

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
RECEIVED MAR 4 1981
DATE ENTERED 4-15-81

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

1 NAME

HISTORIC Steamship Tennessee Remains

AND/OR COMMON

Shipwreck of the S.S. Tennessee Site and Archaeological Remains

2 LOCATION

STREET & NUMBER Golden Gate National Recreation Area, [REDACTED]

CITY, TOWN

Not Applicable

VICINITY OF

Mill Valley

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

~~Sixth~~ 5th

STATE

California

CODE

06

COUNTY

Marin

CODE

041

3 CLASSIFICATION

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

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)

National Park Service, Western Regional Office

STREET & NUMBER

450 Golden Gate Avenue, Box 36063

CITY, TOWN

San Francisco VICINITY OF

STATE

California 94102

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Property Office, Golden Gate National Recreation Area

STREET & NUMBER

Building 201, Fort Mason

CITY, TOWN

San Francisco

STATE

California 94123

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Shipwrecks Survey

DATE

1952-1980

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

National Maritime Museum at San Francisco, Foot of Polk Street

CITY, TOWN

San Francisco

STATE California 94123

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input checked="" type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input checked="" type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

[REDACTED]:
[REDACTED], formerly known as [REDACTED] of the S.S. Tennessee in 1853, The cove, which is located on the Pacific shoreline of Marin County, is approximately [REDACTED] in Marin County. The cove is a small, irregular shaped inlet with a narrow, shallow beach surrounded on both sides by high, rocky cliffs. The beach is shallow, with a sharp drop to the ocean floor some five hundred feet offshore. The resultant shelf, or submerged beach, is eighteen feet deep. Originally, [REDACTED]

S.S. Tennessee:

The S.S. Tennessee, built in 1848, was a wooden hulled side wheel steamer with two decks, three masts, a round stern and billet head. Registered at 1,275 1/95 tons, her dimensions were as follows: 211 feet 10 inches by 35 feet 8 inches by 22 feet; draft 12 feet. She had a steam side-lever (commonly called a "grasshopper") engine. The diameter of the paddlewheels was 31 feet. According to one source, "the Tennessee had sharp ends but full amidships with bottom inclining to be flat, making her draft light and securing less variation between light and loaded. Built with accommodations for 200 passengers, but enlarged in 1849 to carry 200 cabin and 350 steerage passengers."

Steam Side-Lever Engine:

Side-lever engines were basically simple, easily repaired machines. One description states "they were crude, heavy, cranky primitive steam plants, known as "side-lever" or "grasshopper" engines. The name, which was not particularly poetic, was a pragmatic description of the manner in which they worked. They consisted, basically, of a large steam cylinder which rocked a long heavy pair of levers on each side at the bottom of the cylinder in an up-and-down motion and those crude levers, in turn, were attached to large connecting rods that, again in turn, transferred the reciprocating, up-and-down motion to a main crankshaft, where it was transformed into a circular motion that directly turned the paddlewheels... The priceless character of the remarkable grasshopper engines was the fact that they could absorb a tremendous amount of abuse and continue running year after year." The engine of the Tennessee was manufactured by the Novelty Iron Works of New York; the diameter of the cylinder was 6 feet 3 inches, the length of the stroke was 8 feet. The nominal horsepower was 239.

Archaeological Remains of the S.S. Tennessee:

Without excavation of the beach, it is impossible to completely assess the extent of the remains of the Tennessee. It should be assumed that the engine, which appears to have broken into a few large pieces, the boiler, pumps, fastenings, tools, gear, and other miscellaneous machinery, would lie buried in the sand of the beach, where it would have settled through the years. There is a possibility of some wooden remains of the hull, particularly where the wood would have contacted any copper sheathing on the hull.

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At various times during the past fifteen years, at least one major structural component of the Tennessee's engine has been uncovered by the shifting sand of the beach. This is the crosshead of the engine and two connecting rods that are still attached to it. This piece was observed and photographed prior to 1975 by San Francisco Maritime Museum Curator Harlan Soeten and was also observed in 1975 by National Park Service Ranger/Historian John Martini.

During the preparation of this form in August of 1980, National Park Service archaeologists visited [REDACTED]. The crosshead was observed partially uncovered. The condition of the cast iron was excellent, with no evidence of extensive corrosion or any deterioration. The piece was photographed, measured, and drawn, the results of which are appended to this nomination. Nearby, three large drifts, or bolts, were found in the sand that may have been boiler stays. The National Park Service is contemplating a future site survey with metal detection devices to map the buried metal pieces both on the beach and immediately offshore in the tidal zone. If the condition of the crosshead is any indication, the metal work should be in good shape and capable of preservation.

