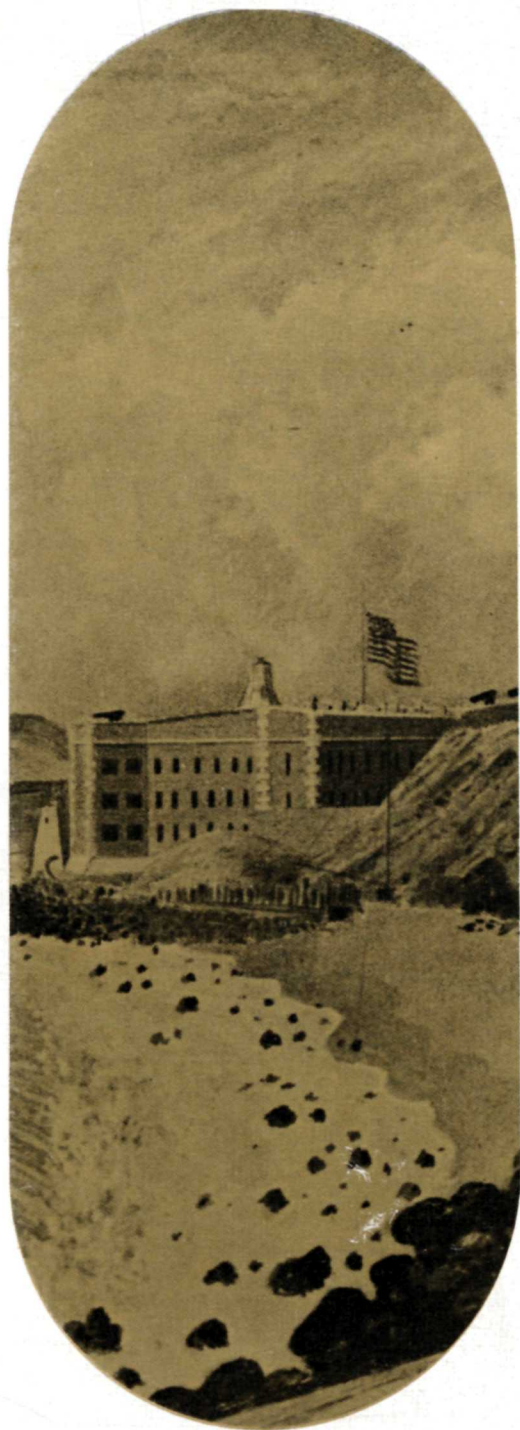


FORT



POINT

“When the CITY OF PEKING steamed through the Golden Gate, I saw with great joy that the blockhouse which guarded the mouth of the ‘finest harbour in the world, Sir,’ could be silenced by two gunboats from Hong Kong with safety, comfort and dispatch.”

— RUDYARD KIPLING

1889

*“On the larboard hand the green hills and deep valleys of the Marin shore came into full view, gladdening the eyes of every person on board. On our starboard side we saw a bluff jutting into the bay on the apex of which were two or three small brass cannon. Rising far above the cannon was a tall flagstaff from the top of which waved the glorious flag of our country.” — E. I. BARRA, *Tale of Two Oceans*, 1893.*

FORT POINT

National Historic Site

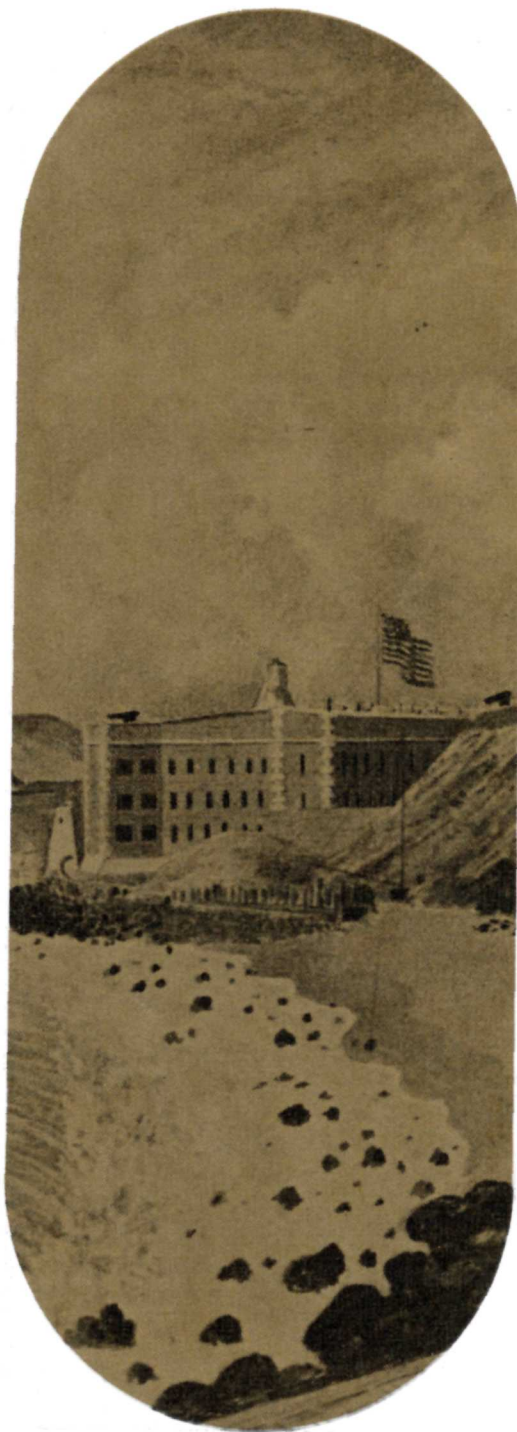
CALIFORNIA

A PROPOSAL

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE



June 1968



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Introduction

BACKGROUND

Fort Point is the most massive brick fortification to be erected on the west coast of North America. It was constructed by the United States Army between 1854 and 1861 to guard the Golden Gate, famed entrance to San Francisco Bay. Representative of pre-Civil War military technology, it never saw battle action and has long been obsolete. Abandoned for military use in 1905, the structure was used expediently during World Wars I and II and during construction in the 1930's of the Golden Gate Bridge, whose spans soar overhead. In 1961 the structure was relinquished by the Army on a lease basis to the custodianship of the Fort Point Museum Association.

Fort Point is one of the more interesting features of the Presidio of San Francisco, a reservation of 1,460 acres. This beautiful park-like area overlooking the bay derives its name from its occupation by Spanish authorities in 1776. Since the treaty of Guadalupe Hidalgo in 1848, following the War with Mexico, the Presidio has been occupied by the U.S. Army. Commanders and troops of the Presidio have figured prominently in all major phases of American military history; at present it is headquarters for Sixth Army.

On May 2, 1962, in a memorandum to the Secretary of the Interior from the Advisory Board on National Parks, Historic Sites, Buildings and Monuments, the Presidio of San Francisco was recognized as a National Historic Landmark under Theme XIII, Political and Military Affairs, 1830-1860, and Theme IV, Spanish Exploration and Settlement. The memorandum recommends that, "... should the Department of Defense and the Department of the Army ever de-

clare the Presidio, or any part of it, surplus to its needs, the Department of the Interior and the National Park Service should consider whether all or part of the area declared surplus should be added to the National Park System as a national historic site."



The Fort Point Museum Association was founded as a non-profit educational organization with the following purposes and objectives:

Our purpose is to restore Fort Point and establish it as a museum, making the building and its historic contents available to the public.

The museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and the Indian War periods.

Ultimately we hope to secure action by the United States Government to declare old Fort Point and the Museum a National Historical Monument. At that time support and maintenance would be taken over by the U.S. Department of the Interior to operate the facility as a National Park. The Fort Point Museum Association would then become an advisory group of interested friends of the museum.

Sentiment favoring incorporation of Fort Point into the National Park System was crystallized in a Congressional "Bill to Establish Fort Point National Historic Site," introduced July 25, 1967. The Senate version, S.2159, was sponsored by Senators Kuchel and Murphy of California; H.R. 11737 was sponsored by Representative Mailliard. The respective committees to consider this bill were requested to defer action pending a feasibility study by the National Park Service. This report constitutes such a study and, since the question of feasibility is answered affirmatively, is also a master plan.

About two acres, including the fort building, has been leased to the Fort Point Museum Association. In July 1967 the area was visited by Secretary of the Interior Stewart L. Udall who suggested the extensive addition of lands on the bluff for use as a parking area and a parklike approach to Fort Point. On August 3, the Commanding Officer, Sixth United States Army, authorized the temporary use of these additional lands. The area of the proposed national historic site includes all lands in which the association has an interest except small tracts directly under the Golden Gate Bridge, plus certain additional lands required for effective park operation and protection.

On September 18, 1967 the Fort Point Museum Association held a public meeting at the site, and an appeal for memberships to assist in restoration. To further stimulate public interest, on the afternoon of October 22, 1967 the association, with assistance of the Sixth Army, held a public "open house" at the fort which had a 4-hour attendance of some 16,000 visitors. Though the fort was not open to the public, tours of special groups arranged through the association or Presidio authorities in 1966 attracted some 14,000 visitors.

PURPOSE

Fort Point National Historic Site will, in the language of S.2159, “. . . preserve and interpret for future generations the significant Fort Point in the Presidio of San Francisco, California.” Here, the history of Fort Point and the Presidio and their relationship to San Francisco Bay and the development of the West will be interpreted and a superlative example of a mid-nineteenth century fortification will be preserved.

MANAGEMENT CATEGORY: *Historical*

OBJECTIVES

Land Acquisition

To acquire all lands and rights needed for interpretation, protection, and development by conditional transfer form and cooperative agreement with the Department of Defense.

Research

To conduct a comprehensive historical research program to provide optimum information for restoration of the fort and interpretation of the fort and the Presidio of San Francisco.

Safety and Protection

To protect the historical and recreational resources of the historic site and provide for the safety of the visitor, with particular reference to the location beneath the Golden Gate Bridge.

Restoration

To restore Fort Point and related military features to their appearance prior to 1893 when the new dispersed batteries were constructed. Except for essential visitor facilities, to retain the pleasant natural character of the proposed historic site.

Visitor Use and Development

To provide optimum visitor facilities in anticipation of extremely heavy visitation, including maximum parking spaces and attractive and convenient access to the fort.

Interpretive Theme

To interpret the fortification, its history and architecture, the fort's relationship to the Presidio, and the role of the Presidio in Western American history. The early Spanish and Mexican history of the Presidio and Castillo de San Joaquin should be a sub-theme.

Cooperating Association

To work with and encourage the Fort Point Museum Association as an advisory group, to assist in the research, interpretation, and preservation of the fort.

Museum Collection

To assemble and preserve artifacts relating to Fort Point and the Presidio for public display and study collections.

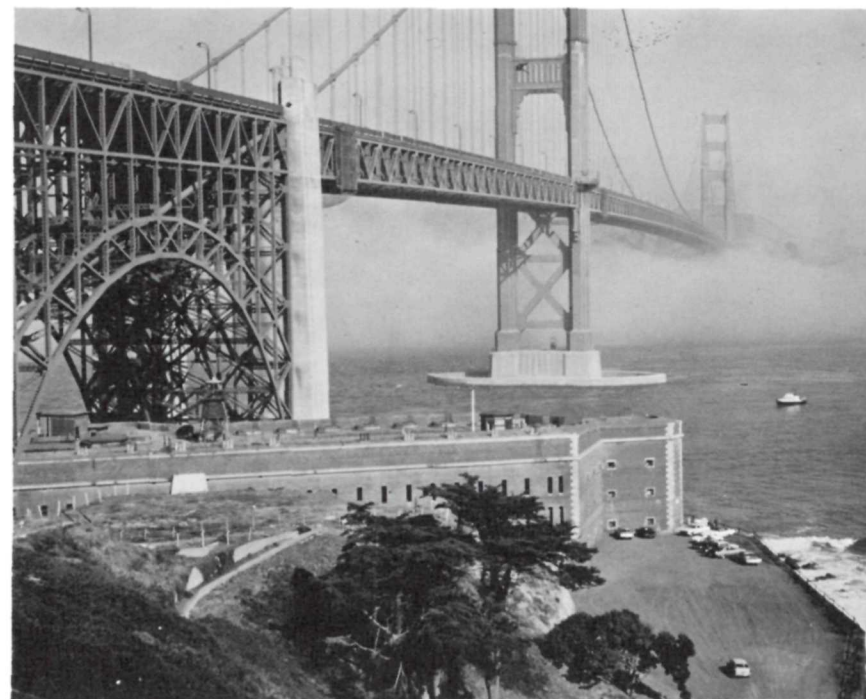
SUMMARY

Fort Point is a massive symbol of the national defense system a century ago. The successor of an early Spanish adobe fort, for many decades it controlled the Golden Gate and access to the magnificent bay. Never involved in actual fighting, during the 19th century the fort nevertheless served as a powerful deterrent to potential enemies; it was also a dominant feature of the Army reservation called the Presidio, which has played a prominent role in the nation's military affairs since it was first occupied by U.S. troops in 1847.

