

United States Department of the Interior
 National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

REDACTED DRAFT

Historic name: Fort Ross Landing Historical and Archaeological District

Other names/site number: _____

Name of related multiple property listing:

Northern California Doghole Ports Maritime Cultural Landscape

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Fort Ross State Historic Park 19005 Coast Highway

City or town: Jenner State: CA County: Sonoma

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___A ___B ___C ___D

| | |
|---|----------------------|
| _____ Signature of certifying official/Title: | _____ Date |
| _____ State or Federal agency/bureau or Tribal Government | |

| | |
|---|----------------------|
| In my opinion, the property ___ meets ___ does not meet the National Register criteria. | |
| _____ Signature of commenting official: | _____ Date |
| _____ Title : | |
| _____ State or Federal agency/bureau or Tribal Government | |

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| <u>11</u> | <u>9</u> | buildings |
| <u>17</u> | <u>23</u> | sites |
| <u>9</u> | <u>4</u> | structures |
| <u>1</u> | <u>1</u> | objects |
| <u>38</u> | <u>37</u> | Total |

Number of contributing resources previously listed in the National Register 5

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: water related

DOMESTIC: single dwelling

DOMESTIC: secondary structure

COMMERCE: business

AGRICULTURE/SUBSISTENCE: storage

AGRICULTURE/SUBSISTENCE: animal facility

AGRICULTURE/SUBSISTENCE: agricultural outbuilding

Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE: outdoor recreation

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: 19th century farmhouse

OTHER: Ranch and agricultural outbuildings

Materials: (enter categories from instructions.)

Principal exterior materials of the property: EARTH, WOOD, STONE, METAL

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Fort Ross Landing Historical and Archaeological District encompasses 830 acres along the Sonoma County coast within Fort Ross State Historic Park and adjacent waters within Fort Ross State Historic Park and Greater Farallones National Marine Sanctuary. The district includes the coastal terrace to the west, headlands and coastline surrounding Fort Ross, and waters of Fort Ross Cove along with a portion of the forested slope heading east towards the ridge top. Contributing resources—eight buildings, seventeen sites, twelve structures, and one object—including both archaeological remains and extant buildings or structures are all associated with the use of Fort Ross as a doghole port, one individual landing within an interrelated network of several coastal enterprises within Sonoma and Mendocino Counties. Resources key to this operation include the Fort Ross stockade complex, whose buildings and structures were repurposed and expanded to meet the needs of the doghole port's owners, and the archaeological sites of the lumber chutes and a pier along Fort Ross Cove's northwest side. Resources associated with Call Ranch and the Call Sheep Ranch Rural Historic Landscape represent the agricultural and ranching businesses that in addition to the timber industry, were the backbone of the doghole port's success and longevity. Archaeological fieldwork and standing features, combined with historical maps and archival documentation, provided evidence of their use associated with Fort Ross Landing. The district retains all aspects of historic integrity.

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Narrative Description

Previously Listed Resources

Two properties within the district boundary received National Historic Landmark (NHL) designation and were listed on the National Register only for their association with Fort Ross' Russian period. Fort Ross (NRIS #66000239) includes the Rotchev (Commander's) House, two blockhouses, the stockade walls, and the site of the S.S. *Pomona*. The Commander's House (NRIS #70000150) was subsequently designated an individual NHL for its architectural significance and association with the fur trade. Resources contribute to the Fort Foss Landing Historical and Archaeological District as they were reused by subsequent European and American landowners to support their business ventures. Archaeological remains may also be present within Fort Ross's stockade complex related to the doghole port period of use as subsequent owners reused and adapted the Russian buildings after the departure of the Russian-American Company.

Maritime Cultural Landscape and the Environmental Setting

Fort Ross Landing's maritime cultural landscape, including the archaeological sites and visible human impacts to the environment, spans the terrestrial and underwater domain from orchards at the north along an elevated ridge and south to the coastal terrace where the Fort Ross stockade is located and then west into Fort Ross Cove and Sandy Beach Cove. The Fort Ross Landing Historical and Archaeological District encompasses this landscape that connects significant terrestrial and submerged archaeological resources together forming a cohesive interconnected system.

Fort Ross Landing, with its water portion consisting of Fort Ross Cove, is a well-defined curved indentation along the Sonoma County coastline sixty-five miles northwest of San Francisco. It is one of the fifty-seven doghole ports developed in Sonoma and Mendocino Counties and subsequently used to support the timber trade focused on the redwood and tan oak trees. Fort Ross was also the location of a successful cattle and sheep ranch as well as dairy and agricultural industries. The rugged Sonoma coast had few roads and no traditional rail lines during the timber industry and ranching period of the nineteenth and early twentieth century. The most cost effective way to move products was by sea. Lumbering operations established sawmills near the shoreline at the few places where it was possible to temporarily anchor a vessel, known as doghole ports. Fort Ross and its neighbors also established profitable ranches along the coastline and took advantage of the mild climate and open grazing lands. Farm products such as potatoes and apples supplemented the materials shipped out of Fort Ross Landing. The landings used a chute system, employing either a trough or wire to sling materials to and from the coastal bluffs to the decks of waiting ships, and a pier to move materials from shore to vessel. Fort Ross Landing was positioned in between two other doghole ports, Russian Gulch Landing, six miles to the south, and Timber Cove Landing, two miles to the north.

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Fort Ross was a frequently visited doghole port and anchorage for mariners as there were few places along the coast for vessels to seek shelter. Ross Mountain, several miles south of Fort Ross and visible from fifty miles out at sea, is a prominent observable landmark that assisted captains with navigating to Fort Ross. Northwest Cape is another identifiable feature that makes up the westernmost part of Fort Ross Cove and provided sailors a landmark to sight along the coast. Fort Ross Cove's mouth measures 0.4 miles long from west to east and 0.2 miles in width from north to south. The larger anchorage is divided into two coves with the western one rocky and eastern one with a sandy beach. While the whole cove was known historically as Fort Ross Cove, to better differentiate the two locations the eastern side is called Sandy Cove and the western side retains the name Fort Ross Cove.

In nineteenth-century descriptions, the area was sometimes called Fort Ross Anchorage as it was one of the few suitable places for an anchorage. Steep cliffs surrounding the cove rise to a cleared gently sloping coastal terrace that continues to a 1,400 ft tall ridgeline to the northeast. Along the shoreline up on the coastal bluff above Fort Ross Cove was the landing's center of commerce where storage yards, corrals, and associated buildings and structures were located and chutes extended down to the water. The commercial activity was concentrated at two main locations around Fort Ross Cove, on its western side where Dixon built the first trough chute and Benitz constructed a pier, and just north of the bluff around and within the Fort Ross stockade. The roots put down by the Russian-American Company in 1812, when Fort Ross was built, continued with subsequent owners as they built upon the existing infrastructure and redefined the maritime cultural landscape to meet the needs of technological advancements, changing market demands, and opening of the area with the construction of road networks and rail lines.

Fort Ross was chosen as a doghole port location for a number of factors including a suitable cove for vessels to seek enough temporary shelter for mooring; topography that allowed a chute to be constructed on the bluff; a bluff with flat terrain to house support structures and buildings; proximity to a sawmill with a transportation network to move materials to the coast; access to timberlands; a nearby market to sell products, such as San Francisco; and a community and workers to support the businesses. Fort Ross' viability and success was also linked to arable land for crops and room for raising livestock. Fort Ross Landing emerged on the scene as an important doghole port due to good timing, natural advantages, and landscape alternations to utilize its resources for economic gain. From 1850 through 1920, vessels loaded a variety of timber materials and other items creating the maritime cultural landscape.

The Russian-American Company's construction of Fort Ross in 1812 and settlement of the territory until 1841 marked the beginning of the exploitation of the area's natural resources and realization that the region was of great importance for its commercial advantages. During the Russian period, Fort Ross' development centered on an approximately 1.5-acre square walled stockade complex with two defensive towers and five buildings. Outside the fort there were additional buildings and structures as well as several villages, light industrial areas, farmland, orchards, livestock corrals, a shipyard in Sandy Cove, and a cemetery. At the time of the Russians' departure, six resource groupings included the stockade, a Russian/Native Californian/Alaskan village, a Native Alaskan village, eighteen utility buildings and structures

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(including dairy barn, stable corral, mill, carpentry workshop, and kitchen), five workshops near Fort Ross Cove (smithy, tannery, bathhouse, cooperage, and boathouse), and a Kashia Pomo village (Molodin, Farris, and Rickman 2017). The redwood forests once reached down to the sea in areas. Lumbering for the construction of Fort Ross cleared that space surrounding Fort Ross Cove making it open brushy grasslands suitable for a great number of uses. The impact to the landscape during Russian period included the alteration and clearing of the land for an orchard, crops, and livestock, cutting down and milling trees for the construction of buildings, structures, and ships, and development of a network of foot paths for hunting and transportation needs. While the use of Fort Ross during the Russian-American Company occupation is not part of the Fort Ross Landing district's period of significance, the landscape alteration and development for a commercial venture is important to note as subsequent owners and activities did not start from scratch, they built upon and adapted the pre-existing infrastructure.

Upon the Russians' departure, John Sutter acquired their assets and moved what he could to his property near Sacramento. The extent of his impact on the landscape is unknown as his focus was relocating livestock and easily portable items. The first person to restart the business activities and make an impact on Fort Ross' environment was William Benitz who owned the property from 1845 to 1867. He saw how the Russians had already worked and transformed the land, so he continued with that focus in mind and built upon the natural advantages the area offered, particularly Fort Ross Landing's access to the sea. He established and built up a profitable doghole port based on restarting and expanding crop cultivation, orchards, and livestock ranching started by the Russians. The main impacts to the landscape under Benitz are associated with land clearing and reworking the interior of Fort Ross' stockade to include corrals and barns. He also built a warehouse for storage of potatoes, one of his main exports, down near Sandy Cove along with a stone pier on the western side of Fort Ross Cove to assist with vessel loading. Under Benitz, Fort Ross Landing saw increased modifications for ranching and agricultural uses and minimal new building construction outside of fixing up and expanding the original Russian buildings.

Fort Ross Landing's success was due to its geographic suitability at the coast and a supply of timber related products shipped to San Francisco and other ports. When James Dixon and Charles Fairfax took over ownership of Fort Ross in 1867, they changed the business focus to exporting timber products. This required a larger development of the infrastructure needed for their venture with a sawmill and transportation network some of the most important items. They first built a sawmill north of Fort Ross in Kolmer Gulch and later a new sawmill east of Fort Ross along Fort Ross Creek. The timber industry was a multi-component system that relied on trees and suitable topography to process and sell them. The resulting landscape modifications were necessary for logging, milling, transport, and shipment to market. Access to water provided mill power until steam took over while a system of roads linked the mills to Fort Ross Landing along with additional buildings to house and feed the workers. Along with the roads, a flume to move materials via water to Fort Ross was also built jetting off from Fort Ross Creek. The flume's water may have been used as an aqueduct for irrigation, household uses, and livestock. The most notable landscape impacts under Dixon and Fairfax were the construction of a trough

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chute along the west side of Fort Ross Cove to assist with loading schooners and associated outbuildings, a lumber yard, and network of roads.

Fort Ross' coastal bluffs, where the land connects to the water, is a dynamic environment and one where the construction and use of the trough—and eventually wire chutes under the next proprietors, the Calls—impacted the landscape in different ways than buildings, fences, or roadbeds. Fort Ross Landing had a trough chute that extended off the cove's western side and an apron extending out above the water. The trough chute used rebates cut into the cliff side and rocks to accommodate the large A-frame and other vertical and horizontal support beams. The land at its base was leveled to allow carts of material brought to it for loading. To combat the wooden chute's movement and stresses, iron bolts for mooring points were hammered into the rocks and all around the cliff-side to run tensioning cables. The chute's location and position were dictated by the bluff's geography and then the landscape was cleared, leveled, and modified to install the chute.

The most notable environmental impacts occurred under George Call and Carlos Call's ownership of Fort Ross Landing starting in 1873 and lasting until the 1970s when the property was turned over to the state of California. The Calls expanded the business ventures to include timbering, ranching, and agriculture. With all three operations as components of the Call empire, there were landscape impacts to build and maintain the infrastructure centered around Fort Ross Cove. The Calls added onto the old Russian era buildings at the Fort Ross stockade and constructed several new buildings outside its walls, including the Call House. By this time the land had been cleared and worked for many years, not yet developed with a family, tourism, and community focus in mind. With maritime traffic increasing at Fort Ross Landing, the chute area was modernized to accommodate steam schooners. After the lifespan of the trough chute was over, a wire chute replaced it in the same location. The wire chute was later moved to Fort Ross Cove's northern edge and then back to the original location where it operated until 1920. The wire chute's footprint was much less than that of a trough chute. It still needed a large flat clearing for its platform and equipment. The mooring system for vessels to load under the wire chutes was modified from the trough chute setup and this included moving or installing new underwater mooring anchors on the cove's seafloor. The Call era continued exploitation of the environment and access to Fort Ross Cove provided the means for the doghole port to connect to the larger system.

Steep cliffs lead down to a rocky intertidal zone with waves and larger swells followed by a sandy boulder covered seafloor. Sandy Cove has a sandy beach while Fort Ross Cove to the north is rockier with the whole area surrounded by high bluffs. Kelp fields often inhabit the cove in the summer along with urchins, abalone, and a variety of fish and invertebrate species. Water depths range from 10 to 30 ft inside the cove where the vessels would have moored under the chutes to over 50 ft further to the southwest where the deeper mooring anchor sat outside the cove. Fort Ross Landing's natural underwater landscape was affected by mooring anchors on the seafloor or debris falling off the cliffs or from visiting vessels into the water. Vessels wrecking, grounding, or losing material such as an anchor resulted in the deposition of manmade material onto the seafloor.

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Period of Occupation and Use

Fort Ross Landing Historical and Archaeological District had a long period of occupation, development, and use dating back to the native Kashia Pomo who utilized the coastal terraces for seasonal camps focused on hunting, fishing, and gathering the abundant natural resources present along the seashore. The first documented inhabitants of the Fort Ross area dates to the Lower Archaic period, 6,000 to 3,000 BCE (Newland and Meyer 2003). The district's period of significance and context does not include the indigenous Kashia Pomo connection. Those archaeological sites as included as noncontributing resources to acknowledge their contributions to the prehistoric and historic archaeological record. Those noncontributing resources are associated with pre-Russian-American Company occupation as well as during the active years Fort Ross was used by the Russian-American Company, 1812-1841. While there was some employment of Kashia Pomo individuals at Fort Ross to support community and commercial activities, after the departure of the Russian-American Company, research has not been fully conducted to confirm to what extent that occurred. Lightfoot et al. (1991) provides the most comprehensive study of Kashia Pomo and native Alaskan labor during the Russian-American Company period.

During the Benitz era starting in 1845, Benitz employed many Kashia Pomo who assisted with seasonal ranching and agricultural jobs as a large labor force was needed for the commercial enterprises. This economic arrangement was characterized as, "semi-peonage whereby native people provided a cheap source of labor to local ranchers in return for food or wages, protection, and a place to live" (Lightfoot et al. 1991). A large Indian Rancheria with 100 to 161 people resided on Benitz's rancho. In an 1848 census, 161 "Indians" were listed at Presidio Ross (Lightfoot et al. 1991). The property's sale to Dixon and Fairfax in 1867 ended these relationships as it was felt that native individuals were not skilled enough for timber operations. The Kashia Pomo were forcibly expelled from their land at Fort Ross by 1870. Douglass (2002) concludes, "Most Sonoma coast Native Americans during this period seem to have either avoided the lumber industry or to have been excluded from it" (Douglass 2002:99). Many Kashia Pomo moved to Charles Haupt's ranch southwest of Stewart's Point. When George Call bought Fort Ross in 1873 there was one Kashia Pomo couple, Lucari and Mary, who resided outside the fort's stockade until the early 1900s (Lightfoot et al. 1991).

The district's forty-three contributing resources are those associated with Fort Ross Landing's use as a historic American period doghole port to support the timber industry and ranch period and related businesses including agricultural pursuits after the departure of the Russian-American Company. The district includes a lumber mill complex, orchards, ranch features, residential or commercial buildings and sites, transportation network, trough and wire chutes, and submerged maritime heritage resources.

The Russian settlement at Fort Ross was the first non-indigenous group of people to occupy the Sonoma coast between 1812 and 1841. They ventured up and down the coast hunting, trapping, fishing, and exploring and most notably built Fort Ross and developed the land for commercial

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exploitation. Fort Ross served as the basecamp and foundation for all subsequent uses of the area (Douglass 2002). After the Russian-American Company's departure, John Sutter acquired the Russian property and moved most of the assets to Sacramento between 1841 and 1843. The first organized use of Fort Ross as a doghole port with a landing for maritime traffic occurring under William Benitz with his partner Ernest Rufus then Charles Meyer from 1845 to 1867. They purchased the Muñiz Rancho from Manuel Torres and established a large ranch and farming operation with a thousand head of cattle, a thousand sheep, fifty horses and pigs. Their fields grew a variety of crops including potatoes, oats, and barley as well as orchards with forty-two varieties of apples (Tomlin 1991; Rudy 2015). The Russian buildings and Fort Ross served as the backbone of the ranch, and they were reused and adapted during Benitz's time. The shipments out of Fort Ross Landing started in July 1850 from Sandy Cove using lighters to transfer items out to coastal schooners. Benitz also built a stone pier in Fort Ross Cove as an additional way to load vessels. The beginning of Fort Ross' use for timber extraction started in 1867 when the land's next owners, James Dixon and Charles Fairfax, built a sawmill at Kolmer Gulch that was later moved south to Fort Ross Creek. Dixon constructed a trough chute on the western side of Fort Ross Cove to facilitate the increased volume of materials sent to San Francisco, mainly cord wood, tan bark, and lumber.

As timber reserves became depleted, Fort Ross was sold to George Call in 1873 who turned the landing into a commercial center and transportation hub. While some timber and agricultural operations continued, Call's focus was dairy and livestock ranching along with raising his family. He further developed the property, reused the Russian period resources as his predecessors had, and built a family home. Fort Ross was a community center with Dixon's trough chute crucial to the Calls and their neighbors. After that chute was damaged during a storm, a more modern wire chute was installed that permitted steam schooners to access the landing. Upon George's death in 1907, his son Carlos took over the Call Ranch and revived the timber shipments for a short time during market demands for railroad ties and lumber (Tooker 1975). The last known record of a shipment from Fort Ross Landing was in 1920. Carlos lived in the family home until his death in 1972 and the Call family owned the ranch property until 1973. In 1903, George Call sold the fort to the California Historic Landmarks League, and it was transferred to the state of California in 1906. In 1928, Fort Ross was transferred into the California State Parks system. Fort Ross State Historic Park is comprised of over 3,386 acres, most acquired from the Call family.

Fort Ross Landing's historic use reflects the many nationalities who came to the Sonoma County coast to profit from the natural resources and abundance of homesteading opportunities, mainly associated with the timber or ranch industry. Individuals were recent immigrants who arrived in California around the California Gold Rush or were born in the United States. Fort Ross' property owners came from Germany, Ireland, or within the United States. The identity of the men who worked at Fort Ross is not fully known. Some were full time residents, and many were seasonal workers. The *Historical Atlas Map of Sonoma County, California* from 1877 included a list of Fort Ross' three residents: wood and groceries dealer Edwin Blackford from Indiana, farmer George Call from Ohio, and dairyman Aaron Schroyer from Pennsylvania. They arrived in California between 1850 and 1873 and arrived in Sonoma County all in 1873. Close to the

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turn of the century there are more records to show the diversity and nature of individuals resident around Fort Ross. A combined 1892, 1894, 1896, and 1898 Sonoma County Voter Registration for Timber Cove Precinct and Table Mountain Precinct, which included Fort Ross, listed thirty-six men residing near Fort Ross. Fourteen were born abroad and naturalized while twenty-two were born in the United States. The most numerous occupations listed were farmer followed by laborer and dairyman (California State Library 2011).

Fort Ross's Changing Appearance and Use

Since the arrival of the Russian-American Company, the buildings and structures have been changed, redefined, and modified to meet the needs of the business interests and people living there. Information can be ascertained about Fort Ross' appearance from early paintings, photographs, and California State Parks documents. While the appearance and interpretation of Fort Ross is focused on the Russian period, extant resources and archaeological evidence support the Fort Ross Landing Historical and Archaeological District's integrity and significance.

Upon the Russians' departure in 1841 an inventory was done of the property associated with its sale eventually to John Sutter. The main buildings inside the four walls of the square fort were the Kuskov House (Old Commandant's House), Rotchev House (New Commandant's House), officials' quarters, barracks, fur warehouse, warehouse/magazine, granary, kitchen, food warehouse with attached jailhouse, and chapel. Outside the fort were a blacksmith shop, tannery, cooperage, and shed for baidarkas (Aleutian kayaks). Further from the fort there was a public kitchen, two byres, a corral, two sheds, a dairy, wheat storehouse, two windmills, horse powered mill, carpenters shed, orchard house and twenty-four dwellings with associated orchards, sheds, kitchens, and bathhouses. Sutter moved as much as he could to his property near Sacramento leaving only the bare bones and larger buildings for Benitz and later owners to purchase and reuse (Fort Ross Conservancy 1998).

