Humboldt's Bar

A preliminary survey of the bay and entrance was made in 1851 with a more thorough one conducted under the direction of George Davidson in 1858 (Coy, 1929). Because the entrance was obstructed by a curved bar of sand which was constantly changing, no sailing directions could be given by Davidson (U.S. Coast Survey, 1858). Violent seas often made passage over the bar extremely dangerous; sailing vessels were advised to wait for a tug before making any attempt to enter. During rough winter months, it was not unusual for ships to remain within the safety of the bay for as long as a month until the bar was in suitable condition for passage.

Shipping

The towns of Union (later Arcata) and Eureka developed as commercial points on the bay. Union served as the supply center for the gold mines on the Trinity, Klamath, and Salmon rivers; Eureka developed as a lumber center. Land connections for the movement of goods and people in and out of the Humboldt Bay region were almost non-existent until the railroad was completed in 1914. Steamers and sailing vessels plied the waters between San Francisco and Humboldt Bay bringing people, goods and mail and returning with cargoes of lumber and agricultural products. The sea was Humboldt Bay's lifeblood.

Humboldt Bay's Lighthouse

The first improvements authorized by the United States government for Humboldt Bay were included in the Act of March 3, 1851 when Congress appropriated $15,000 for the erection of a lighthouse.[1] When a year passed and nothing had been built, the State Legislature called on Congress to place a lighthouse and buoys at both Humboldt and Trinidad Bays. The Act of August 31, 1852 saw another $5000 appropriated for a beacon at Humboldt Harbor and in 1853, $500 was granted for buoys (Coy, 1929).

The distance between the nation's seat of government and the frontier of Humboldt Bay was indeed great in those days. Five and a half years were to elapse between the first appropriation and lighthouse construction.

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1. Lighthouses had been maintained by the public since 1716 when the Massachusetts Bay Colony set up the Boston Light. However, among the first acts of Congress in 1789 was the incorporation of such navigational aids as lights, beacons, and buoys into a federal system which came to be the Lighthouse Service. During the reorganization of the executive branch in 1939, President Franklin Roosevelt placed the Lighthouse Service within the administration of the U.S. Coast Guard (Evans, 1949).

The Humboldt Times, December 13, 1856, carried a "Notice to Mariners" that the lighthouse at the entrance to Humboldt Bay was to be exhibited for the first time on the night of December 20, 1856. The light was described as a fixed, white light, fourth order of fresnel, illuminating the entire horizon. The notice continued:

> The house is situated on the north sands, three-fourths of a mile from the inlet, and about midway between the bay and seashores. It consists of a keeper's dwelling of one story and a half, with a tower rising twenty-one feet above the roof from the center, both plastered and white-washed and surmounted by a iron lantern painted red.
>
> The light is fifty-three feet above high water of spring tides, and should be seen in clear weather from the deck of a seagoing vessel twelve nautical or fourteen statue miles.

Located near the center of the north spit to the west of the present Coast Guard Station, Humboldt Bay's lighthouse was almost identical to the Old Point Loma Lighthouse at San Diego, indicating perhaps that there was a standard type of lighthouse built during that period on the Pacific Coast. Unfortunately, the light was found to be too low and a report of the Lighthouse Board in 1867 suggested that it be changed to a higher and more stable site at Table Bluff (Times Standard, June 10, 1971). But it wasn't until 1892 that the Table Bluff Lighthouse was constructed using the lamp and lens from the Humboldt Light. The Life-Saving Station took over the abandoned Humboldt tower for use as a lookout until a new tower was built near the north jetty in 1904 (Coast Guard Records). During the 1920's the old lighthouse deteriorated and was finally demolished by the Coast Guard in 1940 (Fraser, et al., 1962).

