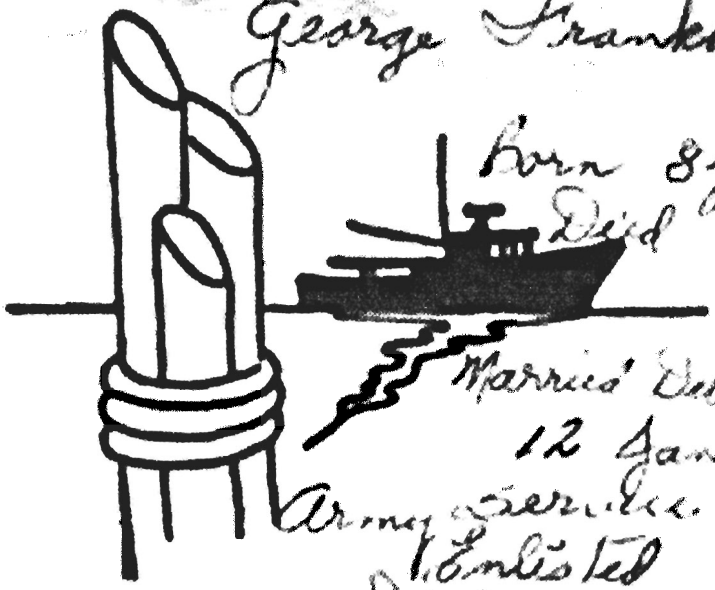
The five miles of coastline between Point Ano Nuevo and Pigeon Point is low and rocky, definitely hostile to coastal shipping. Just off State Highway 1, halfway between Half Moon Bay and Santa Cruz stands imposing Pigeon Point Lighthouse, a 115 foot conical tower that lifts its massive masonry skyward in regal fashion. It was initially lighted on November 15, 1872 and at this writing its original first order Fresnel is still in the lantern house. The lens is composed of 1,008 prisms and was manufactured by Henry Lepaute, Paris, France. One account claims the fixture dates back to 1852. The keepers in recent years complained about the local Brussels sprout and broccoli farmers plowing their fields. The clouds of dust dirtied the lantern panes and sifted into the lens and its carriage. To offset their extra cleaning chores they were often presented with gifts of vegetables by their farm neighbors.

The Coast Guard has been displaying a secondary modern light from the tower gallery, an economy move which takes some of the charm away from the historic tower. A radio beacon is also operated on the point and though a foghorn was installed there in 1872, none is presently listed in the Coast Guard *Light List.*

Another notorious graveyard of ships exists along that sector of the California coast. The point takes its name from an American Clipper named *Carrier Pigeon,* Captain Azariah Doane, which crashed on the rocks June 6, 1853, a considerable distance from the location of the lighthouse. A total loss, valued at $54,000, the vessel carried 1,300 tons of cargo. That wreck occurred two decades before the lighthouse was erected. It should have actually been named for the British ship *Sir John Franklin* which stranded near the lighthouse site January 17, 1865. Though part of her cargo was salvaged, the ship's master and 11 of his crew perished.

To add insult to injury, the steam schooner *Sea Bird* while salvaging the cargo of the *Carrier Pigeon* also ran aground.

Though wrecks in and around Pigeon Point were numerous in years past, modern technology has cut the toll considerably.



George Franklyn Walters

Born 8 Jan 1877 - Oakland Ca
Died 4 Sept. 1944 Mt View
Valley La

Married Della Jane Ingram
12 Jan. 1901

Army service - Spanish American War
Enlisted 13 May 1898
Discharge 16 Aug 1899

Lighthouse Service -
15 Feb. 1906 thru 28 Feb. 1942

Length of Service
36 years - 9 mos - 13 days

Pigeon Point Lighthouse
15 Feb. 1906 - 3rd Assistant Keeper
3 Feb. 1907 - 2nd " "

Point Montara - 26 Nov 1902 - as 2nd asst.
Made 1st Assistant Keeper 21 Jan. 1909
Made Keeper 1 Nov 1918

