

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91000561 Date Listed: 5/16/91

APOLLO (Storeship) San Francisco CA
Property Name County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Antonieta J. Lee
for _____
Signature of the Keeper

5/21/91
Date of Action

=====
Amended Items in Nomination:

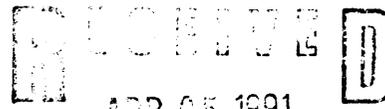
Statement of Significance: Because so little of the property remains intact, under Applicable National Register Criteria, C is removed and under Areas of Significance, Architecture is removed.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

561

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National Park Service



National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Apollo Storeship
other names/site number Apollo

2. Location

street & number NW Corner of Sacramento and Battery Streets not for publication
city, town San Francisco vicinity
state California code 06 county San Francisco code 075 zip code 94111

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u> </u> buildings
<input type="checkbox"/> public-State	<input checked="" type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u>1</u>	<u> </u> objects
			<u> </u> Total

Name of related multiple property listing:
NA

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Anthony Gerathis 3/26/91
Signature of certifying official Date
California State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet. *Autawille J Lee* 5/16/91

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

for Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION: water-related

Current Functions (enter categories from instructions)

VACANT: NOT IN USE

7. Description

Architectural Classification
(enter categories from instructions)

NA

Materials (enter categories from instructions)

foundation NA

walls

roof

other

Describe present and historic physical appearance.

The remains of the ship Apollo lie buried beneath the former Federal Reserve Bank of San Francisco building at the southwest corner of Battery and Sacramento Streets in downtown San Francisco. Encountered and partially uncovered by construction activity at the site in 1901, 1921 and 1925, Apollo is a Gold Rush storeship site similar to the storeship Niantic. Niantic was excavated and partially removed in 1978; Apollo has never been excavated.

Apollo as Built and Modified for Storeship Use

length, with a 27-foot beam and a 13.6 foot depth of hold [1]. Apollo's registry documents describe her as a three-masted, full-rigged ship with two decks, a square stern with no galleries, and a billethead. Apollo's 'tween deck was fitted with cabins, bunks, and messing facilities for passengers. The vessel was a full-bodied, bluff-bowed packet ship built of white oak, copper-fastened, and copper sheathed. Apollo underwent no major alterations until converted into a storeship at San Francisco in 1850.

Apollo was modified for use as a storeship in January of 1850 when in imitation of the storeship Niantic she was beached on the mudflats of the San Francisco waterfront at the corner of Battery and Sacramento Streets, two blocks distant from Niantic. Apollo lay between Central Wharf (which extended northeast from the foot of Commercial Street) and Howison's Pier (which extended northeast from the foot of Sacramento Street). The ship lay parallel to the two wharves, with her bow facing inland and due west (today's Sansome Street) and her stern facing Battery Street, which was extended south from Telegraph Hill as a paved wharf erected on pilings later in 1850 [2]. Apollo's ballast was removed, her masts pulled, and a two story frame "barn" was erected which completely housed over her decks. The "barn" was subdivided into stores and offices. Large doors were cut into the side of the hull and interior was used as a warehouse. A stage, or wharf, built on the starboard side of the beached hulk,

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was connected to Central Wharf. A small frame structure was built at the ship's stern facing Battery street. This housed the "Apollo Saloon," a popular doughnut and coffee house. [3] The Apollo Storeship and the "saloon" remained in business until destroyed by fire on May 4, 1851.

