



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of National Marine Sanctuaries
West Coast Regional Office
99 Pacific Street, Building 100F
Monterey, CA 93940

May 23, 2013

Dr. Carol Roland-Nawi
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Review and Compliance Unit (RACU)

RE: Gulf of the Farallones and Cordell Bank National Marine Sanctuaries Boundary Expansion: Section 106 Review

The Gulf of the Farallones National Marine Sanctuary (GFNMS) and Cordell Bank National Marine Sanctuary (CBNMS) are administered by the National Ocean Service (NOS) and National Oceanic and Atmospheric Administration (NOAA), within the Department of Commerce. The GFNMS and CBNMS are proposing an administrative action to expand the sanctuaries northern boundaries to include the waters from Bodega Head in Sonoma County to north of Point Arena (39 degrees North latitude) in Mendocino County, and west beyond the edge of the continental shelf. As part of the National Environmental Policy Act (NEPA) compliance process the GFNMS and CBNMS submits the proposed undertaking for your review in compliance with the Section 106 Review process, requesting concurrence on a finding of "No Adverse Effect."

Historic archaeological properties, ship and aircraft wrecks, are reported lost in the region of the proposed expansion, some of which have been located by the National Park Service (NPS) and California Department of Parks and Recreation's (CDPR) maritime archaeologists conducting surveys in the region as well as by the local sport diving community. Most of the ship and aircraft wrecks in the expansion area have not been located, but were reported lost and an inventory (see 2.1 Historic Properties) has been compiled using primary source documentation, NOAA U.S. Pacific West Coast shipwreck database, and CDPR and NPS shipwreck assessment reports (see References). In terms of prehistoric resources, nothing underwater has been located, but there are known prehistoric sites along the coastal bluffs adjacent to the expansion area.

Jurisdictional Authority of the GFNMS overlaps and borders the jurisdictions of several other state and federal agencies and this is consistent with the expansion (see Regulatory Setting). NOAA, preservation mandates for maritime archaeological resources derive directly from elements of the Federal Archaeology Program, including the National Historic Preservation Act of 1966. Section 110 of the National Historic Preservation Act states that each federal agency shall establish a preservation program for the protection of historic properties. Other relevant preservation guidelines include the Antiquities Act of 1906, Archaeological Resources Protection Act of 1979, NEPA of 1982, Preserve America Executive Order (EO 13287 2003) and Sunken Military Craft Act of 2004. These laws codify the protection of heritage sites from illegal salvage and looting. NOAA jurisdictional authority would be applicable to the boundary expansion causing no adverse effect to archaeological properties.



Upon receipt of this letter initiating consultation and thereafter a thirty-day review (May 28 – June 28), a Section 106 Review has been satisfied, the parties stated above will be in concurrence with a “No Adverse Effect” for historic and pre-historic properties for the proposed expansion.

We value the opportunity to work with the State of California to protect our nation’s historic maritime resources.

Best regards,



Robert Schwemmer

West Coast Regional Maritime Heritage Coordinator
NOAA, Office of National Marine Sanctuaries

CC: Pamela Griggs, California State Lands Commission

NOAA

Maria Brown, Superintendent, Gulf of the Farallones National Marine Sanctuary

Dan Howard, Superintendent, Cordell Bank National Marine Sanctuary



GULF OF THE FARALLONES AND CORDELL BANK NATIONAL MARINE SANCTUARIES EXPANSION, BODEGA HEAD TO NORTH OF POINT ARENA

1. DESCRIPTION OF UNDERTAKING

1.1 Geographic Setting

The Gulf of the Farallones National Marine Sanctuary (GFNMS) and Cordell Bank National Marine Sanctuary (CBNMS) are federally protected marine areas offshore of California's north-central coast. GFNMS protects an area of 1,279 square statute miles off the north-central California coast that surround the Farallon Islands and along the mainland coast of the Point Reyes Peninsula between Bodega Head and Rock Point. The sanctuary was designated in 1981 because of its national significance as an area that encompasses a diversity of highly productive marine habitats, supports an abundance of species and including historically significant maritime heritage resources. CBNMS protects an area of 757 square statute miles and is entirely offshore and shares its southern and eastern boundary with GFNMS. The eastern boundary of CBNMS is six miles from shore and the western boundary is the 1,000-fathom isobath on the edge of the continental slope. The area contains unique geological and oceanic features that create conditions that support extraordinarily diverse and abundant marine life, but no maritime heritage resources are known to exist. The sanctuary was designated in 1989, the Bank itself consists of a series of steep-sided ridges and narrow pinnacles resting on a plateau.

The GFNMS and CBNMS sanctuaries are administered by the National Ocean Service (NOS), National Oceanic and Atmospheric Administration (NOAA), within the Department of Commerce.

1.2 Regulatory Setting

Each national marine sanctuary is designated with a broad "scope of regulations" within which regulations may be promulgated as necessary to ensure the protection and management of the conservation, ecological, recreational, research, educational, historical, cultural and aesthetic resources and qualities of the sanctuary.

Jurisdictional Authority of the Gulf of the Farallones National Marine Sanctuary overlaps and borders the jurisdictions of several other state and federal agencies. Two other national marine sanctuaries share boundaries with the Gulf of the Farallones sanctuary: to the north and west is CBNMS, and to the south and east is Monterey Bay National Marine Sanctuary.

