

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Marinship Hiring Hall

P1. Other Identifier Real Food Company (former)

*P2. Location: Not for Publication Unrestricted

*a. County: Marin

and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 200 Caledonia Street

City: Sausalito

Zip: 94965

d. UTM: (Give more than one ofr large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 065-051-04

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

The former Marinship Hiring Hall, at 200 Caledonia Street, is located on the northeast corner of Caledonia and Turney streets in Sausalito's New Town. The one-story, reinforced-concrete building is rectangular in plan and features a steel-truss gable roof (clad in corrugated steel) concealed behind a lobed parapet. Designed in the Mission Revival style, the primary facade is clad in rough-textured stucco. The other walls are exposed board-formed concrete. The primary facade faces southwest and features a Mission-style shaped parapet and rusticated stucco quoins. The slightly off-center inset entry is clad in diagonal wood siding and contains glazed wood double doors. To the south is a fixed, wood-sash storefront window. Both the entry and storefront window have false jack arch voussoirs. The secondary facade faces southeast and features a similar fixed, wood-sash storefront window, followed by two multi-lite, fixed, wood-sash windows with stucco sills and jack-arch voussoirs, a wood sliding door, a multi-lite wood-sash window with stucco sill and jack-arch moldings, and an opening filled with louvers that has similar sill and moldings. Landscaping consists of street trees. 200 Caledonia Street appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP6. 1-3 story commercial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



*P5b. Photo (view, date, accession #

View toward northeast, April 6, 2011, 100_1912

*P6. Date Constructed/Age and Sources

Historic Prehistoric Both

1914, City of Sausalito
Community Development
Department

*P7. Owner and Address:

Mark H. Switzer Tr. Et Al
P. O. Box 1
Inverness, Ca 94937

*P8. Recorded by

Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:

April 22, 2011

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments

Archaeological Record

Artifact Record

BSOR

NONE

District Record

Photograph Record

Location Map

Linear Feature Record

Continuation Sheet

Other...

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3CS

Page 2 of 4

*Resource Name or # (Assigned by recorder) Marinship Hiring Hall

B1. Historic Name Marinship Hiring Hall, Sausalito Garage

B2. Common Name Real Foods

B3. Original Use Garage B4. Present Use: Grocery Store

*B5. Architectural Style Mission Revival

***B6. Construction History**

Constructed 1914. Skylights added, main door replaced, and exterior sandblasted and re-stuccoed on July 14, 1977.

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

***B8. Related Features**

B9a. Architect Unknown b. Builder Unknown

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1946 Property Type Commercial Applicable Criteria 1

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

200 Caledonia Street is located in New Town Sausalito, a little over a mile from the Administration Building of Marinship. According to county records, the building was constructed in 1914. The July 1909 Sanborn Fire Insurance map shows that the parcel on which the building sits was occupied by two dwellings. By June 1919, the Sanborn map shows the present building occupied by the Sausalito Garage and Machine Works. By 1945 the Sanborn map shows that the building was occupied by Marinship employment offices.

(continued)

B11. Additional Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

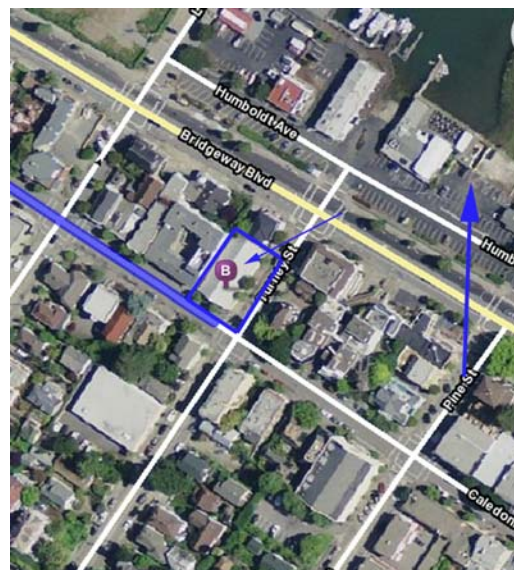
*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

B13. Remarks

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011

(Sketch Map with north arrow required.)



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Marinship Hiring Hall

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

B10: Significance (continued)

Marinship Hiring moved from offices on the 9th floor of the Mills Building in San Francisco to 200 Caledonia Street in June 1942. The reason they moved it to this location was two-fold; the first was to reduce congestion at the company's San Francisco headquarters, and the second was to prevent unauthorized people onto the grounds of the shipyard (which had restricted access to non-employees). The Marinship Hiring Hall housed a staff of about 30 people - 5 who worked in the Employment Section and 25 who worked the Identification Bureau, which was responsible for fingerprinting and obtaining each potential employee's criminal record from the FBI. An average of 27 people were hired each day, with nearly 80,000 hired in total. Marinship's workforce, which numbered almost 22,000 at its peak, was recruited from all over the California and eventually the entire United States, including large contingents from Texas, Louisiana, Arkansas, Oklahoma, Iowa, Minnesota, and Missouri. The workforce included large numbers of draft-exempted senior citizens and women and minorities. Many were Dust-bowl refugees from the Southwest as well as thousands of African-Americans from the Deep South. Once recruited and relocated, workers had to be processed in the Marinship Hiring Hall. The hiring process was set up like a production line: starting at one end with the job requisition and ending with the new employee's photograph for his or her identification badge.

Integrity:

Aside from several minor changes made to the entrance in 1977, when the building was converted into a grocery store, 200 Caledonia appears much as it did when it was the Marinship Hiring Hall. The building retains all aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

Evaluation:

200 Caledonia Street appears eligible for listing in the California Register under Criterion 1 (Events) for its association with Marinship. As the first Marinship facility visited by most new hires, the building provided the first introduction to life and work at Marinship to legions of workers recruited from across the nation. Nearly 80,000 workers passed through the building's doors within a brief period of four years as they were evaluated and processed for their new lives in the Bay Area.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Marinship Hiring Hall
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Southwest elevation, 100_1915



Southeast elevation, looking east, 100_1911



Southeast elevation, looking west, 100_1913

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6L

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 3

P1. Other Identifier 3030 Bridgeway Building

*P2. Location: Not for Publication Unrestricted

*a. County: Marin

and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 3030 Bridgeway

City: Sausalito

Zip: 94965

d. UTM: (Give more than one ofr large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-162-10

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

Located at the southeast corner of Bridgeway and Gate 5 Road, this two-story, post-and-beam framed office building is E-shaped in plan. It is clad in T-111 siding and has a flat, rolled asphalt clad roof. Plain soffits are located above the first and second story windows and all windows on the west, north, and south elevations are shaded by awnings. The primary facade faces southwest and is nine bays wide. The center bay projects slightly forward and contains an inset main entrance which consists of wood frame glazed doors surmounted by a fixed wood transom and flanked by large six-lite sidelights. The main entrance is shaded by awnings. Above the entry are three banks of operable awning sash windows separated by wood moldings. The bays flanking the main entrance are all similar with a ribbon of six double-hung, vinyl sash windows in the first and second stories. The southeast elevation has a secondary entrance accessed by painted metal steps and a railing leading up to a wood landing located at the west end. The entrance consists of glazed wood double doors that are sheltered by a flat roof overhang supported by square columns. Paired double-hung, vinyl sash windows are located to the west of the entrance. The east end of the elevation steps back slightly and has three sets of three double-hung, vinyl sash windows. All banks of windows are shaded by awnings. The second story has paired double-hung, vinyl sash windows. The northeast or rear elevation features two non-historic additions and features banks of double-hung, vinyl sash windows on both stories. Also at the northeast elevation is a raised two-story addition supported by wood columns that is slightly taller than the main building (Continued).

*P3b. Resource Attributes: (list attributes and codes) HP6. 1-3 story commercial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



*P5b. Photo (view, date, accession #

View toward southeast, April 6, 2011. 100_2619

*P6. Date Constructed/Age and Sources

Historic Prehistoric Both

1942, Richard Finnie, *Marinship: The History of a Wartime Shipyard.*

*P7. Owner and Address:

Brucia, Frances M. /tr/
105 Montecito Rd.
San Rafael, Ca 94901

*P8. Recorded by

Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:

April 22, 2011

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard.* San Francisco: 1947.

*Attachments

- BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6L

Page 2 of 4 *Resource Name or # (Assigned by recorder) Building 3

B1. Historic Name Building 3, Marinship Administration Building

B2. Common Name 3030 Bridgeway Building

B3. Original Use Office Building B4. Present Use: Office Building

*B5. Architectural Style Late Moderne

***B6. Construction History**

Constructed in 1942. Two new wings constructed at rear of building and reclad in T-111 siding in 1980. The building underwent further remodeling in 2003.

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

*B8. Related Features None

B9a. Architect Bechtel Engineering Division b. Builder MacDonald & Kahn

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Office Applicable Criteria 1 & 3

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

Plans for Building 3, the Administration Building, were completed by April 1942. Pile driving for foundation begun on April 25 and was completed by May 1. The subcontractor began erecting the 26,488 s.f. building on May 4. The Administration Building was substantially complete by June 17, and the administrative force was able to move in from the Mills Building in San Francisco by June 16, 1942. The Administration Building, or "Ad Building," was the nerve center of Marinship. Managed by Administrative Director Robert Digges, the building housed the following departments: purchasing, subcontracting of labor and materials, warehousing and recording inventories of parts and materials, accounting, publication of the Marin-er, recruiting, labor relations, housing and transportation, personnel, public relations, plant protection, yard feeding facilities, arranging launching (Continued on Text Continuation Sheet) (continued)

B11. Additional Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

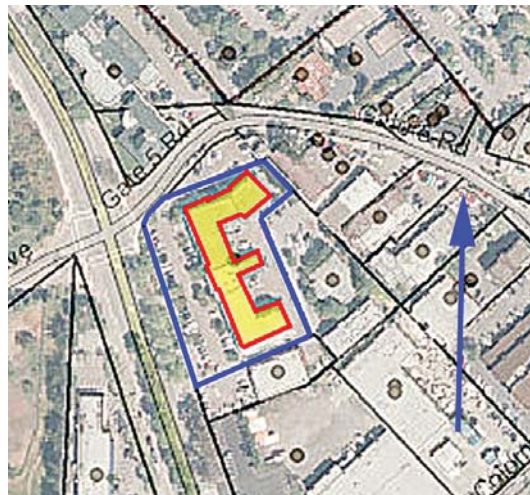
*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

(Sketch Map with north arrow required.)

B13. Remarks

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Building 3

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

P3a: Description (continued):

The addition features vinyl slider ribbon windows on the first and second stories. The building is surrounded by a parking lot and landscaping consists of shrubs and street trees. The building received two new rear wings in 1980 and it was reclad in T-111 siding in 2003. The original wood double-hung windows have been replaced with a wood/vinyl combination. Building 3 appears to be in good condition.

B10: Significance (continued):

protocol, payroll, etc. After Marinship was decommissioned in 1945 and conveyed to the Army Corps in 1946, the parcel containing the Administration Building was sold. The 1950 Sanborn map shows it in use as a furniture store. During the early 1950s, the building belonged to James C. Wilson. In July 1956, he sold it to Fred Fidler. In the early 1960s, Mr. Fidler sold it to Harold and Persis Knobbe. In September 1974, they sold it to Ernest and Bernice Kettenhofer. In 1980, the Hodge Company hired architect Donald K. Olsen to remodel the building. As part of the work, two new wings were constructed on the rear of the building and it was reclad in T-111 siding. Olsen was hired again in 2003 to remodel the building.

Integrity:

Building 3 retains integrity of location as it has never been moved. It largely retains integrity of design because its original massing, proportions, fenestration pattern, and some detailing survive when viewed from the street. The setting of the building has changed from an industrial shipyard to an office park/commercial area, so it no longer retains integrity of setting. The building does not retain integrity of materials because its horizontal redwood siding has been replaced by T-111 siding and many original double-hung, wood, sash windows have been replaced by vinyl. The building does not retain integrity of workmanship because its detailing no longer illustrate the aesthetic principles of the Late Moderne style. Building 3 does not retain integrity of feeling or association because it no longer appears as it did during the period of significance. In summary Building 3 retains integrity of location and design (partial). It does not retain integrity of setting, materials, workmanship, feeling, or association.