Humboldt Bay's Life-Saving Station

Humboldt Bay's growth and a rapidly-expanding lumber industry brought both passenger and commercial shipping to a place of eminence on the northcoast. But with this developing maritime activity came marine disasters—twenty-three vessels lost on Humboldt's Bar between 1850 and 1878 (Hawley, 1879). Losses of life and property had been lessened elsewhere in United States coastal waters through the efforts of two federal agencies: the Revenue-Marine (Revenue Cutters) and the Life-Saving Service.[2] Desires for such services for Humboldt Bay were made known

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2 The Revenue-Marine dates back to 1790 when ten cutters were built to enforce the tariff on imported goods enacted by the young Congress to secure revenue for repayment of the Revolution War debt. Additional duties were given the Revenue Cutters to include such activities as suppression of slave trade and piracy; enforcement of quarantine, immigration and fishing laws; investigation of ship-

in the United States Congress and on June 20, 1874 an act was passed which provided

> ....that the Secretary of the Treasury is hereby authorized to establish life-saving stations, life-boat stations, and houses of refuge, for the better preservation of life and property from shipwreck, at or in the vicinity of the following named points upon the sea and lake coasts of the United States, namely:....on the Coast of California....Humboldt Bay, a life-boat station.... (18 Stat. L., 125).

As was the case of Humboldt's Lighthouse, the authorized station was a long time coming:

> Mr. Winship, Keeper of the Humboldt Light, tells us that there is not a boat belonging to that government institution in which it is really safe to navigate the Bay in rough weather. More than one requisition has been made on the Light House authorities for a boat suitable to be used in emergencies, but thus far the request has not resulted in obtaining one....there is no reason why the Government should not have life-saving appliances at hand. A bill providing such service passed Congress a year ago and that is the last heard of it, further than the coming early last year, of a Government official to locate a life-saving Station.... (West Coast Signal, April 26, 1876).

Two more years passed before the West Coast Signal of March 20, 1878 announced that bids were being received for the construction of the life-saving station. The July 6, 1878 issue of the Eureka Humboldt Times carried the following article:

> Life-Saving Station--The U.S. Steamer Richard Rush arrived here yesterday, having on board Captain White, Superintendent of Life-Saving Stations on the Pacific Coast. In conversation with Capt. White, we learned that work on the Humboldt Station would be commenced at once. The boat has already been received at San Francisco and the life car and other appurtenances are being rapidly constructed. Mr. Mills of this City has received the contract for putting up the building. The station will be located on the bay side of the peninsula on the government land near where the present boat house stands. It is not yet determined whether the crew will be steadily employed or composed of volunteers. There are now eight life-saving stations on this coast.

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wrecks; aid to distressed vessels; Alaska patrols and much more (Smith and Powell, 1929). The federal Life-Saving Service grew out of the Massachusetts Human Society's life-saving efforts beginning in 1785 (Bloomfield, 1966). In 1847 Congress appropriated monies for furnishing lighthouses with means of rendering assistance to shipwrecked mariners (Smith and Powell, 1929). Of interest is the fact that Douglass Ottinger, who figured in Humboldt Bay history, was responsible for overseeing construction of the first federal life-saving stations on the New Jersey coast in 1848 (Evans, 1949). The Life-Saving Service was established by Congress on June 18, 1878 (Smith and Powell, 1929). The Revenue-Marine and the Life-Saving Service were brought under common administration in 1915 when the Coast Guard was created (Smith and Powell, 1929).

Humboldt's new life-saving station was completed by the last of November, 1878 in time for the arrival of the life boat and other appliances brought from San Francisco on the U.S. Revenue Cutter Thomas Corwin (Humboldt Times, Nov. 30, 1878). The public was invited to the station to watch a trial run of the new life boat, but evidently things didn't work out too well. Lacking a ways from the house to the low water mark, the boat was "launched with difficulty and housed with still more" (West Coast Signal, Dec. 4, 1878).

During the winter months, the station was manned by a keeper and six surfmen, chosen for their experience. Assigned four-hour, night watches, the men patrolled the beach along a regular route from one key post to another. On the discovery of a wreck, the patrolmen burned a red Coston handlight to alarm the station and to give notice to the ship that help was on the way (West Coast Signal, Feb. 6, 1878).

