

PH0504050

DATA SHEET

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 SEP 19 1977

DATE ENTERED OCT 2 1978

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

1 NAME

HISTORIC Winehaven

AND/OR COMMON

Point Molate, Fuel Department, NSCO

LOCATION

STREET & NUMBER

Point Molate, Fuel Department, NSCO

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN

Richmond

VICINITY OF

STATE

California

CODE

COUNTY

Contra Costa

CODE 13

94804

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input 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 type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

AGENCY FEDERAL

REGIONAL HEADQUARTERS: (If applicable)

Naval Supply Center Oakland

STREET & NUMBER

CITY, TOWN

Oakland

VICINITY OF

STATE

California 94625

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Held by Department of the Navy

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

1) Historic Preservation Survey Project, Junior League of Oakland

DATE

1967

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Bancroft Library, University of California

CITY, TOWN

Berkeley

STATE

California

2) On map of historical points of interest 1975
Contra Costa County Historical Society

ENCLOSURE (1)

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The architectural style of California's wineries is as cosmopolitan and wildly diverse as the personalities of the winemakers who came to the state from every corner of the globe, to contribute their particular expertise to this vintagers paradise of soil and climate.

Spanish, Russian, German, Swiss, Irish, Finnish, Italian and Portuguese influences may be found, and all of them are impressive, even when playfully embroidered, (as some of them are) by a few fantasies of Victorian ornamentation. But wine-making is a deadly serious and competitive business, part industry and part religion. Though there may be differing notions on how grapes should be grown, how wine should be made, and how the buildings should look, all wineries are designed and built with the consuming goal of creating ideal conditions for the creation of wonderful wine. Innovations and experiments are continually under investigation, but since there are certain basic requirements for the production of good wine, all wineries share some functional characteristics, in that they are cool, commodious and have an atmosphere of cloistered calm.

The structures that housed the Winehaven Winery are cool, commodious and quiet. But after conforming to this extent, this complex of turn-of-the-century buildings takes off on a tangent all its own and is an uncommon winery-cluster in an uncommon setting.

The eastern shore of the San Francisco Bay is not where one would expect to find the congregation of buildings heralded in 1908 as "the largest winery in the world". But Winehaven was built on the shore of the Potrero San Pablo, a little, quiet peninsula, conveniently located across the San Francisco Bay from the Golden Gate entrance. The area, now virtually surrounded by the giant Standard Oil Company refinery, is relatively well protected by hills rising to the southeast, the east, and the northeast. To the west is the Bay. The visual pleasure of the Bay site and the amphitheatre of hills which cradle the buildings, is augmented by tall eucalyptus groves, which shelter the area and isolate it serenely from the surrounding industrial turmoil.

Winehaven is a complex of buildings which once comprised one of California's largest wineries. In addition to the winery, built in 1908, the complex included housing for winery workers, a hotel, school, post office and a steam generating plant. From photographic evidence, it appears that most of the buildings were constructed at about the same period of time. Comparisons of early photographs with the buildings today indicate that the Winehaven complex has not seen significant exterior physical changes over the past 68 years.

The major buildings are extremely interesting architecturally, being vast, massive, Teutonic and reminiscent of a Rhineland castle. The

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~~PRINCIPAL~~
PRINCIPAL winery is built of brick, two and a half stories above grade and one below, and has an unlikely but pleasing crenellated parapet and corner turrets. Several other buildings, including the steam generating plant, are of similar brick construction with crenellated parapets. In addition, there is another large winery constructed of concrete, also with the absurd but lively crenellated parapet.

Besides the imposing castellated buildings in which the wine was made and stored (which are currently used for Naval warehouse storage or stand vacant), approximately 20-25 winery workers' houses (so identical as to look like paperdoll cut-outs) survive from the period of the winery, and are now used to house Navy personnel. These are small but comfortable cottages, originally shingled, which are grouped below the more imposing hillside home of the "wine-master" or winery superintendent. The passage of the 18th Amendment (Prohibition) in 1919 meant the shut-down of Winehaven, and it was really not activated again until 1942. During World War II the Winehaven property and 400 adjacent acres were acquired by the Navy as a Fuel Depot. The Naval Supply Center in Oakland operates the Fuel Depot and the Navy Public Works Center has operational control of the houses, which are used by military personnel. Under the efficient stewardship of the Navy, the buildings, houses and grounds have been kept in excellent condition and appear to be structurally sound. Of course, the paraphernalia of wine making has been removed, either when Winehaven was closed or when the Navy took over the mighty buildings for the storage of incredible numbers of oil drums. But the great red castles and the little toy workers' homes must look much as they did when they were first constructed.