Evaluation:

If it retained integrity, Building 3 would appear eligible for listing in the California Register under Criterion 1 (Events) and Criterion 3 (Design/Construction). As the nerve center of Marinship, Building 3 was essential to the successful operation of the shipyard. When it was completed in 1942, Building 3 was the only Marinship building to explicitly embody the characteristics of an architectural style - the Late Moderne style - with its bezel moldings, horizontal proportions, signage, and detailing. Unfortunately, the building does not retain the majority of these features and although recognizable, does not retain sufficient integrity from the period of significance to qualify for listing in the California Register.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 3
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Primary Entrance, 100_2620



Northwest facade, 100_2617



Southeast facade, 100_2622



Portion of northeast facade, 100_2625

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 7

P1. Other Identifier Marinship Cable Shop
*P2. Location: Not for Publication Unrestricted

*a. County: Marin and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 265 Gate 5 Road City: Sausalito Zip: 94965

d. UTM: (Give more than one of large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-152-05

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

Building 7 is located near the southeast corner of Gate 5 Road and Varda Landing Road. This one-story, wood-frame building is rectangular in plan and features a foundation consisting of wood pilings and spread concrete footings with an asphalt floor. It is clad in redwood rustic channel siding with areas of T-111 siding. The building is capped by a low-pitched gable roof with wide eaves and fascia covered in rolled asphalt. The primary facade faces southeast and is three bays wide. A contemporary paneled double door is located at the southwest end followed by a variety of window types including one fixed vinyl sash and two double-hung vinyl sash windows. The elevation also includes a multi-lite door, a single leaf door and an aluminum slider window. A blue awning runs from the southwest end to approximately the gable. The third bay of the primary facade consists of a small, wood-framed, flat roofed addition with an opening filled with a roll-up aluminum door. Plans indicate that this area was once open and recently enclosed. The southwest elevation has wide eaves and fascia along with a variety of contemporary window types consisting of multi-lite vinyl sliders, fixed vinyl sash, and single-lite vinyl slider sash. The northwest or rear elevation features a sliding wood door. The northeast elevation is not visible. A one-story, flat-roofed shed is located in the southeast corner of the property. It is clad in plywood siding and aluminum slider windows. The property is surrounded by an asphalt parking lot on three sides and is enclosed by a chain-link fence. Overall, the building has not undergone all that many alterations, although most of the original wood double-hung windows have been replaced with vinyl counterparts. Some of the original redwood rustic channel siding has been replaced with T-111 siding.

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



*P5b. Photo (view, date, accession #
View toward north, April 6,
2011, 100_2600

*P6. Date Constructed/Age and Sources
 Historic Prehistoric Both
Ca. 1943, *Marinship: The History of a Wartime Shipyard; Sanborn Maps*

*P7. Owner and Address:
Zinchini David
221 Princeton Ave
Mill Valley, Ca 94941

*P8. Recorded by
Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:
April 22, 2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Page 2 of 4

*Resource Name or # (Assigned by recorder) Building 7

B1. Historic Name Building 7, Marinship Electric Cable Shop

B2. Common Name 265 Gate 5 Road

B3. Original Use Industrial B4. Present Use: Industrial

*B5. Architectural Style Vernacular

***B6. Construction History**

Constructed in 1943. Some original redwood rustic channel siding replaced with T-111 siding at an unknown date.

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

*B8. Related Features Shed at southwest corner of property.

B9a. Architect Bechtel Engineering Department b. Builder Unknown

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Industrial Applicable Criteria N/A

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

Building 7, the Marinship Cable Shop, was designed by the Bechtel Engineering Department. It was not built as part of the original 1942 shipyard but rather in 1943. The building fell under the jurisdiction of the Electrical Engineering Department based in the nearby Mold Loft (Building 30). Building 7 housed the Electrical Production Department, which was in charge of fabricating and installing all cable hangers and electrical tubes in vessels, as well as the following systems: main propulsion, ships' power and lighting, radio, telegraph systems, alarm and telephones, gyro compass, whistles, and various other alarms and engine room equipment. The Cable Shop was also in charge of maintaining welding equipment. After Marinship was closed and decommissioned in 1945, and conveyed to the Army Corps of Engineers, the Corps subdivided and sold the parts of the yard that they did not need, including Building 7. (continued)

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial building

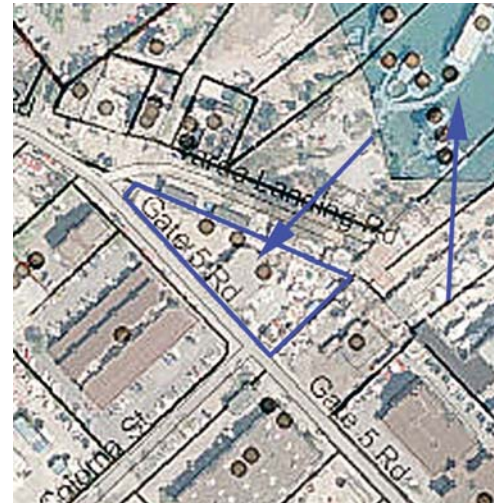
*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

(Sketch Map with north arrow required.)

B13. Remarks

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 2 of 4

Resource Name or # (Assigned by Recorder) Building 7

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

P3a: Description (continued)

Building 7 appears to be in good condition.

B10: Significance (continued)

According to the 1950 Sanborn Map, Building 7 had been converted into a factory making plastic road markers. The building is now a general-purpose industrial building housing a sailmaker and various other businesses.

Integrity:

Building 7 has not been moved and therefore retains integrity of location. The building does not retain integrity of design because a formerly open portion of the building was enclosed as part of an early alteration, thus destroying the massing and original arrangement of spaces. Additionally the original pattern of window and door openings is no longer intact. Much of the building has been re clad in T-111 siding and the original windows replaced with a variety of contemporary window and door types indicating that the integrity of materials is low. The building is located in a historically industrial area. The building and the surrounding area retains that use and character contributing to the integrity of setting. Most of the plain finishes - wood siding, fascia, etcetera are intact but none of the surviving materials demonstrate high levels of workmanship. The building retains the feeling of an industrial building constructed in the 1940s. The building also retains its association with ship building (sailmaking). In summary, Building 7 retains the aspects of location, setting, feeling, and association. It does not retain integrity of design, materials, or workmanship.

Evaluation:

Building 7 does not appear individually eligible for listing in the California Register. Although linked with the important historical contexts associated with the operations of Marinship, Building 7 was not one of the original shipyard buildings; rather, it was added in 1943 as a functional annex to the nearby Mold Loft. In terms of its design, it is an extremely utilitarian structure built quickly and inexpensively as basic shelter for the Electrical Production Department of the Electrical Engineering Department. Its design does not relate to the majority of the original Marinship buildings with their bowstring truss roofs, plywood cladding and ribbon windows. Finally, Building 7 has been heavily altered so that it no longer retains integrity of design, materials, or workmanship.

Page 3 of 4 Resource Name or # (Assigned by Recorder) Building 7

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update



View toward southeast, 100_2602



View toward southeast, 100_2602

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 8

P1. Other Identifier Marinship Cafeteria
*P2. Location: Not for Publication Unrestricted

*a. County: Marin and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 100 Ebttide Avenue City: Sausalito Zip: 94965

d. UTM: (Give more than one ofr large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-170-03

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

Building 8 is a one-story, wood-frame building located on the west side Ebttide Avenue, approximately one block west of Bridegway. It is now part of the "New Village School" campus. Approximately L-shaped in plan, the building is clad in horizontal composite lap siding and has a flat roof covered in built-up material. The primary facade faces southeast and features a pair of recessed entrances - one containing a single-panel, glazed wood door flanked by sidelights, and the other a pair of partially glazed metal doors with transoms. Another section of the southeast elevation faces the parking lot, within the crook of the "L." It features a covered loading dock containing a metal overhead door and a steel man door. The adjoining northeast elevation features four sets of triple double-hung, vinyl-sash windows. The northwest elevation faces a paved driveway and the adjoining hillside. It does not have any fenestration and is clad in composite siding. The southwest elevation has a projecting vestibule at the center that has a metal double door on the southwest and a single metal door on the northwest. Two roll-up metal garage doors and a pedestrian door are located to the southwest of the vestibule. Southeast of the vestibule the elevation is obscured by trees, but it appears to be fenestrated. A one-story incinerator structure is located to the southwest of Building 8. Building 8 is linked to four 1950s-era classroom buildings by a walkway sheltered beneath a canopy supported by steel poles. The building has not undergone many aesthetic alterations, although the materials have been changed, including the replacement of the original redwood siding with composite siding and the replacement of the original double-hung wood windows with vinyl double-hung windows. Building 8 appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP15. Educational building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



*P5b. Photo (view, date, accession #
View toward southwest, April
6, 2011, 100_2630

*P6. Date Constructed/Age and Sources
 Historic Prehistoric Both
1942, Marinship: The History of
of a Wartime Shipyard

*P7. Owner and Address:
Sausalito School District
Sausalito, Ca 94965

*P8. Recorded by
Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:
April 22, 2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3CS

Page 2 of 4

*Resource Name or # (Assigned by recorder) Building 8

B1. Historic Name Marinship Cafeteria

B2. Common Name New Village School

B3. Original Use Cafeteria

B4. Present Use: School

*B5. Architectural Style Utilitarian

***B6. Construction History**

Building 8 was constructed between July and September 1942. It became part of Martin Luther King, Jr. Elementary School in the ca. 1965. It was reclad in composite siding and given new vinyl windows ca. 2000.

*B7. Moved? No Yes

Date? _____

Original Location: _____

*B8. Related Features Incinerator at rear.

B9a. Architect Bechtel Engineering Department

b. Builder MacDonald & Kahn

*B10. Significance: Theme World War II Homefront

Area: Marinship, Sausalito

Period of Significance 1942-1945

Property Type Cafeteria

Applicable Criteria 1

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

Building 8, the Marinship Cafeteria, was built in what was called the "West Area," an area of unincorporated Marin County located west of Highway 101 (now Bridgeway). The 16,416 s.f., wood-frame building was begun on July 7, 1942 and completed on September 28, 1942. When it was completed, the Cafeteria contained a large industrial kitchen, pastry shop, storage rooms, prep areas, a main dining room, and a private dining room for Marinship executives. The Cafeteria was run by the In-yard Feeding Department, managed by Mr. S.H. Barrett. The Department faced the massive challenge of feeding up to 20,000 workers working round-the-clock shifts. The In-yard Feeding Department contracted the provision of food service to Bearl Sprott of San Francisco. The In-yard feeding operation consisted of the Cafeteria Proper (Building 8), which could accommodate only around 300 people at a time. (continued)

B11. Additional Resource Attributes: (List attributes and codes) HP15. Educational building

*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

(Sketch Map with north arrow required.)

B13. Remarks

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Building 8

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

B10: Significance (continued)

Due to its location west of Highway 101, most production workers could not make it there and back to their jobs in under a half hour, so the Cafeteria mainly served the office workers employed in the nearby Administration Building (Building 3).

After Marinship closed down in 1945 and was conveyed to the Army Corps of Engineers in 1946, the Corps sold off parts of the yard that it did not need, including the West Area. Because it was located in unincorporated Marin County, it does not appear on the 1950 Sanborn Maps. At some point in the 1960s, the Marinship Cafeteria became integrated into a public school built for residents of nearby Marin City - the shipyard workers' community built during World War II. By 1980, this school (known as Martin Luther King, Jr. Elementary) closed after a new school was built in Marin City proper. In 1992, the complex (including the Cafeteria) became an arts center, containing individual artists studios, classrooms, and small manufacturers. It presently houses the Marin School and the New Village School.

Integrity:

Building 8 has not been moved; therefore it retains integrity of location. With the exception of the southwest elevation, which has been reconfigured, the design of the building has not changed appreciably and retains integrity of design. The setting has changed greatly; originally located within a complex of other Marinship Buildings, Building 8 is the only Marinship building located within the immediate vicinity. It also faces a park to the east which was not there in World War II, and a condominium complex to the west that was also not there. Although the materials resemble the original, they have been completely replaced, with composite siding replacing the redwood rustic channel siding and vinyl windows replacing the original wood; therefore it does not retain integrity of materials. The building does not embody any significant examples of workmanship. Enough of the building's original design remains to convey integrity of feeling and association. In summary, Building 8 retains integrity of location, design, feeling, and association but not setting, materials, or workmanship.

