

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: 91000563 Date Listed: 5/16/91

<u>NIANTIC (Storeship)</u>	<u>San Francisco</u>	<u>CA</u>
Property Name	County	State

N/A  
Multiple Name

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 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.

Autonicee J. Lee  
Signature of the Keeper

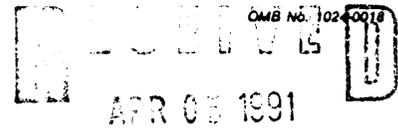
5/21/91  
Date of Action

=====  
**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)



United States Department of the Interior  
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 Niantic Storeship  
other names/site number Bow and Associated Material Culture, Niantic Storeship Site

2. Location

street & number NW Corner of Clay and Sansome Streets  not for publication  
city, town San Francisco  vicinity  
state California code 06 county San Francisco code 075 zip code 94109

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: \_\_\_\_\_  
Number of contributing resources previously listed in the National Register: \_\_\_\_\_

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.  
Kathryn Swalter 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. Christine J. Lee 5/10/91  
 determined eligible for the National Register.  See continuation sheet.  
 determined not eligible for the National Register.  
 removed from the National Register.  
 other, (explain:) \_\_\_\_\_  
\_\_\_\_\_  
Signature of the Keeper Date of Action

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**6. Function or Use**

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Historic Functions (enter categories from instructions)  
TRANSPORTATION: water-related

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Current Functions (enter categories from instructions)  
VACANT: NOT IN USE

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**7. Description**

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Architectural Classification  
(enter categories from instructions)

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Materials (enter categories from instructions)

foundation NA

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walls

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roof

---

other

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Describe present and historic physical appearance.

The remains of the ship Niantic were partially excavated and removed during construction at the corner of Clay and Sansome Streets, San Francisco, in 1978. The nominated remains of Niantic consist of the remaining 29 feet of the vessel's forward structure and bow, with associated material culture.

**Niantic as Built and Modified for Storeship Use**

As built in 1833, Niantic was a 451 88/95-ton ship, 119 feet, 6 inches in length, with a 29 foot beam and a 19 foot, 6 inch depth of hold [1]. Niantic's registry documents describe her as a three-masted, full-rigged ship with two decks, a square stern with a round tuck and no galleries, and a billethead. Niantic was a full-bodied, bluff-bowed vessel built of white oak, red oak, and white pine, copper-fastened and copper sheathed. Niantic underwent no major alteration until converted into a storeship in 1849.

Niantic was modified for use as a storeship in August 1849 when she was hauled in close to shore and beached on the mudflats off the San Francisco waterfront. Her ballast and masts were removed, and piles were driven alongside her to stabilize the ship. The "Niantic Storeship" was described in 1850 as:

...a huge dismantled hulk, surrounded with a strong and spacious stage, connected with the street by a substantial wharf...no longer a buoyant ship, surmounted by lofty spars, and "streams floating in the wind," but a mud-stuck tenement, covered with a shingle roof, subdivided into stores and offices, and painted over with the signs and showboards of the various occupants. Her hull was divided into two large warehouses, entered by spacious doorways on the sides, and her bulwarks raised about eight feet, affording a range of comfortable offices on the deck, at the level of which a wide balcony was carried round, surmounted with a verandah, that was approached by a broad and handsome stairway [2].

**B. 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)

Period of Significance

Significant Dates

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

1835-1851  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Cultural Affiliation

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person

Architect/Builder

Childs, Thomas (builder)

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

The remains of the 1835 ship Niantic, converted into a storeship on the San Francisco waterfront at the height of the Gold Rush in 1849, burned in a fire on May 4, 1851, and partially archeologically recovered and salvaged in 1978, is represented both by a recovered artifact collection and an intact 15% of the vessel (which may contain 2/3 of the material cultural record associated with the vessel after 1872 and 1906 intrusions). It is of National significance through its 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. Niantic is particularly significant because she was the first vessel to be converted into a beached "storeship" on the San Francisco waterfront, paving the way for some 150 other storeships, and because she, as the best known and most documented San Francisco storeship, came to represent that aspect of the Gold Rush to contemporary observers and future generations. Niantic's associated material cultural record is of National significance as the only Gold Rush storeship assemblage excavated and preserved. The analysis of the one-third of the surviving material cultural component of the Niantic site offered new perspectives on Gold Rush San Francisco trade, commerce, and social development; the remaining two-thirds of the assemblage when excavated have the potential to yield additional information important to an understanding of the Niantic Storeship, its role on the San Francisco water front during the Gold Rush, and the impact of the Gold Rush and maritime trade on the developing Pacific coast between 1849 and 1851.

The surviving structural remains of Niantic comprise a physical record of an early American-built ocean-going merchant vessel and are significant as a representational entity with architectural information important to an understanding of early 19th century American wooden shipbuilding. Niantic is also significant in the

**9. Major Bibliographical References**

Please see attached.