Point San Luis Obis por. transferred as
Asst Keeper - 22 July 1920

Point Bonita (Fort Barry)
Head Keeper from 1 Oct. 1929 thru
28 Feb. 1942 & retired

Shirley Nulls notes

Staff Evaluation

Pigeon Point Lighthouse State Historical Landmark

"Since establishment in 1872, no lighthouse station has more typically represented the California coast, south of San Francisco Bay, than Pigeon Point Light". (1) The lighthouse is one of California's finest. Taller and narrower than most California lighthouses; the tower measures 115 feet from base to lantern. It stands 148 feet above the ocean (the light's focal plain). Most California lighthouses are squat towers extending from a keeper's house. For example, Point Montara has a 30 ft. tower, Santa Cruz a 39 ft. tower, Point Sur a 50 ft. tower, and 40 ft. at Point Reyes. The design of this lighthouse is also significant.

While the lighthouse is scenic, and most impressive, the staff still cannot determine whether or not the structure qualifies for landmark status.

Staff recommendation is positive, but defers to the decision of the Commission.

MN-L

Jim Gibbs. West Coast Lighthouses. Superior Publishing Co. Seattle. 1974. page 59

Statewide significance:

Lighthouse was one of the most powerful lights on the Pacific Coast. The lighthouse was architecturally designed especially to accommodate the French lens. The imported Frensel lens is still in place and could be operable. To automate the station on February 1974 an aero beacon was attached on the cat walk, or gallery, outside the lantern, but the same flashing 10 second characteristic has been retained. Pigeon Point Lighthouse is an excellent example of a working lighthouse as it was 100 years ago and as it is today.

Even in good weather ships have routinely scanned for Pigeon Point Lighthouse because it is a landfall light. It marks a promotory where coasting vessels make a course change. Because of modern navigational aids, lighthouses are not essential to large ships, but Pigeon PointLighthouse still serves an important function for small vessels, especially recreational boats. Crews of large ships continue to use Pigeon Point Lighthouse for a reference to check against the set of the southward Humboldt Current in order to determine their expected arrival time at the San Francisco Bay heads or at the pilot vessel.

Pigeon Point Lighthouse has been long considered the most beautiful and best architectural lighthouse structure on the Pacific Coast. It is a superb example of the mid-nineteenth century traditional, classic lighthouse. It is an impressive landmark, not only for its structural design and its historical background, but also because its surrounding land setting has changed so very little over the intervening years.

APPLICATION FOR REGISTRATION OF HISTORICAL LANDMARK

Name of Proposed Landmark PIGEON POINT LIGHTHOUSE

Location On Pigeon Point near State Highway No. 1

County San Mateo

Name and Address of Landowner upon Whose Property Landmark is Proposed

U.S. Coast Guard, 630 Sansome Street, San Francisco

Name and Address of Applicant Dorothy F. Regnery Phone No. 854-5074

488 Westridge Drive, Portolá Valley, CA. 94025 Bus. Phone No. ---

Is this landmark of statewide significance as described in the State of Policy? Yes

Explain (use extra sheet if necessary):

The first rays from the Pigeon Point Lighthouse flashed over the Pacific Ocean on 15 November 1872. The same lens remain intact in its lantern. The lighthouse has required no structural modifications, and it has sustained no damage from earthquakes or storms. Pigeon Point Lighthouse has been in continual service for more than a century, serving the purpose for which it was erected--to carry a light for warning or guiding ships.

None of the earlier lights built on the Pacific Coast are functioni in their original conditions. Eight small lighthouses built in the 1850's were created to served the major harbors. Most of them have been demolished or severely reconstructed; some have been transformed into museums. In the 1870's the second group of lighthouse installations on the Pacific Coast was concerned with offshore coastal shipping and outer harbor conditions. One of these was the light at Pigeon Point. Conventional styled lighthouses were common on the East Coast, but there were none like the Pigeon Point Lighthouse on the West Coast.

