outreach programs. The Estuary and Ocean Science Center operates out of Building 36. The Smithsonian Environmental Research Center operates out of Building 30 and the SF Bay National Estuarine Research Reserve operates out of Building 39. The Tiburon Fire Department periodically uses Building 22 for training purposes.

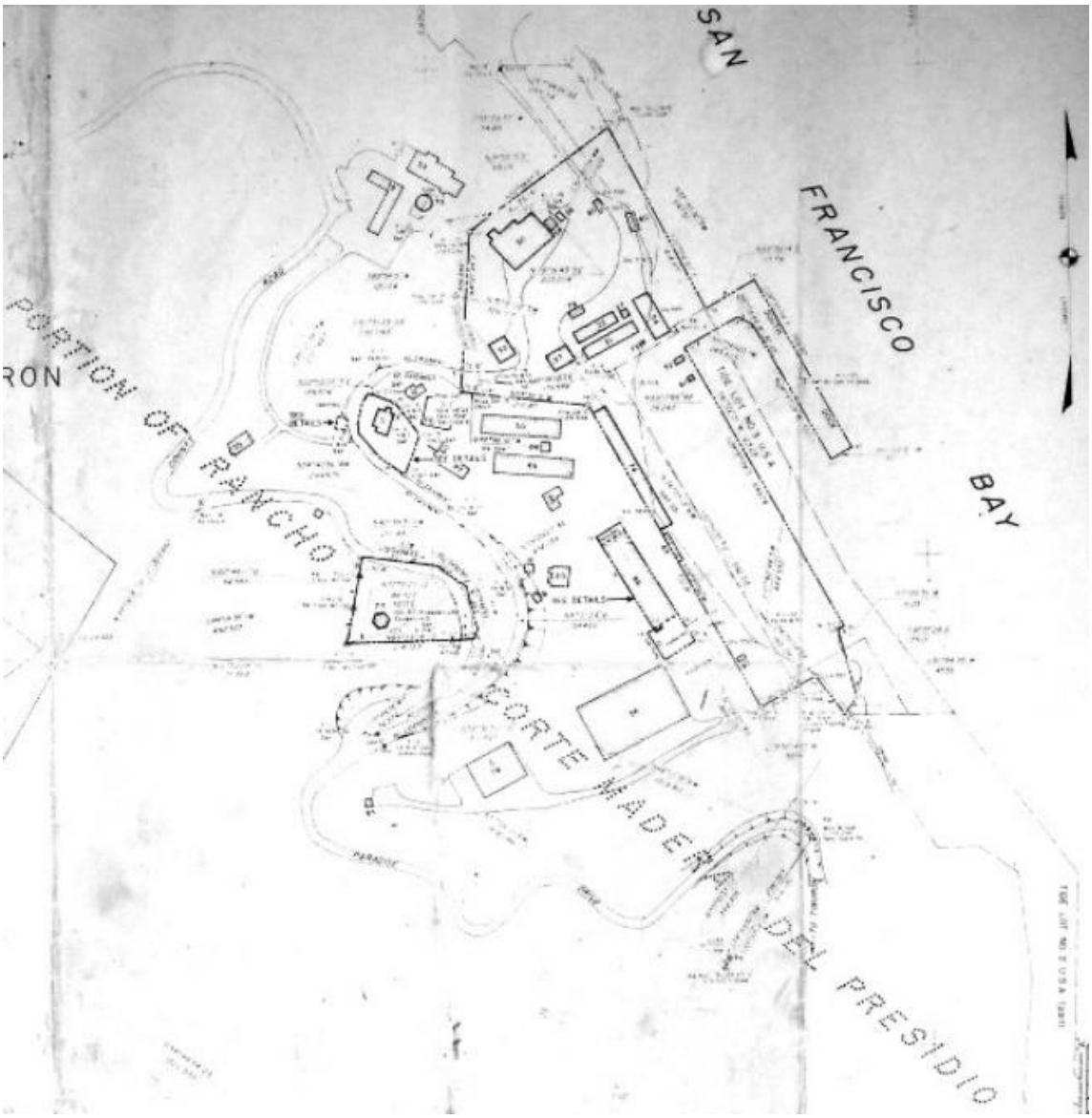


Figure 138: Site map (June 1976). Source: RTC Archives.

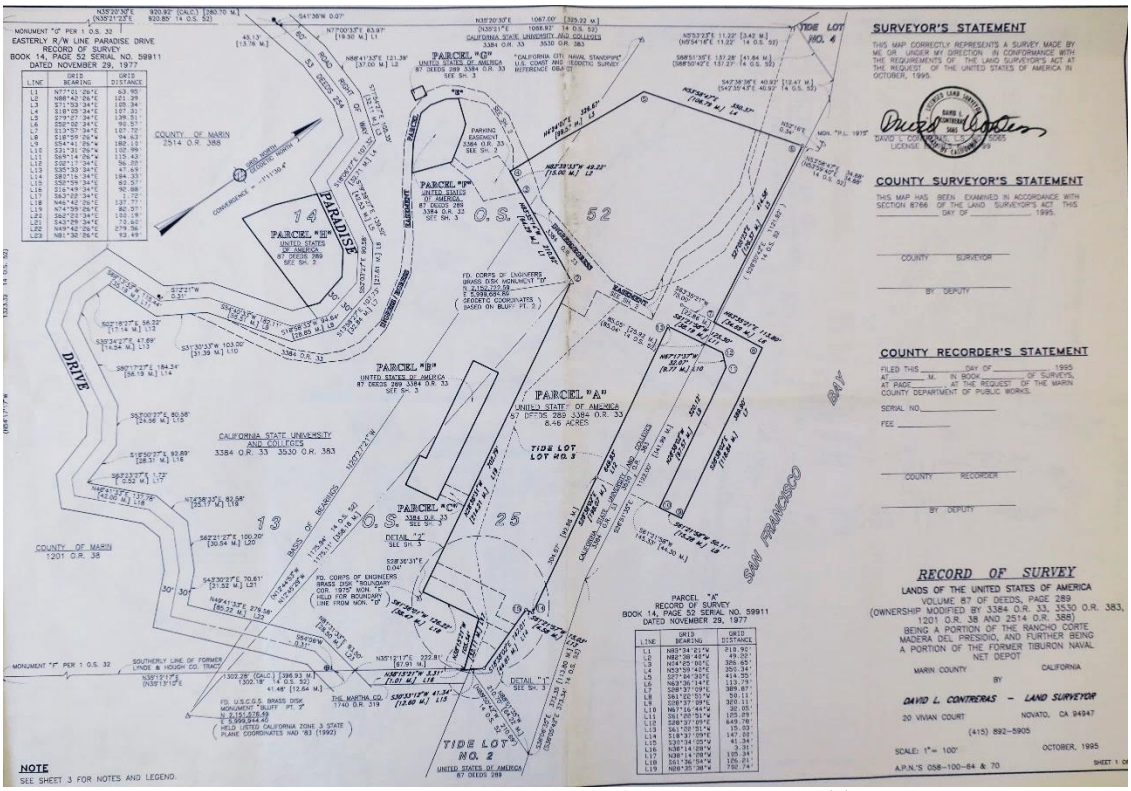


Figure 139: Record of Survey (29 November 1977). Source: RTC Archives.

Figure 140: Building 12, demolished sometime after 1976 (ca.1978). Source: RTC Archives.

Figure 141: North wharf area and Building 51 (demolished in 1986) (ca.1978). Source: RTC Archives.

Figure 142: Building 36 (no date). Source: "Images of America: Maritime Marin" by Branwell Fanning. p.120.

Figure 143: Subject site (2008). Source: RTC Archives.

Minimal permits are on file with the County of Marin Planning- Community Development Agency; these permits are italicized in the table below. Non-italicized permits were issued by SFSU. All available permits date to the 1990s and early 2000's.[82]

Permit History			
APN	**Date Issued**	**Permit #**	**Description**
058-061-01	*1991*	*NA*	*Electrical permit*
058-100-069	*1994*	*NA*	*Electrical permit*
058-100-069	*12/18/1998*	*77680*	*New heat pump*
058-100-069	*4/44/2004*	*100543*	*Roofing permit*
058-100-069	*1/13/2004*	*99297*	*Roofing permit*
NA	2/20/2003	0203-008	RTC finger pier
NA	2/27/2004	0304-015	RTC49 electrical issued
NA	4/14/2005	0405-024	RTC36 phase II issued
NA	8/15/2008	0607-010	RTC49 roof issued
NA	9/5/2008	0809-020	RTC30 fume hood issued 9/5/08
NA	8/7/2009	0910-006	RTC south shore issued
NA	8/16/2010	1011-010	RTC30 AC system issued
NA	9/2/2010	1011-013	RTC20 guardrail issued
NA	9/9/2010	1011-019	RTC hazmat storage building issued
NA	10/4/2010	1011-025	RTC water pump issued
NA	10/11/2010	1011-027	RTC 36 windows issued
NA	10/19/2010	1011-028	RTC 36 outlets issued
NA	10/28/2010	1011-029	RTC 54 furnace issued
NA	10/28/2010	1011-032	RTC 30 electrical panel issued
NA	11/1/2010	1011-034	RTC 30 outlet issued
NA	12/16/2010	1011-051	RTC 30 electrical
NA	3/17/2011	1011-072	RTC 30 outlets
NA	6/9/2011	1011-092	RTC 54 electrical
NA	6/15/2011	1011-094	RTC 54 water main
NA	7/19/2011	1112-003	RTC37 water line issued
NA	8/15/2011	1112-012	RTC53 carpet issued
NA	9/16/2011	1112-019	RTC30 carpet issued
NA	12/7/2011	1112-034	RTC36 boiler issued
NA	1/10/2012	1112-042	RTC36 fuel tank issued
NA	1/12/2012	1112-043	RTC30 carpet issued
NA	3/8/2012	1112-055	RTC53 wall panels issued
NA	3/7/2013	1213-065	RTC36 room 127 issued
NA	5/8/2013	1213-088	RTC54 electrical issued
NA	1/8/2014	1314-053	RTC 68kW solar issued
NA	1/8/2014	1314-054	RTC 44kW solar issued
NA	8/5/2014	1415-018	RTC53 carpet issued
NA	8/5/2014	1415-019	RTC53 electrical issued

[82] The available permit history does not provide a sense of the site's construction chronology, as all extant buildings were constructed by the U.S. Navy, NOAA or San Francisco State University and were exempt from local building and zoning ordinances.

NA	8/4/2015	1516-018	RTC54 electrical issued
NA	3/14/2016	1516-061	RTC power distribution issued
NA	3/14/2016	1516-062	RTC sanitary sewer
NA	9/26/2017	1718-051	RTC50 foundation repairs issued

IV. EVALUATION

This section evaluates the Romberg Tiburon Campus as a cultural landscape using the eligibility criteria for listing in the National Register of Historic Places and the California Register of Historical Resources. Significance evaluations for buildings, structures, and site features are included in an Evaluation Inventory that follows. The Evaluation Inventory includes evaluations for individual significance and as contributors to the cultural landscape identified earlier in the section. Summary tables of individual resources, contributors to the cultural landscape, and non-contributors conclude this section of the report.

NATIONAL REGISTER OF HISTORIC PLACES

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

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

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

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

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

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

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The California Register of Historical Resources follows nearly identical guidelines to those used by the National Register, but identifies the Criteria for Evaluation numerically.

In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria.

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

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

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

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

Different from the National Register, the California Register does not have a strict 50-year age threshold to qualify for eligibility. Rather, a "resource less than fifty years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance."[83]

The following section includes Page & Turnbull's examination of buildings, structures and landscape features and evaluation for listing in the California Register. The following analysis does not include discussions of eligibility under Criterion 4 (Information Potential), as this criterion applies to properties that may contain archeological resources and is beyond the scope of this report.