The buildings as a complex are quite handsome and should be considered as interestingly representative of a lively, efficient, productive industrial unit of the early 1900s.

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 checked="" 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 type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1908

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

California's first wineries, adjuncts to the Franciscan missions, were spaced a hard day's ride apart, and stretched from San Diego to Sonoma. Junipero Serra and the other founding fathers built twenty-one missions, and established successful vineyards and wineries at most of them. The Franciscans abandoned their California winemaking in the 1830's, but others were there to carry it on, so that wineries still stretch from Pomona to Sonoma along the coast. With time and more varieties of grapes, the industry has spread farther north and inland over much of the Central Valley. Vineyards have expanded from the original few hundred acres to many thousands, and wine production has increased from the few thousand gallons of sacramental wine produced during the busiest of the mission days, to many millions of gallons of a wide variety of types of wines, brandies and champagnes. In 1906, after the San Francisco earthquake and fire, the California Wine Association (Calwa), an association of San Joaquin Valley grape growers, purchased 47 acres at Pt. Molate on the Point San Pablo peninsula, near the city of Richmond in Contra Costa County. There, in 1908, they built Winehaven, at that time one of the largest wineries in the world, to be the headquarters and production center of the Association. Long before the first white man came to California, this peaceful sheltered peninsula on the San Francisco Bay had been for many years the home of indigenous Native Americans -- there are shell mounds and burial mounds on the property. But at the time that the California Wine Association decided to build Winehaven, the Indian tribes had been gone for a long time, and the principle residents were a few Greek and Maltese stoneworkers, employed in a nearby quarry, and a camp of Chinese shrimp fishermen.

In 1906 the California Wine Association was a far-flung empire, with forty vineyards and wineries in the wine districts of the state. Their holdings in Sonoma, Napa, Yolo, Solano, Contra Costa, Alameda, Santa Clara, Santa Cruz, Sacramento, San Joaquin, Fresno, Kings, Tulare and San Bernardino provided a full spectrum of soils, climates, temperatures and exposures of hill and valley land, from San Bernardino to Redding, covering a wide gamut of winemaking possibilities. In all, the Association owned (or cultivated under lease) vineyards with a product per year of about 35,000 tons of grapes. These, with purchased grapes, gave an average total output of about 12,000,000 gallons of wine, (67 different kinds) brandy and champagne, which were transported by ship and rail to foreign and domestic markets. The Point Molate property on the Potrero San Pablo was chosen as the site for Winehaven not only because it was centrally located and accessible, but because of two

* See appendix report by archeologist, Dr. George R. Coles, Jr.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

SEE ATTACHED BIOGRAPHY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 100 acres

UTM REFERENCES

A	1,0	55,180,0	4,210,08,2,0	B	1,0	55,180,0	4,19,99,6,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1,0	55,102,0	4,19,99,6,0	D	1,0	55,102,0	4,210,08,2,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

NORTHERN BOUNDARY OF NOMINATED PROPERTY IS THE PROPERTY LINE SEPARATING STANDARD OIL AND U.S. NAVY PROPERTY; SOUTHERN BOUNDARY IS DIESEL ROAD; WESTERN BOUNDARY IS THE BEACHLINE ON THE WEST SIDE OF BUILDING ONE, THE MAIN WINERY BUILDING; AND THE EASTERN BOUNDARY IS GRAY'S CIRCLE AND HOTEL ROAD, G ROAD AND THE STANDARD OIL PROPERTY LINE.