When Benitz owned Fort Ross between 1845 and 1867 he added a two-story addition to the Rotchev House on the side facing the ocean and used it as his residence. It is also documented that Benitz used the old warehouse as a barn (Newland and Meyer 2003). An 1866 depiction of Fort Ross under Benitz shows that the Russian buildings inside the stockade were used for storage, housing, and barns. He also added a shed and corral along the western side to support farm operations. All the buildings were painted white. Outside the stockade there was a network of corrals and fencing for animal enclosures. No information is known about how Dixon and Fairfax utilized and modified Fort Ross' buildings other than their construction of the chute infrastructure related to timber shipments and increased maritime commerce. Their investment was not as extensive as others, and they did not put down roots as others had done. It is likely they simply used the alterations and upgrades Benitz had completed instead of making their own substantial changes.

Fort Ross under George Call underwent the largest buildup of infrastructure to support his maritime influence on the doghole port trade network along with his timber, ranching, and agricultural businesses. He was the only resident to fully utilize the property to raise his family

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and have subsequent generations make Fort Ross their home. He invested in making Fort Ross a permanent community center rather than a short-term operation as earlier owners had done. “They were the first settlers at Metini-Ross who did not simply intend to extract wealth but wished to make a permanent settler home connected to the rest of settler California” (Buse 2019). When he purchased the land in 1873, several Russian period buildings were intact or had been remodeled and reused. Until they built the Call House in 1878, the Calls lived in the same house Benitz resided in, the Rotchev House. After they moved, Rotchev House was converted into a hotel that remained open for twenty-five years. The hotel’s leasers converted the officials’ quarters into a saloon and laundry and warehouses into a dance hall. Other buildings were turned into a post office, store, and telegraph office (Newland and Meyer 2003). The chapel was even used as a horse stable. An 1892 drawing of Fort Ross under the Calls shows how the buildings had evolved to support the expansion of the area for ranch operations. The layout resembles that created by Benitz with barns, storage sheds, and corrals taking up the eastern side and the western side used for a boarding house, dance hall, and saloon. New buildings on the drawing include a blacksmith shop, store, and butcher shop (Molodin, Farris and Rickman 2017).

California State Parks acquired Fort Ross just before the 1906 earthquake when seven of the Russian buildings and portions of the stockade walls were still standing. The buildings included the two blockhouses, chapel, Rotchev House, officials’ quarters, and two warehouses. The earthquake caused structural damage to all the historic buildings and collapsed the chapel. The restored chapel caught fire in 1970 and was reconstructed out of salvaged wood from the officials’ barracks. In the 1920s the warehouses (dancehall) were demolished. A 1934 Historic American Buildings Survey measured and drew Fort Ross including an overall plot plan. In addition to portions of the stockade walls and gates, it only showed three standing buildings: the reconstructed chapel, reconstructed south blockhouse (bastion), and original Rotchev House. Several other buildings are noted as being destroyed: two barns, officers’ quarters, Call’s hotel, and barracks, with the north blockhouse in ruins. Constructed in 1934, Highway 1 ran through the fort until the California Department of Transportation (Caltrans) rerouted it in 1971-1972 (National Park Service 1934).

Over the years park staff have restored Fort Ross to its original Russian period appearance with Rotchev House, the only extant original building from the Russian period, and reconstructed Kuskov House, officials’ quarters, old warehouse, and chapel (Fort Ross Conservancy 1998; Newland and Meyer 2003). The extant buildings and structures from the Fort Ross Landing period are within the Call Ranch grouping and the Call Sheep Ranch Rural Historic Landscape to the northwest, across Highway 1. The Call House and surrounding property were sold to the State of California in 1962 with the Call family still living there until 1972. The house was used as a ranger residence for a short time before restoration work and its opening to the public depicting life on the Call Ranch at the end of the nineteenth century.

Physical Characteristics

Fort Ross Landing Historical and Archaeological District’s contributing resources encompass the entire span of doghole port operations from milling trees, conducting ranching and agricultural

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activities, to loading vessels to move the products to market. The district includes forty-three contributing resources, including five previously listed resources, and thirty-seven noncontributing resources. Contributing resources are organized geographically, grouped in five areas: Fort Ross, Fort Ross Landing, Ranch, Orchard, and Mill. Noncontributing resources are grouped based on their association with Fort Ross Landing: Kashia Pomo, historic Russian period, and non-historic period, i.e., California State Parks operations.

CONTRIBUTING RESOURCES

Fort Ross

Fort Ross Stockade Complex, circa 1812-1972

Photos 1, 2, 3

CA-SON-000190/H is the archaeological site and standing historical and reproduction buildings and structures of the Fort Ross stockade complex, 200 ft south of Highway 1, which includes the Russian-American Company built Fort Ross along with earlier evidence of a Kashia Pomo village predating Fort Ross' construction in 1812 and material from the American period after the Russians' departure.

1. CA-SON-000190/H

One Contributing Site

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources, community resources, commercial business resources, and ranch resources)
The multi-component 3.19-acre contributing resource measures 370 ft wide along its east/west axis and 400 ft long along the north/south axis. [REDACTED]

Considerable archaeological fieldwork has been conducted within and around Fort Ross starting in 1954 with a focus on the Russian period occupation along with the Kashia Pomo presence. Investigations concentrated on the palisade walls, Kuskov House (Old Commandant's House) foundation, Officials' Barracks, chapel foundation, southern blockhouse, eastern barracks (barns area) foundation, fur warehouse, and well. Many of the Russian buildings were reused and adapted for the needs of Benitz, Dixon, Fairfax, and the Calls, extending the significance of CA-SON-000190/H past the more widely acknowledged Russian-American Company use to encompass the full range of historical and archaeological context from past surveys or potential with future surveys. Field work ranged from limited testing to more extensive excavations (Lightfoot et al. 1991). Archaeological findings of post holes, structural timbers, foundations, and artifacts were used to assist the rerouting of Highway 1 and preservation, reconstruction, and interpretation of Fort Ross to its use by the Russian-American Company as it appears. These projects did record a large amount of post Russian period material dating to the American period such as a ceramic, glass fragments, chimney, foundation trench, privy or trash pit, flower bed, and water pipe not highlighted or fully analyzed in field reports. The most common date range for dateable or marked artifactual material is between circa 1880 and 1920 that overlaps with the Call period of use. Additional research and fieldwork are needed with a greater emphasis on the post Russian period, after 1841, to interpret the existing archaeological information more holistically about the Fort Ross stockade complex and potentially locate new remains associated with the agricultural, timber, and ranch operations as buildings were repurposed and new

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structures built within CA-SON-000190/H that have not been documented or studied (Newland and Meyer 2003).

2. Northern Blockhouse **One Previously Listed Contributing Building**
MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources, commercial business resources, and ranch resources)

The northern blockhouse is a 25' in diameter seven-sided wooden two-story building located at the northern extent of the Fort Ross stockade complex at the corner of two stockade walls. It functioned originally as a watchtower during the Russian period and was later used for storage during the doghole port period. The blockhouse was originally built in 1812 and has undergone reconstruction work through the 1950s. While the building has been modified to visually depict its use by the Russian-American Company, it is a resource directly associated with Fort Ross Landing and likely contains historic features tied to the doghole port operations. The northern blockhouse was included in the Fort Ross NHL designation (NRIS #66000239) and the building is used as a museum (Fort Ross Conservancy 2022).

3. Southern Blockhouse **One Previously Listed Contributing Building**
MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources, commercial business resources, and ranch resources)

The southern blockhouse is a 28' in diameter eight-sided wooden two-story building located at the southern extent of the Fort Ross stockade complex at the corner of two stockade walls. It functioned originally as a watchtower during the Russian period and was later used for storage during the doghole port period. It was originally built prior to 1817 and has undergone reconstruction work through the 1950s. While the building has been modified to visually depict its use by the Russian-American Company, it is a resource directly associated with Fort Ross Landing and likely contains historic features tied to the doghole port operations. The southern blockhouse was included in the Fort Ross NHL designation (NRIS #66000239) and the building is used as a museum (Fort Ross Conservancy 2022).

4. Rotchev (Commander's) House **One Previously Listed Contributing Building**
MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources, community resources, and commercial business resources)

The 60' by 40' one-story wooden Rotchev House was built by the Russian-American Company in 1836 as the residence of the last manager, Alexander Rotchev. After his departure in 1841, the house was reused and modified by Benitz and the Call family to support their ranch and timber operations. It was Bentiz's residence and was part of the Calls' facilities associated with a boarding house and saloon. It also operated as the Fort Ross Hotel. While the building has been modified to visually depict its use by the Russian-American Company, it is a resource directly associated with Fort Ross Landing and likely contains historic features tied to the doghole port operations, including a sandstone fireplace possible installed by Benitz. Rotchev House was designated an NHL in 1970 (NRIS #70000150) and the building is used as a museum (Fort Ross Conservancy 2022).

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5. Stockade Walls

One Previously Listed Contributing Structure

MPS associated property type: Business, Community, and Domestic Resources (subtypes: commercial business resources and ranch resources)

Four 14' high wooden walls measuring approximately 1,204' in total length enclose the Fort Ross stockade complex. They have been restored several times between the 1920s and the 1980s. The stockade walls were included in the Fort Ross NHL designation (NRIS #66000239). Under Benitz and Call ownership the walls were incorporated into the animal storage facilities. They retain integrity to the period of significance (Fort Ross Conservancy 2022).

6. Chapel

One Noncontributing Building

The 40' by 20' wooden building is a replica built in 1973 after a 1970 fire destroyed the previous building. The earlier chapel was included in the Fort Ross NHL (NRIS #66000239) and was removed from the NHL designation in 1971. The reconstructed Russian-American Company period chapel is not historic and has no association with the historical or archaeological context of the Fort Ross Landing doghole port (Fort Ross Conservancy 2022).

7. Fur Warehouse

One Noncontributing Building

The 58' by 35' wooden building is a replica built in 2012. The reconstruction of the Russian-American Company's company store and fur warehouse is not historic and has no association with the historical or archaeological context of the Fort Ross Landing doghole port (Fort Ross Conservancy 2022).

8. Officials' Barracks

One Noncontributing Building

The 65' by 30 ft wooden building is a replica built in 1981. It is a reconstruction of the building used to house Russian-American Company officials and visitors. The building is not historic and has no association with the historical or archaeological context of the Fort Ross Landing doghole port therefore it is a non-contributing resource (Fort Ross Conservancy 2022).

9. Kuskov House

One Noncontributing Building

The 50' by 60 ft wooden building is a replica built in 1983 based on a plan of Fort Ross dating to 1817. The reconstruction of the manager's building occupied by the Russian-American Company's administrative headquarters at Fort Ross is not historic and has no association with the historical or archaeological context of the Fort Ross Landing doghole port (Fort Ross Conservancy 2022).

10. Well

One Noncontributing Object

The well is a replica of the one dating to the occupation of Fort Ross by the Russian-American Company. The object is not historic and has no documented association with the historical or archaeological context of the Fort Ross Landing doghole port (Fort Ross Conservancy 2022).

11. CA-SON-000174/H

One Contributing Site

Fort Ross School, circa 1884-1938

Photo 4

MPS associated property type: Business, Community, and Domestic Resources (subtypes: community resources)

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CA-SON-000174/H is the archaeological remains of a multicomponent site [REDACTED]

[REDACTED]. The area contains three depressions, a cluster of sandstone blocks and bricks, and shellfish refuse. The sandstone blocks are associated with the remains of the Fort Ross School house built by George Call in 1884. In 1938, the building was moved to Seaview and then moved again in 1973 to Stillwater Cove where it resides. Archaeological survey documented lithic and historic artifacts along with faunal remains indicating the use of the area in prehistoric and historic eras. Historic artifacts associated with Fort Ross School include glass sherds, window glass, ceramics, stoneware, square iron spikes and nails, and padlock fragments dating to the late nineteenth century. In addition to the schoolhouse foundation, the area may have also been occupied by Kashia Pomo as a Rancheria for workers during William Benitz's time at Fort Ross further linking the site to the district's period of significance (Lightfoot Et al. 1991). The schoolhouse is depicted on the 1876 U.S. Coast and Geodetic Survey T-sheet no. [REDACTED].

12. CA-SON-001891H
Warehouse, circa 1845-1867

One Contributing Site
Photo 5

MPS associated property type: Business, Community, and Domestic Resources (subtypes: commercial business resources, agricultural resources, and ranch resources)

CA-SON-001891H is the archaeological remains of a potato warehouse or barn constructed by William Benitz who owned Fort Ross from 1845 through 1867. The building stored potatoes and other agricultural products until their shipment out of Fort Ross Landing. [REDACTED]

[REDACTED]. Warehouse remains consist of a 20 ft by 26 ft rectangular, smooth dirt platform along with a scatter of wood fragments and metal artifacts such as a square nail, nail fragment, and unidentified fragments. The overall site footprint is 809 square ft (Lightfoot Et al. 1991). While the warehouse is depicted on the 1876 U.S. Coast and Geodetic Survey T-sheet no. [REDACTED] it is unclear if subsequent owners after Benitz utilized the building (USCGS 1876).

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13. CA-SON-001454/H
Lumber Chutes, 1867-1920

One Contributing Site
Photos 6, 7, 8, 9, 10

MPS associated property type: Chutes, Piers, Mooring Infrastructure, Business, Community, and Domestic Resources (subtypes: commercial business resources), Transportation Pathways, and Maritime Heritage Resources

CA-SON-001454/H is the archaeological remains of a multi-component site [REDACTED]

[REDACTED] The site covers a large area with both prehistoric Kashia Pomo remains, and historic period remains associated

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with Fort Ross Landing. Historical accounts and archaeological surveys confirm CA-SON-001454/H is the location of lumber chutes and their mooring components as well as a pier with a period of use from 1867 until 1920. This period covers the ownership of Fort Ross by Fairfax, Dixon, and the Calls. Two loci make up the site, with Locus 1 corresponding to the chutes and Locus 2 corresponding to the pier. Locus 1 has twenty-nine features such as hardware associated with the chute(s) including iron eye and ring bolts, cutouts in the rocks for the chute supports, remnants of structures, road features, and wooden fragments. Locus 2 has the same types of features as Locus 1 along with a pile of rocks once used to support the shore-side end of the pier. Three road features are present and overlap with both loci. They measure 631 ft long, 1,136 ft long, and 987 ft long respectively. There are two segments of rock retaining walls used to stabilize the cliff. At the chutes' land end there were several buildings (three larger and one smaller) as depicted on the 1876 Coast and Geodetic Survey chart. There are eight features located on ground where it has been intentionally flattened. These indicate the presence of a building or storage area, most likely a warehouse to store supplies or a lumber yard that corresponds to the 1876 chart. Overall, the site is an area of historic activity linked to the use of Fort Ross as a doghole port with lumber chutes, a pier, roads, stonework, and landscape alteration. Only one submerged feature is within CA-SON-001454/H, a small, iron Admiralty-style anchor [REDACTED], measuring approximately 4.0 ft long. It is lying flat on the seafloor and lacks a stock. Initially thought to be a mooring anchor, insurance maps found in the Huntington Library revealed that the anchors used at Fort Ross Cove were much larger averaging 900 to 1,200 pounds. Based on its location and size it is more likely that the anchor is from the shipwreck of the coastal schooner *J. Eppinger* that wrecked near the pier in 1901 (Delgado et al., 2018).

14. Mushroom Anchor
Anchor, circa 1900-1920

One Contributing Object
Photo 11

MPS associated property type: Mooring Infrastructure

A historic iron mushroom anchor [REDACTED]

[REDACTED] stands nearly upright on the seafloor [REDACTED]. Its shank measures 0.4 ft in diameter and is 6.7 ft long. Its circular base measures 4.0 ft wide. Archaeologists located and documented the anchor in 2017 as part of the Sonoma Coast Dogholes Port project. The anchor's design is unusual as it appeared to have started its life as an older folding stock anchor and was modified to a mushroom style design. This is evidenced by an empty hole in its stock and large 1.3-ft-wide ring. The mushroom base was added later. Carlos Call, the son of George W. Call, recalled during a 1972 interview that there was a 4,500-pound mushroom anchor in Fort Ross Cove used as a mooring anchor (Call 1972). The *Sea Letter* from August 1972 included a diagram of a wire chute in Fort Ross Cove showing a similar style mushroom anchor used as a mooring anchor for the wire chute system (San Francisco Maritime Museum 1972). The anchor's location and characteristics combined with historical accounts concludes the object is a contributing resource to the district. The anchor is outside CA-SON-00145/H's boundary so is listed as a separate contributing object within this nomination (Delgado et al., 2018).

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15. CA-SON-001704H
S.S. *Pomona*, 1908

One Previously Listed Contributing Site
Photo 12

MPS associated property type: Maritime Heritage Resources

CA-SON-001740H is the archaeological site of steamship S.S. *Pomona* that sank in the middle of Fort Ross Cove on March 17, 1908, 0.32 miles southwest of Fort Ross and east of CA-SON-00145/H. The coastal steamship hit an offshore rock south of Fort Ross while en-route to Eureka, California and began to take on water. The captain steered the vessel towards Fort Ross knowing it had a sandy beach where the ship could be grounded and there were people on shore to lend aid. Unfortunately, as the ship limped into Fort Ross Cove it struck a partially submerged rock and was a total loss. *Pomona* lies in 30 to 60 ft of water 800 ft from shore with its steel hull broken over the rock where it ran aground. The most identifiable feature is a 95 ft long drive shaft for the propeller. The disarticulated bow section includes its stempost, hull structure, hawse holes, and a hatch cover. Beyond the wash rock, the hull retains an outline of its original shape, as the marine boiler remains in its approximate original location, while the port boiler has moved past the stern. Large I-beams and sections of the masts lie strewn about the site as well as disarticulated debris and smaller artifacts. The wreckage is scattered over an approximately 3.40-acre area with the site extents measuring 680 ft long by 290 ft wide. *Pomona* sank while George Call owned Fort Ross and he and his family provided valuable assistance to the steamship crew and passengers. George and his sons helped unload eighty-four passengers, sixty-two crew, and cargo to shore and George's wife gave women and children shelter in their home and provided milk and coffee. The survivors were provided shelter in the Call Ranch buildings (Beeker 2008). Although the *Pomona* was not connected directly to Fort Ross Landing for trade or industry, knowing that an active doghole port operation was present may have influenced the captain to choose the cove as a destination when the ship was in trouble. CA-SON-001704H was previously listed on the National Register (NPS NRIS #07000306).

Ranch

Call Ranch Complex, circa 1873-1972

Photo 13, 14

Call Ranch includes five contributing buildings, three contributing structures, and eight contributing sites associated with the Call Ranch period from 1873 through the acquisition of the property in the 1970s by California State Parks. Oral history from Call descendant Steve Pearce indicated the approximate location of six non-extant resources that may be studied through archaeological survey. Those resources are categorized as sites along with two partially collapsed resources also categorized as sites. The 4.3-acre historic area resides between Fort Ross and the visitor center and measures 750 ft long by 400 ft wide. The complex is significant to the history of ranching and maritime commerce along the Sonoma Coast. Individual resources are all connected to Fort Ross Landing and demonstrate the infrastructure needed to conduct business and live at a doghole port during the mid-nineteenth and twentieth century. Archaeological survey within the site may provide additional information on the use of the property by the Calls and earlier owners such as Benitz. Archaeological fieldwork may also confirm the presence of the resources identified by Pearce that do not have visible above ground material. An inventory of the ranch components follows:

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16. Call House

One Contributing Building

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources and commercial business resources)

George and Mercedes Call built the Call House in 1878 for their family's residence. They moved one of William Benitz's buildings and incorporated it perpendicular to the main house. It is a one and a half story wooden building measuring 73'5" (N/S) x 50'5" (E/W). The building is in its original location and retains its integrity to its period of significance. The building is used as a museum.

17. Schoolhouse

One Contributing Building

MPS associated property type: Business, Community, and Domestic Resources (subtypes: community resources)

The wooden single level gabled roof house was used as a one room schoolhouse for the Call family children. There is a stepped porch with a picket fenced enclosing leading to the entry door, The building measures 16'5" (southern wall length) by 24' (eastern wall length) by 6' (western wall length) by 20'2" (northern wall length). The building is in its original location twenty feet north of the Call residence and retains its integrity to its period of significance. The building is used by park docents.

18. Rabbit Hutch

One Contributing Structure

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources)

A 4'7" by 8'3" wooden one-story coop with screen doors used for housing rabbits is located at the rear (north) end of the schoolhouse, not connected to it. The hutch is in its original location just behind the Call schoolhouse and retains its integrity to its period of significance. It is used for park storage.

19. Meat Storage

One Contributing Structure

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources)

A 21' (N/S) by 21'8" (E/W) wooden one-story structure used for storing food. The south half was used to store produce and meat while the northern half was used for general storage. A lean-to is positioned on the west side for firewood. The resource is in its original location just west of the schoolhouse and retains its integrity to its period of significance. It is used for park storage.

20. Apple Storage

One Contributing Structure

MPS associated property type: Business, Community, and Domestic Resources (subtypes: agricultural resources and domestic resources)

The Calls used the wooden one-story structure to store apples and other fruit. The eastern wall measures 20'6" with an 84" by 117" sliding door for access. The resource is in its original location thirty feet northwest of the Call residence and retains its integrity to its period of significance. It is used for park storage.

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21. Riding Horse Barn

One Contributing Building

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources and commercial business resources)

The Calls used this building for their riding horses and had an open stable with a dirt floor. The one story wooden and tin roofed building measures 22'9" (N/S) x 17' (E/W). The building is in its original location sixty feet north of the Call House and retains its integrity to its period of significance. It is used for park storage.