Included in the life-saving equipment was a 100-pound brass mortar used to throw a 700-foot line from the shore to the distressed vessel. Using this line to carry a heavier cable, the surfmen were able to attach a life car for "rapid and safe transit" of crew and passengers from the wrecked ship (Elliott, 1881). This cumbersome apparatus for rescuing people was replaced in later years with the breeches-buoy, a canvas seat (breeches) hanging from a life buoy which ran on a hawser between the ship and shore.

Despite its equipment and patrols, the Humboldt station in 1881 was still "rendered largely ineffective for the want of a rail track from the boat house to low tide water, that the boat may be got to sea when necessary" (Elliott, 1881).

Coast Guard Records Reveal Early Activities of Life-Saving Station

The first keeper at Humboldt Bay was Captain Starr (Knudsen, 1917), followed by Robert E. Hennig, who served from the 1880's until Laurence Elleson was appointed keeper in 1908. Correspondence from the District Superintendent in San Francisco to Hennig reveal a variety of duties and problems to be handled by the keeper. He was instructed to hold regular drills for the surfmen, submit payroll report and dials from the patrol clock, adhere to regulations, find replacements for deserters who didn't like the pay ($40 per month), conduct rescues, investigate and report on shipwrecks, maintain equipment and supplies, and keep the patrol clock working (the District Superintendent was much dismayed that Humboldt's clock seemed in need of constant repair). Federal circulars from the General Superintendent in Washington covered such subjects as proper

use of the patrolman's clock, use of signals, pay and worktime for surfmen, uniforms, use of marine glasses by lookouts, compensation for injury or death, and federal regulations.

During 1889 the Humboldt Life-Saving Station was remodeled and outbuildings constructed. A letter of June, 1892 authorized replacement of the "worm-eaten" piles of the launch way. The Superintendent also requested the keeper to report the results of drills with surf and life boats, signals, and beach apparatus, including the accuracy in launching the line from the sand anchor to the drill spar and the time required for the operation from the word "anchor" to the landing of a man.

In September, 1892 notice was taken of the impending abandonment of the Humboldt Lighthouse and Keeper Hennig was instructed to take over the building for use by the Life-Saving Service. That same year a keeper's pay was raised to $900 per year and the United States government set a maximum eight-hour day for its employees.

By 1896 the Humboldt Station had eight surfmen, earning salaries of $60 per month for a six-day work week. A letter of December, 1898 from the General Superintendent in Washington requested information from Keeper Hennig on the practicability of a telephone line from the station to Eureka to be used in obtaining tugs in case of a wreck. In June of 1900 the contract for construction of the telephone line was let: it was to run from the old lighthouse tower which was used as a lookout, across the bay to Buhlsport and into Eureka to the Vance House.

A new boat shelter to house a Beebe-MacLellan, self-bailing, water-ballast surfboat was authorized in 1899 with the suggestion from the Superintendent that the needed lumber could be salvaged from the beach. In the spring of 1900, the station began keeping weather records for the Hydrographic office. A year and a half later, phone connections were made from the station to the Eureka weather bureau office and the Life-Saving Station assumed the responsibility of displaying storm warnings.

A terse letter from the District Superintendent in 1902 pointed out that the Station's female cook was against regulations and ordered the immediate employment of a male cook!

Other Activities on the North Spit

The Life-Saving Service shared responsibility for protecting life and property on Humboldt Bay with another federal agency, the Lighthouse Service.

Buoys, beacons and fog signals were constructed and maintained under the direction of a Lighthouse Board. A bell boat was placed at the bay's entrance in 1872 and a fog whistle near the Lighthouse was completed two years later. Powered by steam, it sounded alternating four- and eight-second whistles at twenty-four second intervals. In 1889 the whistle was reported to have been active 1189 hours for the year and during that time, consumed 111 cords of wood (Fraser, et al., Nov, 1962). Captain Harry Smith, who lived west of the old "T" dock where he kept his boat, tended the lights and buoys on Humboldt Bay for many years.