**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 # \_\_\_\_\_

See continuation sheet

**Primary location of additional data:**

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

Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of property .1

**UTM References**

A 

1	0
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5	5	2	8	2	0
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4	1	8	3	0	6	0
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Zone Easting Northing

C 

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B 

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Zone Easting Northing

D 

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See continuation sheet

**Verbal Boundary Description**

Commencing at a point 100' west of the corner of Clay and Sansome Streets on the sidewalk line of the north side of Clay, thence 50' due north, thence 90 degrees due west, thence 90 degrees due south 50' to Sansome Street, thence 90 degrees due east 50' to the point of beginning.

See continuation sheet

**Boundary Justification**

The boundaries encompass the known bow remains of the buried Niantic Storeship.

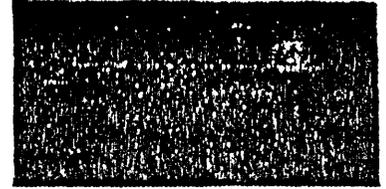
See continuation sheet

**11. Form Prepared By**

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

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The "barn" which enclosed Niantic's decks curved to follow the lines of the ship's bow and stepped up at the quarter deck to create another story on the structure. A series of structures surrounded Niantic, including a small pumphouse on her starboard stern quarter and a small office building on the Clay street wharf (which ran along the ship's port side) adjacent to Niantic's midships. The Niantic Storeship remained in business until destroyed by fire on May 4, 1851.

### Pre-1978 Intrusions at the Niantic Site

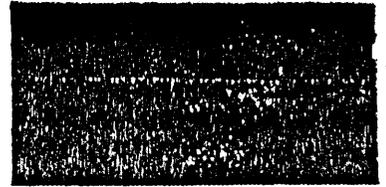
The fire of 1851 burned the storeship Niantic to her waterline, just at the turn of the bilge. Her cargo of unburned merchandise was covered by collapsing burnt debris and, in 1851, the entire hull buried under a layer of sand to allow for the construction of a building on the site. When portions of Niantic's remains were uncovered in 1978, sixteen feet of fill lay atop her hull. While details are not available, it is estimated that 70 to 75 feet of the stern and midships portions of the Niantic were excavated during the 1872 and 1906 (?) work. The construction work in 1978 uncovered 90 feet, including an additional 15 feet of her hull never before uncovered.

### 1978 Exposure and Removal of Niantic Remains

On May 11, 1978, work began to remove the exposed portion of Niantic's hull from the still-buried intact forward section of the ship which lay beneath the adjacent lot to the west. Jackhammers, saws, and axes were employed to sever an 8-foot wide cross section of her hull at the midships and stern. The section was lifted out and, along with Niantic's rudder, log windlass, large beams, and copper sheathing, was deposited at the San Francisco Maritime Museum. These structural remains, along with several thousand recovered artifacts, were accessioned into the collections of the National Park Service. [3]

The remains of Niantic were again exposed in late April 1978 [4] as construction activity commenced. Approximately 90 feet of the vessel's hull was exposed from the stern to a point aft of the bow, extended beneath a concrete bulkhead and into an adjacent undeveloped lot. The exposed remains were slated for demolition to allow the construction work to continue, so an arrangement was made with the San Francisco Maritime Museum for a "rapid rescue dig" to recover an intact assemblage of artifacts located in the

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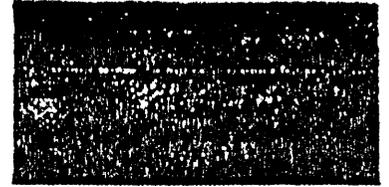
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15 feet of hull directly adjacent to the bulkhead. This work continued for a week (May 4-10, 1978) removing several hundred artifacts, many of which were located where they had been stored inside the Niantic Storeship [5]. The recovered artifacts were taken to the San Francisco Maritime Museum. On May 10, 1978, a photogrammetric recording of the exposed hull was conducted, and on May 11, the hull was sectioned with jackhammers, saws, and axes to sever the still buried forward section (beneath an adjacent lot), an 8-foot wide cross section of the hull, midships, and the stern. The cross section was lifted out and taken to the Maritime Museum along with the stern, the ship's rudder, and the log windlass of Niantic, which was found lying in the mud next to the ship when she was exposed in April. The remaining portions of the hull left at the construction site (approximately 72 feet) were bulldozed; large timbers and copper sheathing from the bulldozed hull was also removed and donated to the Maritime Museum. The recovered artifacts and surviving structure developer; the Niantic collection was accessioned into the collection of the Golden Gate National Recreation Area of the National Park Service in June, 1978, when the San Francisco Maritime Museum was incorporated into the park. Under National Park Service curatorial control the collection was inventoried, cleaned, conserved, and publicly displayed on two occasions.