The National Park Service is a significant collaborator with the sanctuaries. The Golden Gate National Recreation Area and Point Reyes National Seashore work closely with the sanctuaries on the protection and management of natural and cultural marine resources. Golden Gate National Recreation Area includes an extensive network of recreational and historic sites. The sanctuary coordinates and cooperates with Point Reyes National Seashore and Golden Gate National Recreation Area in the areas of resource protection, enforcement, interpretation, administrative support, wildlife protection, oil spill preparedness and natural resource damage

assessment and restoration. Point Reyes National Seashore represents the largest stretch of shoreline adjacent to GFNMS, with a small portion of the national seashore overlapping the sanctuary boundary within Tomales Bay. It includes certain state tide and submerged lands that have been conveyed to the national seashore. The national seashore's management plan defines "natural zones" that are to remain unaltered by human activity. Portions of the Golden Gate National Recreation Area shoreline, from the mean high tide to approximately a quarter-mile offshore overlap jurisdiction with the sanctuary. These areas are along the Marin Headlands, Stinson Beach, Bolinas Lagoon and Tomales Bay.

Other agencies with management responsibility in the sanctuaries or in coastal areas adjacent to the sanctuaries include the California State Lands Commission, the California Department of Parks and Recreation and the counties of San Francisco, Marin and Sonoma. All of these counties have Local Coastal Plans certified by the California Coastal Commission.

1.3 Protection of Maritime Archaeological Resources

A number of established laws govern the protection and management of maritime heritage resources. The Abandoned Shipwreck Act of 1987 charges each state with preservation management for "certain abandoned shipwrecks, which have been deserted and to which the owner has relinquished ownership rights with no retention." For NOAA, preservation mandates for maritime heritage resources derive directly from elements of the Federal Archaeology Program, including the National Historic Preservation Act of 1966. Section 110 of the National Historic Preservation Act states that each federal agency shall establish a preservation program for the protection of historic properties. Other relevant preservation guidelines include the Antiquities Act of 1906, Archaeological Resources Protection Act of 1979, National Environmental Policy Act of 1982, Preserve America Executive Order (EO 13287 2003) and Sunken Military Craft Act of 2004. These laws codify the protection of heritage sites from illegal salvage and looting.

NOAA's Maritime Heritage Program is specifically designed to address these preservation mandates and to both inventory and protect these special resources for the benefit of the public. California state regulations also prohibit the unpermitted disturbance of submerged archaeological and historical resources. Additionally, the Office of National Marine Sanctuaries and California State Lands Commission have an archaeological resource recovery permit system in place. Protection and monitoring of these sites will become a more pronounced responsibility in the sanctuaries' heritage resources management program.

Under Office of National Marine Sanctuaries regulations, removing or damaging any historical or cultural resource is prohibited within the GFNMS and CBNMS. Additionally, the National Marine Sanctuaries Act requires each sanctuary to inventory and document its maritime heritage resources. Given the existence of historically important shipwrecks in the GFNMS, the likelihood of finding more, and the keen public interest in these resources, it is a priority for the sanctuaries to continue their efforts to inventory and document archaeological resources.

1.4 Undertaking

The GFNMS and CBNMS are proposing an administrative action to expand the sanctuaries northern boundaries to include the waters from Bodega Head in Sonoma County to north of Point Arena (39 degrees North latitude) in Mendocino County, and west beyond the edge of the continental shelf (Figure 1.). The proposed expansion for GFNMS is 2,014 square statute miles and for CBNMS 757 square statute miles. As part of the National Environmental Policy Act (NEPA) compliance process the GFNMS and CBNMS submits the proposed undertaking for review in compliance with the Section 106 Review process, requesting concurrence on a finding of “No Adverse Effect.”

NOAA announced in the Federal Register, Vol. 77, No. 246, December 21, 2012, that it is considering the expansion of GFNMS and CBNMS. NOAA will conduct this review pursuant to section 304(e) of the National Marine Sanctuaries Act, as amended, (NMSA) (16 U.S.C. 1434 (e)). As required by NMSA, the review will include public processes outlined under the National Environmental Policy Act (NEPA; 42 U.S.C. 4321 *et seq.*). NOAA anticipates that the review and potential expansion of existing sanctuary boundaries will be completed within 18 to 24 months.

Back Ground Information

In 2008, the joint management plan review for GFNMS and CBNMS determined that managers in these sanctuaries would facilitate a public process in the next five years to ensure that “*current boundaries were inclusive of the area’s natural resources and ecological qualities, including the biogeographic representation of the area.*” Sanctuary advisory councils from both sites have regularly discussed the boundary expansion alternative and have expressed support for boundary expansion when proposed by local congressional members.

In doing so, NOAA is considering extending, and as necessary amending, the regulations and management plan for GFNMS and CBNMS in this area and is specifically requesting public comment on issues that would arise in doing so. This expansion would protect the upwelling source waters of the sanctuaries as well as nationally-significant seascapes, wildlife, and ship and aircraft wrecks, and would promote ecotourism and sustainable fishing practices. Although no decision has been made yet regarding this possible action, expanded sanctuary boundaries could protect up to an additional 2,771 square statute miles.