INTEGRITY

In order to qualify for listing in the National Register or California Register, a property must possess significance under one of the aforementioned criteria and have historic integrity. Historic integrity measures the property's ability to convey its historic significance. Integrity is not the same as condition. A resource can be in disrepair and still represent its period of significance. Alternatively, a resource can be in very good condition, but have been so heavily altered that it does not read as a historic building or landscape.

The process of determining integrity is similar for both the National Register and the California Register. The same seven variables or aspects that define integrity—location, design, setting, materials, workmanship, feeling, and association—are used to evaluate a resource's eligibility for listing in the California Register and the National Register. According to the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, these seven characteristics are defined as follows:

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

[83] California Office of Historic Preservation, *Technical Assistant Series No. 6, California Register and National Register: A Comparison* (Sacramento, CA: California Office of State Publishing, 2011) p.3.

Materials refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history.

Feeling is the property's expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and a historic property.

While both the National Register and California Register employ the same characteristics of integrity, these characteristics can be applied in somewhat different ways for each register. The regulations of the California Register allow a degree of flexibility in situations where the National Register is strict. For instance, compromised integrity may not limit a resource from California Register eligibility if it is found to have "the potential to yield significant scientific or historical information or specific data."[84]

U.S. NAVY FUEL DEPOT AND NET DEPOT CULTURAL LANDSCAPE EVALUATION

The subject site is most appropriately defined as a vernacular cultural landscape, a type of property that has "evolved through use by the people whose activities or occupancy shaped that landscape. Through social or cultural attitudes of an individual, family, or a community, the landscape reflects the physical, biological, and cultural character of those everyday lives."[85] Accordingly, the various physical attributes and ecological characteristics of the property have the potential to convey its historic qualities. Similar to buildings, cultural landscapes are significant for their association with an historic event, activity, or person.[86]

The evolution of the subject site has been analyzed by comparing historical maps, photographs and physical observations that indicate development patterns shaped by multiple factors: military uses, topography, circulation, and access. As no buildings or structures on the primary subject site remain extant from the Miwok, Reed Cattle/Dairy, Lynde & Hough, or John A. Roebling's Sons eras, the character of the subject site is expressed by a range of built and natural features that date to its decades-long use as a military site—including 18 contributing buildings, 2 contributing structures, and several features (circulation, the slab etc.), in addition to topography, views, and access to the San Francisco Bay.[87] These features continue to convey the spatial and functional relationships that defined the operations of the site since 1904. As a result, Page & Turnbull has determined that the site is most appropriately defined as a vernacular cultural landscape, utilitarian in character, rather than a historic district which would only consider buildings and structures as contributing resources. Numerous landscape features (natural and manmade) and ecological characteristics convey the site's historic qualities. Most extant buildings, structures and landscape features are eligible to the National

[84] California Office of Historic Preservation, *Technical Assistant Series No. 6, California Register and National Register: A Comparison* (Sacramento, CA: California Office of State Publishing, 2011) p.3.
[85] Charles Birnbaum, *Preservation Brief 36: Protecting Cultural Landscapes: Planning, Treatment, and Management of Historic Landscapes*, National Park Service, accessed July 30, 2015, http://www.nps.gov/tps/how-to-preserve/briefs/36-cultural-landscapes.htm.
[86] "Cultural Landscapes." San Francisco Planning Department. http://sf-planning.org/cultural-landscapes
[87] The north seawall dates to the Roebling period, but is considered a (contributing) site feature rather than a building or structure.

Register and California Register as contributors to a U.S. Navy Fuel Depot and Net Depot Cultural Landscape with a defined period of significance of 1904 to 1958. The subject site played a key role in regional naval history beginning in 1904, and was integral to the defense of the San Francisco Bay Area during World War II and the Korean War.

Criterion 1 (Events)

The subject site is a historically significant vernacular cultural landscape under Criterion 1, for its associations with San Francisco's maritime and military history. The subject site supported military operations near-continuously from 1904 to 1958. The U.S. Navy purchased the site in 1904, and the U.S. Navy Coaling Depot was under construction by 1908. From 1931 to 1940, the site hosted the California Maritime Academy. Beginning in 1940, the site operated as a Naval Net Depot, which was decommissioned in 1958. A period of significance associated with military operations at the site extends from 1904 to 1958, a span of 54 years.

The coal reserves held at the Fuel Depot were integral to the operation of American naval fleets and vessels during the early twentieth century, prior to the era of oil as the primary fuel source. Tiburon's Fuel Depot was the first naval coaling station on the Pacific Coast and is most notable for fueling Roosevelt's Great White Fleet in 1908. During the interim period between the Fuel Depot and Net Depot eras, the site hosted the California Maritime Academy, which was the first nautical training school to be run by the State of California.[88] With the onset of World War II, the Navy converted the property to a Net Depot that served as the primary training facility for Naval Officers and Sailors to study harbor defenses. The Tiburon net depot was the first of its kind in the history of the U.S. Navy; it was later joined by an installation at Melville, Rhode Island. In 1940, the Navy created a concrete work space called "the slab." This area, previously filled with coal reserves, facilitated anti-submarine and anti-torpedo net construction designed to protect the San Francisco Bay and other allied harbors. The site landscape, with its remaining trestle, wharf, and open industrial areas, continued to convey associations with the previous Fuel Depot era, remained in operation as a maritime-associated industrial site, and continued to rely on direct access to deep water. Extant steel anchors arranged in a precise pattern across the slab indicate the gig used to build 1" wire rope nets designed to protect against enemy submarines. These steel remnants clearly communicate the site's function as a Net Depot.

The U.S. Navy's longevity at the subject site—and its eventual departure—reflects the evolution of naval history and defense systems from coal to oil, and from harbor net defenses to an atomic age where nets were deemed unnecessary. Extant buildings, structures, and features at the site convey this evolution. Though not all are considered individually significant, most extant buildings, structures and features possess significance when interpreted together as a group. Although various buildings and structures that date to the period of significance have been demolished, most remain and retain integrity. The locations of specific military functions were initially influenced by site topography and access to deep water. The site's natural hilly topography resulted in the majority of industrial development (warehouses) occurring along the relatively flat tidelands, with secondary development (housing and support buildings) occurring on the hillsides. The Navy and the California Maritime Academy required the site to provide a diversity of services, including industrial facilities, residences, medical services, office space, and even recreational outlets. This wide range of built resources, in combination with developed circulation patterns and landscape features such as the slab and deep water access, convey the site's historic significance. Therefore, the site possesses significance under Criterion A/1 (Events) and is eligible for listing in the National Register and California Register as a cultural landscape.

[88] The site was also partially leased to John A. Roeblings' Sons Co. during this time. The Roebling warehouse (Building 51) and the Roebling wharf are no longer extant. The north seawall does date to the Roebling period and is considered a contributing site feature.

Criterion 2 (Persons)

The subject site was operated nearly continuously by the U.S. Navy from 1904 to 1958. No individuals were identified as being significant to the function of the subject site during this period. The artist of the Officers' Bar cartoons in Building 53 is unidentified, and Paul Romberg, president of San Francisco State University at the time that the site was transferred in 1978, was not associated with the subject site within the defined period of significance. Research did not uncover additional information about De Fries, for whom Building 54 was named during the 1940s. Therefore, no persons appear significant and directly associated with the site such that the historic vernacular landscape would be significant under Criterion 2.

Criterion 3 (Architecture/Design)

The subject site is a vernacular cultural landscape, utilitarian in character, whose spatial arrangement and contributing features have developed over time in response to the military activities that occurred within the site. Most buildings and structures that contribute to the cultural landscape are vernacular in style, appropriate to an isolated industrial space where support buildings appear to have been constructed or reused according to the production and administrative needs. Most were not found to be exceptional examples of twentieth-century military base architecture, nor were they found architecturally significant in the history of building technology. All buildings and structures were constructed either by the U.S. Navy (Department of Yards and Docks) or unknown builders; thus, they cannot be considered the work of a master architect or builder at this time. Although many extant buildings and structures are age-eligible and appear to retain a high level of integrity, they do not exemplify a building type or possess high artistic style. Some buildings on the site appear to be prefabricated and/or utilitarian in design and devoid of ornamentation. Changes to the site include the removal of numerous buildings and landscape features, including but not limited to: residential buildings, warehouses, an armory building, elevated rail tracks, gantries, and wharfs. The shoreline has experienced moderate change due to the construction of a large concrete slab that currently fills much of the property's shoreline. Additionally, features such as a concrete seawall and shoreline protected by concrete clumps date to a period following the U.S. Navy's period of significance. Thus, the cultural landscape does not appear significant under Criterion 3.

Integrity

Location: The subject site remains in its location from the period of significance and consequently retains integrity of location.

Setting: The setting plays an integral role in conveying the property's historic character. The access to the waterfront and the open industrial slab area are contributing features of the site that immediately relate the property to its significant maritime history. Access to the bay's deep water channel is a critical component of the site's setting; the built and natural features of the tidelands and hills, while having developed over time, convey the area's isolation and its strong connection to the water. Though residential development has occurred in the surrounding area, these developments are either minimally visible or out of sight from the subject site itself. Furthermore, the existing roadways from Paradise Drive reflect the historic circulation patterns that allowed access to the waterfront. The U.S. Navy Fuel Depot and Net Depot Cultural Landscape therefore retains integrity of setting.

Design: The spatial arrangement of the historic naval site has not changed substantially since its period of significance. The positions of contributing circulation routes still convey the movement of people and equipment through the site that occurred historically. The spatial relationships among the buildings and structures relate them to one another functionally. Moreover, the contributing buildings generally retain their historic floor plans, massing, and fenestration patterns to the extent that they can convey their historic designs. The U.S. Navy Fuel Depot and Net Depot Cultural Landscape therefore retains integrity of design.

Materials: The material integrity of the site has been degraded over time, with a number of known features—for instance, rails, gantries, and wharfs—now absent. Contributing buildings have also lost material fabric, in some cases due to the addition of asbestos panel siding or the replacement of wood windows with aluminum or vinyl windows. The roofs of the historic water tower and many of the oldest buildings on the site have been replaced with composite shingles. Overall, though, most historic material remains and the material palette conveys the materials of a naval site from the early twentieth century. The U.S. Navy Fuel Depot and Net Depot Cultural Landscape therefore retains integrity of materials.

Workmanship: The loss of early wood-frame cottage residences, historic wood wharfs, and some of the steel rail that once existed to transport coal have resulted in a compromised sense of workmanship. However, construction techniques that produced the site's contributing features are identifiable. Many buildings and structures retain their original features. Overall, the U.S. Navy Fuel Depot and Net Depot Cultural Landscape retains integrity of workmanship.

Feeling: In some respects, the feeling of the landscape is very different currently than in the period of significance, when the site bustled with industrial activity from fueling ships with tons of coal to constructing nets under wartime pressures. However, the relationship between the site and the San Francisco Bay remains intact, and the physical features of the site that remain from the period of significance convey original naval functions. The site's use as a Fuel Depot and Net Depot during the early and mid-twentieth century is still clearly discernible and contributes to an intangible sense of its historic feeling and use. While non-historic buildings have been introduced into the landscape (such as the greenhouse), the site remains visually identifiable as a former military site. The U.S. Navy Fuel Depot and Net Depot Cultural Landscape therefore retains integrity of feeling.

Association: A sufficient number of site features, and a high enough integrity of location, setting, design, materials, workmanship and feeling, are in place to allow the site to convey its association to the military and maritime history of the San Francisco Bay Area between 1904 and 1958, as a Fuel Depot and Net Depot. The range of historic buildings, structures, and other landscape features that remain are extensive and clearly convey the site's past use as an industrial military site dating to the early twentieth century. The U.S. Navy Fuel Depot and Net Depot Cultural Landscape therefore retains integrity of association.

The site's integrity, overall, is remarkably intact. Most extant buildings, structures and features date from within the period of significance and have been retained to the point that original materials, design features, and workmanship can be fully conveyed. Enough features remain at the site to convey the significant overall functional relationships that have characterized the site for many decades. The site is therefore considered to have adequate overall integrity to convey its historical significance.