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

Winehaven Historical Study Committee

ORGANIZATION

DATE

237 Bishop Avenue

STREET & NUMBER

TELEPHONE

(415) 232-3118

CITY OR TOWN

Richmond

STATE

California

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

4/23/76

Francis B. Becker

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

Francis B. Becker

TITLE

Director, Real Property & Natural Resources

DATE

June 7, 1978

FOR NPS USE ONLY

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

DATE

10/2/78

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

William Lebowich

DATE

9/25/78

KEEPER OF THE NATIONAL REGISTER

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fortuitous transportation elements. One was the Bay and its ships, which in season brought the grapes from the interior of the state to Winehaven, and later transported the finished product to foreign and east coast markets. The other transportation asset was the Belt Line Railroad (still operating today) which provided a direct connection between Winehaven's special electric switching service and the great railroad systems of the state -- the Southern Pacific, the Santa Fe and the Western Pacific (which was at that time in the process of construction). The first completed building was Winehaven Hotel, with 29 rooms, which was used first to house the builders and later the Winehaven bachelor workers. Other workers lived aboard City of Stockton, a river boat anchored in the cove. Next to be built were the remarkable buildings of the winery which housed the cooperage, crushing, fermenting, filtering, storage, bottling and other departments. Every detail in the blending, aging, and handling of the wine was provided for, including cooperage for 10,000,000 gallons, and a crushing capacity of 25,000 tons of grapes at a single crushing. The winery had more than 3,000 vats for aging the wine, and there were more than four miles of passages between these great redwood tanks in the cellars. The largest of these tanks were 58 feet in circumference with a capacity of 25,800 gallons. In addition, 15,000,000 bottles were kept on hand to replenish the supplies in the 8,000,000-gallon capacity warehouse which was kept stacked to the rafters. A wharf 1,800 feet long was constructed out to deep water, at which the river boats and ocean-going ships docked to load and unload their cargoes. Cargo was carried along the wharf on an electric railway line, part of the special electric switching system that served the winery. A little up the bowl of the hill from the massive processing and storage buildings on the shore, a row of tidy little shingled homes were built for the married workers and their families. These little houses were benevolently dominated by the substantial and more imposing home of the "wine-master" or superintendent. By 1909 the Winehaven winery was in full operation, and a small village, complete with its own school and post office, was added to the cluster of buildings satellite to the great red-brick castles of production. One hundred twenty workers were employed as regular workers, and this number swelled to as many as 400 at the peak of the season. The quiet seclusion of the sheltered cove and amphitheatre was interrupted during the years that followed by the orderly bustle of a lively industry. The success of the operation amply justified the high expectations held by the California Wine Association for Winehaven. So successful, indeed, that it is alleged that one year Winehaven was called upon to "save" France during a bad year for wine in that country, by supplying the French with 18,000,000 gallons of "French wine".

In season grapes rolled in by the trainload in open gondolas, or were brought by river boat from the hot interior valleys. All of the California Wine Association's shipments to foreign, coastal and New York markets sailed from the Winehaven dock. Shipping capacity was 500,000 gallons a month, and 40 ships sailed annually for New York alone. Besides the East Coast shipments

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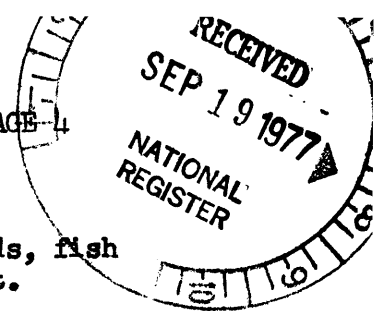
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there were those to points on the Pacific Coast and abroad. In addition, the Winehaven bulk tankers, The Four Sisters and The Three Brothers every day carried 300 barrels of wine to San Francisco, whose cosmopolitan population included a generous cross-section of thirsty residents who came originally from wine-drinking countries. Many of the riverboats stopped to load barrels of wine for the Sacramento, Stockton and Valley communities, and to take aboard a supply of bottled goods for their own tables and passengers. Excursion boats crossed the Bay regularly from San Francisco and along the shore from Oakland, and weekends were festive, with visitors who were taken on tours of the winery and generously provided with refreshments. A favorite Saturday, Sunday or holiday diversion was to go by boat or carriage to "Winehaven" to picnic, dance, play ball and drink wine in the cool shade of the eucalyptus trees. One of Winehaven's fables concerns these eucalyptus groves. Winehaven was built on a peninsula of bare and golden hills. But one of the early visitors was the famous California poet, Joaquin Miller, who came with his wife and daughter, Juanita, for a tour and picnic. Juanita Miller had brought with her a bag of eucalyptus pods she had collected from the trees around their home in the Oakland hills. She gave the pods to the young man who conducted their tour, who planted them. While there is no certainty that the eucalyptus groves that surround the former winery (and present Naval Fuel Depot) sprang from this source, it is certain that early pictures indicate open hills, which today are shielded by a rich stand of eucalyptus, many of them large enough and old enough to have been planted early in the century. Winehaven was a success -- a great success. But this prosperous and idyllic scene was brought to a rude halt by one of the social experiments of an emerging nation. On October 15, 1919 the Volstead Act was ratified, despite the best efforts of Winehaven's voting workers. Out of 109 possible voters, 108 voted against Prohibition and only one for it. Mr. S. S. Berndt, the Winehaven superintendent vowed he would fire the man who voted for Prohibition if he could identify him, but the sacred privacy of the voting booth remained inviolate. Eventually, the "traitor", with all of the other workers, lost his job when Prohibition put an end to the activity at Winehaven.