22. Barn

One Contributing Building

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources and commercial business resources)

The barn consists of two joined buildings. The northern building, with wood shake shingle roof, was used to park vehicles. The southern building has corrugated metal siding. The wooden and tin roofed building measures 32'4" (N/S) by 20' (E/W). The building is in its original location and retains its integrity to its period of significance. It is used for park storage.

23. Horse Barn remains

One Contributing Site

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources and commercial business resources)

The Calls used the barn to store wagons and buggies. It also had four stalls for horses and two stalls for cows. Hay was stored in the loft. The partially collapsed barn remains in its original location and retains its integrity to its period of significance. Since the barn is not standing, the resource is classified as a site and archaeological survey may provide additional information on its historic use.

24. Blacksmith Cabin

One Contributing Building

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources and commercial business resources)

Originally this was the Call ranch workers' house and at one time Jack Howe's house. Jack worked the Fort Ross Store and post office. The wooden building is in its original location and retains its integrity to its period of significance.

25. Hog Pen location

One Contributing Site

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources)

The non-extant resource's location was identified by a Call family member. The resource is classified as a site and archaeological survey may provide additional information on its historic use.

26. Chicken Coop location

One Contributing Site

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources)

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The non-extant resource's location was identified by a Call family member. The resource is classified as a site and archaeological survey may provide additional information on its historic use.

27. Tool Shed remains

One Contributing Site

MPS associated property type: Business, Community, and Domestic Resources (subtypes: commercial business resources)

The tool shed used by the Calls is partially collapsed. It remains in its original location and retains its integrity to its period of significance. Since the shed is not standing, the resource is classified as a site and archaeological survey may provide additional information on its historic use.

28. Outhouse location

One Contributing Site

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources)

The non-extant resource's location was identified by a Call family member. The resource is classified as a site and archaeological survey may provide additional information on its historic use.

29. Bull Pasture location

One Contributing Site

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

The non-extant resource's location was identified by a Call family member. The resource is classified as a site and archaeological survey may provide additional information on its historic use.

30. Garage location

One Contributing Site

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources and commercial business resources)

The non-extant resource's location was identified by a Call family member. The resource is classified as a site and archaeological survey may provide additional information on its historic use.

31. Turk House location

One Contributing Site

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources)

The non-extant resource's location was identified by a Call family member. George Call's nephew occupied the Turk House from 1873 to 1878 followed by ranch foreman John Daily in 1878 to 1898. Carlos Call lived there from 1904 to 1930 when his wife died. State Park caretaker William Turk was the last occupant from 1930 until 1962 when the building was demolished. The location became picnic area. The resource is classified as a site and archaeological survey may provide additional information on its historic use.

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Call Sheep Ranch Rural Historic Landscape

Photo 15, 16, 17

The Call Sheep Ranch Rural Historic Landscape was recorded by California State Parks staff in 2002 and 2003 as a historic district that includes the remains of standing historic ranch features and potential archaeological remains associated with the Call Ranch (CA DPR Primary String Number: P-49-0030782). The 28.8-acre site is located [REDACTED] of Fort Ross. Its southern boundary [REDACTED]. CA-SON-000188, a prehistoric Kashia Pomo site, overlaps [REDACTED] the ranch site. The landscape includes six contributing buildings and six contributing structures. The most prominent building is a 166-ft long wooden lambing barn with a metal roof. The resources are associated with the Call Ranch dairy and sheep operations that were active between 1873 and 1970 and tied to Fort Ross Landing. The resources' characteristics indicate some of them may have served both the sheep and dairy operations. Bell and Aleman (2003) recorded and assessed the site and concluded it was potentially eligible for listing on the National Register of Historic Places under Criteria A, B, and C, with an 1873 to 1960 period of significance for George Call's contribution to farming and animal husbandry at the state level significance. They also concluded the overall landscape possesses integrity in all areas mainly because it is essentially unaltered (Bell and Aleman 2003). Archaeological fieldwork may also locate additional remains within the site to better understand the daily operations on the ranch. The Call Sheep Ranch Rural Historic Landscape resources contribute to the Fort Ross Landing Historical and Archaeological District for their connection with Fort Ross' use as a doghole port to connect an early Sonoma coast ranch, the Call Ranch, to the larger transportation system and economic markets within California. An inventory of the sheep ranch components follows:

32. Lambing Barn

One Contributing Building

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

Constructed circa 1900, the barn measures 168'9" long by 49 ft wide with excellent integrity. The building is in its original location and retains its integrity to its period of significance. CA DPR Primary String Number: P-49-003068.

33. Pump House

One Contributing Structure

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

Wood and metal building 15'2" long by 12'2" wide with high degree of design integrity. The structure is in its original location and retains its integrity to its period of significance. CA DPR Primary String Number: P-49-003069.

34. Work Barn

One Contributing Building

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

Wood building measuring 31'6" by 20'6" with good integrity. The building is in its original location and retains its integrity to its period of significance. CA DPR Primary String Number: P-49-003070.

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35. Privy

One Contributing Building

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

Constructed circa 1900 with excellent integrity. The building is in its original location and retains its integrity to its period of significance. CA DPR Primary String Number: P-49-003071.

36. Horse Barn

One Contributing Building

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

Constructed circa 1900, wood and metal building 25 ft long by 18 ft wide. The building is in its original location and retains its integrity to its period of significance. CA DPR Primary String Number: P-49-003072.

37. Feed Shed

One Contributing Building

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

Wood and metal building 11'2" long by 15 ft wide. The building is in its original location and retains its integrity to its period of significance. CA DPR Primary String Number: P-49-003074.

38. Work Shed

One Contributing Building

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

Wood and metal building measuring 8'2" by 6'9" in poor condition. The building is in its original location and retains its integrity to its period of significance. CA DPR Primary String Number: P-49-003075.

39. Corral

One Contributing Structure

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

Corral measuring 1,346 square ft includes a sheep dip tank and loading chute with good integrity. The structure is in its original location and retains its integrity to its period of significance. CA DPR Primary String Number: P-49-003077.

40. Livestock Bridge

One Contributing Structure

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

Measures 36 ft long by 9 ft wide. The structure is in its original location and retains its integrity to its period of significance. CA DPR Primary String Number: P-49-003078.

41-42. Feed Troughs

Two Contributing Structures

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

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Covered feed troughs for pigs and sheep. The structures are in their original location and retain their integrity to the period of significance. CA DPR Primary String Numbers: P-49-003079 and P-49-003080.

43. Spring Box

One Contributing Structure

MPS associated property type: Business, Community, and Domestic Resources (subtypes: ranch resources)

Wooden box measuring 2.0 ft square by 4.0 ft high enclosed with barbed wire and picket fence. The structure is in its original location and retains its integrity to its period of significance. CA DPR Primary String Number: P-49-0030781.

Mill

44. CA-SON-000670/H

One Contributing Site

Lumber Mill Complex, circa 1867-1873

Photo 18

MPS associated property type: Sawmills and Timber Processing Locations

CA-SON-00067/H is a multicomponent archaeological site that includes the remains of a lumber mill complex constructed by James Dixon and Charles Fairfax between 1867 and 1873. [REDACTED]

[REDACTED] Archaeological surveys documented both prehistoric and historic Kashia Pomo use and American period historic components including building foundations related to the lumber mill complex. Historic artifacts included glass beads, nails, axe head, and glass fragments (Lightfoot Et al. 1991). The site is depicted on the 1876 U.S. Coast and Geodetic Survey T-sheet no. [REDACTED] as an abandoned mill complex with a main larger rectangular structure on the north side of Fort Ross Creek, the mill, and eight smaller structures in the vicinity (USCGS 1876).

Orchards

45. Russian Orchard

One Contributing Site

Russian orchard, circa 1814-1976

Photo 19

MPS associated property type: Business, Community, and Domestic Resources (subtypes: agricultural resources)

The Russian orchard lies 0.6 miles north of Fort Ross just east of Fort Ross Road with a logging road running through its southern end. The boundary of the original 1.5-acre orchard, which was also fenced, planted after 1814, is not known. An inventory at the time of property's sale to Sutter in 1841 chronicled 260 fruit trees in one section 385 ft by 168 ft and twenty trees in another section nearby at 98 ft by 73.5 ft long. Two small buildings were used to house workers or equipment. Fort Ross' subsequent owners after Sutter expanded the orchard's size to 5.0 acres. Benitz added 450 apple trees and 150 other fruit trees while the Calls added 1,200 apple trees, pear trees, and walnut trees. Field surveys in 2014 documented 108 trees within a 6.0-acre area enclosed by a modern fence, the rough extents of the original and then expanded Russian

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orchard. An additional twenty-five fruit trees lie outside the fence and were also surveyed. Three (cherry) trees exist from the Russian era, forty-three (apple, pear, plum, olive, and cherry) trees are from the Ranch eras, and eighty-eight (apple, pear, and plum) trees are from the 1980s. Overall, the trees are in poor condition (NPS and Turnagain Design and Consulting 2015). The Russian orchard is a contributor to the district for its historic connection to the Benitz and Call ranch eras and Fort Ross Landing where the apples and other fruit were shipped out to market. Archaeological evidence may also be present associated with the orchard operations and workers and its historic fence line.

46. Benitz Orchard

One Contributing Site

Benitz orchard, circa 1859-1976

Photo 20

MPS associated property type: Business, Community, and Domestic Resources (subtypes: agricultural resources)

In addition to Benitz harvesting fruit from the Russian orchard, he planted a large 20 acre fenced commercial apple orchard around 1859 located on a hill 0.5 miles west of the Russian orchard to expand his fruit production. Historical accounts indicated Benitz established a rectangular orchard approximately 1,800 to 2,000 ft long by 500 to 750 ft wide, with forty-two varieties of cider and eating apples, running east/west with 1,700 trees planted in variety blocks. Benitz's orchard was systematically planted in a grid to maximize the number of trees. Between 1853 and 1855 he shipped 20,000 pounds of apples from Fort Ross. The Calls plowed the orchard after they purchased Fort Ross in 1873 and used the clearing for hay production. In 1898, there were only 463 of Benitz's trees left and by 1979 there were only five. Field surveys in 2014 documented the historic Benitz orchard with one Benitz era apple tree in fair condition. The orchard clearing is an open grassland being reclaimed by the surrounding trees, making the original extents difficult to determine (NPS and Turnagain Design and Consulting 2015). The Benitz orchard is a contributor to the district for its historic connection to the Benitz Ranch era and Fort Ross Landing where the apples were shipped out to market. Archaeological evidence may also be present associated with the orchard operations and workers and historic fence line.

47. Call Orchard

One Contributing Site

Call orchard, circa 1910-1976

Photo 21

MPS associated property type: Business, Community, and Domestic Resources (subtypes: agricultural resources)

Around 1910, the Calls planted an orchard 0.50 miles northeast of Fort Ross and 0.25 miles southeast of the Russian orchard containing plum, cherry, walnut, and apple trees. It resided next to a logging road and was surrounded on three sides by redwood trees that blocked the wind. Field surveys in 2014 documented the historic Call orchard and found eighteen Call Ranch era fruit trees present in the 1.8-acre area: two apple trees, thirteen plum trees, two sweet cherry trees, and one walnut tree. Most of the trees were in poor condition and observations recorded that the trees show only small indications of being in an organized orchard arrangement (NPS and Turnagain Design and Consulting 2015). The Call orchard is a contributor to the district for its historic connection to Call Ranch era and Fort Ross Landing where excess fruit was shipped out to market. Archaeological evidence may also be present associated with the fence line and workers who managed the orchard. There are no historical drawings of the Call orchard layout or

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dimensions therefore archaeological surveys have the potential to delineate the orchard's boundary and provide information on its use and management.

48. Picnic Orchard

One Contributing Site

Call picnic orchard, circa 1899-1976

Photo 22

MPS associated property type: Business, Community, and Domestic Resources (subtypes: domestic resources)

From 1899 to 1930, George Call's nephew, the ranch manager, along with Carlos and Kathryn Call, lived in the Turk House, once located next to and just west of the Call House. The house is no longer present; the Call Picnic Area occupies its location. It is likely that Carlos and Kathryn planted fruit trees next to the former Turk House. Field surveys in 2014 documented the historic picnic area orchard and found ten Call Ranch era fruit trees present, three apple trees and seven plum trees, and two contemporary apple trees planted in the 1970s by Carlos Call's housekeeper. Two more Call Ranch era plum trees are near the Call House. Most of the trees were in poor condition (NPS and Turnagain Design and Consulting 2015). The site measures approximately 0.5 acres and is 200 ft west of the Call House. The picnic orchard is a contributor to the district for its historic connection to the Call Ranch era and Fort Ross Landing where the excess fruit was shipped out to market. Archaeological evidence may also be present associated with the workers who managed the orchard or the nearby Turk House site. The picnic orchard site overlaps with the Call Ranch site.

NONCONTRIBUTING RESOURCES

Kashia Pomo

Kashia Pomo sites

Nineteen Noncontributing Sites

Fort Ross State Historic Park, circa 3020 BP-150 BP

Fort Ross Landing Historical and Archaeological District contains twelve prehistoric native Kashia Pomo sites, three protohistoric sites, two multicomponent sites with prehistoric and protohistoric sites, and two multi-component sites that have prehistoric, protohistoric and historic remains that are independent of the historic period doghole related sites listed as contributing resources. Four contributing-resources—CA-SON-000174/H, CA-SON-000190/H, CA-SON-000670/H, and CA-SON-001454/H—are multicomponent sites containing a historic period site along with prehistoric and/or protohistoric remains. Those four sites are included as contributing resources only due to the historic period context and association with Fort Ross Landing as a doghole port. The archaeological significance of the nineteen Kashia Pomo sites has not been assessed in this nomination as it is outside the focus of this nomination context. Due to their sensitive nature, no site characteristics or photos are included.

- 49. CA-SON-000175 (Prehistoric)
- 50. CA-SON-000188 (Prehistoric)
- 51. CA-SON-000228 (Prehistoric)
- 52. CA-SON-000230 (Prehistoric)

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- 53. CA-SON-001451 (Prehistoric)
- 54. CA-SON-001455 (Prehistoric)
- 55. CA-SON-001878 (Protohistoric)
- 56. CA-SON-001879 (Prehistoric)
- 57. CA-SON-001880 (Protohistoric)
- 58. CA-SON-001881 (Multicomponent (Prehistoric and Protohistoric))
- 59. CA-SON-001882 (Prehistoric)
- 60. CA-SON-001885 (Multicomponent (Prehistoric and Protohistoric))
- 61. CA-SON-001886/H (Multicomponent (Prehistoric, Protohistoric, and Historic))
- 62. CA-SON-001887 (Prehistoric)
- 63. CA-SON-001888 (Multicomponent (Prehistoric and Protohistoric))
- 64. CA-SON-001890 (Prehistoric)
- 65. CA-SON-001894 (Prehistoric)
- 66. CA-SON-001895 (Protohistoric)
- 67. CA-SON-001896 (Prehistoric)

Historic Russian Period

Fort Ross Landing Historical and Archaeological District contains four noncontributing sites mainly associated with the Russian-American Company's period at Fort Ross before the period of significance for the district. Two are multicomponent sites with remains dating from the prehistoric, protohistoric, and historic era and two are from the historic period.

68. CA-SON-001446H **One Noncontributing Site**
Fort Ross Orchard Brick Site, circa 1812-1841 **Photo 23**

CA-SON-001446H is a historic archaeological site [REDACTED]. Archaeological fieldwork identified CA-SON-001446H as the remains of a four-room house and kitchen built by the Russians possibly used by orchard workers between 1812 and 1841. Artifacts included brick fragments, iron spikes, nails, glass beads, and ceramic sherds (Lightfoot Et al. 1991). The site has no association with the historical or archaeological context of the Fort Ross Landing doghole port therefore it is a noncontributing resource.

69. CA-SON-001876H **One Noncontributing Site**
Fort Ross Russian Cemetery, circa 1812-1841 **Photo 24**

CA-SON-001876H is a historic archaeological site located [REDACTED]. The 0.76-acre site measures 330 ft long by 120 ft wide and is identified as a cemetery utilized by the Russian-American Company between 1812 and 1841. Archaeological and historical surveys documented 130 individuals buried in the cemetery including Russians, Creoles, Aleuts, and Native Americans (Fort Ross Conservancy 2020). The

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site has no association with the historical or archaeological context of the Fort Ross Landing doghole port therefore it is a noncontributing resource.

70. CA-SON-001897/H
Native Alaskan Village, circa 1812-1841

One Noncontributing Site
Photo 25

CA-SON-001897/H is a large multicomponent archaeological site comprised of overlapping remains dating to the prehistoric, protohistoric, and historic eras [REDACTED]. The 1.48-acre site measures 475 ft long by 200 ft wide and is known as the Native Alaskan Village site due to its association with Native Alaskan workers employed by the Russian-American Company at Fort Ross between 1812 and 1841. The village site was built on top of an earlier lithic scatter that was used by native Kashia Pomo during the Middle Archaic period. CA-SON-001897/H was the main habitation/residential area for the Native Alaskan individuals and families, and households composed of Native Alaskan men and Kashia Pomo, Coast Miwok, and Native Californian women (Lightfoot Et al. 1991; Lightfoot Et al. 1997). The site has no association with the historical or archaeological context of the Fort Ross Landing doghole port therefore it is a noncontributing resource.

71. CA-SON-001898/H
Fort Ross Beach Site, circa 1812-1841

One Noncontributing Site
Photo 26

CA-SON-001898/H is a multicomponent archaeological site comprised of overlapping remains dating to the prehistoric, protohistoric, and historic eras [REDACTED]. The site contains a Kaysha Pomo shell midden deposit and Russian or Alaskan cultural components related to recreational and commercial activities that took place within Sandy Beach Cove and Fort Ross Cove (Lightfoot Et al. 1997). The site has no association with the historical or archaeological context of the Fort Ross Landing doghole port therefore it is a noncontributing resource.

Non-Historic Period

The district contains six non-historic period noncontributing resources that include two buildings, one structure, and three sites. The resources are associated with the interpretation efforts and visitor facilities at Fort Ross State Historic Park.

72. Entrance Booth
Fort Ross State Historic Park, circa 1970s

One Noncontributing Building
Photo 27

An entrance booth for Fort Ross State Historic Park is located 0.6 miles off Highway 1, north of Fort Ross. The small 30-ft long by 15-ft wide building provides space for park staff to assist with fee collection, answering questions, and visitor information. The building was constructed in the

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1970s, is not historic, and has no association with the historical or archaeological context of the Fort Ross Landing doghole port therefore it is a noncontributing resource.

**73-74. Visitor Center One Noncontributing Building and One Noncontributing Structure
Fort Ross State Historic Park, 1976 Photos 28, 29**

The Fort Ross State Historic Park visitor center is located 0.15 miles south of Highway 1 and 0.17 miles west of Fort Ross. The complex, opened in 1976, encompasses a large parking lot, picnic area, museum, gift shop, library, meeting room, outdoor courtyard, and staff offices. A trail through a cypress grove connects the visitors center to Fort Ross. The 2.0-acre area is the main interpretive area for the park besides the fort. It is not historic and has no association with the historical or archaeological context of the Fort Ross Landing doghole port therefore it is a noncontributing resource.

**75. Replica Russian Windmill One Noncontributing Structure
Fort Ross State Historic Park, circa 2012 Photo 30**

In 2012, a replica windmill was built just south of the visitor center parking lot based on an 1841 design depicted at Fort Ross. The 0.06-acre area includes the windmill and a circular footpath encircling the windmill. It is not historic and has no association with the historical or archaeological context of the Fort Ross Landing doghole port therefore it is a noncontributing resource.

**76. Beach Parking Lot One Noncontributing Structure
Fort Ross State Historic Park, circa 1976 Photo 31**

A gravel road leads south and switches back northeast from Fort Ross to a parking lot for Sandy Cove Beach. It is mainly used for handicap access parking uses. The 0.01-acre area includes a gravel lot and interpretive sign. The site is not historic and has no association with the historical or archaeological context of the Fort Ross Landing doghole port therefore it is a noncontributing resource.

**77-79. Arky Camp Three Noncontributing Buildings
Fort Ross State Historic Park, circa 1971 Photo 32**

Arky camp is located 0.17 miles northeast of Highway 1 along a gravel access road that dead ends near Fort Ross Creek. The 0.5-acre site encompasses a campground for visiting archaeologists comprised of a small clearing and three buildings. One building houses a kitchen and bathrooms and two more are cabins used for storage. In 1971, the first group stayed at Arky camp for excavations [REDACTED]

[REDACTED] Between 1975 and 1985 Arky camp was upgraded with amenities to support fieldwork endeavors at Fort Ross and the surrounding area. Over a thousand individuals have used Arky camp over the past fifty years (Parkman and Foster 2017). [REDACTED]

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80. Water Treatment Center
Fort Ross State Historic Park, circa 1976

One Noncontributing Structure
Photo 33

Several water storage tanks, a small structure housing water treatment controls, supply lines, and maintenance equipment are located 400 ft southwest up the grade from Arky Camp. The gravel road passes by this site from Highway 1 before ending at Arky camp. The 1.4-acre area supports the water system for Fort Ross State Historic Park needs such as the restrooms at the visitor center 0.6 miles to the west. The water system feeds in from Fort Ross Creek and dates to the establishment of the park in the 1970s and has undergone upgrades as needed. The resource is not historic and has no association with the historical or archaeological context of the Fort Ross Landing doghole port therefore it is a noncontributing resource.

