ANACAPA LTH, CA.

Anacapa Lighthouse is undergoing an extensive $350K repair.

The entire lighthouse is being stripped of all lead and asbestos paint inside and out. This includes the lanternhouse, spiral stair cases, exterior walls, and all interior walls and surfaces.

All cast iron has been blasted down to bare metal and repaired.

A new vent ball has been cast out of stainless steel to replace the missing original cast iron vent ball.

A new roof ladder rail ring and stanchions have been constructed out of stainless steel to replace the original cast iron ladder rail that was unsafe to use.

A new exterior lanternhouse ladder constructed out of stainless steel and built to original specs to replace the missing ladder.

New exterior doors.

All bronze stripped of paint and polished.

All damaged concrete repaired.

High tech paint applied to all surface designed for long life and maximum protection.

14 March 96

Wayne,

This is it in a nutshell. There's a lot more detail to the job but I think will give you something to work with & I'll let you know when we're all done.

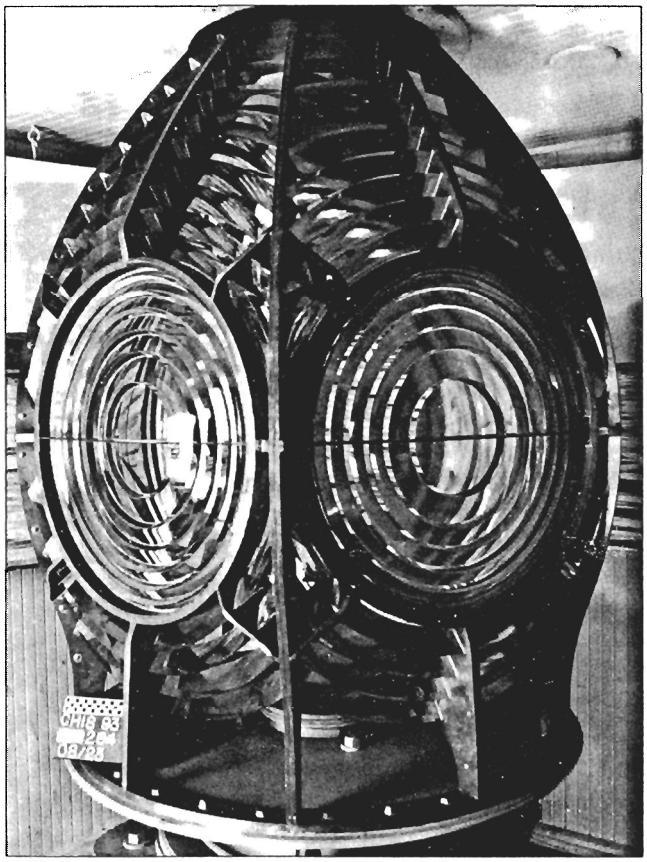
All Aegis Team
CW03

These are just a few examples of what you will find at San Miguel Island. In the early winter, you might also see **gray whales** migrating south to Mexico or in the early spring, returning north to feed in the Gulf of Alaska. Throughout the year you might see **humpback whales** breaching, schools of **dolphins**, or a glimpse of the most graceful giant of them all, the **blue whale**.

Sharon Melin
National Marine Fisheries Researcher

Anacapa Lighthouse Lens Preservation

After more than 60 years of service in the Anacapa lighthouse, the original 3rd order Fresnel lens assembly was removed intact and still in working order to the island's Visitor Center in 1989. This remarkable feat was due in large part to the careful work of Steve James, then the island's maintenance worker, with the assistance of the Coast Guard. Several years of exhibition in the island Visitor Center has since exposed the lens to damaging elements including damp sea air, salt and dust.



The historic Fresnel lens from Anacapa Lighthouse is one of many interesting exhibits to be seen at the Anacapa Island Visitor Center.

In August of 1993, the National Park Service began a full-scale restoration of the historic lens. With the help of Gretchen Voeks, a conservator from the National Park's Western Archaeology and Conservation Center, employees Steve James and Tree Gottshall from Maintenance and Kathleen Baldwin, park curator, worked for more than two weeks dismantling, polishing, and lacquering the brass fittings to protect them from damaging elements. Park service employees hand polished the brass using mild abrasive solutions followed by hand buffing with soft cotton cloths. After masking the 114 glass prisms of the lens, a lacquer coating was applied to the polished brass to prevent future corrosion. This careful and time consuming work was shared by many volunteers from the park staff who lent a hand while on the island. Now this valuable and unique monument from Anacapa Island's history will shine for all to see well into the next century.

In addition to restoring the lighthouse lens, park curation is compiling a file of historic documents and photographs relating to the Anacapa Lighthouse. General information from several sources, including the National Archives will be included. If you are interested in finding out more about the Anacapa Island Light Station and lens, please contact Don Morris or Kathleen Baldwin at park headquarters in Ventura.

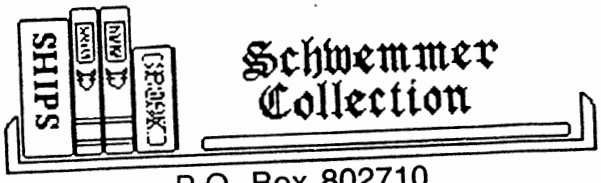
Kathleen Baldwin, Park Curator
Gretchen Voeks, National Park Conservator

ANANCAPA

LIGHT STATION

SOLARIZATION

PROJECT



P.O. Box 802710
Santa Clarita, CA 91380-2710

Robert V. Schwemmer

USCGC CONIFER (WLB-301)

(Fifty Years of Excellence: 1943-1993)

The U.S. Coast Guard Cutter CONIFER conducted a three week maintenance project at the Anacapa light station. The light station consists of a lighthouse and a separate fog signal building.

Located 12 miles off-shore from Oxnard, Anacapa is the eastern most island of the Channel Islands chain. The island is actually the tips of three sub-surface mountains. Their respective peaks reach 930, 325, and 250 feet above the sea. Anacapa marks the southern entrance to the Santa Barbara Channel.

Anacapa is part of the Channel Islands National Park. Park Rangers on the island maintain a station, a small museum, and a public campsite. The museum contains many Indian artifacts found on the island. A seabird rookery, the island is popular with hikers and bird watchers.

The island has a notorious maritime history. In 1853 the paddlewheeler WINFIELD SCOTT ran aground on Anacapa and sank. In 1854 President Franklin Pierce signed an Executive Order "reserving the island from public domain for the purpose of building a lighthouse". A detailed Bureau of Lighthouses study of the island's topography clearly illustrated the logistical challenge of constructing a lighthouse. The ideal site was a bluff, perched at the edge of a cliff, 190 feet above the water.

(Historical note: the Bureau of Lighthouses was founded in 1789. In 1939 it merged with the Coast Guard.)

Discouraged by the study, the Bureau elected to build Port Hueneme Light on the mainland. It was completed in 1875.

A small light beacon set on an iron tower was finally built on Anacapa in 1912.

In 1921 the light failed, and the tanker LIEBRE grounded on the rocks directly under the light. Seven years later Federal funds were allocated for construction of an actual lighthouse.

Construction indeed proved to be a challenge. The lighthouse was built on the eastern tip of the island. The sheer cliff dropped to the rocky shore below. Workboats were frequently destroyed while bringing material onto the island through the surf. During one incident three workers had to be rescued by the Coast Guard. Three separate contractors were involved during the five years of construction.

The lighthouse, a cylindrical masonry tower, was finished in 1932. The optic was a third order classical lens, measuring 5 feet high and 3 feet wide. The glass and brass lens was hand-made in Paris. The light source was an electric lamp rated at 600,000 candela. Generators provided the electricity. Large tanks were installed, providing a one year supply of fuel. The light station was also equipped with a compressed-air driven fog horn and a radio beacon.

The light was maintained by a keeper, who lived with his family on the island. The keeper was later replaced by three man Coast Guard crew.

During World War II the lighthouse was augmented by U.S. Navy personnel. It served as early warning site for the coastal defense network.

In 1962 the light was automated and the crew was transferred ashore. An electronic fog signal replaced the fog horn. Coast Guard personnel from Station Channel Islands Harbor continued routine visits to the light to maintain the equipment.

The lighthouse was added to the National Register of Historic Places in 1977.

In 1988 the classical lens was replaced by two rotating 24 inch beacons. Equipped with a 1000 watt lamps, candlepower was upgraded to 1,100,000 candela. The old glass lens was completely restored by the National Park Rangers, and is on display in the island's museum.

The primary mission of CONIFER's crew was to solarize the light and the fog signal. CONIFER employed a Coast Guard HH-60 helicopter from Air Station San Francisco to transport equipment and construction supplies out to the island. A U.S. Marine Corps CH-53 helicopter was used to hoist a 19,000 pound all-terrain forklift. Smaller tools and materials were hoisted onto the island from CONIFER's cargo boat using a small crane provided by the National Parks Service.

The generators and fuel tanks were removed. They were replaced by seventeen 35 watt solar panels that will charge a bank of high capacity 12 volt batteries. The entire facility was re-wired to accommodate the new system. The solar powered array, which is essentially maintenance free, will be significantly more economical to operate than the old generators. The solar powered system will greatly enhance the reliability of the light to the mariner.

The fog signal building received a complete cosmetic overhaul. The asbestos roof tiles were removed and a new Spanish tile roof was laid. The stucco and cement walls were repaired and painted. New doors, vents, ladders and catwalks were installed.

All of the work was approved by local, State, and regional historical societies.

The Coast Guard Civil Engineering Unit in Alameda provided the design for the new roof and the solar array.

U.S. Navy Construction Battalion (SEA BEE's) personnel from Long Beach assisted installing the new roofing.

A new state of the art optic was installed in the lighthouse. The rotating beacon, with a 110 watt tungsten lamp, will produce 116,000 candela. The range of the light was reduced from 26 to 20 miles. The light's characteristic of 2 white flashes every 60 seconds remains the same.

The range of the fog signal will remain 1 mile.

The radiobeacon was recently discontinued.

The exterior of the lighthouse is scheduled for a cosmetic overhaul in 1994.

Commissioned in 1943, CONIFER is a 180 foot sea-going Buoy Tender. Homeported in San Pedro, CONIFER's compliment is 8 officers and 47 enlisted personnel. CONIFER's primary duty is the servicing of aids to navigation from San Simeon to the Mexican border.

for lighthouse purposes. The northwesterly parcel, designated as "A", was of approximately 16 acres, and the southwest parcel, designated as "B", was 40.96 acres.[2] At the outbreak of World War II, both lights were temporarily extinguished, but were relighted in 1943 when the immediate threat to Los Angeles Harbor was felt to be over.

During the war, the Navy became responsible for all navigational pulse equipment; the Navy, thus, supplied power for the island lights and placed additional bouys. ANRAC, developed during the blackout in 1942, was able to control acetylene and electric lights on bouys or fixed structures. The bouy had a radio receiver and relay to the control station which could be at a distance but control the light. These were dismantled in September, 1945, when the blackout was over.