Niantic Collection at the National Maritime Museum

Three major structural components of the vessel are represented in the National Maritime Museum collection. These are 1) the stern, with rudder, 2) the midships section, and 3) the log windlass. Drawings of these elements are appended to this nomination. The Niantic collection also includes several thousand artifacts which have been catalogued into specific use groups such as 1) stationery and printing activities group (e.g. stationery articles, writing/artistic implements, ink bottles/caps, printing articles); 2) tools activities group (e.g. mining tools, woodworking tools, metal working tools, agricultural tools, commercial tools); 3) arms group (e.g. flintlock ignition arms, percussion ignition arms, appurtenances, sword/saber); 4) non-maritime architectural group (e.g. structural elements, hardware, construction materials, architectural by-products); 5) furnishings group (e.g. articles, furniture, hardware, furnishings) 6) kitchen group (e.g. bottles [champagne, other alcoholic beverages, beverages, food/condiments, medicinal] domestic glassware, tableware/kitchenware, porcelains, stoneware, earthenwares) 7)

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comestibles group (e.g. foodstuffs, packaging); 8) storage group (e.g. trunk hardware, barrel and crate elements, cordage); 9) apparel group (e.g. garments, fasteners, footwear); and 10) personal group (e.g. personables, currency). The artifact assemblage represents the broad range of desired merchandise in frontier California [6].

Unrecovered Niantic Remains

Approximately 90 feet of Niantic was exposed and removed from the corner of Clay and Sansome streets in 1978. This leaves 29 feet of the 119 foot long vessel unaccounted for. The remaining structure, approximately 15% of the vessel, lies buried under an adjacent lot which suffered no major subsurface disturbance in the past and hence has the last preserved portion of Niantic beneath it. The undisturbed artifact deposit excavated in the 15-foot area adjacent to the bulkhead in 1978 strongly indicates that the bow area has an intact assemblage inside it as the two areas directly abutted each other. Artifacts were noted half-uncovered and protruding from the soil beneath the bulkhead in 1978. The final archeological report on the 1978 excavation noted that "the potential is strong that the remaining bow section and contents are pristine" [7]. The potential for meaningful data return in the bow may be high; the recovered artifacts excavated in 1978 (more than 3,000) represent only one-third of the approximately 45-foot undisturbed (until 1978) deposit in Niantic, the remaining two-thirds of the deposit (29 feet) remaining in the as yet unexcavated bow area.

1

Registry for Niantic, Port of New York, New York, #388, October 29, 1835. National Archives Record Group 41, Washington, D.C.

2

William Kelly, A Stroll Through the Diggings of California. (London, 1852; reprint ed. Oakland, California: Biobooks, 1950) p. 147.

3

Mary Hilderman Smith, "An Interpretive Study of the Collection Recovered from the Storeship Niantic." (M.A. Thesis, San Francisco State University, California, 1981) pp. 17-18

4

Ibid., p. 19.

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5  
Isabel Bullen, "A Glimpse into the Niantic's Hold," California History LXIII (1980) pp. 326-333, pass.

6  
Smith, pp. 80-200, pass.

7  
Ibid., p. 20.

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areas of COMMERCE and TRANSPORTATION as a New York-China trade vessel, an early 19th century whaling vessel, and as a vessel whose career was interrupted by the California gold discovery to carry passengers to California in 1849 at the height of the gold excitement.

The integrity of the Niantic artifact collection has not been compromised, since its potential to yield important data remains. Moreover, the collection has yielded sufficient information for one scholarly analysis and interpretation.

The integrity of the Niantic material cultural assemblage is considered to not have suffered since the informational potential of the assemblage remains in its curated condition and since meaningful data can be inferred from the collection, as has been demonstrated by a major scholarly analysis and interpretation of the collection [1].

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

#### Niantic's Role in Pre-Gold Rush Maritime Commerce

Niantic was built by Thomas Childs at Chatham, Connecticut, in 1835 for the New York mercantile firm of N.L. & G. Griswold. Between 1835 and 1840 Niantic was engaged in the China trade between New York and Canton, carrying tea, silk, and porcelains to the United States. Niantic's career was cut short by hostilities between China and Great Britain during the Opium War of 1839-1842; on her last voyage out of Canton she was almost trapped in harbor when her captain took ill but was navigated home by prominent American businessman and master mariner Robert Bennett Forbes, who was on board as a passenger [2].

After 1840, Niantic languished, finally being sold in 1844 to new owners who converted her into a whaler. She made a prolonged whaling voyage to the Pacific between 1844 and 1847, returning to Sag Harbor, New York, on February 1, 1847, with 120 barrels of sperm whale oil, 2,400 barrels of whale oil, and 10,000 lbs. of whalebone [3]. For the remainder of 1847 Niantic apparently entered the European packet trade, carrying passengers and freight from New York to Liverpool [4]. Then, in 1848, she was sold to new owners and readied for another whaling voyage.

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Niantic departed Warren, Rhode Island, on September 16, 1848, for the Northwest Pacific whaling grounds under the command of Henry Cleaveland of West Tisbury, Massachusetts. Niantic rounded Cape Horn and headed into the Pacific as news of the California gold discovery swept the eastern seaboard. Capt. Cleaveland did not learn of the maritime rush to California until early 1849 when Niantic put into Paita, Peru, for provisions [5].