Current and Past Impacts

Resources within the Fort Ross Landing Historical and Archaeological District have experienced impacts from human activities and natural events over the period of historic and current use. Despite these impacts the district retains integrity, and its contributing resources retain integrity that demonstrates the historic use of the area as a doghole port. The anthropogenic impacts that occurred during the doghole port's active career, between 1850 and 1920, are part of the maritime cultural landscape and show how the environment was shaped and altered to fit the needs of the community and businesses. The historic human impacts during the district's period of significance have been covered in an earlier section of this nomination. Those impacts should not affect the area's integrity as they contribute to the understanding how Fort Ross Landing's geographic and natural resource advantages were capitalized on to make it a successful doghole port and supplier of timber products. The natural impacts are unavoidable and within the district are minimal and do not greatly affect the resource integrity.

Bramlette and Fredrickson (1990) determined that there are six main prior and ongoing impacts that may affect resources at nearby Salt Point, another doghole port and state park. His impact categories can also be used to assess resources around Fort Ross due to its similar geographic and historic attributes to Salt Point. The natural impacts are lateral erosion such as along the ocean side bluffs and slumping and sliding such as along a creek bank. The human impacts are public use from camping and illegal artifact collection, roads and trails, prior logging using heavy equipment, and vandalism. They do not include fires, both intentional and unintentional, as an impact that can affect all of the resources besides the ones underwater.

The human impacts to the area that occurred after Fort Ross came under ownership and management of the state of California, first in 1903 for the Fort Ross stockade and later in the

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1970s for the remainder of the property, have affected the historic landscape and potentially the archaeological resources. Sufficient integrity is retained to support the district's eligibility under Criteria A and D. With the long period of ownership by the Call family and a direct transition from active ranch to state park, there was never a time when the land was abandoned. Fort Ross Landing had several owners before the Call family. George Call first recognized how unique and important Fort Ross was as a historic site and in turn ensured it was protected by him and his family, namely George's granddaughter Mercedes Pearce Stafford. Habitation and development at Fort Ross have always been minimal due to the limited access to the coast by roads so the main impacts occurred when the area was purchased by the state of California for a state park and the maintenance of Highway 1. While the primary focus of Fort Ross State Historic Park is the Russian period, there are significant historical context, archaeological sites, and standing buildings and structures related to the area's history during the American period that are covered under this nomination.

While Fort Ross' stockade complex was transferred to state ownership in 1903, it was not until much later that efforts were made to include public facilities for visitors and modify the area to meet the needs of the public. One of the major acts was the rerouting of Highway 1 that once ran directly through the fort. Caltrans constructed Highway 1 in the 1920s when little of the stockade walls were standing. The thought of reconstructing the fort and the potential for archaeological sites were not considered in the road planning. It was not until about 1971-1972 that Caltrans moved Highway 1 north of the fort. Cars parking within the fort's footprint and driving through may have crushed and disturbed materials [REDACTED]. The extent of Highway 1's impacts on Fort Ross was not documented as it pertains to the stockade.

Highway 1, also known as the Coast Highway, runs through the district and portions of it follows the route of the historic coast road or other associated roads established in the nineteenth century to support Fort Ross Landing. The connection between Jenner and Gualala was finished in 1920 and opened up the region to trucks, thus ending the need for doghole ports. Caltrans maintenance work such as paving may have impacted sites close to the road before a site was known. Caltrans currently has an established cultural resource program and is mindful of compliance requirements while working within Fort Ross State Historic Park. The contributing resources close to Highway 1 are those in the Call Sheep Ranch Rural Historic Landscape.

The transformation of Fort Ross' stockade over one hundred years resulted in the reconstruction of buildings and modification of existing buildings to bring the fort back to how it appeared under the Russian-American Company. Through that process, the integrity of Fort Ross, particularly the stockade complex, was impacted as buildings were scrapped and modified thus eliminating or reducing the appearance of Call Ranch's landscape. Many of these buildings were in poor shape and not able to be restored when the property was acquired by the state. The Benitz and Call barns along the eastern side within the stockade were removed along with the Fort Ross Hotel at the southwestern corner. Despite these changes, archaeological fieldwork has determined there are sufficient remains at CA-SON-000190/H to assist with the assessment, virtual reconstruction, and documentation of the American period of use.

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The Call Sheep Ranch Rural Historic Landscape is located away from the Fort Ross stockade complex and has been less impacted by alteration of the area to support public visitation. It therefore has a high level of integrity with the aspects of feeling, association, location, design, and setting unaltered with no modern structures or buildings. The landscape contains the same resources as when it was operational as the Call Ranch with only minor modern alterations and demolition for safety concerns. There are no indications any buildings have been altered since owned by Carlos Call (Bell and Aleman 2003).

Within the Fort Ross Landing Historical and Archaeological District, the park has an entrance booth, visitor center, a picnic area, several parking lots, paved or gravel access roads for cars, and trails for hiking. This infrastructure development had two types of environmental impacts, one during the construction in the 1970s and a second as a result of increased public use. The only contributing resources that may have been impacted by the installation of park infrastructure are the Call Ranch resources and Call Sheep Ranch Rural Historic Landscape resources since some are used as storage for the park maintenance staff and CA-SON-001454/H due to the hiking trails on the coastal bluff's western side and trail down to the shoreline where the pier was located. More recent archaeological surveys such as Delgado Et al. (2018) focused on the identification of resources related to Fort Ross Landing's use as a doghole port at CA-SON-001454/H and found a considerable number of features on land and underwater with integrity and archaeological potential that are contributing resources to this district. Fort Ross State Historic Park has a unique camp designed for visiting archaeologists known as Arky Camp. [REDACTED]; archaeological surveys were done prior to its construction to record its prehistoric and historic features. Arky camp's footprint is small and infrequently visited therefore visitation has limited impact on the site's integrity. Recent surveys within the proposed Fort Ross Landing Historical and Archaeological District show that the contributing resources have yielded and also may be likely to yield important to the understanding of the doghole port network within Sonoma and Mendocino Counties and its role in the greater maritime trade networks related to San Francisco. The monitoring and resurvey of existing sites is providing new data not previously recorded when the sites were initially documented.

Integrity

The district's location within Fort Ross State Historic Park has provided protection from commercial and residential development and a reduction in artifact collection and overall site disturbance. The district conveys its significance through the integrity of the district.

Location

Fort Ross Landing Historical and Archaeological District includes contributing resources that were constructed at a specific location to support the timber, ranching, and agricultural industry using Fort Ross Landing as a doghole port. Fort Ross Landing was chosen to be a doghole port because of its geographic advantages and environment with timberlands close to place where materials could be shipped out as well as suitable land for grazing animals and crop cultivation.

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The district's location contains archaeological evidence of a system of different components all working together as one from milling trees, moving materials with a transportation system to a landing, and utilizing trough chutes, wire chutes, and a pier to load vessels for San Francisco and other markets around California. The doghole port also supported ranching and agricultural operations all evidenced by the presence of archaeological sites and standing buildings and structures. The district's association with the historic uses of Fort Ross after the departure of the Russian-American Company for a variety of industries is intact and visible through the location and relationship among contributing resources. Historical maps and newspapers confirm the location and use of Fort Ross as a doghole port within Sonoma County and even detail the location of the chutes, buildings, fences, and structures during the 1860s through the 1880s. All the district's contributing resources are in their original location and test excavations at several archaeological sites revealed buried deposits of artifacts and intact materials directly associated with the doghole port.

Design

Fort Ross Landing Historical and Archaeological District is comprised of a combination of archaeological sites and collection of standing buildings and structures that all relate to the use of Fort Ross Landing as a doghole port. The district reflects the historic function of the doghole port by the presence of remains from a sawmill camp, transportation network, domestic and commercial outlets, orchards, ranch operations, lumber chutes, and maritime traffic. Fort Ross Landing's design extended into the shoreside and underwater landscape as the connection to maritime activity was vital to the doghole port's success. The integrity of design within the submerged environment is present through the archaeological remains of a historic mushroom anchor used as a mooring anchor for the wire chute. Fort Ross was chosen to be a center for three important industries because of its geographic advantages and environmental conditions that allowed the export of products out by water to San Francisco. The essential features of the doghole port's design are all centered on the coastal bluff and Fort Ross Cove where the chutes and pier to load vessels were located with the ranch and farmlands, residential and commercial buildings, and transportation network surrounding the waterfront and reaching back inland towards the timber and grazing lands, agricultural fields, and orchards. Archaeological and present day remains from these features are present within the district and convey the overall design of a doghole port.

Setting

Fort Ross Landing Historical and Archaeological District's environmental setting along the Sonoma County coast is why it was chosen to be a doghole port and that setting has not changed. The physical environment of the land between Kolmer Gulch and Fort Ross Creek including the waters of Sandy Cove and Fort Ross Cove provided the necessary attributes to make it a successful landing. The district's contributing resources have natural and manmade physical features that all are encompassed in its maritime cultural landscape. There are five separate settings within the district based on geographic terrain and what the function of the resources were to all support the doghole port's success: Fort Ross, Fort Ross Landing, Ranch, Orchard,

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and Mill. The Fort Ross stockade complex was the hub of historic activity including the main residential and business center. This allowed the property owners to oversee Fort Ross Landing including the land surrounding Fort Ross Cove and Sandy Beach Cove and the maritime traffic within the coves. The marine terrace and coastal bluff of Fort Ross Landing is relatively flat making its setting easier for a transportation network and infrastructure for the chutes and pier. The ranch related contributing resources span an area near Fort Ross as well as a larger site north where there was more access to pasture lands encompassing a barn and support buildings. Two of the three orchards occupy an area further north on the hillside with a setting favorable to growing fruit trees. A single archaeological site containing remains from a lumber mill and its camp is set [REDACTED]. There is a spatial relationship among these settings as they are interconnected in their function as demonstrated by the presence of archaeological sites and the present day remains.

Materials

Fort Ross Landing Historical and Archaeological District retains the physical elements deposited during the area's use as a doghole port. The archaeological resources encompass structural and cultural material that have yielded and have the potential to yield information on the timber industry, ranching, and agricultural operations and more specifically those associated with a doghole port. Surveys of historic period sites at Fort Ross have included both non-disturbance and limited test excavation work on land and underwater. Their location, when compared to historic maps and descriptions, combined with the characteristics of features and artifacts are consistent with the district's period of significance, 1850 to 1920. The district's resources demonstrate the components of a successful doghole port including the maritime cultural landscape showing human's use and alternation of the environment. Materials are evident in both extant resources and archaeological sites. Physical elements, including landscape modifications such as rebates cut in the rocks or leveling of the land for a roadbed, all contribute to the district's integrity of materials. Archaeological analysis provided information on the location and construction of the trough chutes along with the path materials took to the chutes from the sawmill or other sources.

Workmanship

Fort Ross Landing Historical and Archaeological District retains integrity of workmanship through the archaeological sites and standing evidence present from the contributing resources. For buildings and structures, workmanship is visually present through the resource's design directly related to its use and location. For archaeological sites, workmanship can be evidenced by artifacts or the chute construction out along the bluff. Great knowledge and skill were needed to build a chute perched out along the cliff with a long apron extending out above the water for loading vessels. Workmanship is seen in using the environment's natural features and geography for timber extraction, livestock raising, and growing of crops and orchards. The culmination of this workmanship is the system of moving goods to the coastal bluff at Fort Ross and loading vessels that required skill and knowledge in engineering.

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Feeling

Fort Ross Landing Historical and Archaeological District's contributing resources include both archeological sites and standing buildings and structures, creating a variable visible footprint. The district's feeling reflects a combination of the natural landscape and manmade features. A visitor to Fort Ross is transported back to the nineteenth century in a walk around the Fort Ross stockade as well as the Call House that overlooks the doghole port's cliffs and coves. From the cliff edge at the location of the trough and wire chutes one can see the mooring hardware in the rocks and understand the dangerous nature of loading vessels. One can get a sense for the engineering logistics needed to design and build a chute with the understanding of the cliff height and angle for the slide and apron to reach a vessel while the swells come in and break along the shore. A similar feeling can be obtained near the sawmill site at Fort Ross Creek where massive logs were drug there from the timberlands and milled into lumber. The environment in which loggers ventured into virgin forests and turned those trees into materials that built and fueled cities like San Francisco can be felt standing at Fort Ross Landing. What can also be seen is the difference between the two sides of Highway 1 with the cleared marine terrace on the coastal side, from early timber ventures, where more buildings and ranches were located to the more forested upland area on the inland side where the trees were harvested, replaced by second growth areas.

Association

Fort Ross Landing Historical and Archaeological District has integrity of association as a doghole port evidenced by the standing resources and archaeological evidence combined with historic maps and archival sources of information. The physical features that convey association are from the contributing resources with datable material and construction methods within the period of significance. The cultural artifacts and features on land are those mostly from domestic habitation sites, commercial businesses, a sawmill and associated operations, both trough and wire chutes, and a pier. The materials underwater are also associated with the doghole port and include anchors and ship material that have diagnostic features consistent with the mid-nineteenth to early twentieth century. The contributing resources associated with the doghole port at Fort Ross are important connections to better understand and interpret the park for current and future visitors.

Previous Investigations

Archaeologists have conducted surveys of the land that is now Fort Ross State Historic Park including Fort Ross Landing, since the early 1950s and that work continues today through partnerships between federal, state, and local organizations along with university and nonprofit partners. The first surveys provided information to assist with the reconstruction of the fort's stockade complex. Kent Lightfoot started a formal archaeological program at Fort Ross in 1988 and results of their fieldwork findings were published in 1991 (Lightfoot et al., 1991). The findings from these and other archaeological investigations provided the site information included in the contributing and noncontributing resources section and assisted with delineating

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the district boundaries. Important archaeological survey reports and management plans related to the Fort Ross Landing Historical and Archaeological District are summarized below. The summaries focus on the projects that included contributing resources or those that are associated with Benitz, Dixon and Fairfax, and the Call Ranch. Many more projects with an emphasis on the Russian period or Kashia Pomo sites are not directly relevant to this nomination and were not included.

1981: In 1981, California State Parks archaeologists conducted an underwater survey of Fort Ross Cove. They utilized a proton magnetometer to identify magnetic anomalies associated with submerged cultural resources. Divers also conducted visual swim surveys to ground truth anomalies. Six clusters of ferrous material were found and only two of them turned up to be manmade material. Cluster 5 was linked to the shipwreck of the fishing vessel *Regia* and Cluster 6 was the wreck of the steamship *Pomona*. A large anchor and 10-ft section of chain, possibly associated with the chute's mooring system, along with metal fragments were also located. This project was the first large scale systematic survey off Fort Ross focused on underwater resources and the results led to extending the boundary to protect submerged features (Foster 1984).

1984: California State Parks archaeologists conducted an inventory of cultural resources in 1984 associated with the Fort Ross Campground rehabilitation project. A detailed survey of CA-SON001454/H was completed and recorded the historic chute and lumber yard site alongside a prehistoric Kashia Pomo site. An archaeological site record was completed (Schulz 1984).

1988-1989: The Fort Ross Archaeological Project conducted several field seasons at Fort Ross with a focus on the impacts resulting from the interactions between native Kashia Pomo and the Russian-American Company settlement at Fort Ross. It studied how mercantile colonialism affected native Californians through contacts with European and American businessmen. The collaborators included California State Parks, Sonoma State University, Santa Rosa Junior College, and University of California, Berkeley. Fort Ross was a multi-ethnic community evidenced through the archaeological remains present within and around Fort Ross. Pedestrian visual surveys recorded thirty sites, three Euro-American (CA-SON000190, CA-SON-001891H, and CA-SON001446H) and twenty-seven Native American. Archaeologists located artifacts collected from surface recovery and test excavations units. Two of the sites identified during this project are district contributing resources, the site encompassing Fort Ross' stockade and a potato warehouse down near Sandy Cove (Lightfoot et al., 1991).

1997-2001: Indiana University's Center for Underwater Science partnered with California State Parks to document and monitor the steamship *Pomona* as well as the larger maritime cultural landscape at Fort Ross including the landing chutes and pier. From 1997 to 2001 archaeologists and scientists conducted visual surveys to determine the extents of the chute's remains to assist park management actions and interpretation efforts. They recorded and sketched the presence of pins, eye bolts, and square cutouts in rocks along the base of the cliff out on the bluff where historical accounts place the chute. Evidence of the pier was also indicated by a round cutout in the rocks for pilings (Indiana University 2002).

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2015: California State Parks, in partnership with the National Park Service, Fort Ross Conservancy, and Renova Fort Ross Foundation, developed a plan to manage and preserve the orchards present within Fort Ross State Historic Park. The project goals were education and interpretation, baseline documentation, and maintenance and treatment recommendations. The National Park Service and Turnagain Design and Consulting (2015) report compiles historical research along with the results of fieldwork surveys conducted in 2014 on all the cultivated fruit trees within the park boundary. The orchards were inventoried, and trees mapped along with an assessment completed on each tree to determine its condition. The report concluded the orchards are important contributing resources associated with the Benitz and Call ranch properties and those properties are potentially individually eligible under Criterion A as an example of a nineteenth century homestead orchard, a part of California's agricultural history.

2018: Delgado et al. (2018) conducted a comprehensive terrestrial and underwater survey of fourteen doghole port landing sites in Sonoma County. Fieldwork completed in 2016 and 2017 by California State Parks and the National Oceanic and Atmospheric Administration (NOAA) Office of National Marine Sanctuaries archaeologists included work at Fort Ross Landing. Project goals were to better understand the overall maritime network and infrastructure required to move materials to and from the Redwood Coast and assist NOAA with its National Historic Preservation Act Section 110 responsibilities. The focus of the work at Fort Ross Landing was the coastal bluff where the lumber yard and chutes once stood and underwater remains in Fort Ross Cove. Additionally, ten buildings associated with the Call Ranch were also inventoried. Terrestrial surveys consisted of walking the cliffs, shoreline, and intertidal zone to locate archeological features. Features on land encountered by the team members included, chute support leg holes, iron pins, eye bolts, ring bolts, chain and other fastening hardware embedded in the cliffs along with foundations, railroad beds and rails, wire rope and machinery pieces. Archaeological resource locations were recorded with GPS receivers and documented through photos/video, sketches, and traditional drawings accompanied by individual measurements. To locate resources underwater off Fort Ross Landing, archaeologists conducted a marine magnetometer survey and snorkel/self-contained underwater breathing apparatus (SCUBA) diving visual surveys. The site record for CA-SON-001454/H was updated as a result of this fieldwork (Delgado et al., 2018).

Resource Management

The Fort Ross Landing Historical and Archaeological District property is owned by the State of California with the submerged lands under the management of the California State Lands commission. The district lies within the Fort Ross State Historic Park with its waters within Fort Ross State Historic Park and Greater Farallones National Marine Sanctuary.

Fort Ross State Historic Park is managed by California State Parks and was designated in 1906. The park covers 3,386 acres with over 10.0 miles of rough, rocky coastline stretching from Jewell Gulch to Windermere Point. The multi-resource park is significant for its cultural and natural history, geology, and wildlife both on land and underwater. Its campground and twenty miles of trails connect visitors to the beautiful land-sea interface. Ample recreational

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opportunities are available within the park including camping, hiking, fishing, kayaking, skin and scuba diving, and picnicking. It is illegal to remove, injure, disfigure, deface, or destroy any object of archaeological or historical interest or value in a California State Parks (California Code of Regulation 4308).

The district's underwater components are within Fort Ross State Historic Park under lease from the California State Lands Commission. Historic shipwrecks and other submerged archaeological sites within California state waters are overseen by California State Parks, California State Historic Preservation Office, and California States Lands Commission. Archaeological resources are protected under California Public Resources Code sections 6309, 6313, and 6314 and California Code of Regulation 14 CCR § 929.

The waters off Fort Ross Landing are co-managed with Greater Farallones National Marine Sanctuary (GFNMS). The federal marine managed area is part of a system of fifteen National Marine Sanctuaries and two Marine National Monument managed by NOAA's Office of National Marine Sanctuaries. Designated in 1981 as the Gulf of the Farallones National Marine Sanctuary, GFNMS originally encompassed 1,279-square-miles just north and west of San Francisco Bay. In 2015, the ONMS expanded GFNMS north and west of its original boundaries to encompass 3,295 square miles, changing its name from Gulf of the Farallones National Marine Sanctuary to Greater Farallones National Marine Sanctuary. The sanctuary protects open-ocean, nearshore tidal flats, rocky intertidal areas, estuarine wetlands, subtidal reefs, and coastal beaches within its boundaries. Sanctuary regulations prohibit possessing, moving, removing, or injuring, or attempting to possess, move, remove, or injure a sanctuary historical resource (GFNMS 2020).

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

MARITIME HISTORY

COMMERCE

TRANSPORTATION

ENGINEERING

ARCHAEOLOGY: HISTORIC-NON-ABORIGINAL

Period of Significance

1850-1920

Significant Dates

1850

1867

1920

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Fort Ross Landing Historical and Archaeological District is eligible for the National Register of Historic Places at the state level of significance under Criterion A in the areas of Maritime History, Commerce, Transportation, and Engineering for its association with the California timber trade and maritime commerce through the area's use as a doghole port. The district is also eligible at the state level of significance under Criterion D in the area of Archaeology: Historic-Non-Aboriginal as a property which has yielded and has the potential to yield information important to the understanding of the doghole port network and its role in maritime trade. As a property type in Sonoma County, California associated with the doghole ports transportation network including maritime commerce and the timber industry, the district meets the registration requirements of the Northern California Doghole Ports Maritime Cultural Landscape Multiple Property Submission. The period of significance begins in 1850 when the area was settled and closes when the chute was abandoned in 1920 and vessels no longer loaded products at the doghole port.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Fort Ross Landing was a busy location along the Sonoma California coast for ship's captains both as a place of refuge and as a doghole port with a supporting community. The landing had year-round vessel traffic due to good moorings and protection from winds and swells. Products—loaded onto vessels using a system of chutes running down from the cliff sides and shipped to ports such as San Francisco—were diverse in nature, from butter to apples and timber. While the most active years for Fort Ross Landing were between September 9, 1867, with the first shipment of lumber by a vessel, marking when the area was developed for commercial export of timber and ranch products by James Dixon and Charles Fairfax to 1907 under George Washington Call, the operational timeframe predates 1867 under William Benitz and continued into the twentieth century under Carlos Asa Call as the industry adapted to changing market demands and technology advancements (Porter 1982). Steam schooners replaced sailing schooners for more efficient means of transport and new markets in southern California ports for timber products, such as railroad ties, opened to support railroad infrastructure projects. During seventy years of maritime activity—from the first known commercial shipment of products by a vessel in 1850 until the last known loading of timber products onto a vessel in December 1920—more than fifty-five individual vessels transported cargoes to six ports along the California coast.