Intrusions at the Apollo Site in 1901, 1921, and 1925

The fire of May 4, 1851 burned the storeship Apollo to a point just below her waterline at the turn of the bilge. Her cargo of unburned merchandise and a variety of burnt materials from her upper works fell into the hull and in the mud and water alongside the ship. The storeship Niantic, which burned in the same fire, was similarly preserved. After the fire the burned hulk was covered by clean sand fill and new structures were built atop the site. The remains of Apollo, entombed in mud and sand along Sacramento street, were periodically uncovered in the 20th century as construction activity at the site at times removed some of the fill that covered the ship's bones. In 1901, excavations for an elevator shaft at the site encountered a portion of the hull. [4] The construction of the Federal Reserve Bank of San Francisco exposed nearly the entire interior of the ship as well as the tops of the charred pilings of the wharves which linked Apollo to the shore. [5] The last exposure of any portion of the ship was in 1925, when excavations at the rear of the bank, on the corner of Sacramento and Battery streets, exposed the stern and rudder as well as several Gold Rush artifacts:

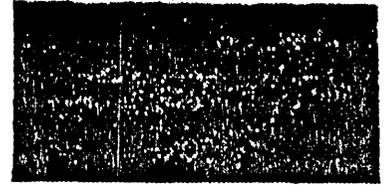
...the vessel--what part of it could be reached--proved to be a treasure ship of relics of the old days....Among the rotting timbers were coins of 1840, an American penny of 1825, a British penny of 1797, pipes, a large nugget, a sextant, ship's fittings and pieces that are a delight to those who love rare things. [6]

The site has not been disturbed since 1925.

Known and Hypothesized Remains at the Apollo Site

Photographs of the exposed hull of Apollo taken in 1921 show that the bottom of the hull, from keel to the turn of the bilge, was

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extant. The photographs show that a number of ceiling planks and the upper portions of the keelson had been removed to allow construction work to continue; the vessel was not removed, however, as the re-exposure of the stern and rudder in 1925 demonstrated. It is therefore a logical assumption that the bottom portions of Apollo remain on site, including the keel, outer hull planking (which would still be copper sheathed like Niantic's hull), the floors, including first futtocks, some ceiling timbers, the lower portions of the keelson, cant frames, stempost and other bow structure, the sternpost, sternson, and rudder. The lines of the vessel, as well as method and technique of construction, should remain preserved and discernible.

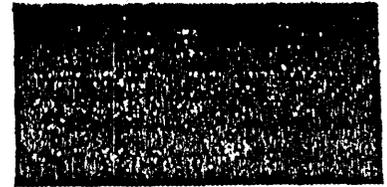
The pilings for the staging on the starboard side and for the connecting piers leading to Central Wharf, as well as the pilings for Battery street were noted as present in 1921; they should remain and would document the configuration and nature of the facilities constructed to link Apollo to the shore.

A variety of material culture should remain on the site. Construction activity and periodic re-exposure of the interior of the hull has diminished the possibility of assemblages of goods warehoused on the storeship (such as the Niantic collection). However, large number of artifacts must remain on the site, particularly in the mud alongside the hull, where a number of burning goods must have fallen. Additionally, goods on the pier surrounding the ship, as well as items in the buildings on pilings near Apollo, particularly the "Apollo Saloon," probably fell into the water adjacent to the ship. This was apparently a common feature of the May 4, 1851 fire which destroyed Apollo and Niantic:

The wharves present a melancholy array of charred posts. All the sleepers are burnt off, and in many instances the piles are burnt down to the water's edge. Immense quantities of goods fell through the floors of those houses over the water that were burnt, helping to fill the lot beneath. [7]

Between January 12 and March 28, 1986 at the northwest corner of Battery and Sacramento streets (across the street from the Apollo site), archeologists from Archeo-Tec, an Oakland-based archeological consulting firm headed by Allen Pastron, Ph.D.,

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excavated over one million well-preserved Gold Rush artifacts which fell into the shallows next to Apollo when two stores along Howison's Pier burned in the May 4, 1851 fire. Post 1851 construction activity, particularly in 1907, reached the Gold Rush cultural contact at the site. Nonetheless, preserved comestibles, oil cloth floor coverings, tools, firearms, liquor, machinery, and barrels of goods, some charred, were recovered from an ashy strata overlying bay mud. According to Pastron, the collection is extremely significant since it is "the most comprehensive assemblage of cultural materials dating from the Gold Rush era ever excavated systematically in San Francisco." [8] The survival of this collection in very close proximity to the Apollo site, despite construction activity which reached it in the 20th century, indicates a high potential for material cultural survival and archeological information at the Apollo site.