Niantic in the Gold Rush

Niantic arrived at Paita on March 7, 1849; the steamer California had already stopped in Peru communicating the American excitement of California's gold, and coastal trading vessels had carried gold fever to South America. Cleaveland, hearing of large numbers of gold seekers looking for passage from the isthmus of Panama, was offered as much as \$20,000 to charter his vessel by Peruvian merchants, so he decided to cast his lot with the Gold Rush migration. He wrote Niantic's owners that

...in consideration of the great demand for ships...and a great prospect for doing first rate for all concerned, I think it my duty to prepare the ship with the utmost speed and lose one Northwest season....[6]

Niantic's whaling gear was landed, and light freight for Panama was loaded. The ship cleared Paita on March 25, 1849, arriving at Panama two weeks later. Thousands of would-be fortune seekers were crowded in the small isthmian port, awaiting passage to San Francisco. Cleaveland landed his freight, built bunks in Niantic's hold, converted the whaling try-pots (used to render whale blubber into oil) into soup kettles, and embarked 250 passengers at \$150 to \$250 a head. A shrewd yankee businessman, Cleaveland made a "small fortune" selling his light freight of water casks, pilot bread, salt beef, and kettles to other vessels in port less prepared for the passenger-carrying business. Niantic sailed from Panama on May 2, 1849 [7].

Niantic's passage to San Francisco occupied 65 days; one passenger died en route of cholera. The day before the ship arrived at the Golden Gate, the passengers hastily readied themselves for the "new Eldorado":

The retorts, crucibles, gold tests, pickaxes, shovels, and tin-pans [were] put in a separate

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bag, and laid on the top; each determined to be the first off for the mines....All were looking to the glorious future with a faith that could have moved mountains, particularly if they were suspected of having gold concealed underneath [8].

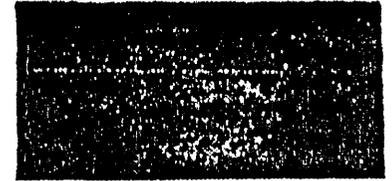
Niantic arrived at San Francisco on July 4, 1849. Her voyage was perhaps one of the best recorded; at least four passengers left published reminiscences of their trip, another left a manuscript diary, and the ship's log has survived [9].

Niantic's log records a steady stream of desertions by the crew; on July 12 the last entry in the log records Niantic's being stripped by her remaining crew. The crew gone to the mines, and Capt. Cleaveland unable to raise another, Niantic was offered for sale in August 1849. The purchasers did not take her to sea, though. Merchants Samuel Ward, Charles Mersch, Adolphe Milord, and Elbert P. Jones bought the ship for the purpose of converting her into a storeship [10]. A shortage of buildings and timber, high costs for construction, and a readily (and inexpensively) available fleet of near-abandoned vessels made storeship conversions a lucrative venture. Niantic was the first to be hauled in close to shore and converted; early lithographs of the San Francisco waterfront show her in her unique position. She was soon joined; by 1851 more than 150 storeships were hemmed by development on the waterfront or rode at anchor off the city's wharves.

Niantic stored a variety of goods in her hold and a variety of businesses occupied the "barn" built on her deck. From the late summer of 1849 to the spring of 1851 Niantic served the mercantile and business community of rapidly growing San Francisco. Dozens of vessels arrived daily, disgorging passengers and freight. Miners who could not take all of their belongings to the mines left their trunks and other baggage in Niantic and other storeships; merchandise was also kept in the ship until ready for sale. The vessel occasioned comment by many visitors to the Gold Rush city and many published accounts mention Niantic. Gradually the vessel became land-locked as piers and wharves stretched out across the shallow waters of Yerba Buena Cove, San Francisco's waterfront. By early 1851 Niantic was described by one author as "High and Dry":

The front of the city is extending rapidly into the sea, as water-lots are filled up with sand...This

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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....[11]

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

#### Archeology of Niantic

An estimated 75 vessels ultimately came to rest beneath urban landfill as the Gold Rush waterfront of San Francisco was filled and built upon. As new construction, and taller buildings began to dot the filled area, deeply-excavated foundations began to unearth the city's buried fleet. As many as 10 vessels were discovered and removed in this fashion by 1930; others were unearthed and then re-buried. Niantic was one such vessel, being encountered during construction at the site in 1872 and 1906. The discovery of buried Gold Rush vessels had largely passed into memory by 1978, when Niantic was unearthed once again. The albeit hasty archeological recovery of her untouched cargo offered the first opportunity to archeologically analyze and interpret a San Francisco storeship and life on the Gold Rush waterfront [12]. The collection was analyzed by archeologist Mary Hilderman Smith between 1979 and 1981. Smith formulated a series of research questions; these included specific inquiries into the ship's physical attributes and setting, the functioning of the storeship, and the Niantic Storeship's role in San Francisco's overall mercantile and trade patterns.