In 1952, the Light List showed the south end light at 450 candle power and the north end or Santa Barbara Island Light as 200 candle power. On July 10, 1959, a fire denuded over two-thirds of the island and destroyed the south light tower. Permanent Discontinuance was published on October 16, 1959. The existing northeasterly light is visible from 969° to 356° being partially obscured by the hills elsewhere.[3]

8.3 ANACAPA ISLAND

The wreck of the Winfield Scott in 1853 directed attention to the need for a navigational aid on Anacapa Island almost as soon as it had become United States property. An Executive Order, September 11, 1854, reserved the entire island of about 707 acres (some four and one-half miles long and one-half miles wide at the point of greatest width). Charles Hillinger wrote that when members of the U.S. Coast Survey team visited Anacapa that year they reported that it was an ideal but impossible site for a light station. Quoting a report, Hillinger wrote, "It is inconceivable for a lighthouse to be constructed on this mass of volcanic rock--perpendicular on every face, with an ascent inaccessible by any natural means....."[4]

Nevertheless, in 1868 the old Lighthouse Board requested funds from Congress. The maritime needs of the West Coast were unfamiliar to the eastern administrators, but to satisfy the clamor for an aid, Congress financed a much less expensive mainland station at Point Hueneme. This began operation in 1874. Coastal shipping, and especially the toll in lumber schooners finally convinced the Bureau of Lighthouses to authorize a temporary acetylene light for the south side of the easterly entrance to the Santa Barbara Channel on October 17, 1911.

A fifty foot skeleton metal tower went up on the tip of East Anacapa some fifty feet east of the present structure. The light was on a ten second cycle, one second light, and had a luminous range of twenty miles in clear weather. It could be left unattended for 187 days. In addition, a whistling bouy was anchored 5/8ths of a mile off the east end of the island.[5]

A permanent lighthouse needed authorization by Congress and pressure continued for a better aid to navigation along the Channel. The American Association of Masters, Mates, and Pilots claimed that nine-tenths of all vessels trading up and down the Pacific Coast were passing inside the islands of the Santa Barbara Channel. They wanted a fog signal as well as a light.[6] On February 28, 1921, the tank steamer Liebre grounded on the east end of Anacapa Island directly under the light and sustained damages estimated at about $40,000. Local inspectors at San Pedro reported to the Director of Coast and Geodetic Survey that no fog signal existed on the island and further that the east end whistling bouy was not in operation when the ship grounded since it had capsized.

In 1928 the Bureau of Lighthouses allotted funds for fog-signal and radio apparatus for Anacapa as well as boats and miscellaneous improvements for the water supply, sanitation, and grounds improvement. This was but the beginning of funds for one of the last major lighthouse complexes to be built on the West Coast. The Bureau of Lighthouses Annual Report for

1929 gave an estimated total for the entire project of $186,000.00. It included station residences, service buildings, hoisting derricks, a fog signal, and a radio beacon. Bids for work on the roads and landing facilities were opened for contracts on January 15, 1930, and the Roth Construction Company turned in the lowest bid, $28,950.

The Department of Commerce looked over the bids, had the Roth Company investigated, and found that its activities had been limited to small buildings in San Francisco and also that the company had on record liquidation damages and incompetency reports in regard to contracts with the War Department. Roth had no financial resources, no experience in heavy rock work, and no floating equipment. Commerce suggested that the Bureau take the next lowest bidder ($37,000) as it would cost less in the long run. It passed this decision along to the Lighthouse Superintendent Rhodes in San Francisco.

On February 27, Superintendent Rhodes wired the Commissioner in Washington D.C. that the Roth bid had been accepted and secured with a bond of the U.S. Fidelity and Guaranty Company. Roth was instructed to go to work, as early completion of the station was urgent. The Secretary of Commerce discussed the case with the Comptroller General and was told he could not cancel the contract.

Part of the task involved crushing island rock, and delays in this by April 30 brought Roth the news that he would be levied damages. Roth had not even commenced active work in May and was having all sorts of difficulties in landing men and equipment.[7] The records showed, for example, that:

> .....on the morning of May 15th Mr. I.C. Roth, of the Roth Construction Company, with six men, started from Point Mugu for Anacapa Island in a 50-foot launch for the purpose of landing supplies and inaugurating the work on the Island. It appears that after landing three men on the Island the small dory used for landing purposes was swamped and lost, and that

> the launch itself was disabled and carried away from the Island by the strong wind and heavy seas which prevailed at that time. The party in the launch was adrift for a day and a night, having drifted ten miles to the southward of the Island. They finally made temporary repairs to the engine and returned to the mainland, from which point they telephoned the Coast Guard at San Pedro, and the Coast Guard boat was sent from that place to rescue the three men who had been marooned on the Island for more than thirty-six hours without food, water or shelter. The damage to Roth's launch has not yet been repaired, but, in the meantime, he has chartered a Japanese fishing boat and landed a few supplies and a small amount of material and equipment on the Island.[8]

In June, Roth had only eight men on the island, no boat of his own, and no hoist. His men had to land everything with a small derrick erected by the Lighthouse service to hoist small accumulators up a sheer cliff one hundred and twenty feet in height. In spite of warnings that all material had to be inspected, Roth brought out cement, sand, and galvanized pipe by barge ignoring inspection. It took five days for all his men and all the barge crew to unload it; then the pipe and cement were found not to be up to specification and they were thus rejected by Mr. Lang, the Government's inspector on the island. Meanwhile, the foreman on another island job listened to the complaints of the workers: no pay, inadequate water, poor food, and inadequate housing.

An inspection by the State Division of Housing and Sanitation upheld the complaints, and Roth was ordered to install a floor in his cook tent, provide bathing water, and other improvements. When Roth applied for the first payment due under his contract in July when the job was to be 30% complete, an inspection showed no progress. In August steps were taken to cancel the contract that by this time had set back completion of the Light Station by some six months. Since bondsmen on federal contracts are first

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responsible to the government for the full amount of the bond, U.S. Fidelity and Guaranty Company could supply nothing to cover payrolls. By November Roth was keeping up his correspondence from the Ventura County Jail where he was serving time for violation of various labor laws.

Before the contract went out for bids a second time, certain revisions were made which included the construction of a 30,000 square foot cement rain collecting pad behind the proposed tankhouse structure scheduled for construction in 1932. Carpenter Brothers of Beverly Hills made the low bid ($36,490) and began work in December where Roth had left off. The work proceeded satisfactorily, it would appear, as no correspondence to the contrary is in the Lighthouse files. Two gasoline-engine-operated hoisting derricks were installed: The lower derrick was situated on a rock platform approximately 15 feet above mean low water level, had a 40 foot boom, and five ton capacity. The upper derrick was placed on a rock platform, had a 50 foot boom, and four ton capacity. Both were designed to make a lift of 80 feet per minute.

With this equipment installed, public notices were published in newspapers up and down the coast for bids on the buildings in the complex. M.W. Lippman of Los Angeles got this contract with a bid some $15,000 below his competitors. For $74,595.30 he contracted to build (in four months): one light tower, one powerhouse, one oilhouse and one fog signal building, all of reinforced concrete; also four lighthouse keepers' dwellings, one tankhouse and one general service building, all to be frame and stucco construction....terra cotta tile roofs on all roofs excepting Tankhouse, which is to have rigid asbestos shingles.[9]

Lippman's bid was accepted in April, but the following March the work was still incomplete. Lippman blamed the delays on the weather, but it had been ideal during the four months specified for the contract and had not rained until December. His bid was too low and his proposed time schedule too short; with his crew, it would have taken that long on the

> Comment in question is that since the blast and silent per periods of the Lights mentioned have a difference of only one second it is confusing in indentifying either in a fog.[10]

At this, the Port Hueneme characteristic was changed.

Another negative commentary reached the Lighthouse Service on September 22, 1933, when the Beulah Port grounded on the south side of Anacapa Island near the west end of the rainshed and less than 1,000 yards from the fog signal. The keeper reported the fog signal in operation, but the vessel was badly damaged.

A radiobeacon on Anacapa was much in demand, and the Shipowners' Association of the Pacific Coast complained August 10, 1931, that the Naval Radio Compass Station at Point Hueneme was to be discontinued on October 1. They wanted the Commissioner of Lighthouses to arrange for temporary installation of a radiobeacon at Anacapa Island so that radio direction finder service could continue uninterrupted. In response, the Lighthouse Service Airways Radio Division purchased an ESCO 1000 watt rotary converter for temporary use with the Anacapa beacon until the permanent rotary converter could be delivered. In 1932 the permanent radiobeacon was set up to transmit on 286 kilohertz with the code dash, two dots, dash. When this interferred with the Navy's Fleet communications, it was changed to 314 kilohertz.

In 1931 Superintendent H.W. Rhodes requested a 26-foot whale boat with trunk and cabin to serve as a launch. To meet the problems of landing the craft, he had it equipped with special hoisting gear so that it could be hoisted upon arrival at the island onto the lower landing platform. Of this Charles Hillinger's account is memorable and reads:

> Perpendicular cliffs shot straight up more than 250 feet

> the utility boat arrived was the boatswain's mate 1st Class, the officer in charge of the station.
>
> The power was switched on, the heavy boom swung out over our boat and a steel derrick hoist cable and hook lowered. One seaman grabbed the hook and inserted [it] in a midship eye while another secured guiding lines at the bow and stern which were fastened to the landing. Screeching power echoed throughout the cave-locked cove as the powerful hoist was thrust into the lift gears.
>
> Up out of the water rose the 7,000-pound boat, her crew and passengers. The boom swung us onto a custom-made cradle and our 50-foot flight to Anacapa ended.[11]

This facilitated bringing in supplies for the keepers from the town of Ventura some sixteen miles distant.

Anacapa Light was turned off during the Pacific Coast blackout in 1942 but restored to normal operation in 1945. In 1940 the station was synchronized for distance finding, but in 1961 this latter feature was discontinued.

8.4 SAN MIGUEL ISLAND

San Miguel Island was reserved for lighthouse purposes by Executive Order on April 23, 1909, and described as an area of 10,378 acres about seven and a half miles long and two and a half miles wide. Prince Island at the entrance to Cuyler Harbor was reserved in its entirety for lighthouse purposes by Executive Order November 5, 1917. Richardson's Rock, described as an unsurveyed island westerly of San Miguel Island in approximate latitude 34°06'00" north, longitude 120°31'06" west, was reserved for lighthouse purposes by Executive Order January 30, 1911.

In 1911 the Navy sent out a circular letter asking for opinions from shippers and marine underwriters as to where the Service should spend money first: Anacapa Island or Richardson's Rock. The latter was deemed more important because:

> ....the strong northwest coast winds are liable to set vessels past Point Conception in foggy weather, when they would be likely to run into the dangerous water near Richardson's Rock.[12]

Yet, when Anacapa got a light in 1912, only a flashing acetylene beacon was authorized for Richardson's Rock. A beacon and a powerful fog signal costing $140,000 were discussed but not funded or constructed; instead, Richardson's Rock was equipped with a lighted whistle buoy anchored in 270 feet of water northwest of the rock projecting 16 feet above water. This was rebuilt in 1948 some 1100 yards from the rock.

In 1911 a bell-buoy was established in 120 feet of water off the southwest end of San Miguel Island, but it was frequently found fouled and capsized by the enormous quantities of kelp reported by the visiting Coast Guard tender. Ships passing outside the island on their north or south course along the coast claimed they never heard or saw it. Since it was virtually useless, it was discontinued in 1918.

Traffic between Central and South America and San Francisco invariably passed outside of San Miguel Island because it saved them 25 to 30 miles over the inside course. They took the inside course only in heavy weather because it offered shelter from wind and swells. In 1923, while pursuing the shorter outside course, the Cuba was wrecked on San Miguel while rounding Point Bennett, on the westerly side. This generated a flurry of inquiries--especially from the Pacific Mail and Steamship Company--in regard to a lighthouse on the westerly side of the island, and a demand for the immediate placement of a gas and whistling buoy at Point Bennett.