EVALUATION INVENTORY OF ALL BUILDINGS, STRUCTURES, AND FEATURES

The 53-acre subject site is located in Marin County, just outside the boundaries of incorporated Tiburon. The site is bordered by Paradise Drive and the Tiburon Uplands Preserve to the west, the San Francisco Bay to the east, and private property to the north and south.[89] The site contains buildings, structures and landscape features – many of which were assigned numerical identifiers by the U.S. Navy **(Figure 6)**. In order to capture site features and spatial relationships, the following descriptions employ categories outlined in the National Park Service publication: *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques.* Several buildings are oriented approximately 45

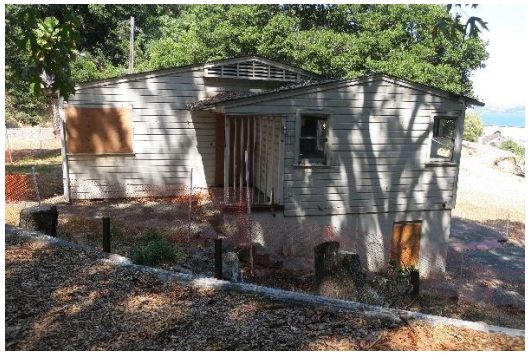
[89] Paradise Drive largely defines the site's western boundary, with the exception of a triangular portion west of the road.

degrees off the cardinal directions; their facades will be described as "northwest," "southwest," etc.[90] Building use and construction dates are specified as accurately as possible, based on archival sources, site maps, and aerial photographs. However, it is possible that buildings were constructed prior to their estimated date.

The U.S. Navy assigned numerical identifiers to many of the buildings, structures and features on the subject site. Where applicable, these numerical identifiers are specified. Using the historic context and evaluation methodology described in this report, the following inventory provides a brief evaluation (historic context, evaluation of significance, and evaluation of integrity) for all of the buildings, structures, and features that fall within the site's determined period of significance (1904-1958). Evaluation of integrity is primarily based on historical photographs and physical observation.

BUILDINGS

Northwest façade



Southwest façade

Name: Building 11

Date of Construction: ca.1940s

Original Use: Unknown (likely housing)

Present Use: Vacant

Brief Description: This irregular-plan one-story over-basement building is approximately 2,705 square feet in size. The channel-drop wood-clad building has a composite shingle gable roof, and wood-sash fixed and double-hung windows. An above-grade concrete basement is visible at the southeast and southwest facades; the basement features two window openings and two pedestrian openings (all boarded over) and one roll-up wood garage door. The first story includes sheltered entrances (boarded over) at the southwest and northeast facades.

Historic Context: A previous building (also called Building 11) was constructed at this site ca.1921 as Navy Officer Quarters during the site's Fuel Depot era. That original building was two stories and had a different footprint that the existing building. That building's recorded use in 1942 was as Quarters; in 1947 as Quarters, Civilian; and in 1957 as Quarters, Enlisted Officer. Maps of the site reflect a change in the building footprint between 1961 and 1976, such that building was clearly replaced. The existing building appears to have been constructed in the 1940s in a Minimal Traditional style, and seem to have been moved from another location to this site. The basement was constructed at the time that the building was situated in this location. In 1970, the building was recorded as Quarters for Chief of Mechanical Services.

[90] Square footage figures were provided by the Romberg Tiburon Campus.


Southeast façade


Northeast façade

Evaluation of Significance: Building 11 appears to have been constructed during the period of significance- likely during the 1940s. However, building footprints depicted on site maps reveal that the existing building was likely moved from a different location between 1961 and 1976. Furthermore, the building has been considerably altered. The building **does not appear eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**


Southeast (left) and northeast (right) facades

Name: Building 20

Date of Construction: ca.1904-06[91]

Original Use: Coaling Station building

Present Use: Ohrenschall Guest House[92]

Brief Description: This rectangular-plan two-story building is approximately 3,344 square feet in size. The clapboard wood-clad building features a composite-shingle hipped roof and double-hung wood-sash windows (primarily two-over-two). Wood doors are located at the southeast and northwest facades.

Historic Context: Building 20 was likely constructed ca.1904-1906 by the Navy during the site's Fuel Depot era, likely for occupation by the Commanding Officer of the Coaling Station. In 1942 the building use was recorded as Chief's Quarters; in 1947 as Commanding Officer; and in 1957 as Quarters Commanding Officer. The building was modified to a duplex during the Net Depot era. SF State rehabilitated the building and uses it to house visiting students and scholars.

[91] The building was first photographed in September 1906.
[92] The Ohrenschall Guest House was renovated with a variety of funds including a generous donation; it was dedicated in 1999. Robert Ohrenschall was a longtime benefactor and board member of the Romberg Tiburon Center.


Southwest façade


Northwest façade

Evaluation of Significance: The building is the oldest extant building on the site and likely the first prominent building constructed by the Navy. However, the precise use of the building during the Fuel Depot era is not known. The building **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: Few known alterations have been made to the exterior of Building 20. A porch at the primary southeast façade was removed at an unknown date, and there are likely a few window openings that are not original. Two of the original four chimneys were removed. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.


Southeast façade


Southwest façade

Name: Building 21

Date of Construction: ca.1919

Original Use: Power and Steam Plant/Machine Shop

Present Use: Storage

Brief Description: This rectangular-plan one-story double-height building is approximately 3,750 square feet in size and is built on a foundation of solid rock. The concrete building features a slightly pitched gable roof and metal-sash multi-lite industrial windows. Wood pedestrian entrances are located at the southeast, northwest and northeast façades; the southeast façade contains wood barn doors. The building is clad in wire-mesh stucco.

Historic Context: Building 21 was constructed ca.1919 by the Navy during the site's Fuel Depot era. In 1942 the building use was recorded as Machine Shop; in 1947 as Engine Room/Machine Shop; in 1957 as Machine Shop/Electric Shop/Boiler Room; and in 1970 as Electrical Shop/Storage.

Evaluation of Significance: Building 21 embodies typical industrial design and its use as a machine shop and engine room contributed to the function of the Fuel Depot and Net Depot. The building

Northeast façade

appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).

Evaluation of Integrity: No known alterations have been made to the exterior of Building 21. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.

Southwest façade (left) and visible portion of southeast façade (right)

Northwest façade

Northeast (left) and northwest (right) façade

Name: Building 22

Date of Construction: ca.1909

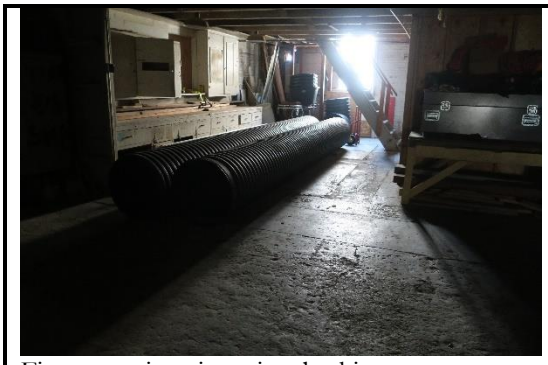
Original Use: Power Plant/Boiler Room

Present Use: Fire Department Training Facility

Brief Description: This rectangular-plan building is approximately 5,000 square feet in size. The unreinforced masonry brick building features a composite shingle asymmetrical gable roof; the west portion is one-story in height and the east portion is two-story; both portions feature monitor roofs. Wood barn doors are located at the southwest, southeast and northeast facades. Windows are multi-lite and either wood-sash or metal-sash. Multi-lite circular windows are located beneath the gable peaks of the building's two-story portion. There is a brick chimney and corrugated metal shed roof covering at the northwest façade.

Historic Context: Building 22 was constructed ca.1909 by the Navy during the site's Fuel Depot era. Early photographs of the building show smokestacks indicating its use as a Power Plant/Boiler Room. It is not possible to tell from historic photographs the proximity of the smokestacks to Building 22; it is possible they were located just north of the building itself. The brick construction of the building also supports the claim that Building 22 was originally a power plant to provide power for coal trolleys and cranes. The building use in 1942 was recorded as Blacksmith Shop; in 1947 as Blacksmith Shop; in 1957 as Blacksmith Shop/Carpenter Shop; and in 1970 as Carpenter Shop/Storage. Currently, the building is periodically used by the Tiburon Fire Department as a training facility.

Evaluation of Significance: Building 22 is the only extant unreinforced masonry building and one of the oldest extant buildings on the site. The



First-story interior, view looking east

Second-story interior (facing east)

industrial building features an asymmetrical gable roof with monitors; multi-lite circular windows are located beneath the gable peaks of the building's two-story volume. The building appears to have provided power to the site during the Coal Era, specifically to the trolleys and cables. The building's later function as a blacksmith and carpenter shop also contributed to the operation of the site. The building **appears individually eligible under NRHP/CRHR Criterion C/3 (Architecture) as well as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: No known alterations have been made to the exterior of Building 22. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.

Northwest (left) and southwest (right) facades

Southeast (left) and northeast (right) facades

Name: Building 27

Date of Construction: ca.1921

Original Use: Transformer House

Present Use: Storage Shed

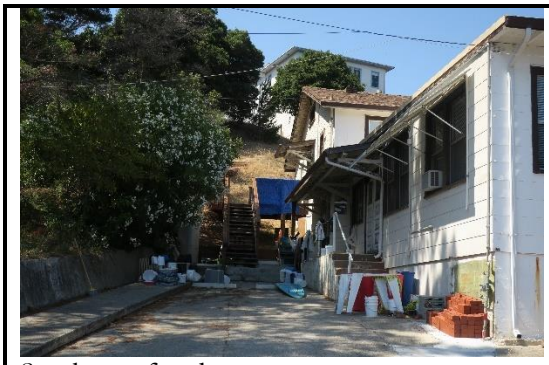
Brief Description: This rectangular plan one-story building is approximately 400 square feet. The building is clad in corrugated metal and topped with a corrugated gable roof. Metal doors are located at the northwest and southeast facades. Windows are square, single-pane and wood-sash.

Historic Context: Building 27 was constructed ca.1921 by the Navy during the site's Fuel Depot era. The building use in 1942 and in 1947 was recorded as Transformer House; in 1957 as Welding Shop; and in 1970 as Vacant.

Evaluation of Significance: Building 27 embodies the design of a typical industrial outbuilding. The building's use as a transformer house and welding shop contributed to the operation of the Fuel Depot and Net Depot. The building **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: No known alterations have been made to the exterior of Building 27. The

	building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.
 Southeast façade  Northeast façade  Northwest façade (left) with northeast-facing planes (middle, right)	**Name:** Building 30
	Date of Construction: 1917
	Original Use: Fuel Depot Barracks
	Present Use: Offices and Research (Taxon Biosciences and Smithsonian Environmental Research Center)
	Brief Description: This irregular-plan building is approximately 12,000 square feet in size. The wood and asbestos-clad building has a flat roof; the rear of the building features a multi-level gable roof with a gross cable. The front portion of the building is one story in height, though the (original) rear northwest portion of the building is two stories set into the hillside. Wood doors are located on all facades; windows are either single-hung aluminum-sash or double-hung wood-sash. Windows at the southwest façade are shielded by awnings.
	Historic Context: Building 30 was constructed by the Navy in 1917 as a barracks building during the site's Fuel Depot era. The building appears to have been significantly expanded during the Net Depot era, to accommodate a galley function. The building use in 1942 and in 1947 was recorded as Galley; in 1957 as Galley and General Mess; and in 1970 as Administration/Laboratory. Currently, the building contains the offices and research spaces of Taxon Biosciences and the Smithsonian Environmental Research Center.
	Evaluation of Significance: As a barracks building, and then a galley and mess hall, Building 30 served a secondary but important function for the Fuel Depot and Net Depot. The building **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**
	Evaluation of Integrity: Building 30 has been significantly altered from its original barracks design. The entire one-story portion is a later addition ca.1942, to accommodate the galley function. The one-story addition was originally clad in horizontal wood siding, but was re-clad in asbestos panels at an unknown date. Because the addition was constructed within the period of significance, and the asbestos panels and new windows were likely added after the period of



Southwest façade

significance, the building retains integrity of location, design, setting, workmanship, feeling, and association, and does not retain integrity of materials. Overall, the building retains integrity.