Criterion A: Maritime History

Without the maritime component, Fort Ross Landing would not have been established as a place for timber operations and other pursuits. The engineering feat of using lumber chutes was essential as there was no land-based way to transport large quantities of material on a commercial scale out of the area. The businesses relied on vessels as the last link in the chain to

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deposit the lumber or other commodities at larger ports including San Francisco for sale or transshipment. As the industry became more mechanized and efficient the types of vessels that frequented Fort Ross Landing evolved from sailing schooners to steam schooners. The evolution of vessel design matched the advancements in the industry. Doghole ports supported the maritime trades and are included in the maritime history of exploration, navigation, and use of coastal and deep-sea waters.

Criterion A: Commerce

The district retains integrity to be identified as a doghole port and is connected to the larger network of commercial enterprises who utilized the doghole port to move their products from source to market, mainly the timber industry. Fort Ross Landing was an integral part of the commercial enterprises that operated within Sonoma and Mendocino Counties with a focus on the timber, ranching, and agricultural businesses as well as other goods, services, and commodities. Without these doghole ports and their chutes along the coast there would not have been an outlet for commercial success and longevity. The district encompasses archaeological sites that are the remains of the commercial activities that revolved around Fort Ross Landing. The movement of products from Fort Ross Landing to larger markets such as San Francisco contributed to the growth of the state and development of the commercial trade network.

Criterion A: Transportation

The district is part of the larger doghole port transportation system that used the chute system to transfer goods, materials, and people from shore to waiting vessels for waterborne movement. Fort Ross Landing is one of fourteen locations in Sonoma County (with an additional forty-three locations in Mendocino County) that comprise the Northern California doghole port operations. The transportation of materials from sawmills, timber lands, farmland, and ranches around Fort Ross to the shore-side landings required a network that used a system of skid roads, railways, tramways, and traditional roads. Businesses relied on a transportation infrastructure that was also dependent on vessels therefore expanding the transportation avenues from land to sea. Coastal schooners and steam schooners supported Fort Ross Landing's success. Through its contributing resources, the district demonstrates the transportation requirements necessary to move materials within the isolated Northern California coast before roads and railroads reached the communities.

Criterion A: Engineering

The adaptation and alternation of the landscape at Fort Ross combined with the design, construction, and use of trough and wire chutes permitted vessels to load within Fort Ross Cove and Sandy Cove, an area not well suited to the traditional construction of piers and wharfs. Designers utilized the environment's natural geographic layout of the land, coast, and underwater terrain to engineer trough and wire chutes at Fort Ross Landing. These unique engineering techniques served the needs of the timber industry as well as the surrounding ranches and farms. Businesses and the community utilized the doghole port at Fort Ross Landing for commerce,

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transportation, and communication. The district demonstrates the engineering characteristics needed to operate a doghole port and demonstrates its connection to the larger doghole port network through a comparison of historical records and archaeological remains among other doghole ports along the coast.

Criterion D: Archaeology: Historic–Non-Aboriginal

Archaeological resources indicate how the doghole port and its infrastructure (chutes and transportation network) were used to support local industries and the San Francisco market. The variety of documented archaeological resources provides evidence of the doghole port's use and the extent of the infrastructure needed to support the chutes. A small number of historical photographs depict Fort Ross Landing during its time as a doghole port. The archaeological remains provide a way to better understand the breadth of activities that took place. The chute system was a unique adaptation to the natural landscape to load vessels in otherwise inhospitable coves. As no intact lumber chutes are extant and little historical material exists on their history, the archeological remains are the only way to study how the chutes were designed, built, and operated and how they fit into the larger doghole port system. Terrestrial archaeological remains present within the district include evidence of the lumber chutes and stone wharf, domestic and commercial buildings and structures, and landscape alternation to support the timber industry, ranching, agricultural, and chute operations. The lumber chute remains span the land-sea interface with features located on land, along the shore, and underwater. Other archaeological remains include those from historic shipwrecks that sank at Fort Ross Landing and evidence of the granite quarrying that occurred alongside the timber operations. Shipwrecks may yield information about vessel design, use, and adaptation, cargo transport, shipboard life, and wrecking events not yet captured in the historical record. The archaeological information from Fort Ross Landing demonstrates how the landscape affected the design and longevity of a doghole port. Through the maritime cultural landscape approach, archaeological remains may also reveal the interconnectedness of the human and natural world and the utilization and impact on the environment during the heyday of the lumber industry in Sonoma and Mendocino Counties.

Archaeological Potential

Archaeological survey and research continue in the district. The level of survey and documentation varies from site to site from cursory visual surveys to limited test excavations with artifact collection. No full excavation of any of the sites has been conducted. Most fieldwork and analysis have not looked at the full variety of sites and determined the relationship between them and between the larger Fort Ross Landing doghole port system. The greatest importance of the contributing resources within the district is the interconnected nature of their history, location, and use as well as the features and artifacts present at the archaeological sites. This nomination has compiled all the known archaeological sites associated with Fort Ross Landing to demonstrate the complex nature of the doghole port system and how the components functioned together to support the overall industries centered at Fort Ross. The extent of the

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maritime cultural landscape is also just starting to be explored so this district functions as a case study in utilizing that approach to holistically view and interpret important places of the past.

Fort Ross Landing Historical and Archaeological District's contributing resources have yielded and are likely to yield information important to history. The information potential within the district is vast as sites can be resurveyed with a new focus on research questions that pertain to the doghole port activities. The potential of additional submerged remains is of note as there are several magnetic anomalies and historically reported vessel losses that have not been investigated or located within Fort Ross Cove and Sandy Cove. A sample of research questions, which can be explored through past and future archaeological fieldwork and analysis, are as follows. These questions are not based on a singular site, feature, or artifact; rather they have developed based on the looking at the area in a larger sense to focus on Fort Ross Landing's use as a doghole port.

- How do the archaeological resources at Fort Ross Landing compare with other doghole ports in Northern California?
- Have all the archeological resources associated with Fort Ross Landing been identified?
- How are the remains at one site different or the same as another site? Are similar artifact assemblages or site characteristics present?
- How do the historical maps and photos compare with the actual remains?
- What is the condition of the sites in comparison to previous years?
- Is there any evidence of anthropogenic impacts and what are the current threats to the sites?
- What additional efforts can be taken to better protect and interpret the sites?
- What submerged archaeological resources are located within Fort Ross Cove and Sandy Cove?
- Is there any evidence of shipwrecks or other cultural material in Fort Ross Cove and Sandy Cove? If so, what are the extent and characteristics of those remains?
- Is there evidence of salvage or other anthropogenic impacts to submerged remains?

Comparative Analysis

There is one doghole port listed on the National Register of Historic Places, Salt Point Landing Historical and Archaeological District in Sonoma County. Twenty-six additional properties in Mendocino and Sonoma Counties have a connection to a doghole port (with a period of significance roughly between 1860 and 1940) including association with the timber industry. Five properties that coincide with the location of a doghole port are listed on the National Register—Fort Ross (NRIS #66000239), Fort Ross Commander's House, (NRIS #70000150), Duncan's Landing Site (NRIS #71000206), Salt Point State Park Archaeological District (NRIS #71000207), and steamship *Pomona* (NRIS #07000306). Four of those properties focus on the native Kashia Pomo archeological sites or those associated with the Russian-American Company and do not include historic American period resources associated with a doghole port. The twenty-seven previously listed properties related to a doghole port, including Salt Point Landing, are listed below alphabetically within each county.

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Mendocino County

Ford, Jerome B., House (NRIS #10000394)
Getchell, O. W., House (NRIS #80000819)
Manchester Schoolhouse (NRIS #79000499)
Mendocino and Headlands Historic District (NRIS #71000165)
Milano Hotel (NRIS #78000720)
Navarro (NRIS #9001089)
Olinsky Building (NRIS #95000995)
Point Arena MPS
 Arena Cove Historic District (NRIS #90001363)
 Buckridge Ranch House (NRIS #90001359)
 Gillmore, E. P. and Clara, House (NRIS #90001355)
 Groshon, Sid, House (NRIS #90001356)
 Hofman, Charles, House (NRIS #93001022)
 Hoyt-Scott House (NRIS #90001354)
 Italian Hotel (NRIS #90001361)
 Iverson House (NRIS #90001353)
 Ketchum, Billy, House (NRIS #90001358)
 Main Street Historic Commercial District (NRIS #90001364)
 Morse, LeGrand, House (NRIS #90001362)
 Palmer, Annie, House (NRIS #90001357)
 Point Arena Light Station (NRIS #90002189)
 St. Paul's Methodist Episcopal Church (NRIS #90001366)
Palace Hotel (NRIS #79003458)
Point Cabrillo Light Station [Light Stations of California MPS] (NRIS #91001092)
Weller House (NRIS #76000499)

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Knipp and Stengel Ranch Barn (NRIS #87000005)
Salt Point Landing Historical and Archaeological District (NRIS # RS100007268)
Steamship *Pomona* (NRIS #07000306)

The first doghole port property listed under the Northern California Doghole Ports Maritime Cultural Landscape MPS, Salt Point Landing Historical and Archaeological District was a more industrialized location and focused on the lumber industry with a commercial sawmill and well-planned railway and road network leading down to two trough chutes at the coastline. Salt Point Landing was a larger business venture than Fort Ross Landing and operated by more established companies focused on exporting lumber first and then switching to split products. In contrast, Fort Ross Landing represents a location owned and run by an individual, partnership, or family instead of a larger venture with less on the ground or direct ties to the operation. Contributing resources within the 769-acre Salt Point Landing district include twenty-one archaeological sites

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and two objects. There are no standing historical building or structures present within the Salt Point Landing district. Fort Ross Landing, in contrast has more diversity of contributing resources with a combination of buildings, sites, structures, and objects. Fort Ross Landing represents a property where resources, including Fort Ross, were modified, and reused to meet the needs of changing owners and business priorities. Fort Ross Landing supported the timber industry and also supported the agricultural and ranching operations locally at Fort Ross and the neighboring farms. Fort Ross Landing's period of significance falls mainly under the ownership of the Call family who made the location their home for several generations, not just a site for resource extraction. Fort Ross Landing contributing resources represent a homestead and community with a homestead site, school, ranch, orchards, stone pier, and both a trough and wire chute. Salt Point Landing had a supporting local community that did not include features tied to a family business with a more established long-term presence.

Neither Salt Point Landing or Fort Ross Landing is more significant or has more integrity than the other. They provide two examples of the way doghole ports were designed and used to support their associated commercial and community activities through their context along with historical and archaeological contributing resources. Each doghole port's environment and geography was unique and required individually tailored engineering solutions to operate as a doghole port. No two doghole ports are the same with variations in chute types, number of chutes, products exported, types of vessels servicing the landings, associated industries, community infrastructure, and period of operations.

Introduction

Fort Ross Landing had a lengthy period of occupation before its role as a doghole port, the longest being associated with the Kashia Pomo. For thousands of years the native Kashia Pomo inhabited the land at the Fort Ross Landing site as a coastal settlement known as Metini. Heizer (1978) recognizes twenty-one major Kashia Pomo settlements within Sonoma County, many which overlap with coastal areas that eventually became a doghole port, including Fort Ross Landing. The extraction of natural resources for commercial uses began when the Russian-American Company established Fort Ross in 1821 to support fur trade settlements in the Aleutian Islands and Sitka, Alaska. They utilized the land for farming, ranching, and hunting and put Northern California on the map for commercial opportunities. The chosen location had rich soil, access to timber, extensive pasture lands, a water supply, a protected anchorage, and was away from Spanish-occupied territory (Watrous 1998). The name "Ross" is derived from the Russian word *rus* or *ros*, the root word of Russia, and was referred to as Ross Office, Ross Colony, Ross Settlement, and Ross Fortress. The name Fort Ross began to be used in the mid-nineteenth century mainly by Americans (Thompson 1896). Over thirty years, Russian colonists and native Alaskan Aleuts built an armed stockade, a church, and several buildings, including blockhouses, storehouses, barracks, manager's and officials' living quarters, all out of local redwood. Additional infrastructure outside the stockade consisted of a windmill, cattle yard, bakery, cemetery, bath house, orchard, vegetable garden, shipyard, tannery, and boatyard (Watrous 1998).

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By 1839, there were not enough profits to justify continuing the venture. The Mexican government was also pushing for the settlement of their territories, divided into ranchos, causing tensions between the two countries about recognition of Russia's presence at Fort Ross and their larger colony ranging from Point Arena to Tomales Bay. In 1841, Fort Ross' last manager sold Fort Ross' assets to pioneer John Sutter (Thompson 1896). Sutter oversaw the redistribution of the Russian holdings at Fort Ross with most of the transportable items, including stock animals, taken to his fort near Sacramento. His last manager, William Otto Benitz, came to Fort Ross in the fall of 1843 and eventually leased the land from Sutter. During the year and a half Benitz resided at Fort Ross, the issue of who owned the land at and around Fort Ross finally came into question. The Mexican government rejected Sutter's claim to ownership of the Russian-American Company's assets, which he believed included the land. They divided the land into two Mexican land holdings, the Bodega Rancho, consisting of 35,487 acres between Bodega Bay and the Russian River, granted to Captain Stephen Smith, and Muñiz Rancho, consisting of 17,760 acres between the Russian River and Timber Cove, granted to Manuel Torres (Tomlin 1991).

William Otto Benitz (1845-1867)

William Otto Benitz (1815-1876) is the first name associated with the development of Fort Ross as doghole port including establishing a landing for the shipment of products on vessels. Benitz was born in Germany in 1815 and immigrated to New York City in 1833. He then lived in Texas and served in the army of the Republic of Texas. In 1842, he arrived in California and ended up in Sacramento and employed by John Sutter as a farm and ranch manager by the next year. This begins his thirty-two years in California before moving to Argentina for the last two years of his life (Benitz 2020).

By the time Benitz leased the land from Sutter in 1845, Torres had already been given legal ownership under Mexican law. Benitz and his partner, Ernest Frederick Rufus (1810-1887), who then acquired the German Rancho in 1846, leased the Fort Ross area in Muñiz Rancho to operate as a ranch. Benitz and Rufus controlled, at that time, two-thirds of the Sonoma County coastline, from the Gualala River in the north to the Russian River in the south. Torres never lived on his property and allowed Benitz and Rufus to develop their ranch until 1849. At that time, Rufus moved to Sonoma and ended his partnership with Benitz. After Rufus' departure Benitz partnered with Charles Theodore Meyer and they purchased the Muñiz Rancho from Torres in 1851, although the land was not officially deeded to Benitz until 1857 (Tomlin 1991).

Benitz's acquisition of the Muñiz Rancho included Fort Ross and the other Russian-American Company buildings and stockade that Sutter has not removed. The land had already been worked and used for crop cultivation and livestock ranching by the Russians, so it was suitable to establish his family home there with wife, Josephine Kolmer. Benitz and Meyer revived the land and created a successful farming and ranching operation with a thousand head of cattle, a thousand sheep, fifty horses, and pigs. Their fields grew potatoes, oats, barley, and other vegetables and the Russian orchards were expanded by another 700 trees. Benitz also established a new commercial orchard west of the Russian orchard with forty-two varieties of apples. Labor

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for the operation came from the Kashia Pomo that lived outside Fort Ross. The Kashia Pomo workers received money to pay for their board and lodging and received protection from Mexican ranchers who raided native settlements for slaves. Their work was essential and supported ploughing, planting, and harvesting fields, herding animals, and milking cows (Tomlin 1991; Rudy 2015).

When Benitz arrived, there were no usable buildings or structures outside Fort Ross' stockade as they had been salvaged by Sutter or damaged. He utilized the existing Russian buildings inside the fort to suit the needs of his business including the chapel, Rotchev House, Kuskov House, fur warehouse, officers' quarters, and a few smaller buildings. One of the first modifications was expanding Rotchev House with a two-story addition including a kitchen on its north end for his residence. A few years later a two-story addition was added on the south side to meet the demands of a growing family. He also modified Russian period buildings for use as barns and added livestock corrals within the stockade. Benitz's time at Fort Ross is comparable to the agricultural settlement of the area by the Russian-American Company (Rudy 2009).

The early shipments of Fort Ross' commodities relied on its connection to San Francisco and other places such as Bodega Bay and Sacramento by using coastal schooners. Benitz loaded vessels by moving material from the bluff to the beach at Sandy Cove, the sandy beach south of Fort Ross, with a wooden or leather chute. Stevedores then moved the material out by hand past the surf line to small boats or scows that lightered or transferred loads to larger vessels anchored further out in Fort Ross Cove (Tooker 1975). A storage building for potatoes, one of the main products Benitz sold, was located at Sandy Cove as well. On the cove's north side where it was rockier with higher cliffs, Benitz constructed a stone pier down by the water's edge to have an additional way to load vessels (CA State Parks 2012:30). He might have also used a chute, built by one of his land tenants or Benitz himself, two miles north at Timber Cove. This chute, built around 1857, was most likely the first lumber chute in Salt Point Township and was linked to a nearby sawmill. The Timber Cove chute was more suitable for loading vessels with timber products compared with the time consuming and laborious methods using stevedores and lighters as was done at Sandy Cove. Schooners traded along the coast and shipped material from Fort Ross including potatoes, deerskins, cowhides, wheat, apples, butter, eggs, pigeons, ducks, and building stone. While more perishable items were shipped by water, cattle and other livestock were moved overland to markets (Tomlin 1991; Rudy 2015; Tooker 1975).

Rudy (2015) attributed the first shipment by water from Fort Ross under Benitz being in July 1850 with a cargo of piles to San Francisco. The first mention of a vessel cargo arriving in San Francisco from Fort Ross listed in the *Daily Alta California* is on December 12, 1850. The schooner *Elizabeth E.* brought 150,000 pounds of California potatoes that were sold by Woodworth & Morris (*Daily Alta California* December 12, 1850). During the 1850s, vessel traffic to and from Fort Ross is hard to chronicle due to limited records. What can be determined is that 1850 is the first year Fort Ross can be considered a doghole port. This marks the beginning of Fort Ross Landing as a shipment point within the larger transportation system that grew along Sonoma and Mendocino Counties to support the emerging timber trade. Newspapers documented the vessels arriving and departing San Francisco for Fort Ross. Over the ten-year

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period between 1850 and 1859 the vessels associated with Fort Ross Landing, listed in the *Daily Alta California*, are brig *John Petty* and schooners *Elizabeth E.*, *E. A Slicer*, *Frances Helen*, *Reporter*, *Joseph Hewett*, and *Palestine*. An advertisement for Fort Ross products include one by Neefus & Techenor for 600 bags of Fort Ross potatoes and 500 bags of Fort Ross seed potatoes in March 1853 (*Daily Alta California* March 30, 1853). A typical trip from Fort Ross in 1855 included a cargo by the schooner *Reporter* that brought 1,100 sacks potatoes, 300 deer skins, 100 hides, and produce (*Daily Alta California* March 19, 1855). Rudy (2015) included six trips from Fort Ross from Benitz's records. The trips are July 1850 with piles, March and April 1852 with four schooner loads of potatoes (2,500 sacks), February 1853 with 600 sacks potatoes, March 1855 with 1,700 sacks potatoes, 300 deerskins, and 100 cowhides, May 1855 with 1,300 sacks potatoes, thirty-four hogs, and October 1858 with five tons wheat and eighty-four boxes apples (Rudy 2015). Benitz's productivity was impressive and in 1852 they sold 400,000 pounds of potatoes and in 1856 sold 20,000 pounds of apples (Tomlin 1991).

By 1855, Benitz earned enough money to purchase Meyer's share of the business. It was a tough and dangerous life along the isolated Sonoma coast. Due to a lessening demand for crops at market and a diminishing labor supply, he focused his efforts on raising livestock and the orchards. The boom during the initial years of the California Gold Rush had ended but in 1858 Benitz, with assets of \$64,000, was listed as the fourth richest man in Sonoma County (Tooker 1975). To increase his profit margins and broaden his portfolio Benitz leased out land rights in 1859 to several individuals for logging, milling, mining minerals and coal, and petroleum prospecting. Nothing came of the mineral rights sales besides a small 80-ft deep coal mine that operated in 1864 down south near the Russian River. That same year the U.S. Surveyor General surveyed the Muñiz Rancho of 17,760 acres and produced a plat map showing the assets at Fort Ross. Fort Ross was the center point of the landing with its watchtowers, chapel, and horse barn. Outside the fort was the old Russian windmill to the north, a Kashia Pomo "Indian Reservation" and apple orchard to the east, and a fisherman's house and potato warehouse to the south (Benitz 2020).