Deliberate dumping of unsaleable cargo and stored merchandise did contribute to the filling of the San Francisco waterfront; goods from Apollo may be among them at the site. Due to the fluctuating prices of the Gold Rush market, merchandise valuable one day might be worthless the next. One historian noted that

It so happened that with the inflow of shipments many cargoes contained goods in excess of demand, such as tobacco, iron, sheet-lead, cement, beans, salt beef, and the cost of storage being greater than their actual or prospective value, they could be turned to no better use than fillage. [9]

There is therefore also a potential for discarded merchandise in the fill that surrounds Apollo.

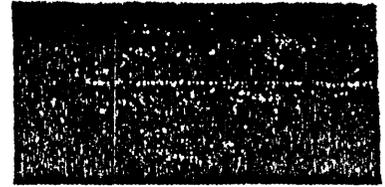
1
Registry for Apollo, Port of Portsmouth, New Hampshire, #1, March 10, 1831. National Archives Record Group 41, Washington, D.C.

2
The placement of Apollo in relation to modern San Francisco streets was stated by 49ers in reminiscent accounts published in the 1880s. A map of the burned district after the May 4, 1851 fire also shows the ship at this location. See Hubert Howe Bancroft, History of California... (San Francisco: The History Company, 1888), Vol. VI, pp. 178, 204.

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3

The storeship is illustrated in a lithograph, "The Apollo Warehouses, San Francisco, Cal.," published in New York by the Sun Lithographic Office, circa 1850. The lithograph is in the fine arts collection of the California Historical Society, San Francisco.

4

San Francisco Chronicle, January 15, 1921.

5

ibid.

6

San Francisco Bulletin, May 5, 1925.

7

San Francisco Daily Herald, May 8, 1851.

8

San Francisco Chronicle, March 28, 1986.

9

Bancroft, History of California, p. 198.

1

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Maritime History
Archeology: Historic -- non-aboriginal
Architecture
Commerce
Transportation

Period of Significance

1831-1851

Significant Dates

Cultural Affiliation

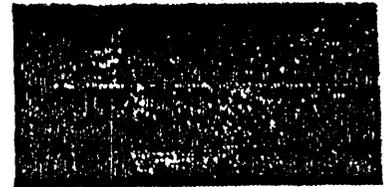
Significant Person

Architect/Builder

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The 1831 packet ship Apollo, converted into a storeship on the San Francisco waterfront at the height of the Gold Rush in early 1850, was burned in a fire on May 4, 1851. The remains of the vessel include most of the ship's structure below the turn of the bilge, associated structural remains from the facilities which linked the storeship to the shore and surrounding buildings, and a material cultural record associated with the vessel and activity at the site. She is of national significance through her association with the California Gold Rush, an event with a tremendous impact on the social and economic history of the United States and the development of the Pacific coast, particularly the major ocean port of San Francisco, California. Apollo is also significant because she, along with Niantic, is one of the best known and best documented of an estimated 150 San Francisco storeships. Apollo and Niantic (subject of a separate nomination) came to represent that aspect of the Gold Rush to contemporary observers and future generations. Additionally, the Apollo site is significant since her archeological excavation would yield data about the vessel and specific information concerning the support facilities linking the ship to the shore. Associated material culture lying in and outside the hull will yield additional, important information about the Apollo storeship and its role on the San Francisco waterfront from comparison and study with the Niantic collection.

The surviving structural remains of Apollo comprise a physical record of an early (1831), American-built packet ship and are significant as a representational entity of early 19th century New England wooden shipbuilding, with much of the lines and method of construction of the vessel archeologically recoverable through the excavation and documentation of the surviving lower hull structure. Apollo is also significant in

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the areas of COMMERCE and TRANSPORTATION as a coastal packet involved in the Southern cotton trade between Boston, New York, and a number of southern ports, and as a transatlantic packet connecting New York with Liverpool and other European ports.