Northeast façade

Southeast façade

Southwest façade

Name: Building 33

Date of Construction: ca.1919

Original Use: Navy Fuel Depot Office

Present Use: Vacant

Brief Description: This rectangular-plan two-story building is approximately 4,000 square feet in size. The clapboard wood-clad building features a gable roof; a shed-roofed porch at the southeast façade has been enclosed. Partially glazed wood doors are located at the northeast and southwest facades. Windows are either sliding or single-hung aluminum-sash or double-hung wood-sash.

Historic Context: Building 33 was constructed ca.1919 by the Navy as a Headquarters Office during the site's Fuel Depot era. The building use in 1942, 1947, and 1957 was recorded as Administration Building; in 1970 it was recorded as the Rockfish Research Building.

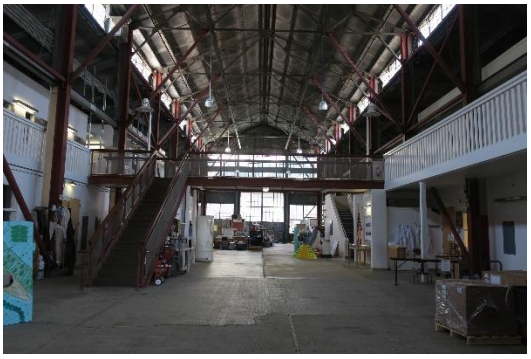
Evaluation of Significance: Building 33 served as the Administration Building throughout both the Fuel Depot and Net Depot eras. The building **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: Moderate alterations have been made to the exterior of Building 33. The porch on the southeast façade was fully enclosed, and at least two openings on the primary northeast façade are not original. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.


Northeast façade


Northwest façade


Southwest façade


Interior, view looking west

Name: Building 36

Date of Construction: ca.1942

Original Use: Warehouse

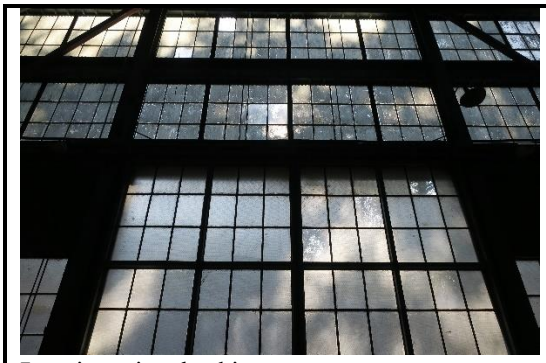
Present Use: Research and Education Building for the Estuary & Ocean Science Center (SF State)

Brief Description: This rectangular-plan building is one-story with a mezzanine and comprises approximately 30,900 square feet. The northeast façade features a two-level interior mezzanine. The standing-seam and corrugated aluminum-clad building has shed-roofed south and north wings; the central building mass is topped with a monitor roof. Entrances are located on all facades; windows are sliding aluminum-sash, fixed or awning vinyl-sash or industrial pivot-sash steel-sash. The southwest façade features a full window wall of multi-lite metal-sash windows.

Historic Context: Building 36 was constructed ca.1942 by the Navy during the site's Net Depot era. The Navy used the building to cast all of the weights that hung beneath the submarine nets. They also used it for offices and storage. In 1947 the building use was recorded as Storehouse; in 1957 as South Warehouse. SF State has renovated the building with laboratory, classroom and office spaces.

Evaluation of Significance: Building 36 supported net construction activities during World War II and the Korean War and **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: Extensive alterations have been made to the exterior of Building 36. The openings of the primary façade have been altered, and new openings have been added. Vinyl windows are not original. The cladding has also been altered (unclear from historic photograph what original material was). The building interior has been renovated to include a two-level mezzanine with laboratory and office space. The building retains integrity of location, setting, feeling, and association. Overall, the building retains integrity.


Interior, view looking west


Southeast façade


Southwest façade


Northwest façade

Name: Building 37

Date of Construction: ca.1942

Original Use: Dispensary

Present Use: Vacant

Brief Description: This rectangular-plan building is approximately 2,200 square feet in size. There are two one-story portions located at different heights against a hill. The wood-clad building features two composite-shingle roofs, wood doors (or former door openings) at all facades, wood-sash awning windows and multi-lite casement or fixed wood-sash windows. A concrete basement is visible at the southeast and northeast facades.

Historic Context: Building 37 was constructed ca.1942 by the Navy during the site's Net Depot era. The building use in 1942, 1947 and 1957 was recorded as Dispensary. The building is currently vacant.

Evaluation of Significance: As a Dispensary, Building 37 represents the variety of services provided onsite at the Net Depot. The building **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: No known alterations have been made to the exterior of Building 37. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.

Northeast façade

Northwest façade

Southwest façade

Southeast façade

Name: Building 39

Date of Construction: ca.1942

Original Use: Bachelor Officers' Residence

Present Use: Romberg Tiburon Campus and San Francisco Bay National Estuarine Research Reserve (NERR) Administration and Education Building

Brief Description: This L-plan two-story building comprises approximately 9,687 square feet. An above-grade basement is visible at the southeast and northeast facades. The southeast façade contains an exterior brick chimney that extends above the roofline. Entrances with wood doors are located at all facades of the wood and asbestos-clad building. Windows are sliding vinyl-sash or fixed wood-sash. The southwest and northeast facades feature exterior wood staircases to the second story.

Historic Context: Building 39 was constructed ca.1942 by the Navy during the site's Net Depot era. The building use in 1942, 1947 and 1957 was recorded as Quarters, Bachelor Officers. The building is currently used by the Romberg Tiburon Campus and San Francisco Bay National Estuarine Research Reserve (NERR) as an administration and education building.

Evaluation of Significance: Building 39 represents the varied housing options of the Net Depot. The building **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: Few known alterations have been made to the exterior of Building 39. Asbestos cladding and vinyl windows are not original. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.

Northeast façade

First-story interior, view looking north

Southwest (left) and southeast (right) facades

Name: Building 40

Date of Construction: Between 1947-1952

Original Use: Paint Storage Building

Present Use: Vacant

Brief Description: This rectangular-plan one-story building is approximately 800 square feet in size. The building is clad in vertical wood siding and has a corrugated metal gable roof. The southwest façade features two barn doors and one aluminum-sash window.

Historic Context: Building 40 was constructed ca.1947-52 by the Navy during the site's Net Depot era. The building use in 1947 and 1957 was recorded as Paint Storage Building. The building is currently vacant.

Evaluation of Significance: Building 40 embodies the design of an industrial outbuilding. As a support building constructed and utilized during the Net Depot era, Building 40 **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: Few known alterations have been made to the exterior of Building 40. Though the aluminum window is likely not original,

	the building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.
 Southeast (left) and northeast (right) facades with exposed basement  Northeast façade  Northwest façade	**Name:** Building 49 **Date of Construction:** ca.1942 **Original Use:** Enlisted Men's Barracks/Recreation **Present Use:** Facilities Management, Marine Operations, Storage. **Brief Description:** This rectangular-plan two-story-over-basement building is approximately 16,925 square feet. The exposed basement is visible at the east side of the building. The wood-clad building has a composite shingle gable roof with hipped sections at the southeast and northwest facades. The gable roof features four small dormer windows. The southeast and northeast facades feature exterior wood staircases. Ribbon windows are wood-sash with awning mechanism. The northeast façade features an elevated entrance with a partially-glazed door; the door sits within a small covered porch. An exterior wood staircase provides access to the second story of the southeast facade. The second story originally contained a bowling alley. **Historic Context:** Building 49 was constructed ca.1942 by the Navy during the site's Net Depot era. The building use in 1942, 1947 and 1957 was recorded as Barracks, Enlisted Men. SF State currently uses the building for facilities management, marine operations, and storage. **Evaluation of Significance:** Building 49 represents the varied housing options at the Net Depot. Enlisted sailors housed in Building 49 and Building 50 made up the bulk of the Net Depot population and performed most of the labor associated with net construction. Along with Building 50, Building 49 is a unique example of a World War II-era barracks building and is a visually prominent feature of the site. Both Building 49 and 50 are of larger size than other two-story WWII-era barracks (such as those at nearby Fort Cronkhite). Both barracks buildings effectively convey their historic uses. The building **appears eligible under NRHP/CRHR Criterion C/3 (Architecture) as well as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**


Southwest façade


First-story interior, looking northwest

Evaluation of Integrity: No known alterations have been made to the exterior of Building 49. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.


Southeast façade


Northeast façade

Name: Building 50

Date of Construction: ca.1942

Original Use: Enlisted Men's Barracks

Present Use: Storage

Brief Description: This rectangular-plan two-story-over-basement building is approximately 17,142 square feet. The exposed basement is visible at the east side of the building. The wood-clad building has a composite shingle gable roof with hipped sections at the southeast and northwest facades. The gable roof features four small dormer windows. The southeast and northeast facades feature exterior wood staircases. The southwest façade contains an exterior brick chimney that extends beyond the roofline. Ribbon windows are wood-sash with awning mechanisms. The northeast façade features an elevated entrance with a partially-glazed door; the door sits within a small covered porch. An exterior wood staircase provides access to the second story of the southeast facade.

The second-story interior originally contained a bowling alley.

Historic Context: Building 50 was constructed ca.1942 by the Navy during the site's Net Depot


Southwest façade


Northwest façade


Second-story interior (formerly a bowling alley), view looking southeast

Second-story bowling alley signage

era. The building use in 1942, 1947 and 1957 was recorded as Barracks, Enlisted Men. SF State currently uses the building as storage.

Evaluation of Significance: Building 50 represents the varied housing options at the Net Depot. Enlisted sailors housed in Building 49 and Building 50 made up the bulk of the Net Depot population and performed most of the labor associated with net construction. Along with Building 49, Building 50 is a unique example of a World War II-era barracks building and is a visually prominent feature of the site. Both Building 49 and 50 are of larger size than other two-story WWII-era barracks (such as those at Fort Cronkhite). Both barracks buildings effectively convey their historic uses. The building **appears eligible as an individual resource under NRHP/CRHR Criterion C/3 (Architecture) as well as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: No known alterations have been made to the exterior of Building 50. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.


Second-story washrooms


Second-story washrooms


Northwest (left) and southwest (right) facades


East half of southwest façade

Name: Building 53

Date of Construction: ca.1942

Original Use: Bachelor Officers' Subsistence Building

Present Use: Bay Conference Center

Brief Description: This irregular-plan building comprises approximately 7,077 square feet. The asbestos shingle-clad building features a flat roof. The western section of the building is one-story; the central section is a raised single-story with an exposed basement; and the eastern section is single-story with two stories of exposed basement (containing the former Officers' bar and galley). The northeast façade features an exterior brick chimney and an interior brick chimney. Doors are wood. Windows are wood fixed, double-hung or casement, single-hung vinyl or sliding aluminum sash.

Historic Context: Building 53 was constructed ca.1942 by the Navy during the site's Net Depot era. The building use in 1942 and in 1947 was listed as Subsistence Building, Bachelor Officers and in 1957 as Bachelor Officers' Mess (Inactive). The building was used as resident living for the site caretaker for an unknown number of years. The

Northeast façade

First-story interior, view looking northeast

First-story interior, view looking north

Murals in former Officers' Bar

building is currently used as the Bay Conference Center.

Evaluation of Significance: Building 53 represents the varied housing options at the Net Depot. The building's use as an Officers' Mess Hall and Bar played a secondary but important function to the Net Depot. The building **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: Moderate alterations have been made to the exterior of Building 53. Asbestos cladding and vinyl and aluminum windows are not original. The building retains integrity of location, design, setting, feeling, and association. Overall, the building retains integrity.