The lens installed at the Pigeon Point Lighthouse was the first First-order light to be installed in California and was the only one until the 1890's. For nearly a quarter of a century the Pigeon Point

Is bibliography complete? (To enable verification of statements and claims made herein.) Yes

Is permission of property owner for registration attached? Yes

Is approval of property owner to place a plaque attached? Yes

Is proof of reasonable protection for requested landmark attached? Yes

Are photographs, prints, or drawings (two views) attached? Yes

BRIEF HISTORY AND DESCRIPTION (Corresponding to one or more items under I, II, or III of the Statement of Policy.)

Accounts of nearby shipwrecks need not be repeated, but the occurrence of at least four major wrecks near Pigeon Point on the fog shrouded coast created a public clamour in the 1850's and 1860's. Nearby Franklin Point and Point Año Nuevo also protrude treacherously. The Coast and Geodetic Survey Report written by sub-assistant W. M. Johnson, June 9, 1855, concluded:

> Pigeon Point possesses many advantages over Point Ano Nuevo as a location for a lighthouse. It is four miles westward, about six miles distant from Point Ano Nuevo and has a sector of visibility about ten degrees greater. All mail steamers and coasters trading to the southward, pass very near Pigeon Point. In favorable weather, steamers usually pass within a mile of it.

The insistence of constituents and the jibs of newspapers after the Civil War spurred the U.S. Congress to appropriate funds in October 1869 for the acquisition of land on the Pacific Coast, for the construction of warning signals, and for quarters for their keepers.

On 18 May 1870 the U.S. Govenment purchased from Clarke & Coburn for $10,000 the following:

(1) One and one-half acres of the extreme tip of Pigeon Point.

(2) Nine acres about one-third mile inland for "water privileges."

(3) The "island" which forms the extremity of Point Año Nuevo

(4) Forty foot right of ways to and from the three parcels to the main road.

(5) "...the privilege and permission" of using "wood, timber water, clay, sand, stone and other materials necessary in the erection of a light house and other buildings" form the two adjoining ranchos owned by Clarke and Coburn.

In 1929 one and one-half acre strip adjoing the Pigeon Point Reservation was purchased. This is the total three acres considered in this nomination.

The contract was let for construction of a lighthouse at the highest elevation on the commanding, jagged rocky cliff, known as Pigeon Point, at approximately fifty feet above high water mark. The tower was said to have cost $125,000. The complete station with its accompanying fog signal house, living quarters, etc. totaled $184,625.

The Pigeon Point Lighthouse and its attached work house, now generally referred to as a watch house, are built of brick. Decorative features in cut stone, chamfer wood forms, and cast iron have been used sparingly and with good taste.

The plan for the conventional lighthouse is said to have been acquired by the U.S. Government from France at the same time as six, or more, first-order Frensel lens were ordered. The style is classified as Italianate. Pigeon Point Lighthouse is the only tower built on the Pacific Coast according to the plan. Drawings intended specifically for the Pigeon Point Lighthouse are signed "George H. Elliot, Major of Engineers, Engineer Section, Light House Board, April 1871." Most of the working drawing detail plates and plans are signed from "Office of L.[ight] H.[house] Board, April 1871" The latter has been substituted for month March which is crossed out. The drawings were also being used in the 5th District, because "12th" has been plainly substituted. A label "Pigeon Point. Cal." has been pasted over another site name, presumably Bodie Island, North Carolina. For the construction at Pigeon Point the lower two of five windows were simply deleted.

An engraved detail in the keystone of the doorway arch of the watch house proclaims 1871, the date of beginning construction. Work was well underway by early summer 1871 according to the Editor of the San Mateo County Times-Gazette, June 10, 1871:

> In company with Mr. [Phineas F.] Marston, light-house constructor, we visited the site of the projected light-house at Pigeon Point...and found that the operations have already been commenced towards the construction. The tower is to be built of brick...Men are already at work making brick on the government ground some forty or fifty rods back from the site selected for the erection of the light-house.