Until excavation of the site, which is not likely in the near future, the extent of the resource is not fully known. However, it must be assumed that most of the buried remains of the Tennessee are lying where they were deposited on March 9, 1853 and have not been impacted by excavation with the exception of the occasional exposure of the crosshead during heavy surf conditions. The site, therefore, is a potential source for a more concise and detailed knowledge of the steam vessels of the early Nineteenth Century and their engines.

8 SIGNIFICANCE

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

SPECIFIC DATES 1848-1853

BUILDER/ARCHITECT William H. Webb/Novelty Iron Works

STATEMENT OF SIGNIFICANCE

The steam ship Tennessee wrecked in what is now known as [REDACTED] in Marin County on March 6, 1853, during the California Gold Rush, was one of the pioneer vessels to initiate passenger service between Panama and San Francisco and as such served an important role in the development of San Francisco and California. Within her hold, the Tennessee carried mail, cargo, and passengers important to the development of the City of San Francisco and the State of California. As such, she may possess Regional Significance in the area of Transportation. As the last known remains, and most intact, of one of the pioneer steam vessels involved in the development of the West Coast, she may possess National Significance in the area of Transportation and Commerce. Her intact steam "grasshopper" engine, which the available evidence indicates lies buried in the sand of [REDACTED], which has protected it since March 9, 1853, may be of National Significance in the area of Technology as one of the earliest surviving pioneer steam engines in an unaltered state. In addition, the remains of the vessel, her machinery, cargo and other associated artifacts may be of at least Regional Significance in the area of Historical Archaeology. The Tennessee, because of her important role in the California Gold Rush, may also be of Regional Historical Significance.

This nomination is submitted [REDACTED] to document the known remains of the S.S. Tennessee and to assess the significance of the ship, her engine, and their remains, which lie buried under [REDACTED] at the shoreline of [REDACTED]. Due to the shifting high tide mark, and the lack of detailed knowledge of the extent of the buried remains below the high tide mark, jurisdiction for this cultural resource currently rests between the National Park Service and the State of California.

The above statement is based on the more detailed history which follows.

HISTORICAL STATEMENT:

Gold was discovered in California in January of 1848, beginning the great California Gold Rush. News of the California gold discovery swept through most of the civilized world within a few months, and soon thousands of eager fortune seekers, or the "new argonauts," as they styled themselves, began to book passage on any available vessel for the ocean voyage to the western shore of the American continent. Their destination was San Francisco, the gateway to the California gold fields.

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There were basically two sea-going routes to San Francisco. One was the long trip, usually lasting several months, around South America, or "round the horn," to California. The other route, and the one most frequently favored by American gold seekers, was the Panama route. The Panama route was both dangerous and uncertain in the early days of the gold rush. Passengers would disembark on the Caribbean shore, at the small town of Chagres. Here, the often unsuspecting argonauts would rent a mule or bungo (a small, barge-like craft capable of navigating the swamps of the route) and make their way overland, across the Isthmus of Panama, to the Pacific shore. There, in Panama City, they would wait, often times for months, the arrival of a California bound ship. The fevers and humid climate of Panama City, as well as the impatience to be off digging for gold made the argonauts more than eager to pay any price for the trip to San Francisco. As a result, exorbitant prices were often asked, and paid, for the passage.

These conditions did not last for long. By 1849 regular passenger service between Panama and San Francisco was being offered by a few steamship companies. One of the foremost of these companies was the Pacific Mail Steamship Company. The days of unruly pandemonium in Panama City were gone, replaced with somewhat efficient vessels with fixed rates and reliable schedules.

The S.S. Tennessee, a large steam driven vessel of 1,275 tons, was purchased by the Pacific Mail Steamship Company in October of 1849, which "urgently needed more steamers to take care of the gold rush traffic." The Tennessee was a fairly new ship; built in New York by William H. Webb for the New York and Savannah Steam Navigation Company, she was launched on October 25, 1848. Built for the passenger run between New York and Savannah, the Tennessee made alternate departures with her running mate, the Cherokee. First sailing from New York on March 22, 1849, the Tennessee served the Savannah-New York line until October of 1849, when the one-year old vessel was sold to the Pacific Mail Steamship Line for \$200,000.