Benitz's production of grain and vegetables was not profitable so he turned his efforts to cattle ranching and fruit production. By 1858, he had 600 fruit trees (450 apple trees and 150 other types), an expansion to the existing Russian orchard. He also planted a new rectangular orchard to the west with the capacity for 1,700 trees of forty-two varieties. Some apple types were for eating and some for cider production. Some fruit was shipped to San Francisco while a majority went overland to Sonoma. Labor was supplied by native Kashia Pomo and European Americans (NPS and Turnagain Design and Consulting 2015). The doghole port continued to see maritime activity indicating Fort Ross' products had market demand. Rudy (2015) documented three shipments from Fort Ross in 1860, one in March with 1,255 sacks of potatoes, three coops ducks, four coops pigeons, thirty-four hides, twenty-six boxes butter, and two boxes eggs; one in July with seventy tons of building stone; and a final one in November also with building stone.

Despite efforts to keep the business profitable Benitz sold off portions of his land starting in 1860. An advertisement for the sale of Fort Ross Rancho, consisting of 16,000 acres, was published in the *Daily Alta California* in 1865. It boasts the advantages including the timber

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lands, good harbor, fine agricultural and pasture lands, orchard, and protection from Indians because of the fort. At that time one third of rancho was covered by redwood pine, white oak, chestnut oak, and laurel that had never been cut. The advertisement included a mention of shipping facilities, with no further details given (*Daly Alta California* June 10, 1865). A Sonoma County map from 1866 shows the Muñiz Rancho still under Benitz ownership. Fort Ross is marked along with the [potato] warehouse, livestock water troughs in the surrounding land, orchards, and an anchor in the cove indicating a good vessel anchorage (Bowers 1866). By 1867 Benitz had sold off all his ownership of the Muñiz Rancho and he left for new ventures after gaining wealth from his wise real estate investment.

James Dixon and Charles Fairfax (1867-1873)

As maritime traffic and the exploitation of the redwood forests expanded, Fort Ross became a shipment center because of its large natural harbor and developed infrastructure compared to neighboring doghole ports. In 1867, the economic possibilities led to Benitz dividing his land into two 7,000-acre parcels and selling them each to James Dixon (1830-1880) and Charles Snowden Fairfax (1829-1869). Dixon's acreage included Fort Ross. Dixon and Fairfax were already partners for five years in a sawmill at Nicasio in Marin County when they invested in Fort Ross to expand their timber business north to Sonoma County. Their intentions were to also operate a dairy and grow a thousand acres of oats. There is no indication that these activities came to fruition. The partners' plan was to extract all the available timber and then sell Fort Ross (Buse 2019). Dixon and Fairfax's focus was not on agriculture as it has been with Benitz. They did not need the Kashia Pomo labor for the timber production and Dixon had them forcibly removed from the Fort Ross area (NPS and Turnagain Design and Consulting 2015).

Dixon was the main person at Fort Ross as Fairfax rarely visited. The men's priority was moving their sawmill to Kolmer Gulch, just over a mile north of Fort Ross. The sawmill had a capacity of cutting 15,000 board feet per day and its establishment near Fort Ross started the timber period at Fort Ross Landing. Dixon oversaw the mill at Kolmer Gulch, with its fifty-man crew, and used teams of oxen or horses pulled carts full of lumber and timber products to the chute over 1.5 miles. In early 1873 all the accessible trees had been cut down and the sawmill moved to Fort Ross Gulch, southeast of Fort Ross, and he continued his operations (Foster 1981:2; Tomlin 1991; *Sonoma Democrat* February 22, 1873).

The 1876 U.S. Coast and Geodetic Survey T-sheet map covering Fort Ross shows two abandoned mills in the area that may be associated with the two locations Dixon and Fairfax chose for their sawmills. The map, published only three years after Dixon and Fairfax's departure, reflects an accurate depiction of both mill sites. The abandoned mill in Kolmer Gulch shows a single rectangular building with an annotation saying abandoned mill with sawmill written in pencil. A road leads down to Fort Ross from there, passing by a large orchard. The second abandoned mill site had more buildings associated with it. The map shows a dozen buildings and structures present on both sides of Fort Ross Creek near present day Arky Camp. One of those might be Dixon's home he called the "White House." A flume is also present feeding off the creek and ending just inland of Fort Ross Landing. The flume was used to move

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materials by water, a much easier method than skid roads and oxen teams. The flume's water could also keep livestock water troughs full or supply Fort Ross' needs. There is a road connecting the abandoned mill to Fort Ross and the north south coastal road (USCGS 1876).

In order to have an outlet for timber products moving to market, Dixon constructed a trough chute at Fort Ross soon after he and Fairfax acquired the land. There was a chute to the north at Timber Cove Landing that Dixon could have used and historian Richard Tooker concluded Dixon did not want to use it for two reasons. "Benitz had either sold or given the Timber Cove property to relatives of his wife, and second, it might have worked out for Kolmer Gulch, but not for Fort Ross Gulch" (Tooker 1975). Dixon decided to build his own chute that fit his business' needs. The chute sat on the western side of Fort Ross Cove and extended out into the water in a southeasterly direction (**Figure 1**). Dixon's trough chute was just under 500 ft southwest of Benitz's stone pier and closer to Fort Ross Cove's mouth. The chute's main A-frame or tower was made from two 18-inch by 18-inch timbers eight feet apart standing 75 ft tall with its feet set in cutouts made in the rocks just offshore. The towers were braced with wire rope connected back to hardware set in the cliffs. The chute's floor, where the timbers slid down, measured 3.0 ft wide and 180 ft long with another 100 ft for the swing apron. The chute's outer end leading down to sea was made of three sections, each 18 ft long, supported by an upper boom. The inner section of the chute floor, which connected it to land, was 175 ft long and permitted wagons to park right up next to it to transfer their load. The chute was also heavily braced with wooden supports and wire rope. While lumber was lined up end by end and slid down the chute, the process of using the chute for other materials required a wheeled car fitted inside the chute bed. It measured 6.0 ft long with 6.0-inch wheels. The cart was pulled back up the chute by horses if materials needed to be offloaded or it used gravity, controlled by a rope wrapped around a post on land, to ride down. The chute location on top of the large bluff provided room for a lumber yard on land and protection to moored vessels while loading under the chute's apron. The addition of a trough chute to Fort Ross was a turning point for increasing the quantity of materials that could be shipped out. The chute provided a way for vessels to visit the doghole port and easily load cargoes making Fort Ross a major economic player in the timber industry (Tooker 1975:8-10).

During the Dixon and Fairfax period the importance of Fort Ross to the local community and San Francisco markets became apparent. This was due to the economic influence resulting from the timber exports along with the business connections and development of a larger social society. Dixon did not have to start from scratch; he built upon Benitz's success. Both Benitz and Dixon had an advantage as they reused and added onto the Russian era buildings and associated infrastructure. In November 1867, Fort Ross was one of the stage stops from Petaluma, along with Point Arena, Timber Cove, Fisk's Mill, Fisherman's Bay, and Gualala, which carried mail, express packages, and people. The twice a week connection was vital for Fort Ross Landing and the other doghole ports (*Sonoma Democrat*, November 30, 1867).

Between 1867 and 1873, thirty-three individual schooners visited Fort Ross Landing and made at least 282 trips to San Francisco. The busiest years were 1872, with sixty-seven trips; 1871, with sixty-six trips; and 1870 with fifty-one trips. For the first two years, 1867 and 1868, the

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shipments were only comprised of lumber. In 1869 the types of products expanded to include cord wood, tanbark, hides, and butter. In 1870, potatoes and shingles were added to the list. In 1871, fence posts started to be exported and in 1872 and 1873, cargo shipments included cheese, hogs, calves, and charcoal. *Daily Alta California* newspaper documented fourteen different types of products with lumber the most common item followed by cord wood. Schooners carried from 20,000 to 100,000 board ft of lumber during each trip and many times it was a mixed cargo such as lumber and shingles or cord wood, hides, and butter. Cargo amounts of other items varied from thirty to eighty-five cords of tanbark, twenty to eighty cords of cord wood, 3,000 to 6,000 fence posts, and 315,000 to 600,000 shingles. A timber product was always the predominant cargo with perishable commodities or those that were opportunistic based on availability making up the secondary cargo.

During Fort Ross Landing's busiest year, 1872, schooners transported 1,635,000 board ft of lumber and 707 cords of cord wood as well 399 cords of tanbark. Records do not indicate any vessel types besides schooners loading at Fort Ross landing at that time. Three schooners, *D.W. Teitjen*, *Anna Sophia*, and *C.T. Winslow*, loaded more than thirty times with the remaining schooners only visiting from one to twenty-one times. They made up 47% of the trips under Dixon and Fairfax. The schooner *D.W. Teitjen* was the most active with sixty-nine trips or 24% of all the 282 trips over those seven years. Most vessels, twenty-four in number, made less than ten trips with sixteen of those only visiting once.

San Francisco buyers of Fort Ross' exports came from a variety of businesses with the most common ones being Preston & McKinnon making up 50% of the trips followed by Higgins & Collins with 20%, and Funcke & Wassermann with 13%. Preston & McKinnon was the largest buyer of timber products, mostly lumber, coming out of Dixon's mill through Fort Ross Landing. Otis J. Preston and John J. McKinnon owned a wholesale and retail lumber company located at Pier 5 in San Francisco. The partnership started in 1854 and lasted until its dissolution due to debt in 1896. At the time of its closing, it was known as one of the oldest and largest in the city and it owned two additional yards, one at the corner of Beale and Bryant Streets and another at the corner of Stuart and Spear Streets. The corporation eventually owned their own vessels to increase profits and traded with the Pacific Northwest for pine lumber after the redwood trade declined in Northern California (*San Francisco Chronicle* April 19, 1896).

San Francisco wood and lumber dealer Elisha Higgins is also associated with Fort Ross as well as other doghole ports including Salt Point Landing. He began his business in the early 1860s and by 1870 partnered with George H. Collins to form Higgins & Collins, one of the powerful lumber companies of the time (Douglass 2002:55). His Fort Ross cargoes were comprised of fence posts, lumber, potatoes, butter, cheese, hogs, charcoal, tanbark, pickets, and cordwood sold to factories and businesses around San Francisco, including tanneries. The third frequent customer of Dixon and Fairfax was Funcke and Wassermann. They ran a large tannery in San Francisco and relied on doghole ports like Fort Ross as well as Salt Point, Fisk Mill, Stewart's Point, and Stillwater Cove for a constant supply tanbark and cord wood for its business. The tannery needed a large amount of tanbark from tan oaks for processing skins and cow hides and cord wood or firewood to run steam powered tannery equipment. From 1870 through 1881 they

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even owned Salt Point Landing to control and secure the distribution stream of timber products necessary for the tannery. Fort Ross Landing contributed to their supply and almost all the shipments they bought from Fort Ross are totally comprised of tanbark (Porter 1982).

The dwindling number of trees to harvest around Fort Ross eventually led to another ownership change. Even as the rich timber reserve began to disappear the construction and settlement at Fort Ross continued from the wealth gained from resource extraction. Its next owners, the Calls, transformed Fort Ross into a commercial, social, and transportation center. Fairfax passed away in 1869 and left his widow, Ada, in charge on his behalf. She moved to Fort Ross and lived in the Benitz family home for a brief time. Around 1870 Dixon and Fairfax's widow began selling off their large land holdings in sections. John Rule bought the land south of Russian Gulch for the Rule Ranch and other sections went to Jesse Jewell and August Mayer. Aaron Schroyer bought land south of Fort Ross for a dairy. Instead of marketing Fort Ross for the timber reserves, the newspapers advertisements focused on the dairy aspect. In March 1873, Dixon was the point of contact for three dairy ranches at Fort Ross for sale each with over 1,000 acres and stocked with dairy cows (*Marin Journal* March 27, 1873). It seems Dixon and Fairfax might have acquired the land as an investment because throughout their ownership ads appeared listed farming and dairy lands near Fort Ross for sale or lease. It also included that butter was shipped from the ranch (*Marin Journal* August 24, 1867; *Marin Journal* February 5, 1870; *Sacramento Daily Union*, September 1, 1871). In June 1873, a 2,500-acre plot, including Fort Ross and \$10,000 worth of livestock or 200 milk cows, went to George Washington Call who intended to use it for ranching (Tooker 1975:8-10).

George Washington Call (1873-1907)

In September 1873, the *Sonoma Democrat* described the state of business at Fort Ross and the difficulties in timber operations.

The land is now divided and subdivided among several owners and part of it is still for sale. It is a lumber, wood, and dairy country. Mr. Dixon has a mill near the Fort and a landing at the Fort. During my visit of two weeks I have seen with admiration the immense labor performed in opening up the timbered ravine and getting the lumber out-the roads have to be graded, the chutes to be constructed, the railroads to be built, the villages to be founded for the workman, the shops, barns, stables, etc. When the best of the timber is cut out all has to be abandoned. Even the mill is left standing, and new roads built especially to carry off the machinery to a new location (*Sonoma Democrat* September 6, 1873).

Dixon stayed around Fort Ross for a few years to sell off his remaining land and continued his sawmill and related timber work in conjunction with the chute while Call was getting his ranch up and running. The cargoes included lumber, cord wood, fence posts, butter, apples, and hogs although vessel traffic diminished compared to previous years. The *Sonoma Democrat* published the annual shipments and values for six doghole ports during 1874. Fort Ross ranked fourth in total value with \$38,600. The top three landings were Fisherman's Bay at \$107,000, Fisk Mill at

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\$61,800, and Salt Point at \$59,900. The two landings below Fort Ross were Timber Cove at \$22,600 and Stillwater Cove at \$9,600. Fort Ross' most valuable product was cord wood with an annual shipment of 800 cords valued at \$32,000. This was followed by butter at thirty tons valued at \$18,000, lumber at 1,250,000 ft at \$15,000, and posts at 45,000 at \$3,600 (*Sonoma Democrat* January 2, 1875).

Dixon left Fort Ross by 1877 and moved north to Mendocino. His departure marks the end of lumber milling around Fort Ross as the predominant industry as Call and his neighbors were more interested in other ventures (*Sonoma Democrat* June 21, 1873). One nearby ranch was that of Aaron Schroyer who owned a 1,500-acre dairy ranch with 150 cows just south of the Calls. A report of his output from November 1877 stated that forty cows were giving milk and he generated 200 pounds of butter per week. Schooners shipped a box of butter for \$0.75 per box from Fort Ross Landing and other cargoes regularly shipped out at the same time were cord wood, fence posts, and tanbark (*Petaluma Weekly Argus* November 23, 1877). Fort Ross' chute was used by more than the Calls as it was a vital link for other businessmen like Schroyer.

George Washington Call (1829-1907), with his wife Mercedes (1850-1933) followed by his sons Carlos Asa (1880-1972) and George Harry (1882-1967) established Fort Ross as one of the main shipping centers along the Northern California coast. "Mr. Call and then his son carried on and expanded all the past industries even developed at the fort" (Ilyin 1975). The Call era, with its successful dairy and timber businesses, facilitated the building of a reliable coastal road, developed the local community centered around Fort Ross Landing, and gained notability to mariners as being a safe place to seek refuge. Through the work of his predecessors, the Call Ranch prospered and gained new influence and wealth as well as being home to a loving family. Historian Richard Tooker laid out several factors in Ohio born Call's background leading to his purchase of Fort Ross. He believed that because Call had seafaring knowledge from a long trip he took from San Francisco to Chile and back he could manage the landing. Call also knew about the timber industry and selling forest products from his time he spent in Humboldt County. Lastly, Call was willing to hire a manager to deal with the day-to-day operations so he could visit San Francisco frequently (Tooker 1975). Call's vision was to build a profitable ranch and raise a family on a beautiful piece of the Sonoma coast. Within ten years he expanded his land holdings to over 7,000 acres and, "...transformed Fort Ross into one of the most active small shipping, communications and business centers along the Northern California coast" (Tomlin 1991).

The Call family first moved into Rotchev House as earlier residents had before until his new home, Call House, was completed in 1878. Rotchev House was then leased to Cushman and Leonard and then William C. and George W. Morgan who operated it as the Fort Ross Hotel until 1906. The Russian officers' quarters were renovated turning the east end into a saloon, the middle a storeroom, and the north end a laundry. The Russian warehouse was used as a dance hall and a building outside the stockade repurposed for a store, post office, and telegraph office. In 1884, a one room schoolhouse was constructed behind Call House for the Call children and those from neighboring ranches (Tomlin 1991). In 1877, Call Ranch consisted of its epicenter centered around the Fort Ross stockade with the Russian buildings in and around the stockade adapted for ranch use; several buildings to the south, three down near Sandy Cove and Benitz's

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potato warehouse; and at the northern part of Fort Ross Cove sat a stone pier and the trough chute with a lumber yard and at least four support structures up on the bluff. Fencing separated the entire ranch into several pastures for grazing (**Figure 2**) (Thompson 1877).

George Call oversaw the ranch operations as general manager and supervised the maritime activities. He was aided by assistant foreman John Daly who focused on the livestock and harvesting operations and foreman John Doda who managed the dairy (Tomlin 1991). Call Ranch's primary focus was the dairy, with butter a cash crop; along with dressed calves sold as veal and milk raised hogs. Between 1875 and 1899, the Calls shipped more than 20,000 pounds of butter making the care and feeding of dairy cows a major focus. Seasonal shipments of apples also supplemented the ranch income. At first the mature trees in the Russian orchard and Benitz orchard were harvested for fruit. The Calls planted 1,200 new trees in the Russian orchard and established an additional orchard, known as the Call orchard, on Sea View Road with plum, apple, and cherry trees. In 1897, apples were shipped weekly for \$0.12 cents for a 50-pound box and about twenty orchardists used Fort Ross Landing to ship their fruit to San Francisco. Call sold seventeen varieties, many of the same varieties that Benitz sold. Additionally, a walnut orchard was planted east of the Russian orchard along a logging road (Tooker 1975; Kalani and Sweedler 2004; NPS and Turnagain Design and Consulting 2015). Other sources of business related to timber products Call shipped included tanbark, cord wood, and fence posts known as split stuff. With the ranch taken care of, Call oversaw and improved the doghole port's maritime infrastructure as he inherited an ageing stone pier and trough chute from Dixon that were essential to the export of timber products and the other ranch items.

Call improved and then operated his trough chute as a franchise to Sonoma County for several years with chute freight handling rates determined by a Board of Supervisors. The chute was available to the public for their use and taxes paid on cargo based on what type and quantity was put down the chute. In 1880, a newspaper announcement posted by G.W. Call stated he was not going to keep the chute public at Fort Ross Landing. Instead, he would make special contracts with his neighbors for outbound and inboard freight movements (*Sonoma Democrat* June 5, 1880). He and his neighbors stacked their material like railroad ties, fence posts, and tanbark in the lumber yard next to the chute and waited for the next schooner.

There are no construction details of Dixon's stone pier inside of the chute. A circa 1875 photograph shows a pile of stones built up along the shore with a wooden pier extending out into the water with a derrick at the end and a small house back on land at its base (**Figure 3**). A road led down to the pier from the bluff and horse teams pulled carts of materials back and forth. Vessels tied up broadside to the pier's end for loading and unloading and was heavily used by the auxiliary gas schooners *Etta B.* then the Call's *La Chilena* and *Mary C.* for passenger and freight service (Kalani and Sweedler 2004; Rudy 2009).

“Fort Ross became a community center, and the harbor and chute were crucial to his small, isolated empire. Although it was not the township's heaviest shipper, Call's landing was the most popular with local residents” (Rudy 2009). “The present Fort Ross presents the appearance of the usual modern coast town, except the curious bastions” wrote the *Sonoma Democrat* in an article

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from 1881. It also stated that there was a store, blacksmith shop, hotel, and stage stable (*Sonoma Democrat* October 22, 1881). The most comprehensive view of Fort Ross Landing at the beginning of the Call Ranch period is from an 1876 U.S. Coast and Geodetic Survey chart (**Figure 4**). Fort Ross is identified with its two blockhouses at the northwest and southeast ends amongst seven buildings and nine structures in a cluster alongside the Call House. Several fenced areas are within the complex as well as throughout the property. The Russian boat barn is down near Sandy Cove (also referenced as Metini Cove) as well as the potato storehouse. Out on the coast bluff to the northwest is the trough chute along with the lumber yard and four structures. Two inner moorings and a single outer mooring were positioned in Fort Ross Cove to support the vessels loading under the chute. A single road leads down to the chute and connects back to the north northeast where it splits off in three directions, northwest along the coast, east to the inland timber lands, and southeast to the Call Ranch main complex. The pier is not included on the chart although photographs dating from the same period show its presence (USCGS 1876).