The California Wine Association struggled to continue its operation by making sacramental wine for churches, prescription wine for drug stores, and by the production of Calwa Grape Juice. But smaller wineries were able to produce more economically the limited amount of sacramental and medicinal wine that was needed, and the demand for Calwa Grape Juice was not sufficient to keep the big production plant running. So one sad day the workers were paid off and moved out. Though the winery vats were sealed, the cellars full of wine were an irresistible temptation, and the prohibition agents were kept busy trying to out-guess the clever methods used to smuggle wine out to bootleggers. Finally, pushed to the limits of exasperation by the constant flow of wine out to illegal sources, the government prohibition agents ordered the bungs knocked out of the vats, and on that black day 240,000 gallons of wine flowed into the San Francisco Bay. It is said that the next day fishermen found it possible to pick



drunken and amiably languid fish out of the water with their hands, fish that did not need to be cooked in wine since they were full of it.

In the years that followed the shut-down, there were several efforts made to open Winehaven again. The Standard Oil Company refinery officials were rumored to be interested in acquiring the property, and a fish canning and packing plant and a fish reduction plant made overtures and inquiries. But none of these schemes ripened to fulfillment and the buildings lay idle, even after Prohibition was repealed. It would have been prohibitively expensive to put Winehaven back into the business of making and marketing wines, since all the machinery would have had to be replaced and wine-makers found and trained. Furthermore, in the years between, new patterns had been established in the highly competitive wine-maker's art, in modes of transportation, and in holiday excursions to vineyards and wineries. So, felicitous as is the idea that Winehaven again be returned to its original use, the idea was never seriously considered.

In 1941, with the advent of World War II, the U. S. Navy bought 400 acres, including Winehaven at Point Molate, and took it over as a Naval Fuel Storage and Supply Depot. The hill slopes were scooped out and large tanks were tucked into them. Thousands of drums of fuel were stored in the huge buildings, pipelines were laid, and a new pier was built and the old one eventually removed.

The Winehaven area was once more alive and bustling with ships and men. The old Winehaven Hotel was pressed into service for a period as barracks and messhall, and the workers' houses were renovated for the use of Naval personnel. Following Winehaven tradition, the Commanding Officer of the Naval Fuel Depot was assigned the largest house on the bluff overlooking the others, which previously had been the home of the superintendent of the winery. After World War II, activity at the Point Molate Naval Fuel Depot diminished, only to be increased again during the Korean and Vietnam Wars. Today, while it is important as a major fuel storage and supply center, the naval operation is a quietly efficient one, that goes on without the commotion and hustle of the winery days or the war days. Remarkably, the peace and beauty of the area is undiminished. Aside from the loss of two good-sized wooden buildings (the Hotel and the Administration Building*), the growth of the tall rustling eucalyptus, and the modern-model automobiles that infrequently drive through, the general configuration of this small, well-planned, self-sufficient industrial complex is virtually unchanged since its inception.

This is astonishing in an urban scene that has experienced the rapid growth and change of the Bay Area, but can be attributed to its geographical location and isolation on the Point San Pablo Peninsula. The Standard Oil Company's refinery sprawls over two-thirds of this little peninsula, and there is only minor industrial activity beyond Winehaven/Point Molate, at the tip of Point San Pablo. When the Richmond-San Rafael Bridge was built in 1956, the entire peninsula was cut off from through traffic, and today the majority of people who drive out along the road that traverses the peninsula, are coming on business with the Navy, the refinery or the scatter of docks and offices at

* Regretable because of the records and history that were lost in the fire that destroyed it.

the Point. Children, the great explorers, are unable to investigate this tempting urban wilderness, as bicyclists and pedestrians are not allowed on the free-way approach to the Richmond-San Rafael Bridge. Therefore, few people outside the immediate area know that Winehaven exists, though impressive facade of the great red castle can be briefly seen from the nearby Bridge.