Smith concluded from her analysis of the Niantic collection that the artifacts demonstrated the use of Niantic as a highly successful, diversely utilized storeship. Also significant in her series of conclusions was the observation that:

To the extent that the preferences and tastes of San Francisco's main-stream consumers are reflected in the Niantic assemblage then,

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relatively high purchasing power and a flamboyant style of living are suggested....[13]

Most significant, however, is Smith's conclusion about the effect of the Gold Rush on San Francisco (and hence an analysis of the nature of the Gold Rush). The Niantic collection's largely foreign points of origin pointed to a cosmopolitan, world-class city reliant on maritime trade and serving as a cultural depot and dispersion point; "the historical accident of gold's discovery in 1848 to the northeast of San Francisco served to intensify the frontier process already in motion at this location. This intensification catapulted San Francisco from a proto or fledgling city into a maturing metropolis [14]. Archeological research with the Niantic collection's limited returns (with only 1/3 of the site's potential analyzed) points to a unique and significant archeological entity with great potential to yield information important to a better understanding of the California Gold Rush's trade patterns and the rise of the principal American port on the Pacific, San Francisco.

1

Mary Hilderman Smith, "An Interpretive Study of the Collection Recovered from the Storeship Niantic." (M.A. Thesis, San Francisco State University, California, 1981)

2

Niantic's China trade activities are mentioned in George Davis, Recollections of a Sea Wanderer's Life, and Robert Bennett Forbes, Personal Reminiscences (reprinted ed. London: MacDonald and Janes 1974) A surviving Niantic China trade logbook is in the G.W. Blunt White Library, Mystic Seaport, Mystic, Connecticut.

3

Alexander Starbuck, History of the Whale Fishery. (reprint ed. New York: Argosy-Antiquarian, 1964) pp. 418-419.

4

Carl C. Cutler, Queens of the Western Ocean: The Story of America's Mail and Passenger Sailing Lines. (Annapolis: United States Naval Institute, 1961) pp. 383, 514.

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5

Logbook of Niantic 1848-1849, collection of the National Maritime Museum San Francisco.

6

As quoted in Joan Parker, "Invincible Amphibian: The Story of the Ship Niantic," American West XVII (1980) pp. 48-49.

7

Logbook of Niantic.

8

J.M. Letts, California Illustrated. (New York: R.T. Young, 1853) p. 44.

9

These are J.M. Letts (see n. 8 above) John Morland Cushing, "From New York to San Francisco in 1849 via the Isthmus of Panama to San Francisco on the ship Niantic," Society of California Pioneers Quarterly VI (1929), John S. McCollum, California As I Saw It. ed. Dale S. Morgan (Los Gatos: Talisman Press, 1960); and R.J.C., an otherwise unidentified passenger, published his reminiscence in the San Francisco Call of March 26, 1893. The diary of Daniel Nason is in the collections of the Massachusetts Historical Society, Boston.

10

James P. Delgado, "A Gold Rush Enterprise: Sam Ward, Charles Mersch, and the Storeship Niantic," Huntington Library Quarterly XLVI (1983) pp. 321-330.

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Frank Marryat, Mountains to Molehills; Or, Recollections of a Burnt Journal. (London: Longman, Brown, Green, and Longmans, 1855) pp. 51-53.

12

Smith, p. 203.

13

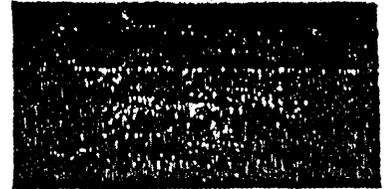
Ibid., p. 218.

14

Ibid., p. 232.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form



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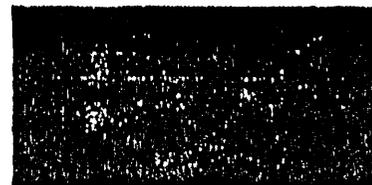
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SEE CONTINUATION SHEET

United States Department of the Interior  
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National Register of Historic Places  
Inventory—Nomination Form



Continuation sheet

Item number

9

Page 2

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California Gold Rush  
Shipwrecks Thematic Group  
Bow and Associated Material Culture,  
Niantic Storeship Site  
NW Corner of Clay & Sansome Streets  
San Francisco, California

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

1850 drawing of the Niantic Storeship at San Francisco.

Photograph Number: 1 of 6.



HC MUTUAL BUILDING IS A BREA

California Gold Rush  
Shipwrecks Thematic Group  
Bow and Associated Material Culture,  
Niantic Storeship Site  
NW Corner of Clay and Sansome Streets  
San Francisco, California

National Park Service  
Photograph  
Negative on file at the  
Golden Gate National  
Recreation Area,  
San Francisco

Aerial view of Niantic's midships and stern sections as  
exposed in May, 1978. View west.