Apparently the locally produced brick was of a very poor quality, because all of the bricks were rejected. There is an undated handwritten "Memorandum for Mr. Molera", who was the Assistant Lighthouse Engineer stationed in San Francisco:

> No brick except city brick to be used in completing the [Pigeon Point] tower. The brick hauled from the kiln of brick on the 9 acre lot to be hauled back there without expense to the U.S. if any of those bricks have been put in the Tower they must be taken out. and hauled back to the kiln. The United States will not pay for the hauling either way (from the kiln and back again.,

Both of these reports are siginificant because they destroy a ridiculou tale that it was necessary to ship bricks "round the Horn" from Norfolk, Virginia.

An automatic 12-inch steam-operated fog whistle--at the time the largest of its size--was effectively working at Pigeon Point by 10 September 1871. Also completed was a two-story Victorian house for the keeper. Its stick-detail, window molding, brick chimneys complemented the lighthouse style. The attractive quarters were demolished in 1960 to make way for six individual units, modern but indistinctive. The fog whistle house still exists.

An early U.S. hydrographer, George Davidson, wrote:

> The tower is the frustum of a cone one hundred feet in height from base to focal plane, built of brick, and painted white with the dome of the lantern red.

Until 1930 the base had contrasting lower and upper bands; at present the complete base and the lantern are painted black. The tower base is octagonal with a twenty-eight foot diameter. The brick tower is conical: the diameter at the base is 23 feet 4-1/4 inches and the diameter at the top is 16 feet 3-1/2 inches. The walls are six foot thick at the base and three foot thick at the top. Ornamentation is restricted to three oversized, elongated windoes. They are framed by projecting, cut stone segmental arches and cut stone pilasters supporting simple cornices resting on stone sills.

A cantilevered iron gallery deck encircling the watch room below the lantern is supported by sixteen distinctive cast iron brackets. the iron work was cast by Nutting & Son in San Francisco. Recently the gallery was slightly enlarged to accommodate the modern beacon. Off the deck level is an entrance and a small window. The brass and iron polygonal lantern has vertical 9 foot 10 inch glazed frames, each one divided into three panels. The roof of the lantern is copper and has a round ventilator dome with a bronze pinnacle.

Access to the interior of the lighthouse is through the attached rectangular work house at the base of the tower. The house was designed in a restrained Eastlake or Cottage style. The rectangular gable roof has corbelled brick brackets. A rear gable extension connects the house to the tower. The entrance door has a hooded canopy with decorative stick details of exposed braces. The rafters and ends of the eaves are planed and chamfered. All projecting gables and eaves are sheathed with narrow grooved, tongued and beaded, laid planed side down. The ceilings of the hall and rooms are surfaced likewise. The floors are tile.

An interior four-foot wide hall leads to a short flight of stairs to the tower interior. On each side of the hall there is a room. Although utilitarian they are attractive. One room was intended for the storage of oil butts; the other was a work room with workbench and lockers for lamp supplies and parts. Each room has a marble mantle fireplace centered between windows. Double flues are visible in the chi ey tops. One is for the fireplace draft, and the other for a ventilator. The windows are four over six. Shutters at the arched windows have been removed.

Many hypothetical stories have evolved regarding the lens installed in the Pigeon Point Lighthouse. The actual facts regarding the lens are exciting and delineate a historic significance. George R. Putnam, Commissioner of Lighthouses, Bureau of Lighthouses, stated in writing in 1924 that the Frensel lens installed at Pigeon Point previously had been installed at the Cape Hatteras Lighthouse, North Carolina, in 1863. These facts are confirmed in the local 1872 news stories about the Pigeon Point light.