Today the steel and concrete span of the Golden Gate Bridge soars high above deserted Fort Point. Although the 20th century bridge impairs the integrity of the 19th century scene, the remarkable juxtaposition itself is impressive and fascinating. The fort structure has a high degree of integrity; its rich historical associations, impressive scale, and the quality and authenticity of its architectural detail make Fort Point an outstanding attraction.

The National Park Service has an opportunity to preserve the old fort, partially restore it, and use it to tell its story as well as that of the Golden Gate and the Presidio and their unique role in history. By a conditional transfer of approximately 33 land acres plus certain adjacent submerged lands from the Secretary of Defense to the Secretary of the Interior, the fort structure, related outworks, and enough land for development and protection can be acquired. Within the exterior boundaries, two parking lots, a group lunching area, an administrative and maintenance area, and interpretive trails can be constructed, and existing roads improved. The historic structure can be substantially restored to its period of maximum importance — 1861 to 1893. Within the fort, rooms can be restored, cannon displayed, and exhibits prepared which enable the visitor to understand and appreciate the fort, its construction, and army life of the last half of the 19th century.

3



The Region

For the purposes of this study the limits of the region are the nine counties which surround San Francisco Bay—Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma Counties.

The most important natural and topographic feature of the region is the bay itself and its three parts—the Golden Gate entrance and San Francisco and San Pablo Bays. There are over 400 square miles of surface water which serve as the outlet to the sea for the Central Valley of California; into the bays flow the waters of 16 rivers or 40 percent of the drainage of the State of California. About 2.5 percent of the bay's capacity twice a day pours through the Golden Gate, scouring the bottom and cleaning the waters.

The Coast Range is the other significant natural feature dominating the region. Steep grassy mountainous ridges run in a northwesterly direction and form an almost continuous barrier between the Pacific Ocean and the Central Valley—broken only by the Golden Gate.

ACCESS AND CIRCULATION

Interstate highways focus on the Bay Area—Interstate 80 stretches across the nation from Philadelphia to San Francisco. Routes 40 and 50 follow the routes of early pioneers; 580 provides access from the Central Valley. Route 280 is under construction and will relieve crowded 101 on the southern peninsula. The famous Redwood Highway (U.S. 101) and scenic State 1 merge a few miles both north and south of the Golden Gate to funnel traffic across one of the world's most famous bridges.

International and national airlines serve both major airports in the Bay Area—San Francisco International Airport, 16 miles south of the city, and Oakland International Airport on the east side of the bay, about the same distance by car. A local helicopter airline connects with community heliports throughout the Bay Area.

The few remaining passenger trains provide only limited service, but buses from all over the United States bring more than 2,190,000 to San Francisco a year. Fort Point, on a major highway route, is accessible by car, taxi, and public bus. Harbor Tours, a local tour boat concern, has evidenced interest in including Fort Point as one of the featured stops. Gray Line bus tours currently include a fleeting glance at the fort.



Looking south toward the proposed historic site, Fort Point can be seen under the arch of the Golden Gate Bridge. The buildings of the Presidio and San Francisco spread in the background. Dotted line indicates suggested park boundary.



By road, the fort is most readily accessible by using the approach roads to the Golden Gate Bridge, then turning east at the bridge toll plaza to a scenic overlook that affords an entrance to the Presidio grounds. The fort is only a few blocks away via Lincoln Boulevard, Long Avenue, and Marine Drive. An alternate approach is through the east or main gate of the Presidio at the end of Lombard Street, then following Lincoln Boulevard to its intersection with Long Avenue. In this direction, Lincoln Avenue coincides with the marked "49-mile Scenic Drive of San Francisco."

POPULATION DATA

Bay Area populations and projections are:

1960	3,638,939
1970	4,869,000
1980	6,071,000
1990	7,207,000

Though the southern counties have experienced rapid growth in population, San Francisco appears to have reached its limit. By 1980, the new growth is expected to shift to the northern counties. A continuing expansion of the East Bay counties is anticipated. By 1990, the population growth due to migration is expected to drop to roughly half of the 1965 rate.

During the past year, San Francisco had nearly 2,000,000 out-of-State visitors. This, plus over one-half million conventioners from elsewhere in the State, adds up to 2.5 million non-resident visitors each year. The average length of stay for the out-of-State visitors is 4.4 days. Bay area residents themselves, of course, are avid weekend visitors to their famous local attractions.

PARK AND RECREATIONAL FACILITIES

One of the major issues facing the Bay Area governments is the preservation of open space for recreational areas and conservation of the natural and historic scene in the face of increasing pressures from an

expanding metropolis. Marin County has the most land set aside for recreation, including Marin Municipal Water District lands, Point Reyes National Seashore, Muir Woods National Monument, six State parks, and various county and city parks and recreation areas. East Bay Regional Park District manages extensive parklands, mostly along the top of the Berkeley-Oakland Hills. Golden Gate Park in the heart

of San Francisco is the largest space in the city preserved for recreation. Other municipal attractions closer to Fort Point include Lincoln, Phelan, and Aquatic Municipal Parks and the Maritime Museum, the Palace of Fine Arts, and the California Palace of the Legion of Honor. San Francisco Maritime State Historic Park, near the Maritime Museum, exhibits examples of ships.

SURROUNDINGS AND USE

The setting for the proposed national historic site is the long established military post, the Presidio of San Francisco. Its 1,460 acres encompass an air strip, residential area, Letterman Army Hospital, and headquarters for various Army units, including the Headquarters, Sixth U.S. Army. Despite its military purpose, the main network of Presidio roads is open to the general public.

The land adjacent to the Presidio is highly developed, mostly occupied by high income dwellings and the Golden Gate Bridge approaches bisect the area. The adjacent waters are controlled jointly by the U.S. Coast Guard and the U.S. Army Corps of Engineers, except for a belt 300 yards from high water controlled by the Army Commander at the Presidio. Natural vegetation covers obsolete bunkers, artillery positions and areas too steep for utilization. From a distance, the Presidio is distinctly parklike in its location and appearance.

REGIONAL ANALYSIS

Within the next 20 years, the potential demand for recreation areas by the residents of the Bay Area alone is expected to increase by 103.8 percent.

The burgeoning population's demand for recreation areas and the need to preserve sites of our national historic heritage assure Fort Point a prominent place among regional attractions. Regional development will also enhance Fort Point. The State of California is acquiring Army lands across the Golden Gate from Fort Point as they become surplus for a proposed Golden Gate Headlands State Park. These lands, preserved in their present natural state, will perpetuate a spectacular scene which combines great natural beauty with the visual power of an engineering triumph and the mystic aura of American history.



The Resource

HISTORY

Historic Themes

Study themes in American history have been identified and classified under the List of Themes and Criteria (1959), National Survey of Historic Sites and Buildings. Fort Point relates to:

Theme IV Spanish Exploration and Settlement

XIII Political and Military Affairs (1830-1860)

XIV The Civil War

XV Westward Expansion and Military Affairs after 1865

Historical Evaluation

The national significance of the Presidio of San Francisco, of which Fort Point is an integral and vital part, has been established by landmark status. The Presidio's history extends from the period of Spanish exploration to the present day. From here, campaigns against the Indians of the Far West as well as the strategy of Pacific Coast defenses were directed.

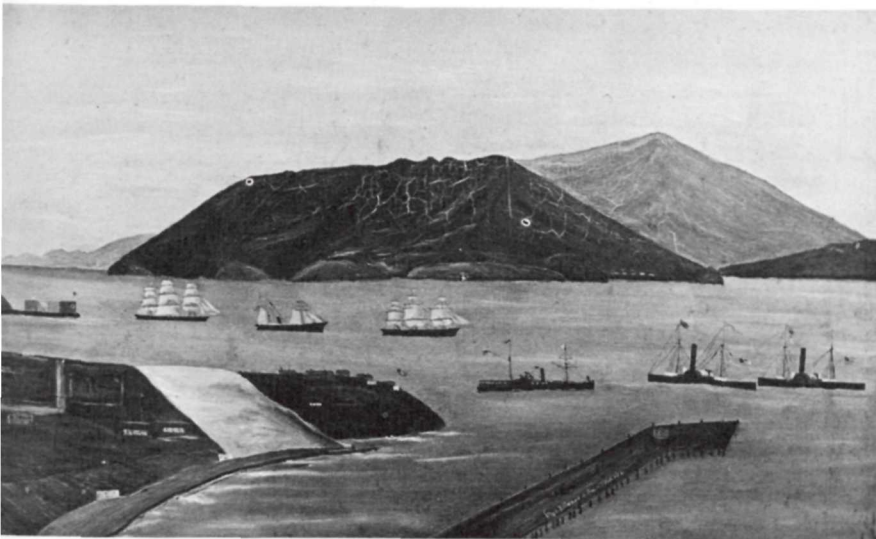
Of Fort Point itself, the National Survey of Historic Sites and Buildings reported in March 1962 that it "... stands today as a classic example of a coastal fortification of the mid-19th century — the greatest to be erected on the west coast of North America, and one of the best examples in the United States. This massive fortification also symbolizes the commercial and strategic importance that the great harbor of San Francisco has had in the development of the Western United States."

OAKLAND MUSEUM



Castillo de San Joaquin as seen in 1852. Begun in 1793, the Castillo was destroyed in 1853 when the rocky bluffs were reduced 80 feet to permit construction of Fort Point.

Meigg's Wharf, 1866, by T. Millies



Historical Background

Colonel Fred B. Rogers (U.S.A., Ret.) prepared a manuscript history of Fort Point which was utilized in the national survey study of the Presidio. Paraphrased portions of his manuscript follow:

Although portions of the coast of Upper (Alta) California had been examined for several centuries, it was not until 1768 that the Spanish authorities determined that the bays of San Diego and Monterey should be occupied. On July 14, 1769, Captain Gasper de Portola left San Diego with a land party of 63 officers and men to search for Monterey Bay. Passing Monterey Bay without recognizing it as such, Portola continued up the coast to the present Point San Pedro, from the vicinity of which the party saw the Farallones and Point Reyes.

Sergeant Jose Francisco Ortega was dispatched with a small party to reconnoiter Point Reyes and the main body remained in camp. On November second, a party of deer hunters from the camp climbed mountains to the northeast and viewed the immense San Francisco Bay. Thus, Ortega or some member of his party was probably the first European to discover the bay's inlet, now called the Golden Gate. In January 1770 Portola's party reached San Diego without having identified Monterey Bay, but having discovered another bay of vastly greater importance.

In March 1776 Colonel Juan Bautista de Anza left Monterey on his way to form a colony on San Francisco Bay. He, with his advance party, came to Mountain Lake at the present south border of Presidio Reservation. At the south side of the narrowest part of the entrance to San Francisco Bay was found a white cliff and a high beach. A cross was erected there and Anza selected the place as one at which a presidio (military base) should be built. Anza returned to Mexico and when the actual colonization

occurred, his selection for the presidio site was decided a better one for a coastal fortification and a presidio was established about a mile to the southeast. The ceremonial founding of the Presidio of San Francisco was on September 17, 1776 and that of the sixth of the California missions, San Francisco de Asis, soon followed in October.