Photographer: Holly Dunbar

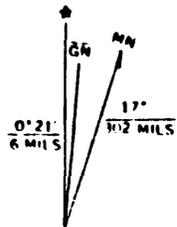
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SAN FRANCISCO NORTH, CALIF

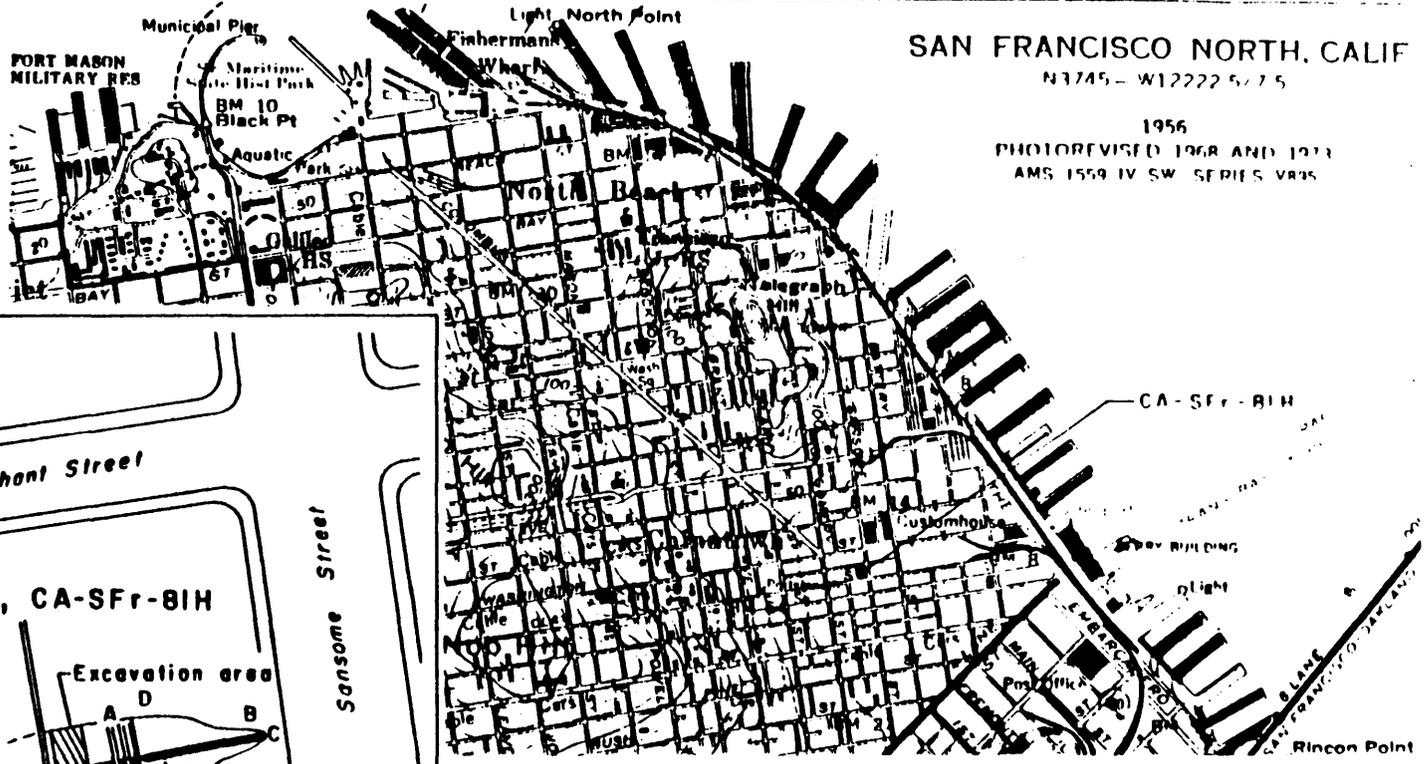
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1956

PHOTOREVISED 1968 AND 1973  
AMS 1559 IV SW SERIES VR35



UTM GRID AND 1973 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET



Approx. scale 1cm = 8 m

0 10 20 meters



Merchant Street

NIANTIC, CA-SFr-8IH

Redwood Park

Excavation area

Transamerica Building

Clay Street  
Sausalito Street

A D  
B C  
Keelton

Clay Street

- A) Hull section
- B) Stern section
- C) Rudder
- D) Windlass

1 5 0 1 KILOMETER

CONTOUR INTERVAL 25 FEET

FIGURE 2

LOCATION OF THE NIANTIC SITE, CA-SFr-8IH,  
IN SAN FRANCISCO

California Gold Rush  
Shipwrecks Thematic Group  
Bow and Associated Material Culture,  
Niantic Storeship Site  
NW Corner of Clay and Sansome Streets  
San Francisco, California