The first lens installed in the original Cape Hatteras Lighthouse were replaced in 1854 when the tower was raised to elevate its focal plane. During the Civil War the Confederates removed the lens. When the Federals regained control of the North Carolina coast, they temporarily re-lighted the tower in June 1862 with a second-order lens. During 1863 they replaced it with a new, improved first-order Frensel lens. At the conclusion of the Civil War a new tower was built at Cape Hatteras. It was the first use of the architectural plans which were subsequently to be applied at Pigeon Point. After the new, second tower was lighted in September 1870, the lens were removed from the original tower before its demolition. The lens were placed in storage on 17 January 1871 at the Lighthouse Board General Depot, Staten Island, New York, and on 11 August 1871 the lens were shipped to Pigeon Point.

The bronze mounted, revolving, first-order Frensel lens was the work of the optician Henry Lepaute of Paris, and the rotating gear mechanism was made by Barbier and B'enard in Paris.

The projector revolved by a clock-work mechanism, requiring weights of about 200 pounds each. The weights were suspended on thirteen foot lengths of 3/8 inch wire cord in the core of the tower. The ray of the flashing light was brought to the focal plane at 148 feet above mean high water. The original lamp was a first-order Funch's Hydraulic Float, which burned refined lard. Eventually the oil lamp was replaced by an electric bulb, and the energy of the weights was replaced by an electric motor.

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Annual Reports of the Commissioner of Lighhouses
Lighthouse Board Reports
Coast and Geodetic Survey Reports
Various editions by George H. Davidson of Pacific Coast Pilot, 1869-1889.
Historically Famous Lighthouses, CG-232.
Newspapers providing in-depth information, such as:
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Bulletin
Chronicle
Examiner
Herald
Sun
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Democrat
Standard
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Regnery, Dorothy F. Enduring Heritage. 1976.
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Signature Dorothy F. Regnery

Date 30 November 1979

This form and all related correspondence is to be sent to the California Historical Landmarks Advisory Committee, Post Office Box 2390, Sacramento, California 95811.

An application must be considered solely on its historic or architectural merits and not for commercial gain, political benefits, or other non-historical reasons.

An individual committee member can advise and counsel an applicant, but all applications must be considered by the full committee meeting in regular session.

EXCERPTS FROM REPORTS OF THE LIGHTHOUSE BOARD

Pigeon Point Light and Fog-signal Station, Seacoast of California

1880 - The lens apparatus and machinery were overhauled and repaired, and a new hood ordered. The roof of the dwelling was repaired; the dwelling, out-houses, and fences were painted; the gutters on the dwelling were repaired; materials for repainting the interior wood-work and for kalsomining the walls of the dwelling were sent to the station; a chicken-yard was built at the rear of the dwelling; the whistle-column of signal No. 1 was lengthened and its whistle was repaired; the roof of the signal-house was repaired and painted; a quantity of tools, pipes, coupling, etc. for the use of the steam fog-signals were sent to the station; the old boiler received slight repairs, and the boiler-room floor was repaired during the last year. Electric call-bells between the tower, dwelling, and fog-signal will be established. The old boiler will receive a new set of tubes and other needed repairs, and both boilers will be covered with asbestos during this year. Otherwise, the station is in excellent condition.

1886 - This tower, which is 100 feet high, and stands on a foundation 50 feet above sea level, is on the extremity of Pigeon Point, about 38 miles south of the Golden Gate, California. The keeper reports that there was a shock of earthquake felt at that station on January 11, 1887 at 4 a.m., standard time. It was observed from the light-house tower. There was a perceptible motion for two seconds. There was but one shock, and though it was moderate, it was generally felt over that section of the country, windows and other suspended objects rattling.

1888 - Mineral-oil lamps were substituted for the lard-oil lamps previously used. A new stairway to the assistant keeper's dwelling was built. A new boiler was sent to the station and connected with the fog-signal apparatus, and the old worn-out boiler was sold at auction. The fog-signal building was enlarged and new walks were built around it; a lot of tools and fittings were sent to the station, and various minor repairs were made.