Mural in former Officers' Bar

Southeast façade

Northwest (left) and southwest (right) facades

Northwest façade

Name: Building 54

Date of Construction: 1943

Original Use: De Fries Theatre

Present Use: Fish Physiology Lab/Vacant

Brief Description: This rectangular-plan three-story building with penthouse and control tower is approximately 7,600 square feet in size. The asbestos sheet-clad building is topped with a flat roof. Entrances are located at each façade. The primary entrance features glazed metal doors; all other doors are wood. The northwest façade features two exterior wood staircases that provide access to the second story. The northeast façade looks onto the waterfront; a very narrow concrete walkway provides access along the façade. Windows are aluminum-sash sliding and wood-sash double-hung, fixed, or casement.

At the interior, the third story originally contained a theater screening room.

Historic Context: Building 54 was constructed in 1943, replacing Building 34 (demolition and the beginning of Building 54's construction occurred in 1942). Building 54 was constructed by the Navy during the site's Net Depot era. The building use in 1947 was listed as De Fries Theatre/Recreation Building, and in 1957 as Movie Theatre and Net School Office. SF State currently operates a fish physiology lab on the ground floor; the building is otherwise vacant.

Evaluation of Significance: Building 54 represents the varied services (including recreational) provided at the Net Depot. Important events such as ceremonies and speeches took place in the theater space, and film screenings provided a recreational outlet for all members of the Net

Northeast façade (left)

Commander's lookout, view looking east

Commander's lookout, view looking south

Third-story theater interior, view looking north

Depot community. Additionally, the building reflects the design a Streamline and Bauhaus-style theater. The building **appears eligible as an individual resource under NRHP/CRHR Criterion C/3 (Architecture) as well as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: The building appears to have undergone multiple alterations since its construction in 1943. Originally designed with Streamline and Bauhaus-style features, the building was altered at an unknown date between 1944 and 1950, when a blade sign bearing the name "De Fries" was erected and the primary entrance modified. The sign appears to have been removed prior to the building being painted white in 1950. The building was again altered in the 1960s with the addition of asbestos siding, the addition/alteration of door and window openings and addition of penthouse adjacent to the Commander's Lookout. The covering of the building's horizontal redwood cladding (still present underneath the asbestos shingling) compromises the integrity of design to an extent, yet not so detrimentally that the building cannot convey its overall historic appearance. Other alterations, such as the removal of blade sign reading "De Fries" and awning at the primary entrance with "Theatre" lettering occurred during the period of significance. The building retains numerous character-defining features, including: distinctive massing and rectangular plan of core volume; flat roof form; minimal window openings; full-height wood-sash corner window at second story; fluted panels at primary entrance; control tower massing and balcony; rear projecting bay; and wood double stair (v-shape) at rear façade. The building interior retains its historic third-story theater space and detailing, which includes: a stage; streamlined curved light coverings; low wood curved-edge stage steps; "Tiburon Naval Net Depot" wood-block lettering at stage; fluted stage detailing; and speaker grilles. Though material and workmanship have been compromised to a degree, the building retains integrity of location, design, setting, feeling, and association. Overall, the building retains integrity.

Theater lettering: "Naval Net Depot Tiburon"


Theater light fixture


Theater light fixture


Steps to raised stage platform

Speaker grilles


Orange arrow pointing to two sheds (Building 72 and Building 73).

Name: Building 72 and Building 73

Date of Construction: Unknown

Original Use: Unknown

Present Use: Storage

Brief Description: Two identical metal-frame storage sheds directly south of Building 74.

Historic Context: Research did not uncover known uses for these sheds; presumably they have always been used for storage.

Evaluation of Significance: Building 72 and 73 are temporary in construction and placement and do **not appear eligible either as individual or contributing resources to the Navy Fuel Depot and Net Depot Cultural Landscape**.


Northeast façade

Name: Building 74

Date of Construction: ca.1953

Original Use: Vehicle Warehouse

Present Use: Vehicle Warehouse/Storage/Facilities

Brief Description: This rectangular-plan, one-story building is approximately 9,300 square feet in size. The utilitarian warehouse features a slightly sloping shed roof. The south portion of the warehouse is open to the east and is used for vehicle storage. The north portion of the warehouse contains enclosed garages and offices with composite roll-up garage doors and wood pedestrian doors. Windows are sliding vinyl-sash.

Historic Context: Building 74 was constructed ca.1953 by the Navy during the site's Net Depot era. The Navy used the building for shipping and

	receiving functions in addition to administrative and vehicular and storage functions. The building use in 1957 was recorded as Vehicle Shelter/Maintenance. SF State currently uses the building for vehicle storage.
	Evaluation of Significance: Building 74 embodies the design of a typical industrial outbuilding and vehicle warehouse. Due to its use as a support building constructed during the Net Depot era, the building **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**
	Evaluation of Integrity: Few known alterations have been made to the exterior of Building 74. Vinyl windows and composite garage doors are not original. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.
 Northeast façade  Northwest façade	**Name:** Building 74A
	Date of Construction: ca.1954
	Original Use: Storage/Offices
	Present Use: Storage/Offices
	Brief Description: This rectangular-plan one-story building is approximately 500 square-feet in size. The clapboard wood-clad building is topped with a corrugated shed roof. The building is accessed from the northeast and southeast façades; doors are flush wood and partially glazed wood, and are sheltered by flat and shed-roof awnings. All windows are double-hung wood-sash.
	Historic Context: Building 74A was constructed ca.1954 by the Navy during the site's Net Depot era. The Navy used the building for shipping and receiving functions in addition to administrative and vehicular and storage functions. SF State currently uses the building as office space.
	Evaluation of Significance: Building 74A embodies the design of a typical industrial outbuilding. Due to its use as a support building constructed during the Net Depot era, the building **appears eligible a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**
	Evaluation of Integrity: Minimal known alterations have been made to the exterior of Building 74A. There appears to have been an original opening at the southeast façade that has


Southeast façade

since been closed. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.


Southwest (left) and southeast (right) facades

Name: Building 79

Date of Construction: Between 1952 and 1957

Original Use: Utility Block Building/Emergency Generator

Present Use: Utility Block Building/Telephone Exchange

Brief Description: This rectangular-plan one-story building is approximately 400 square feet in size. The concrete building is topped with a flat roof. One metal door is located at the southeast façade; the building contains no windows.

Historic Context: Building 79 was constructed by the Navy between 1952 and 1957 during the site's Net Depot era to house an emergency generator. It was originally open at both ends for ventilation. The building use was recorded in 1957 as Emergency Power House. It was modified at an unknown date to serve as a telephone exchange (still in use).

Evaluation of Significance: Due to Building 79's tangential function to the Net Depot operations during the period of significance, the building does **not appear eligible either as an individual resource or as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape**.

Name: Building 86

Date of Construction: Between 1952 and 1957

Original Use: Warehouse/Machine Shop

Present Use: National Oceanic and Atmospheric Administration (NOAA) Storage Warehouse

Brief Description: This rectangular-plan one-story building is approximately 11,600 square feet in size. The wood-frame building is clad in corrugated metal panels and topped with a steeply pitched shed


Northeast façade


Southeast façade


Southwest façade


Interior, view looking northwest

roof. Pedestrian access via a metal door is located at the northeast façade; the southeast and northwest facades feature roll-up metal garage doors. The southwest façade contains no openings. The building has 6-ton rail mounted traveling crane running the entire length of the building.

Historic Context: Building 86 was constructed by the Navy between 1952 and 1957 during the site's Net Depot era. The building use was recorded in 1957 as Central Warehouse. The building is currently used by NOAA as storage space.

Evaluation of Significance: Building 86 embodies the design of a typical utilitarian support building. Due to its use as an industrial warehouse constructed during the Net Depot era, the building **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: No known alterations have been made to the exterior of Building 86. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Overall, the building retains integrity.

Northeast façade of S2 (left) and S1 (right)

Southeast façade of S2

Name: Shed #1/Shed #2

Date of Construction: ca.1940s-1950s

Original Use: Unknown

Present Use: Storage

Brief Description: Two side-by-side one-story metal-frame storage containers located in the footprint of the former Building 78 (a Butler warehouse demolished in 1976). The containers have metal doors and flat roofs.

Historic Context: The containers are labeled "U.S. Navy" and were likely installed on the site ca.1940s-1950s. However, they were never labeled on site maps. They were relocated from an unknown original location sometime after the demolition of Building 78, which occurred in 1976.

Evaluation of Significance: Shed #1 and Shed #2 are typical industrial storage containers. Due to their tangential function to the Net Depot operations during the period of significance, they do **not appear eligible either as individual or contributing resources to the Navy Fuel Depot and Net Depot Cultural Landscape**.

Southeast façade

Name: Shed #3/ #88

Date of Construction: Between 1942 and 1947

Original Use: Crew Wash Rack

Present Use: Unknown

Brief Description: This rectangular-plan one-story shed is located between Building 49 and Building 50. The wood-frame building is topped with a flat roof. A partially glazed door is located at the southeast façade; the northwest façade appears modified with a shed roof.

Historic Context: Shed #3 was constructed by the Navy between 1942 and 1947 during the site's Net Depot era. It is a modified shipping container. The building use was labeled on a 1942 map as the Crew Wash Rack (though not included on the building inventory list) and was recorded in 1957 as Crew Wash Rack.

Northwest (left) and southwest (right) facades

Evaluation of Significance: Shed #3 is a typical shed structure. Due to its tangential function to the Net Depot operations during the period of significance, the building does **not appear eligible either as an individual resource or as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape**.

Northeast façade of Ceramics Department Building

Name: Shed #4

Date of Construction: After 1978

Original Use: SF State Ceramics Program Kilns and Storage

Present Use: Vacant

Brief Description: This complex consists of one central building with attached storage container units flanked by two detached storage container units. The central building contains a wood door at the northeast façade, wood-sash fixed windows, a corrugated metal shed roof, and sheltered open-air areas. The storage containers north of the building also feature a sheltered open-air area.

Storage containers north of Ceramics Department building

Evaluation: Shed #4 does post-dates the period of significance and does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**

Storage containers south of Ceramics Department Building


Northwest façade


Southwest façade

Name: Greenhouse

Date of Construction: Built after 1978

Original Use: Greenhouse

Present Use: Greenhouse

Brief Description: This square-plan, one-story, wood-frame building is clad in vertical wood siding and corrugated metal. The partially open-air building is topped with a flat roof that extends as an awning over the southwest façade. The building is located right at the water's edge.

Evaluation: The Greenhouse post-dates the period of significance and does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**


Greenhouse shed

Name: Greenhouse Shed

Date of Construction: Built after 1978

Original Use: Greenhouse Shed

Present Use: Greenhouse Shed

Brief Description: The Greenhouse Shed is a pump house for the salt water supply used in the labs onsite. This detached shed with vertical wood cladding, tar paper coverings, and a metal shed roof is located at the southeast corner of the Greenhouse. The building and shed is located right at the water's edge.

Evaluation: The Greenhouse Shed post-dates the period of significance and does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**

STRUCTURES


View looking north


Water Tower base


Water Tower rim

Name: Water Tower/ #75

Date of Construction: ca.1909

Brief Description: The water tower (#75) is located near Building 53 and Building 39, set into the hillside. The steel tank shaft is of riveted panel construction; the conical roof is wood-frame with composite shingles.

Historic Context: The water tower was constructed ca.1909 by the Navy during the Fuel Depot era. The tank is made of riveted steel panels. During the early days of steel tank production, riveting was the most common method of joining steel. However, in the 1920s and 1930s, many steel fabricators turned to arc welding.[93] As a visible landmark, the tank was likely relied upon as a navigational aid for sea vessels prior to the invention of modern navigational aids.[94] Verbal testimony from WWII-era veterans suggests the tank was used to train sailors in underwater welding.[95] The welding equipment would have been damaged in salt water, and the tank provided a convenient and controlled environment for training. The structure was recorded in 1942, 1947, and 1957 as Water Tower.