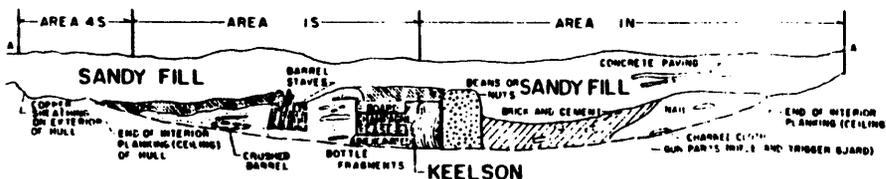
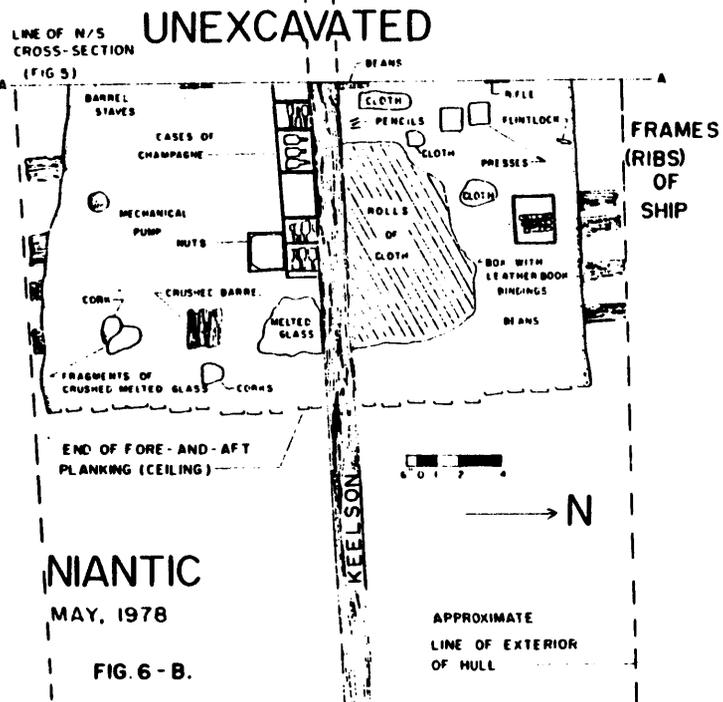
National Park Service  
Photograph  
Negative on file at the  
Golden Gate National  
Recreation Area,  
San Francisco

Archeological Report Drawing showing Niantic's location  
and the excavated portion of the site, 1978.

Illustrator: Vance Bente

Photograph Number: 3 of 6.

REDWOOD PARK  
SHORING AT WEST END OF CONSTRUCTION AREA



NIANTIC 5/7/78

CROSS-SECTION ACROSS VESSEL 4FT. EAST OF SHORING AT WEST END OF CONSTRUCTION SITE, FACING NORTH, LINE A-A ON PLAN, FIG 6

- KEY
- WOOD
  - SANDY FILL
  - DARK FILL WITH CHARRED WOOD
  - MEDIUM BROWN CLAY FILL
  - DARK SANDY FILL

FIG. 5 - C.

NIANTIC

5/4/78 - 5/8/78

NIANTIC SITE SHOWING EXCAVATED AREA AT WEST END OF HULL, WITH AREAS NUMBERED DURING EXCAVATION (NOTE, "S" IS SOUTH, NOT STARBOARD)

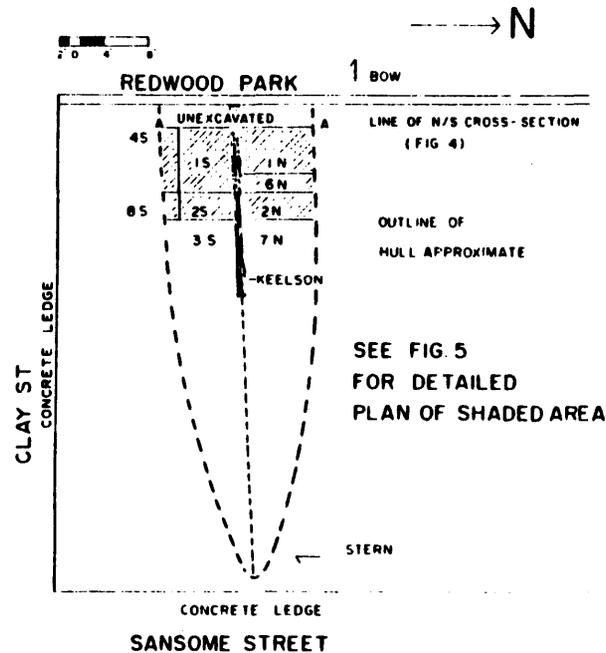


FIG. 3 - A.

EXCAVATION OF CA-SFR-81H IN PLAN AND PROFILE

A EXCAVATION AREA B EXCAVATION AREA C EXCAVATION AREA

ASAP FROM THE FULLER DRAWINGS (2011)

California Gold Rush  
Thematic Group  
Bow and Associated Material Culture,  
Niantic Storeship Site  
NW Corner of Clay and Sansome Streets  
San Francisco, California

National Park Service  
Photograph  
Negative on file at the  
Golden Gate National  
Recreation Area,  
San Francisco

Archeological Report drawing showing excavated portion  
of Niantic and basic artifact placement, 1978.

Illustrator: Vance Bente

Photograph Number: 4 of 6.



California Gold Rush  
Thematic Group  
Bow and Associated Material Culture,  
Niantic Storeship Site  
NW Corner of Clay and Sansome Streets  
San Francisco, California

National Park Service  
Photograph  
Negative on file at the  
Golden Gate National  
Recreation Area,  
San Francisco

Archeological Report drawing showing naval architectural  
remains recovered at Niantic site, 1978.