New hydrographic readings were made outside the kelp beds there and the buoy was approved for establishment in 18 fathoms of water about one-sixteenth miles from the southwest tip of the island in November, 1924. In 1942 this was replaced with a first class nun buoy.[13]

The 390 candle power lights on Richardson's Rock and on Point Bennett went out in 1942, but the whistle on Richardson's Rock was only inoperative

for six days. On July 20, 1943, an unwatched light (#102) was established on San Miguel Island of 640 candle power on the south side of the island at Crooks Point. The light was fixed in a white skeletal tower and flashed 75 times a minute. It could be seen for 26 miles. This light was discontinued on March 13, 1953, and the tower removed.

8.5 COMMENTS AND RECOMMENDATIONS

The Santa Barbara light tower is critically in need of paint and general repair. The door is unlocked, but jammed, and the fittings are rusted and need replacement. With the exception of the Navy quonset hut, this is the only standing old structure on the island. It has a trail leading to it, but presents a poor and deteriorating appearance. The Service built it in 1929 and it represents a style no longer constructed.

The Anacapa Light Station, Fog Signal Building, and the complex of five remaining buildings constructed by Lippman are all in good to excellent condition. The Lighthouse and the Fog Signal building have already been nominated to the National Register of Historic places. The forms were submitted by Walter Evans, Chief Logistics and Property Branch, Eleventh Coast Guard District. Henry G. Law, Architect, NPS, completed the statements on physical appearance and significance. The five buildings are: the Residence used by the permanent Park Ranger, the Power House which houses the generator and serves as quarters for other park personnel, the Oil House which houses tanks of diesel fuel used by the Lighthouse and Fog Station, the General Service Building which has storage space and a visitors' center in it, and the Tank House which encloses the two redwood water tanks. The 30,000 square foot rainshed, a cement slab of irregular shape behind the Tank House, is shaped to funnel rain water down to the water tanks. It is no longer used for this purpose and instead serves as a heliport.

The five buildings erected in 1932 reflect the Mission revival trend in architecture which has served to satisfy California's search for its

CCP

own distinctive cultural heritage. When the first Americans arrived in California in the 1840s, they brought along New England styles from the east. Soon the neo-classical house designs appeared from the south, and simplified versions of these later showed up in the California bungalow in the 20th century with the familiar two columns at the front door. Reaching for the values of a higher culture, housing went Victorian for several decades in the late 19th century. As the western world began to look back to values of a local historical culture around the turn of the century, California went along. We found our own in the buildings constructed here by Spainish colonials. While adobe residences were usually one-room dirt floored buildings, the California Mission churches crowned colonial architecture. These churches provided a model for the Mission Inn at Riverside in 1894, influenced California greats like Irving Gil in the early decades of the 20th century, and by the 1930's provided a style for every man's home--the California bungalow. The British were the first to build small homes for their imperial administrators and they used these cottages throughout their empire. The bungalow style they pioneered reached its zenith in California where the old folks and working people who came out west could nearly all hope to own a city plot of land and build a small house. But the simplified Mission style was also a tremendous contribution to our 20th century architecture since it provided roots for the common man. The Mission style made use of California's natural resources of timber, plaster and terra cotta tiles.

The Anacapa complex of buildings brings together the British heritage of an administrative housing unit and the Mission revival bungalow of the 1930s. The bungalow reflected borrowed architectural styles in the past, but in 1930 when the designers went to work on the lighthouse complex, the Mission style was here. Real estate developers all over Southern California were using it. But the mainland is in the mainstream of change where Anacapa Island is not, and except for a few reversable changes this cluster remains as it was built. Not one of the five buildings is a really outstanding example of Mission revival in itself; but the collective, along with the other 1932 installations, embodies historical integrity and should be marked and preserved as a District.

The redwood water tanks inside the Tank House are important too. They reflect the use of California timber common to 1932 when redwood tanks were commonly in use both above and below ground; for example, spetic tanks. These tanks, built by the George Windeler Company, are in excellent condition and presently in use.

All of these buildings were included in the "Classified Structure Field Inventory Report" submitted by Henry G. Law on May 13, 1976. Much of the repair work he recommended has been completed. The Residence, General Service Building, and Power House have new tile roofs contracted for through the Department of Navy, Naval Facilities Engineering Common, Point Mugu. The San Valle tile was carefully selected to simulate the original tile which has since been crushed for use on the walks. The Tank Building originally had asbestos shingled roofing. This was changed to terra cotta tile and has recently undergone a repair job. The present Resident Ranger, Craig Dormand, reports that the terra cotta tile blow off regularly during high winds. The Residence, Service, and Power buildings have new roof flashing and some of the copper gutters and downspouts have been replaced.

The Tank House needs minor repairs such as the replacement of a window pane on the west end, south side where birds now fly in and out and replacement of one front pane, easterly window. Window moldings on the west end, north side, need attention. The gutter running north to south along the western edge of the peaked roof is perforated and needs replacement. Part of the chimney top is broken away on the General Service Building. The Power House has two cracked glass windows. The Residence should be restored to its original design. This would at the least necessitate removal of the asbestos shingles which sheath the original stucco walls and restoration of the stucco. Rebuilding or the addition of thick outside garden walls would enhance its stylistic integrity as would a new front door of Spanish colonial style. This task would require the services of an historical architect. The green outside trim paint is wearing. Some of its original inside features such as wrought iron ceiling supports and carved beams are to the structure's credit.

The three houses razed by fire should be studied to determine whether there is any point in conserving the foundation material left. Since five of the structures remain intact, it is recommended that the NPS remove the debris and clean up the area thus making it compatible to the feel of a National Monument.[14]

The much-photographed stairway, landing and hoists at East Anacapa reflect the ingenuity of the Lighthouse Service in providing access to their Light installations. The 90 steps are in good condition as are the landings. The Derrick Building at the top of the landing has a gabled roof, and the shingles are partially missing. This landing should be preserved.

It is recommended that the entire complex--including Fog Signal, Lighthouse, buildings, and landing--be nominated as a District to the National Register of Historic Places. Nomination forms for all this accompany the report.[14]

Footnotes

1. "Memoranda on Lighthouse Island Reservations off Southern Coast of California", Office of the Superintendent of Lighthouses, San Francisco, November 19, 1934, 11th CGL&P; Recommendation Aids to Navigation, July 18, 1928, Lighthouse Corres., 1926, 3640, RG 26, NA.

2. "Santa Barbara Island" memo from Bureau of Land Management Sacramento, California office to writer. The parcels were described as:

    1. Beginning at a point in the high water line at the northwesterly side of the island which bears 258°50' true azimuth from north, a distance of 525 feet more or less from the center of Santa Barbara Island North End Light Tower: thence 110° true azimuth from north a distance of 1000 feet more or less to the intersection with the high water line at the northeasterly side of the island; thence along the high water line around the northerly point of the island to the point of beginning comprising 16 acres more or less.

    2. Beginning at a point in the high water line at the southwesterly side of the island which bears 223° true azimuth from north a distance of 300 feet more or less from the center of Santa Barbara Island South End Light Tower; thence 90° true azimuth from north a distance of 800 feet to a point; thence 330°30' true azimuth from north a distance of 2150 feet to a point; thence 270° true azimuth from north a distance of 800 feet more or less to the intersection with the high water line at the westerly side of the island; thence southerly along the high water line to the point of beginning comprising 40.96 acres more or less.

    GSA, Report of Federal Real Property, 12-31-53, at 11th CG, L&P.

3. U.S. Coast Guard, Light Lists Pacific Coast of the U.S., 1929-Pres; "World War Narrative History" Coast Guard, 11th Naval District, Coast Guard History, 1946, RG 26, NA.

4. Quote is from Charles Hillinger, The California Islands (Los Angeles: Academy Pub., 1958), p. 105.

5. "Memoranda on Lighthouse Island....," p. 2; Gibbs, West Coast Lighthouse; "Recommendation as to Aids to Navigation", p. 50; 9-26-1911; Lighthouse Bureau Corres., File 757A, RG 26, NA.

Footnotes (cont.)

6. Duenbeck to Capt. W.A. Moffett, USN, 8-16-1911, 757-E, RG 26, NA.

7. Letter, Office of Inspector, 18th District Lighthouse Service to Commissioner of Lighthouses, 4-6-1921.

   Letter in File 757A, 1932, RG 26, NA. See 757A for all documents and correspondence relative to construction of lighthouse complex of the 1930s.

8. Supt. Rhodes to Commissioner of Lighthouses, June 11, 1930, 757A, RG 26.

9. "Request and Authority to Purchase", March 28, 1931, 757A.

10. Letter, G.R. Putnam to Hydrographer, Navy, Sept. 15, 1934, File 757A.

11. Charles Hillinger, The California Islands, (Los Angeles: Academy Publishers, 1958), p. 106. the 50 feet is some what of an exaggeration.

12. Letter, E. Woods to W.A. Moffett, Com. U.S. Navy, August 14, 1911, File 757E, RG 26, NA.

13. Rhodes to Commissioner, Oct. 26, 1912, Feb. 19, 1924, Feb. 21, 1924, Sept. 22, 1923; W.A. Moffett, Com. USN to Commissioner, Sept. 26, 1911; H.M. Gleason, Pacific Mail SS Co. to Rhodes, Feb. 25, 1924; "Recommendation for Aid", Nov. 14, 1924, in File 252, RG 26, NA. Fog and lighthouses were contemplated for both Richardson's Rock and the Island operated by water power obtained from the island.

14. These comments are based upon a Lecture, by Robert Winter, UCLA, November 18, 1969. See David Gebhard and Robert Winter, Architecture in Southern California, (Los Angeles: L.A. County Museum of Art, 1965); Observations and field notes, L.J. Weinman, January 29 and 30, 1978.