This statement of significance is based on the discussion which follows.

Apollo's Role in Pre-Gold Rush Maritime Commerce

Apollo was built by Samuel Badger on the banks of the Piscataqua River in Portsmouth, New Hampshire in 1831 for John Haven and Robert Rice, "merchants of Portsmouth" [1]. Apollo was built for the European packet trade, carrying assorted cargoes and passengers to both sides of the Atlantic. Apollo was also involved in the coastwise packet trade with Southern cotton ports. In 1836 she operated between Boston and New Orleans for the "Regular Line." In 1843 Apollo was on the Boston-Savannah run for the "Dispatch Line," and in 1847 operated between New York, New Orleans, and Natchez for the "Union Line" [2]. She may also have been employed in the West Indies trade carrying sugar and syrups to the United States from Caribbean ports [3]. Apollo was employed in the transatlantic packet trade in early 1848; after an overhaul and re-coppering in London that year, she returned to New York where she was sold to a new owner, Moses Yale Beach, who intended to send her to California on a speculative voyage in response to the news of the gold discovery.

Apollo in the Gold Rush

Apollo was purchased by Moses Yale Beach in late November, 1848 in the midst of wild speculation over the gold discovery in California. Beach, owner and editor of the New York Sun, had been interested in the American acquisition of western territories since 1845, corresponding with American Consul in California Thomas Oliver Larkin, and serving as an envoy for President James Knox Polk during the Mexican War. When news of the mineral riches of newly conquered California reached the eastern seaboard in the last months of the Mexican War, Beach purchased Apollo to carry a speculative cargo to San Francisco.

As Moses Beach assembled a cargo to sell he also advertised for passengers. By December 1848 the gold excitement had risen to a

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frenzied pitch and passage to San Francisco was eagerly sought. Early in December Beach issued a broadsheet advertising "A Passage to the Gold Regions for \$75!" Apollo, a "splendid A. No. 1 Newly Coppered Packet Ship," was to sail from New York on January 2, 1849:

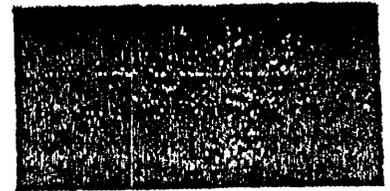
She is destined to sail directly, not only for San Francisco, but, if it can be done as is expected, she is to be taken up the Sacramento River thirty or forty miles, into the very heart of the gold region...Persons intending to take passage by this vessel will do well to secure their berths at the earliest possible moment....[4]

The ship was provisioned and the cargo stowed by early January. Among the goods brought out in Apollo under the supervision of Moses Beach's son Joseph Perkins Beach, the vessel's supercargo, were "galvanized iron houses...a lot of fancy articles, envelope paper, thin clothing, shawls, mule bags, prime pork...." [5]. With Joseph sailed his younger brother Asahel, who was responsible for "adventures of valuable machinery, consigned to him by parties in this [New York] and other cities" [6]. Additionally, there was also on board "two newspaper presses, types, paper, and ink, and everything complete for the establishment of a newspaper at the Gold Mines" under the charge of two former New York Sun employees, Reuben Cutler Moore and John B. Ormiston, "the former late assistant foreman and the latter compositor in the printing department...." [7].

After a delay occasioned by bad weather, Apollo sailed from New York on January 16, 1849. The New York Herald, noting the departure of Apollo and other vessels bound for California that day, spoke highly of the passengers, stating that they appeared "remarkably orderly, respectable, and intelligent," and lamented that

It is a character of the emigration that we do not (as we willingly would) get rid of the worst part--the idle, the rowdies, the vagabonds--of our population; but we lose--with regret we say--the finest portion of our youth...who rush forward in eager haste to the golden regions, from sheer ambition. The

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dissolute, idle, and necessitous, who with brawny arms and active limbs encumber our almshouses and fill our streets with mendicants and burglars, are those who are left behind....So much the better for California--so much the worse for us [8].