With Presidio and Mission well under way, it might be supposed that construction of the fort at the entrance to the bay would have been started soon, but such was not the case. Although there was correspondence on the subject, nothing materialized until after the November 1792 visit of Captain George Vancouver, British Royal Navy, in the *Discovery*. He was received with hospitality and had every opportunity to observe the lack of defenses. Lieutenant Hermenegildo Sal, then in command at the Presidio, was reproved by Governor Jose Joaquin Arrillaga for having allowed Vancouver such latitude.

Castillo de San Joaquin 1793-1853

Viceroy Revilla Gigedo, on February 16, 1793 in a letter to Arrillaga, approved the fortification of the California presidios, including the Castillo de San Joaquin, on San Francisco Bay. Arrillaga, on August 20, 1793, reported to Gigedo that work on the fort was underway. Christian and pagan Indians were used as laborers in grading and the making of bricks, tile, and adobe. Timber was cut from stands south on the peninsula and floated around the bay to the fort site or dragged there by oxen. On December 8, 1794, Castillo de San Joaquin was formally christened and blessed. Gathered for the ceremony were the priests of the mission, the garrison of the Presidio, and Indians.

When Cordova inspected the fort in 1796, his report was unfavorable. Bancroft translates, "The structure rested on sand and

decaying rock; the brick-faced adobe walls crumbled at the shock whenever a salute was fired; the guns were badly mounted and for the most part worn out, only two of the thirteen 24-pounders being serviceable or capable of sending a ball across the entrance of the port. The whole work, protected by an adobe wall with one gate, was commanded by a hill in the rear, and the garrison of a corporal and six artillerymen was altogether insufficient To repair Fort San Joaquin would be very costly; but a new fort should be built on the hill just back of it, and another across the channel at San Carlos." In another, later report (November 8, 1796) Cordova names the armament as three 24-pounders, two 12-pounders, and eight 8-pounders.

The story of the fort's remaining life is one of frequent damage by heavy rains, high winds, and earthquakes. Repairs were often made, the most extensive in 1799, 1805, 1808, 1816, and 1818. News of the independence of Mexico reached California in 1822. When Kotzebue came to San Francisco in 1824 he stated, "I found St. Joachim on his rocky throne, truly a very peaceful and well disposed saint; not one of his cannon in condition to fire a single shot." The work of the elements continued and the fort was abandoned in 1835 when Lieutenant Mariano G. Vallejo, on orders, moved most of the Presidio garrison to Sonoma.

The Americans Come

In early 1846 war between the United States and Mexico seemed imminent. On April 1 Commodore John D. Sloat ordered Commander John B. Montgomery with his sloop-of-war *Portsmouth* from Mazatlan to California to protect American interests there. Montgomery reached San Francisco Bay on June 3, after stopping at Monterey for over a month. On June 14 a group of American insurgents took Sonoma and raised the Bear Flag. There they were joined

on June 25 by Bvt. Capt. John C. Fremont with his explorer group and others.

On July 1 Fremont crossed a small party from Sausalito to the Castillo de San Joaquin in a launch from the merchantman *Moscow*, piloted by her captain, William D. Phelps. At the undefended castillo were about a half-score of cannon, which Fremont spiked and then returned to Sausalito.

On July 9, 1846, Montgomery, under orders from Sloat, raised the American flag at the little town of Yerba Buena, now San Francisco. Lieutenant John S. Missroon, of the *Portsmouth*, was sent on a reconnaissance and returned with a detailed report on the dilapidated condition of the Mexican fort.

The conquest of California was completed in 1847. Two companies of the 7th, later called the 1st New York Volunteers, were stationed at the Presidio the same year, then relieved by regular troops. Then came the great gold rush, beginning locally in 1848 and accompanied by many desertions. First Lieut. E.O.C. Ord, visiting the castillo in 1848, said, "The fort shows the remains of a low walled demilune, on what might be rendered an almost inaccessible little promontory. Not a gun is there now, and nothing done yet in the way of fortifying the bay."

In March 1849 General Persifor F. Smith, commanding Third Division with headquarters at San Francisco, reported to Col. R. B. Mason his intention to mount six pieces at the point (castillo site)—four 32-pounders and two 8-inch howitzers—and also ordered the commander at the Presidio to carry out the 1847 plan of Lieut. H. W. Halleck for the repairing and arming of the battery San Joaquin.

From 1849 through 1859 one company, 3rd Artillery, was stationed at the Presidio; the



6TH U.S. ARMY

Fort Point, ca. 1869, showing cannon in place on the barbette ties. The sites of the 42-pound land batteries were obliterated during construction of the Golden Gate Bridge.

Fort Point, July 8, 1879, as the "Jeannette" commanded by Lt. DeLong, USN, sailed for the Arctic on her ill-fated voyage. Note, early period pedestrian bridge.



SAN FRANCISCO CHRONICLE

Presidio reservation was declared by order of the President, dated November 6, 1850, amended December 31, 1851. In 1852 the Chief of Ordnance reported that nine 32-pounder "garrison" guns were at the old fort.

Fort Point Constructed

A board of engineer officers was formed in 1851 by General E. A. Hitchcock and directed by him to prepare and submit plans for the defense of San Francisco Bay. The board recommended forts at the bay entrance castillo site and on Alcatraz Island, also batteries at Angel Island and at Point San Jose (now Fort Mason). On approval of the plans and after an appropriation of one-half million dollars by Congress in 1853, work was started the same year.

The engineer officers in charge of the work were, successively, Lieut. Col. James L. Mason, Maj. J. G. Barnard, Lieut. Col. R. E. DeRussy, and Maj. Z. R. Tower. Junior officers who assisted included 1st Lieut. G.W.C. Lee (eldest son of Robert E. Lee) and Captain I. F. Gilmer; both joined the Confederates in 1861.

The work constructed on the south side of the bay entrance was called the "fort at Fort Point" until 1861 when the designation "Fort Point" first appeared in orders and returns.

The first great task was to reduce the bluff on which the castillo stood to a level of about 10 feet above high water. The only vestige of the old works that was left was the rear wall of the guardhouse at the southwest end of the fort. Spoil from the cut was distributed, mostly along the beach to the southeast.

In January 1854 Major Barnard reported that \$250,000 would be spent or obligated by June 30, 1854. He asked for \$750,000 for

the next fiscal year, stating that wages were high in California "in proportion to prices for everything else."

In the files of the *Alta California* are reports by several visitors to the fort, telling of its construction. A visitor of March 1855 tells of the progress made to that time. A trench 18 or 20 feet deep and 9 feet wide had been dug, in which granite blocks were being laid in cement to form the foundation of the fort. Granite, both "Chinese and California," was piled up and being worked. Within the foundation, excavation for a cistern was being dug. A ten-gun battery was being erected on the height to the south and brick was used in the gun emplacements.

In March 1856 another correspondent saw the first story of the fort nearing completion. To provide protection during construction, eight 68-pounders and two 128-pounders were mounted at the edge of the cliff. Also four 32-pounders, pointing across the strait, were placed on lower ground. Houses had been built on the hill for officers and other construction personnel.

Major Z. B. Tower, in charge in October 1857, had 240 men at work. A second tier of gun arches was being completed and a storehouse, cement mill, and smithery were in operation. Pressed brick were made by George D. Nagles who had several brick yards on the hill to the south; each brick bore his name. In June 1858 arches were built to support the fourth floor of the fort. About 200 workers were employed.

The fort was substantially completed in 1861 at a total cost of about \$2,800,000. The construction of the granite seawall, about 2,000 feet in length, cost an additional \$400,000.

The Civil War Period

While war clouds were gathering in the East, mid-January 1861 saw Bvt. Brig. General Albert Sidney Johnston in command of the Department of the Pacific, with headquarters in San Francisco. At that time the troops at San Francisco Bay were Company I, 3d Artillery, at Presidio of San Francisco, and Company H of the same regiment, on Alcatraz Island.

On February 15, 1861, General Johnston received orders from the Headquarters of the Army, dated January 19, 1861, to order from Fort Vancouver two companies of artillery to the posts near San Francisco and to occupy the fort at the entrance of the harbor by one company with as little delay as practicable. General Johnston ordered on February 15 that Company I, 3d Artillery, take post at Fort Point; that the regimental commander see that the order be executed the same day; and that Companies A and B, 3rd Artillery, embark on the steamer *Oregon* at Fort Vancouver or Portland and proceed to the harbor of San Francisco.

On February 18, Johnston ordered Lieut. Col. C. S. Merchant, 3rd Artillery, commanding the Presidio, to exercise general supervision over Fort Point. On March 4, Companies A and B, 3rd Artillery, were ordered to take post at Fort Point; on their arrival Company I was to resume station at the Presidio.

March 23, 1861, the War Department issued confidential orders to Brig. General E. V. Sumner to proceed from the East to San Francisco without delay and relieve Johnston in command of the Department of the Pacific. On April 9 Johnston tendered the resignation of his commission in the U.S. Army, which was accepted by the Secretary of War on May 3, 1861. Meanwhile, the Civil War had broken out, and on April 25 Sumner arrived at San Francisco and

assumed command of the department. Johnston joined the Confederates and was killed at the Battle of Shiloh in 1862.

May 13, 1861, Company G, 3rd Artillery, was ordered to relieve Company A at Fort Point and on May 23 Fort Point, Alcatraz Island, and the Presidio were announced to be independent posts. On May 31, the Pacific Department issued orders that any vessel sailing under the secession flag in U.S. waters on the coast would be captured or fired into and sunk if necessary. The Lime Point Reservation directly opposite Fort Point across the gate, bought in 1866 for \$200,000, much later became Forts Barry and Baker. Apparently no guns were mounted at Lime Point during the Civil War.

The reported armament for Fort Point in 1862 was twenty-eight 42-pounders and two 24-pounders in the lower tier; twenty-eight 8-inch Columbiads and two 24-pounders in the second tier; twenty-eight 8-inch Columbiads and two 24-pounders in the third tier; nine 10-inch Columbiads, seventeen 8-inch

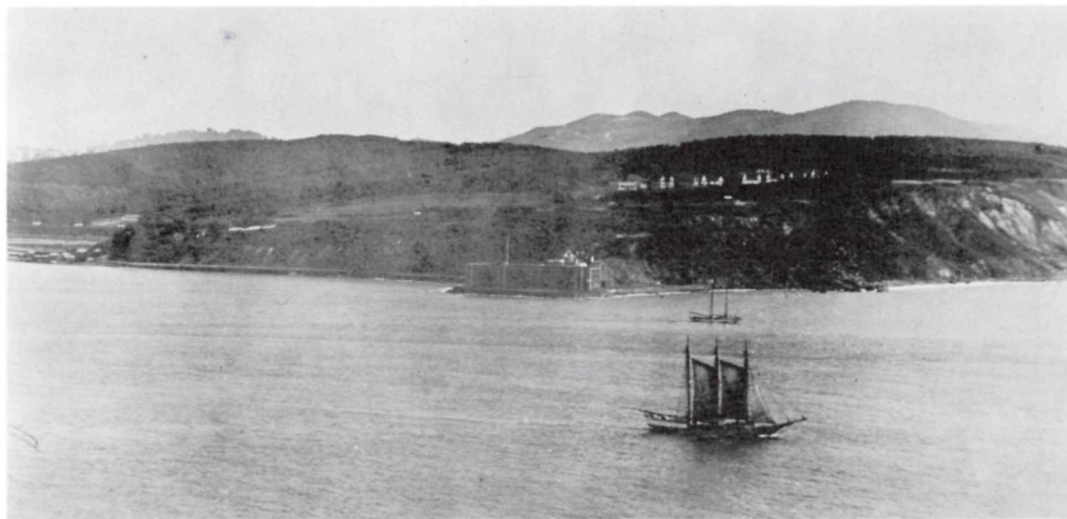
Columbiads and eleven 32-pounders in the fourth (barbette) tier—a total of 127 guns. However, a report of September 2, 1863 shows some variations in numbers and types and includes ten 42-pounders in a battery on the hill south of the fort.