SECTION 10

ANACAPA ISLAND: TITLE, LEASES AND RANCHING

10.1 THE SETTING

Anacapa Island is six miles long and its segments are the peaks of the easterly extension of a submarine ridge which is composed of Miocene Conejo Volcanics and interbedded San Onofre Volcanics. It lies thirteen miles from Port Hueneme on the California coast. Anacapa Passage is a deep channel of up to 31 fathoms and separates Anacapa proper by five miles from Santa Cruz Island. The island is actually composed of three segments--East, Middle and West Anacapa--which has caused it to be called the "Anacapas" in some of our literature. Each isle is unique; however, they have in common precipitous cliffs which drop off directly into the sea, especially on the south or seaward side where erosion was strongest. East Anacapa was described by the sportsman, Charles Holder, in 1910 when he landed there as a:

> ....great tilted mesa reaching out into the sea. A piece had been cut out of it, and the isolated portion formed a vast sea arch through which a large yacht doubtless could sail....
>
> The island, like many others, rises out of deep water and is surrounded by a forest of kelp or nereocystis, which affords a refuge for myriads of fishes. The coast is a maze of strange caves eaten into the rock. One of vast size is supposed to have been used by the pirates of old, and until late years by seals and sea-lions. Many of the caves are beneath or just at the surface, and are constantly hissing and growling like living things, and spouting water in great white flocculent masses with the marvellous force of compressed air.[1]

Both East and Middle Anacapa have some fairly level areas at their tops, but West Anacapa differs in that it is wider and rises to an altitude

of 930 feet. The former two reach only to 125 to 250 feet. The East islet is 106.16 acres, the Middle 174.92 acres, and the West 449.18 acres totaling 703.26 acres.[2]

10.2 NINETEENTH CENTURY HISTORY

The Mexican Government did not grant any part of Anacapa to private individuals during its administration of the island and thus the whole became part of the public domain of the United States in 1848. Franklin Pierce issued an Executive Order on September 11, 1854, reserving the entire group of three islets composing Anacapa for lighthouse purposes. A second Executive Order on January 26, 1867, issued by Andrew Johnson, reserved 20 acres each of certain lands on the West Coast for lighthouse purposes, including Anacapa Island, or a portion thereof. Various opinions were put forth; yet in practice, the entire island remained reserved for lighthouse purposes since the 1867 Order did not specify that any part of the reservation declared by the 1854 Order had been relinquished. Thus, in effect, the first reservation governed all matters of title and use of the island, and this was confirmed in a Department of the Interior opinion letter of July 16, 1901.[3] Still, occasional maps to the contrary were drawn--such as the 1873 General Land Office map which showed only the ends of Anacapa but the whole of Santa Barbara Island in red and described the red areas reserved.[4]

The earliest description of Anacapa by an American encountered in this research was an unsigned document among the U.S. Coast Survey logbooks dated September, 1853, and included in the Appendix #3. The writer recommended a landing on the north side of Middle Anacapa as the most practical to use in climbing up to the top. He described the remains of an old house there; it is safe to presume that another house or even two have been constructed in the same general area over the past 100 years since the spot is one of the few places one can land and ascend today. Up a trail from the rocky landing is a cement cistern at the edge of a grove of exotic Eucalyptus

trees and a flat place which appears to have been a building site. The old log entry was probably made by either Captain Ord or Assistant Greenwell who traveled among the islands on the Frolic that year and is in the Appendix.[5]

There is very little information about the island in the 19th century. Since it had no dependable water supply and only water seepage in a cave on West Anacapa could be counted on. Indian occupation seems to have been seasonal or infrequent. The Spanish did not find them occupied; although Glassow does not rule out the possibility of earlier aborigines living there on a year round basis.[6]

10.3 GRAZING LEASES

The earliest lease appearing in the lighthouse files is that awarded to Louis le Mesanger by the Department of Treasury for $25 a year beginning April 1, 1902. Fire destroyed records of the 18th District Lighthouse Service in 1906 at the time of the great earthquake and fire in San Francisco, so only the Lighthouse Bureau Records are extant. The Department of Commerce and Labor leased the island to H. Bay Webster of Ventura on April 1, 1907, for $31 a year. The lease read "All the Island of Anacapa....consisting of three islets....and known as the Anacapa Light Reservation,....for grazing and farming only". He could place on it no permanent buildings, and the lease noted that an old cistern had been left by sheepherders.[7]

Charles Holder, who visited the islands at about this time, called it a sheep ranch and reported that several hundred animals found sustenance there even in the summer. A herder volunteered that although there was no water, there was an abundance of fog. The moisture from this was soaked up by the sheep's coats and in the morning they licked each other to obtain water. In the spring, Indians and Mexicans were hired by the sheep owners to go to the island and shear the sheep.[8]

Popular writers have drawn from Holder's writing which even claimed that ranchers from Ventura owned the island. The latter was not true, of course, since the Lighthouse Service was given a proprietary interest in the island but could not sell it. The man who accompanied the sheepherder with whom Holder conversed claimed to be a State Senator. The so-called owner may have been Webster or Mesanger or ranchers of Ventura simply using the island without legal entry. Sheep survived on Anacapa year-round, but on a marginal basis. The island is verdent after the rains, but like a desert it is extremely dry and lacking in forage a large part of the year.

To improve matters, sheep ranchers introduced exotic grasses, principally species of Bromus and the foxtail Hordeum nodosum. As on the other sheep-grazing Channel Islands, a matanza was held periodically wherein many sheep were killed in order to save the rest. Thompson and West's History of Santa Barbara described the process thusly:

> A "matanza" is the designation of the huge slaughter-house where this is done. The operation consists in killing and dressing the sheep, and putting the carcass in a closed boiler or steamer, where the parts are subjected to such a degree of heat that everything, even the bones, is softened. The mass is then subjected to an immense pressure, forcing out all the tallow and glue, which are separated and prepared for market. The dry residuum is fed to hogs. In this way all parts are utilized.[9]

By the 1930s the hungry sheep had destroyed most of the native plants useful to them and had begun to eat the endemic Astragalus miguelensis. From this many sheep died, taking the profit out of sheepherding on Anacapa and helping to bring to an end the destruction of the island's flora.

The main headquarters for the sheep was Middle Anacapa. They were landed on the northwest and in the early 1960s a one-room shack stood on Middle Anacapa with a tar paper roof which collected run-off water for the cistern below it.[10] Francis R. Holland, Jr., a National Park Service Historian, wrote in 1963, of a rusty old fence on Middle Anacapa and an old drift fence far up mountainous West Anacapa.

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H. Bay Webster was awarded the lease again on April 1, 1912, but only for Middle and West Anacapa since a light had been installed on East Anacapa. He bid $381 a year, just 75 cents over his nearest contestant, Ira K. Eaton. He was reportedly keeping several hundred sheep there in 1917. During this period, Mr. E.G. Ruggles of the Lima Bean Growers Association of Oxnard, California, wanted to lease East Anacapa Island in order to extract guano deposits from rocks off the eastern end. Since this was near the site of the unwatched Island Light, his request was denied.

A year before his lease expired, Webster tried to obtain a longer lease so that he could feel justified in making extensive improvements. Having been informed of the limits of authority over the length of the lease held by the Department of Commerce, he wanted to have a bill introduced before Congress to make the term of the lease twenty-five years. This came to nought and in 1917, after the usual advertising, he bid $381 again but lost to Ira K. Eaton of Santa Barbara who bid $607.50. Eaton was awarded the lease a second time in 1922 for $676 per annum. At this time, Superintendent Rhodes expressed doubt about leasing the island again, and indeed no lease for the period 1927 to 1932 appears in the archives.[11]

A public notice, "Sale of Rock at Anacapa Island Lighthouse Reservation, California" was issued by Superintendent Rhodes on November 26, 1926. It asked for sealed bids on the sale of approximately 160,000 tons of rock to be taken from the reservation. Middle and Western Anacapa, it recited, were leased for grazing and farming and those industries should not be interfered with. "The point or points at which the rock is quarried must be approved by the Government and the lessee of the reservation".[12] All buildings and equipment had to be removed within 60 days after the expiration of the period of two years allowed for the removal of the rock. The only bid received was for $10, and Rhodes advised not to take it for rock which was presumed to be worth up to $10,000.

C. Fay Chaffee leased Anacapa, the Middle and Western Islands, April 1, 1932, for $760 a year. Like previous lessees he could use it only for grazing

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C. Fay Chaffee leased Anacapa, the Middle and Western Islands, April 1, 1932, for $760 a year. Like previous lessees he could use it only for grazing

and farm purposes. He could erect no permanent buildings on the land or in the water in front, and all structures he did construct had to be removed within two months from the date of the expiration of his lease. Chaffee's lease is one of the few complete leases in the archives and is included in the Appendix. The clause regarding removal of structures was probably common to all of them and would help explain why so little remains in the way of human habitation for historians to see. Even the fallen fences were left in violation of the leases.

Neither was the lessee permited to do any excavation or to cut trees. Chaffee's lease had the usual clause preventing him from sub-leasing. Nevertheless, on June 8 of the same year he entered into contract with J.M. Johnson of the Redlands Investment Company according to which he gave

> ....the exclusive right and privilege of the free and unrestricted use of the said leased Island for the purpose of the propagation, for the entire period of the said lease, of any and all game birds and the selling of the same and of the granting of the privilege to any and all individuals of the right to hunt for and to kill such game birds on such terms and under such conditions as the second party shall impose, subject to the approval of the Light-house Division of the United States Government....It is agreed that....the second party agrees to not in any way compete with or conflict with the fishing business enterprises of the first party [Chaffee].[13]

Johnson's American Game Bird Company intended to stock the island with game birds and to conduct an extensive reforestation program planting such trees and plants as once grew there before their destruction by grazing. Chaffee's enterprise, it appeared, was to be that of conducting fishing parties over to the island, and both would share the costs of a suitable boat landing. The agreement, although claiming not to be a sub-lease, was rejected. In July, Johnson made formal application to buy Middle and West Anacapa, bidding $2000; the property, however, was not for sale.

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10.4 ISLAND OCCUPANCY

Chaffee's lease expired on April 1, 1937, and Rhodes wrote to him in June requesting that he remove his buildings and other property from the island if he had not already done so. The lighthouse keeper at Anacapa Island had notice to inspect the property and report upon the removal. C.R. Coursey, Keeper, replied in July that Mr. Chaffee had run no livestock on the island during the term of his lease but that he had erected buildings. One was occupied by two radio operators from Coast and Geodetic Survey boat Pioneer, who expected to be there all summer. A second was occupied by one Charles Johnson, erstwhile "Mayor" of Anacapa Island, who had lived on the island for about five years. Mr. Johnson asked Coursey to solicit Rhodes for a permit allowing him to remain on the island. In return, he offered to be an unofficial caretaker of buildings and to discourage wild parties on the island. Coast and Geodetic Survey backed up their request with a letter asking that they be allowed to use the existing eighteen by twelve foot building and a shack five by eight which they had put up. They promised to remove them both when they left unless instructed otherwise.

Since Lighthouse policy was to keep the landscape free of shacks, equipment, and human debris brought on the island by lessees, it is presumed they selected removal. Rhodes made the usual request to lease the island again in 1937 for a five-year period, but the Commissioner of Lighthouses advised against it, giving as cause the Act of August 27, 1935, 49 Stat. 885 (Public No. 351). That statute dealt with disposal of unused property by government agencies. Rhodes was instructed to file a form reporting on the surplus area of Anacapa; and as the matter progressed, we know that the property was declared excess and in 1938 fell under the administration of the National Park Service. Most sheep were then removed from the island when the ranching period came to an end, but in the 1960s a few were said to serve as mascots to the Park personnel.

Ranching was not the only commercial activity on Anacapa prior to 1938 as even from the earliest recorded times we read of a fisherman's or lobsterman's hut. An egg-picker's cabin sketched for an article in Harpers Magazine, 1898, with an arch shaped rock in the background may have been on Anacapa. The article informs us of the eggs of several island birds, such as the cormorant, which were considered useless for human consumption but describes the gull egg as palatable. It claims that it became known in the 1850s that the Channel Islands were repositories of edible eggs. At the same time, San Francisco suffered a shortage of eggs but had plenty of gold. Many people came to the islands to gather eggs, quarreled over sites, and competed with birds who at times raided each others' nests.[14]

Best known to National Park personnel of those occupants who resided on Anacapa was Raymond Le Dreau[9], an emigrant from Bretagny, who arrived in the 1930s prior to the establishment of the National Monument. He built several huts and provided boat services to visiting fishermen and lobstermen on the northeast end of West Anacapa at the site of a tiny beach, but the best natural landing on that side of the island. The cave, which provides seepage water, is two-tenths of a mile west of the cove. Historian Holland wrote:

> Raymond Le Dreau....built a small shack on West Anacapa above the cove and here he eked out a hermit's existence. Living principally on fish, he, according to some accounts, also served as watchman over cache's of liquor temporarily stashed in certain caves on the island during prohibition. He dwelled on the island until sometime in the 1950s when a broken limb forced his evacuation to the mainland. Still remaining, however, is the designation "Frenchy's Cove", a title honoring the Park Service's only representative, even though unofficial, for over a decade.[15]

In 1939 when Victor Cahalane, Acting Chief, Wildlife Division visited Anacapa, he reported that Le Dreau exhibited an accurate knowledge of and interest in the pelicans and other wildlife, and suggested that he be given some sort of minor custodianship and authorization to warn away would-be egg collectors. In 1941 Le Dreau was receiving copies of Superintendent Scoyen's letters and called an informal caretaker. Park personnel established camp with him when they visited the island, stayed in his cabins, and used his row boat and outboard motor. Frenchy reported on vandals and reported on happenings at the island during the early years of the National Monument. The only other inhabitant on the island in August, 1939, was a lobster fisherman named Cal Vallin who was said to have lived there for many years.[16] For years Frenchy's cabins appeared in photographs of the cove area, but today none of them remain.