Evaluation:

Building 8 appears to be individually eligible for listing in the California Register under Criterion 1 for its association with the operation of Marinship. Although serving a support role, the building was one of the original buildings erected for the yard and it is only one of two that survive within the West Area (the other being Building 27). Feeding the staff of Marinship was an important task, and although the building seems to have primarily served administrative staff, the building was probably the venue for many important decisions regarding day-to-day operations. Although the building has been reclad and had its windows replaced, aesthetically it closely resembles its appearance during the period of significance.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 8
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Northeast elevation, 100_2629



Southwest elevation, 100_2635



Incinerator at rear, 100_2636



Portion of northwest elevation, 100_2634

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 10

P1. Other Identifier Marinship General Shops

*P2. Location: Not for Publication Unrestricted

*a. County: Marin

and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 10 Liberty Ship Way

City: Sausalito

Zip: 94965

d. UTM: (Give more than one of large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-090-06

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

Building 10 is located at the northeast corner of Liberty Ship Way and Marinship Way in Sausalito. It is a two-story office building, rectangular in plan, with a 1995 addition on the north. The building has a concrete slab foundation and a wood post-and-beam frame. The exterior is clad in smooth stucco and the building has an undulating barrel vaulted roof covered in rolled asphalt roofing with skylights. The primary facade faces west and is three bays wide. The northernmost bay ("Bay 1") features the main entrance sheltered by a canopy supported by square columns. The entrance consists of a pair of metal hinged doors with sidelights and a transom. The entrance is surrounded by a panel of corrugated metal and is flanked by three, double-hung vinyl-sash windows. Ribbon windows are located at the second floor level. The remaining two bays of the facade ("Bays 2 and 3") feature similar materials, detailing, and fenestration patterns. The south elevation is thirteen bays long. The outer bays feature groups of four double-hung, vinyl-sash windows at the first floor level. Several bays have glazed metal double doors in place of windows. The second floor level features 13 vinyl ribbon windows. Lighting consists of wall mounted fixtures placed in each bay. The east, or rear, elevation is three bays wide. The center bay features a pair of glazed aluminum doors with sidelights and an eight-light transom. The door is surrounded by corrugated metal siding and is flanked by three, double-hung vinyl-sash windows. The southern bay is identical to the center bay apart from the corrugated metal siding. The northern bay features a roll-up aluminum door flanked by metal man doors. To the north are four double-hung vinyl-sash windows.
(continued)

*P3b. Resource Attributes: (list attributes and codes) HP6. 1-3 story commercial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



*P5b. Photo (view, date, accession #

View toward south, April 6, 2011, 100_1539

*P6. Date Constructed/Age and Sources

Historic Prehistoric Both

1942, *Marinship: The History of a Wartime Shipyard*

*P7. Owner and Address:

Marterie, Anthony J.
10 Liberty Ship Way
Sausalito, Ca 94965

*P8. Recorded by

Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:

April 22, 2011

*P10. Survey Type: (Describe)

Intensive

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

Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments

- BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Page 2 of 4

*Resource Name or # (Assigned by recorder) Building 10

B1. Historic Name Marinship General Shops; Pipe And Copper Shop Building

B2. Common Name 10 Liberty Ship Way

B3. Original Use Industrial B4. Present Use: Office

* B5. Architectural Style Utilitarian

*B6. Construction History

Building 10 was constructed between July and October 1942. It was heavily remodeled and received a new addition in 1994-95.

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

*B8. Related Features

B9a. Architect Bechtel Engineering Department b. Builder MacDonald & Kahn

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Industrial Applicable Criteria 1 & 3

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

Building 10, the Marinship General Shops, or the Pipe and Copper Shop Building, was constructed in 1942 along with the first phase of shipyard construction. The pilings were sunk and the foundation poured from July 20-23 and the building was completed October 3, 1942. The 14,600 s.f. building was under the administration of Mr. M.D. Rogers. The Shop employed nearly 80 people, most of whom had no previous experience, fabricating, bending, and installing all manner of pipe and ductwork in the Liberty Ships and T-2 tankers built at Marinship. The building also contained a Copper Shop that fabricated custom copper pipes for the tankers that were constructed at Marinship.

(continued)

B11. Additional Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

(Sketch Map with north arrow required.)

B13. Remarks

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Building 10

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

P3a: Description (continued)

The north elevation features a non-historic steel-frame addition featuring stucco corner bays bracketing a large glass window wall capped by a curved roof. Building 10 was remodeled in 1994-95; the exterior was clad in stucco and the wood windows were replaced with vinyl. Building 10 appears to be in good condition.

B10: Significance (continued)

After Marinship was decommissioned in 1945 and conveyed to the Army Corps of Engineers in 1946, the Corps subdivided and sold the parts of the former yard that it did not need. Building 10 was purchased by A. G. Schoonmaker Co., which owned nearly all of what is now known as Schoonmaker Point. According to the 1950 Sanborn Maps, the company used the building as a warehouse and the adjoining Blacksmith Shop (Building 4) was used for boat storage. The building continued to serve as a multi-purpose, light industrial facility known as the Schoonmaker Building through the early 1990s. In 1988, Calthorpe Associates of San Francisco designed the adjoining Schoonmaker Marina. In 1994-95, the owner of the building - Kimber Management - hired architect Charles Stewart of Sausalito and contractor Charles C. Bond to remodel the building. As part of the work, the adjoining Building 4 was demolished, a new wing was built in its place, and the existing Schoonmaker Building was remodeled as an office building. The exterior was clad in stucco and the wood windows were replaced with vinyl. Overall, the building was given a contemporary "office park" look.

Integrity:

Overall, Building 10 retains a low degree of integrity. The exterior originally closely resembled Building 11, but in 1995 the building was completely remodeled in its conversion from a multi-purpose industrial building into an office building. The building's location remains the same, so it retains integrity of location. Aside from its height and general massing, the entire design of the building has changed, as well as the materials, which have been entirely replaced. The original setting was that of a maritime industrial setting; now it is an office park. The aspects of workmanship, feeling, and association are all missing as well. In summary, Building 10 retains only integrity of location. It does not retain integrity of design, setting, materials, workmanship, feeling, or association.

Evaluation:

If it retained integrity, Building 10 would appear eligible for listing in the California Register (and possibly the National Register) under Criteria 1 (Events) and 3 (Design/Construction) as one of the more important buildings associated with the shipbuilding process. The building is one of six surviving major industrial buildings and warehouses that survive from the World War II era in the former Marinship yard. The building is part of what was the Outfitting Department, the most intact part of the yard. The most important buildings at Marinship can be identified by their bowstring truss roofs and their location within the Outfitting Zone. However, due to the extensive alterations, Building 10 no longer retains critical aspects of its appearance during the period of significance and therefore does not qualify for listing in the California Register due to lack of integrity.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 10
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



North elevation, 100_1536



South elevation, 100_1542



West elevation, 100_1541

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S, 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 11

P1. Other Identifier Marinship Machine Shop
*P2. Location: Not for Publication Unrestricted

*a. County: Marin and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 25 Liberty Ship Way City: Sausalito Zip: 94965

d. UTM: (Give more than one of large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-100-11

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

Building 11 is located on the northwest side of Liberty Ship Way, just north of Marinship Way in Sausalito. It is a two-story, wood post-and-beam, industrial building clad in plywood sheathing and capped by an undulating bowstring truss roof. The building has a two-story, shed-roofed office wing along the southeast elevation. The redwood-sheathed roof of the machine shop is punctuated by sheet metal ventilators and large wood-frame, wire-glass skylights. The primary facade faces southeast and comprises the office wing. It is ten bays long, clad in painted plywood, and punctuated by an asymmetrical arrangement of double-hung wood windows, wood ribbon windows, and pedestrian entrances. The office wing is capped by an overhanging eave consisting of wood rafter ends concealed behind a wood fascia board. A portion of the south wall of the machine shop proper is exposed to view above the office wing roof; it is clad in newer T-111 plywood. The northeast facade mostly comprises the machine shop. It is four bays wide; the southernmost bay consists of pairs of double-hung wood windows on the first and second floor levels of the office wing. The next three bays are largely the same, consisting of large barrel-vaulted bays articulated by vehicular openings and double-hung windows at the first floor level and two bands of ribbon windows above. Occupying the spandrel panels between the ribbon windows in the central bay of the machine shop are the words "MACHINE SHOP" painted in capitalized red letters. The northeast facade terminates with a band of wood trim and metal flashing that outline the barrel vaulted roof. (continued)

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



*P5b. Photo (view, date, accession #
View toward west, April 6,
2011. 100_1470

*P6. Date Constructed/Age and Sources
 Historic Prehistoric Both
1942, *Marinship: The History of a Wartime Shipyard*

*P7. Owner and Address:
United States Of America
2479 E Bayshore Rd.
Palo Alto, Ca 94303

*P8. Recorded by
Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:
April 22, 2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S, 3CS

Page 2 of 4

*Resource Name or # (Assigned by recorder) Building 11

B1. Historic Name Marinship Machine Shop

B2. Common Name Building 11

B3. Original Use Industrial

B4. Present Use: Vacant

*B5. Architectural Style Utilitarian

***B6. Construction History**

Building 11 was constructed between June and August 1942. A second floor accommodating women's facilities was added in 1943. The building was seismically upgraded in the early 1990s.

*B7. Moved? No Yes

Date? _____

Original Location: _____

***B8. Related Features**

B9a. Architect Bechtel Engineering Department

b. Builder MacDonald & Kahn

*B10. Significance: Theme World War II Homefront

Area: Marinship, Sausalito

Period of Significance 1942-1946

Property Type Industrial

Applicable Criteria 1 & 3

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

Building 11, the Machine Shop, was constructed early on in the life of Marinship. The pilings were set and the foundation poured by June 30. The building was initially completed August 8, 1942. Less than a month later, a second-floor addition to the office wing was begun to accommodate women workers. This addition was completed in early 1943. As originally outfitted, the large 27,400 s.f. building contained one three-ton crane, three 10-ton bridge cranes, and four jib cranes. The building also had truck loading docks. The Machine Shop was under the directly of the Outfitting Department - Machinery Section - and was under the direct administration of Albert Webb, Yard Superintendent. In contrast to many of the Marinship departments, which employed mostly unskilled laborers, the Machine Shop employed many previously trained and highly skilled machinists. (continued)

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial building

*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

(Sketch Map with north arrow required.)

B13. Remarks

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Building 11

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

P3a: Description (continued)

The northwest façade is entirely symmetrical, with each of the ten bays consisting of groups of four double-hung wood windows on the first floor level and two bands of wood ribbon windows above. The northwest façade is clad in 4' x 8' plywood sheets and terminates in a cornice consisting of the exposed 2" x 6" rafter ends linked together by recessed fascia boards. The first floor of the southwest façade has three infilled vehicular entrances and a metal stair leading up to the second floor level of the office wing. Above the first floor level, the west façade has plywood cladding, wood ribbon windows, and painted signage reading: "MACHINE SHOP." Alterations include increasing the office wing to two-stories in 1943, removal of a water tank at an unknown date, and a seismic upgrade in the early 1990s. The rest of the property is mostly paved, although there is a narrow band of landscaping and several street trees along Liberty Ship Way. Building 11 appears to be in poor condition.

B10: Significance (continued)

The Machine Shop operated three shifts a day, seven days a week, and turned out all types of machinery and equipment, including tail and line shafts, bearings, stern tubes and liners, coupling bolts and chocks, and anything that required precise tolerances within thousandths of an inch. After Marinship was decommissioned in 1945 and conveyed to the U.S. Army Corps of Engineers, the Army Corps sold off most of the former yard, keeping only a core section comprising Buildings 11, 29, and 15 and the Outfitting Docks. The Army Corps converted Building 11 into a soil testing laboratory to test various dam and levee building techniques. The building required little in the way of alteration for this new use, although the Army Corps clad the plywood exterior in asbestos shingles and made some changes to the interior of the three large industrial bays. In the early 1990s, the Army Corps completed a seismic retrofit of the Machine Shop. In 1996, the Army Corps decided it did not need the building anymore and declared it surplus property. The Veterans Administration (VA) took it over in 2006. Initially intending to rehabilitate the building, the VA stripped the roofing materials and the asbestos shingles from the exterior.

Integrity:

Building 11 has undergone few major alterations aside from the removal of a water tank from the roof and the infilling of several vehicular entrances on the southwest elevation when the property was subdivided. The exterior was covered in asbestos shingles for some time but these were removed in 2008. The building has not been moved, so that it retains integrity of location. Neither the design nor the materials or examples of workmanship have been changed either. The setting appears largely intact. Of all buildings that remain of the old Marinship yard, Building 11 most evocatively expresses the appearance of the facility in World War II, retaining integrity of feeling and association. In summary, Building 11 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

Evaluation:

Building 11, the former Marinship Machine Shop, appears individually eligible for listing in the California Register under Criteria 1 (Events) and 3 (Design/Construction) and likely in the National Register under the corresponding Criteria A and C. The building is one of six surviving major industrial buildings and warehouses that survive from the World War II era in the former Marinship yard. The building is part of what was the Outfitting Department, the most intact part of the yard. The building appears eligible under Criterion 1 and A as a building that is closely associated with the production of Liberty Ships and tankers during World War II. It is also significant under Criterion 3 and C as an intact and well-preserved and increasingly rare example of an industrial building built for one of the "Emergency Yards" constructed in the San Francisco Bay Area after Pearl Harbor. The building is also a good example of lightweight and inexpensive (probably temporary) construction making use of standardized materials and building techniques and very little steel or other rationed materials.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 11
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Northwest elevation, 100_1480



Portion of southwest elevation, 100_1527



Southeast elevation, 100_1470



Northeast elevation, 100_1481

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 12

P1. Other Identifier Marinship Machinery Storage

*P2. Location: Not for Publication Unrestricted

*a. County: Marin

and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 28-30 Liberty Ship Way City: Sausalito Zip: 94965

d. UTM: (Give more than one ofr large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-090-07

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

Building 12 is located at the end of a driveway between Liberty Ship Way and Bridgeway. The property contains two buildings; a non-historic office building constructed in 2000 and a converted 1942 industrial building. The latter is a three-story, heavy-timber-frame, office building with a rectangular floor plan. The building is clad in smooth stucco and is capped by a rolled asphalt-clad barrel vaulted roof with a cornice on the southwest and northeast elevations. The primary facade faces southwest and is eight bays long. The main entrance is located in the third bay in from the northwest corner and consists of an inset entry supported by three piers with shaped balconies at the second and third stories. The remaining bays are filled with fixed and operable awning sash aluminum windows. The southeast elevation is three bays wide with each bay filled with similar windows on all three stories. The northeast elevation is ten bays long. A one-story, stucco clad addition with pent roof occupies the length of the elevation at the first floor level. The addition has fixed and operable aluminum awning sash windows along with roll-up aluminum garage doors and glazed pedestrian entrances. Patios enclosed by painted metal railings are located on the rooftop of the addition. Each bay of the second and third stories of the main building are filled with fixed and operable aluminum awning sash windows. The building is surrounded by an asphalt parking lot. At the main entrance is a large circular planter and directional compass worked into the masonry. Alterations include stucco cladding, windows, and one-story addition on northeast elevation in 2000. Building 12 appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP6. 1-3 story commercial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

*P5b. Photo (view, date, accession #

View toward west, April 6, 2011, 100_1552

*P6. Date Constructed/Age and Sources

Historic Prehistoric Both

1942, *Marinship: The History of a Wartime Shipyard*

*P7. Owner and Address:

Psh Llc
Po Box 2004
Sausalito, Ca 94966

*P8. Recorded by

Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:

April 22, 2011

*P10. Survey Type: (Describe)

Intensive



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

Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments

- BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Page 2 of 4 *Resource Name or # (Assigned by recorder) Building 12

B1. Historic Name Marinship Machinery Storage Building

B2. Common Name 28-30 Liberty Ship Way

B3. Original Use Industrial B4. Present Use: Office

*B5. Architectural Style Utilitarian

***B6. Construction History**

Building 12 was constructed between March and May 1942. The building was completely remodeled in 2000 in its conversion from a multi-purpose industrial building into an office park.