Apollo sailed from New York to Rio de Janeiro, and then around Cape Horn to Callao, Peru. Storms at the Cape damaged the ship's rudder and wheel; the third mate was swept from a spar off the Falkland Islands and drowned. From Callao Apollo sailed to San Francisco, arriving at the Golden Gate on September 18, 1849. The voyage was documented by Joseph Perkins Beach, who left a three volume journal which was published in 1986 [9].

Beach's journal noted that Apollo's complement cleared out quickly. Within two days the passengers had left. The crew followed close behind, lured by California's gold. Nine crew members deserted on September 18. Four more men deserted on September 20, followed by the cook on the 28th and 2 unnamed Dutch sailors, who stole the ship's yawl in their flight, left on September 30. Thus within two weeks nearly the entire complement of men left Apollo a near abandoned hulk on the San Francisco waterfront. The conversion of Niantic to storeship use inspired the conversion of Apollo. When Joseph Perkins Beach arrived in San Francisco, his first stop had been the offices of Cooke, Baker, and Company, to whom much of Apollo's cargo was consigned. Cooke, Baker & Company's offices were in Niantic.

Apollo was first offered on November 8, 1849 "for sale, freight or charter, ready for sea, or any other service." [10] The ship was not sold, though. Henry Day Beach, older brother of Joseph, had arrived in San Francisco on September 26, 1849 and was superintending the ship's business. He finally decided to run Apollo ashore and convert her to storeship use. In December of 1849 Apollo was run up to the shallows off the beach at the foot of Sacramento street. The ship's masts and ballast were removed and the hull was housed over with a two story frame "barn" which housed offices. On January 2, 1850, Henry Beach advertised for:

WHARFING AND CARPENTER WORK--The undersigned desires proposals for carpenter work and for wharfing around the ship Apollo, now lying off

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Central Wharf. For particulars inquire on board. [11]

The work was completed rapidly, for on January 18, 1850 "The Apollo Warehouses" were opened for business, offering

SAFE STORAGE.--The undersigned are prepared to receive goods on moderate rates of storage on board ship Apollo adjoining Central Wharf, free from marine and fire risks, and approachable from nearly all tides; it is believed that contemplated improvements will render this ship the most commodious, spacious, and safe storage warehouse in this port. [12]

Later advertisements noted that ship warehoused "Trunks and Chests...Lumber...Goods received and delivered on Central Wharf, when desired. Liberal advances made on all kinds of saleable merchandise. Goods received on consignment." [13]

At the stern of Apollo, in an adjacent frame structure, Beach rented space to Messrs. Wise and Leonard of San Francisco, who opened and operated the "Apollo Saloon." While liquor may have been served on occasion, the "saloon" was more of a coffee house and eatery. The "Apollo Saloon" became a San Francisco landmark, even outlasting the ship (the name persisted at a different location until 1853). In 1872, the saloon was fondly recalled by two reminiscing pioneers:

How many men now living in all the glory of soup, fish, and three courses daily, from the artistic hand of a chef, can well remember the pie, doughnuts, and coffee they took with a royal relish, at the stand in the old ship Apollo, on Battery street. Two bits for a cup of coffee; two bits for a piece of pie; or if hunger and economy were to be considered, two doughnuts for a quarter of a dollar....many a man who stepped ashore from his long, weary voyage, took his first meal at this place. [14]

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Apollo's career began to fade as filling around her hull landlocked the ship. Henry Day Beach leased the ship to the firm of Reese and Blakely in late 1850; by March of 1851, anxious to keep their business, Reese and Blakely were offering storage "At reduced rates...." [15] At that time, Apollo, like Niantic, was "high and dry":

The front of the city is extending rapidly into the sea, as water-lots are filled up with sand...This has left many of the old ships, which were a year ago beached as storehouses, in a curious position; for the filled-up space that surrounds them and the sea, so that a stranger puzzles himself for some time to ascertain how the Apollo and Niantic became perched in the middle of the street....[16]

The hemmed-in position of Apollo doomed her when a fire swept through the San Francisco waterfront on May 4, 1851. Surrounded by wood and canvas structures, Apollo was one of 2,000 buildings which succumbed to the flames. Only her bottom, filled with unburned merchandise and burned debris which tumbled into it, survived.