1894 - There are standing outside of the light-house site, but close to the fence enclosing the light-house structures, a fisherman's shanty and a hay barn. If a fire should break out in either of these buildings it would endanger the structures of the light-station. It is proposed, in order to obviate this danger, that an additional strip of land to the eastward of the station, say 150 feet wide, be purchased and added to the light-house reservation. This, it is estimated, can be done for not exceeding $5,000, and it is recommended that an appropriation of this amount be made therefor. (This request was made for the next ten years).

1897 - A fence was built around the reservation, and walks were put down. Some 8,240 feet of lumber and 320 posts were used. Various repairs were made.

1899 - The fog-signal building was torn down and the construction of a new building was commenced in September; the work was nearly finished in December when it was stopped by lack of funds. The apparatus was put in efficient condition. A new smokestack was put up, and new 4-inch whistle valves substituted for the old-style small valves. The signal house will be finished early in the next fiscal year.

1900 - The new fog-signal building begun last year was completed. A new first-order burner was issued to the keeper for use in the illuminating apparatus. Minor

repairs were made to the fog-signal apparatus.

1901 - Bids were asked for building a brick oil house, but all were too high and they were rejected.

1902 - During a violent windstorm at this station the windmill was completely wrecked; a new one was purchased and set up, and the tower guyed with suitable wire rope. A new injector was put on one of the fog-signal boilers.

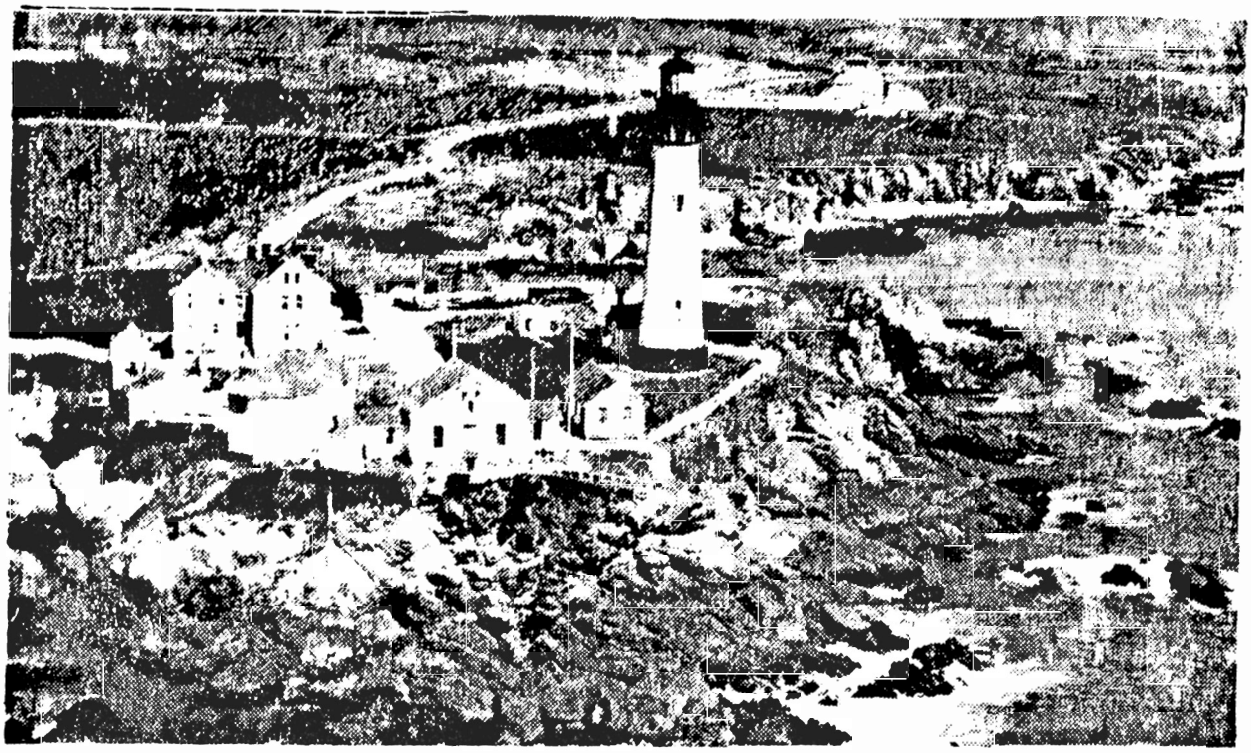
1904 - The windmill used to pump water from the spring at this station was destroyed during a violent storm. A new aermotor mill, 10 feet in diameter, was purchased and set up on the steel tower to replace it. A new engine governor and a quantity of pipe fittings were furnished for the signal.