Evaluation of Significance: The water tower is a visually prominent landmark on the site; it is also highly visible from the water. As one of the oldest structures on the site, the water tower enabled the longevity and success of the Fuel Depot and Net Depot operations. The tank provided a clean water source for the site and served as a training site for underwater welders. Furthermore, it is a good example of riveted steel tank construction. The water tower **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

Evaluation of Integrity: Minimal known alterations have been made to the water tower. The composite shingles are not original. The water tower retains integrity of location, design, setting, materials, workmanship, feeling, and

[93] Tatsuya Nakagawa, "Then and Now: The History of Storage Tank Systems." http://www.castagra.com/2013/05/then-and-now-the-history-of-storage-tank-systems/
[94] Per verbal testimony by Colonel John Kern, USACE (Ret.).
[95] Verbal testimony conveyed to Colonel John Kern by veterans visiting the subject site.

	association. Overall, the structure retains integrity.
 West side of surviving northern portion, view looking north	**Name:** Trestle/ #83 **Date of Construction:** ca.1914 **Original Use:** Overhead Crane Rail/Trestle **Brief Description:** Concrete standards that supported the coaling depot gantries. Only the northern portion of the trestle remains today. **Historic Context:** The trestle was constructed ca.1914 by the Navy during the Fuel Depot era. This crane rail in conjunction with a similar parallel structure along the sea wall permitted the use of a large moving gantry crane with conveyor belts to store and later retrieve coal to supply ships. The crane was still extant and functioning and was the principal reason the site was selected for the Net Depot. It was recorded in 1942 and 1947 as Overhead Crane Rail. In 1957 it was recorded as "A" Frame Concrete Wall. In 1970 it was referred to as the Trestle. **Evaluation of Significance:** The trestle is a visually prominent landmark on the site that directly enabled the longevity and success of the Fuel Depot and Net Depot operations. The trestle **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).** **Evaluation of Integrity:** The trestle was significantly altered when the southern portion was demolished between the 1993 and 2002. Additionally, the larger coal transportation infrastructure (rails and gantries) has been completely demolished. For that reason, the feeling and association has been impacted. However, the altered trestle still retains integrity of location, design, setting, materials and workmanship. Overall, the structure retains integrity.
	Name: South Wharf/#84 **Date of Construction:** ca.1908 **Brief Description:** Formerly the south wharf; today, only a Finger Pier (perpendicular to shoreline) remains, along with wharf remnants. It is located directly east of the slab, near Building 54.


Research Finger Pier, view looking northeast


Wharf remnants, view looking east

Historic Context: The south wharf was constructed ca.1908 by the Navy during the Fuel Depot era. It was recorded in 1942 and 1947 as South Wharf. In 1957 it was recorded South Dock. The current structure was built by SF State at an unknown date, using existing caissons of the former South Wharf to gain access to the deeper water so that samples and data could be collected. Salinity, turbidity, temperature, oxygen, chlorophyll-a and metrological conditions are continuously recorded.

Evaluation of Significance: The south wharf directly enabled the longevity and success of the Fuel Depot and Net Depot operations, but has been nearly entirely demolished; only remnants jut above the water line. A new gangplank was installed to create a pier (perpendicular to the shoreline). The wharf is no longer able to convey its original design and function. It therefore does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**


Former sewage filtration area, view looking south

Name: Sewage filtration area/#89

Date of Construction: Between 1947 and 1957

Original Use: Sewage Treatment Plant

Brief Description: Former sewage filtration area featuring a concrete structure with a raised platform.

Historic Context: The sewage treatment plant was constructed between 1947-57 by the Navy during the Net Depot era. It was recorded in 1957 as Sewage Treatment and in 1970 as Sewage Treatment Plant. This plant was an Imhoff Type plant which provided only "Primary" treatment prior to direct discharge to the Bay; that type of treatment is no longer permitted, causing the plant to close.

Evaluation of Significance: Due to its tangential function to the Net Depot, the sewage filtration area does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**


Small water tank, view looking north

Name: Small Water Tank

Date of Construction: 1947

Brief Description: Small concrete water tank located near Building 30.

Historic Context: Though first mapped in 1947, the current tank was likely updated and modified by NOAA Fisheries to provide man-made salt water of consistent salinity for use by scientists in experiments with fish and marine life. It was specifically designed to support the experiments being conducted in Building 54.

Evaluation: Due to its tangential function to the Net Depot, and less prominent visual identity than the older, original water tank, the small water tank does **not appear eligible either as an individual resource or as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape**.


View looking southeast

Name: Rock Crusher

Date of Construction: 1960s

Brief Description: Rock crushing mechanism set into hillside directly behind Building 36; wood gangplank leads from hillside to upper platform with railing. A circular stair with metal railing wraps around the metal cylindrical core of the structure. The Rock Crusher sits on a concrete foundation.

Historic Context: The structure was built to support a Department of Commerce program focused on mining minerals such as manganese from the ocean floor.

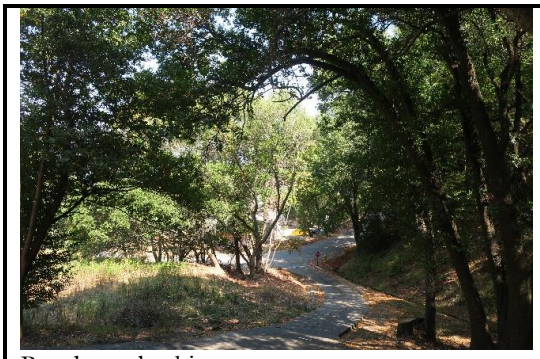
Evaluation: The rock crusher post-dates to the period of significance and does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**

 View looking northeast	
 View looking east	**Name:** Solar Array **Date of Construction:** 2015-16 **Brief Description:** Solar panel structure that supplies 48kw of alternating current electricity to the site and also serves as a parking shelter. **Evaluation:** The solar panel structure post-dates the period of significance and does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**

SITE FEATURES

 View looking south	**Name:** Net Production Area/ the "Slab" **Date of Construction:** 1940 **Brief Description:** Expansive concrete area formerly covered by a gig to construct 1" wire rope anti-submarine nets (evidenced by the grid of visible steel anchor bases). The slab is generally located between the waterfront/former wharf and Building 74, south of Building 54 and Building 21. **Evaluation:** This feature retains integrity and directly reflects the primary function of the Net Depot during World War II and the Korean Ware. This feature **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**
	Name: Concrete Remnant of Rail Cart Support System **Date of Construction:** pre-1919 **Brief Description:** Concrete remnant associated with fuel depot era, located directly west of

 View looking north	Building 74. Consists of a series of vertical concrete walls between concrete anchor blocks. **Evaluation:** This concrete remnant of a rail cart support system is pictured as early as 1919. However, it was constructed previously, as the 1919 photograph shows decking and rails already removed from the structure. The feature originally consisted of support piers for the ramp that provided access to the second story level of the wharf during the site's coaling era. Rail cars containing coal could be moved directly to the coal dumpers fueling the ships. The concrete remnant was once an integral part of the site's coal storage and transportation infrastructure. Due to its use during the Fuel Depot era, the feature **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**
 New buoys and anchor	**Name:** Net Floats and Anchor **Date of Construction:** 1940s-1950s **Brief Description:** Three metal floats and an anchor are displayed on the slab near Building 74A. **Evaluation:** Though the placement of these display floats and anchor are not significant, they are important objects that directly reflect the primary function of the Net Depot. They are the last remaining of thousands of such floats used during the Net Depot era. As such, this feature **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**
 Low rock retaining wall	**Name:** Low Rock Retaining Wall **Date of Construction:** Unknown; likely dates to period of significance **Brief Description:** Low rubble rock retaining wall along roadway. **Evaluation:** This feature likely dates to the period of significance, retains integrity and reflects a manmade alteration to the landscape. This feature reflects the important circulation patterns of the site and **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**


Roadway, looking east

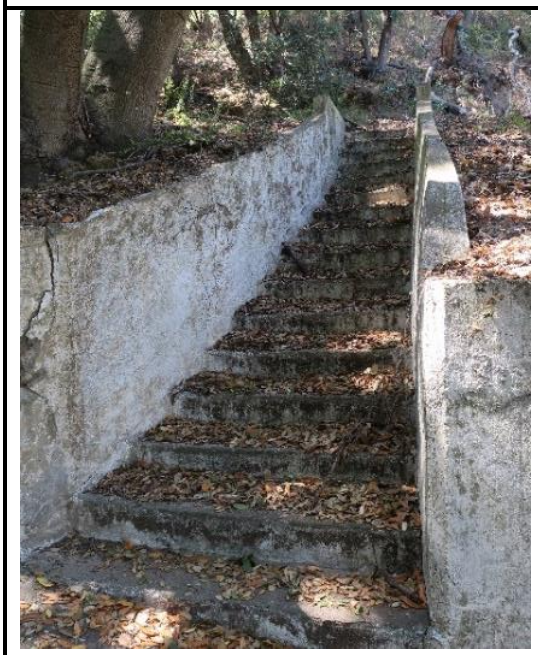

Roadway, view looking north

Name: Roadways

Date of Construction: Dates to period of significance

Brief Description: Two paved roadways leading from Paradise Drive that meet and continue eastward toward the slab and waterfront. Road offshoots to various buildings.

Evaluation: The circulation patterns of the site date to the period of significance and retain integrity. The roadways of the site **appear eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**

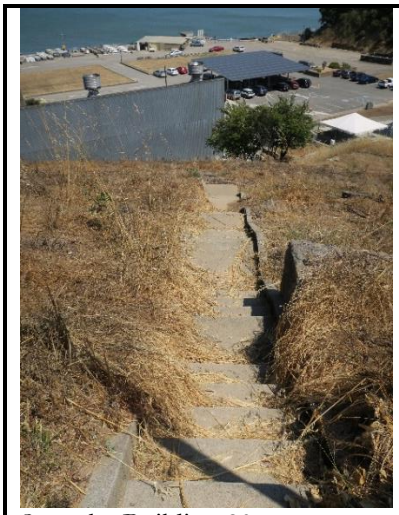

Steps by foundation of former Building 55

Name: Steps

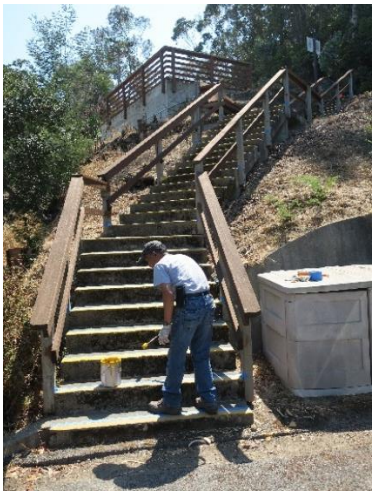
Date of Construction: Dates to period of significance.

Brief Description: Multiple step pathways throughout site.

Evaluation: The circulation patterns of the site date to the period of significance and retain integrity. The step pathways throughout the site **appear eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**



Steps by Building 20



Steps behind Building 20 (steps being painted by John Rattana of Facilities Management).