10.5 COMMENTS AND RECOMMENDATIONS

According to research biologist James K. Baker, who visited the Channel Islands in 1967, in contrast to Santa Barbara, Santa Cruz or Santa Rosa, Anacapa Island had made a remarkable recovery from the grazing period. Recent visits by this historian confirmed the observation even though from the air and before the rains the island looked dead and brown. Rain brought forth a luxuriant green mantle.

Historical remains of things that tell us about the past are few. Ron Morgan spent a month on West Anacapa recently and reported the following:

> On West Anacapa there is a fence on the west end that was once part of a sheep landing facility. There is also a seismograph station, white plastic markers for aerial survey, and on the summit of Camel Peak a Coast and Geodetic Survey triangulation marker consisting of a small wooden tripod four feet tall and an eight foot tower with cross beams all presumed to be part of the survey indicators. On the knoll overlooking Frenchy's Cove is an eight foot tower. On the north side on an alluvial fan below the summit is another eight foot tower, standing.[17]

The drift fence is still in the saddle between the summit and Camel Peak. On Middle Anacapa are the remains of an old fence, survey markers of the 1890s and a cement cistern. Little or nothing is known about the things listed above. They all fit into the larger historical picture of ranching and early Coast Survey, but none in themselves embody the historical integrity that would place them on a register of historic places.

Since the property was government owned, it was not taxed and ranch values do not show on Ventura County Assessment Records. An historical monograph on the ranching period would be speculative in nature at best. One could conceivably search for market data, make some educated guesses at the number of sheep on Anacapa, take into consideration rainfall and other factors and thus draw some conclusions. The ranching period left behind no significant historical structures.

Footnotes

1. Charles Holder, Channel Islands of California; (Chicago: A.C. McCliery & Co., 1910), pp. 185 and 187. For descriptive data above, see J.H. Lipps, "Late Pleistocene History of West Anacapa Island", Bulletin Geological Society of America. LXXV, 1169-1170.

2. Computed by F.D. Farnell from Coast and Geodetic map file T-55, 11th CG, L&P.

3. "Index of Transactions Affecting Interest in or Use of Coast Guard Property", June 28, 1966, 11th CG, L&P; Letter B. Herman, General Land Office to Secty. of the Interior, File 757E, 1911, RG 26, NA.

4. Willis Drummond, General Land Office to George H. Elliot, Lighthouse Board, Jan. 7, 1873, File 757E, 1911, RG 26, NA.

5. "Anacapa" p. 54, GA. Series 941, RG 23, NA, Suitland, Md.

6. M.B. McKusick, "Introduction to Anacapa Archaeology", UCLA, 1959, p. 85; Michael Glassow, Archaeological Overview of Northern Channel Island; (Tucson: NPS, 1977), p. 53.

7. The leases are held in File California 3, RG 26, NA.

8. Holder, op. cit., p. 188.

9. Thompson and West, History of Santa Barbara County, (Oakland: Thompson and West, 1883), p. 256.

10. McKusick, op. cit., p. 76; "Mission 66", Vol. III, D, p. 17; Interview, E.R. Blakeley, 1-10-78.

11. See leases and letter Rhodes to Commissioner, January 27, 1913, File 757E, 1911, RG 26, NA; Gidney, Charles et al, History of Santa Barbara; (Chicago: Lewis Pub. Co., 1917), p. 463.

12. File 757E, 1926, RG 26, NA.

13. "Agreement, American Game Bird Company", 575E, RG 26, NA. The Johnson correspondence is in File 757E and in the Anacapa File, 11th CG, L&P.

14. John E. Bennett, "Our Seaboard Islands", ILVII, p. 861.

15. "Mission 66", III, D, p. 17.

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Footnotes (cont.)

16. Letters: Scoyen to John Comstock, Jan. 6, 1941, Cahalane to NPS, Washington D.C., August 14, 1939; Report, Superintendent Tobin to Scoyen, Oct. 28, 1941; NPS Records, Box 202302, San Bruno National Archives and Record Center.

17. Interview, Ron Morgan, January 30, 1978.

SECTION 12

WORLD WAR II

12.1 ENEMY ATTACKS ON THE WEST COAST

Bombing of Pearl Harbor on December 7, 1941, was followed by enemy attacks on the shores of the Pacific frontier. The first incident in the southern California sector occured December 24, 1941, when at 6:30 a.m. a torpedo was fired at the freighter Barbara Olson near Point Vicente. It missed and exploded after passing the ship. Close by, the crew of the S.S. Absaroka and shore observers had seen a Japanese submarine with a false fishing boat superstructure rise from the water and torpedo the 5,696 ton freighter Absaroka. One seaman was killed. The freighter was kept afloat by the lumber on board and was towed to port. Scores of people on shore saw the attack and observers said the submarine remained on surface for fifteen minutes after launching its two torpedoes. The next day at about 2:00 p.m., a slow moving submarine was seen finding position about 4000 yards off shore of the Redondo Beach Pier. A 75 mm gun was brought to the Pier and emplaced so that it could open fire but limited visibility made firing impossible.

On February 23, 1942, a Japanese submarine approached the California coast west of Santa Barbara and fired thirteen rounds at a range of 2500 yards at the Elwood Oil Field area. The surfaced submarine was sighted by civilians and police.[1]

These submarines, anti-personnel bombs, and balloon attacks brought World War II to American soil and caused the Navy to establish a coastal look-out system immediately with stations on each of the three islands under study.

12.2 COASTAL LOOKOUT STATIONS

The Coastal Lookout Organization was established to provide a system of coastal surveillance over the coastline from Point Arguello to the Mexican

boundary by visual lookout; and to maintain communications with Joint Operations Surface Control Center, Headquarters, Eleventh Naval District, San Diego. The Section Base was located in San Pedro. It reported to the Shore Establishment, Local Defense Forces, 11th Naval District. The 11th Naval District worked with Joint Army and Navy Plans, Southern California Sector, and they in turn with the Army's Western Defense Command, the Fourth Air Force, and the Western Sea Frontier, the latter headquartered in San Francisco. The earliest reference to the San Miguel Station was on December 13, 1941, when the weather observer on the island was informed that effective that date a temporary radio call had been assigned: Naval Lookout Station, San Miguel Island - 292. However, by the end of December "Naval" was replaced with the word "Coastal" which was then used throughout the war. Coastal Lookout Stations (CLS) were manned by Coast Guard and Navy personnel. Each CLS had a staff of seven men on 24 hour duty once the organization was completed.[2]

The Coastal Lookout Stations, Offshore Patrol, and Inshore Patrol which made up the Local Defense Force communicated through an operational battle circuit. Each Station was allotted one portable radio, a transmitter to be placed on a roof or tower, and one receiver. By December 30, 1941, the Inshore Patrol had twelve vessels and the Offshore Patrol three. Among the latter was the Hermes, which had long patrolled the islands and served as free transportation for island dwellers. During the war it was credited with sinking a submarine outside San Pedro Harbor.

The Anacapa Light was extinguished and some of the personnel detailed to the Coastal Lookout Station established there. During the war the Coast Guard moved from the Department of Treasury to the Department of the Navy. Anacapa was manned by Coast Guard personnel throughout the war. Watch was maintained in the watchroom of the tower.[3]

In January, 1942, Coast Guard Inshore Patrol Boat 411 carried Commander H.O. Hill, Officer in Charge, Coastal Lookout Stations, on a tour of the

Channel Islands to reconnoiter and to plan development of the Stations. Of the several islands he visited, San Nicolas and San Miguel gave the most trouble in landing their 17 foot surf boat. This experience convinced him that all provisioning would have to be done in summer months. At this time San Miguel had no pier and Hill envisioned that building equipment, provisions and men would be landed through the surf at Cuyler Harbor. Hill wrote that the "island had a passable airplane landing field about 1800 feet long. It is well marked and has the standard wind sock."[4] The field was smooth, he reported, and because of the forceful winds, airplanes of a fairly large size could land. Hill chose 830 foot San Miguel Peak, the highest point on the island, as the new site for the Lookout Station, which at the time of his visit was temporarily situated in the Ranch House. He recommended that a road be built from the Ranch House to the planned site and described it as a simple matter. Hill also wanted the road leading from Cuyler Harbor to the top of the mesa resurfaced as the Lester's sled road would not do to transport supplies and equipment of any great weight. A request for permanent structures at the Lookout Stations was turned down in February, 1942, so locally manufactured prefabricated buildings were used throughout the war. San Miguel received a two-room barracks building with glass windows which was set up near the Ranch House. Photos show a shack beside the observation tower.

When Hill visited San Miguel, the Lesters were billeting Navy men at the Ranch House. They climbed to the roof to stand their watches and had a 25 watt radio transmitter and a receiver. Hill mentioned that it was possible to reach the planned new site by automobile even without the road. He had perhaps ridden in the Lester's old Ford given to them by a newspaper publisher. Hill was impressed with Lester, a man he described as "distinctly of a high type of intelligence".[5]

Eventually a bulldozed road from the ranch to the wooden lookout tower and on to Point Bennett and power lines completed the basic improvements of the San Miguel Lookout Station. Service men called the road the Road to Mandalag.

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The Navy completed construction of the Santa Barbara Island Coastal Lookout Station on August 12, 1942: a wooden tower, Antenna pole, a transmitter and roads. On May 27, 1942, a state of emergency was declared throughout the Western Sea Frontier, and a special line of patrol boats was established well to seaward to guard against surprise attacks.[6] By this time, Lookouts were located at ten island stations:

Anacapa Island
Santa Barbara Island
Pyramid Head, San Clemente Island
Wilson Cove, San Clemente Island
Sedge, San Clemente Island
San Miguel Island
San Nicolas Island
Santa Catalina Island
Santa Cruz Island
Santa Rosa Island

Anacapa's radio telegraph call sign was NSK1, San Miguel's NPK4. San Miguel by then had a 100 watt transmitter. All CLSs were supplied with sidearms and/or rifles and binoculars, and their personnel were trained for night lookout and for recognition. San Miguel and the other islands had no gun emplacements, a fact brought home by a map in the Fort MacArthur Library published by their Engineer's Office. It showed batteries and search lights up and down the coast, but the Channel Islands were not even drawn on the map.[8] After the Battle of Midway, June 1942, our leaders were pretty well convinced that the west coast was not in danger. This thinking is reflected in the Lookout Stations: development up to that date but none after.

