

DATA SHEET

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: California
COUNTY: San Francisco
FOR NPS USE ONLY
ENTRY DATE OCT 10 1975

1. NAME

COMMON: Scow Schooner Alma
AND/OR HISTORIC: Alma <i>Scow Schooner</i>

2. LOCATION

STREET AND NUMBER: Hyde Street Pier - 2905 Hyde Street			
CITY OR TOWN: San Francisco		CONGRESSIONAL DISTRICT: Six	
STATE California	CODE 06	COUNTY: San Francisco	CODE 075

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input checked="" type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME: California Department of Parks and Recreation	
STREET AND NUMBER: 1416 9th Street	
CITY OR TOWN: Sacramento	STATE: California
	CODE 06

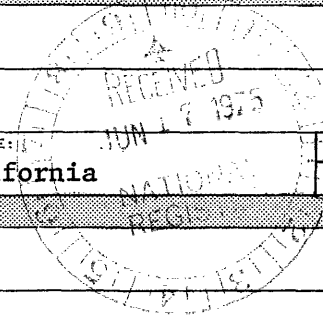
5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: California Department of Parks and Recreation	
STREET AND NUMBER: 1416 9th Street	
CITY OR TOWN: Sacramento	STATE: California
	CODE 06

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Department of Parks and Recreation - Alma Feasibility Study	
DATE OF SURVEY: 1975	<input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local
DEPOSITORY FOR SURVEY RECORDS: Department of Parks and Recreation	
STREET AND NUMBER: 1416 9th Street	
CITY OR TOWN: Sacramento	STATE: California
	CODE 06

SEE INSTRUCTIONS



STATE: California	COUNTY: San Francisco	ENTRY NUMBER 987 10 1975	DATE
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7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One) (restored)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input type="checkbox"/> Original Site	

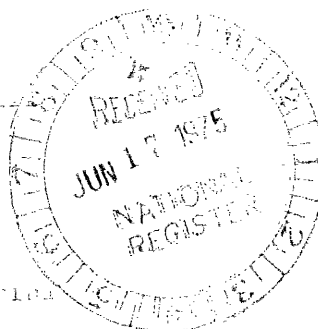
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Construction: Wood, square-ended, hard shine, flat bottom with planking thwart stripped to provide added strength. Has convertible center board for stabilization.

One deck, two masts, including a single main top mast. Length is 59 ft.; beam 22.60 ft.; depth 4 feet. Gross tonnage is 41.76; net tonnage 39; burden 69 tons, structural condition, very good. This vessel is the last of its kind in California and is being maintained and preserved by professional shipwrights and others specifically trained in the handling of historic ships.

Besides her capabilities as a wind propelled vessel, the Alma possesses an engine which enables her to operate conveniently anywhere in the bay and river system. In participating in the Annual Master Mariners Regatta, the Alma can accommodate as many as 100 passengers.

Prior to 1957 she had been altered for use as a shell dredger. Since her acquisition by the State, she has been stripped of her shell dredging equipment and restored to the condition of her birth in 1891; she is now located at the Hyde Street Pier in San Francisco Maritime State Historic Park.



SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- ☐ Pre-Columbian | ☐ 16th Century | ☐ 18th Century | ☐ 20th Century
☐ 15th Century | ☐ 17th Century | ☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1891

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

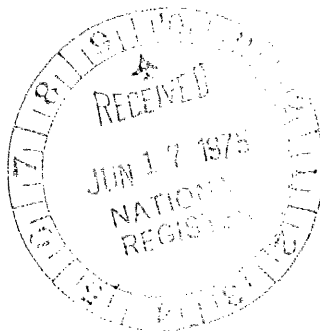
- | | | | |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | | |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | | |

STATEMENT OF SIGNIFICANCE

History

The smallest vessel in the state's maritime exhibit is the hay scow-schooner, Alma, built by F. Seimer, a local shipwright, for James Peterson in 1891. This vessel was named for Peterson's daughter, Alma. These flat-bottomed, centerboard schooners were popular carriers of most anything produced by man or nature. Major cargo was hay and grain, though the vessels were frequently used for other purposes. The crews usually consisted of one or two people; the master or owner and a hired crewman. These men did all the loading and discharging of cargo. They kedged, sailed and poled their way into every backwater, tideflat, and creek on the bay, lying on the mudflats at low tide; traversing the bay fringe when the tide was in.

Schooners of this type averaged 60 to 70 feet in length and were between 20 and 25 feet in width. Before roads and trucking made shore installations easily accessible, literally hundreds of these vessels plied their business on San Francisco Bay. During its lifetime this vessel was owned first by James Peterson, and later by Frank Resich and John Gambetta, both oyster treasure operators. Purchased by the state in 1960, she is the only surviving restored scow-schooner afloat in California.