A small building near the Life-Saving Station was moved to the end of the spit in 1908 for use as a fog-signal station. George D. Cobb was appointed keeper to open and operate the new facility. Houses for the Cobb family and the assistant keeper's family were located in the cypress grove at the end of the spit just east of the fog-signal station.

Soon after Cobb's arrival, he sent to San Francisco for seeds of the yellow lupine to plant near the station to hold the shifting sand. In 1917 when the railroad was extended from Samoa to bring rock to the spit for reconstruction of the north jetty, lupine was planted along the right-of-way to control blowing sand on the tracks. Today the lupine covers the peninsula, crowding out the many native wildflowers and strawberries once abundant on the sand dunes (McCormick, 1973).

The first jetty construction at the bay's entrance was undertaken in the 1890's. Rock from a quarry at Jacoby Creek was brought by barges to a small, rock pier extending into the bay near the end of the spit. A railroad carried the rock from the pier along the edge of the spit and out onto the jetty.

During the early 1900's, families of station personnel lived in their own homes near the station, although the men were required to live at the station. In the area between the County's boat ramp and warehouse B, there were five private residences. Because of erosion in this area, the land where several of these houses stood is now part of the bay.

A public house, known as the Ocean House and located east of warehoues B, contained a bar, popular with Humboldt Bay sailors. To the south, nearer the Life-Saving Station was Captain Elleson's house, moved some years ago to Fairhaven.

Marine Disasters

Humboldt history recalls many marine disasters where violent seas or fog or human error resulted in loss of life and property at the bay's entrance.

Sometimes entire ships were swallowed by the sea so quickly that no rescues were possible. Such was the case of the lumber steamer Brooklyn which sank in November, 1930 while crossing the bar. Within forty-five minutes the ship had disappeared, taking with it a crew of seventeen. Three days later a lone survivor was found at sea (Martin, 1960). On other occasions ships ran aground near the north jetty and although they were often unsalvageable, their crews and passengers could be rescued. Three, famous disasters in which life-saving personnel effected dramatic rescues are mentioned here.

On the morning of March 1, 1907 as the passenger steamer Corona was approaching the bar, a mistaken command sent the beautiful ship aground near the north jetty. When the lookout in the life-saving tower just 1200 feet from the wreck communicated the news to the station, Capt. Hennig and his crew rushed to the scene and began preparations for rescue.

Efforts to secure the hawser for the breeches buoy were unsuccessful because of rough seas and a high tide. A lifeboat from the ship was dashed against the rocks of the jetty and two men were lost. Captain Hennig, a man well acquainted with the temperment of the surf, decided the 96 passengers and 60-man crew would be safer on the ship than in surfboats as long as the tide was running in. In the late afternoon when the tide was down, surfboats and the breeches-buoy were used to bring everyone safely to shore. "The U.S. life-saving crew under command of Captain Hennig were put to the critical test. Their excellent skill in running the surf brought forth comment on every side. They worked faithfully and orderly" (Humboldt Times, March 2, 1907). The mast of the Corona marked the site for nearly 55 years until heavy seas brought it down in 1962 (Hum. Co. Hist. Soc., Nov., 1962).

The dramatic story of the H-3 submarine rescue which was followed a month later by the Milwaukee disaster is probably the most famous of all Humboldt marine disasters. The early-morning hours of December 14, 1916 were foggy when the H-3 Navy submarine with twenty-seven men and eight live torpedoes aboard ran aground near the entrance. As poisonous gases began filling the boat, it was apparent that time was of the essence if rescue was to be successful.

> Up the peninsula on the dead run, dragging their surfboat and lifeline gun, came the Coast Guard crew of Samoa Life-Saving Station. Three miles they ran through the sand, led by Captain Laurence Elleson.
>
> The Captain was appalled at the sight that confronted him. The submarine lay 200 yards offshore, tumbling like a tin of beans in the wild rollers which crashed and foamed for a mile out....
>
> At Elleson's command, Coast Guardsman Werner Swains manhandled the cannon into place, its muzzle dripping white line. Ole Torgersen laid out the breeches-buoy gear. (The cannon sent the line across the conning tower, but the rolling of the H-3 snapped the line. Captain

Elleson announced they would row out.)