Patrol boat reports throughout the war recorded the logistic support they provided for the Stations: relief of personnel, medical aid, and deliveries of supplies.[9] No station activity beyond the routine disturbed life on the islands according to the messages sent to the Section Base in San Pedro.[10] While some of the Coastal Lookout Stations extended their activities to Army flash reports and San Clemente transmitted vessel reports, neither Anacapa, San Miguel, or Santa Barbara Islands were assigned these duties.[11]

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The single tragedy on San Miguel was an aircraft accident. In 1942 a B-24 crashed on the north side of Green Mountain. Evidently, it flew too low, struck the island, and the wreckage spread over an area of two to three acres. As the crash site was at least two miles from the barracks, no one heard the impact. The wreckage could have been seen from the Navy lookout Tower, but probably due to weather they never saw it. Mr. Brooks come on it a year later when he was gathering sheep near Green Mountain.[12]

The Coastal Lookout System was abolished July 1, 1945.[13] On July 17, 1945, the Commandant of the 11th Naval District at San Diego took thirteen Lookout Stations out of service. These stations included seven island stations, among them San Miguel, Anacapa and Santa Barbara Islands. The installation on Santa Barbara is discussed below. The order asked for deletion of radio call signs and transfer of radio equipment to San Diego. San Miguel, however, received a new call sign for official weather reporting.[14] Coast Guard Cutters including the Hermes, which had so long served the islands, resumed regular peacetime activities.[15] The poles and wire of the power line installation at San Miguel were removed from the island, but the tower and temporary buildings near the Ranch House were still on the island after the war. Several CLS sites had both Coastal lookout Stations and Army observation posts, but the subject Islands were not among these.

12.3 SANTA BARBARA ISLAND: NAVAL RANGE FINDER MARKER AND AIRCRAFT EARLY WARNING OUTPOST

In April, 1936, the Commandant of the 11th Naval District requested permission to install and maintain one range finder marker on Santa Barbara Island. This authority was granted by the Lighthouse Service under the date of July 10, 1936. The Navy built a tower about ninety feet high at a high point on the westerly side of the island which was 635 feet above sea level. [See Appendix 6] It was painted in twenty foot sections alternately orange and black. No obstruction lights were judged necessary to safeguard aerial navigation in view of its isolated location.[16]

SECTION 13

ANACAPA ISLAND: POST WORLD WAR II

13.1 POINT MUGU: NAVAL AIR MISSILE TEST CENTER

Point Mugu began to figure prominently in the history of the Northern Channel Islands after World War II ,thus a brief summary of their post-war activities is essential to this report. The Navy's efforts in missilery date back to the early 1920s, but budget considerations, as in all branches of the armed forces, held back development. The World War II V-1 and V-2 rockets of the Germans generated a new attitude and in 1944 the Navy's Bureau of Aeronautics recommended that a missile test center be established for the Navy. Gathering together men who had been working with rockets during the war, the Navy set up what they called a Pilotless Aircraft Unit at Mojave, California and acquired land at Point Mugu. The first missile launched at Point Mugu was the Loon. It crashed into the surf seconds after leaving the launch pad on January 7, 1946. Ten months later the Navy established the Naval Air Missile Test Center (NAMTC) with an adjacent Sea Test Range stretching thousands of miles out over international waters. Radio gear was was taken to San Nicolas Island, and $70 million went into laboratories and a communications network. Late in 1946 the first of a group of German scientists arrived at Point Mugu and were integrated into the organization. Expansion in 1947 was slight, but on May 1 the Loon was tested again, this time launched from a submarine, the first launching of this kind.[1]

On May 7, 1947 the Navy Department's Bureau of Yards and Docks asked the Coast Guard for permission to establish an observation post on Anacapa Island for tracking test missiles launched from the then Naval Air Missle Test Center, Point Mugu, California. 1.5 acres of land were needed for the observation post. The parcel of land lay on the southerly side of East

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Anacapa roughly between the U.S. Coast and Geodetic Survey Triangulation Station "Anacapa Light" and the Pacific Ocean. The Navy requested a permit to use the area together with the dock and equipment and to be permitted to improve the dock and lifting gear so as to permit safe handling of five ton loads. The Navy asked also for the right to use and to maintain roads connecting the site with the dock. Permission was granted by the Coast Guard and with the same provisions required by their leaseholders: that all equipment be removed and the property restored to its original condition after it had served its purpose. Attention was called to the logistics of water supply. The Navy could use the tanks and facilities. To pump 20,000 gallons and retrieve the hoses required four hours. No Coast Guard housing was available for the Navy. The permit was signed on September 25,1947. (See sketch map "U.S. Navy Reservation, 1947.") The Island Facilities Officer at the Naval Air Station, Point Mugu, set up a temporary theodolite station and Dallas hut on the site.[2] This was a station for a phototheodolite, a device which takes a series of pictures of an object traveling in space and accurately gives its position in space relative to time. In 1947 the device was manually operated. The person tracking the target would look through a high-powered telescope to be sure the phototheodolite was directed toward the proper object. It was time synchronized, giving an accurate record of the time and direction in which each picture was taken.[3] In 1949 plans went forth for sorely needed expansion at the site. Island Facilities asked for buildings and tracking instrumentation estimated to cost $215,000, but the fact that the project had low priority and the outbreak of the Korean War caused its disapproval. In 1951 the complement of the site averaged only two men from the Range Instrumentation Department who did their own housekeeping as well as technical work. Radar installations were not essential on Anacapa because the longer ranges available with the newer radars on the mainland and Santa Cruz Island made it possible to cover the necessary area from those sites.[4] The 1947 permit was renewed in 1952 with a provision to build a temporary tower, and was renewed again in 1957 and 1962. However, by 1964 the instrumentation had been

removed from the island, leaving the then Naval Air Missle Test Center (see below) with theodolite stations only on San Nicolas Island and at Point Mugu.[5]

13.2 PACIFIC MISSILE RANGE

The Naval Air Missile Test Center was reorganized to become the Pacific Missile Range and Naval Missile Center on June 16, 1958. In the spring of 1958 Camp Cooke had been divided. The northerly sixty-five thousand acres became Vandenberg Air Force Base. The southerly twenty thousand acres became the Naval Missile Facility, Point Arguello, California and a component of the ever expanding range facilities of Point Mugu. The Sea Test Range extended from Point Mugu over international waters to Kwajalein. The Secretary of the Navy assigned the Range a mission:

> To provide range support for the Department of Defense and other designated government and civilian agencies engaged in guided missile, satellite, and space vehicle research, development, evaluation and training programs.[6]

The mission is quoted here as it defines the responsibility of Point Mugu in regard to San Miguel Island in accordance with the Departments of Navy and Interior Agreements of 1963. The Pacific Missile Test Center has historically retrieved recoverable jet powered targets in the vicinity of Anacapa Island.[7] From March 27 to May 31, 1964 the Navy was granted permission by the Channel Islands National Monument to conduct tests on the southwest side of Middle Anacapa. Targets were attached to parachutes 300 yards offshore and missiles were launched. Some missiles landed on the Island as a result of misfire and were retrieved. Also, some personnel came on the Island for photographic assignments. Impact holes created by missiles were hand-covered.[8] Anacapa has suffered limited impact from Range activities, and Point Mugu has turned instead to the other Channel Islands under its direct authority.

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13.3 THE COAST GUARD LANDING FACILITIES AND BUILDING COMPLEX

The Navy placed a cement plug in a sea-eroded tunnel under the landing and braced a rock cliff above the lower hoist house in 1943. In 1961, the Coast Guard modernized the Station by converting to AC power, replacing the fog signal system, and furnishing with electrical appliances. But in 1962 a new plan was outlined to convert Anacapa Island Light Station to an unattended operation in two phases and to establish a rescue facility at Point Hueneme Light Station.

A major reason for the change was missile firings from Point Mugu. Experience had been gained at Point Arguello where personnel were often required to spend many hours a week in a shelter. Such confinement was particularly difficult for dependents. Thus in phase one the dependents would be removed from Anacapa Island and the complement of men reduced to five. In the final phase the radiobeacon would be moved to Point Hueneme Light Station, all personnel would be removed, and equipment for an unattended operation would be employed. The 30-foot utility boat used at the Station would be transferred to Point Hueneme and in its place the Station would be assigned an 18 foot launch. Automation of the station would cost over $70,000 but save many multiples of that in the years to come.[9]

The Civil Engineering Structural Alteration request issued February 4, 1966 called for radio and generator changes, for extension of the boom at the upper hoist, and for security fencing around the Fog Signal and Lighthouse. The removal order included the following: Radiobeacon tower and equipment, lower hoist, and the demolition of all buildings with the exception of the Fog Signal Building, Light Tower, Oil House, and upper hoist house. The Commander, 11th District Coast Guard approved the order with minor changes, and plans went ahead to demolish three of the dwellings, the engine equipment building, shops, and water tank house during Phase One.[10]

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Work orders went out to San Pedro's Terminal Island Coast Guard Base and in May 1967, the Base Industrial Crew demolished three of the houses. With a target date of November 15, 1968 for completion of Phase Two, orders were drawn up for work to begin October 7, 1968 on such tasks as burning the hoist house on the lower landing, disposing of the lower derrick and hoist equipment, burning the Service Building, converting the power building to emergency quarters for servicing personnel, and burning the Quarters building. On September 24, 1968 N. S. Merrill, Coast Guard, received a call from Superintendent Donald M. Robinson, Channel Islands National Monument. Merrill informed him of the Phase Two schedule, and Robinson said the National Park Service (NPS) would like to assign personnel to the Island and to use the buildings then scheduled for destruction. Merrill explained that in the original review of the Board of Survey for the three quarters buildings (Spanish style residences), the Department of the Interior, U. S. Navy, and other agencies had been contacted and none of the agencies showed any interest in Anacapa. Robinson replied that the administration had changed and that the NPS was now very interested in maintaining personnel in those quarters at Anacapa. Meetings began, the Coast Guard pleased that the NPS would be on the island to afford their equipment there greater security. On February 3, 1970 a "License and Agreement" between the NPS and Coast Guard was signed and put into effect.[11]

The NPS and Coast Guard would have joint custody and use of the unimproved land areas of East Anacapa, of the wharf, hoist house and hoist. The NPS would have exclusive occupancy of the quarters (residence) and the service building, the east portion of the power house, and could use the living quarters portion (the west) when the Coast Guard did not occupy it. The NPS would have custody and use of the entire water and sewage systems including the water tank building once scheduled for destruction. These and other aspects of the agreement may be seen in the document which is in the Appendix. The three-bedroom stucco residence had been vacant since 1962, although occupied for thirty years prior to that. It, like the other

buildings in the complex, had been allowed to fall into disrepair. The plaster was badly cracked and nearly all the picture windows had been shattered by passing boatsmen armed with high-powered rifles in need of a target, any target. On October 29, 1969 Superintendent Donald Robinson, an electrical engineer, and several rangers reviewed the utility facilities at East Anacapa and made an estimate of the cost of putting them in useable condition. The residence needed most repair, and this eventually took the form of an asbestos shingled exterior. The dock facilities were in only fair shape, the iron rails and steps requiring the most rehabilitation. Classified Structure Field Inventory Reports executed for the buildings in 1976 showed all but the tank house and derrick building to be in good condition.[12]

13.4 COMMENTS AND RECOMMENDATIONS

Conservationists seem to have the edge in Park literature. The military, while doing their job, have a hard task in overcoming the image of destroyers. Island rangers will have to know both sides of the story and present a balanced view of island use to park visitors. As the Monument facilities grow and interpretive talks to the visitors increase, it might be useful to invite Navy and especially missile testing personnel to talk to the public about the Sea Test Range and about fleet squadrons who have found the islands unique and vital to their programs. Mr. Al Frascella, Public Affairs, Pacific Missile Test Center, Point Mugu would be a good person to contact on this matter.