Sailing from New York, the Tennessee beat her way around the horn to arrive in Panama on March 12, 1850. Her arrival was greeted with great enthusiasm by the local press, and the Panama Echo reported:

.....This great leviathan of the Pacific came careening up in majestic style, towards the anchorage of the bay of Panama, and as she neared the place of mooring, the batture was lined with smiling countenances and sparkling eyes and stalwart arms, all ready to join in the loud huzza--hail, all hail; the welcome of the glorious ship, old Tennessee--and the chorus of that beautiful melody

 Away down in Tennessee,
 A li, e li, u li, e,..."

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was instantly on the lips of the gratified concourse who were assembled to witness the ship's swanlike approach to the harbor.

While built with accommodations for 200 passengers, the Tennessee had been modified by her new owners to carry five hundred and fifty one passengers. She arrived in San Francisco for the first time on April 14, 1850, with five hundred and fifty one passengers--at that time the largest number carried by a single ship! She soon became on eof the most popular vessels on the San Francisco-Panama route. In addition to carrying passengers and odd cargo, the Tennessee, like her sister vessels in the P.M.S.S. Company, carried the United States Mail to and from San Francisco.

The Tennessee's arrival in the P.M.S.S.C. fleet instituted a change in the sailing schedule of the steamers. "Beginning with the sailing of the Tennessee on July 15, 1850, from San Francisco, a steamer departed on the first and fifteenth of each month." This schedule started a San Francisco custom of "steamer days," upon which the merchants and banks would settle their accounts and outstanding debts for posting on the outgoing steamer. The "steamer days" custom persisted until the close of the nineteenth century.

Passage on the Tennessee was expensive as she was one of the faster steamers in service. A berth in a stateroom cost \$300, with open berths in the cabin costing \$175 and steerage berths at \$100. The food served on board was said to be among the best served on the Pacific steamers. As one Tennessee passenger recorded:

Is not a monopoly worth having? Well can they afford to give us chickens, Turkey, Goose, Duck, Beef, Pork, Lamb & Kid all fresh, Beef, Ham, Pork & Fish salted, Rasins (sic) Prunes, Almonds, Filberts, Preserves, Tea, Coffee, Loaf sugar, Pies, Puddings, Cakes, Cheese, Butter, Sardines, Green Peas, Green Corn, Green Beans, Pickles, Oranges, Bananas, Hot Cakes, Honey, Jamés, Buckwheats, Eggs, Omelets, &c, &c. Well can they afford us the luxuries of the table, they are well paid, and I dont (sic) complain of our living, it is good enough and too good.

A surviving menu for the "Steam Ship Tennessee" for December 21, 1850, lists "vegetable soup, Pickle Salmon, Corned Beef, Ham Pork, Fricasee Chicken Curry & Rice, Bake (sic) Macaroni Stewed Kidney, Pork Chops Tomatoes Sause (sic), Fowls, Beef, Pork, Heart, Pigs Head, Potatoes, Beans, Corn, Sweet Potatoes, Beets, Boiled Rice Pudding, Rhubarb Pies, Cherries Tarts, Pine Apples, Bananas, Prunes, Almonds." Indeed the passengers of the Tennessee ate well. A passenger on the steamer Panama complained that "a cow that had died a natural death in the morning was served at the cabin table on the afternoon of the same day, that

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the biscuits were full of worms, some being as much as an inch long, and that musty flour was used for making bread, the good flour being saved for sale in San Francisco." The Tennessee, it seems, was a cut above her contemporary steamships in comfort and luxury. One passenger reported that a faro bank was open in a cabin of the Tennessee every night.

A quick scan of the passenger lists of the Tennessee finds many prominent California pioneers: Hiram Tubbs, one of the founders of the Tubbs Cordage Company, pioneer rope making firm on the West Coast, Thomas Butler King, Collector of the Port of San Francisco, Don Juan Temple and Francis Mellus (of the pioneer merchant firm of Mellus and Howard), and many others booked passage on the Tennessee.