During the war, in addition to Fort Point and Alcatraz Island, batteries were constructed at Black Point (Fort Mason) and Angel Island. Indeed, it seems that there were more guns than could be served by the available artillerymen—an arrangement undoubtedly devised to provide flexibility in the defense. During the war, the artillery complement at the fort consisted of one or two batteries of artillery, reinforced; and from 1862 to 1865, by one to eight companies of infantry.

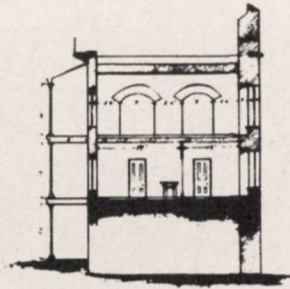
The American Civil War ended without the firing of a single shot by Fort Point. No Confederate privateer attempted to enter the bay. Captain James I. Waddell of the *Shenandoah* planned to do so, but the war came to an end before he could put his project into execution.

Fort Point from the north side of the Golden Gate in 1912. The white structures behind the fort are

part of Fort Winfield Scott whose batteries made Fort Point obsolete.



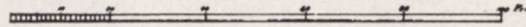
6TH U.S. ARMY



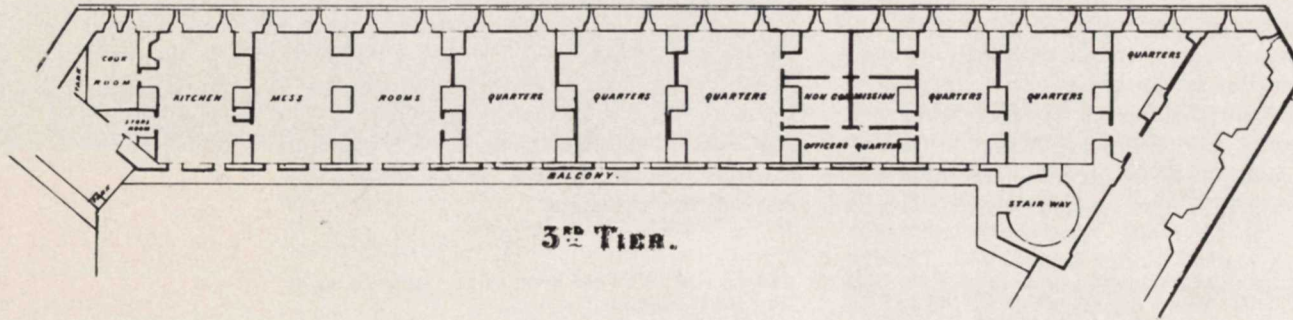
SECTION.

GROUND PLAN & SECTIONAL VIEW
of
OFFICERS & SOLDIERS QUARTERS
AT
FORT POINT, CAL.

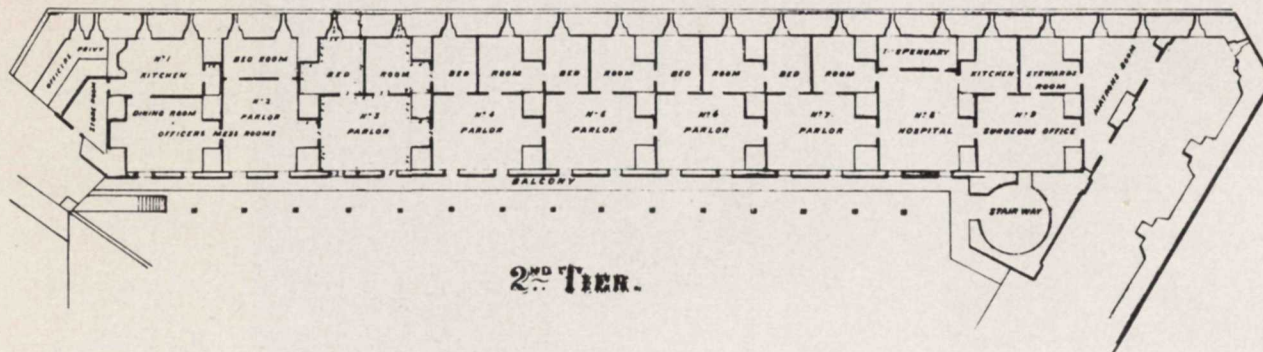
Scale.



*By G.O. 133 of 82. Changed to
"Fort Winfield Scott"*



3RD TIER.



2ND TIER.

Later Days

In 1868 George H. Elliot, Major of Engineers, forwarded to Washington a very extensive plan for the erection of land batteries mounting 52 guns above Fort Point. Comparison with McDowell's map of 1879 shows that Elliot's plan was much altered. About $\frac{3}{4}$ mile of earthen barbettes were built along the 100-foot contour line.

Mounted in these "permanent" fortifications were Rodman guns and heavy mortars. There were traverses containing brick magazines, a few of which still stand but are boarded up. Two Rodman guns, found in the area, are now in the ordnance yard at the Presidio. These cannon, originally 10-inch smooth bores built in 1865, were modified in 1885 by the Midvale Steel Company's West Point Foundry, when 8-inch rifled alcoves were inserted. Each weighed nearly eight tons.

These barbette batteries were begun in 1870. Work proceeded slowly with small appropriations and stopped for four years beginning in 1876, with \$100,000 needed for completion. By 1882, sixteen traverses and seven magazines had been completed.

On November 25, 1882, General Orders No. 133, War Department, issued by command of Gen. William T. Sherman stated: "By Direction of the President the military post on the south side of the Golden Gate (entrance to the Bay of San Francisco), California, now known as 'Fort Point' shall hereafter be known and designated as 'Fort Winfield Scott, in honor of the late Brevet Lieutenant General Winfield Scott, Major General, U.S. Army.'"

Fort Point's guns, including those of its exterior batteries, became obsolete with the advent of breech loading, disappearing guns, and other developments. Work on a new series of reinforced concrete installations began in 1893 and continued for about fifteen years. The new batteries along the

hillside included 12, 10, 8, and 6-inch guns on disappearing carriages, 16 and 12-inch mortars, and three 15-inch dynamite guns. Most of the old works on the bluff were destroyed.

In 1897 the old guns and shot were made available to permanent posts for ornamental use. In 1901 the remaining guns which had been removed were sold for scrap.

From 1901 to 1903 troops passed through the Presidio on their way to suppress the Philippine Insurrection. Two years later, in 1905, Fort Point was declared obsolete, a victim of advancing military science.

The earthquake and subsequent fire on April 18, 1906 turned the Presidio into a tent city for 16,000 refugees during the first 10 days after the catastrophe. Regular Army troops from the Presidio were ordered into San Francisco to preserve order and to distribute food and water.

The fort was abandoned in 1914 and the name Fort Winfield Scott was transferred to the newer military camp on the hills behind the fort. The old fort became known simply as "Fort Point." In Europe, great armies fought while the United States debated the pros and cons of entering a world war. By 1917 the issue was settled and Fort Point was used as a temporary billet for A.E.F. training. The fort was then prepared as a makeshift military prison for German prisoners of war.

Between the wars the old fort stood vacant, used only during the construction of the Golden Gate Bridge. Metal workers fabricated the metal bridge spans in its convenient sheltered courtyard.

Again, during World War II, Fort Point served as an active military installation. Antiaircraft guns, searchlights, and watch-towers protected the submarine nets stretched across the Golden Gate.

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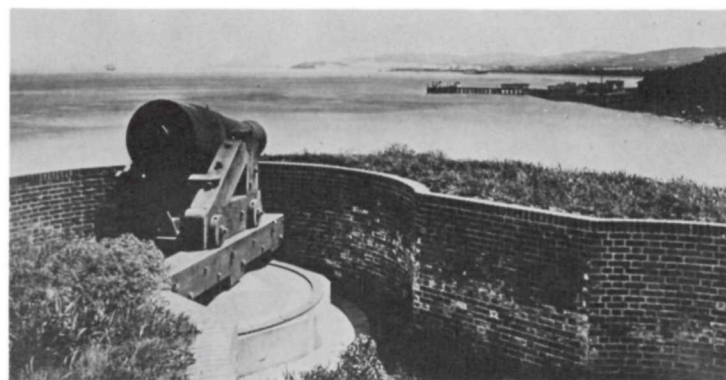
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Ca. 1860's-1870's. A view of San Francisco from the barbette tier.

The barbette tier as seen from the south wall rampart, looking northwest across the Golden Gate. Ca. 1860's-1870's.

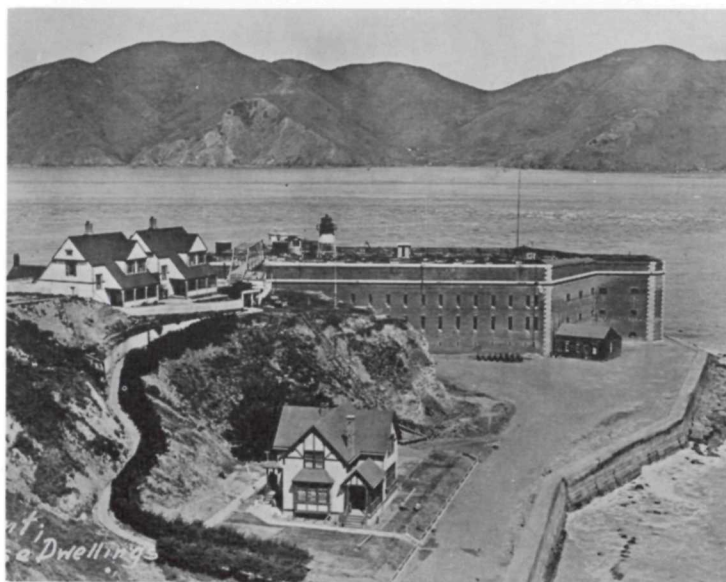
Ca. 1900. Fort Point during disarmament. Note, row of eight Rodman guns outside of the south wall, and late period bridge.



6TH U.S. ARMY



6TH U.S. ARMY

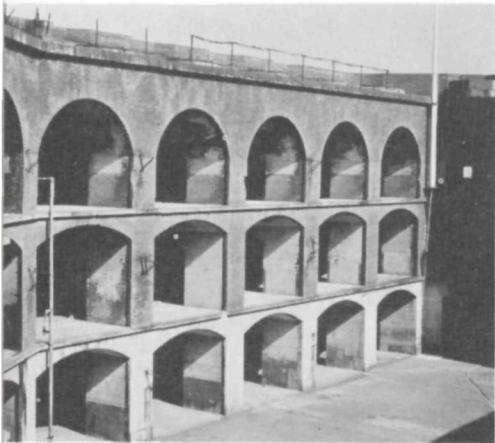


6TH U.S. ARMY



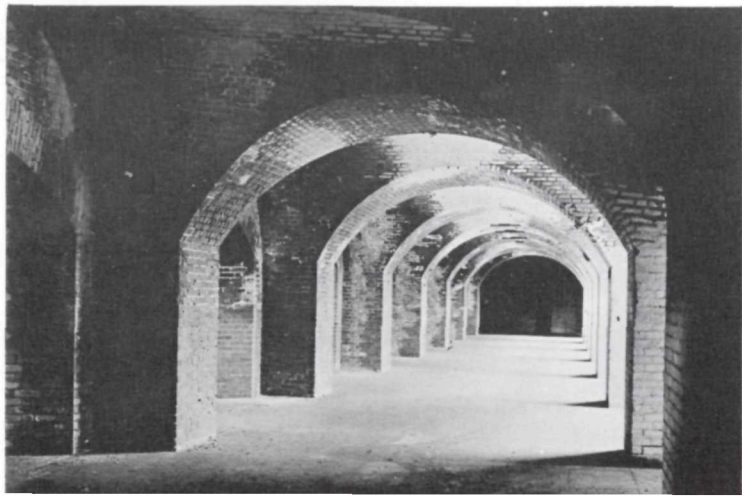
6TH U.S. ARMY

The now-deserted barbette tier showing the original traverses. The dilapidated wooden structure dates from the 1860's. The two higher traverses, rear, supported searchlights used during World War II.



The tiers open onto the interior courtyard and create a pattern of masonry arches.

The casements with their handsome brickwork were open at the rear (right) to ventilate the structure and reduce the concussion from firing.