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

*B8. Related Features 2000 office building on same parcel.

B9a. Architect Bechtel Engineering Department b. Builder MacDonald & Kahn

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Industrial Applicable Criteria 1 & 3

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

Building 12, the Marinship Machinery Storage Building, was one of the first buildings completed at Marinship. The pilings for the foundation were begun March 31, 1942, and the building was completed on May 15, 1942. The 12,300 s.f. Machinery Storage Building originally had one 10-ton crane, one 30-ton crane, a truck loading dock, and an integral rail spur. The Machinery Storage Building staff were, along with the Machine Shop, part of the Machinery Section. Coming under the supervision of the Machine Shop, the employees working in the Machinery Storage Building cleaned, fitted, and assembled motors, turbo-generators, winches, windlasses, pumps of all types, and Diesel generators; fit propellers to tail shafts, and made reach rods for the bottom of fuel and cargo oil tanks. Clerical employees in the office wing kept track of all transactions, receipts, and shipments.

B11. Additional Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

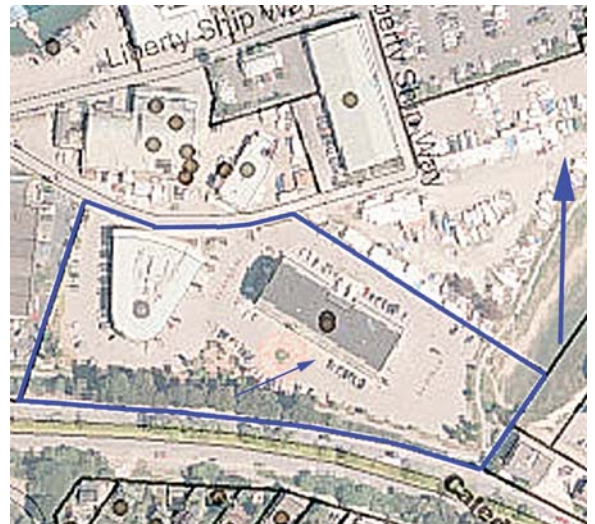
*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

(Sketch Map with north arrow required.)

B13. Remarks

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Building 12

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

B10: Significance (continued)

After Marinship was decommissioned in 1945 and conveyed to the Army Corps of Engineers in 1946, the Corps subdivided and sold the sections of the former yard that it did not need. Building 12 was purchased by A. G. Schoonmaker Co., which owned nearly all of what is now known as Schoonmaker Point. The company used the building as a machine shop where personnel retrofitted Diesel engines from surplus Navy vessels for civilian use; the office continued in use as an office, and the former Gear Shop was converted into a tool room. Similar to Building 10 nearby, Building 12 was converted into a general-purpose light industrial building housing multiple tenants. By the late 1990s, the building belonged to Michael Pasquan and Joseph Giraud. Tenants of the building included design studios, offices, manufacturers, and a woodworking shop. In 2000, Harrison Holdings hired architects Warner & Sullivan of San Francisco to convert Building 12 to office use. The contractor was Nordby Construction of Santa Rosa.

Integrity:

Overall, Building 12 retains a low degree of integrity. The exterior was originally clad in rustic channel siding and had few windows or other openings, but in 2000 the building was completely remodeled in its conversion from a multi-purpose industrial building into an office building. The building's location remains the same, so it retains integrity of location. Aside from its height and general massing, the entire design of the building has changed, as well as the materials, which have been entirely replaced. The original setting was that of a maritime industrial setting; now it is an office park. The aspects of workmanship, feeling, and association are all missing as well. In summary, Building 12 retains only integrity of location. It does not retain integrity of design, setting, materials, workmanship, feeling, or association.

Evaluation:

If it retained integrity, Building 12 would appear eligible for listing in the California Register (and possibly the National Register) under Criteria 1 (Events) and 3 (Design/Construction) as one of the more important buildings associated with the shipbuilding process. The building is one of six surviving major industrial buildings and warehouses that survive from the World War II era in the former Marinship yard. The building is part of what was the Outfitting Department, the most intact part of the yard. The most important buildings at Marinship can be identified by their bowstring truss roofs and their location within the Outfitting Zone. However, due to the extensive alterations, Building 12 no longer retains critical aspects of its appearance during the period of significance and therefore does not qualify for listing in the California Register due to lack of integrity.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 12
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



North and east elevations, 100_1563



North and west elevations, 100_1555

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 13

P1. Other Identifier Marinship Maintenance Garage

*P2. Location: Not for Publication Unrestricted

*a. County: Marin

and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 60 Liberty Ship Way City: Sausalito Zip: 94965

d. UTM: (Give more than one ofr large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-090-02

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

Building 13 is located on the south side of Liberty Ship Way between Buildings 10 and 12. The property contains the 1942 Maintenance Garage, as well as a World War II-era oil storage shelter, and many shipping containers used for storage. Building 13 is a two-story industrial building with an L-shaped plan. The building has a concrete foundation and a wood post-and-beam structural system. As a result of several additions over the years, the building has a variety of cladding materials including plywood, T-111 siding, and stucco; and a variety of roof types including barrel vaulted, gable, shed, and flat. The primary facade faces north and is two stories high and three bays wide. The two eastern bays have barrel vaulted roofs. This portion of the building, which dates from after 1950, is clad in plywood sheathing. The east bay contains a large, sliding wood barn door that has been fixed in the closed position. A pedestrian entrance has been cut into the garage door with a fixed window above and a painted sign reading "Boat Shop". To the east of the door is a second fixed window. The west bay contains two sliding wood barn doors also with pedestrian doors and windows cut into them. Above each door is a window - one aluminum slider and one fixed wood window. The third bay is clad in stucco and has a barrel vaulted roof. It also has a large, sliding wood barn door with a pedestrian entrance cut into it. A metal shipping container partially obscures the rest of the elevation, leaving only two double-hung, wood sash windows visible. (continued)

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

*P5b. Photo (view, date, accession #

View toward south, April 6, 2011, 100_1574

*P6. Date Constructed/Age and Sources

Historic Prehistoric Both

1942, *Marinship: The History of a Wartime Shipyard*

*P7. Owner and Address:

Whitney Vincent Co.
Po Box 335
Sausalito, Ca 94966

*P8. Recorded by

Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:

April 22, 2011

*P10. Survey Type: (Describe)

Intensive



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

Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments

- BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Page 2 of 4 *Resource Name or # (Assigned by recorder) Building 13

B1. Historic Name Marinship Maintenance Garage

B2. Common Name Various businesses in Building 13 go under different names.

B3. Original Use Industrial B4. Present Use: Industrial and Commercial

*B5. Architectural Style Utilitarian

*B6. Construction History

Building 13 was constructed between November 1942 and March 1943. By 1950 it had acquired its west office addition and the north wall (formerly open) was enclosed. After 1950 it received two large barrel-vaulted additions to the north.

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

*B8. Related Features Former storage enclosure to east

B9a. Architect Bechtel Engineering Department b. Builder MacDonald & Kahn

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Industrial Applicable Criteria 1 & 3

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

Building 13, the Maintenance Garage, was one of the last major Marinship buildings erected. Pile-driving for the building's foundation began on November 15 and it was completed December 5, 1942. Construction of the building proper began on December 11 and was completed March 2, 1943. The 12,400 s.f. building was originally partially open-air along the north side. Otherwise, it was clad in plywood sheathing, and like the rest of the major Marinship buildings, it has a barrel-vaulted roof. In plan, the now-heavily altered building featured a large open-air repair shop, tool room, and various shops for maintaining autos and other gasoline-powered vehicles, including a welding shop, paint and body shop, lubrication bay, washing bay, auto electric shop, and battery charging room. The building also contained several offices, a boiler room, and men's and women's locker rooms and toilet rooms. Nearly all of the offices and shops were located in the one-story south (shops) wing. (continued)

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial building

*B12. References: Finnie, Richard. Marinship: The History of a Wartime Shipyard. San Francisco: 1947.
Grambow, Richard. Marinship at the Close of the Yard. Sausalito, CA: 1945.
Wollenberg, Charles. Marinship at War: Shipbuilding and Social Change in Wartime Sausalito. Berkeley: Western Heritage Press, 1990.

B13. Remarks

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011

(Sketch Map with north arrow required.)



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder)

Building 13

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

P3a: Description (continued)

The west elevation mostly comprises an office addition constructed around 1950. Resembling a suburban ranch house, it is clad in lapped siding and articulated by three greenhouse windows and a wood pedestrian door. A portion of the barrel vaulted west wall of the original building can be seen above the office. The west elevation of the one-story shops wing features four double-hung, vinyl sash windows. Finished in stucco, the south elevation is largely occupied by overhead garage doors and a variety of historic wood and non-historic vinyl windows. The east elevation is three bays wide. It consists of a two story, stucco-clad and barrel vaulted center bay (part of the original building) with a large sliding wood barn door. It is flanked to the left by the one-story shops wing, which is articulated by two pedestrian entrances. To the right is an intersecting barrel-vaulted addition clad in T-111 siding. It features a pedestrian entrance and two windows on both the first and second stories. Building 13 has been heavily altered and bears little resemblance to its World War II appearance. In 1950, the formerly open north wall was enclosed and a one-story, wood-frame office constructed to the west. Between 1950 and the present day, the former Maintenance Garage has acquired several major additions, many of which conceal the original building. Building 13 appears to be in good condition.

B10: Significance (continued)

The Maintenance Garage was part of the Yard Service Department, Maintenance Section. The Section's responsibilities included maintaining all of Marinship's many motor vehicles, including trucks, tractors, and any type of motorized transport, including Marinship's fleet of tugs, launches, and dinghies. By 1945, the facility also consisted of a freestanding oil storage building that still stands to the east of the building. After Marinship was decommissioned in 1945 and conveyed to the Army Corps of Engineers in 1946, the Corps subdivided and sold the parts of the former yard that it did not need. Building 13 was purchased by A. G. Schoonmaker Co., which owned nearly all of what is now known as Schoonmaker Point. The company used the building as a machine shop. By 1950, the Sanborn Maps indicate that Schoonmaker had enclosed the formerly open north wall of the Maintenance Garage and converted the former oil storage building into a pipe storage shed and had constructed a one-story, wood-frame office to the west. The office building still stands. Between 1950 and the present day, the former Maintenance Garage has acquired several major additions, many of which partly conceal the core of the building.

Integrity:

Overall, Building 13 retains a low degree of integrity. The exterior was originally partially open-air on the north side. It was enclosed by 1950 and has acquired at least three major additions from 1950 until ca. 1960; these additions obscure most of the original building form and materials. The building's location remains the same, so it retains integrity of location. The entire design of the building has changed, as well as the materials, which have been entirely replaced. The original setting was that of a maritime industrial setting; this remains intact. The aspects of workmanship, feeling, and association are all missing as well. In summary, Building 13 retains only integrity of location and setting. It does not retain integrity of design, materials, workmanship, feeling, or association.