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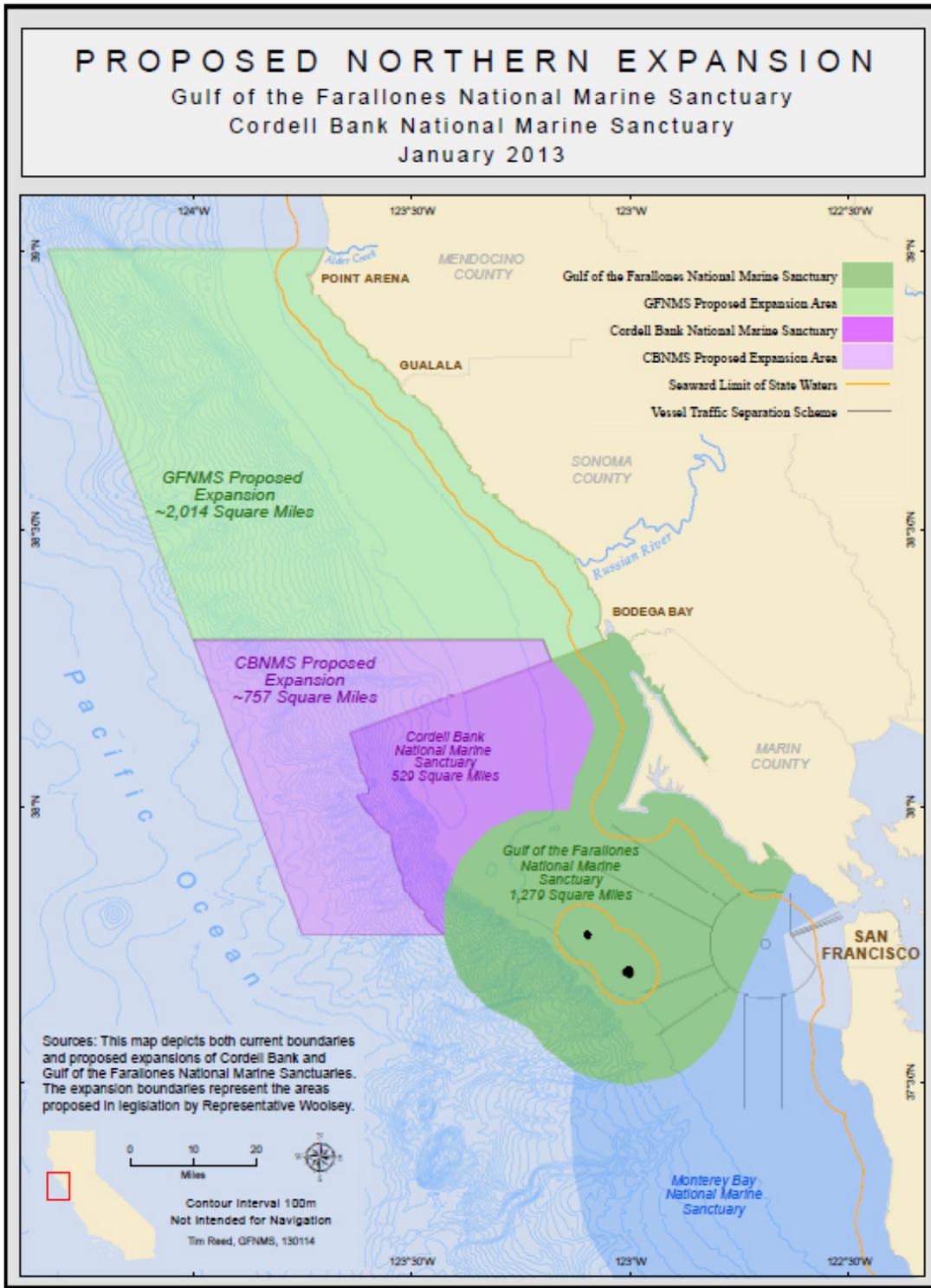


Figure 1.
GFNMS and CBNMS Northern Expansion

1.5 Maritime Archaeological Resources

The maritime cultural landscape for the expansion area can be separated into three broad categories. Precontact history describes events prior to European exploration and influence in the Americas. Ethnohistory represents information gleaned from ethnographic sources (including oral histories and anthropological and sociological studies) and historical accounts of Native American groups. History is generally postcontact information gathered from written documents from the time of early European exploration until today. The expansion area is rich in cultural and archaeological resources and has a long and interesting maritime history.

It is generally believed that human occupation of the West Coast dates back to at least 13,000 years before present (BP). Several sites around California are thought to have been occupied between 40,000 to 200,000 years BP; however, the reliability of the dating techniques used and the validity of the artifacts found in those sites remain controversial (*Moratto 1984*). It is widely held that prehistoric shorelines extended far out onto the Continental shelf, and it is probable that the remains of California's earliest settlements were inundated following the last Ice Age. Archaeological evidence for occupation of California during the Holocene Epoch (13,000 years BP to present) is stronger. Miwok and *Kashia* (an alternate spelling is *Kashaya*) Pomo once lived and harvested the resources of an abundant marine landscape that was inundated by sea level rise with the end of the last great Ice Age, which reflects persistence and adaptation to a changing climate.