Men familiar with the thundering surf shook their heads as eight Coast Guardsmen rolled the cart into the foam to their waists and clambered aboard the lifeboat. With Sweins, a big blonde Norseman, balanced in the bow coiling rope over his arm and Elleson stiff and straight at the tiller, the boat knifed through the first breaker and soared, oars akimbo over the next....

Sweins poised in the bow, clutching his rope, ready to leap. The watchers gasped. As the boat rose, he jumped, scrambled up the slippery hull somehow and grabbed the conning tower.

A roller buried the sub. When she emerged, Sweins was seen working to secure the breeches-buoy line. Elleson started the surfboat back toward shore, playing out the line. A great white comber curled over Sweins and the hull was bare. No, there he was, clinging to the line and pulling himself hand-over-hand up the wet hull.

At last when he had rigged the tackle, Sweins signaled the man ashore to pull the ropes to bring in the first survivor (Noble, 1955).

All the men were saved, but another wreck and rescue were to follow as the Navy attempted to recover the valuable submarine. The U.S.S. Milwaukee, a first class crusier, was dispatched to the scene and on January 13, 1917, while attempting to pull the stranded submarine into deep water, became another "victim of the changing and treacherous currents which have made the Humboldt County coast the terror of the seafarer" (Humboldt Times, Jan. 14, 1917).

The Milwaukee was stuck fast a short distance from the disabled submarine. Called on again, the men of the Coast Guard worked unceasingly to safely remove 421 enlisted men and 17 officers from the stricken ship. The breeches-buoy was used, but proved frustratingly slow for such a large number of people. Three surfboats were thrown into use—one commanded by Coast Guardsman Sweins of the heroic H-3 rescue; one by the captain of the ill-fated submarine; and the third by a local pilot. Able to carry six people, the surfboats speeded the rescue process considerably. The following day, Mr. Sweins returned to the ship with the paymaster to recover $100,000 in gold coin (Noble, 1955).

Failing in their attempts to salvage the H-3, the Navy gave the job to a local firm. After building a cradle around her and a skid road over the dunes, they were able to refloat her safely in the waters of Humboldt Bay (Noble, 1955). The $7,000,000 Milwaukee, flagship of the Pacific destroyer flotilla, was lost forever.

The Coast Guard Station

Construction of the present Coast Guard Station[3] was begun in 1936 with Fred J. Maurer and Son as contractors (Humboldt Times, Dec. 20, 1936). Erected at a

3 The Coast Guard was created as a branch of the Treasury Department by the Act of January 28, 1915 (38 Stat. L., 800, 802) as successor to two existing agencies—

cost of $78,000 and containing $40,000 worth of equipment, the station, completed in early 1937, was described as the "finest Coast Guard station in the United States." Similar stations had been built on the west coast, but the plans were drawn in the East where Coast Guard stations were built to withstand stiff winds and even hurricanes. Humboldt Bay's new station was an "exceedingly firm and sturdy building" of wood construction tied together with steel. Doors and windows were weather stripped, walls were insulated with wool and steam heat was provided throughout (Humboldt Standard, Oct. 15, 1936).

Everything was new and modern. The north end of the building served as quarters for the 25-man crew; the south end provided commodious living quarters for the chief officer G.J. Churchill and his family. The large central portion was designed to house equipment and the boats drawn from the water up the marine ways by a gasoline driven hoist. Above the second floor in the center of the building, a glass-enclosed lookout with the latest type of government radio, assisted the old lookout tower near the north jetty.

At the rear (west side) of the building, the drop of eight or ten feet was filled to make a garage entrance from the newly-completed highway through the government property and connecting with the county highway along the peninsula. New equipment for the station included a new truck for carrying surf boats up and down the coast, a new 25-foot surf boat, a motor life boat described as self-bailing and self-righting, a new line-throwing gun, a stretcher for lowering people from ships to life boats, new flare signal pistols, and a fine Bosch and Lomb telescope (Humboldt Standard, Oct. 15, 1936).