Evaluation:

If it retained integrity, Building 13 would appear eligible for listing in the California Register under Criteria 1 (Events) and 3 (Design/Construction) as an ancillary building constructed to maintain the equipment of the Marinship yard. The building is one of six surviving major industrial buildings and warehouses that survive from the World War II era in the former Marinship yard. However, due to the extensive alterations, Building 13 no longer retains critical aspects of its appearance during the period of significance and therefore does not qualify for listing in the California Register due to lack of integrity.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 13
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



West elevation, 100_1569



West elevation, 100_1570



Oil storage building, 100_1564



East elevation, 100_1566



South elevation, 100_1567

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 15

P1. Other Identifier Marinship Outfitting Shops

*P2. Location: Not for Publication Unrestricted

*a. County: Marin

and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: None

City: Sauusalito

Zip: 94965

d. UTM: (Give more than one ofr large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-110-14

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

Building 15 is located on the northeast side of Marinship Way, between Building 29 (the Bay Model) and Marinship Park. It sits on a parcel that also includes a surface parking lot and a pier. Building 15 is a two-story, heavy-timber-frame warehouse building that serves as the Operations Building for the San Francisco District of the U.S. Army Corps of Engineers. The building rests on a concrete slab foundation and is supported by a wood post and beam structural system augmented by a steel frame. The exterior is clad in smooth stucco and capped by an undulating barrel-vaulted roof clad in rolled asphalt. The roof is punctuated by several dozen skylights. The primary facade faces northeast and is three bays wide. The two outermost bays have large vehicular openings containing metal roll-up doors. Above the doors is the U.S. Army Corps of Engineers logo. Pairs of fixed anodized aluminum windows are located above the doors at the corner of each bay. Large spotlight fixtures are mounted just beyond these windows. The northwest elevation is 13 bays long and similar to the southeast elevation in terms of its materials and detailing. as well as the ribbon windows located in the upper portion of each bay. A steel single-leaf man door is located on the left of the elevation and a large vehicular opening with metal roll up door is located at the right side. The northwest elevation is illuminated by several large spotlight fixtures. The southwest, or rear, elevation is three bays wide. The outermost bays contain anodized aluminum ribbon windows in the upper portion of each bay while the center bay contains two smaller individual windows. The southeast facade is thirteen bays wide with fixed anodized aluminum ribbon windows placed in the upper portion of each bay. (continued)

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



*P5b. Photo (view, date, accession #
View toward west, April 6,
2011, 100_1429

*P6. Date Constructed/Age and Sources
 Historic Prehistoric Both
1942, *Marinship: The History of a Wartime Shipyard*

*P7. Owner and Address:
U S Maritime Commission
1455 Market St.
San Francisco, Ca 94103

*P8. Recorded by
Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:
April 22, 2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Page 2 of 4 *Resource Name or # (Assigned by recorder) Building 15

B1. Historic Name Marinship Outfitting Shops

B2. Common Name Building 15, Operations Shops

B3. Original Use Industrial B4. Present Use: Government/Maintenance

*B5. Architectural Style Utilitarian

*B6. Construction History

Building 15 was constructed in 1942, raised in 1949, and the stucco cladding and aluminum windows added ca. 1980.

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

*B8. Related Features Building 29/Bay Model

B9a. Architect Bechtel Engineering Department b. Builder MacDonald & Kahn

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Industrial Applicable Criteria 1 & 3

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

Construction on Building 15, Marinship Outfitting Shops began on May 19, 1942 and the building was completed only nine days later. The 31,200 s.f. building was part of the Outfitting Department and it originally housed a sheet metal fabricating shop, marine electricians' shop, maintenance, and a riggers loft. Historic photographs show that the primary facade had signs reading "Rigging Loft" and "Sheet Metal." Although to a casual observer, a ship was complete following launching, there were typically several more weeks of outfitting prior to testing and delivery. In the Outfitting Department an entirely separate section of the shipyard would produce, sort, machine, and install all of the smaller parts of a ship, including electrical, plumbing, navigation instruments, weaponry, insulation, ventilation, joinery, flooring and decking, etc. (continued)

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial building

*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

B13. Remarks

(Sketch Map with north arrow required.)

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Building 15

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

P3a: Description (continued)

There are several steel man doors at regular intervals along this elevation. Building 15 is surrounded by asphalt parking lots and driveways, although there is a strip of landscaping and street trees along the southeast side of the building. Building 15 has been heavily altered; alterations include the raising of the building in 1949 and the replacement of the plywood exterior with stucco in 1980. The original windows and doors have also been replaced. Building 15 appears to be in good condition.

B10: Significance (continued)

Along with Buildings 10, 11, 12, 13, 17, the Outfitting Shops (Building 15) played an important role in outfitting at first Liberty Ships, and then the tankers and oilers that became Marinship's specialty. The building was laid out directly opposite the Outfitting Docks, allowing for individual items to be easily transported to the docks as they were needed.

On May 16, 1946, the Maritime Commission conveyed the decommissioned Marinship yard to the U.S. Army Corps of Engineers, which needed a large base on San Francisco Bay from which to complete its local construction and conservation projects - both locally and in the entire South Pacific region. The U.S. Army Corps did not need the entire shipyard, and in 1949, the Corps subdivided it and sold off over 56 acres, retaining only 11 acres in the former outfitting zone including the Outfitting Shops (Building 15), the Outfitting Warehouse (Building 29), and the Machine Shop (Building 10). The Army Corps converted Building 15 into a maintenance facility, raising it to two stories in 1949. When the Bay Model exhibit in Building 29 was converted into a tourist attraction in 1980, both Buildings 15 and 29 were remodeled, clad in stucco, and given new windows and doors.

Integrity:

Overall, Building 15 retains a low degree of integrity. The exterior was originally clad in plywood sheathing and featured large double-hung wood windows on the long side elevations and large steel-clad barn doors on the short elevations. In 1949, the U.S. Army Corps of Engineers raised the building to two stories and in 1980, the exterior was further altered when the plywood was replaced with stucco and the fenestration changed. The building's location remains the same, so it retains integrity of location. Aside from its footprint and distinctive roof form, the entire design of the building has been changed, as well as the exterior materials, which have been entirely replaced. The original setting was that of a maritime industrial setting; an aspect that it still in part retains. The aspects of workmanship, feeling, and association are all largely nonexistent. In summary, Building 15 retains only integrity of location and setting (partial). It does not retain integrity of design, setting, materials, workmanship, feeling, or association.

Evaluation:

If it retained integrity, Building 15 would appear eligible for listing in the California Register under Criteria 1 (Events) and 3 (Design/Construction) as an important part of the Outfitting Department, an under sung but critically important part of the delivery of a Liberty Ship or a T-2 tanker. The building is one of six surviving major industrial buildings and warehouses that survive from the World War II era in the former Marinship yard's Outfitting Department. However, due to the extensive alterations, Building 15 no longer retains critical aspects of its appearance during the period of significance and therefore does not qualify for listing in the California Register due to lack of integrity.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 15
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Northwest elevation, 100_1431



Southeast elevation, 100_1437



Southwest elevation, 100_1439

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 17

P1. Other Identifier Marinship Paint & Oil Storage Shop

*P2. Location: Not for Publication Unrestricted

*a. County: Marin and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 2000 Bridgeway City: Sausalito Zip: 94965

d. UTM: (Give more than one of large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-100-01

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

Building 17 is located at the northeast corner of Bridgeway and Marinship Way. It is a one-story, steel frame industrial building with a rectangular concrete slab foundation and a side-facing gable roof covered in asphalt and gravel. The southeast half of the roof is much longer than the northwest half, in order to enclose a row of offices. The ridge of the roof features several original ventilators. Originally clad in corrugated steel, Building 17 is presently clad in T-111 and plain plywood siding. The primary facade faces southeast and features an entrance located left of center. The entrance, which contains a solid panel wood door, is flanked to either side by three sets of anodized aluminum sliding windows. A non-historic one-story, flat roof addition is located to the southwest and features a wood stair and deck leading to a solid core wood door. The southwest elevation of the addition features four anodized aluminum slider windows and a larger fixed aluminum window with a transom. The northwest elevation of the addition features a wood stair that leads to an entrance with a solid core wood door. The northwest facade of the main building has two vehicular openings, at least two man doors and three aluminum windows. Much of the northeast elevation is not visible from the street. Building 17 is bordered by a surface parking lot to the southeast, Marinship Way to the southwest, a paved storage area bounded by a chainlink fence to the northwest and an area planted with trees to the northeast. Alterations include the addition at the southwest, the replacement of the building's original corrugated steel cladding with plywood, and the replacement of its multi-light steel windows with anodized aluminum sliders. Building 17 appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP6. 1-3 story commercial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

*P5b. Photo (view, date, accession #
View toward east, April 6,
2011, 100-1532

*P6. Date Constructed/Age and Sources
 Historic Prehistoric Both
1942, *Marinship: The History of a Wartime Shipyard*

*P7. Owner and Address:
Dennis M. Burkell, Tr.
50 Quarry Road
Mill Valley, Ca 94941

*P8. Recorded by
Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:
April 22, 2011

*P10. Survey Type: (Describe)
Intensive



*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Page 2 of 4 *Resource Name or # (Assigned by recorder) Building 17

B1. Historic Name Marinship Paint & Oil Storage

B2. Common Name 2000 Bridgeway

B3. Original Use Warehouse B4. Present Use: Commercial

*B5. Architectural Style Utilitarian

***B6. Construction History**

Building 17 was constructed in 1942 by Bechtel Corporation as a place to store flammable paints and oils. The building was extensively remodeled ca. 1990 as a plumbing business.

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

***B8. Related Features**

B9a. Architect Bechtel Engineering Department b. Builder Unknown

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Industrial Applicable Criteria N/A

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

Building 17, Marinship Paint and Oil Warehouse, was constructed in 1942. In contrast to most Marinship buildings, which were built of wood, the 3,200 sq. ft. steel-frame Paint and Oil Storage building was entirely made of metal, including a steel frame, galvanized sheet iron cladding, windows, and roof in order to provide protection from fire in a potentially flammable environment. Building 17 was used for paint and oil storage with offices located along the southeast elevation. It had a monorail hoist and an automatic sprinkler system. Truck loading docks were located along the southeast elevation. Today these loading docks have been infilled. Building 17 was part of the Outfitting Department and was located near the Outfitting Docks for easy access.

(continued)

B11. Additional Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

B13. Remarks

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011

(Sketch Map with north arrow required.)



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Building 17

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

B10: Significance (continued)

On May 16, 1946, the Maritime Commission conveyed the decommissioned Marinship yard to the U.S. Army Corps of Engineers, which needed a large base on San Francisco Bay from which to complete its local construction and conservation projects - both locally and in the entire South Pacific region. The U.S. Army Corps did not need the entire shipyard, and in 1949, the Corps subdivided it and sold off over 56 acres, retaining only 11 acres in the former outfitting zone. Building 17 appears on the 1950 Sanborn Map as a "Plaster Works." By this time the addition on the southwest side had been constructed. There was also a covered shed to the southeast identified as a "Sand House," no longer extant. Today it is occupied by a plumbing business and it appears to have been entirely re-clad ca. 1990.

Integrity:

Building 17 has not been moved and therefore it retains integrity of location. Located between Buildings 10 and 29 and still in light industrial use, Building 17 retains integrity of setting. Although it retains its basic scale and massing, it has been entirely re-clad and the fenestration pattern has been entirely reconfigured. Consequently, the building does not retain the following aspects of integrity: design, materials, workmanship, feeling, or association.

Evaluation:

Building 17 does not appear eligible for listing in the California Register under any of the four criteria. Built as an ancillary warehouse it was not part of the actual process of shipbuilding at Marinship. Furthermore, the building does not retain integrity.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 17
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Northwest elevation, 100_1534



Northwest elevation, 100_1535

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 18

P1. Other Identifier Marinship Paint Shop
*P2. Location: Not for Publication Unrestricted

*a. County: Marin and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 305 Gate 5 Road City: Sausalito Zip: 94965

d. UTM: (Give more than one of large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-152-06

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

Building 18 is located on the northeast side of Gate 5 Road, just east of its intersection with Coloma Street. It is a one-story, wood-frame warehouse containing 2,400 s.f. of space. The vernacular building is clad in rustic wood siding and has a low-pitched gable roof covered in rolled asphalt. The primary facade faces southwest and has a sliding garage door and one double-hung, wood-sash window. Fenestration along the southeast elevation generally consists of fixed and double-hung, wood-sash windows. Two metal shipping containers are located in front of the building, obscuring most of it from view, with one being used as an office. The property is surrounded by an asphalt driveway and parking lot and is enclosed by a chain link fence. Building 18 appears to be in fair condition.

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



*P5b. Photo (view, date, accession #)
View toward east, April 6,
2011, 100_2597

*P6. Date Constructed/Age and Sources
 Historic Prehistoric Both
1942, Marinship: *The History of a Wartime Shipyard*

*P7. Owner and Address:
Ray Joe W Jr /tr/
9269 Ferguson Ct.
Sebastopol, Ca 95472

*P8. Recorded by
Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:
April 22, 2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Page 2 of 4 *Resource Name or # (Assigned by recorder) Building 18

B1. Historic Name Building 18, Marinship Paint Shop

B2. Common Name 305 Gate 5 Road

B3. Original Use Paint Shop B4. Present Use: Auto Body Shop

*B5. Architectural Style Utilitarian

*B6. Construction History
Building 18 was constructed in 1942 as a paint shop.

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

*B8. Related Features

B9a. Architect Bechtel Engineering Department b. Builder Unknown

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Industrial Applicable Criteria N/A

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

Building 18, Marinship Paint Shop, was constructed in 1942 and used as a paint shop for sign and yard painters. It originally had an office located near the northwest elevation and automatic sprinkler system and a truck loading dock at the southwest elevation. It appears that a man door was added to this elevation at a later date, as it is not shown on original plans.