Steps by Building 33

 Steps by Building 37	
 Stone firepit	**Name:** Stone Firepit/Barbeque **Date of Construction:** 1943 **Brief Description:** Stone firepit/barbeque with metal grate in a wooded setting north of the Bay Conference Center. **Evaluation:** This feature dates to the period of significance, retains integrity and represents the recreational aspect of daily life during the Net Depot era. This feature **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**
 View looking southeast	**Name:** Bay Conference Center Entrance (3152 Paradise Drive) **Date of Construction:** Unknown; dates to the period of significance **Brief Description:** Gated north entrance with stone posts, a low stone wall, and metal gate. **Evaluation:** The stone posts and wall date to the period of significance, retain integrity and serve as one of two entrances to the site. This feature **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**
 View looking northeast	**Name:** SF State Entrance (3150 Paradise Drive) **Date of Construction:** Unknown; dates to the period of significance **Brief Description:** Gated south entrance with stone posts, a low stone wall, metal gate and lamps. **Evaluation:** The stone posts and wall date to the period of significance, retain integrity and serve as one of two entrances to the site. This feature **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural**

	Landscape under NRHP/CRHR Criterion A/1 (Events).
 Terraced garden, view looking northeast  Stone bench and brick pathway  Brick stamped with brickmaker identifier	**Name:** Terraced Garden **Date of Construction:** Unknown; dates to the period of significance **Brief Description:** Terraced garden located on the hill south of Building 40. The terrace levels are divided by stone walls; brick pathways cross the garden. At least two bricks have been found to display brickmaker identifiers: "Laclede Peerlac" and "Anchor." A stone bench sits within a stone wall at the south end of the lower garden path. **Evaluation:** The terraced garden and associated features (paths, bench) date to the period of significance and retain integrity. The garden provided sustenance to the community living at the site. This feature **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**
	Name: Concrete Seawall **Date of Construction:** 1930s-40s


Seawall, view looking northwest


Seawall, view looking east

Brief Description: Concrete seawall at the eastern shoreline. The entire seawall on the northern end of the property was built by John A. Roebling Sons Company in the mid-1930s. The seawall consists of a 3' thick wall averaging 9' high that was poured without footings and secured back to the shore by redwood timbers called tie-backs. The seawall near the slab was constructed during the 1940s.

Evaluation: The sea wall dates to the period of significance and retains integrity. The seawall facilitated the site's various activities water-related activities. This feature **appears eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape under NRHP/CRHR Criterion A/1 (Events).**


Foundation Remnant

Name: Building 52 (Foundation only)

Date of Construction: Before 1947

Original Use: Quarters

Date of Demolition: Between 1954 and 1957

Brief Description: Concrete perimeter foundation located at northern site boundary on a wooded hill.

Evaluation: The foundation does not have integrity to the former building's original appearance and does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**


Former foundation of Building 55 with retaining wall

Name: Building 55 (Foundation only)

Date of Construction: Between 1942 and 1947

Original Use: Quarters

Date of Demolition: after 1976

Brief Description: Foundation of former Building 55, which was a cottage located along the roadway that descends from the Bay Conference Center to the slab. Foundation not visible due to overgrowth.

Evaluation: The foundation does not have integrity to the former building's original appearance and does **not appear eligible either as an individual resource or a contributing**

	resource to the Navy Fuel Depot and Net Depot Cultural Landscape.
 Foundation of former Building 60	**Name:** Building 60 (Foundation only) **Date of Construction:** Between 1942 and 1957 **Original Use:** Fire Station/Garage **Date of Demolition:** Between 1961 and 1967 **Brief Description:** Brick perimeter foundation of former Building 60, located directly west of Building 49. **Evaluation:** The foundation does not have integrity to the former building's original appearance and does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**
 View looking northwest	**Name:** Building 78 (Foundation only) **Date of Construction:** Between 1952 and 1957 **Original Use:** Warehouse **Date of Demolition:** 1976 **Brief Description:** Concrete perimeter foundation of Building 78, a former Butler-style warehouse located directly west of Building 36 and the Rock Crusher. **Evaluation:** The foundation does not have integrity to the former building's original appearance and does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**
 Paved area below former Building 55 foundation, with concrete retaining wall and approach steps	**Name:** Paved Area, Steps and Retaining Wall **Date of Construction:** Unknown **Brief Description:** Steps and retaining wall near the foundation of former Building 52 (located at top of steps). **Evaluation:** Due to its tangential function to the operations of the site, this feature does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**


View looking northwest

Name: Planter

Date of Construction: Post-dates period of significance

Brief Description: Low stone masonry planter that extends south of existing Trestle (described above), indicating location of former southern portion of Trestle.

Evaluation: This feature post-dates the period of significance and does **not appear eligible either as an individual resource or a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**


Water drainage channel


Water drainage channel

Name: Water Drainage System

Date of Construction: Unknown; likely dates to period of significance

Brief Description: Concrete channel that runs west-east and facilitates water drainage.

Evaluation: This feature likely dates to the period of significance, retains integrity, and reflects a manmade alteration to the landscape. However, this feature does not appear to have contributed to the significance of the Fuel Depot or Net Depot. This feature does **not appear eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**


Retaining wall behind Ohrenschall Guest House

Name: Concrete Retaining Wall

Date of Construction: Unknown

Brief Description: Concrete retaining wall behind Building 20 (Ohrenschall Guest House).

Evaluation: This feature may date to the period of significance, retains integrity and reflects a manmade alteration to the landscape. However, this feature does not appear to have contributed to the significance of the Fuel Depot or Net Depot. This feature does **not appear eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**

Wharf remnants, view looking north

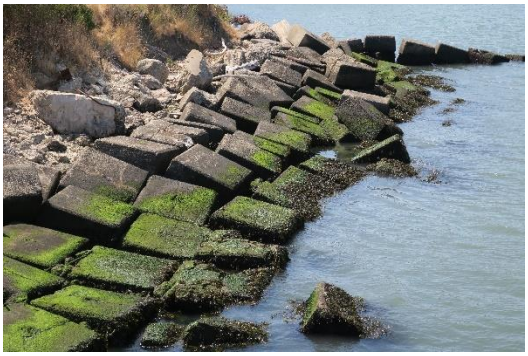
Name: North Wharf Remnant Dolphins

Date of Construction: Roebling era; dates to the period of significance

Brief Description: The north shoreline features three breasting dolphins remaining near the location of the former north wharf (North Wharf, #80, demolished 1986). The dolphins were used to berth deep water vessels at the North Dock where the water was too shallow to breast directly against the extended pier.

Evaluation: Due to the demolition of the north wharf, the dolphins no longer retain integrity. This feature does **not appear eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**

Concrete net weights along southern shoreline, view looking southeast



Concrete net weights at northern shoreline with steel lifting loops removed, view looking northwest

Name: Net weight-protected shoreline

Date of Construction: Unknown, likely does not date to period of significance.

Brief Description: Concrete net weights forming shoreline and northern-most and southern-most portion of site.

Evaluation: The net weight-protected shoreline post-dates the period of significance and does **not appear eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**

Name: Boat Ramp

Date of Construction: Unknown, likely does not date to the period of significance.

Brief Description: Concrete boat ramp lined with concrete clumps.

 Boat Ramp, view looking east	**Evaluation:** The boat ramp post-dates the period of significance and does **not appear eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**
 View looking east	**Name:** Scenic Lookout Bench Seating **Date of Construction:** Unknown, does not date to period of significance **Brief Description:** Bench seating (composite and metal) directly east of Building 30 **Evaluation:** The bench seating post-dates the period of significance and does **not appear eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**
 View looking north	**Name:** Picnic Area **Date of Construction:** Unknown, likely does not date to period of significance **Brief Description:** Small paved picnic area north of the Bay Conference Center **Evaluation:** The picnic area likely post-dates the period of significance and does **not appear eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**
 View looking east	**Name:** Seagrass Nursery **Date of Construction:** 2017 **Brief Description:** Small wood platform with seagrass nursery **Evaluation:** The seagrass nursery post-dates the period of significance and does **not appear eligible as a contributing resource to the Navy Fuel Depot and Net Depot Cultural Landscape.**

SPATIAL ORGANIZATION, CIRCULATION, TOPOGRAPHY, VEGETATION, VIEWS, VISTAS

Buildings, structures and features are distributed throughout the subject site **(Figure 144- Figure 147)**. The site's hilly topography places some buildings at higher elevations, including but not limited to: Building 39, Building 53 (Bay Conference Center), and the Building 20 (Ohrenschall Guest House). Historic photographs as early as 1906 and 1910 show stepped pathways leading from the south wharf area up to Building 20 and other cottage buildings in the hills. The site slopes steeply from west (Paradise Drive) to east (San Francisco Bay). Two gated entrances from Paradise Drive provide access to the site; the south entrance is for 3150 Paradise Drive and the north entrance is for 3152 Paradise Drive. Paradise Drive is labeled on historic maps from 1900 and 1921 as "Country Road." Based on available historic maps and photographs, the south entrance was established prior to the north entrance. A photograph from 1919 shows the south roadway leading east towards the waterfront, and a map from 1921 clearly depicts the south roadway. The north roadway appears to have been first labeled on a map in 1952, although it may have been established prior to this point. The two paved roadways leading from the south and north Paradise Drive gated entrances merge near Building 11 before terminating at the waterfront slab. Offshoots provide access to the former Building 78 area, former Building 51 area, and Building 30 area.

Several buildings are located at the edge of the San Francisco Bay, including the Greenhouse, Building 40 (used for storage by the SF State Art Department), and Building 54 (the Theater Building). The expansive concrete slab area west of the waterfront is flat. Several buildings are clustered around the south slab area, including Building 21, Building 22, Building 27, Building 36, Building 74 and 74A, Building 86, Building 54, and the Greenhouse. Most site features date to the site's period of significance (1904-1958) and can be considered contributors to a potential cultural landscape. Contributing features include: hilly site topography; roadways, and the slab area.

The site contains varied vegetation, including dense woods of oak trees, Monterey Pines, Monterey Cypress, manzanita, and other tree types; palms; and low dry brush **(Figure 148- Figure 151).** Views north of the subject site include San Quentin, the Richmond-San Rafael Bridge, and Point Richmond in the City of Richmond **(Figure 152- Figure 154)**.

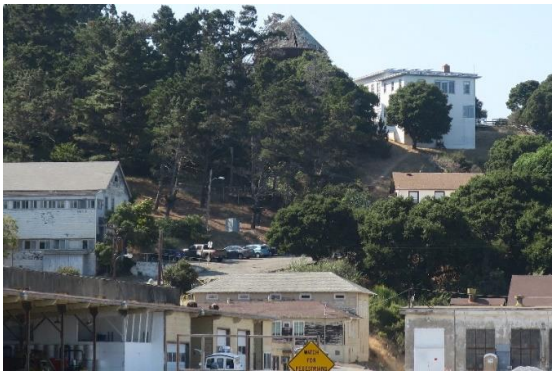


Figure 144: Hilly site topography, view looking northwest.

Figure 145: Hilly site topography.

Figure 146: Flat slab area directly west of the waterfront at southern/central portion of site. Grassy leach field at image center, view looking northwest.

Figure 147: Flat area directly west of waterfront at northern portion of site, view looking northwest.

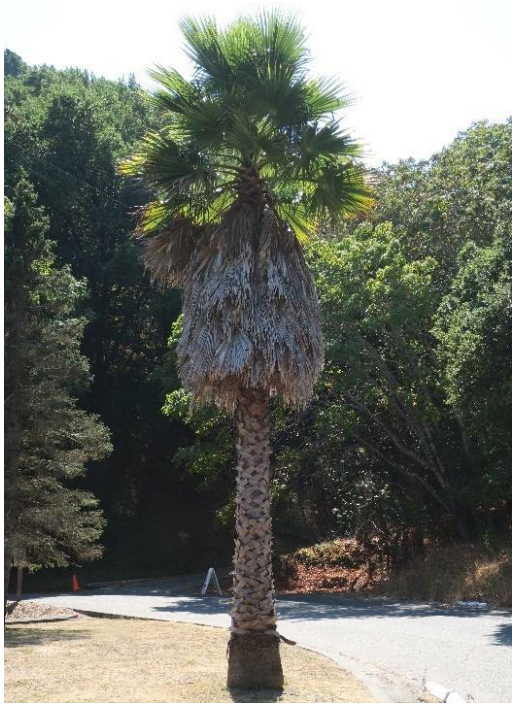


Figure 148: Site vegetation, showing palm tree.

Figure 149: Site vegetation, showing yucca plant.

Figure 150: Site vegetation, showing a variety of trees.

Figure 151: Site vegetation, showing native grasses and shrubs.

Figure 152: View northeast towards San Quentin State Prison.

Figure 153: View north towards Richmond-San Rafael Bridge.