World War II Activities

After the loss of the Emidio from Japanese submarine torpedoes off Blunt's reef on December 20, 1941, surveillance of the Pacific coastline fell to the Coast Guard (Humboldt Times, July 9, 1961).

In 1942, eighty men from the midwest arrived in California for training before being brought to Humboldt County for beach patrol duty. Their headquarters was in the old Hammond Lumber Company cookhouse at Samoa, but the men were along the coast—some at the old Table Bluff hotel, others at Mattole, another group at McKinleyville, and a fourth group at the Christensen Ranch near Arcata. Traveling the long, lonely miles of beach day and night, the men of Company C of the Twelfth Regiment of the U.S. Coast Guard patrolled on horseback, in jeeps, or on foot

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the Revenue-Marine Service also known as the Revenue Cutter Service, and the Life-Saving Service (Smith and Powell, 1929). Under the Dept. of Transportation Act of Oct. 15, 1966 (80 Stat., 931), the Coast Guard became a component of the Dept. of Transportation effective April 1, 1967.

with dogs. In addition to the beach patrol, a blimp and seaplane base for coastal water reconnaissance was established just north of the Coast Guard Station where the present County boat ramp is located (Times Standard, June 8, 1973).

Effects of the Proposed Project on the Existing Station

The Coast Guard Station, built in 1936 to replace the old Life-Saving Station of 1878, is similar to a standard building constructed elsewhere on the west coast, but its eastern origin is obvious. The building is actually composed of two, New England large or four-over-four type houses which face north and south and are joined at the rear by a long, central section. The end gable houses have front, columned porches with balustraded balconies which have a ship's wheel design in the balustrade. The symmetrical facade of each house has a central door with three windows in the second story and three dormers with round-headed windows in the roof.

The central section which houses equipment and boats drawn from the water via the marine ways, has three dormer windows set into its roof on both front and rear facades. This work area extends into a one-story garage at the rear of the building. Atop the center of the building is the glass-enclosed lookout.

The building has wood shingle siding painted white with green stationary window shutters. A comparison of pictures taken of the station in 1939 and 1977 indicates only minor alterations--a fire escape on the front and vents on the roof. Interior modifications have been made to accommodate changing needs, but the building's appearance, including the historically-important marine ways, has been maintained almost as it was forty years ago.

Interior renovation should not affect the exterior appearance of the building. Exterior painting and landscaping should conform to the simple, good taste of the structure and not alter this appearance. Demolition of the marine railway, however, will have a significant adverse impact on the historical character of the station. Remembering the difficulties encountered by early life-saving personnel because there was no launch way makes one appreciative of the importance of such a facility to the effectiveness of the life-saving services. As one local, ship's captain put it, "If you remove the ways, the building will be like any other building and could just as well sit inland."

Bay's Coast Guard station as old as 1856; as new as a whale-watching TV

By EVELYN McCORMICK

HUMBOLDT COUNTY — Changes in names and equipment constantly occur in the nation's services and the United States Coast Guard is no exception.

Much of what was modern 20 years ago is obsolete today in this mechanized age. These caretakers of the coasts are "semper paratus" or always ready.

When ships began to enter Humboldt Bay on an irregular schedule, the government was obliged to provide some means of protection. The first structure to be erected was the North Spit Lighthouse built in 1856.

In 1874 the fog signal station was erected to add its super-loud blaring sounds above the noise of the heavy splashing swells rolling in over the bar.

Four years later the local life-saving station appeared on the scene with a manpower of three or four men. Jetties were eventually built and several times since have been strengthened. The new dolossee structures appear to be doing a much better job at the jetties' tips than the quarried rocks which were used for decades.

The steam-powered fog signal station sat just inside the bar for just short of 100 years. Fog could roll in during any season all year long, days as well as nights. The keeper had a steady job. About 15 years ago the fog horn, equipment and building were all dismantled. Today an electric-powered foghorn stands on the beach beside the North Jetty.