The Tennessee also carried a great amount of cargo. On her voyage from Panama in August, 1850, she carried "97 cases of machinery, 1 case of jewelry, and several packages...." On her voyage of September, 1850, she carried "several hundred packages of unidentified merchandise for San Francisco merchants, coin in amount of \$2000 for A. Drouillard and 113 bags of mail." In July of 1851, the Tennessee carried some eight tons of mail, being the "largest amount ever brought to San Francisco by one vessel" at that time. On one voyage, the Tennessee left San Francisco with \$550,000 in "treasure." In addition, the Tennessee was also capable of carrying livestock. "In 1853, a stir was created on the streets of San Francisco when Burnham and Marnn, butchers, decorated the cattle which had been purchased for the Tennessee and marched them to the ship through the streets to the lively music of fife and drum. The Pacific Mail was accused of doing this as an advertisement, but the butchers claimed the idea and execution as their own."

The Tennessee's eventful (and somewhat colorful) career was terminated on March 6, 1853, when she was wrecked. According to one account:

On the morning of March 6, 1853, at about nine O'Clock, the Pacific Mail steamer Tennessee was cautiously threading through a dense fog, seeking to grope its way into San Francisco Bay. There were some six hundred passengers aboard, and all of them--even the hundred or so women and children--were up and dressed, with belongings packed, eagerly awaiting arrival. It was the end of a long journey....Despite the cold gray morning, many of the male passengers were out on deck, pacing up and down trying to glimpse through the fog the land they knew was only a few miles distant, and grumbling a bit at the delay....Suddenly the big ship lurched and rolled, as if seized by monstrous hands and shaken, and then with a mighty shudder, came to a grinding stop.

According to the San Francisco Alta California of March 7, 1853, the Tennessee went aground some [REDACTED] at 9:30 A.M.

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Fortunately, disaster was averted by the calm action of the crew, who restored order. When the fog lifted, the shore of the sandy cove was seen just a few yards from the ship. The crew and passengers were safely landed with "mails, baggage, and provision..." The passengers erected tents on the beach and awaited rescue, which was forthcoming. The steam tug Goliah was dispatched along with the Confidence, and all of the passengers and baggage were finally landed in San Francisco on March 8. Meanwhile, the poor Tennessee still lay imbedded in the sands of [REDACTED]. According to the Alta:

If the weather continues smooth, there is scarcely a doubt, that the Tennessee will be got off, as the water is hold to and she lies heeled off shore, besides she is only bedded about three feet in the sand, is perfectly tight.

The early reports proved overly optomistic. On March 9, 1853, the Alta California reported the:

TOTAL LOSS OF THE P.M. STEAMER TENNESSEE
MEETING OF THE PASSENGERS

Owing to the smoothness of the sea on the beach the Tennessee had not been strained but a little up to Monday night. Steam was got upon her and the pumps worked by the engine, which freed her of the little water she made in a few minutes. During the night the rollers came in heavily on the beach, lifting the ship up from four to five feet and thumping her heavily on the sand as they ran back. When morning dawned it was soon discovered that she was much out of shape, her back broken, butt ends started and bottom probably bilged; she was then making a great deal of water; her connecting pipes were all broken, rendering the engine entirely useless. The sea did not fall, and at 9 A.M. the tide flowed and ebbd into her.

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All hands were then put to work discharging the goods, stores, &c., most of which were landed by 2 P.M. The swell was too heavy to allow embarking them yesterday; but as soon as it smooths down they will be dispatched to the city. The hope of saving the ship seems abandoned....Her officers and crew feels as if they were attending the funeral obsequies of a dear and valued friend. She was a favorite craft and one of the best sea boats that plowed the Pacific Ocean. She was the home, the pride and refuge of her officers and crew, and many a tear as salt as the brine that surrounds her shattered hull has coursed unbidden from manly eyes, and sprung up involuntarily from the bold and courageous hearts of those whose pride and delight she was, as they have gazed on the last resting place of the gallant Tennessee....

The upper works of the ship soon broke up in the heavy surf, washing shore, with the heavy engine, boilers, and bottom of the hull settling into the sand and water to be buried. The steam engine of the ship was a complete loss and was never salvaged.

Because of the loss of the vessel, the name of the small cove and beach where she met her untimely end was [REDACTED]. The land was privately owned for many years, but later passed into the public domain. Through those intervening years, the shifting sands of [REDACTED] have uncovered the upper portions of the buried engine at various times. Historians have observed the huge engine, including Harlan Soeten, the Curator of the San Francisco Maritime Museum. As of this writing, the remains of the lower hull, the boilers, and engine of the S.S. Tennessee lie buried in the sands of [REDACTED].