Following Spain's "discovery" of the Pacific Ocean in 1513, early Spanish explorers took to that ocean beginning in 1527. Among those voyages that followed were explorations by mariners such as Juan Rodríguez Cabrillo, Sebastian Rodríguez Cermeño, and Sebastian Vizcaíno in 1542-1543, 1595 and 1602 that studied and visited the California coast, while others crossed the Pacific to commence a transoceanic trade with the Philippines after 1565 (*Mathes 1968*). In the two centuries that followed, the "Manila galleons" and other Spanish ships made regular landfall on the northern California coast in or around Cape Mendocino before turning south to bear for Acapulco (*Gearhart et al. 1990*).

As the influx of foreign ships continued and as the region transitioned to American rule following the Mexican War (1846-1848) and prospered following the Gold Rush (1849-1855), ports, such as San Francisco and Monterey, and smaller coastal harbor towns from Bodega Bay to Point Arena were developed through fishing, lumber trade, coastal shipping, and economic exchange. Regional fishing communities dating back to the middle of the 19th century are distinctive for their rugged, individualistic culture born of a hard and sometime dangerous life harvesting fish at sea. It is an area strongly shaped and influenced by the offshore marine environment and the edge of the continental shelf, where the upwelling of the California current created a fishery as well as inshore kelp forests on marine terraces that provided habitat for marine mammals.

The rich pelagic resources of this maritime landscape, particularly the kelp forests in the numerous coves and inlets that provided habitat for the California sea otter (*Enhydra lutris nereis*), and this area's ocean-influenced climate's benefits for agriculture brought the Russian

American Company to the coast in the early 19th century to hunt otters for their fur, and ultimately to establish settlements for agriculture and as a base for their sealing operations.

The maritime fur trade also changed the cultures of the native peoples involved in it, from the Aleut and other peoples of Alaska such as the Tlingit, to the peoples of British Columbia, Washington, Oregon and California, to the native peoples of Hawaii. In California, the trade and the arrival of the Russians had a particular impact on the *Kashia* Pomo, whose major village, *Meteni*, became the site of the Ross Colony, or Fort Ross, a major settlement for three decades (Figure 2.). A separate settlement was made inland of “Port Rumiantsev,” or Bodega Bay, where two shore side warehouses and a dock occupied the lands of the Coast Miwok. At Fort Ross, the *Kashia* lived, worked and intermarried among the Aleuts and Russians in a multicultural community (*Ogden 1941*).

Ocean-based commerce and industries are important to the maritime history, the modern economy, and the social character of this region. The same environment of cold sea merges with warm air from the coastal hills and valleys to pull in thick blankets of fog that created an ideal climate for the growth of the redwood forests. By 1870, the coast was lined with dozens of camps and settlements that shipped goods in small, two-masted schooners that easily navigated the rocky shoreline to load at the end of wire-rope “chutes” in ports known as “dogholes” because they were so small that a “dog had enough room to go in and back out.” This also spurred the development of small shipyards along the coast that included Point Arena.

They adapted to the rugged maritime environment utilizing these small maneuverable schooners that hugged the coast to log the redwoods and carry the timber to markets as close as San Francisco and as distant as the Eastern Seaboard, Australia and Asia (*McNairn and MacMullen 1945*). The only highway to create that economy was by the sea, with vessels working the coast before heading to Cordell Bank and thence turning south to commence their run to the Golden Gate. That trade left not only place names and the archaeological remains of the dogholes and those vessels unlucky enough to be lost on these shores, but also lasting communities like Bodega Bay, Fort Ross, Timber Cove, Stewart’s Point, Iversen’s Landing in Sonoma County and Gualala and Point Arena in Mendocino to name a few (*Sullenberger 1980*). Submerged archaeological remnants relating to the many landings, wire, trapeze loading chutes and offshore mornings likely exists in the expansion area, and would add significant knowledge about the vessel loading operations for these unique doghole ports.

Records indicate that approximately 200 vessel and aircraft losses were documented between 1820 and 1961 along California’s North Coast from Bodega Head north to Point Arena’s contiguous waters. Some of the sites have been located and inventoried by the National Park Service, California State Parks as well as recreational SCUBA divers (*Schwemmer 2013*). Shipwrecks include vessels lost while sailing to and from the north coast doghole ports. These shipwrecks as well as other cultural ties including family and business relationships, demonstrate the interconnected nature of maritime activity that strongly linked communities such as Point Arena, or Gualala, with a city and major port like San Francisco.

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The earliest known shipwreck in the expansion area is a Russian brig lost off Point Arena. On June 4th, 1820 one such voyage of supply began when the company brig *Il'mena* weighed anchor at Sitka, Alaska and set sail for the Ross settlement. The ship carried 25 passengers and a cargo of supplies consisting largely of materials for outfitting the brig *Buldakov*, then lying on the launching ways at the Ross shipyard. The voyage was uneventful until June 18th when landfall was made off the northern California coast. Just before midnight of that day, the *Il'mena* became trapped behind the cape and projecting reef of present day Point Arena and after several desperate but failed tacking maneuvers, the ship grounded in the surf zone just north of the cape. Passengers and crew were quickly transferred to shore where they spent the remainder of the night in the shelter of the small sand dunes that parallel the shoreline (Allan 2013).