6TH U.S. ARMY



6TH U.S. ARMY

The ironbound and nail-studded "Sally Port" door at Fort Point.

A few interiors of the living quarters can be restored to their period appearance to personalize the fort.



ARCHITECTURE

Fort Point is in the shape of an irregular quadrangle, modeled somewhat after the plan used in the construction of Fort Sumter, South Carolina. The width is 150 feet, the longest side is 250 feet, and the height of three stories is 45 feet. The thickness of the walls averages about seven feet, heavier at the bottom, lighter at the top. There are two bastions extending outward about 40 feet, one to the northeast and the second to the northwest, that permitted a flanking fire. The walls are constructed of brick in Flemish bond and trimmed and finished with granite quoins, cornices, and sills. These walls enclose a paved courtyard, which is surrounded on the three sides facing the water with galleries of tiered brick arches. Here, located one above the other, are three tiers of embrasures or gun ports. Above these is a fourth tier of guns, the barbette tier, which ran entirely around the four sides of the fort and covered the approaches from both land and sea. These four tiers once mounted 149 cannon.

On the land side is the well-protected entrance to the fort—the Sally Port—consisting of outer and inner sets of doors. The entrance has two heavy iron-bound doors, studded with large nails, and is secured by means of a long iron bar which pivoted on one of the doors. A passageway, with loopholes along the side walls to permit small arms to fire on any enemy who might force the outer doors, leads to a second set of strong doors. To the right of the inner doors is a group of three prison cells.

The wall on the land side also contained shops and living quarters for the garrison. Shops for various utilities, such as wheelwrights, forges, and tools were on the first floor; on the second floor were the officers' quarters. Each set originally had two bed-

rooms and a parlor. The separating partitions in these quarters have since been removed. The enlisted men's quarters were on the third floor.

The galleries of the land side wall are supported by light, fluted cast iron columns and faced with elegant wrought-iron railings. The upper floors have wrought-iron railings and grills between the columns. Three spiral staircases, made of solid granite slabs, lead up to three towers. One staircase terminates in an octagonal metal lighthouse that surmounts the northwest tower. The other two are capped with wooden enclosures.

The galleries have brick-arch floors between cast-iron beams, a kind of construction rare in the western United States. Semicircular, elliptical, and other arch construction forms are abundant within the fort. The exterior embrasures were closed with iron shutters.

Originally, there were also two shot furnaces, each 15 feet in length, located in the courtyard; but these installations were removed some time after 1890. Rain water caught on the sloping roof was carried through iron pipes to a double storage cistern below the fort.

The general appearance of the now-vacant fort structure is much the same as it was in 1861 except for the absence of guns, the ravages of the elements, and a few minor late period modifications. However, close inspection reveals the need for extensive restoration. The mortar pointing of the masonry is deeply eroded.

The iron columns supporting the balconies on the landward side are flaking badly, though they have not failed structurally. The wrought-iron railings are almost completely disintegrated. Several straight, wrought-iron stairs had once been repaired

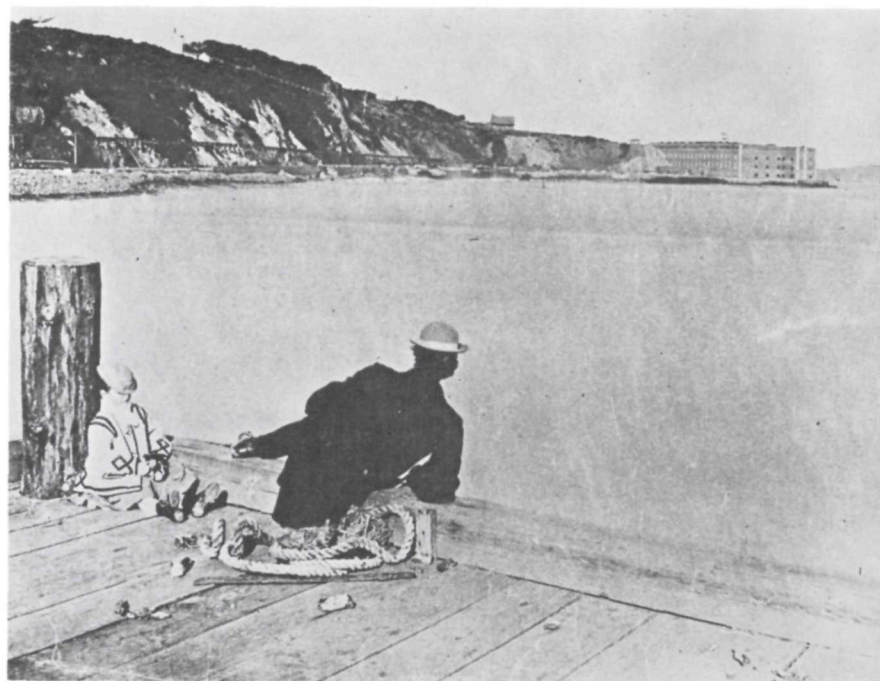
with concrete stringers but are again in poor condition. The top deck appears to leak very little. The lighthouse enclosure has substantially disintegrated and the wooden stairway enclosures are in poor condition. Some wood sash are still in good condition. The original granite courtyard is now concrete. The plaster in the second and third floor billet areas is in poor condition and some has fallen or flaked off the wall.

At the top of the adjoining hillside, three of the original seven brick magazines, completed in 1882, remain in good condition. The other magazines were buried in two separate filling operations. The traverses between the magazines are likewise buried, except for the wall of one. The brick tunnel and two rooms (command post for Battery East) off the tunnel remains in fair condition with the entrances boarded.

RECREATION

Recreational resources at Fort Point exist but are not developed, except for the access road along the seawall. The recreational use of the area is based upon the fact that the Presidio is an open post and visitors can come and go without interference. The seawall and Army pier furnish a convenient area from which the visitors can fish and crab. No picnicking or lunching facilities have been constructed and little use of the surrounding wooded areas and green slopes has been made.

The spectacular scenery at the site is an important attraction and feature—second only to the fort. A parking area adjoining the bridge toll plaza provides a sweeping view from the gate to San Francisco and across the bay. Views from the lower Fort Point area offer different perspectives and are equally awe-inspiring.



Factors Affecting Use

LEGAL FACTORS

The exact boundary will be located and marked by a later survey. Currently the following land uses within the proposed boundaries are authorized by the Secretary of the Army:

1. A permit granted October 27, 1930 and superseded by basic permit dated February 13, 1931, to the Golden Gate Bridge and Highway District for a right-of-way for the extension, maintenance, and operation of a State road across the Presidio of San Francisco Military Reservation. The permit grants aerial rights but not ground rights except for bridge supports and cable anchors.



Undated view of the galleries as seen from the second tier, northeast corner of the courtyard. Note, the decorative use of cannon, probably Spanish, at the entrance to the courtyard.

2. A lease dated July 26, 1967, in favor of the Fort Point Museum Association, a non-profit corporation, for Building No. 999, Old Fort Point, and 1.99 acres of land to use as a museum. The initial term is five years, renewable at the option of the lessee for successive 5-year

periods, not to exceed a 20-year term in all. Application for lease of additional land has been made by the Fort Point Museum Association.

3. A license granted to the Pacific Gas and Electric Company July 17, 1919 for a right-of-way for the construction, maintenance and operation of a natural gas pipeline distribution system on the Presidio, a portion of which crosses and serves the subject site, under an annually-renewable contract.

LAND STATUS

A military reservation first established by Spain in 1776, the Presidio of San Francisco today consists of approximately 1,460 acres of land, plus a strip of submerged lands extending 300 yards out into the bay from the high water line. Title was vested in the United States when it was formally ceded under the treaty of Guadalupe Hidalgo on February 4, 1848, which ended the war between the United States and Mexico. The Presidio land was withdrawn from Public Domain by Executive Order of November 6, 1850 for military purposes. The Presidio, including Fort Point and adjacent lands within its exterior boundaries, is currently under the jurisdiction of the Department of the Army.

Control now rests exclusively with the Secretary of the Army, who has legislative jurisdiction over all of the Presidio except where conditionally retroceded to the State of California for the Golden Gate Bridge and Highway District for bridge and approaches.

Building No. 999, Old Fort Point, and its immediate grounds comprise about two acres. Approximately 31 additional land acres are required to provide a well-integrated park unit. The adjacent submerged

land under Army control, approximately 63 acres, also should be included to assure protection.

CLIMATE

Like most of the northern Pacific Coast, the Golden Gate gets its most fog during the summer. Generally, these fogs are brought in from seaward by westerly winds about sundown and burn off about noon of the following day. In winter, morning or tule fogs frequently form over the lowlands of the central valley and the bay. During the summer the fog often drifts in only as far as the Golden Gate, leaving the remainder of the bay comparatively clear.

Westerly winds prevail in this section of the Pacific Coast throughout the greatest part of the year. In July and August, south-westerly winds prevail, while northerly winds are most prevalent during the months of December and January. Southerly gales are not infrequent in the winter. The wind normally attains its greatest and lowest velocity about 4:30 p.m. and 6:00 a.m., respectively.

The San Francisco Bay area has comparatively few storms. Except in the winter, very few low pressure areas move from the ocean across California; nearly all the storms enter the United States from the west, passing far north of central California.

For the visitor to Fort Point, the contrast between the wind, fog, and cooler temperature and the calm, clear, and warmer surroundings can be formidable.

The Presidio normally has a narrow temperature range throughout the year. Although rare extremes of 33° and 91° have been recorded in January and June, respectively, the average low is 49°, the average high 61°. Precipitation at the Presidio averages 20 inches.

SPECIAL CONDITIONS

Earthquakes

California earthquake history begins with a recorded entry in 1769 from San Diego; the first entry from the San Francisco Bay Area was 1808. Two major faults of the bay region, the San Andreas fault and the Hayward fault, have been the source of a thousand recorded earthquakes between 1850 and 1927. The 1906 earthquake, the greatest ever recorded on instruments, did only slight damage to the south wall of the fort. The danger of future quakes to the fort and to visitors cannot be ignored but does not seem cause for alarm.

Fire Hazard

There has been no history of fire at the fort. The building is masonry and fireproof, though the wooden doors, window frames, and floors would burn. The high bluffs above the fort, covered with a lush green cover, are a distinct fire problem during the dry late summer and fall.

Safety

The protection of the park staff and visitors within the fort is a special concern. The railings surrounding the courtyard are missing or are in a complete state of disrepair. Water leaks or condensation on the stone steps makes them extremely slippery. Anyone climbing on the slanting ramparts could easily fall.

The prime safety problem is protection from material which may fall from the Golden Gate Bridge directly above the fort. The Bridge District sandblasts the old paint from the bridge superstructure before repainting and the resulting debris floats downwind.

Outside the fort, the steep bluffs present another safety hazard, but trails and roads provide access without endangering the visitor. Warnings should be posted to remind the visitors of such a hazard.

Swift tides around the point create eddies and crashing waves; anyone falling into the water would be swept against the rocks and seawall. The U.S. Coast Guard Fort Point Station, a short distance to the east, aids boats in distress, recovers suicides from the bridge, and would handle any rescue operation more than a few feet away from the seawall.