9. MAJOR BIBLIOGRAPHICAL REFERENCES

Notes in the San Francisco Maritime Museum Library

Personal references through Harry Dring, Glenn Burch, Maritime Engineers and authorities.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

UTM Reference
10/550980/4184640
960

UTM 60 10 111
1000000

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: Size of boat, 59' x 23'

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: Allen W. Welts, State Park Historian III		DATE 10/25/74
ORGANIZATION Department of Parks and Recreation		
STREET AND NUMBER: 1416 9th Street		
CITY OR TOWN: Sacramento	STATE California	CODE 06

12. STATE LIAISON OFFICER CERTIFICATION

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

National ☐ State ☒ Local ☐

Name

[Signature]

Title State Historic Preservation Officer

Date

2-14-75

NATIONAL REGISTER VERIFICATION

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

[Signature]

Director, Office of Archeology and Historic Preservation

Date

10/10/75

ATTEST:

[Signature]
Keeper of The National Register

Date

10/10/75

SEE INSTRUCTIONS

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

75-129
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DATE ENTERED 6/7/86

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Scow Schooner Alma

AND/OR COMMON

Alma

2 LOCATION

STREET & NUMBER Hyde Street Pier

CITY, TOWN San Francisco

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT
Fifth

STATE

California

CODE
06

COUNTY

San Francisco

CODE

075

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 AGENCY

REGIONAL HEADQUARTERS. (If applicable)

National Park Service, Western Region

STREET & NUMBER 450 Golden Gate Avenue, Box 36063

CITY, TOWN

San Francisco

VICINITY OF

STATE

California 94102

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC Annual List of Merchant Vessels of the United States

STREET & NUMBER N/A

CITY, TOWN

N/A

STATE

N/A

6 REPRESENTATION IN EXISTING SURVEYS

TITLE National Register of Historic Places

DATE

October 10, 1975

☒ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

National Park Service

CITY, TOWN

Washington

STATE
D.C.

7 DESCRIPTION

CONDITION

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☒ ALTERED

CHECK ONE

☐ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The scow schooner Alma, a floating vessel owned and maintained by the National Park Service as part of the collection of the National Maritime Museum, San Francisco, is moored alongside Hyde Street Pier at San Francisco when she is not sailing on the bay or visiting San Francisco Bay, Carquinez Straits, or Sacramento River ports.

Alma as Built and Modified

As built in 1891, Alma was a typical flat-bottomed, square-ended scow 59 feet in length, with a 22.6-foot beam, and a 4-foot depth of hold. Alma's registered tonnage was 41 gross and 39 net. [1] Alma carried two masts, schooner-rigged, with a single main-top-mast. Alma was average in size, but she was unusual in that, unlike many of the scow schooners then built on the bay, she had a cross-planked bottom. This construction, requiring heavier scantlings, may have contributed to her longevity. [2]

Alma's masts and bowsprit were removed in 1918 when she was converted into a barge. Her main hatch was also enlarged at this time. [3] In 1926, she was modified again, becoming an oyster shell dredger. A forty-horsepower gas engine was installed to port of Alma's centerline, driving a single propeller. Eight-foot bulwarks were erected amidships; living quarters with a wheelhouse mounted above were built aft; and a shell pump and washing belt were installed forward. In 1951 Alma's gas engine was replaced by a more powerful diesel, and a matching engine and propeller were added to starboard. Her shell handling equipment was also improved. It was in this configuration that Alma was laid-up in 1957. [4]

Restoration of Alma

Following her acquisition by the State of California in 1959, Alma's dredging machinery and deckhouse were removed. For several years Alma served as a floating work platform for other museum vessels. In 1964 Alma was lifted from the water and placed on the pier to begin restoration. Working from old photos, internal evidence, register information, and the plans of other scow schooners made by the W.P.A. Historic American Merchant Marine Survey, Alma was slowly returned to her original configuration. Portions of scow hulks around the bay were used to replace missing or damaged fittings. Alma's restoration was completed in

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1968, and she was returned to the water. Since then she has been maintained in an historic fashion, with in-kind replacement of materials in the manner of her original construction. While externally retaining her historic "as-built" appearance, Alma retains a diesel engine and a propeller for operating on the bay.
[5]

FOOTNOTES

1

Annual List of Merchant Vessels of the United States....
(Washington, D.C.: Government Printing Office, 1900) p. 10.

2

Roger Olmsted, "The Square-Toed Packets of San Francisco Bay," California Historical Society Quarterly, LI (1) Spring 1971, pp. 36-39; Stephen E. Levingston, Historic Ships of San Francisco (San Francisco: Chronicle Books, 1984) p.70.