The Anacapa Coast Guard Lighthouse, Foghorn, and building complex is under nomination as a District for the National Register of Historic Places. Other buildings mentioned in this section were temporary and without historical significance.

Footnotes

1. Al Frascella, News Release, Sept. 29, 1971, Hdq. Pacific Missile Range (PMR), Public Affairs Files.

2. J. E. Cochran, Yards and Docks to Com.11, Navy, May 21, 1947; "Permit" signed Cochrane and Farley, C. G., 11th C.G., Aids to Nav.

3. Interview, Paul Foster, Air Space Liaison Officer, PMTR, Dec. 5, 1977.

4. Fleet Air Command, West Coast, Historical Report, 1951, Center for Naval History, Washington D.C.; NAMTC, Project IT-3, 1949, Public Affairs. PMR.

5. See Renewal Permits in 11th C.G., L & P; Interview , Foster.

6. Quoted in Raymond S. Nelson, Jr., "Point Mugu -- Geneology of a Missile Range", March 15, 1962, Public Affairs, PMR., p. 27.

7. Telephone conversation with Carl Foster, Pacific Missile Test Center, May 24, 1979.

8. White to Yards and Docks, San Diego, March 27, 1964. CHIS.

9. Memo, J. V. Sprelman, Engineer July 29, 1943; H. M. Williams to Com. 11th, Aug. 24, 1961 and Memo, Com. 11th, July 11, 1962, "Anacapa File", 11th C. G., Aids to Nav.

10. "Anacapa" File, Aids to Navigation.

11. John Marten, "Trip Report," May 26, 1967; "Memo for the Record" Signed R. C. Blaschke, September 26, 1968; "Memo" signed N. S. Merrill, Sept. 24, 1968, "Argreement" in "Anacapa" File, Aids to Navigation.

12. Memo, Electrical Engineer, Western Region to Regional Director, Nov. 3, 1969, NPS Records, 443838, Bruno, "List of Classified Structures", CHIS.

SECTION 15

THE CHANNEL ISLANDS NATIONAL MONUMENT HEADQUARTERS HISTORY

15.1 FORMATION OF THE CHANNEL ISLANDS NATIONAL MONUMENT

In the spring of 1932, the Bureau of Lighthouses brought Santa Barbara and Anacapa Islands to the attention of the National Park Service (NPS), Washington D.C., and proposed that the islands be turned over for national park purposes. Lighthouse explained that they customarily leased the islands for five-year periods and that the leases they had would soon expire. Before renewing the leases or releasing them again to private individuals, they wanted to see whether they could be put to some public good. Superintendent Rhodes was clearly behind the move and at the same time pressed for leases by private hunting clubs and by groups interested in exploiting the islands for gas and oil. At this time the NPS did not have a chance to come out and investigate the islands and hence suggested that they were probably more important from a State standpoint than from a national standpoint. NPS advised Lighthouse to introduce legislation at the next session of Congress to have the islands transferred from the Department of Commerce to the State of California for park purposes without cost. There is no evidence that anyone followed up on this.

Lighthouse contacted the National Park Service again in March, 1937, to advise that the greater part of Anacapa Island Lighthouse Reservation and the major part of Santa Barbara Island were surplus to the needs of the Lighthouse Service. The National Park Service answered in May and asked for detailed information of the land available for transfer and the nature of outstanding grazing leases. Correspondence continued on the matter, and in September, 1937, Dr. H.C. Bryant, Assistant Director of the National Park Service, came out to the coast. He made a trip to the Channel Islands accompanied by an assistant regional director.

Bryant actually visited only Santa Cruz Island. Then he examined several of the other islands from the boat with field glasses. None of the government-owned islands, he reported, appeared qualified or desirable for National Park status. From the vegetation standpoint some of the values might warrant protection from the grazing, and National Monument status would give this. He listed plant species, some of them rare. He found none of the plants spectacular, but of value only because of the limited range that they occupy in the world. The small government-owned islands he saw through the field glasses, if at all, were, he wrote, "barren of these rare species, and covered only with grass, annuals or coast live oak." [1]

In contrast to this guarded recommendation for Monument status was the enthusiasm poured into the investigation by Professor Theodore D.A. Cockerell of the University of Colorado. This biologist had been collecting specimens on the islands for some years and gathering data from other scientists. In 1937 he visited the three subject islands, wrote an article, planned a book, and tried to get his publications into the hands of people to explain why the islands were considered of unusual interest. He was impressed with the extraordinary importance of the islands for natural history studies and urged the Park Service to take them. He particularly opposed transferring them to the Navy. He wrote to Bryant and sent him his article. Although the chain of events is not entirely clear, Cockerell's role in educating the Washington office of NPS cannot be overlooked. In 1938 the Park Service made the decision to take the Lighthouse property in excess and ask for National Monument status.

Some of the island property had to continue in reserve for Lighthouse purposes. On Santa Barbara it was delineated as Parcel A at the northwesterly side of the island; Parcel B at the southwesterly side of the island; and Parcel C, a right-of-way between the two, for the purpose of transporting by vehicle all necessary equipment for servicing the established lights (Appendix 6). Parcel C was later exchanged for simple rights of ingress and egress from Parcel A and B and from and to any feasible landing place on the island.

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On Anacapa Island, Lighthouse retained four parcels of land:

1. All of the land comprising the east island of the group lying eastward of West Longitude 119° 22' 38" comprising 106.88 acres, more or less.
2. All of the land comprising the middle islet lying between West Longitude 119° 23' 21" and 119° 23' 30" and South of Latitude 34° 00' 14" North comprising 7.68 acres, more or less.
3. All of the land comprising the west islet lying westward of West Longitude 119° 26' 10" comprising 46.72 acres, more or less.
4. The entire area of Cat Rock, which lies off the southern extremity of the west islet comprising .5 acres, more or less.

These four plots comprise a total of 161.78 acres.[2]

On April 26, 1938, Franklin D. Roosevelt signed a Proclamation setting apart Anacapa and Santa Barbara Islands, except for the Lighthouse lands, as the Channel Islands National Monument. The first words of the opening paragraph explained why the land warranted preservation, and read:

> WHEREAS certain public islands lying off the coast of Southern California contain fossils of Pleistocene elephants and ancient trees, and furnish noteworthy examples of ancient volcanism, deposition, and active sea erosion, and have situated thereon various other objects of geological and scientific interest....

The document is included as Appendix 7. President Roosevelt believed that gradual recovery of the islands' natural characteristics could only be effected by a good management plan, one the National Park Service was obliged to carry out in accordance with its traditional duties to preserve resources in their natural condition. Geology received special mention in the Proclamation.

TABULATION OF HISTORICAL RESOURCES

HISTORICAL RESOURCE	LOCATION	TYPE	DESCRIPTION AND STATE OF PRESERVATION	CONSIDERATION FOR NOMINATION TO NATIONAL REGISTER (NR) OR RECOMMENDATION
			--- ANACAPA ---	
1. Cement Cistern	Middle Anacapa, North side at landing near Eucylyptus grove.	Structure	Plank-covered cement cistern typical of early 20th century rural habitats. Builder unknown.	No marking. Use historical data in report for interpretive program. Lacks historical significance.
2. Lighthouse complex	East Anacapa	District	Good. Includes LCS...HS-1-A through HS-1-L. Owned by Coast Guard, shared with N.P.S. Good condition. See attached nomination form to NR for details. Built in 1932.	District nomination to NR accompanies report.
3. Shelter Cabin Boat Storage Comfort Station	Middle Anacapa, at Frenchy's Cove	Structure	Good. Park facilities built in 1959. Comfort station fence built of lumber from one of Raymond LeDreau's cabins.	Park facilities built in 1959. Structures have no historical integrity.
4. Frenchy's Cove	Northwest end of West Anacapa	Site	Narrow beach, home and resort--fishing facility of Island squatter and informal park ranger Raymond LeDreau.	No historical significance. Use in park interpretive program.
			--- SANTA BARBARA ---	
1. Light Tower	Northeast, above Arch Point	Structure	Needs repair; USCG notified. Square pyramidal wooden tower w/accumulator.	No historical significance. No marking.
2. Lookout Tower	Signal Peak	Site	Eyebolts remain of this World War II structure.	No marking; lacks historical significance. Include in interpretive program.
3. Quonset Hut	Above landing and to the South	Structure	Good. Present N.P.S. Visitors Center.	No historical significance. Built by NOTC, China Lake, for photo tracking personnel in 1960s.
			--- SAN MIGUEL ---	
1. Cabrillo Monument	On bluff east of canyon overlooking Cuyler Harbor	Actual Structure	Good. Implaced in 1937 by Cabrillo Civic Clubs of California.	Lacks integrity. Commemorates unknown site. No historical event or person tied to placing of monument. Refer to Santa Barbara Historical Society for their list.
2. Nidever Adobe Ruin	Approximately 300 yards East of present Park Headquarters in Cuyler Harbor Arroyo	Site and ruins	Two wall stubs and four rafters exposed. In critical need of stabilization. Third stub visible in 1963 now gone or covered.	NR Nomination Forms accompany report. Ruins must undergo immediate study for preservation. Stream channel now going through it should be diverted, but excavations for garbage heaps and outbuildings would precede this so as to avert their destruction. The covered walls could be excavated, measured, photographed, and recover A reconstructed adobe in this area could provid an exhibit center for wilderness life in the 1850s.

APPENDIX #3

ANACAPA - U.S. COAST SURVEY LOGBOOK
SEPTEMBER, 1853

ANACAPA

The Island of Anacapa is the next east of Santa Cruz, barren and desolate without wood and water [original script without edited notations]. There are three Islands forming Anacapa Island, the signal is on the middle Island and nearest the East end of it. (ed. "not on the highest point").

There are two landings on the middle Island, one in the north, the other on the south side at either of which it is practicable at times to land and not very difficult to get up. The north side is the best anchorage and probably most practicable to get to the signal.

At present there is the remains of an old house just at this landing and a trail from here will lead you up the slope of the hill. Follow this it will take you to the highest point from which the signal is in full view. The sketch below will give you a full idea of its precise location.

It was erected September 28th. It is a white pine pole some 30 feet long supported by three braces covered with white cotton at junction of braces and pole, the pole itself is painted black. The usual notices in English and Spanish are tacked to the pole. There is a wooden cap at top of braces, painted black.

The centre of the station is marked by four stubs ranging N.S.E.&W. and three c 31 feet from it.

The readings on the following page were taken with Recon. Tel. No. 41.