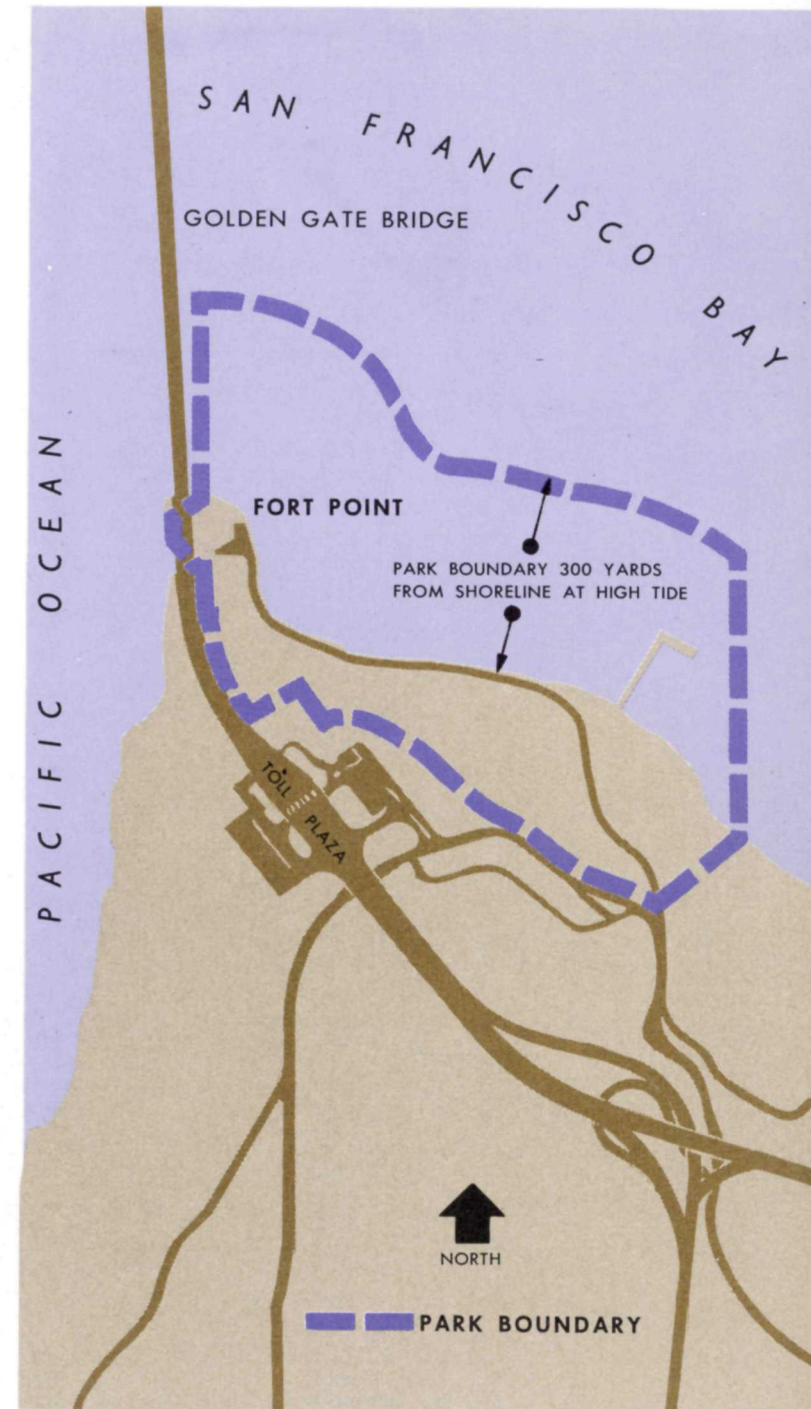
RESOURCE USE

Although leased by the Fort Point Museum Association, Fort Point is still owned by the United States Army. The Fort is locked and opened only for tours conducted by the Army or for special events conducted either by the Army or the Fort Point Museum Association. The grounds are patrolled regularly by the military police who have exclusive jurisdiction over the area and the entrance road off Lincoln Boulevard is locked at 9:00 p.m. each night.

The Golden Gate Bridge and Highway District land rights were acquired by permit which allows the District access to the south cable anchor or "deadman" of the bridge where heavy vehicles are stored in a garage. Consequently, heavy trucks and other equipment pass to and from the garage through the immediate fort area between the only entrance and the cliff, a space of some 40 to 50 feet.

At the east end of the proposed national historic site is an Army motor pool where trucks, jeeps, and small trailers are maintained and stored. Wooden storage sheds, offices, and single-story structures dot the area. A pier, no longer used, extends from this area into San Francisco Bay. The concrete surface is cracked but the pilings beneath are in fair condition; the pier is very popular with fishermen.

No special provisions have yet been made for other recreational facilities. Sightseeing, fishing, and crabbing are the only uses at the present time.



The Plan

LAND CLASSIFICATION

The classification of all land within the proposed Fort Point National Historic Site is Class VI-Historic.

LAND ACQUISITION

National Park Service acquisition of the Fort Point site will involve no funds, but rather a transfer of qualified control. Since the site is strategically located in an active military reservation, the installation mission could be seriously affected in case of emergency if the site were declared excess with no conditions attached. Accordingly, the Army expects legislation or supplementary agreements to include the following provisions:

1. A boundary survey and marking will be conducted by the National Park Service, the survey and its legal description to be approved by the Army.
2. In the event of a national emergency declared by the President of the United States or the Congress, control and use of the Fort Point site will revert to the Secretary of the Army; also, when such national emergency is officially declared ended, the area will be restored to the control of the Secretary of the Interior.
3. If the area within the site ceases to be used by the Department of the Interior for the purposes for which transferred, control would revert to the Army.
4. Army-owned utility, communication, and storm drainage systems, as well as a public utility-owned natural gas system, extend through the site to service the Presidio. Systems are also needed to service the Golden Gate Bridge and

Highway District and will be needed to operate the site after its transfer. The National Park Service will survey and map existing systems for their maintenance and repair.

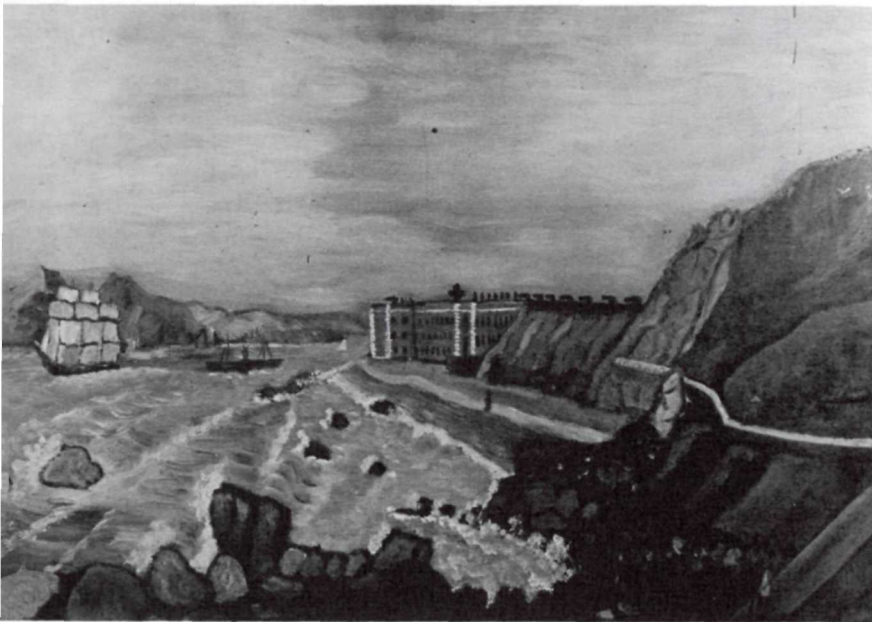
5. Army and Golden Gate Bridge and Highway District will be permitted to use existing and future roads in the site jointly with Department of the Interior.
6. Access to and from the proposed site by the Department of the Interior shall be from Lincoln Boulevard via Battery East Road and Long Avenue.
7. The National Park Service, at its own expense, will widen Long Avenue at those points specified by the Secretary of the Army and improve the intersections of Long Avenue with Lincoln Boulevard and Marine Drive to alleviate traffic hazards.

Since it would be cumbersome to define all the jurisdictional responsibilities in a bill, it is suggested that the bill specify a Memorandum of Understanding between the Secretary of Defense and the Secretary of the Interior detailing these and other particulars.

RESEARCH AND RESTORATION

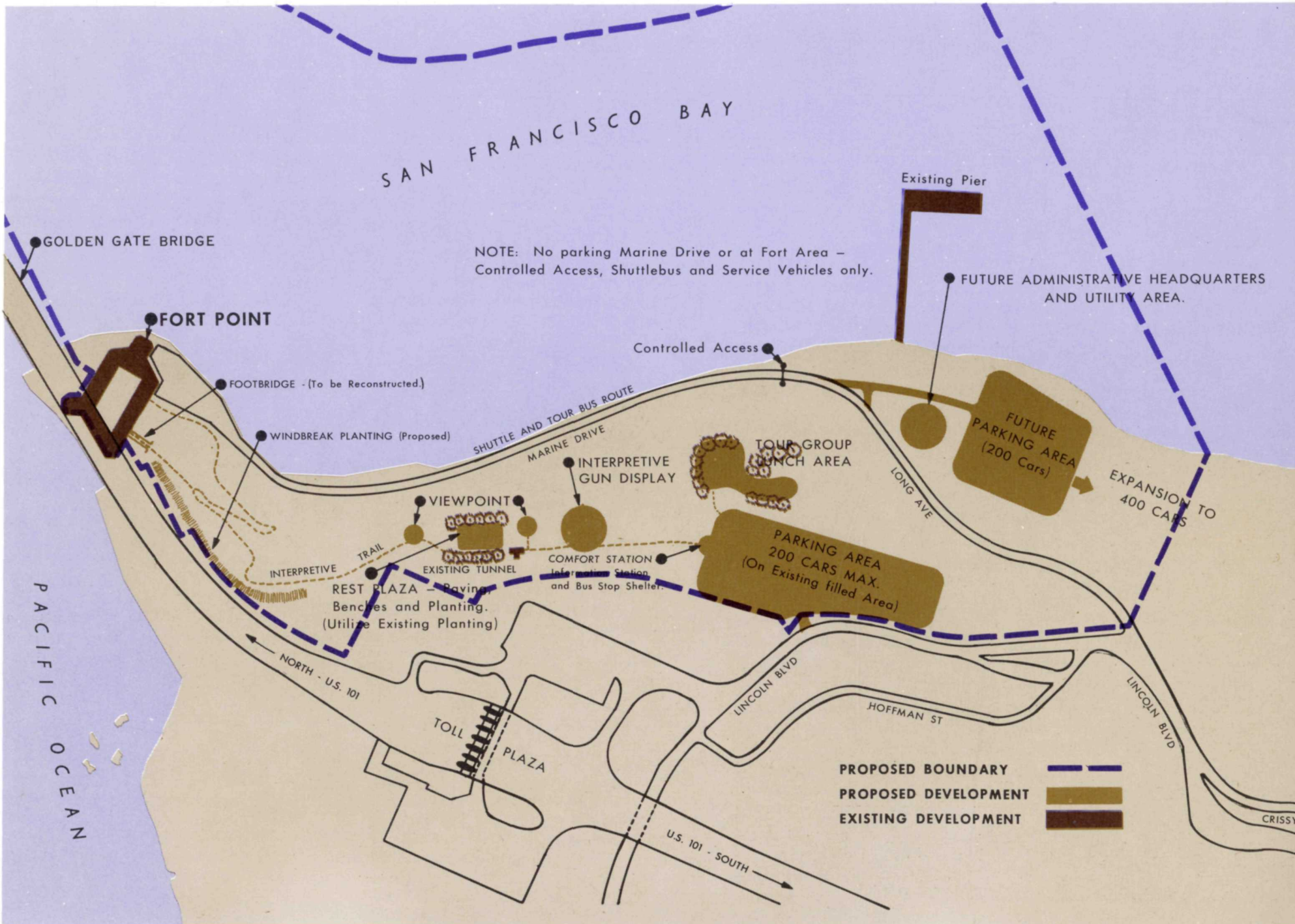
The previous National Survey report on Fort Point, as well as the history section of this report and the bibliography, indicate that considerable research on Fort Point by various parties has been accomplished. However, there is need for an Historical Research Management Plan, which would undoubtedly place high priority on a study of all available architectural data. Coincident with this should be a project for measured drawings of the existing structure. Though the National Archives has an extensive collection of Fort Point design drawings, the present structure reflects many deviations from them.

Fort Point and the Golden Gate (artist unknown)



OAKLAND MUSEUM

SAN FRANCISCO BAY



NOTE: No parking Marine Drive or at Fort Area - Controlled Access, Shuttlebus and Service Vehicles only.

Existing Pier

FUTURE ADMINISTRATIVE HEADQUARTERS AND UTILITY AREA.