3

Barbara Fetesoff, "San Francisco's Alma," The Woodenboat I (3) April 1980, pp. 10-12; Peter J. Gambetta Oral History Interview by Barbara Fetesoff, January 1, 1975, Transcript pp. 7-11, pass; and Annual List of Merchant Vessels of the United States.... (Washington, D.C.: Government Printing Office, 1931) pp. 212-213.

4

Gambetta and Fetesoff, 1975, pp. 8-22.

5

Fetesoff, 1980, pp. 14-16 and Levingston pp. 69-70, 72-77.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE (naval)	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1891-1926

BUILDER/ARCHITECT Fred Siemer

STATEMENT OF SIGNIFICANCE

The 1891 scow schooner Alma, a historic vessel moored as part of the collection of the National Maritime Museum, San Francisco, is an excellent example of a once-common, vernacular work-a-day craft found on the major waterways of the United States from Colonial times through the 20th century. While built and operated on San Francisco Bay, Alma is in many ways indistinguishable from scows which were launched and sailed on Chesapeake Bay, the Gulf Coast, the Great Lakes, inland rivers, and other coastal waters of the United States. No scow schooners save Alma are known to survive afloat in the United States. Possessing a high level of integrity, Alma is of exceptional NATIONAL significance as the only American scow schooner surviving as a floating, intact representative of her type.

The preceding statement of significance is based on the more detailed statements which follow.

THE ORIGIN AND DEVELOPMENT OF SCOW SCHOONERS

Flat bottomed sailing craft possess two advantages that have caused them to be used in regions throughout North America since the late eighteenth century. One is that the simplicity of the hull form allows it to be produced quickly and at low cost. The other is that the flat bottom and broad beam permit large cargoes to be carried in shallow waters. This combination of advantages was valuable in every coastal region of North America, as well as many of the inland waterways. Small changes in detail adapted sailing scows to various trades, creating numerous sub-types. Designs varied widely, as builders applied individual inspiration to their work. [1]

The scow hull form was well known in Europe before becoming popular in America early in the eighteenth century. In the American Colonies they were known as flats, or radeux, and occasionally as gondalows. Because of their peculiar advantages, both the British and the Colonials built armed scows on Lake Champlain in 1776. [2]

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Most scows were built upside down to simplify construction. Planks were laid athwartships over multiple keelsons, rather than parallel to the centerline, as in round-bottom hull construction. After planking of the sides and bottom, the hull was turned over and completed. A few localities developed types that had lengthwise planking, but this was more costly and required that the scow be built right side up. [3]

The earliest American sailing scows carried a single, loose-footed spritsail, as was common in Europe. Later there were scows rigged as schooners, ketches, brigs, and even full-rigged ships; but simple sloop and schooner rigs predominated. [4]

During the 1800s, scow sloops and schooners developed further and spread to the farthest settlements on the American continent. In Maine they were known as "square-toed frigates"; in Massachusetts they were called "granite sloops"; in Georgia, "rice flats"; and in Texas, "buttheaders". In California they were simply "scow schooners." Built in great numbers to carry men and materials to and from the gold fields, these vessels played an important role in the development of California during the flood of immigration occasioned by the discovery of gold in 1848. [5]

After the Gold Rush, scow schooners continued to flourish. By 1880 there were approximately 250 sailing scows in San Francisco Bay. They ranged in size from scow sloops under forty feet long, up to a few monsters of nearly ninety feet. [6] Scows were the predominant work-a-day craft on San Francisco Bay, carrying produce, firewood, shells, bricks, and other bulk cargoes on the shallow waters of the bay between a variety of ports. Until the advent of major roads and freighting facilities on land in the first decades of the 20th century, scow schooners on San Francisco Bay, as was the case elsewhere in the country, carried the bulk of goods now transported by trucks.

Construction and Career of Alma

Alma was built in 1891 by Fred Siemer, a German immigrant, behind his house near Hunters Point, on San Francisco Bay. In addition to Alma, which was named for his granddaughter, Siemer built one other scow schooner, Adelia. Both were built for Siemer's son-in-law, James Peterson. [7]

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Until July, 1918, Alma hauled freight for Peterson under sail. Then, along with Peterson's other five scows, she was converted to a barge. [8] Alma continued to work as a barge until 1926, when she was sold to Frank Resech, of Petaluma, who modified her for use as an oyster shell dredger. A forty-horsepower gas engine and a shell pump and washing belt were installed forward. Oyster shells were dredged from shoals on the Bay, washed, and deposited in the hold for the trip to Petaluma's chicken ranches, where they were incorporated into chicken feed, thus providing calcium and promoting hard egg shells. [9]