Illustrator: Vance Bente

Photograph Number: 5 of 6.

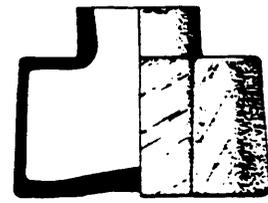
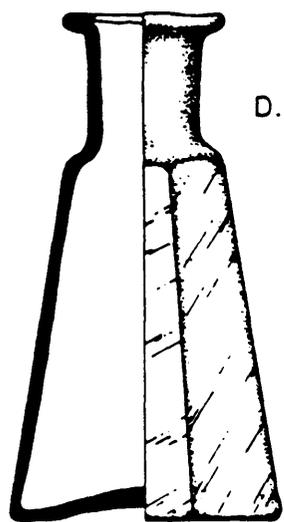
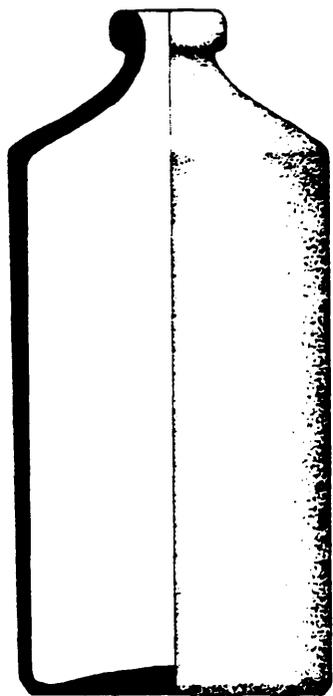
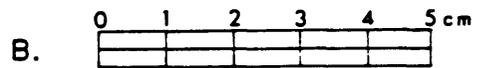
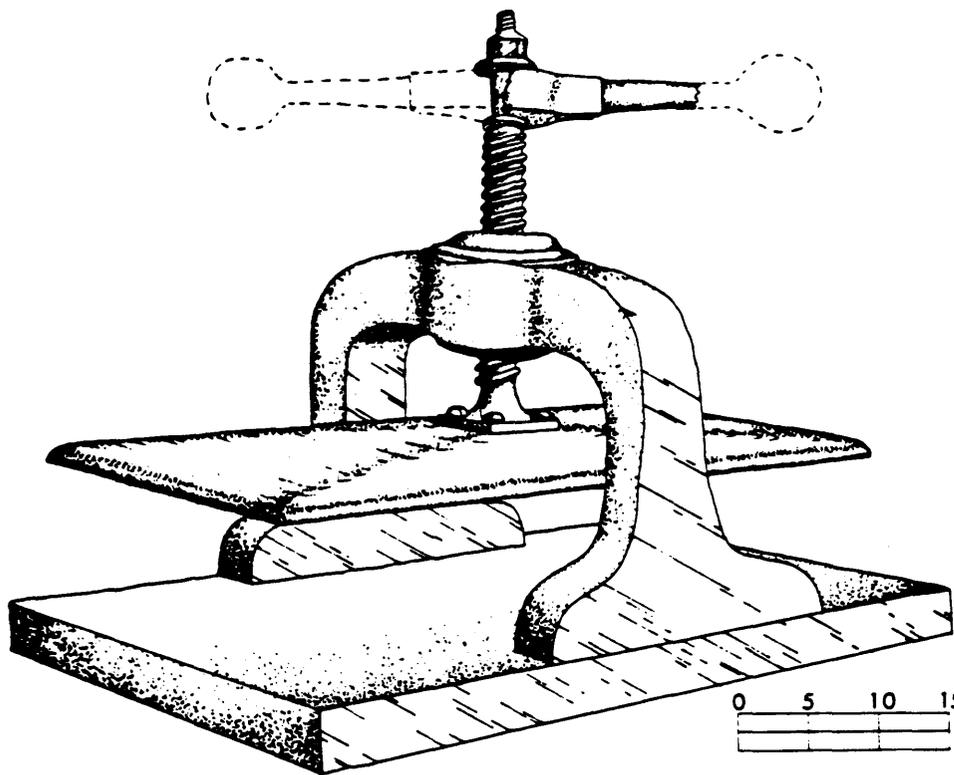


FIGURE 14

STATIONERY ARTIFACTS - GROUP I

- A. Copy press
- B. E. Wolff & Son pencil
- C. Ceramic master ink bottle
- D. Individual glass ink bottles

California Gold Rush  
Shipwrecks Thematic Group  
Bow and Associated Material Culture  
Niantic Storeship Site  
NW Corner of Clay and Sansome Streets  
San Francisco, California

National Park Service  
Photograph  
Negative on file at the  
Golden Gate National  
Recreation Area,  
San Francisco

Archeological Report drawing showing stationery artifacts  
recovered from Niantic site, 1978.

Illustrator: Vance Bente

Photograph Number: 6 of 6.