It has been due to a happy combination of circumstances that Winehaven remains essentially unchanged -- its size (which meant that it could not be easily torn down or converted to other uses), its isolation, and its protective ownerships. Those who cherish this peaceful and beautiful spot are appreciative of these happy accidents. But they fear that if the excellent stewardship of the Navy should be terminated Winehaven would be at the mercy of rapacious and exploitive developers and land grabbers.

It is for this reason that the Winehaven Historical Study Committee and the other interested groups of the Point Molate Task Force* have asked the Navy to initiate application for certain of the Winehaven structures at Point Molate to the National Register of Historic Places, under the terms of Executive Order 11593. It is hoped that by placing this complex (the winery buildings, the workers homes and a surrounding buffer zone to protect the visual integrity of the complex) on the National Register as a Historic District, it might be afforded certain protections. For example, if in the future it was determined that the Naval Fuel Supply Depot was declared surplus and the property was turned over to the General Services Administration for disposal, the protections afforded through the National Historic Preservation Act of 1966 would come into effect. It would be desirable that protective mechanisms be built into any transfer of title, viz, that the federal government would retain easements on the exterior of the buildings within the Winehaven complex. Protections of this nature would enable those groups interested in preservation to develop long-term feasibility plans for an appropriate adaptive use of this interesting and exceptional building complex. Since Winehaven is presently safeguarded by the Navy, such plans are neither possible nor necessary.

Lucretia Edwards

Lucretia Edwards
Winehaven Historical Study Committee

* See list in appendix material

CONTINUATION SHEET

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- BIBLIOGRAPHY -

Supportive to Nomination of Winehaven Winery at Point Molate, Richmond, California

Fisher, M.F.K. The Story of Wine in California
Berkeley University of California Press, 1962.

Nourse, John Melville and Jeff Morgan Revison. A Guide to California Wines
(n.d.).

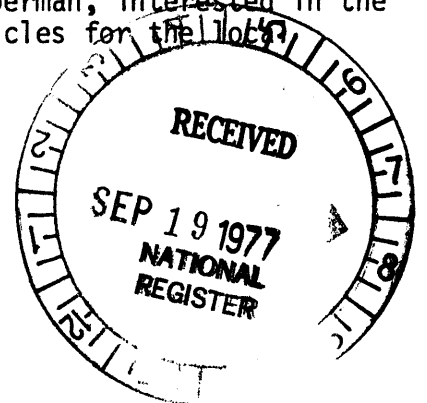
Thompson, Robert, ed. California Wine Country.
Menlo Park, California: Lane Books, (n.d.).

Records which could provide a more elaborate and substantial biography and dealing specifically with Winehaven, were unavailable, due to the 1967 fire which completely destroyed the Administration Building of the Naval Fuel Depot at Point Molate.

The winery is not specifically mentioned in any of the historical references dealing with the City of Richmond or Contra Costa County in the city and county libraries. There does exist a folder containing old newspaper clippings which deal with the winery in these libraries, and these have been copied and attached as supplemental material to this nomination.

Following the 1967 fire, the Director of the Fuel Department, Lieutenant Commander Richard Moore, SC, USN, now residing at Naval Station, Roosevelt Roads, Puerto Rico (c/o Box 399, FPO NY 09551), researched (insofar as he was able) many excellent photographs which trace development of the area. He collected these in an interesting scrapbook which is now maintained by Naval Supply Center, Oakland, California. A copy is in possession of the Winehaven Historical Study Committee. Because there is a noteworthy lacking of written, historical reference material, the description of Winehaven and its short history, which are largely used in this application, was compiled from a series of interviews conducted by the Winehaven Historical Study Committee.