One submerged historic property, S S *Pomona*, was listed on the National Register of Historic Places in 2008; the shipwreck is located in Fort Ross Cove, Sonoma County part in a California State Park. The steamship *Pomona* was built in 1888 by the Union Iron Works in San Francisco for the Oregon Improvement Company. The passenger-cargo steamer was a single-propeller, steel-hulled vessel that traveled between San Francisco and Vancouver, British Columbia making stops at ports in between. On March 17, 1908, the S S *Pomona* was transiting northward on a routine voyage encountering heavy seas when it struck a reef off Fort Ross. Captain Swansen, *Pomona*'s master, tried to save the vessel by running it aground in Fort Ross cove, but impacted a wash rock inside the cove and sank. Over the subsequent months, salvage efforts were conducted on the ship, and eventually she was dynamited as a navigational hazard. Today, the wreckage of S S *Pomona* lies in less than 50 feet of water in Fort Ross Cove (Schwemmer 2013).

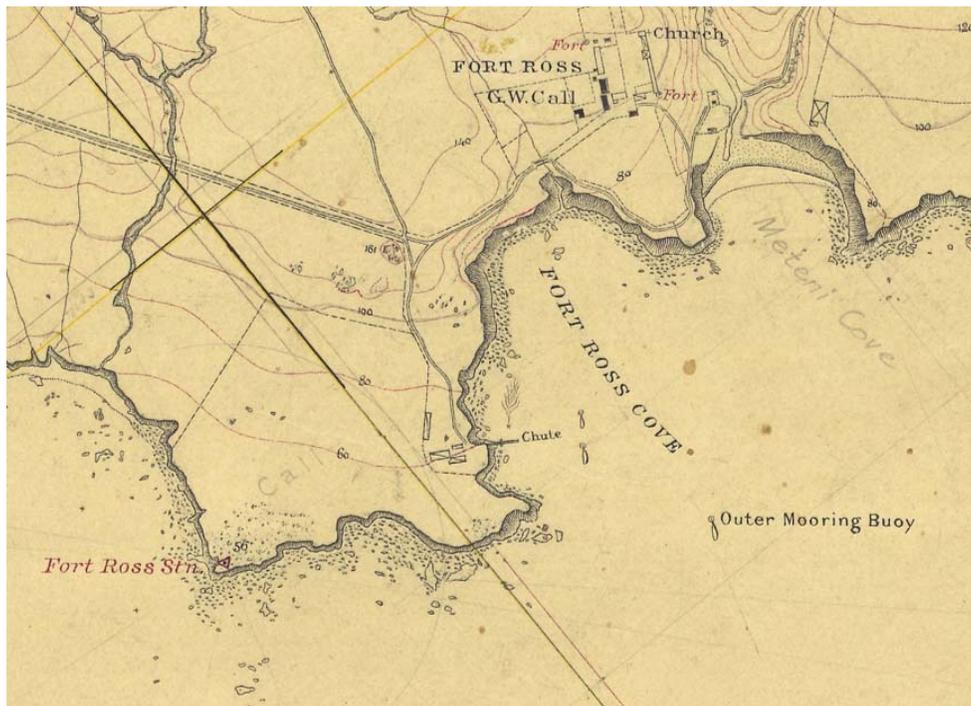


Figure 2. Fort Ross Cove, chute, settlement and indigenous place names T-Sheet T01457 (NOAA Library)

2. DESCRIPTION OF APE's ARCHAEOLOGICAL PROPERTIES AND THE UNDERTAKING WITH NO ADVERSE EFFECTS

2.1 Historic Properties

In compliance with Section 106 of the National Historic Preservation Act the APE describes the historic ship and aircraft properties located in the GFNMS and CBNMS expansion area.

- See Attachment: 2.1 Historic Properties: Sorted by region and date of loss.

2.2 Historic Properties Are Based on Eligibility Criteria to the National Register For Historic Places (NRHP)

For a ship and aircraft to be eligible for listing, the properties must be significant in American history, architecture, archaeology, engineering, or culture; and possess integrity of location, design, setting, materials, and workmanship. It may also evoke an aesthetic feeling of the past. The association of the vessel to its setting can also be important. The ship and aircraft should meet one or more of the four NRHP criteria:

Criteria Number

1. Be associated with events that have made a significant contribution to the broad patterns of our history;
2. Be associated with the lives of persons significant in our past;
3. Embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; and
4. Have yielded, or may be likely to yield, information important to prehistory or history.

Further consideration of grouping these properties into a Maritime District rather than listing as individual sites may also meet the criteria listing to the NRHP. Maritime Districts make up a geographically definable area possessing a significant concentration, linkage, or continuity of maritime sites, buildings, structures, or objects united by past events or by plan or physical development.

2.3 PREHISTORIC PROPERTIES

In compliance with Section 106 of the National Historic Preservation Act the APE describes the prehistoric properties contiguous to the expansion area.

It is an area whose rich pelagic and shore-side marine resources provided sustenance for the Coast Miwok and *Kashia* Pomo peoples who have lived here for thousands of years. The heritage of the first peoples is today represented not only in the sites of former settlements but also by the traditions and heritage of those people, who have persisted as important members of the coastal community. Their place names, their memories and their traditions remain on these shores and waters whether written on a map or not.

Traditional knowledge and archaeological evidence indicates that the coastal peoples subsisted largely on the products of the marine environment – harvesting salt, kelp, marine mammals, shellfish and fish. The basis of accumulated wealth in addition to food resources was the processed shell of mollusks such as the Bodega Bay clam (*Saxidomus giganteus*). The traditions of the first people, as recorded by C. Hart Merriam in 1910, note that “Coyote-man brought *Koo'-tah* the big clam, from which *pis'-pe* the shell money is made, and planted it here at Bodega Bay (Merriam 1910).