FUTURE PARKING AREA (200 Cars)

EXPANSION TO 400 CARS

PARKING AREA 200 CARS MAX. (On Existing filled Area)

PROPOSED BOUNDARY
PROPOSED DEVELOPMENT
EXISTING DEVELOPMENT

PACIFIC OCEAN

CRISSY

Archeological investigation is limited because of the rock and concrete base of the fort. The ground immediately adjoining the landward side of the fort should be checked because its extensive fill may conceal items of architectural interest. Although archeological check of the magazine area and the site of Battery East might be revealing, the bulk of the hillside area has been so mangled by construction activity that little that is historically contemporary could have survived.

There will, of course, be need for the standard Historic Structures reports. However, the following summary of essential minimum restoration requirements has been provided by the Branch of Restoration, Office of Archeology & Historic Preservation.

1. Arrest deterioration of all decorative as well as structural iron work, including columns supporting balconies.
2. Replace missing and deteriorated iron railings at open corridors and at edge of floors.
3. Replace missing floors at first level.
4. Reconstruct brick arch of second tier corridor over Sally Port and elsewhere where failure is indicated.
5. Replace two flights of metal stairway from first to third tier.
6. Remove masonry and other late period closures of openings at all levels.
7. Restore two gun rooms and accessories on each level of casements.
8. Repair masonry work where failure is evident.
9. Reconstruct iron trusses and roof over third tier corridor.
10. Reconstruct railing and walkway at barbette level.
11. Restore room interiors as required for interpretation or administrative use.
12. Remove evidence of late-period (post 1893) construction and restore original features as research and funds permit.

13. Recondition and repair doors, gates, and hardware at Sally Port.
14. Reconstruct pedestrian bridge from bluff to roof or barbette tier of fort.
15. Reconstruct lighthouse structure.
16. Restore historic structures over stairways at barbette tier level.
17. Install electric distribution system in areas accessible to visitors and for protection and operation.
18. Provide heating facilities where required.
19. Install sanitary sewer system and toilet facilities for visitors and administration.
20. Paint all interior and exterior wood and metal surfaces.
21. Install facilities and furnishings necessary for administration and visitor use.
22. Rehabilitate Battery E magazines and restore traverses.
23. Restore Battery E tunnel and adjoining command post rooms.

Though these projects are far short of total restoration, their completion will stabilize elements of the fort now badly deteriorating which threaten safety as well as the integrity of the structure and restore those elements vital to effective interpretation. Such a restoration program would provide a good operational framework for the historic site.

A long-range program, while probably never achieving the dubious goal of total interior or exterior restoration, would provide for: pointing up all masonry work; courtyard granite paving; additional armament; repair and waterproofing of capping and paving at barbette; reconstruction of shot furnaces, shops, and forges; and replacement of all iron work that is beyond conserving, such as embrasures, cannon mounts, balcony columns, and facias.

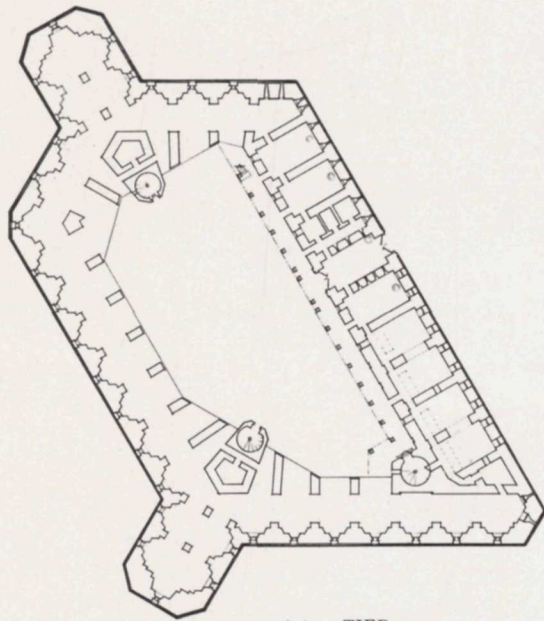
GENERAL DEVELOPMENT

Apart from the rehabilitation and restoration of the Fort Point main historic structure for interpretive and administrative purposes, the immediate needs will include construction of a sizeable parking area at Lincoln Avenue; the widening of Long Avenue and new grading and surfacing of Marine Drive; a foot-trail from the parking area to the fort entrance; a group lunching area; a small structure at the upper parking area to be used as a ranger station and bus shelter for visitors; seawall and slope stabilization; utility connections; clean-up, landscaping, and signs and markers. Long-term development of the east beach area, now used by the Army, will include a second sizeable parking area, another small visitor facility (possibly combined with park headquarters), and maintenance facilities. Also, the seawall stabilization will be completed and the pier rehabilitated.

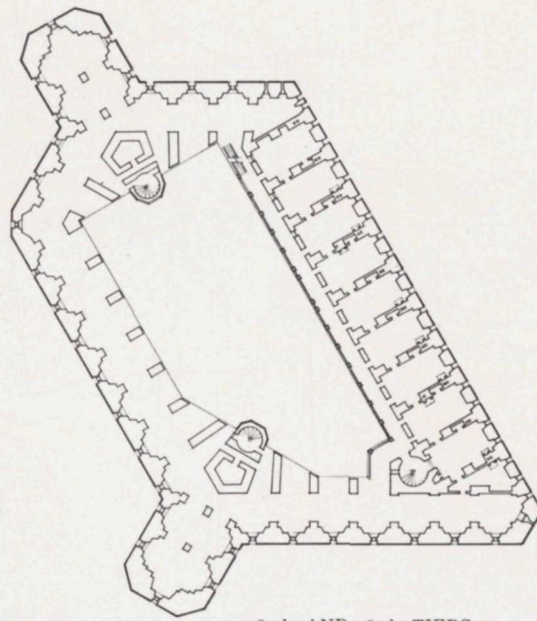
While the climate is usually mild and pleasant, there are frequent periods of fog, rain, wind, and chilliness. Most of the area is steep hillside, while two acres of the flat bayshore are occupied by the fort. New development must be confined to the hilltop, including some two acres of fill, and the east three acres of bayshore flatland now occupied by military installations. These level areas are both approximately 2,300 feet by walking distance from the Sally Port entrance.

The average visitors are expected to spend about 1 hour at the fort and will be anxious to move on to other attractions; their interest in hiking, particularly uphill, will be limited and they will arrive in great numbers, perhaps thousands daily, necessitating construction of sizeable parking areas for autos and buses on the two flat areas (hillside and beach) and the provision of shuttle buses to transport the bulk of visitors

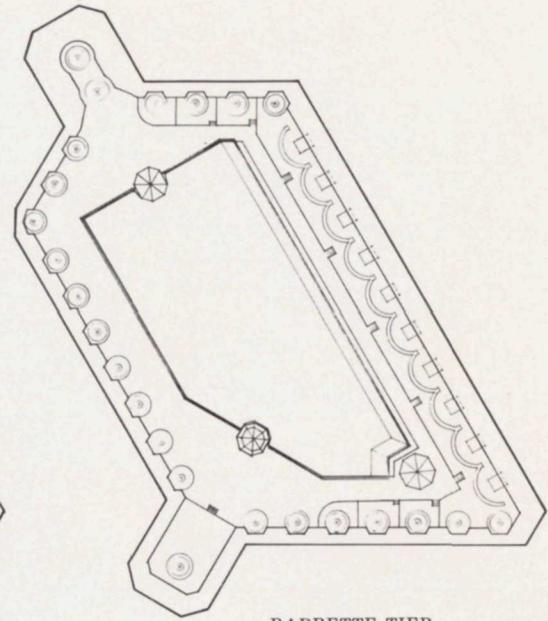




1st TIER



2nd AND 3rd TIERS



BARBETTE TIER



FLOOR PLANS
 FOR PROPOSED
 FORT POINT
 NATIONAL HISTORIC SITE

to and from the fort. The use of other forms of visitor transportation, such as a funicular system, appears impractical because of irregular topography, though these will be explored as an alternative.

The upper area will be the initial development point. The lower area will be developed when the space is relinquished by the Army and visitor needs are expanded.

Both parking areas will accommodate up to 200 cars each; the lower parking area can be expanded to twice this size if necessary. Shuttle buses will operate continuously between the fort and the two parking lots so visitors optionally may ride both ways.

Trails will be maintained for those who wish to walk. From the lower lot no new trail is needed, as the path would follow the top of the seawall—the outer edge of the existing Marine Drive. Such a stroll would not be hazardous because all traffic would be precluded except for shuttle buses and administrative vehicles.

From the upper parking area a new trail would be constructed to descend the hill to the flat area adjoining the ramparts or top level of the fort, then descend further by a winding route to the Sally Port—the only visitor entrance. Those returning on foot to the upper parking area could use the reconstructed foot bridge from the fort ramparts, which would be one-way leaving the fort and controlled by a sign or a turnstile.

The trail from the upper area will have several features; since interpretation will be stressed, this is called the "Interpretive Trail." Several selected points with superb views of the Golden Gate will have benches and descriptive signs. An excavated area until recently in use as a pistol range can be converted to a landscaped rest plaza. Historic features along this trail are the

remains of magazines, traverses, and tunnels relating to the fortification scheme of the 1870's and 1880's. There will be wind-break planting adjacent to the Golden Gate Bridge abutment; other landscaping will be minimal.

Marine Drive will require new grading and surfacing. Some slope stabilization will be necessary on the hillside above it. The only new road construction required is the widening of Long Avenue between Marine Drive and Lincoln Avenue, which is part of the Presidio but outside the proposed park.

The century-old, cut-granite block seawall around the fort appears to be structurally sound. East of the point where the granite wall ends, the seawall is composed of rubble masonry. The battering of this wall by waves has created some weaknesses which will jeopardize Marine Drive in time unless corrected by reconstruction. It is understood that the San Francisco Office, Corps of Engineers, will cooperate on such a project in an advisory capacity, and possibly in financial aid as authorized by the Rivers and Harbors Act of 1946, amended for shoreline protection by Public Law 87-874 of 1962.

The reinforced concrete pier, no longer used by the Army, may be useful eventually as a dock for private and tour boats. The pier, in fair condition, is also subjected to the stress and strain of constant battering by sea waves. In time it will require resurfacing and replacement of some structural elements. Small boats will find the dock level of the pier too high and will need a float.

Just below the upper parking area is a fine grove of eucalyptus trees which, with the magnificent view, makes an ideal lunch area. Though it could not withstand the impact of the thousands who would wish to

picnic there if it were open to all, it would be appropriate as a lunch area for tour groups—especially schools—by special permit. Andrews Road, leading to the lunching area from Long Avenue, would be retained for administrative use only. Access to the tour group lunching area by authorized groups would be by foot trail from the parking area.

At the upper parking area a small visitor facility structure is required as a comfort station, an information desk, a shelter for inclement weather, and a ranger station to facilitate patrols and control use of the lunch area and parking through radio contact.

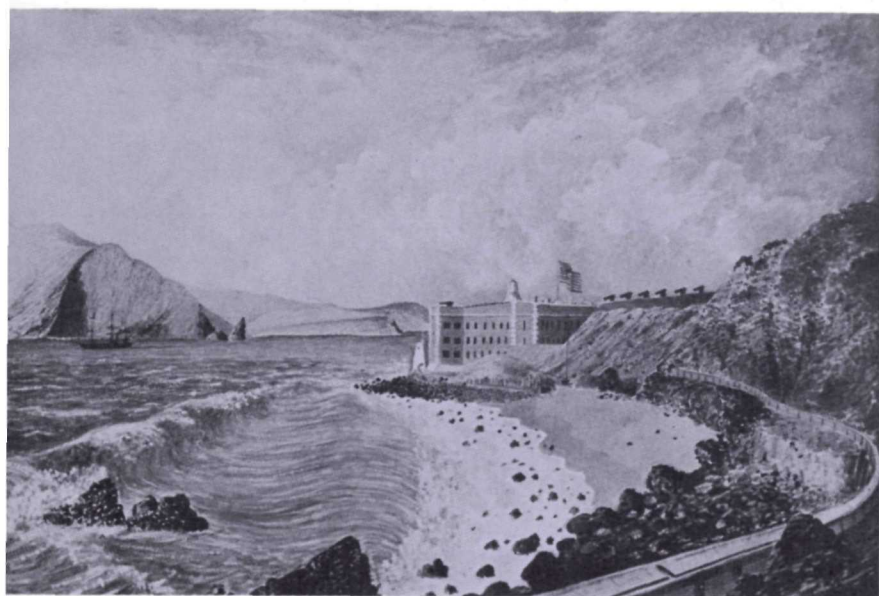
Fort utility connections are already installed. Gas, telephone, water, sewage, and power lines in the east area, now in Army use, are severed outside the walls of the fort. No unusual difficulties are foreseen in making required utility connections to operate the fort.