Mr. and Mrs. Resech lived aboard until 1944, when Alma was sold to Peter J. Gambetta. Mr. Gambetta kept Alma dredging shells, improving her machinery in 1951. The 1951 modifications allowed Alma to continue working until 1957, thus becoming the last San Francisco scow schooner in operation. In that year, however, Alma was laid up on the Alviso mudflats, where she stayed until August, 1959, when she was sold once again. [10]

Alma's new owner, the California State Division of Beaches and Parks, pulled her off the mudflats and towed her to the San Francisco Maritime State Historic Park. Her dredging machinery and deckhouse were removed and for several years Alma served as a floating work platform for other museum vessels. In 1964 Alma's restoration was commenced. Initial restoration was completed in 1968 and she was returned to the water. The following year Alma received a new suit of sails and began the program to interpret the history of working sail that continues to the present. [11]

FOOTNOTES

1

Howard Irving Chapelle, American Small Sailing Craft: Their Design, Development, and Construction (New York: W.W. Norton & Co., 1951) pp. 45-46, 50, and 51.

2

Howard Irving Chapelle, The History of the American Sailing Navy: The Ships and their Development (New York: Bonanza Books, 1949) pp. 104 and 105; Chapelle, American Small Sailing Craft, pp. 29, and 32; Rusty Fleetwood, Tidecraft: the Boats of Lower South Carolina and Georgia (Savannah, Georgia: Coastal Heritage Society, 1982) pp. 49-50, and 87.

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3

Chapelle, American Small Sailing Craft, pp. 51-53. Barbara Fetesoff, "San Francisco's Alma," The Woodenboat, Vol. 1, No. 3, April, 1980, p. 10; Roger Olmsted, "The Square-Toed Packets of San Francisco Bay," California Historical Quarterly, L1 (1) Spring 1971, pp. 36,38.

4

Chapelle, American Small Sailing Craft, pp. 29, 32-33, 76, and 78; Chapelle, History of American Sailing Ships, p. 104.

5

Chapelle, American Small Sailing Craft, pp. 45-46, 29, 32, 332-336. Fleetwood, Tidecraft, p.87; Stephen E. Levingston, Historic Ships of San Francisco (San Francisco: Chronicle Books, 1984) p.70.

6

Anita V. Mozely, "Scow Schooners of San Francisco Bay," Sea Letter, V (1) Dec. 1967, p.1. Fetesoff, "San Francisco's Alma," p. 9.

7

Fetesoff, pp. 10-11; Mozely, pp. 2-3; and Olmsted, "Square-Toed Packets," p. 41.

8

Fetesoff, pp. 10-11; and Peter J. Gambetta Oral History Interview by Barbara Fetesoff, January 1, 1975, Transcript in the collection of the National Maritime Museum, San Francisco, p. 9.

9

Fetesoff, pp. 10-12; and Gambetta and Fetesoff, pp. 7-11.

10

Gambetta and Fetesoff, pp. 8-22.

11

Fetesoff, "San Francisco's Alma," pp. 14-16; and Levingston, Historic Ships of San Francisco, pp. 69-70, 72-77.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .1

UTM REFERENCES

A 10 550980 4184640
ZONE EASTING NORTHING
C

B
ZONE EASTING NORTHING
D

VERBAL BOUNDARY DESCRIPTION

All of that area encompassed within the extreme registered dimensions of the vessel; viz. 59.0 x 22.6 feet.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

James P. Delgado, Acting Maritime Historian and Kevin J. Foster, Historian

ORGANIZATION

National Park Service

DATE

July 1, 1987

STREET & NUMBER

P.O. Box 37127

TELEPHONE

(415) 556-9827

CITY OR TOWN

Washington

STATE

D.C. 20013-7127

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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SOURCES

Chapelle, Howard I., American Small Sailing Craft. New York: W.W. Norton, 1951.

Chapelle, Howard I., The History of American Sailing Ships. New York: Bonanza Books, 1949

DeGroot and Vorstman, Sailing Ship Prints by the Dutch Masters from the Sixteenth to the Nineteenth Century. New York: The Viking Press, 1960.

Fetesoff, Barbara, "San Francisco's Alma," The Woodenboat I (3) April 1980.

Fleetwood, Rusty, Tidecraft: The Boats of Lower South Carolina and Georgia. Savannah, Georgia: Coastal Heritage Society, 1982.

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Arch Rock

Alcatraz Island

Lighthouse

Blossom Rock

SCOW SCHOONER ALMA, San Francisco

UTM COORDINATES Zone 10

5 50 980 41 84 640