(continued)

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial building

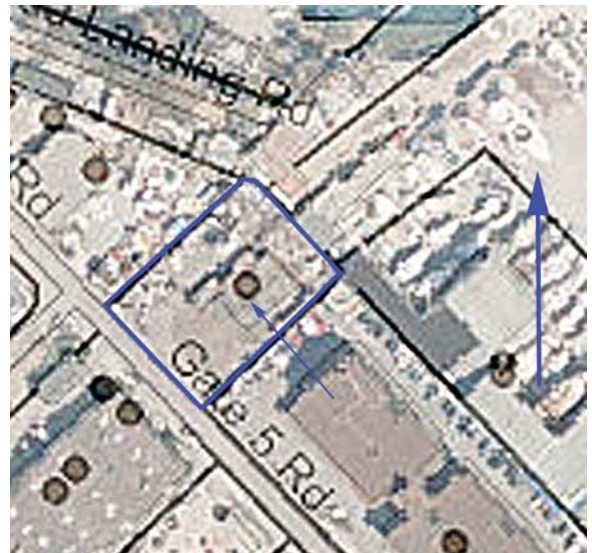
*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

(Sketch Map with north arrow required.)

B13. Remarks

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Building 18

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

B10: Significance (continued)

After Marinship was decommissioned in 1945 and conveyed to the Army Corps of Engineers in 1946, the Corps subdivided and sold the parts of the former yard that it did not need. According to the 1950 Sanborn map, Building 18 was occupied by a "Transformer Manufacturer." Today the building is used as an auto repair shop. Very few alterations have occurred since 1950. The building appears to retain much of its original siding, sliding barn door, and fenestration pattern on the northwest and southeast secondary elevations.

Integrity:

Building 18 retains integrity of location as it has not been moved. The basic features of the building's original design and function, including scale, massing, and fenestration pattern are intact. Although the site contains numerous metal shipping containers obscuring the building from view, the surrounding setting retains its historically industrial use. The building retains most of its historic materials, such as redwood siding, and fixed and double-hung, wood-sash windows. The building appears to retain the following aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

Evaluation:

Although Building 18 is one of the more intact former Marinship buildings, it does not appear individually eligible for listing in the California Register. The building does not appear to meet any of the eligibility criteria, in part because it was a relatively minor support building not directly involved in the production of Liberty Ships or tankers during the Second World War. It is also not a particularly distinctive example of industrial design at Marinship; it does not have any of the significant design and construction characteristics that distinguish many of the larger manufacturing and warehouse structures, such as Building 11.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 18
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Section of southwest elevation, 100_2598



Southwest elevation and part of northwest elevation 100_2599

Primary # _____
 HRI # _____
 Trinomial _____
 NRHP Status Code 3S, 3CS

Other Listings _____
 Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 23

P1. Other Identifier Marinship Shipways & Offices, Sausalito Shipyard, Arques Shipyard

*P2. Location: Not for Publication Unrestricted

*a. County: Marin and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 2352-60 Marinship Way City: Sausalito Zip: 94965

d. UTM: (Give more than one ofr large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-120-02

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

Marinship Shipways and Offices (now Sausalito Shipyard or Arques Shipyard) is an approximately 22.5-acre tract of level filled land and submerged bay land roughly bounded by Richardson's Bay to the northeast, Marina Office Plaza to the southeast, Marinship Self Storage (2340-42 Marinship Way) and Marinship Way to the southwest, and Harbor View Office Park to the northwest. The property encompasses what were historically the shipways and staging areas for Marinship. The property, most of which is still used for boat repair and other maritime uses, is divided into various individual boat repair, storage, and other maritime enterprises. The shipways themselves are located within the northeastern third of the property and extend into Richardson's Bay. Much of this area is fenced off and difficult to observe from public rights-of-way. There are remnants of three historic shipways exposed in the area. There were originally six; the southernmost is now part of adjoining parkland and the northernmost two appear to be concealed beneath fill. As originally constructed, the shipways were made of wood deck planking composed of 8" x 8" planks attached to massive 16" x 16" wood beams, which in turn were set on top of large, upright, cylindrical pilings driven into the bay mud approximately every 5' on center. Only the easternmost section of these structures are still visible; most of the rest are concealed beneath fill. The shipways were converted to contemporary boat repair years ago. The retrofit included the construction of marine railways to facilitate the "hauling out" of smaller vessels. Concrete slabs were also poured at the land end to facilitate storage of materials and the construction of sheds, offices, and other buildings. Nothing of the original pier superstructures or scaffolding survives.

*P3b. Resource Attributes: (list attributes and codes) AH13. Wharfs; HP8. Industrial Building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

*P5b. Photo (view, date, accession #
 View toward west, April 6,
 2011, 100_2667

*P6. Date Constructed/Age and Sources
 Historic Prehistoric Both
 1942-present, *Marinship: The History of a Wartime Shipyard*

*P7. Owner and Address:
 Lemon Family Llc
 61 Stanford Way
 Sausalito, Ca 94965

*P8. Recorded by
 Knapp & VerPlanck Architects
 235 Montgomery St., Ste. 747
 San Francisco, CA 94104

*P9. Date Recorded:
 April 22, 2011

*P10. Survey Type: (Describe)
 Intensive



*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S, 3CS

Page 2 of 4

*Resource Name or # (Assigned by recorder) Building 23

- B1. Historic Name Marinship Shipways And Offices
- B2. Common Name Sausalito Shipyard, Arques Boat Yard
- B3. Original Use Shipbuilding B4. Present Use: Boat building and repair
- *B5. Architectural Style Utilitarian

***B6. Construction History**

The six original Marinship shipways and office buildings were constructed in 1942. Since the yard closed in 1945, countless alterations have occurred.

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

*B8. Related Features Marinship Shipway No. 6

B9a. Architect Bechtel Engineering Department b. Builder MacDonald & Kahn

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Maritime Industrial Applicable Criteria 1&3, A&B

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

Pile driving for the six shipways began on May 20, 1942. Placing of the shipway decking began on June 21 and was completed September 18. Although not yet complete, Shipway No. 6 was deemed complete enough to receive its first keel on June 27. Shipway No. 1, the last completed, received its first keel on September 11. The shipways were extended in the fall of 1942 to accommodate the longer T-2 tankers and oilers that Marinship would build throughout the rest of World War II. The shipways were part of the Assembly Zone and were under the supervision of J.W. Hardie, Superintendent of Ship Construction. The shipways were the center of activity at Marinship; this is where all of the major subassemblies fabricated in the Subassembly Zone were transported by crane and truck to staging areas west of the ways. From here, large "whirly" cranes would lift the parts and set them into place on the keel within each shipway to be welded into place. (continued)

B11. Additional Resource Attributes: (List attributes and codes) AH13. Wharfs; HP8. Industrial Building

*B12. References: Finnie, Richard. Marinship: The History of a Wartime Shipyard. San Francisco: 1947.
Grambow, Richard. Marinship at the Close of the Yard. Sausalito, CA: 1945.
Wollenberg, Charles. Marinship at War: Shipbuilding and Social Change in Wartime Sausalito. Berkeley: Western Heritage Press, 1990.

B13. Remarks

(Sketch Map with north arrow required.)

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder)

Building 23

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

P3a: Description (continued)

Inland from the ways are dozens of structures - some of which appear to have been constructed of materials salvaged from Marinship. Indeed, there are several structures that may contain remnants of Marinship buildings, including one structure that may incorporate a former canteen (or part of one). It is part of a marine repair business located on the west side of Road 3, where it dead-ends into the property line between the shipyard and the Marina Office Plaza. A precise count of the number of structures standing on this property is all but impossible, due in part to the fact that most are cobbled together out of multiple additions and because in some cases it is difficult to determine what is a permanent structure and what is not. In general, there appear to be around 11 clusters of buildings and structures, most of which are located on either side of Road 3, with another concentration around the historic Shipway Offices No. 1 and 2.

There are two buildings that are known to survive from the Marinship era. They are called Shipway Offices No. 1 and 2 and they are located toward the southwest corner of the property. Although not visible from public streets, they are visible from parking lot of the adjoining Marina Office Plaza. Both are one-story, wood-frame structures. Both are clad in horizontal rustic channel siding and feature a variety of pedestrian and vehicular entrances, as well as a several types of double-hung windows and French doors. Both have gently sloping roofs that were designed to fit beneath the angled upper end of its corresponding shipway. Both have stairs that access their roofs and both have rectangular-plan structures on their roofs that are original. In addition, Shipway Office No. 1 has a non-historic, gable-roofed structure on its roof. Arques Boat Building School is located in a one-story, wood-frame structure between the office buildings. The origin of this structure is not known. The condition of buildings and structures varies.

B10: Significance (continued)

Once the hull and superstructure were assembled and the vessel watertight it would be launched and towed to the Outfitting Docks, where it would be outfitted with decking, furnishings, weapons, machinery, etc. After Marinship closed in 1945, the yard was conveyed to the U.S. Army Corps of Engineers in 1946. The Army Corps did not need the entire yard, retaining for its use only 11 acres. The rest was subdivided and sold to various businesses. According to the 1950 Sanborn Maps, the Marinship shipways and office buildings were all abandoned. They were part of a much larger facility belonging to the Lando Products Co., which operated a metal and aluminum manufacturing complex (Marinship Storage is part of this facility). It is not known when it became a ship repair facility used by nearly a dozen maritime repair and boat building businesses.

Integrity:

The Marinship shipways and offices complex has been incrementally altered; indeed, only three of the former shipways are exposed and only two of the offices remain. Nonetheless, two of the other three ways appear to be protected beneath fill and the property is still in use for boat repair and building, retaining its historic maritime setting and feeling. In summary, the complex retains integrity of location, setting, feeling, and association. It retains partial integrity of design, materials, and workmanship.

Evaluation:

Although the Marinship shipways and office complex has been altered, more remains here than any other historic World War II Emergency shipyard in the Bay Area. Furthermore, the parts that remain are relatively intact and continue to be used for maritime use. The remnant parts of the shipways and offices appear eligible for listing in the California Register under Criteria 1 (Events) for important associations with shipbuilding in the Bay Area during World War II and 4 (Information Potential) for the potential to yield significant historic archaeological finds. It

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 23
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Way No.3, looking northwest, 100_2669



Way No. 3, looking north, 100_2666



Way No. 2, looking east, 100_2547



Potential remnant of Marinship canteen,
100_2507



Shipway Bldg. No. 1, 100_2537



Shipway Bldg. No. 2, 100_2543

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 7N1

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 26

P1. Other Identifier Marinship Subcontractors' Building, Sausalito Record Plant

*P2. Location: Not for Publication Unrestricted

*a. County: Marin

and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 2200 Marinship Way

City: Sausalito

Zip: 94965

d. UTM: (Give more than one of large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: Assessor's Parcel Number: 063-110-01

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

Building 26 is located on a strip of land between Marinship Way and Bridgeway. It is a one-story, wood-frame building with a two-story tower and several later additions. Indeed, the original building has been entirely concealed behind later additions; only its roof is visible. The one-story portion consists of an original barrel vaulted building at the center surrounded by flat roof additions at the southwest and northeast. The two-story tower has a flat roof and is located in the southeast corner of the building. The primary facade faces southeast and features a built-up parapet clad in diagonal wood sheathing. The main entrance consists of an artistically carved wood door sheltered by a wood overhang with oversized building numbers atop it. The remainder of the primary facade is screened behind a diagonal wood fence that blends into the building's cladding. The southwest elevation features four aluminum slider windows while the northeast elevation has one fixed aluminum window at approximately the center of the elevation. The building is bordered by an asphalt parking lot and landscaping consists of street trees. Alterations include multiple additions constructed between 1946 and 1950 and the diagonal wood cladding and other finish materials applied in 1972 when the building was converted into a recording studio. Building 26 appears to be in fair-to-good condition.

*P3b. Resource Attributes: (list attributes and codes) HP6. 1-3 story commercial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

*P5b. Photo (view, date, accession #)
April 6, 2011. 100_1444



*P6. Date Constructed/Age and Sources
 Historic Prehistoric Both
1942, Marinship: *The History of a Wartime Shipyard*

*P7. Owner and Address:
Mmb First Mortgage Fund
Po Box 151559
San Rafael, Ca 94912

*P8. Recorded by
Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:
April 22, 2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments

- BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 7N1

Page 2 of 4

*Resource Name or # (Assigned by recorder) Building 26

B1. Historic Name Building 26, Marinship Subcontractors' Building

B2. Common Name 2200 Marinship Way

B3. Original Use Industrial B4. Present Use: Vacant

*B5. Architectural Style Utilitarian (original), Third Bay Region (present)

***B6. Construction History**

Building 26 was originally constructed in 1942 as a shop for the use of subcontractors employed by Marinship. Between 1946 and 1950 it was enlarged nearly to its present size. In 1972 it was remodeled as The Record Plant studios by BAR Architecture.