In November 1885, Thomas Peterson surveyed many of the northern California doghole ports including Fort Ross Landing and described and depicted the layout of the cove and the chutes (**Figure 5**). His survey indicated there was only one active [trough] chute at Fort Ross Landing with three mooring anchors in the cove and five ring bolts in the surrounding rocks. The chute sat on the cove's western side extending into the water to the east. The chute had 12.0 ft of water under it at low tide. The doghole port could host two vessels of seventy-five tons in the summer because the water was deep enough and the mooring anchors heavy enough. During the winter it was only safe for smaller vessels as there was no mooring outside the breakers. He commented that the owner, [George Call], left it to the captains to overhaul the moorings and put them where they please. All of the buoys were marked with a black cross and numbered in red. The ringbolts were also numbered. Peterson's survey map provided a detailed description of all the mooring anchors/buoys out in the cove and mooring points in the rocks supporting a vessel tied under a chute (Peterson 1886). The eight mooring locations present in 1885 are as follows:

- Mooring Buoy No. 1: Buoy attached to a 1,700 pound anchor and 15 fathoms of 1.5 inch chain used for the port bowline and to sail from under northwest winds.
- Mooring Buoy No. 2: Buoy attached to a 1,200 pound anchor with 13 fathoms of 1.75 inch chain. A chain leads from a partially submerged rock to an anchor.
- Mooring Buoy No. 3: Buoy attached to an 880 pound anchor with 12 fathoms of 1.25 inch chain used for the port quarter line while under the chute.
- Mooring No. 4: A 1.25 inch ring bolt in a rocky bluff with two parts of old 0.75 inch chain used for the headline while under the chute.
- Mooring No. 5: A 1.25 inch ring bolt in a rock used for the starboard bowline while under the chute.
- Mooring No. 6: A 1.25 inch ring bolt in a rock sometimes used for the starboard stern breast line while under the chute.
- Mooring No. 7: A 1.25 inch ring bolt in a large boulder used for the starboard quarter line while under the chute.

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- Mooring No. 8: a bight of 1.25 inch chain around a rocky pinnacle used for the stern line while under the chute.

Peterson's survey is the only detailed look at how a vessel positioned itself under a trough chute at Fort Ross Landing and the location and type of mooring fasteners. The vessel sat under the chute with its bow facing out of the cove to the open ocean and the chute end sitting amidships at the vessel's center. A system of four ring bolts and a segment of chain secured in the rocks and two submerged mooring anchors were used to hold a vessel in place during loading. Peterson remarked that two of the ten mooring points, No. 11 and 12, were rarely or never used, they may have been too worn or damaged to be safe. The vessel's stern used four moorings, No. 3, 6, 7, and 8 and the bow used three moorings, No. 1, 4, and 5 (Peterson 1886). The setup at Fort Ross Landing, with a combination of ring bolts and anchors, was typical of all the doghole ports in Sonoma and Mendocino Counties. Each doghole port varied based on its geographic conditions and landscape limitations and the concept remained consistent with a vessel utilizing a chute or pier on the sheltered side of the cove to permit loading of materials.

The 1870s and 1880s were the busiest period around the Call Ranch and Fort Ross community. In 1877, vessels made eighty-six trips from Fort Ross Landing and shipped 1,019 cords of tanbark, 1,548 cords of cord wood, and 32,783 fence posts. Cord wood, tanbark, and fence posts were a consistent commodity shipped from Fort Ross Landing during this time; most trips included a mixture of timber products and butter, eggs, wool, and hides (Tooker 1975). These higher value items were important items for the Call Ranch and its neighbors. During a trip to San Francisco in March 1880, the schooner *Euphemia* carried forty-five cords of cord wood, eleven boxes of butter, three dozen eggs, and six bales of wool for wood and lumber dealers Beadle and Company (*Daily Alta California* March 18, 1880). On another trip by the *Euphemia* in February 1885 its cargo included 2,000 fence posts, twenty-two cords of cord wood, twelve boxes of butter, and two dozen eggs for lumber dealers Higgins and Collins (*Daily Alta California* February 24, 1885). The mixed cargoes also resulted from a cargo consigned or bought by several businesses instead of just one. In one case, four businesses—EW Forsaith & Company, Hegler & Johnson, Hulme & Hart, and Higgins & Collins—a mix of lumber dealers and other general commission merchants, all were associated with cargo receipts from Fort Ross Landing to San Francisco (*Daily Alta California* August 2, 1885).

The complement of families and individual workers created a diverse workforce supporting the dairy, ranch, and landing ventures. The 1874 directory of Napa, Lake, Sonoma, and Mendocino Counties listed the residents living in Sonoma County. This information provides a glimpse into the commercial activities going on that may have been related to Fort Ross Landing. In the 1850s the county divided up the area into fourteen townships based on political divisions. That level of detail is not contained in the 1874 directory, rather the residence is referenced by the distance from Santa Rosa. Fort Ross is not identified as a residence for anyone, listed as where people did business. Twelve names are linked to Fort Ross as their place of business (Paulson 1874). The people listed as working at Fort Ross are related to the dairy and timber industry; this coincides with Dixon's sawmill still being active after the purchase of Fort Ross by the Calls and the move to the land being used for dairy operations.

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A few years later a more detailed directory included Fort Ross, located in Salt Point Township. In 1877, the Salt Point township population included 1,088 individuals composed of 640 “natives” and 448 “foreigners.” An overview of Sonoma County from that year included a snapshot of life at Fort Ross Landing and the surrounding communities who utilized the doghole ports to connect to San Francisco and beyond. The township stretched from Gualala in the north down to the Russian River in the south. The western boundary sat from 5.0 to 10.0 miles from the coast. The directory lists three individuals with businesses at Fort Ross. The small number may have been due to the large land holdings of George Call and Aaron Schroyer. The men and families making the township home were from the United States and consisted of a wood and grocery dealer, dairyman, and a farmer. The trough chute at Fort Ross Landing provided an outlet for shipping goods and materials and an inlet for other commodities needed for everyday life (Thompson 1877b). The Call Ranch was the center of the community and hive of activity. George and his wife, with seven children, employed a teacher, a baker, a cook, and day help to maintain the household. The ranch employees included six dairymen, a lumberman, and a blacksmith. The Fort Ross Hotel had a manager, maid, painter, lumberman, and laborer. Additional day laborers and teamsters rounded out the main work force. To go along with the increased activity at Fort Ross, George Call established a post office in 1877 and it remained open until 1928 (Rudy 2009).

A slow decline started by 1889 with only sixty trips from the doghole port that year. By 1893, only fifteen vessels loaded 1,150 cords of split products (Tooker 1975; Davidson 1889). The reduction of shipments may have been due to the difficulties of using a trough chute for split products as they were more likely to jam while loading. Call adapted to the changing market demands and relied more on the pier to send goods and transport passengers to Bodega Bay and San Francisco. Schooners were not maneuverable enough to use the pier so auxiliary schooners with a small engine came on scene at the doghole port. Beginning in 1896, the *Etta B.* provided regular freight, mail, and passenger service to and from Fort Ross Landing. In 1897, the 42-ft long *La Chilena*, replaced by the larger 55-ft long *Mary C.* in 1899, became the primary means of weekly coastal transportation for the Calls and the neighboring four or five ranches. The dairymen were particularly happy at this speedy connection to markets as their perishable products, namely butter, needed a reliable way to be shipped. They hauled their items on carts by horse teams along the narrow winding dirt roads to the doghole port (Tooker 1975; Kalani and Sweedler 2004; *San Francisco Examiner* April 18, 1896). Two reports of *La Chilena*'s cargo from Fort Ross are one from 1897 that consisted of 18.5 boxes butter, thirty-one hogs, nine calves, one wagon, and one coop of chickens, and one from 1898 that consisted of 156 boxes fruit, four boxes butter, nine calves, and household goods (Tooker 1975).

The trough chute and the stone pier sustained damage during a strong winter storm in December 1898, and the stone pier continued to be usable. The trough chute was blown down and replaced in July the next year by a more modern wire chute. The use of a wire chute had become common along the Northern California coast as it was much more economical, easier to build, faster to operate, and allowed deeper draft vessels to load at the doghole ports. George Call hired George St. Ores to build his new chute. The St. Ores brothers are synonymous with the development of

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wire chutes starting in the 1870s. They, “worked out a type [of wire chute known as a back action chute] powered by a counterweight so that the expense of a steam engine was avoided” (Tooker 1975). The wire chute sat in the same location as the former trough chute (**Figure 6**). On the coastal bluff above Fort Ross Cove sat a 30 ft wide by 20 ft high wooden open frame surrounding the two drums, one 18 inches and one 36 inches in diameter, holding wire rope. The smaller drum held 1,000 ft of wire made up of two parts, an offshore end secured to a mooring in the rocks across the cove and an inner part that ended at the chute. Vessels moored under the wire 300 ft from shore and connected to the inner wire segment. The outer wire was then picked up by the vessel and tightened. Materials, packed up in bundles, slid down the line with a traveler similar to a zip line. The wire, connected to a large drum, was attached to the traveler and used to haul the traveler back to shore with a counterweight (Tooker 1975).

Once all the stockpiles of split products were shipped out, around the year 1900, the chute was taken down and moved to in front of Call House. No historic photos have been located showing the exact location and characteristics of this wire chute. The wire stretched to the south southwest to the bluff above the stone pier area. Submerged mooring anchors were moved and repositioned to accommodate the wire chute’s new location allowing vessels to be 550 ft from shore. Schooners, steam schooners, and even the Calls’ auxiliary gas schooner, *Mary C.* loaded from this wire chute whose wire sat totally out of the water, a unique feature to Fort Ross Landing (Tooker 1975). The 1903 *United States Coast Pilot* remarked that there was a landing chute there with some lumber and produce exported and general merchandise imported (Department of Commerce and Labor 1903). Almost all of the activity at Fort Ross in 1900, as reflected in the *San Francisco Call*, consisted of the weekly trips of *Mary C.* with sporadic mentions of schooners *Reliance* and *Nettie Sundborg* also stopping at the landing. The vessel cargoes were not included in the shipping intelligence’s arrival reports. By 1905, there was only one instance of *Mary C.* making a trip from Fort Ross Landing to San Francisco.

Carlos Asa Call (1907-1920s)

After George Call’s death in March 1907, his son Carlos Asa took over the operations at Fort Ross Landing and continued to see action at the doghole port. In an interview with Carlos in 1972, he remarked he was more interested in the ships that came to Fort Ross rather than farming and that coincides with an increase in vessel traffic at the landing during his time in charge of Fort Ross Landing (*Press Democrat* January 9, 1972). A revival in activity was due to the incorporation of a new business, the Fort Ross Lumber Company of San Francisco, in 1908. It operated at least one sawmill a couple miles south of Fort Ross and shipped its lumber out of the Calls’ wire chute. Its initial directors were E.M. Culver, E.J. Ensign, L.E. Ensign, and Antonio Lailo (*Press Democrat* July 15, 1908; *Press Democrat* December 9, 1909). The steamer schooners *Point Arena* and *Gualala* carried 170,000 and 190,000 ft of lumber respectively from Fort Ross to San Francisco, assumingly cut by Fort Ross Lumber Company and sold to Beadle Brothers and F. Linderman (*San Francisco Call* November 7, 1909; *San Francisco Call* November 24, 1909). The company was plagued with financial problems and a bankruptcy sale advertisement was posted in 1910 covering lumber, a sawmill, and equipment. It also included a contract for 40,000,000 ft of timber near Fort Ross Landing (*San Francisco Call* May 19, 1910).

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A. Lalole purchased the company's assets in July with plans to keep it going (*The Lumber World* 1910:34).

In 1910, Carlos sold the wire chute and replaced it with a new wire chute with a steam powered donkey engine. The old chute was sold to Ernest Saltzig and installed at Timber Cove Landing. The new wire chute system was moved back to the coastal bluff where the original trough chute and wire chute sat. The exact reason why the wire chute was moved again is not known. It may have been easier to load vessels from that location as compared to in front of Call House. The wire stretched out to a mooring out in the rocks across the cove as it had done earlier (Rudy 2009; Faycurry 2018; Tooker 1975). "...business picked up at the Sonoma Coast landings, since H.A. Richardson of Stewart's Point was shipping railroad ties from ports up and down the coast, using small steam schooners" (Tooker 1975). Between 1910 and 1920 the steam schooners *Gualala*, *Albion*, *Unimak*, *Noyo*, *Newburg*, *Helen P. Drew*, *Cleone*, *Surprise*, *Point Reyes*, and *Scotia* loaded at Fort Ross Landing and carried railroad ties, tanbark, and lumber to San Francisco, Long Beach, and San Diego. The schooners by then had been mainly replaced with steam schooners that could hold more cargo, could use its steam engine to be more maneuverable, and make faster runs between ports. By comparison, the steam schooner could carry over 300,000 board ft of lumber and a schooner could carry around 100,000 board ft.

The combination of steam schooners and wire chute marked a new generation of use at the doghole ports. As the Calls were not in the sawmill business, the milled products might have come from the North Coast Lumber Company's mill near Fort Ross (*Sacramento Bee* October 12, 1915). The last known trip out from Fort Ross Landing's wire chute was the steam schooner *Unimak* that arrived in San Francisco on December 30, 1920, with 7,000 railroad ties for the Richardson Company (*Weekly Commercial News* 1921). The last time the *United States Coast Pilot* mentioned a landing present at Fort Ross is in 1917. The next edition in 1926 does not include any information other than that the stretch of coast has several landings with some abandoned. Fort Ross was still considered a suitable anchorage for small vessels (Department of Commerce 1917; Department of Commerce 1926).

The upturn of maritime traffic at Fort Ross Landing was short-lived. The opening up of the Sonoma coast occurred as roads penetrated the isolated communities in the 1920s. This caused there to be no need for vessels to ship out materials from the Call Ranch as the overland route via trucks was more efficient. In 1921, Carlos Call sold the wire chute again to Ernest Saltzig from Timber Cove Landing, ending the reliance on the water for a connection to the outside world (Rudy 2009; Tooker 1975). A coastal road between Jenner and Gualala was slow to stay open due to the constant maintenance and landslides; by 1925 it finally was a reliable way to travel. Around this time the Calls converted the dairy operations to sheep ranching, a much less labor-intensive business. Carlos co-managed the property with his brother, George H. and divided up the ranch responsibilities. George H. oversaw the inland half above Fort Ross to the east of Highway 1 and Carlos oversaw the western side surrounding the Fort Ross stockade lands. George built a wooden barn with a tin roof almost 2.0 miles to the northeast of Fort Ross, outside the district's boundary, around 1915, to support the sheep ranch business. The brothers developed new techniques and facilities for their sheep business that decreased newborn lamb

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mortality rates in the wintertime (Bell and Aleman 2003). The 1930 U.S. Coast and Geodetic Survey chart covering Fort Ross shows the fort's stockade partially intact along with thirteen other buildings and no evidence of the wire chute of structures out on the bluff (USCGS 1930).

The decline in the lumber industry and maritime traffic combined with overgrazed and cultivated land by this time caused many people to leave. Fort Ross Landing no longer had a role as a doghole port. Without the hum of sawmills and bustle of ranches, the Sonoma County coast was sought out by a new group of visitors. "Slowly tourism became important, as the coast attracted urban visitors who came to fish, hunt, and enjoy the beaches in this wild and pristine environment" (Kalani and Sweedler 2004).

Fort Ross Landing Shipwrecks

During Fort Ross Landing's operation as a doghole port for the timber industry, ranching, and agricultural operations there were at least seven vessels lost in the cove (Schwemmer 2016). Four of these shipwrecks fall within the district's period of significance. One before and two after the period of significance are still important resources that contribute to the area's maritime heritage landscape, as Fort Ross Cove was and is still utilized as an anchorage or place of refuge. Fort Ross' rock filled cove, where vessels navigated and contended with unpredictable weather, resulted in vessels breaking from their moorings and being driven ashore while under the chutes. Other vessels struck submerged rocks and compromised their hulls leading to a sinking and declaration of a total loss. The remains of these historic vessels are present at Fort Ross Landing and provide information on maritime commerce connected with the doghole ports along the northern California coast. Archaeological surveys have located underwater remains in the cove associated with historic shipwrecks and included in the district's contributing resources.

Sacramento 1844: The 20-ton schooner *Sacramento* went ashore and was lost on the rocks at Fort Ross on June 13, 1844. John Sutter acquired the vessel, originally named *Constantine*, with his purchase of Fort Ross from the Russians. Sutter renamed it *Sacramento*. He used it to travel between Fort Ross, Sacramento, and San Francisco and it carried freight and lumber for the construction of Sutter's Fort. No details are known about the events surrounding its loss at Fort Ross (Schwemmer 2016; Alley, Bowen & Co. 1880; Gwinn 1931; Yates 1971).

Unknown 1870: On May 29, 1870, a schooner capsized 3.0 miles from land and came ashore at Fort Ross. Its four-crew members escaped in its long boat and were never heard from. The name and details about its sinking are not known (*Daily Alta California* June 3, 1870; *Sonoma Democrat* June 4, 1870; *Russian River Flag* June 9, 1870).

John Stilson 1878: The 36-ton schooner *John Stilson* sank possibly off Fort Ross in October 1878. It was en route from Fort Ross to San Francisco. No details are known about the events surrounding its loss (Foster 1984; U.S. Congress 1879).

J. Eppinger 1901: The 89-ft long, 26.2-ft wide, 2-masted wooden-hulled schooner *J. Eppinger* was built in 1887 by Charles G. White, of San Francisco, and launched on 28 January 1888. Its

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official number was 76710 and it was engaged in the lumber trade in the late 1880s and the pelagic sealing trade in the North Pacific Ocean, Bering Sea, and Japanese waters during the 1890s. During the last few years of its career, it was owned by coastal ranchers and shippers H.A. Richardson & Co. of Stewart's Point and engaged in the Redwood Coast lumber trade visiting several doghole ports. The *J. Eppinger* left San Francisco on 30 December 1901 and arrived at Fort Ross to load lumber just in time to be caught in the first winter gale of the year. It was carrying neither cargo nor passengers. Since there was no good place to anchor in Fort Ross Cove, the schooner picked up one of the lumber chute's moorings. A gale developed offshore, and the schooner was unable to head out to sea to ride out the storm. Seas began to break over *J. Eppinger*, and it was doomed. Carlos Call, son of proprietor George Call of the Fort Ross Ranch, stripped and swam through the surf, a line tied around his waist. He grabbed a loose line from the schooner and was then pulled back to shore while holding it. Young Call's heroism saved the lives of the otherwise doomed crew. The line was fastened to the mainmast and ran up the bluff, and one by one, Capt. Jensen and his five-man crew were pulled off the disintegrating schooner. The schooner parted its mooring lines on 2 January 1901 and wrecked, taking out the Call Pier (*San Francisco Call* 4 January 1901). The wrecking event caused the schooner to be broken up on the rocks as it was pushed ashore. Divers recovered an anchor in the 1960s from near the landing/pier of similar size and design to the one located by this project. It is attributed to *J. Eppinger*. The anchor sat on display at Fort Ross until at least 1984; the whereabouts of that anchor are since unknown (Rudy pers. comm. 2016).

Pomona 1908: On the evening of March 17, 1908, the 225-ft-long steel-hulled steamship *Pomona* was steaming northward from San Francisco to Eureka on a routine voyage with 147 passengers, U.S. Mail, and 300 tons of general cargo. Due to the heavy seas and strong northwest wind Captain Charles Swansen hugged the coast closer than normal to get protection from the land. The ship fatally struck Monterey Rock just south of Fort Ross. Swansen tried to run *Pomona* aground in Fort Ross Cove and impacted the fringing wash rocks where the ship foundered. There was no loss of life, and all onboard were ferried ashore and hiked up the road to the ranch of George Call, where the women and children were taken in and made comfortable by the Call family with milk and coffee. The baggage, cargo, and mail, insured at \$15,000, were lost in the wreck. Over the subsequent months, salvage efforts by Thomas Whitelaw of San Francisco's Coast Wrecking Company removed much of its hull and machinery to sell for scrap along with smaller items like glassware and china. The site formation process was accelerated by dynamiting the wreck to clear it as a navigational hazard as well as winter storms, which flattened the vessel's remains. In 2008, *Pomona* (CA-SON-001704H) was listed on the National Register of Historic Places (NRIS #07000306) one hundred years after its sinking.

Riga 1932: The 38-ft long wooden-hulled fishing vessel (F/V) *Riga* was constructed in 1931 by Menotti & Pasquinucci of Sausalito for J. Leepen of San Francisco. The Pasquinucci family operated the Sausalito Boat Building Works and is reported to have launched over 700 vessels during their sixty-year career ranging from fishing vessels to pleasure sailing craft. *Riga* was built as a trolling boat for the coastal waters off northern California with a 75 horsepower Cummins diesel engine (*Pacific Fisherman* volume 31:34). *Riga*'s name is often spelled differently throughout the historical documents with name variations including *Requa* and *Regia*.

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The fishing vessel's official number was 230590 and is listed with its correct name spelling in the 1931 edition of the *Merchant Vessels of the United States*. On May 11, 1932, F/V *Riga* caught fire and sank in Fort Ross Cove. It was fishing for halibut when it needed to put into the cove to work on its engine. The account of its sinking stated that a spark from its engine backfiring might have started the fire. The vessel burned for an hour before finally sinking and was declared a total loss. Its owner and captain at the time, Neil Burton, escaped into a small boat with its crew and landed onshore safely (*Petaluma Argus-Courier* May 14, 1932).

Regia 1974: The 45-ft long fishing vessel *Regia* caught fire, burned to the waterline, and sank in Fort Ross Cove. No other details are known about the events surrounding its loss (Foster 1984).

Fort Ross Landing Maritime Incidents

Not all vessels that came into trouble at Fort Ross ended up wrecked and being declared a total loss. Many vessels were pulled off after being grounded or had strong enough pumps to clear water from a breached hull. These vessels continued their trip sometimes leaving no trace of their incident or sometimes leaving remnants of their troubles like an anchor that was cut free or a rudder that broke off. Three such incidents are listed below. As with the shipwrecks, archaeological remains may be present at Fort Ross Landing of vessels coming into trouble that did not lead to a full wrecking. The materials associated with these events contribute to the archaeological records and historical significance of Fort Ross Landing as a busy doghole port which saw considerable vessel traffic supporting the timber and associated industries.