9 MAJOR BIBLIOGRAPHICAL REFERENCES

BOOKS:

- Heyl, Eric, The Early American Steamers. (Buffalo, New York, 1953)
 Kemble, John Haskell, The Panama Route, 1848-1869. (University of California Press, Los Angeles and Berkeley, 1943)

SEE CONTINUATION SHEET

ACREAGE NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .64

UTM NOT VERIFIED

UTM REFERENCES

A	ZONE	EASTING	NORTHING	B	ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Due to the uncertain extent of the archaeological deposit, as well as the changing nature of the high tide mark and the shifting sand of the beach, the boundary is a rough circle which extends from the central point for some one hundred feet. Future research will provide information for a revised boundary description.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

James P. Delgado, Park Historian

ORGANIZATION

Golden Gate National Recreation Area

DATE

September 15, 1980

STREET & NUMBER

Building 201, Fort Mason

TELEPHONE

(415) 556-9504

CITY OR TOWN

San Francisco

STATE

California 94123

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

1-27-81

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

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

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

Asst. Dir. Cultural Resources

DATE

2-23-81

FOR NPS USE ONLY

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

Joy J. Bush

DATE

4-15-81

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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Newhall, Scott. The Eppleton Hall. (Berkeley, Howell-North Books, 1971)

Rausmussen, Louis J., Editor. San Francisco Ship Passenger Lists. Volumes II, III, IV. (Colma, San Francisco Historic Records, 1966, 1967, 1970)

Wiltsee, Ernest A. Gold Rush Steamers of the Pacific. (San Francisco, The Grabhorn Press, 1938)

NEWSPAPER ACCOUNTS:

San Francisco Alta California March 7, 1853

San Francisco Alta California March 8, 1853

San Francisco Alta California March 9, 1853

Oakland Tribune November 11, 1966

MANUSCRIPT MATERIALS:

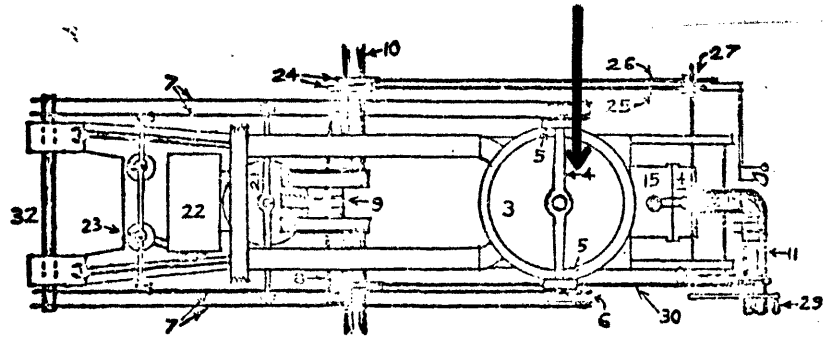
Bill of Fare, Steam Ship Tennessee December 21, 1850

Library, Society of California Pioneers, San Francisco. 1 page.

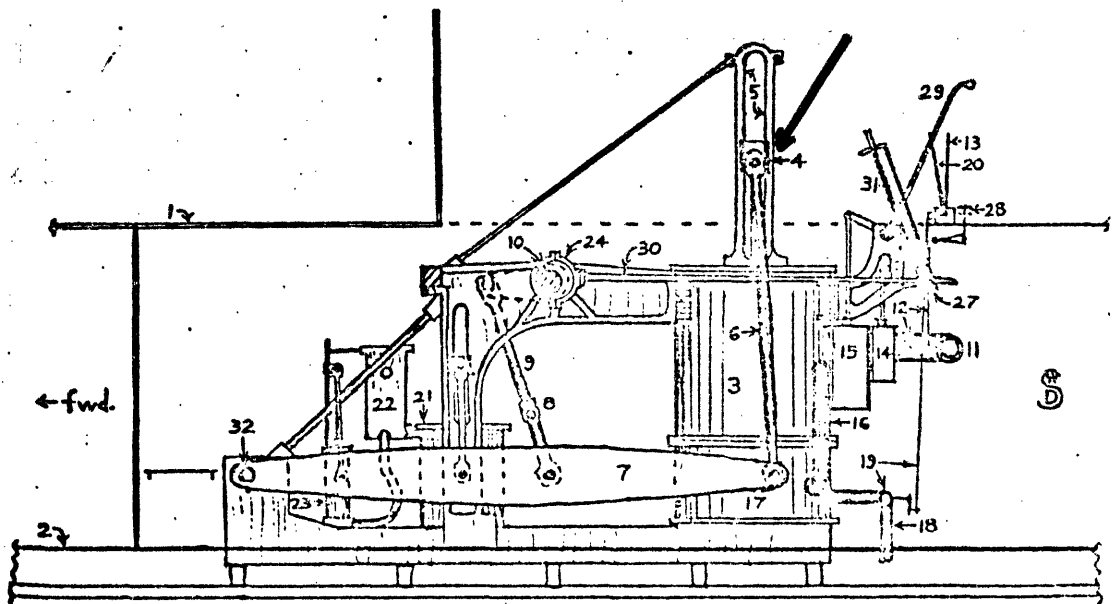
OTHER:

John A. Martini, Personal Communication, August 7, 1980

Harlan Soeten, Conversation, August 28, 1980



Above — view from above
 Below — view from the side

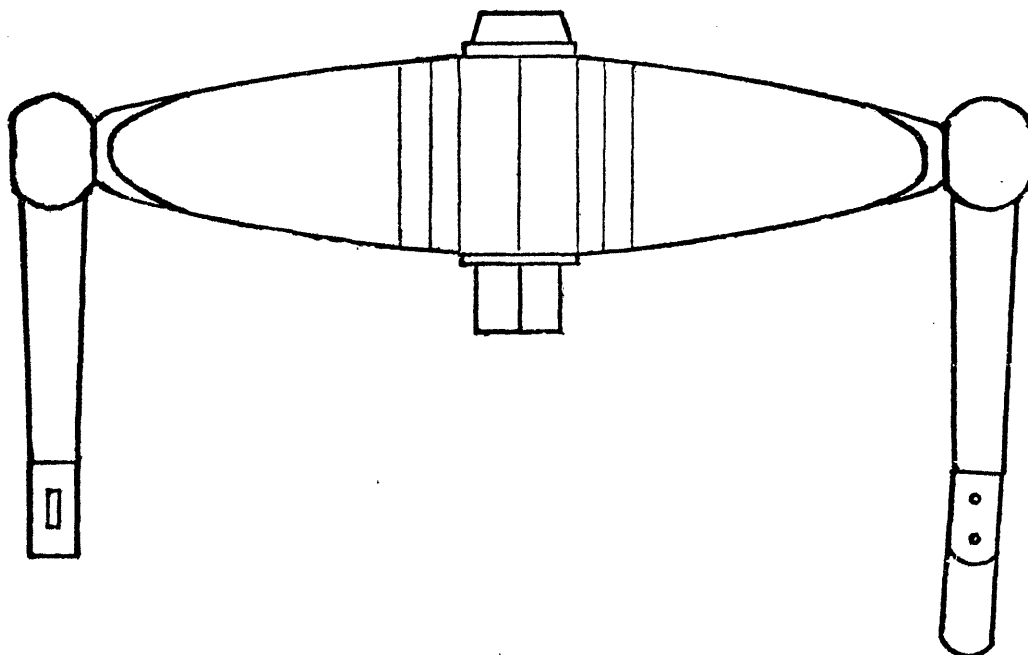


A SIDE-LEVER STEAM ENGINE

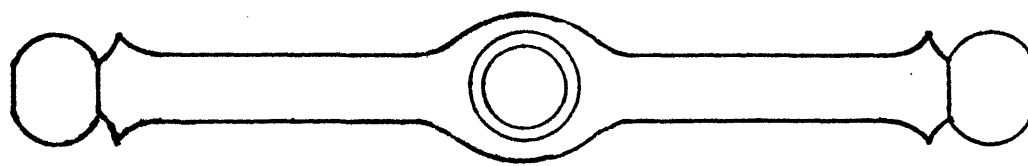
Part # 4 is the crosshead, the component of the Tennessee's engine found on the beach.

MAR 4 1981
 APR 15 1981

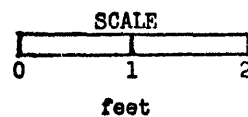
CROSSHEAD AND CONNECTING RODS
Side Lever Steam Engine
S.S. TENNESSEE
As Found On Tennessee Beach
Golden Gate National Recreation Area
August 27, 1980



PLAN



SECTION



MAR 4 1981

M. MAYER 9-5-80

APR 15 1981