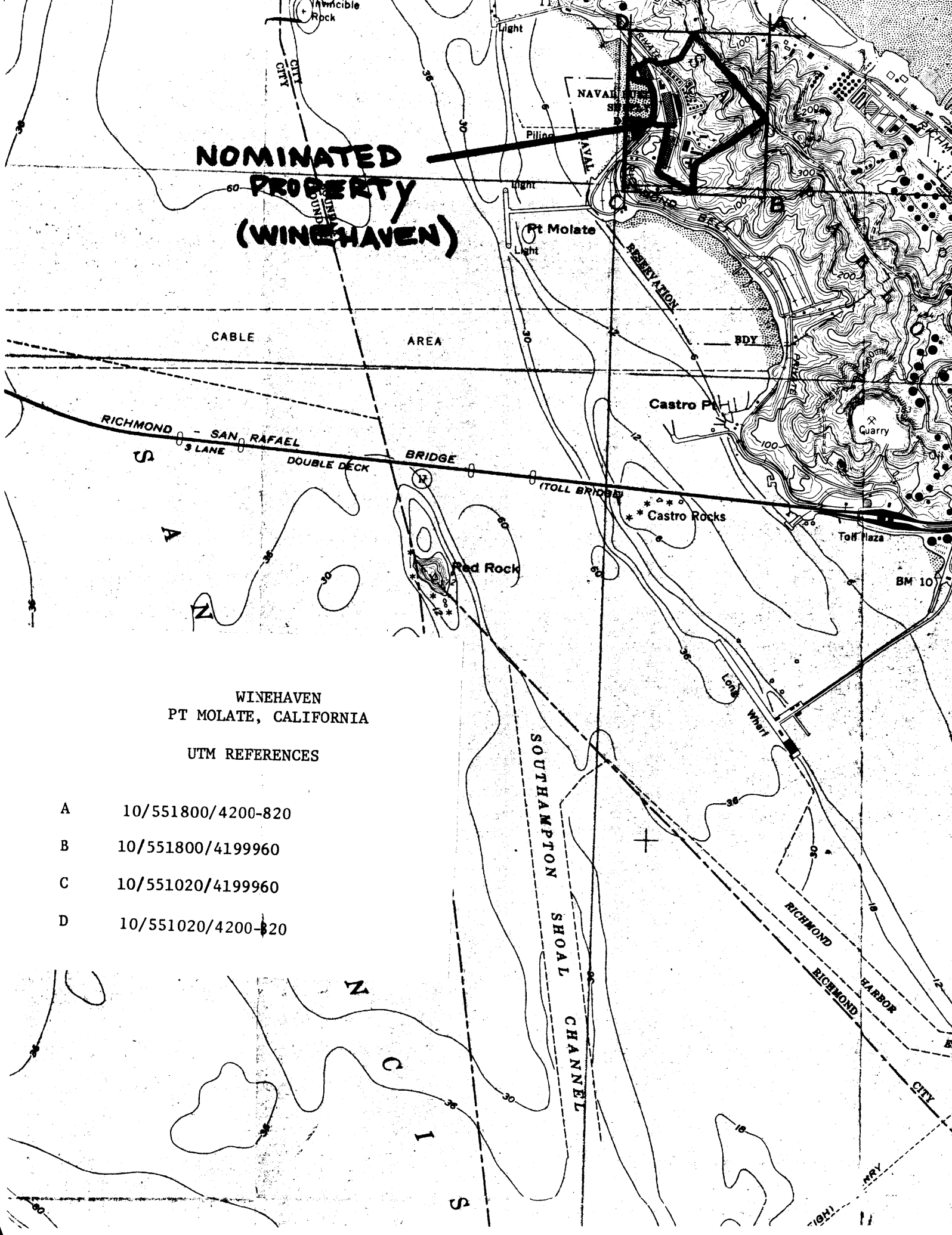
The interviews were held with: (1) people (now sixty and seventy years old) who had been children of the workers at Winehaven; (2) members of the City and County Historical Societies; and (3) a newspaperman, interested in the early history of the area, and a writer of feature articles for the local newspaper.



While rambling and lacking scientific technique, the interviews were so warmly charged with nostalgia and affection for a time and way of life that have regrettably vanished, they were nevertheless used as the basis for the descriptions of Winehaven contained in the nomination, despite their seeming lack of authentication.

//s// Lucretia Edwards
Winehaven Historical Study Committee

**NOMINATED
PROPERTY
(WINEHAVEN)**



WINEHAVEN
PT MOLATE, CALIFORNIA

UTM REFERENCES

- A 10/551800/4200-820
- B 10/551800/4199960
- C 10/551020/4199960
- D 10/551020/4200-820