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

***B8. Related Features**

B9a. Architect Bechtel Engineering Department b. Builder MacDonald & Kahan

*B10. Significance: Theme Performing Arts/Recording Area: Sausalito, CA

Period of Significance 1972-2008 Property Type Recording Studio Applicable Criteria 1

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

Building 26, Marinship Subcontractors' Building, was constructed in 1942. The building was originally 5,400 sq. ft. and two bays wide. It was originally clad in plywood sheathing and had a barrel-vaulted roof over the main bay and a lower shed-roofed portion at the east elevation. This east portion housed the joiners, asbestos contractors, and various other subcontractors involved in the outfitting of Liberty Ships and tankers. The north end of the main building was used as a firehouse. The south featured a filling station sheltered underneath a wood overhang. The rest of the building was devoted to office and shop space. Building 26 operated functionally as part of the Outfitting Zone. Because most subcontractors worked at the nearby Outfitting Docks, they needed onsite space where they could prepare materials and assemblies beforehand.

B11. Additional Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

B13. Remarks Recommended for further study.

(Sketch Map with north arrow required.)

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Building 26

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

B10: Significance (continued)

Following the closure of Marinship in 1945 and its transfer to the U.S. Army Corps of Engineers in 1946, the Army Corps subdivided and sold off the land and buildings it did not need, including the subject property. According to the 1950 Sanborn Map, Building 26 had been enlarged to its existing footprint and that it was used as an asbestos business.

In 1972, the building was converted into a recording studio called the Sausalito Record Plant, one of three Record Plant studios, also including New York and Los Angeles. The remodeling was by the San Francisco architecture firm of Backen Arrigoni & Ross (BAR). The landscape architecture firm was Sasaki Walker Associates. The Record Plant business was established by producer and studio designer Gary Kellgren, who had worked with Frank Zappa, Jimi Hendrix, and the Velvet Underground, among others. The Sausalito Record Plant was initially managed as an outpost of the Los Angeles Record Plant. In 1980, it was purchased by Laurie Anne Nechochea and the business became known as "The Plant." Following Nechochea's death, the studio was purchased by Stanley Jacox. In 1985 the Federal government seized the studio on account of drug activity and it was auctioned to Bob Skye in 1986. In 1988 the studio was bought out by Skye's partner, Arne Frager. In September 2008, The Plant Studios went into default. Many famous bands have recorded classic albums at The Plant Studios in its 40 year history, including The Wailers' *Talkin' Blues* (1973), Fleetwood Mac's *Rumours* (1976), Prince's *For You* (1978), three albums by Rick James, Huey Lewis & the News' *Sports* (1983), Metallica's *Load* (1996) and *Reload* (1997), Eminem's *The Marshall Mathers LP* (2000), the Deftones' *White Pony* (2000), Lady Gaga's *The Fame* (2008), and many others.

Integrity:

Building 26 bears scant resemblance to its original appearance when it was the Marinship Subcontractors' Building. Not long after the property was transferred to private parties after World War, it was significantly enlarged in its conversion to an asbestos business. In 1972, the building was entirely remodeled in its conversion into The Record Plant, including its diagonal wood sheathing and famous front door featuring a band of animals playing instruments. Although almost nothing survives from its days as a Marinship building, the building has been largely unchanged since 1972, retaining integrity of location, design, setting, materials, workmanship, feeling, and association.

Evaluation:

Building 26 appears ineligible for listing in the California Register under any of the eligibility criteria for its association with Marinship. Not only did the building play a relatively minor role in the construction of Liberty Ships and tankers, it bears no resemblance to its original appearance. However, it is likely the that building may be eligible for listing in the California Register under Criterion 1 for its association with The Plant Studios, a very prominent recording studio where some of the most famous albums of the last quarter of the twentieth century were made. Further research into this topic is beyond the scope of this survey, but it should be done in the future. That is why we have given it a status code of 7N1, meaning that the building should be reevaluated for its potential significance under Criterion 1 for its association with The Record Plant/The Plant Studios.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 26
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Southwest elevation, 100_1443



Northeast elevation, 100_1447



Main entrance, 100_1445

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 27

P1. Other Identifier Marinship Training Administration Building

*P2. Location: Not for Publication Unrestricted

*a. County: Marin and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 100 Ebttide Avenue City: Sausalito Zip: 94965

d. UTM: (Give more than one ofr large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-170-03

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

Building 27 is located on the north side of Coloma Street between Olima Street and Bridgeway. It is a one-story, wood-frame building with a U-shaped plan and a flat roof covered in built-up materials. The building sits atop a concrete slab foundation and is clad in composite lapped siding. The primary facade faces northeast and features a projecting vestibule with wide eaves overhanging the main entry. Contained within the main entry are paired wood-panel doors. The entrance is flanked by paired double-hung vinyl windows. South of the main entrance the facade features an aluminum roll-up garage door, one double-hung vinyl window, a solid-core man door and paired double-hung vinyl windows. North of the main entrance is a double-hung, vinyl window followed by banks of similar windows. The northwest elevation features three identical bays consisting of a metal man door and a bank of five double-hung vinyl windows. The doors are later additions for egress and fire safety. The southwest, or rear, elevation has been modified more heavily than the other three. It is also the location of an internal courtyard forming the inside angle of the "U." Presently this elevation consists of an asymmetrical arrangement of vehicular entrances containing overhead roll-up doors and double-hung vinyl windows. The southeast elevation is similar to the northwest elevation, albeit not symmetrical; it consists of an alternating arrangement of steel man doors and pairs of double-hung, vinyl sash windows. Alterations include the reconfiguration of the southwest elevation at an unknown date, the replacement of the original wood siding with composite siding and the original wood windows with vinyl. Building 27 appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



*P5b. Photo (view, date, accession #

View toward north, April 6, 2011, 100_2645

*P6. Date Constructed/Age and Sources

Historic Prehistoric Both

1942, Marinship: The History of a Wartime Shipyard

*P7. Owner and Address:

Sausalito School District
Sausalito, Ca 94965

*P8. Recorded by

Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:

April 22, 2011

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments

- BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3CS

Page 2 of 4

*Resource Name or # (Assigned by recorder) Building 27

B1. Historic Name Building 27, Marinship Training Administration Building

B2. Common Name 100 Ebbtide Avenue

B3. Original Use Classrooms/Shops B4. Present Use: Studios

*B5. Architectural Style Utilitarian

*B6. Construction History

Building 27 was constructed in 1942 as a training center. It was converted to elementary school in the 1960s and artists' studios in 1992. Original redwood siding replaced at an unknown date.

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

*B8. Related Features Building 8

B9a. Architect Bechtel Engineering Department b. Builder MacDonald & Kahn

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Educational Applicable Criteria 1

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

Building 27 was constructed in 1942 Marinship's "West Area," a precinct located to the west of Highway 101 (now Bridgeway). Building 27 was constructed as the Marinship Training Administration Building and it was part of a complex of buildings used to train new hires how to weld and perform other necessary tasks. The 11,500 sq. ft. building housed five classrooms, a library, steno pool, field staff and several offices. Located on the opposite side of Highway 101, Marinship planners made sure that it was located away from the main production line so as to not take up valuable space or cause congestion within critical parts of the yard.

(continued)

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial building

*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

B13. Remarks

(Sketch Map with north arrow required.)

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

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Resource Name or # (Assigned by Recorder)

Building 27

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

B10: Significance (continued)

The Marinship training program was started three months before the laying of the first keel. Because the shipyard would need thousands of workers (most of whom had never worked in a shipyard), Marinship would need to train them in basic shipyard crafts. Marinship began with pre-employment training, making use of already established training facilities in public high schools and colleges. Marinship provided the schools with assistance in training procedures and interviewed potential participants. By the end of 1942, nearly 5,000 students were enrolled in San Francisco and adjoining counties. It was soon recognized that the public school training programs were inadequate to meet the need for skilled welders in the yard and consequently the Waldo school and the former Sausalito Ferry Garage were converted into welding schools. Throughout this time Building 27 was used as a comprehensive training facility that was directly operated by Marinship in the West Area where it would not interfere with yard operations.

After Marinship closed down in 1945 and was conveyed to the Army Corps of Engineers in 1946, the Corps sold off parts of the yard that it did not need, including the West Area. Because it was located in unincorporated Marin County, Building 27 does not appear on the 1950 Sanborn Map. At some point in the 1960s, Building 27 was integrated into a public school built for residents of nearby Marin City. By 1980, this school (known as Martin Luther King, Jr. Elementary) closed when a new school was built in Marin City proper. In 1992, the complex became an arts center, containing individual artists' studios, classrooms, and small manufacturers. The original redwood siding and windows were replaced at an unknown date.

Integrity:

Building 27 retains a moderate degree of integrity. It has not been moved, so it retains integrity of location. The building's setting has been greatly changed, in particular when it became part of a public school campus. Aside from the insertion of several steel man doors and overhead steel doors (particularly on the rear elevation), the building's overall design has not been changed. Building 27 does not retain integrity of materials because nearly all of the exterior materials have been replaced using contemporary versions of the original materials. The building does not demonstrate significant amounts of workmanship in its construction. The building does retain integrity of feeling and association, in part because it is still being used for craft production and instruction. In summary, Building 27 retains integrity of location, design, feeling, and association; it does not retain the aspects of setting, materials, or workmanship.

Evaluation:

Building 27 appears eligible for listing in the California Register under Criterion 1 (Events) as a reasonably intact example of a building constructed as part of the Marinship yard. The building fulfilled the critical role of training unskilled recruits how to weld as well as other important shipyard crafts. The role of labor in the construction of nearly 100 Liberty Ships and tankers is critical to understanding the success of Marinship. Also important was the groundbreaking integration of various ethnic groups, male and females, and workers of all ages. Most had no experience in shipyard work and the Training Department (the occupants of Building 27) were critical in cementing these various groups into an effective workforce.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 27
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Northeast elevation, 100_2642



Northwest elevation, 100_2643



Southwest elevation, 100_2641



Southeast elevation, 100_2647

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 29

P1. Other Identifier Marinship Warehouse (historic), San Francisco Bay Model (present)

*P2. Location: Not for Publication Unrestricted

*a. County: Marin

and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 2100 Bridgeway

City: Sausalito

Zip: 94965

d. UTM: (Give more than one ofr large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-100-11

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

Building 29 is on the northeast side of Marinship Way, just west of its intersection with Liberty Ship Way in Sausalito. It is a partial two-story industrial warehouse building with a square plan. The building has a concrete slab foundation and a wood post-and-beam structural system that supports a vaulted roof supported by semi-circular bowstring trusses. Originally clad in plywood, the building is clad in stucco and has an undulating barrel vault roof covered in rolled asphalt. The primary facade faces northeast and is nine bays wide. Each bay is capped by a barrel-vaulted roof. The two southernmost bays project forward from the remaining bays. These two bays each feature a man door, wood steps accessing them, louvers, and a row of aluminum slider windows. The next bay to the north features a metal roll up garage door, a man door with a transom and three, fixed aluminum windows. The remaining seven bays to the north feature anodized aluminum-frame window walls - some with pedestrian entrances at the first-floor level. The main entrance is located in the second-to-last bay. The entrance is sheltered beneath a pedestrian bridge that connects Building 29 to a one-story circular toilet room building constructed in 1980. The northwest facade is nine bays long and features a large anodized aluminum window at the northeast. It is followed by a narrow louvered grill in the next bay to the right. The next four bays contain louvered openings toward the lower portion of each bay, as well as several steel man doors accessed by short wood stairs. At the opposite end of the northwest elevation are several metal man doors at the first floor level and fixed anodized aluminum windows at the second floor level. (continued)

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

*P5b. Photo (view, date, accession #

View toward south, April 6, 2011, 100_1419

*P6. Date Constructed/Age and Sources

Historic Prehistoric Both

1942, *Marinship: The History of a Wartime Shipyard*

*P7. Owner and Address:

United States Of America
2479 E. Bayshore Rd.
Palo Alto, Ca 94303

*P8. Recorded by

Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:

April 22, 2011

*P10. Survey Type: (Describe)

Intensive



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

Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> BSOR | <input type="checkbox"/> Photograph Record | <input checked="" type="checkbox"/> Continuation Sheet |
| <input type="checkbox"/> Archaeological Record | <input type="checkbox"/> NONE | <input type="checkbox"/> Location Map |
| <input type="checkbox"/> Artifact Record | <input type="checkbox"/> District Record | <input type="checkbox"/> Linear Feature Record |
| | | <input type="checkbox"/> Other... |

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Page 2 of 4 *Resource Name or # (Assigned by recorder) Building 29

B1. Historic Name Marinship Warehouse

B2. Common Name SF Bay Model

B3. Original Use Warehouse B4. Present Use: Visitor Center, offices

*B5. Architectural Style Utilitarian

***B6. Construction History**

Building 29 was built in 1942 as a warehouse. It was converted into a visitor center in 1980. As part of this work, an additional bay was added to the northeast side, a new toilet room structure built. the entire building reclad in stucco. and the windows replaced with aluminum.