Archeological Importance of the Apollo Site

The Apollo site is a significant archeological resource. Much of the modern understanding of the Gold Rush is based on inaccurate, romantic accounts and reminiscences. Archeological research provides a "window" to the past and serves as an important tool for the gathering of material evidence of past human activity. Archeology could add information and aid in the interpretation of the Gold Rush. Little archeological research has been conducted on Gold Rush sites in San Francisco, however. Careful analysis of the Apollo site, if excavated, could provide new information about the storeship use and function as well as the processes of supply and demand on the Gold Rush market as demonstrated by disposed goods or cargoes alongside the ship as well as document the presence of certain goods on the "frontier" market, and perhaps better quantify San Francisco's status as either a frontier town or a "world class" city during the Gold Rush. The collection gathered from the site would be available for comparison with collections from the 1986 excavations at the opposite corner of Battery and Sacramento streets and the 1978 salvage excavation of Niantic.

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The archeological documentation of Apollo's physical remains will provide an example for early 19th century American wooden ship construction for comparison with other sites, particularly those comprised of the remains of 1830s packets. A better understanding of typical or representational construction techniques would be obtained. The documentation of the patterns of wharf and staging construction around Apollo would provide the first archeologically documented evidence of storeship site configuration since the fill which surrounded Niantic was not excavated and her linking piers were not documented.

1

Registry for Apollo, Port of Portsmouth, New Hampshire, #1, March 10, 1831. National Archives Record Group 41, Washington, D.C.

2

Carl C. Cutler, Queens of the Western Ocean. (Annapolis, Maryland: United States Naval Institute, 1961) pp. 437, 444-445, 516.

3

This was the belief of passenger Franklin Stokes. See James P. Delgado, ed. The Log of Apollo: Joseph Perkins Beach's Journal of the Voyage of the Ship Apollo from New York to San Francisco, 1849 (San Francisco: Book Club of California, 1986) p. 13.

4

Broadsheet, "A Passage to the Gold Regions for \$75!," collections of the Bancroft Library, University of California, Berkeley.

5

As quoted in the San Francisco Daily Alta California, January 18, 1850.

6

New York Sun, January 17, 1849.

7

ibid.

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New York Herald, January 20, 1849.

9

See Delgado, The Log of Apollo....

10

San Francisco Daily Alta California, November 8, 1849.

11

San Francisco Daily Alta California, January 2, 1850.

12

San Francisco Daily Alta California, January 18, 1850.

13

Lithograph, "The Apollo Warehouses, San Francisco, Cal."
published in New York by the Sun Lithographic Office, circa
1850. Collection of the California Historical Society, San
Francisco.

14

T.A. Barry and B.A. Patten, Men and Memories of San Francisco,
In The "Spring of '50". (San Francisco: A.L. Bancroft &
Company, 1873) p. 132.

15

San Francisco Daily Herald, March 31, 1851.

16

Frank Marryat, Mountains and Molehills; Or, Recollections of a
Burnt Journal. (Stanford, California: Stanford University
Press, 1952) p. 48.

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Manuscript Sources

The National Archives, Washington, D.C.

--Record Group 41, Records of the Bureau of Marine Inspection and Navigation, "Records Relating to Merchant Vessel Documentation, 1774-1958," Registries for Apollo, Ports of Portsmouth, New Hampshire, Boston, and New York.

The National Maritime Museum, San Francisco.

--Beach, Joseph Perkins, "Journals," 3 volumes, 1 map.

California Historical Society, San Francisco.

--Lithograph, "The Apollo Warehouses, San Francisco, Cal."

The Bancroft Library, University of California, Berkeley

--Broadside, "A Passage to the Gold Regions for \$75!"