In terms of prehistoric resources, no sites underwater have been recorded, but there are known prehistoric sites along the coastal bluffs adjacent to the expansion area.

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2.1 Historic Properties

Name	Number	Built	Type	Lost	Where	Located
Sara Alexander	115922	1883	Schooner	1889	Arena Cove, North Side of	
Avenger TBM-3	22945		U.S. Military	1944	Bodega Head, 5 miles	
Newburg	130779	1898	Steam Schooner	1918	Bodega Bay, 7 miles north of	
Eight Bros	220563	1920	Motor Fishing	1937	Bodega Bay, off	
Joseph	75800	1875	Schooner	1880	Bodega Head	
Helldiver SB2C-4	20261		U.S. Military	1944	Bodega Head, 12 miles off	
Albion River	107737	1902	Steam Schooner	1903	Bodega Head, 150 yards	Yes
Caroga	259176	1944	Barge - Ex Twin	1953	Bodega Head, 6.5 Miles North	
Volunteer	161573	1887	Schooner - Tern	1906	Bodega Head, off	
Marshall			Brig	1859	Bodega, near	
Wolcott		1863	Brig	1863	Bowens Landing	
Flying Mist	9589		Schooner	1867	Bowens Landing	
Free Trade*	9848	1869	Schooner	1871	Bowens Landing	
Artful Dodger	1170		Schooner	1877	Bowens Landing	
Mary Hart	17412		Schooner	1878	Bowens Landing	
California*	5155		Schooner	1880	Bowens Landing	
Nidaros	18541		Schooner	1882	Bowens Landing	
California	5757	1869	Schooner	1888	Bowens Landing	
Ellen Adelia	7984	1864	Schooner	1890	Bowens Landing	
Bill the Butcher*	2755	1871	Schooner	1893	Bowens Landing	
Caroline Medan	5725	1868	Schooner	1883	Bowens Landing	
Emily Stephens	135388	1879	Schooner	1882	Bowens Landing, About 4 1/2	
A. J. Monje			Schooner	1869	Bowens Landing, small cove	
Caspar	126518	1888	Steam Schooner	1897	Caspars Reef or Saunders	
Santa Barbara*	117003	1900	Steam Schooner	1905	Del Mar Landing	
Klamath	206801	1909	Steam Schooner -	1921	Del Mar Landing, 1/4 Mile	Yes
Emma Adelia	7984		Schooner	1872	Duncan's Landing	
Sovereign	23175		Schooner	1873	Duncan's Landing	
Glenarm	10733	1864	Schooner	1875	Duncan's Mill	
North American			Schooner	1859	Fish Rock	
Cochief			Schooner	1863	Fish Rock	
Sarah Louise	23173	1863	Schooner	1875	Fish Rock	
David and Ettie*	6893	1876	Schooner	1878	Fish Rock	
Osceola	19145		Schooner	1880	Fish Rock	
Mary Zephyr	17418		Schooner -	1882	Fish Rock	
Stranger*	2032	1869	Schooner	1882	Fish Rock	
H. Bendel	95295	1874	Scow Schooner	1888	Fish Rock	
Ariel	105374	1873	Schooner Yacht	1888	Fish Rock	
Cochief			Schooner	1889	Fish Rock	
Charlotte	5144	1860	Schooner	1889	Fish Rock	
Ester Cobos*	135342	1878	Schooner	1889	Fish Rock	

* Not A Total Loss: Salvaged/Refloated

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Name	Number	Built	Type	Lost	Where	Located
John McCullough	75521	1873	Schooner	1893	Fish Rock	
Rio Rey	110864	1890	Schooner	1900	Fish Rock	
Rio Rey	110864	1890	Schooner	1901	Fish Rock	
Crescent City	126014	1882	Steam Schooner	1903	Fish Rock	
Brooklyn*	31705	1902	Steam Schooner	1916	Fish Rock	
Orteric	141907	1919	Tramp Steamer	1922	Fish Rock	Yes
Arispe		1853	Steam Screw	1854	Fish Rock Reef	
Donna Maria			Brig	1854	Fish Rock Reef	
Carolita	5539	1867	Schooner	1876	Fisks Mill	
Gracie B. Richardson	85889	1885	Schooner	1888	Fisks Mill	
Archie and Fontie	106742	1890	Schooner	1902	Fisks Mill	
Sacramento			Schooner	1844	Fort Ross	
Joseph S. Spinney	75678	1874	Ship	1892	Fort Ross	Yes
Whitelaw	80942	1882	Steam Screw	1893	Fort Ross	Yes
J. Eppinger	76710	1885	Schooner	1901	Fort Ross	
Pomona	150444	1888	Passenger Cargo	1908	Fort Ross	Yes
Osceola*	19145		Schooner	1875	Fort Ross	
Riga	230590	1931	Fishing Vessel	1932	Fort Ross Landing	
Arab*	1517		Schooner	1882	Fort Ross, 1 1/2 miles from	
Monterey	90211	1869	Passenger Cargo	1880	Fort Ross, 3 Miles South 1/2	
Three Sisters	24795	1869	Schooner	1880	Gualala	
Dorothy Wintermote	216365	1918	Freighter	1938	Gualala Point, Southwest of	Yes
Skylark	23183		Schooner	1876	Gualala River	
Undaunted*	25201	1873	Schooner	1876	Gualalla	
Norlina	212840	1909	Freighter	1926	Horseshoe Point	Yes
S. Danielson	115945	1883	Scow Schooner	1903	Iversen's Landing	
Ida Florence*	12447	1869	Schooner	1883	Iversen's, Rough and Ready	
Rosalie			Schooner	1883	Iversens Landing	
Arthur	105384	1874	Schooner	1890	Iversens Landing	
Betty Danielson			Schooner	1902	Iversens Landing	
Davidson			Schooner	1903	Iversens Landing	
Olivia Schultz	19488	1878	Schooner	1883	Iversens Landing, Rough &	
Anne	1193		Schooner	1877	Iversens Landing, Rough and	
Solano	234482	1868	Schooner	1877	Iversens Landing, Rough and	
Ida Florence	12447	1869	Schooner	1890	Iversens Landing, Rough and	
Hellcat	43056		U.S. Military	1945	Jenner Point, 2 Miles West	
Santa Rosalia			Fishing Vessel	1950s	Manchester Beach	
Fannie			Pilot Boat	1852	Point Arena	
Charles and Edward			Schooner	1858	Point Arena	
Jack Hays			Sloop - Sealer	1858	Point Arena	
Don Leandro		1860	Schooner	1861	Point Arena	