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

*B8. Related Features Building 15

B9a. Architect Bechtel Engineering Department b. Builder MacDonald & Kahn

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Industrial Applicable Criteria 1 & 3

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

Building 29, the former Marinship Warehouse, was constructed in 1942. Until its completion, the nearby Empire Garage in Sausalito served as a cramped center for shipyard warehousing. The building was laid out directly opposite the Outfitting Docks, allowing for individual items to be easily transported to the docks as they were needed. Building 29 was completed on July 4, 1942. It had a spread footing foundation, clad in plywood sheathing, and like the rest of the major Marinship buildings, it has a barrel-vaulted roof. With a total of 122,500 s.f. of floor space, the original six bays of the building were then the largest building in Marin County. When Marinship was asked to build tankers, it was necessary to construct an extra bay to handle the items for construction of both Liberty ships and T-2 tankers. In order to move materials about the warehouse, the building had one two-ton honorail hoist and two one-half-ton jib cranes. (continued)

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial building

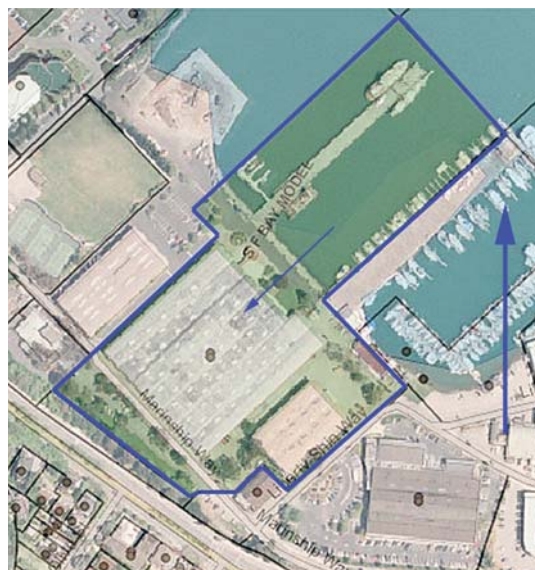
*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

B13. Remarks

(Sketch Map with north arrow required.)

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Building 29

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

P3a: Description (continued)

A large sign advertising the Bay Model is located at the corner. The southwest, or rear, elevation is nine bays long. The first bay to the north features a sign and two sets of fixed anodized ribbon windows at the second story. Similar windows are located in the second and third bays. A ramp leads to a loading dock that runs the length of the elevation. A metal roll-up garage door is located in the eighth bay. The southeast elevation is nine bays long and features anodized aluminum windows at the first and second-floor levels in the six bays at the southeast end. Building 29 features landscaping on its bay side, including a grass lawn and amphitheater, as well as foundation plantings along the northwest elevation. Building 29 was entirely remodeled ca. 1980 when the SF Bay Model was turned into a tourist attraction. Alterations included the addition of one structural bay to northeast elevation as part of visitors center, a new pedestrian bridge and toilet room structure added to front, stucco cladding, and anodized aluminum windows throughout. Building 29 appears to be in good condition.

B10: Significance (continued)

The warehouse stock was constantly changing, and the main problem was to control the different types of material for different contracts so they could be readily identified and moved swiftly to its ultimate destination - the Shipways or the Outfitting Docks.

On May 16, 1946, the Maritime Commission conveyed the decommissioned Marinship yard to the U.S. Army Corps of Engineers, which needed a large base on San Francisco Bay from which to complete its local construction and conservation projects - both locally and in the entire South Pacific region. The 1950 Sanborn maps indicate that the The U.S. Army Corps continued to use the building as a warehouse. In 1954 the interior of the original seven-bay structure was altered to accommodate the San Francisco Bay Model. A loading dock on the northeast elevation was removed. In addition, the two southernmost bays were extended beyond the original facade. In 1980, the building was remodeled again to upgrade it as a visitors center. Building 29 now houses the Army Corps of Engineers' Bay Model, a small museum dedicated to the history of Marinship, as well as the Army Corps' Construction and Operations offices.

Integrity:

Building 29 has been extensively altered since it was constructed in 1942. The most notable alterations occurred as part of its conversion by the U.S. Army Corps of Engineers into a visitors center for the SF Bay Model, including the addition of additional structural bays, its recladding in stucco, and the replacement of its wood windows with aluminum. The building has not been moved, so it retains integrity of location. It does not retain the aspects of design, setting, materials, workmanship. It does retain partial integrity of feeling and association.

Eligibility:

If it had not been so extensively altered, Building 29 would unquestionably be eligible for listing in the California Register under Criteria 1 (Events), for its association with shipbuilding at Marinship, and 3 (Design/Construction) as a building that embodies characteristics of a rare World War II-era warehouse built inexpensively and quickly of wood, avoiding the use of steel and other rationed materials. While most of the interior retains integrity, the exterior has been extensively altered, including recladding in stucco, new anodized aluminum windows (and fenestration pattern) and doors, as well as the construction of a major new addition on the northeast facade.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 29
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Amphitheater east of Building 29, 100_1424



Detail of northeast elevation, 100_1404



Northwest elevation looking west, 100_1418



Northwest elevation, looking east, 100_1414



Detail of southwest elevation, 100_1413



Southeast elevation, 100_1410

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource name(s) or number (assigned by recorder) Building 30

P1. Other Identifier Marinship Mold Loft And Yard Office

*P2. Location: Not for Publication Unrestricted

*a. County: Marin and P2b and P2c or P2d. Attach a Location Map as necessary.

*b. USGS 7.5' Quad: San Francisco North Date: 1999

*c. Address: 480 Gate 5 Road City: Sausalito Zip: 94965

d. UTM: (Give more than one ofr large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: Assessor's Parcel Number: 063-140-25

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

Building 30 is located on the northwest corner of Gate 5 Road and Harbor Drive. This three-story building is rectangular in plan and has a poured-in-place reinforced concrete foundation at the perimeter and a wood post and beam structural system. The building is clad in T-111 siding and has a barrel-vaulted roof covered in rolled asphalt. The primary facade faces southeast and features concrete steps with T-111 clad railing that leads up to a landing with partially glazed double-doors. The doors are flanked by fixed wood sash ribbon windows. The first story is shaded by an awning. The second and third stories have double-hung, wood-sash ribbon windows. The northeast elevation is thirteen bays wide with a T-111-clad elevator tower located at approximately the center of the elevation. The first story features a T-111 clad ramp shaded by an awning and fixed wood windows. The second and third stories feature five double-hung, wood-sash ribbon windows. The northwest elevation is seven bays. The first story features stairs that lead up to an entrance with glazed wood double doors that is sheltered by a pent roof porch. The entrance is flanked by three double-hung, wood sash ribbon windows in each bay. The second story features similar windows in each bay while the third story features ribbon windows across the bays. The southwest elevation is thirteen bays. The first story features a ramp (originally a loading dock) that runs the length of the building and is sheltered by an overhang with post and beam supports. The second and third stories generally have five double-hung, wood-sash windows in each bay. At the northwest elevation is a separate one-story, wood-fame structure clad in wood siding and capped by a hipped roof. This appears to have been a Marinship canteen repurposed as an office building. (continued)

*P3b. Resource Attributes: (list attributes and codes) HP8. Industrial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



*P5b. Photo (view, date, accession #)
South facade, view northeast,
April 6, 2011, 100_2571

*P6. Date Constructed/Age and Sources
 Historic Prehistoric Both
1942, Marinship: The History of a Wartime Shipyard

*P7. Owner and Address:
Icb Associates Llc
155 Montgomery St.
San Francisco, Ca 94104

*P8. Recorded by
Knapp & VerPlanck Architects
235 Montgomery St., Ste. 747
San Francisco, CA 94104

*P9. Date Recorded:
April 22, 2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.

*Attachments BSOR Photograph Record Continuation Sheet
 Archaeological Record NONE Location Map Other...
 Artifact Record District Record Linear Feature Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3CS

Page 2 of 4

*Resource Name or # (Assigned by recorder) Building 30

- B1. Historic Name Marinship Mold Loft And Yard Office
- B2. Common Name Industrial Center Building
- B3. Original Use Office Building
- B4. Present Use: Studios and light industrial

*B5. Architectural Style Utilitarian

***B6. Construction History**

Building 30 was constructed in 1942 as the Marinship Mold Loft and Yard Office. It was converted into a multi-purposed industrial facility with many artists studios in the 1950s.

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

*B8. Related Features Possible former Marinship Canteen on property

B9a. Architect Bechtel Engineering Department b. Builder MacDonald & Kahn

*B10. Significance: Theme World War II Homefront Area: Marinship, Sausalito

Period of Significance 1942-1945 Property Type Industrial Applicable Criteria 1 & 3

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

Building 30, the Mold Loft and Yard Office, was completed August 23, 1942. The 107,640 s.f. building was originally clad in plywood sheathing, and like the rest of the major Marinship buildings, it has a barrel-vaulted roof. The first floor of the three-story building housed the timekeeper's office, the paymaster, safety department, and tool and template storage. On the second floor were the engineering and production departments and the blueprint room. The third floor was the mold loft where about 100 loftsman, on their hands and knees, made paper, and then wood templates used for "burning" (cutting with a blow torch) raw steel into the exact shape of the hull plates. The dimensions of the tanker were transferred full-size onto the Mold Loft floor and the templates had to be accurate within a 1/32 of an inch.

(continued)

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial building

*B12. References: Finnie, Richard. *Marinship: The History of a Wartime Shipyard*. San Francisco: 1947.
Grambow, Richard. *Marinship at the Close of the Yard*. Sausalito, CA: 1945.
Wollenberg, Charles. *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito*. Berkeley: Western Heritage Press, 1990.

(Sketch Map with north arrow required.)

B13. Remarks

*B14. Evaluator Christopher VerPlanck

*Date of Evaluation April 22, 2011



(This space reserved for official comments)

CONTINUATION SHEET

Page 3 of 4

Resource Name or # (Assigned by Recorder) Building 30

*Recorded by: Knapp & VerPlanck Architects

Date April 22, 2011

Continuation Update

P3a: Description (continued)

Landscaping consists of shrubs in raised planters at the building perimeter. Alterations include the T-111 siding, elevator tower, and some windows. Building 30 appears to be in good condition.

B10: Significance (continued)

Once the wooden templates were finished they were taken to the Plate Shop, Subassembly Shop, and the Ways for burning. To make it possible to lay out the blueprints full size, the third floor (and the building) had to measure 312' x 115', without any internal obstructions.

On May 16, 1946, the Maritime Commission conveyed the decommissioned Marinship yard to the U.S. Army Corps of Engineers, which needed a large base on San Francisco Bay from which to complete its local construction and conservation projects - both locally and in the entire South Pacific region. The 1950 Sanborn maps indicate that the building was still identified as a Loft Building and that its loading dock and the adjoining former Marinship Canteen were in their current locations. The elevator tower had not yet been built. Sometime during the 1950s, the building came into present use as a multi-purpose light industrial building housing many artists, artisans, and small business owners. Between 1950 and the present day, Building 30 has undergone several alterations, including the removal of an external stair on the southwest elevation, the construction of a large elevator tower on the northeast elevation, and the recladding of the building in T-111 siding.

Integrity:

Building 30 has undergone several alterations that have changed the building's appearance since World War II. The most damaging of these changes include the replacement of the exterior plywood sheathing with T-111 siding and the construction of an elevator tower at an unknown date. However, the building is still readily recognizable as the former Marinship Mold Loft and Yard Office and the T-111 is a reversible change. Also, T-111 is a form of plywood it is not drastically different than the original plywood sheathing. In contrast to many Marinship buildings, Building 30 has not been subsumed within later additions, and it retains its original windows, loading docks, skylights and other features. It has not been moved, so it retains integrity of location. It retains its basic scale, massing, and fenestration pattern, so it retains integrity of design. Although the T-111 siding is not the most compatible material, it is a type of plywood. In addition, the windows are intact, so the building retains integrity of materials and workmanship. The building's setting has changed, with office parks and new construction surrounding it; therefore it does not retain integrity of setting. It also retains the aspects of feeling and association. In summary Building 30 retains integrity of location, design, materials (partial), workmanship, feeling, and association. It does not retain integrity of setting.

Evaluation:

Building 30 appears eligible for listing in the California Register under Criteria 1 (Events) and 3 (Design/Construction). It appears eligible under Criterion 1 as one of the most important surviving Marinship buildings. From this building, many of the day-to-day functions of the yard were administered. In addition, it housed the all-important mold loft and drafting room, where the blueprints of vessels were transferred to full-sized wooden templates. Building 30 also appears eligible under Criterion 3 as a relatively well-preserved and rare example of an office building constructed for an Emergency Shipyard in the early days of the Second World War. Its use of plywood, glu-lam trusses, and other materials and features are characteristic of the buildings that were hastily built in response to the emergency, using very little steel or other war rationed materials.

Page 4 of 4 Resource Name or # (Assigned by Recorder) Building 30
*Recorded by: Knapp & VerPlanck Architects Date April 22, 2011
 Continuation Update



Southwest elevation, 100_2572



Northeast elevation, 100_2573



Possible former canteen structure, 100_2659



Northeast and northwest elevations,
100_2576