Books

Albion, Robert Greenhalgh, Square-Riggers on Schedule: The New York Sailing Packets to England, France, and the Southern Cotton Ports. Princeton, New Jersey: Princeton University Press, 1938.

Bancroft, Hubert Howe, History of California San Francisco: The History Company, 1888.

Barry, T.A. and B.A. Patten, Men and Memories of San Francisco in the "Spring of '50" San Francisco: A.L. Bancroft, 1873.

Cutler, Carl C., Queens of the Western Ocean. Annapolis, Maryland: United States Naval Institute, 1961.

Delgado, James P., ed. The Log of Apollo: Joseph Perkins Beach's Journal of the Voyage of the Ship Apollo from New York to San Francisco, 1849. San Francisco: The Book Club of California, 1986.

Marryat, Frank, Mountains to Molehills; Or, Recollections of a Burnt Journal. reprint edition, Stanford, California: Stanford University Press, 1952.

9. Major Bibliographical References

Please see attached.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

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UTM References

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4	1	8	2	9	7	5
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 Zone Easting Northing

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

From the NW corner of Sacramento and Battery Streets, thence due north 75', thence due west 200' to Sansome Street, thence due south to the NE corner of Sansome and Sacramento Streets 75' distant, thence 200' to the beginning.

See continuation sheet

Boundary Justification

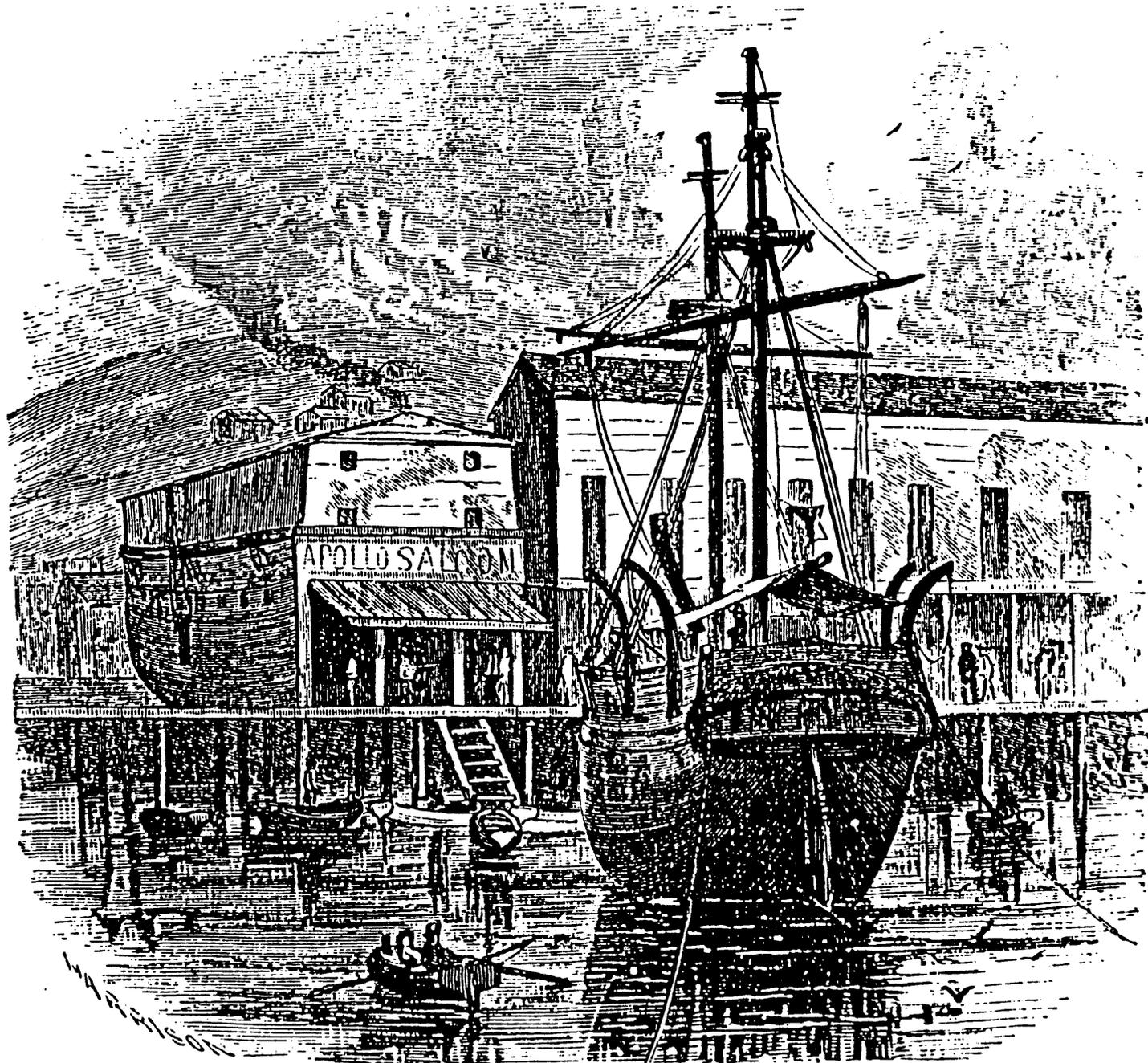
The boundaries encompass the remains of the vessel and the immediately surrounding area.