Figure 154: View northeast towards Point Richmond in the City of Richmond.

SUMMARY TABLES OF IDENTIFIED HISTORIC RESOURCES

Individually Eligible Historic Resources

The following table summarizes the individually eligible resources identified in the Evaluation Inventory above.

Name of Building	CRHR Criterion
Building 22 (Brick Power Plant)	Criterion C/3 (Architecture)
Building 54 (Theater)	Criterion C/3 (Architecture)
Building 49 (Barracks)	Criterion C/3 (Architecture)
Building 50 (Barracks)	Criterion C/3 (Architecture)

U.S. Navy Fuel Depot and Net Depot Cultural Landscape Contributing Features

The following table summarizes the contributing buildings, structures, and landscape features of the U.S. Navy Fuel Depot and Net Depot Cultural Landscape, as identified in the Evaluation Inventory above. All are significant under NRHP Criterion A/CRHR Criterion 1 for events. The numbers listed in the first column are references to the site diagram that follows.

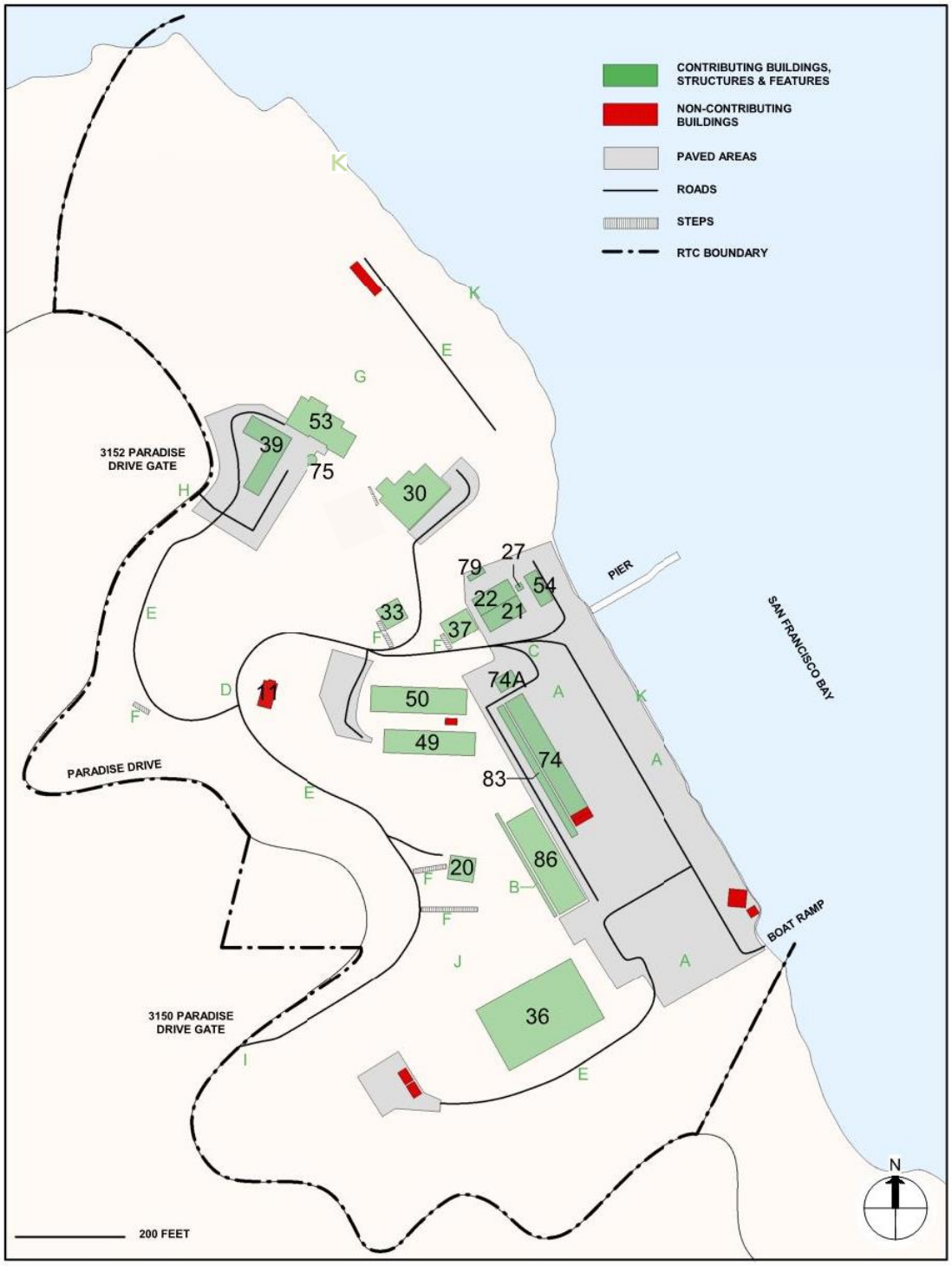
Map Label	Contributors	Date of Construction	Building, Structure or Feature
20	Building 20	ca.1904-1906	Building
21	Building 21	ca.1919	Building
22	Building 22	ca.1909	Building
27	Building 27	ca.1921	Building
30	Building 30	ca.1917	Building
33	Building 33	ca.1919	Building
36	Building 36	ca.1942	Building
37	Building 37	ca.1942	Building
39	Building 39	ca.1942	Building
40	Building 40	Between 1947-1952	Building
49	Building 49	ca.1942	Building
50	Building 50	ca.1942	Building
53	Building 53	ca.1942	Building
54	Building 54	1943	Building
74	Building 74	ca.1953	Building
74A	Building 74A	ca.1954	Building
86	Building 86	Between 1952 and 1957	Building
75	Water Tower/#75	ca.1909	Structure
83	Trestle /#83	ca.1914	Structure
A	Net Production Area/ the "Slab"	1940	Feature
B	Concrete Remnant of Rail Cart Support System	Pre-1919	Feature
C	Net Buoys and Anchor	1940s-1950s	Feature
D	Low Rock Retaining Wall	Unknown, dates to period of significance	Feature
E	Roadways	Date to period of significance	Feature
F	Steps	Date to period of significance	Feature
G	Stone Firepit/Barbeque	1943	Feature

Map Label	Contributors	Date of Construction	Building, Structure or Feature
H	3152 Paradise Drive Entrance	Unknown, dates to period of significance	Feature
I	3150 Paradise Drive Entrance	Unknown, dates to period of significance	Feature
J	Terraced Garden	Unknown, dates to period of significance	Feature
K	Concrete Seawall	1930-40s, dates to period of significance	Feature

Non-contributing buildings, structures, and features are not represented on the map, but are listed below. The non-contributing elements were generally constructed outside the period of significance for the U.S. Navy Fuel Depot and Net Depot Cultural Landscape (1904-1958), had a tangential function to the site during the period of significance, or have been altered to the extent that their original character is absent.

Non-contributors	Date of Construction	Building, Structure or Feature
Building 11	ca.1940s (moved to present location between 1961 and 1976).	Building
Building 72/Building 73 (Sheds)	Unknown	Building
Building 79	Between 1952 and 1957	Building
Shed #1/Shed #2	ca.1940s-1950s	Building
Shed #3	Between 1942 and 1947	Building
Shed #4	After 1978	Building
Greenhouse	After 1978	Building
Greenhouse Shed	After 1978	Building
South Wharf /#84	ca.1908	Structure
Sewage Filtration Plant /#89	Between 1947-1957	Structure
Small Water Tank	1947	Structure
Rock Crusher	1960s	Structure
Solar Array	2015-16	Structure
Building 52 Foundation	Before 1947	Feature
Building 55 Foundation	Between 1942 and 1947	Feature
Building 60 Foundation	Between 1942 and 1957	Feature
Building 78 Foundation	Between 1952 and 1957	Feature
Paved Area, Steps and Retaining Wall	Unknown	Feature
Planter	Unknown	Feature
Water Drainage System	Unknown	Feature
Concrete Retaining Wall	Unknown	Feature
North Wharf Dolphin Remnants	Unknown	Feature
Net Weight-protected shoreline	Unknown	Feature
Boat Ramp	Unknown	Feature
Scenic Lookout Bench Seating	Unknown	Feature
Picnic Area	Unknown	Feature
Seagrass Nursery	2017	Feature

U.S. Navy Fuel Depot and Net Depot Cultural Landscape Map



Key on following page.

CONTRIBUTING BUILDINGS	**CONTRIBUTING STRUCTURES**	**NON-CONTRIBUTING BUILDINGS**
Building 20 Building 21 Building 22 Building 27 Building 30 Building 33 Building 36 Building 37 Building 39 Building 40 Building 49 Building 50 Building 53 Building 54 Building 74 Building 74A Building 86	Water Tower/#75 Trestle/#83 **CONTRIBUTING FEATURES** A. Net Production Area/the "Slab" B. Concrete Remnant C. Net Buoys D. Low Rock Retaining Wall E. Roadways F. Steps G. Stone Firepit/Barbeque H. 3152 Paradise Drive Entrance I. 3150 Paradise Drive Entrance J. Terraced Garden K. Seawall *Not Mapped: Hilly topography; forested character of hill areas; views of San Quentin; Richmond-San Rafael Bridge; Point Richmond; Oakland and Bay Bridge.	Building 11 Building 72 (Shed) Building 73 (Shed) S1 S2 S3 S4 Greenhouse Greenhouse Shed *Not Mapped: Non-Contributing structures and features.

V. CONCLUSION

This Historic Resource Evaluation has evaluated the Romberg Tiburon Campus which is owned and operated by San Francisco State and addressed 3150-52 Paradise Drive. In its early history, the site was part of Miwok territory; by the mid-1800s it was included in the Rancho Corte de Madera del Presidio land grant and beginning in 1877 it functioned as a Lynde & Hough Co. codfish processing plant. It then served as a U.S. Navy Fuel Depot, a staging area for the John A. Roebling's Sons Company during the construction of the Golden Gate Bridge, and the site of the California Maritime Academy. During World War II, the site served as a U.S. Navy Net Depot, where anti-submarine and anti-torpedo nets were constructed to defend American and allied harbors. With the closure of the Net Depot in 1958, the site was used by various federal agencies to study seismology, marine minerals, and marine life. In 1978, the site was transferred to SF State. In 2017, the Romberg Tiburon Center for Environmental Studies was renamed the Romberg Tiburon Campus (RTC) and a new SF State research and service organization, the Estuary & Ocean Science Center, was established. Currently, the site serves as a base of operations for the Estuary & Ocean Science Center and also hosts two partner programs, NOAA's San Francisco Bay National Estuarine Research Reserve and the Smithsonian Environmental Research's Tiburon Lab. The Tiburon Fire Department and NOAA's Southwest Fisheries Science Center have space use agreements with SF State for two buildings on the campus.

Nearly all extant buildings and structures were constructed under ownership of the U.S. Navy and date to the site's use as a Fuel Depot, which spanned from 1904 to 1931, or as a Net Depot, which spanned from 1940 to 1958. Thus, the site has been identified as the U.S. Navy Fuel Depot and Net Depot Cultural Landscape, which is eligible for listing in the National Register of Historic Places and California Register of Historical Resources under Criterion A/1 (Events) with a period of significance from 1904 to 1958. Most extant buildings, structures and features are contributing historic resources. In addition, Buildings 22, 49, 50 and 54 have been found individually eligible for listing in the National Register of Historic Places and California Register of Historical Resources under C/3 (Design/Architecture). Both individual resources and the U.S. Navy Fuel Depot and Net Depot Cultural Landscape are thus considered historic resources for the purposes of CEQA review.

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Colonel John Kern, USACE (Ret.)

Karina Nielson, Director of the SFSU Estuary & Ocean Science Center

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417 S. Hill Street, Suite 211
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Sacramento, California 95816
916.930.9903 / 916.930.9904 fax

417 Montgomery Street, 8th Floor
San Francisco, CA 94104
415.362.5154 / 415.362.5560 fax