Osceola 1875: The schooner *Osceola* arrived in Fort Ross Cove on January 10, 1875, to seek shelter from strong winds. It dropped its anchor, which did not hold, and the schooner struck a rock that stove a hole in the *Osceola's* bottom. The next day it capsized and was on its beam ends. The next report of the *Osceola* is from February when a newspaper article reported the waterlogged and dismantled schooner was towed into San Francisco by the steamer *Mary Taylor*. It had remained at anchor filled with water for twenty days. It was ultimately lost in December 1880 off Fish Rocks, Mendocino County (*Los Angeles Evening Express* January 13, 1875; *Daily Alta California* February 1, 1875; *Sonoma Democrat* February 6, 1875; *San Francisco Examiner* December 25, 1880).

Mary Deleo 1892: The 68-ft long schooner *Mary Deleo* became waterlogged while at a mooring loading under the chute off Fort Ross Landing on March 29, 1892. Strong winds and rough seas filled the hull with water. Its captain jettisoned the deck cargo to lighten the load until help arrived. For several days the schooner was incapacitated until the tug *Hercules* towed it back to San Francisco for dry docking. Its fate after this incident is unknown (*San Francisco Examiner* April 1, 1892; *Sonoma Democrat* April 2, 1892).

Nettie Sundborg 1901: The 74-ft long schooner *Nettie Sundborg* went ashore on the rocks at Fort Ross Landing on May 23, 1901. It got off with help from one of A.W. Beadle's steamers but lost its rudder. It was towed to San Francisco for repairs. It was ultimately lost in 1902 in the Siuslaw

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River, Oregon (*San Francisco Call* June 1, 1901; *San Francisco Chronicle* June 1, 1901; *San Francisco Call* January 29, 1902).

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1921 Foreign and Domestic Shipping and Industries. January 8, 1921. Volume 62. No. 2.
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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 #
CA-1312, CA-1314, CA-1315, CA-38-10
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # CA-32, CA-33

In 1934, a Historic American Buildings Survey documented several buildings associated with Fort Ross through photographs and architectural drawings (HABS CA-1312). Six drawings were completed for the Russian chapel and photographs taken of the Russian chapel (HABS CA-38-10), Russian barracks (HABS CA-1315) and block house (HABS CA-1314). Sheet 1 of 6 shows an interior plan view plot plan of Fort Ross and the status of the buildings, reconstructed, destroyed, original, or in ruins (National Park Service 1934). In 2009, a Historic American Landscape Survey was also conducted for Fort Ross (HALS NO. CA-33) with a focus on Fort Ross' association with the Russian-American Company. Another Historic American Landscape Survey from 2009 (HALS NO. CA-32) that included the Call Ranch seems to only encompass the Call House and not associated nearby ranch buildings (National Park Service 2009a.; National Park Service 2009b.).

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: Fort Ross Conservancy, California State Parks, NOAA Office of
National Marine Sanctuaries

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property 830 acres

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Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|------------------------|
| 1. Latitude: 38.529123 | Longitude: -123.251603 |
| 2. Latitude: 38.518448 | Longitude: -123.228581 |
| 3. Latitude: 38.506563 | Longitude: -123.239356 |
| 4. Latitude: 38.506471 | Longitude: -123.251650 |
| 5. Latitude: 38.528067 | Longitude: -123.252821 |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary encompasses an 830-acre area along the Sonoma County coast that includes the historic doghole port of Fort Ross Landing. The boundary includes both terrestrial and submerged land and runs about 1.3 miles in length by 1.2 miles wide. The northern boundary runs along the west to east boundary of the Benitz Orchard site and then goes east 1.4 miles to connect with the corner of the Fort Ross State Historic Park boundary. The boundary then extends southwest for 1.0 mile and connects with the eastern boundary of the underwater component of Fort Ross State Historic Park. It then runs west for 0.6 miles to encompass all of Fort Ross Cove and Sandy Cove including the submerged remains of the S.S. *Pomona*, _____ and potential remains of several historic shipwrecks. The district includes additional submerged bottomlands outside the underwater component of Fort Ross State Historic Park to encompass potential sites that may be present based on historical information of vessel losses. The boundary runs back north through the Northwest Cape for 1.5 miles and connects with the edge of the Benitz Orchard site.

Boundary Justification (Explain why the boundaries were selected.)

The Fort Ross Landing Historical and Archaeological District boundary encompasses contributing resources functionally related to the doghole port during its 1850 to 1920 period of significance. The district boundary meets the geographic data requirements (Section G) of the Northern California Doghole Ports Maritime Cultural Landscape Multiple Property Documentation Form. The boundary includes the area utilized by Fort Ross Landing's timber industry and associated businesses including ranching and agriculture, as well as domestic and community resources. Resource locations were determined from landscape features, historical photographs, maps, newspapers, and other archival sources combined with documented archaeological sites and standing buildings and structures. The district includes the doghole port facilities including the land sea interface and those resources within Fort

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Ross Cove and Sandy Cove. The district's underwater component contains resources associated with historic maritime heritage resources and chute mooring infrastructure. The district encompasses the identified contributing resources within the context of Fort Ross Landing's documented historical and archaeological footprint. Beyond the district's boundaries, known properties and archaeological sites do not have an association with Fort Ross Landing. The district, through the contributing resources contained within the boundary, represents the activities that turned an isolated locale into a profitable transshipment point and community.

Several historical sources provided information used to determine the district's boundary. The most important source was the U.S. Coast and Geodetic Survey 1876 topographic (T-sheet) map depicting Fort Ross Landing. This map included the area's topographic terrain, timberland range, transportation pathways, chute and underwater mooring anchor locations, along with the major buildings, structures, and fence lines. Archival source information was corroborated through archaeological survey. The main repository for archaeological site information was the California Office of Historic Preservation's California Historic Resources Information System (CHRIS). CHRIS contains GIS data, site files, and reports that assisted with determining contributing versus noncontributing resource. Richard Tooker's manuscript, *The Maritime History of Fort Ross*, (1975) contained an excellent overview of Fort Ross' activities after the Russian-American Company's departure. His work formed the starting point for further research in San Francisco and Sonoma County newspapers to determine the extent Fort Ross Landing's footprint. Archaeological survey reports by Lightfoot et al. (1991) and Delgado et al. (2018) contained information about the history and archaeology of Fort Ross Landing and redwood coast doghole port. Those sources were heavily consulted to determine the district boundary. Extending from a sawmill site to infrastructure supporting vessels loading at a chute and pier along with standing buildings and structures associated with the Benitz and Call ranch period, the district boundary encapsulates the breadth of cultural resources and environment comprising Fort Ross Landing's maritime cultural landscape.

11. Form Prepared By

name/title: Deborah Marx, Maritime Archaeologist, Denise Jaffke, Archaeologist, and Kathleen Kennedy, Historian

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street & number: 715 P Street

city or town: Sacramento state: CA zip code: 95814

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telephone: (916) 952-2579

date: April 2022; Revised June 2022, July 2022

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log.

Photo Log

Name of Property: Fort Ross Landing Historical and Archaeological District
City or Vicinity: Jenner (vicinity)
County: Sonoma
State: CA
Photographer: Deborah Marx; Matthew Lawrence; Denise Jaffke and Kirsten Hawley
Date Photographed: September 2020, August 2020, August 2020

Description of Photograph(s) and number, include view indicating direction of camera:

- 1 of 33 CA-SON-000190/H, view north (Marx 2020)
- 2 of 33 CA-SON-000190/H, view northwest (Marx 2020)
- 3 of 33 CA-SON-000190/H, view northwest (Marx 2020)
- 4 of 33 CA-SON-000174/H, view north (Marx 2020)
- 5 of 33 CA-SON-001891H, view northwest (Marx 2020)
- 6 of 33 CA-SON-001454/H, view west (Marx 2020)
- 7 of 33 CA-SON-001454/H, view north (Marx 2020)
- 8 of 33 CA-SON-001454/H, view south (Marx 2020)
- 9 of 33 CA-SON-001454/H, view northwest (Marx 2020)

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- 10 of 33 CA-SON-001454/H, detail view (Lawrence 2020)
- 11 of 33 Mushroom Anchor, detail view (Lawrence 2020)
- 12 of 33 CA-SON-001704H, 3D photomosaic plan view (Jaffke and Hawley 2020)
- 13 of 33 Call Ranch, view northwest (Marx 2020)
- 14 of 33 Call Ranch, view southwest (Marx 2020)
- 15 of 33 Call Sheep Ranch Rural Historic Landscape, view west (Marx 2020)
- 16 of 33 Call Sheep Ranch Rural Historic Landscape, view northwest (Marx 2020)
- 17 of 33 Call Sheep Ranch Rural Historic Landscape, view northeast (Marx 2020)
- 18 of 33 CA-SON-000670/H, view northwest (Marx 2020)
- 19 of 33 Russian Orchard, view north (Marx 2020)
- 20 of 33 Benitz Orchard, view east (Marx 2020)
- 21 of 33 Call Orchard, view south (Marx 2020)
- 22 of 33 Picnic Orchard, view northwest (Marx 2020)
- 23 of 33 CA-SON-001446H, view east (Marx 2020)
- 24 of 33 CA-SON-001876H, view east (Marx 2020)
- 25 of 33 CA-SON-001897/H, view northeast (Marx 2020)
- 26 of 33 CA-SON-001898/H, view west (Marx 2020)
- 27 of 33 Entrance Booth, view northwest (Marx 2020)
- 28 of 33 Visitors Center, view northeast (Marx 2020)
- 29 of 33 Visitors Center, view northeast (Marx 2020)
- 30 of 33 Windmill, view northeast (Marx 2020)
- 31 of 33 Beach Parking Lot, view northeast (Marx 2020)

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32 of 33 Arky Camp, view north (Marx 2020)

33 of 33 Water Treatment Center, view east (Marx 2020)

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

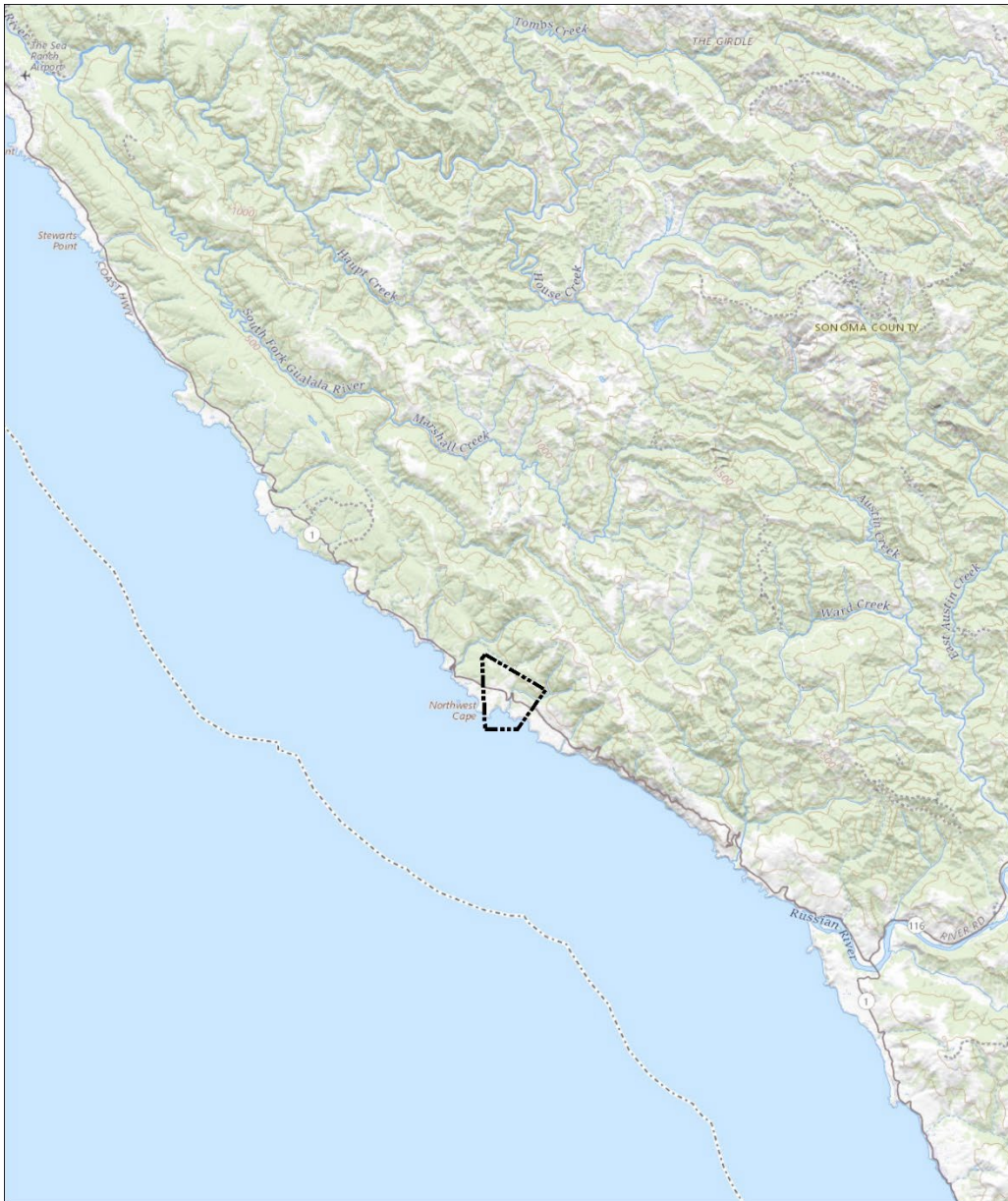
- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.


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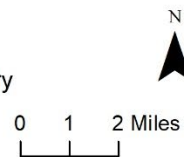
Location Map



Location Map

 Fort Ross Landing Historical and Archaeological District Boundary

Background Map: USGS, The National Map, December 2021



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Boundary Map [redacted]

Sketch Map [redacted]

Photo Key [redacted]

Figure 1 Trough chute at Fort Ross Landing, circa 1897 (Fort Ross Conservancy)



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Figure 2 View of Fort Ross in 1877 (Thompson 1877)



Figure 3 Fort Ross Landing pier, circa 1875 (Fort Ross Conservancy)



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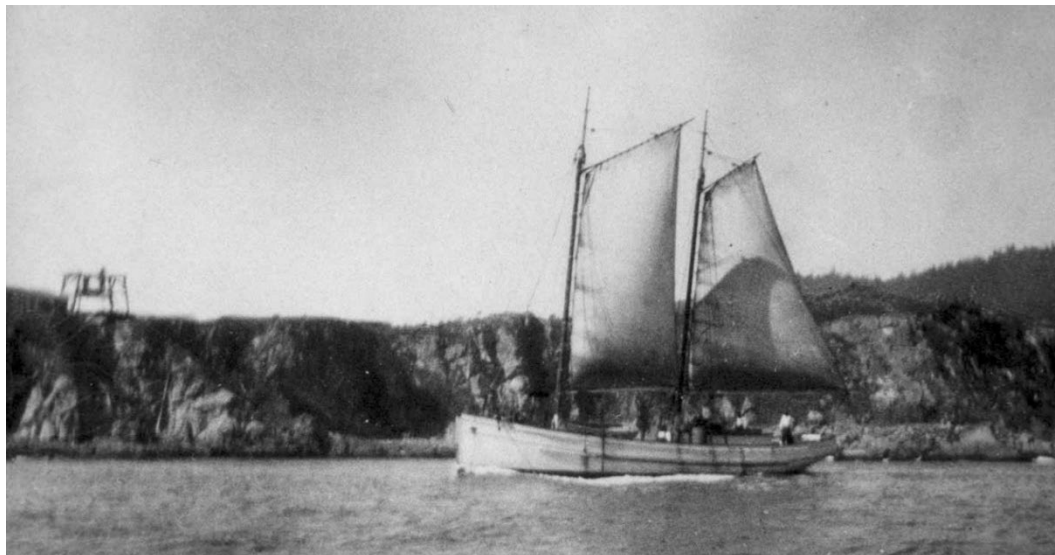
Sonoma, CA
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Figure 4 U.S. Coast and Geodetic Survey map, 1876. T-sheet [redacted] Fort Ross to Salt Point (excerpt) (U.S. Coast and Geodetic Survey 1876)



Figure 5 [redacted]

Figure 6 *Mary C.* sailing out of Fort Ross Landing showing a wire chute located on the bluff in the trough chute's location, either the first wire chute circa 1899 or the second wire chute placed there in 1910 (Fort Ross Conservancy)



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Photo 1 [redacted]

Photo 2 [redacted]

Photo 3 [redacted]

Photo 4 [redacted]

Photo 5 [redacted]

Photo 6 [redacted]

Photo 7 [redacted]

Photo 8 CA-SON-001454/H, view south (Marx 2020)



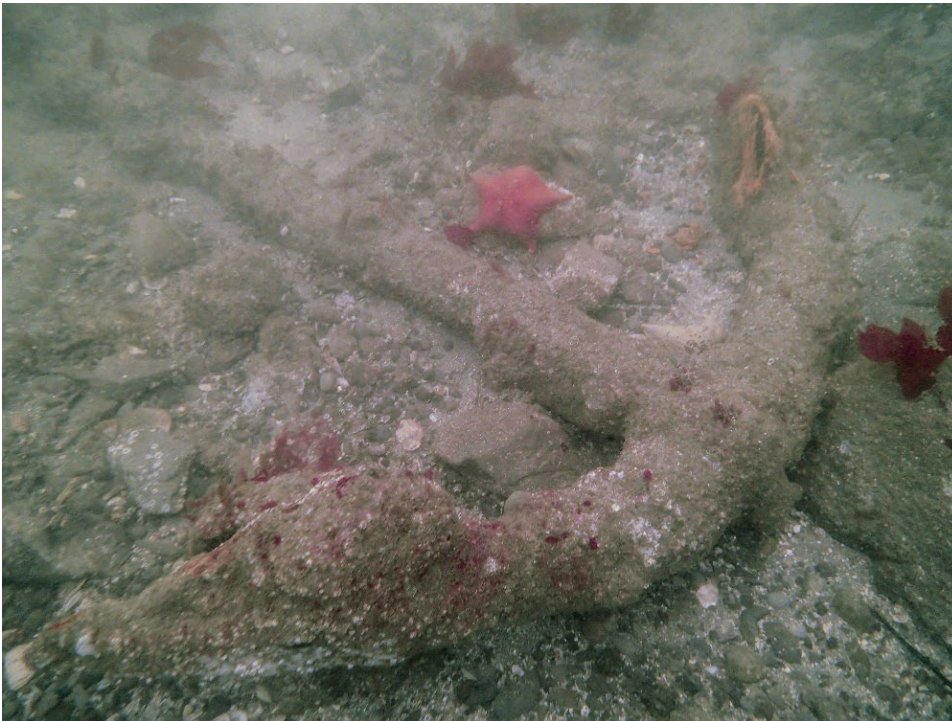
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Photo 9 CA-SON-001454/H, view northwest (Marx 2020)



Photo 10 CA-SON-001454/H, detail view (Lawrence 2020)



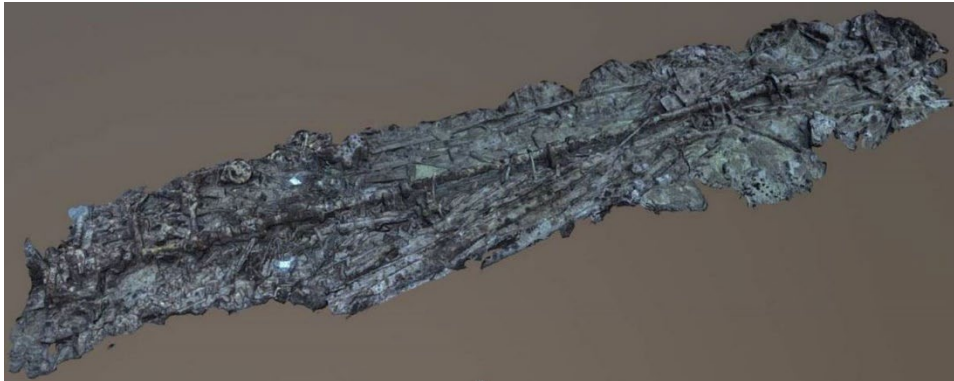
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Photo 11 Mushroom Anchor, detail view (Lawrence 2020)



Photo 12 CA-SON-001704H, 3D photomosaic plan view (Jaffke and Hawley 2020)



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Photo 13 Call Ranch, view northwest (Marx 2020)



Photo 14 Call Ranch, view southwest (Marx 2020)



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Photo 15 Call Sheep Ranch Rural Historic Landscape, view west (Marx 2020)



Photo 16 Call Sheep Ranch Rural Historic Landscape, view northwest (Marx 2020)



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Photo 17 Call Sheep Ranch Rural Historic Landscape, view northeast (Marx 2020)



Photo 18 [redacted]

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Photo 19 Russian Orchard, view north (Marx 2020)



Photo 20 Benitz Orchard, view east (Marx 2020)



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Photo 21 Call Orchard, view south (Marx 2020)



Photo 22 [redacted]

Photo 23 [redacted]

Photo 24 [redacted]

Photo 25 [redacted]

Photo 26 [redacted]

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Photo 27 Entrance Booth, view northwest (Marx 2020)



Photo 28 Visitors Center, view northeast (Marx 2020)



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Photo 29 Visitors Center, view northeast (Marx 2020)



Photo 30 Windmill, view northeast (Marx 2020)



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Photo 31 Beach Parking Lot, view northeast (Marx 2020)



Photo 32 Arky Camp, view north (Marx 2020)



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Photo 33 Water Treatment Center, view east (Marx 2020)