* Not A Total Loss: Salvaged/Refloated

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2.1 Historic Properties

Name	Number	Built	Type	Lost	Where	Located
Rosalie			Schooner	1862	Point Arena	
E. Bulkley		1850	Ship	1864	Point Arena	
Helen		1864	Schooner	1865	Point Arena	
Amazone (Amazon ?)			Schooner	1869	Point Arena	
B. F. Lee*	2679	1869	Schooner	1870	Point Arena	
Emilie Schroeder*	8637	1870	Schooner	1871	Point Arena	
Emily Schroeder*			Schooner	1871	Point Arena	
Elsie Iverson			Schooner	1872	Point Arena	
Annie M. Iverson	105146		Schooner	1873	Point Arena	
Annie			Schooner	1874	Point Arena	
Sine Johnson*	23136		Schooner	1874	Point Arena	
Curlew*	5133		Brig	1875	Point Arena	
Barbara Fritchie*			Schooner	1880	Point Arena	
Zulu			Schooner	1880s	Point Arena	
Robert and Minnie*	110289	1876	Schooner	1880	Point Arena	
Alviso			Schooner	1883	Point Arena	
Reliance	110965	1886	Schooner	1885	Point Arena	
Elsie Iverson	135840	1885	Schooner	1886	Point Arena	
Fannie A. Hyde	9948	1870	Schooner	1886	Point Arena	
Albert Walker*	106532	1888	Schooner	1888	Point Arena	
Prentiss*	150938	1902	Steam Schooner	1905	Point Arena	
Shna-Yak*	204509	1907	Steam Schooner	1908	Point Arena	
G. C. Lindauer*	39775	1901	Steam Schooner -	1912	Point Arena	
Fort Bragg*	207985	1910	Steam Schooner	1912	Point Arena	
Dunkerque		1918	Auxiliary	1918	Point Arena	
Nata			Tug	1918	Point Arena	
Mae Hyman*	220460	1920	Gasoline	1921	Point Arena	
H. F. Harper				1922	Point Arena	
Escola				1926	Point Arena	
Svea*	203192	1906	Steam Schooner -	1928	Point Arena	
Vanguard				1930	Point Arena	
Lebec*	221358	1921	Tanker	1937	Point Arena	
Pacific Enterprise	149949	1927	Freighter	1949	Point Arena	Yes
C. W. Gunnel			Schooner	1862	Point Arena	
Venus*	25893	1874	Schooner	1875	Point Arena	
Barbara Hernster*	3372	1887	Schooner	1901	Point Arena	
Ajax	1190	1867	Schooner	1869	Point Arena Cove	
General Ord	85053	1869	Schooner	1889	Point Arena Cove	
Horace Templeton	95249	1873	Scow Schooner	1920	Point Arena Cove	
Cuautemoc	223010	1916	Gas Screw -	1924	Point Arena Cove	
Noyo	211426	1913	Steam Schooner -	1935	Point Arena Cove, Just South of	Yes