See continuation sheet

11. Form Prepared By

name/title James P. Delgado, Maritime Historian
 organization National Park Service date May 20, 1987
 street & number Box 37127 telephone (202) 343-9528
 city or town Washington state D.C. zip code 20013-7127

"First Alcalde of the District of San Francisco, Cal."



Prison-brig Euphemia, and Sto e-ship Apollo.

California Gold Rush Shipwrecks
Thematic Group
Apollo Storeship
NW Corner of Sacramento and
Battery Streets
San Francisco, California

Historic Photograph
Negative on file at the
National Maritime Museum
San Francisco

Lithograph of the Apollo Storeship on the San Francisco
waterfront, circa 1851. View West.

Photograph Number: 1 of 2.

May 5, 1925 -

WHAT TALES THIS SHIP COULD TELL



Where excavators unearthed the "treasure ship" Apollo at Sacramento and Sansome streets. Robert Ell, with his hand on the rudder. Many valuable relics were found aboard the ship.

-Photo by Buletta Camera.

WORKERS FIND BURIED SHIP

"Treasure ship" in the days of gold that sailed during the craze for gold in the days of the '40s was unearthed and found below the ground at Sacramento and Sansome streets today.

"The Apollo" was written in golden letters on her hull when in the throes when San Francisco was young. While working men were digging by the rear of the Federal Reserve Bank they "collided" with the rudder of the old craft. And the vessel—what part of it could be reached—proved to be a treasure ship of gold of the old days that lives now only in books.

Among the rattling treasures were a penny of 1840, an American penny of 1828, a British penny of 1781, silver, a large nugget, a contact ship's fittings and pieces that are a delight to the hearts of those who love rare things.

The treasure is now in charge of Captain John P. Healy, head of the Federal Reserve guard force, who remembers when several years ago huge beams believed to have belonged to this same ship were unearthed when the bank foundation was being laid.

Captain Healy, who knows about ships and who was in the army of gold during the war, says: "The Apollo is a 'phantom craft' that probably was deserted by its crew during the craze for gold and the rush to the ever-promising nugget-laden hills."

Steve Heller
GGNRA
(AS) 556-9876

California Gold Rush Shipwrecks
Thematic Group
Apollo Storeship
NW Corner of Sacramento and
Battery Streets
San Francisco, California

Historic Photograph
Negative on file at the
National Maritime Museum
San Francisco

May 5, 1925 article from the San Francisco Call Bulletin
announcing the discovery of Apollo's stern, with associ-
ated artifacts, beneath the building that still occupies
the site.

Photograph Number: 2 of 2.