APPENDIX #4

Typical Lease of Lighthouse Reservation Land on the Channel Islands: Secretary of Commerce and C. Fay Chaffee

This indenture made and entered into on the 15th days of March A.D., 1932, between Acting Secretary of Commerce, for and in behalf of the United States of America, and by virtue of the authority conferred by Act of Congress approved March 3, 1879, (U. S. Statues, Vol. 20, page 383) of the first part, and C. Fay Chaffee of the City and County of Ventura, State of California, of the second part,

WITNESSETH: That the said part of the first part for and in consideration of the rent and conditions hereinafter mentioned, leases to the said party of the second part for a term of five (5) years commencing April 1st, 1932, the middle and western islands of the Anacapa Island Lighthouse Reservation, Calif., which was reserved for lighthouse purposes by Executive Order of September 11th, 1854, subject to the following conditions:

That the said party of the second part for himself, his heirs, executors, administrators and assigns shall pay for the use of the land herein leased the sum of Seven Hundred Sixty and no/100 Dollars ($760.00), in annual installments of One Hundred Fifty Two and no/100 Dollars ($152.00), payable in advance on the first day of April of each year during the term of the lease.

That the premises hereby leased shall be used only for grazing and farm purposes.

That there is reserved by the United States of America a right of way in any direction over the land herein leased and such site or sites as may be required for the establishment of aids to navigation, roads, rights of way and landings.

That the Government shall have the right to take such timber, rock, sand, or other materials as it may require for construction purposes, and to grant permits to other parties to take timber, rock, sand, and other materials from the leased premises with the understanding that such permits will not be granted if, in the opinion of the Government or its representative, the

Granting of such permits would interfere with the rights of grazing and farming of the party of the second part under this revocable license.

That the lease shall be subject to revocation by the Secretary of Commerce at his discretion at any time prior to the expiration of the term of five (5) years for which the lease is made.

That the premises hereby leased shall not be sub-let in any event, and that no assignment of this lease shall be made without the consent of the Secretary of Commerce being first obtained in writing.

That no permanent building shall be erected by the lessee upon the grounds leased, and that all buildings or structures or other property of any kind which may be erected or placed by the lessee, his heirs, executors, administrators and assigns, during the said term of five (5) years, either upon the grounds leased or in the water in front thereof, shall be removed within two (2) months from the date of the expiration of this lease, or within two (2) months from the date of the receipt of notice of revocation, and the grounds and adjacent waters shall be left in as good condition as when occupied by the lessee, his heirs, executors, administrators, and assigns. All buildings or structures or other property not thus removed within the limit of time above mentioned shall become the property of the United States of America.

That no excavation other than for necessary building purposes shall be made on the land herein leased, and no soil, rock or other material whatsoever shall be removed from the lighthouse reservation, nor shall any trees or standing timber thereon be cut down by the licenses.

That the lessee on the last day of the term of the lease, or if it is otherwise revoked, shall and will peaceably and quietly leave, surrender and yield up unto the United States of America all and singular the said leased premises of the lighthouse reservation.

That the Superintendent or his representative shall at all times have

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the right to enter on the land leased for the purpose of inspection or of constructing aids to navigation on the land herein leased and to obtain and use necessary materials and water on the islands as may be required in the construction of aids to navigation or other Government work.

That the lessee will not employ or permit the presence of any undesirable or suspicious persons on or around the reservation.

That the licensee shall in no event make or suffer to be made, any claim or demand upon or against the United States of America for any matter, cause or thing whatsoever arising out of or in connection with the said land, or the use thereof, pursuant to the permission hereby granted, but will protect and keep harmless the said United States of America, its officer and Departments, of and from any and every action, cause of action, claim or demand, either on behalf of the licensee or any person or corporation, by, because or through any matter, cause or thing happening upon said land, or in any way or manner connected therewith.

IN WITNESS WHEREOF, the said party of the first part and the said party of the second part have hereunto set their hands and seals to this and two other rescripts of this instruments in three (3) sheets, the date first herein before written.

APPENDIX #11

Agreement between National Park Service and Coast Guard, 1970

LICENSE AND AGREEMENT
BETWEEN

UNITED STATES DEPARTMENT OF THE INTERIOR,
NATIONAL PARK SERVICE

and

UNITED STATES DEPARTMENT OF TRANSPORTATION,
UNITED STATES COAST GUARD

WHEREAS:

A. The United States Coast Guard formerly maintained a manned Light Station upon East Anacapa Island, Channel Islands, California, and had personnel stationed upon said island to maintain and operate said Station;

B. The Coast Guard has automated said Light Station upon East Anacapa Island and has withdrawn the personnel formerly stationed there;

C. Most of the buildings and facilities upon East Anacapa Island formerly occupied by the Coast Guard personnel stationed there remain intact;

D. The Coast Guard has only limited need for said buildings and facilities but is desirous of preserving and maintaining some of them in servicable condition;

E. Much of the land area of East Anacapa Island remains unimproved and will not be required for Coast Guard purposes in the foreseeable future;

F. The National Park Service is desirous of opening the undeveloped land areas of East Anacapa Island for recreational use by the general public;

G. The National Park Service is also desirous of obtaining for its own use certain of those buildings and facilities upon East Anacapa Island which are presently not being fully utilized by the Coast Guard and of sharing with the Coast Guard the use of certain other buildings and facilities which the Coast Guard does not require for its exclusive use;

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H. It would be to the mutual benefit of the Coast Guard and the National Park Service for National Park Service personnel to occupy certain of the buildings upon East Anacapa Island formerly occupied by Coast Guard personnel and for the National Park Service to maintain and operate certain of the facilities upon said island formerly maintained and operated by Coast Guard personnel and to administer and regulate use of the unimproved land areas of the island by the general public.

THEREFORE, it is agreed:

1. The National Park Service shall have joint custody and use together with the Coast Guard of the unimproved land areas of East Anacapa Island and may, in its discretion, permit members of the general public to enter upon and use said unimproved areas for recreational and educational purposes;

2. The National Park Service shall not permit any use of land or facilities on East Anacapa Island which would interfere with any Coast Guard function and shall take proper precautions to prevent vandalism or accidental damage to any Coast Guard property before admitting members of the general public to the island;

3. The Coast Guard shall have exclusive occupancy of the Fog Signal Building and the Lighthouse, labeled respectively B and C on the attached Coast Guard Plot Plan. Drawing Number 534-S, dated 2 November 1955;

4. The National Park Service shall not, without the express permission of the Coast Guard, permit anyone to approach the foregoing Fog Signal Building beyond the sign, located approximately 500 feet west of said Building, warning of possible hearing damage from the Fog Signal;

5. The National Park Service shall have joint custody and use together with the Coast Guard of the Wharf, the Hoist House and hoist, labeled respecitvely D and F on the attached Plot Plan, and the stairway between the upper and lower landings;

6. The National Park Service shall maintain the facilities mentioned in the foregoing paragraph 5 in good repair;

7. The National Park Service shall have exclusive occupancy of Quarters C and the Service Building upon East Anacapa Island, labeled respectively J and L on the attached Plot Plan;

8. The National Park Service shall have exclusive occupancy of the eastern portion of the Power House, labeled K on the attached Plot Plan, and shall have use of the diesel generators therein for supplying its electrical power needs upon the island;

9. The Coast Guard shall have exclusive occupancy of the living quarters in the western portion of said Power House;

10. The National Park Service shall have exclusive use of the Fuel Tanks, labeled P on the attached Plot Plan, for storage of fuel;

11. The Coast Guard shall have exclusive occupancy and use of the Oil House, labeled O on the attached Plot Plan;

12. The Coast Guard shall supply all fuel required by its own or National Park Service operations upon East Anacapa Island and shall bill the National Park Service for fuel supplied to the National Park Service;

13. The National Park Service shall have custody and use of the entire water and sewerage systems upon East Anacapa Island, including the Water Tank Building and the Concrete Watershed, labeled respectively M and N on the attached Plot Plan, and all pipelines in connection therewith, and shall maintain said systems in good repair, except that the National Park Service may but shall not be required to maintain the Concrete Watershed in operating condition;

14. The National Park Service shall at all times maintain a supply of fresh water in the Water Tank Building sufficient to supply the reasonable requirements of the sanitary and bathing facilities in the living quarters occupied by the Coast Guard in the Power House;

15. The National Park Service shall provide fire protection for all buildings and facilities upon East Anacapa Island;

16. The National Park Service shall at all times keep the Helicopter Landing Area and the Concrete Watershed clear and free from all obstructions which would interfere with their use for helicopter landings;

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17. In the event the National Park Service establishes radio, telephone or telegraphic communications channels with its personnel upon East Anacapa Island, the National Park Service shall allow the Coast Guard reasonable access to such channels of communication and shall cause its personnel upon the island to cooperate in every reasonable manner with the Coast Guard in determining whether the automated Aid to Navigation is functioning properly and what defects, if any, exist in said Aid;

18. The National Park Service shall notify the Coast Guard Station, Port Hueneme, California, whenever East Anacapa Island is to be physically occupied by any of its employees, or anyone else it so authorizes;

19. In the event this License and Agreement is terminated or allowed to expire without renewal, the National Park Service shall, upon request of the Coast Guard, demolish Quarters C and the Service Building, remove the Fuel Tanks from the island and return all other facilities used or occupied by it to the condition existing as of the date of this License and Agreement;

20. The National Park Service shall make no permanent alterations or improvements upon the land, buildings or facilities upon East Anacapa Island without the prior written consent of the Coast Guard;

21. The National Park Service shall, upon demand of the Coast Guard, promptly repair any damage caused to facilities of the Coast Guard upon East Anacapa Island by the operations or negligence of the National Park Service;

22. This License and Agreement shall continue in effect for five years from the date hereof and may be renewed annually thereafter but is subject to cancellation at any time by either party upon 90 days notice to the other party;

23. Nothing in the License or Agreement shall be construed to grant the National Park Service anything more than a mere revocable license to use the land, buildings, and facilities of the Coast Guard upon East Anacapa

Island, and title to said island and all improvements thereon is and shall remain in the Coast Guard free of any and all liens, leases or easements in favor of the National Park Service.

FOR THE NATIONAL PARK SERVICE

December 29, 1969 DATE

ACTING REGIONAL DIRECTOR

FOR THE UNITED STATES COAST GUARD

January 26, 1970 DATE

CHARLES TIGHE
Rear Admiral, U.S. Coast Guard
Commander, Eleventh Coast Guard District

ANACAPA ISLAND

2 small logs; 2/19/1932 thru 3/31/1940
Frederick Cobb
Feb. 1, 1932 Cobb reported to Anacapa Light Station

March 25, 1932 Anacapa Light placed in commission

New Keeper: May 1, 1933 M.P. Kenyon

Aug. 20, 1933 Sunday school class visited station and held sunday school and church on station.

Setp. 22 Motorship "Buelah" of Panama grounded on south side of Island below west end of rain shed at 2/30 av in dense fog. Was reported by Mr.Lewis 3;30 am. Coast Guadd was called by four, and cutter mcLean answered that she was proceeding to Buelah assistance. Station launch was lowered and keeper and third assistance went around to offer assistance, but tide was flooding and ship floated at 5:30 am and reported that they were operntly undamaged, Proceeded around east end of Island and west in channel.

Dec. 7, 1934 Since I may be writing this Journal for the last time. I wish to state here, that since I have been keeper on this station I have had the full cooperation of all assistants,at all times. and association with themselves, and their families has been at all times most agreeable. M.P. Kenyon

Dec. 30, 1934 Sunday, made boat trip to fishermans camp on west end of island 9;00 to 10:00 am to deliver message, Pt. Vincente C.G. to Art Parker aboard "Victory" regarding his mothers death. Fisherman reported the Victory had left for Hueneme on her way to San Pedro Sat. am dec. 29, returned to station and reported this to Pt. Vincente coast guard.

Really just routine logs