Lighthouse service

It should be mentioned here that the fog signal station was formerly manned by the lighthouse service. The lighthouse and the fog signal station were independent from the life-saving station, though the structures were close neighbors.

The government provided little money for the coastal services. When a boathouse was needed the men were advised to collect lumber on beaches as there was enough lumber from shipwrecks to provide what was needed.

Lumber companies provided some needs gratis and did the hauling, for which the government refused to pay. When the men asked for a telephone they were advised that if it was necessary one could be installed if the crew would share the costs, including the upkeep in the following months and years.

duty was not bored as the whale kept up his antics for quite some time and even showed his upper profile when he rose to the surface.

Many other devices are also found in the radio room. These include a citizen band radio tuned in on Channel 9 and an FM radio. A long-range radio is part of the equipment at the McKinleyville Helicopter Station, also a unit of the U.S. Coast Guard.

Today the personnel at the U.S. Coast Guard Station at Samoa cannot be termed men of the station as two enlisted women are aboard sharing work with the men. They stand watch, tend and pilot boats, paint and learn the use of lines the same as the men. During World War II women in the Coast Guard were called SPARS, but the term is no longer applicable.

The coast guard building today is not suitable as a boathouse and all crafts have been removed. It was reported that a new boathouse would soon be constructed.

Today the local station has a personnel roll of 38 men and women, including personnel for the summer station at the mouth of the Klamath River.

fused to pay. When the men asked for a telephone they were advised that if it was necessary one could be installed if the crew would share the costs, including the upkeep in the following months and years. One was installed during the teens.

Just prior to the World War I armistice the keeper of the station received this communique from Washington, D.C.: "I was very glad to receive your letter and learn that you had decided to keep the Pacific Telephone and Telegraph Company's telephone. By the time the cost is divided up between the whole crew, it will not amount to much and you will be under no obligation to anyone."

To re-enlist

In 1898 the keeper was informed that when a surfman wished to re-enlist in the service, he should be given a leave of absence but must hire a substitute at his own expense. When a man asked to be discharged from the service the answer was, "You may discharge him midnight day he selects. This telegram, his expense."

In 1898 the patrols had day watches, from sunrise to sunset, and night watches from sunset to sunrise. After 1913 a new ruling was made concerning sanitation. Men had been using the same towels. Washington informed them that the men must use individual towels. They were told, "all toweling is to be made in one and one-quarter yard lengths each, hemming to be done at the stations with no cost to the government."

Surfboats in the early days were rowed out to the wrecks through the treacherous breakers. When wrecks occurred up the beach, the men pulled the heavy-laden two-wheeled cars through the sand to the scene. Sometimes horses were available to do some of the pulling. The station received its first power boat in 1910.

During World War II a high tower was built atop a water tank northwest of the station. It was abandoned on Dec. 21, 1954, when it was damaged in a severe earthquake which shook for two whole minutes. The next tower was erected just above the station outside on an elevated wa[illegible] over the [illegible] roof [illegible] ther[illegible]

Today the tower is [illegible] sole[illegible] kep[illegible] ing it is a low-light television mon[illegible] wh[illegible] n cle[illegible] e goings-on on the jetties and in the bar. About a half-mile from the station a blinking rotating beacon light warns mariners that the bar crossing is at hand.

Halfway up the 100-foot pole holding the light is a television tracking camera which scans the bar and the jetties sending its pictures to the indoor monitor. [illegible] d can be [illegible] er a pe[illegible]

T[illegible]

[illegible] demonst[illegible] on [illegible] we[illegible] a fis[illegible] g boat [illegible] p the ha[illegible] wee[illegible] he fi[illegible] ees[illegible] ds of [illegible] be [illegible] fee[illegible] be [illegible] V Ba[illegible] of [illegible] as [illegible] are [illegible]

W[illegible] ay clear of the jetties preferring the [illegible] on