In the future, when the east bayshore or beach becomes available, some improvements other than the parking area may be required. These would consist, principally, of a small visitor facility, similar to that at the upper area, which can be expanded to a larger structure if experience indicates the need for a park administrative facility outside the fort itself. Ultimately, a structure for maintenance use may be required. These facilities could be entirely new or adaptations of existing Army structures which become surplus.

INTERPRETATION & VISITOR USE

Visitor Demand

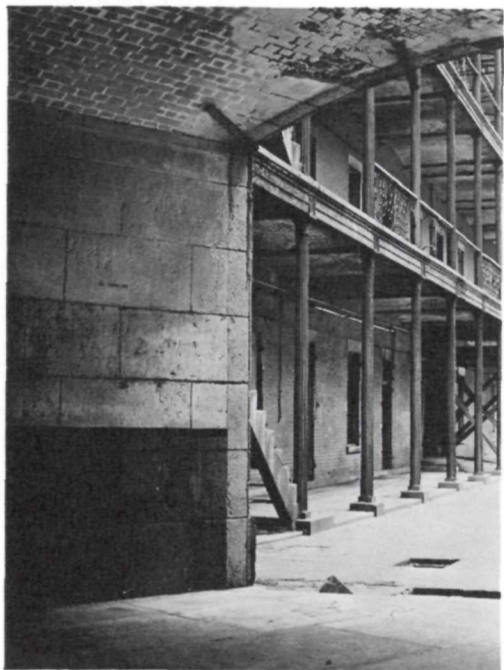
Visitation will fluctuate widely according to weather, season, and time of day. While the weather is often ideal, periods of fog, rain, and chilliness will affect attendance during all seasons. Although the Bay Area attracts more summer visitors because of



OAKLAND MUSEUM

Fort Point and the Golden Gate by Peter Tofft

Rusty cast iron columns, still sturdily support the galleries on the south wall, but iron railings on the second, third and fourth tiers will have to be replaced.



6TH U.S. ARMY

school vacations, conventioners and others visit San Francisco the year round. There is no really definable visitor season; a beautiful Sunday in January might bring visitors in greater numbers than any cold windy day in July. The fort should probably be open through daylight hours of every season.

The optimum visitor capacity of the fort, based on floor and stair space and actual observation of special groups, would be 1,200 visitors per hour. For the first year attendance is expected not to exceed 450,000; eventually over 617,000 per year can be anticipated.

Duration of Visits

By random strolling it takes about one hour to see the major features of the fort in its present condition. Special guided tours conducted by the Public Information Office at the Presidio also require an hour. The proposed National Park Service orientation and exhibit features might add to the length of stay but this, presumably, will be counterbalanced by a streamlined self-guiding tour.

The distance to the parking areas will add some time to the visit. A walk from either parking area, stopping to look at the scenery, would take at least 20 minutes, or 40 minutes round trip. A one-way shuttle service trip should not exceed 10 minutes, including a brief wait, or 20 minutes round trip. Thus an average visitor will stay in the area about 1½ hours.

If the fort were open during periods of peak demand for 12 hours per day and the parking areas were hypothetically filled for those 12 hours, eight complete visitor cycles could be made. Thus, if the 400 spaces planned accommodate their maximum with 3.5 people per car, approximately 11,200 people could be accommodated. This does not include buses or cruise boats and is necessarily hypothetical. Actually, a daily aver-

age of 1,260 people would fulfill the estimate of 450,000 for the first year of operation.

Shuttle Service

The shuttle route would originate at the upper parking area information station, proceed down Lincoln Boulevard, turn on Long Avenue and stop for other passengers at the lower parking area, proceed along Marine Drive to the Sally Port entrance of the fort, then retrace its route.

Interpretation

During the period of restoration of the fort, visitor services and interpretation necessarily will be limited. However, the actual work of restoration will fascinate visitors and this aspect of Park Service management should be open to the public and include temporary exhibits. The guard room, just to the left inside the Sally Port entrance, could well serve as an orientation center and fee collection point.

For interpretive purposes, the interior of the fort need not be totally restored; rather, selected quarters, offices, gun rooms, the lighthouse and other features would be restored, leaving much of the space open and simply stabilized for preservation.

Permanent exhibits could be housed in the rooms on the first floor. Here, separate alcoves or rooms could cover various sub-theme portions of the interpretive story. For example, the Spanish Presidio, the Mexican Period, the Civil War in the West, comparative military fortifications and the construction of Fort Point are all themes that lend themselves to treatment in separate rooms or alcoves.

In addition to the orientation room and exhibit spaces, several rooms would make excellent furnished restorations. Among these are the cell block and a reconstructed office of the period. At least two cannon should be mounted at ground level so that

elderly and handicapped people can see a cannon display. The second floor could have a reconstructed officers' quarters, officers' dining area, and two guns mounted in position offering a different view than those on the first floor. The third floor would be similar to the second floor, but with enlisted billets instead of officers' quarters. The Barbette Tier or ramparts need a row of cannon to recreate the historic scene and to provide a "climax" interpretive point. It is suggested that the nine traverses facing downtown San Francisco be restored.

Additional interpretive services might include military publications, demonstrations, controlled cannon firing, Army special events, flag raisings and, of course, guided tours for special groups.

The fort would normally be interpreted by a self-guiding tour. Although theoretically the visitor could move through the fort at his own leisurely pace, the presence of waiting lines on busy days will act as an incentive to keep moving.

The interpretive trail with the three magazines, Battery East traverses, the tunnel and command post complex, and a wayside rest plaza will provide additional on-site interpretation for those walking to and from the fort. Also, Marine Drive might have interpretive devices relating to history and the impressive natural features, including tides and wave actions.

Recreation

A lunching facility for organized groups has been planned. Fishing from the seawall and the Army Pier is a popular established use and there is no objection to its continuation; fishermen may park in the parking lots and either walk or take the shuttle to the seawall and pier. San Franciscans and visitors to the area are energetic hikers; 36,256 sightseers walked across the Golden Gate Bridge in 1967.

MANAGEMENT

In accordance with Departmental policy, there will probably be an admission fee to the fort, collected at the Sally Port entrance. Also, there will be bus fare on the shuttle buses, assuming they will be concessioner-operated.

Staffing will be based on the need to keep the historic site open seven days a week. Possibly two or three employees could be housed in Army buildings in the Presidio, by agreement with the Army; otherwise employees would live in the community. The durable character of the fort within a well-guarded Army post minimizes the need for 24-hour guard protection.

Initially, administrative offices will be within the fort, as unobtrusive as possible. Later, when the east end of the proposed area becomes available, administrative offices could be in one of the buildings on this site that the Army might declare surplus. Eventually, if a new Service administrative structure is required it should be of modest proportions.

Since ample space is available in the fort structure, its routine maintenance operations could probably be there without interfering with visitors. However, automotive, landscaping, and other heavy equipment will require storage elsewhere. This also can be provided only in the east area when surplus buildings become available. Perhaps the administrative and maintenance facility can be combined in one structure, well screened from visitors.

MAINTENANCE AND PROTECTION

A program of continuous preservation and protection of the fort is needed, for destructive elements are constantly at work on the structure. Maintenance is of course a continuing duty of an Army installation, and any such activity could be woven into the

interpretation of the fort. Modern synthetics such as fiberglass and plastic could be used to some extent to keep material as well as maintenance costs to a minimum.

There are some 3,000 feet of interior roadway in the proposed area. Rather than attempt to have a self-contained road maintenance operation, it is anticipated that the Service will want to arrange for others to do the work, by private contract or, preferably, a working agreement with the Army. Trails and general landscaping will be a Service responsibility.

Because of the potential fire problem in the wooded area during dry spells, it is suggested a cooperative agreement with the Presidio Fire Department be arranged to make available the maximum fire suppression equipment in the shortest possible time in case of fire.

Before the fort can be opened to the public, basic safety measures must be taken, including installing railings in any area open to the public, lighting stairwells, repairing hazardous brick work, and closing off open areas on the ramparts directly under the bridge. An agreement with the bridge authority to provide a safety net under that portion of the bridge that overlaps the fort should be explored.

Because of the possibility of earthquakes and seismic tidal waves, however remote, a plan should be devised for evacuation from the structure. The exit foot bridge from the roof level to the adjoining hill would be a key factor in such an evacuation. Life-saving gear near the fort is needed to assist in water rescue operations.

The need for vigilance to ensure visitor safety within the walls of the old fort is obvious. There will be need also for periodic ranger patrols of the outer areas to assist visitors and safeguard against hazards related to roads, trails, seawall, and wooded slopes.

Special Considerations

MANAGEMENT TRANSITION

Passage of a bill to create Fort Point National Historic Site, if enacted, will not automatically make the area operable. The Service will not be able to open it until funds are available for staffing, utilities are connected, minimum parking is provided, and sufficient restoration and stabilization



have been accomplished to make it reasonably safe for visitors. Accordingly, the Army and the Fort Point Museum Association should continue to operate the area for special tour groups as they have been doing until, by mutual agreement, a time is designated when the National Park Service can accommodate fort visitors effectively and safely.

FORT POINT MUSEUM ASSOCIATION

Aside from its interim role in safeguarding the welfare of old Fort Point, the Fort Point Museum Association will have a constructive role to play in the future, assuming National Park Service management is authorized. It would continue its advisory and supporting role and assume other responsibilities of a park cooperating association, if it so desired. As a non-profit organization for educational purposes, it could handle the sale of approved items to visitors, with proceeds going to benefit Fort Point.

Priority of Needs

The following sequence of priorities is scheduled to develop and manage the historic site as may be required by enabling legislation and in accord with National Park Service policies:

PHASE I – Planning Phase

These are all interrelated and interdependent. After the enabling legislation which authorizes the park, the Service must:

1. Initiate the required cooperative agreement with the Army.
2. Provide for a programmed transition from limited Army operation to public. It is anticipated the U.S. Army and the Fort Point Museum Association would continue their current agreement until such time as the Service has appropriated funds to operate the historic site and, also, sufficient funds to make minimum improvements required for public safety.

3. Program funds for operation.
4. Provide initial staffing for planning and interim park operations.
5. Prepare various "Action Plans" including the Historic Structures Reports, Parts I and II; research programming; an interpretive prospectus; and a safety plan.

PHASE II – Development Plan

This is the construction period during which basic rehabilitation, restoration, and development is undertaken. Before this phase can actually begin, all the "Action Plans" must be completed. The Service, by this time, will have the full responsibility of operating the park and will require increased staffing to accommodate the influx of visitors.

PHASE III – Operational Phase

The park will be in full operation with basic restoration and rehabilitation underway or completed, exhibits in place, and a full interpretive program. It is very important that a program of continual preservation and maintenance be developed. Adjustments in the various cooperative agreements may be needed by this time. To the extent that funds permit, there will be additional restoration of the main fort structure.

Cover and title page painting: Detail from *Fort Point and the Golden Gate* by Peter Tofft. Courtesy Oakland Museum, (loaned by Jack B. and Merna O. Holmes); full painting appears on page 22.

Painting, page 7: *Meigg's Wharf, 1866* attributed to T. Millies. Courtesy Oakland Museum, loaned by M. H. de Young Museum (gift of Edward Wenzel).

Painting, page 16: *Fort Point and the Golden Gate* (artist unknown). Courtesy Oakland Museum (loaned by Harry Packard.)