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Gulf of the Farallones/Cordell Bank National Marine Sanctuaries
Proposed Expansion
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West Coast	81085	1885	Steam Schooner -	1891	Point Arena Cove, South Side	Yes
S. F. Blunt			Schooner	1868	Point Arena Harbor	
Georgene M.	250179	1946	Fishing Vessel	1953	Point Arena Light, 1.5 Miles	
Star of the Sea	230081	1930	Fishing Vessel	1961	Point Arena Light, 4 miles, 035	
Winnebago	81871	1903	Passenger Cargo	1909	Point Arena Lighthouse, 1/4	Yes
James Townsend	13832	1868	Schooner	1895	Point Arena Lighthouse, North	
Phoenix*	150929	1902	Passenger Cargo	1910	Point Arena Lighthouse, Off	
Hyack		1857	Bark	1863	Point Arena Reef	
Helldiver	18740		U.S. Military	1944	Point Arena, 15 Miles off	
Hellcat	42172		U.S. Military	1944	Point Arena, 15 Miles South	
Nordic Pride	241040	1941	Purse Seiner	1941	Point Arena, 20 miles off	
Noyo	130395	1888	Steam Schooner	1918	Point Arena, 25 miles Southeast	
Charles Nelson*	127253	1898	Steamship	1910	Point Arena, Near	
Celilo*	211948	1913	Steamer	1919	Point Arena, Near	
Il'mena (IL'MEN or			Brig	1820	Point Arena, North of	
San Benito	116342	1884	Steamer	1896	Point Arena, North side	Yes?
Eastport	8884	1873	Passenger Cargo	1875	Point Arena, North Side of	
Daisy Putnam*	211722	1913	Steam Schooner	1919	Point Arena, off	
Jeanie*	76889	1883	Steam Schooner	1900	Point Arena, South of	
Sea Foam	201861	1905	Passenger	1931	Point Arena, South Reef	
Point Arena*	150402	1887	Steam Schooner	1904	Point Arena, South Side	
Golden Gate*	85314	1874	Schooner	1889	Point Arena, South Side of	
Eliza Miller*			Schooner	1880	Point Arena, Wash Rock	
Del Norte*	157295	1890	Steam Schooner	1917	Point Arena, Wash Rock	
Stockton City	81613	1898	Auxiliary	1922	Russian Gulch	
Hannah Louise	11673	1864	Schooner	1872	Russian Gulch, Sonoma	
Maggie Ross	92037	1888	Steam Schooner	1892	Russian Gulch, Sonoma	
D. C. Haskins	6643	1869	Schooner	1885	Russian Landing	
Eagle			Schooner	1863	Russian River	
Far West*			Schooner	1863	Russian River	
Maggie Young	91200	1879	Schooner (Built as	1889	Russian River	
C. T. Hill*	126539	1889	Schooner	1889	Russian River	
Avenger	45839		U.S. Military	1945	Russian River, 280 DGR, 15	
Ann Sophia	1183		Schooner	1870	Russian River, Two miles below	
Albert and Edward	105592	1875	Schooner	1877	Salmon Creek	
Mary Zephyr*		1866	Schooner	1866	Salt Point	
Mary D. Pomeroy	91162 or	1879	Schooner	1879	Salt Point	
Phantom	150163	1878	Schooner	1881	Salt Point	
Ellen H. Wood			Brig	1859	Salt Point, Four miles Northwest	
Nautilus	18595		Schooner	1877	Salt Point, Gerstle's Cove	
Bianca			Schooner	1861	Salt Point, Near	

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Erial				1889	Salt Point, Near	
Jaqua			Schooner	1888	Saunder's Reef	
Arctic	107640	1901	Steam Schooner	1922	Saunder's Reef, foundered off	Yes ?
Ferndale*	120434	1880	Steam Screw	1883	Saunders Reef	
Jaqua*	100715	1900	Steamer	1913	Saunders Reef	
Whittier	81862	1903	Oil Tanker	1922	Saunders Reef	Yes
R. B. Handy	110290	1876	Schooner	1883	Signal Port (alias Hard Scratch	
Christina Steffens*	125500	1876	Schooner	1888	Stewart's Point	
Portia	150443	1888	Schooner	1894	Stewart's Point	
Albion	106967	1892	Steamer	1913	Stewart's Point	Yes
Kenkoku Maru*	52855	1945	Freighter	1951	Stewart's Point	
Pet		1865	Schooner	1866	Stewarts Point	
Huichica*	11680		Schooner	1871	Stewarts Point	
Minerva			Schooner	1871	Stewarts Point	
Pinol	20090		Schooner	1873	Stewarts Point	
Matilda Heron	17407		Schooner	1875	Stewarts Point	
D. W. Tietjen	6532		Schooner	1878	Stewarts Point	
Charles T. Winslow	5156	1864	Schooner	1885	Stewarts Point	
Mary Etta	92284	1891	Schooner	1905	Stewarts Point	
Fannie A. Hyde*	9948	1870	Schooner	1871	Stewarts Point	
Kate Piper	14202	1868	Schooner	1871	Stewarts Point	
Lizzie Derby*	15544	1869	Schooner	1871	Stewarts Point	
George Henrich	85027		Schooner	1871	Stewarts Point	
Susie	115098	1872	Schooner	1876	Stewarts Point, Fisherman Bay	
Wild Pigeon	26787	1853	Steamer	1870	Stewarts Point, Fisherman's	
Abraham Lincoln	1180	1864	Schooner	1881	Stewarts Point, Fishermans Bay	
J. Mora Moss	13559		Schooner	1874	Stewarts Point, Six Miles	
Jennie Reed			Schooner	1861	Stewarts Pt.	
Liberty	15207		Schooner	1872	Timber Cove	
Golden Rule	10731	1867	Schooner	1882	Timber Cove	
Acme	106607	1888	Steamer - Screw	1889	Timber Cove	
Ester Cobos	135342	1878	Schooner	1891	Timber Cove	
Windermere	78765	1878	Bark	1883	Timber Cove (Windermere	Yes
Christina Steffens*	125500	1876	Schooner	1880	Timber Cove, Fish Creek	

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