1905 - An oilhouse is needed here, for the same reasons as are given in the letter dated December 10, 1904, from the Secretary of Commerce and Labor to the Secretary of the Treasury, relative to the need of an oil-house at Piedras Blancas, California, printed on another page in this chapter. It is estimated that it can be built for $1,500, and the Board recommends that an appropriation of that amount be made therefor.

1906 - Extensive repairs and additions to the quarters of the keepers are in progress and will be finished soon. The new work provides four additional living rooms and four bathrooms. An oilhouse is needed here. It is estimated that it can be built for $1,500, and the Board recommends that an appropriation of that amount be made therefor. An act approved on June 28, 1906, granted to Ocean Shore Railway Company a right of way for railroad purposes across Pigeon Point light-house reservation.

1907 - An intercommunicating telephone system of 6 phones was installed. The 10-foot aeromotor windmill destroyed by storm was replaced.

1912 - Oil wick lamp was replaced by I. O. V.



PIGEON POINT LIGHT

Pigeon Point Light, situated on an isolated cliff halfway between Santa Cruz and Half Moon Bay has been photographed and painted more often than any other light on the West Coast. Built in 1871 of bricks actually manufactured on the site, the 115 foot tower has withstood storms, earthquakes and all other assaults of nature.

When the light was put in automatic operation in 1974 the present more efficient rotating beacon was installed to replace the classical FRESNEL lens, which remains in place in the tower. This beautiful combination of 1008 hand fashioned cut glass prisms was the result of discoveries made by the French engineer FRESNEL in the 1820s whose work in optics revolutionized aids to navigation. Pigeon Point's lens is the largest FRESNEL type used by the Coast Guard, classed as a "first order" and is over six feet in diameter. When in operation it produced over 500,000 candlepower and was visible over 20 miles.

The lens was originally put in service at Cape Hatteras, North Carolina. During the Civil War it was seized by Confederate sympathizers who planned to spirit it away into the interior. Union forces recovered the lens and later sent it to California, where it was eventually installed in its present location high in Pigion Point Light tower.

Pigeon Point gets it name from the Clipper Ship CARRIER PIGEON, which was wrecked here in 1852 with loss of lives. Prior to that time it had been called PUNTA BALLENA or WHALE POINT by the early Spanish Californians.

The present electrically powered rotating beacon can be seen for twenty-five miles and is equipped with a battery powered emergency light which will automatically come on in the event of a power failure. In addition to the light, Pigeon Point also has a forty mile radiobeacon to assist the mariner.

Statewide significance:

Lighthouse was one of the most powerful lights on the Pacific Coast. The lighthouse was architecturally designed especially to accommodate the French lens. The imported Frensel lens is still in place and could be operable. To automate the station on February 1974 an aero beacon was attached on the cat walk, or gallery, outside the lantern, but the same flashing 10 second characteristic has been retained. Pigeon Point Lighthouse is an excellent example of a working lighthouse as it was 100 years ago and as it is today.

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Pigeon Point Lighthouse

On the coastal highway 42 miles south of San Francisco, is Pigeon Point Lighthouse. One of twenty lighthouses in Northern California, it was built one hundred years ago and is under the supervision of the United States Coast Guard.

Called Whale Point by early Californians, this rocky promontory was the general shipping point of all products in the Pescadero region and was used by schooners as a stopover port between San Francisco and Moro Bay. A serie of disastrous shipwrecks, climaxed by the many passenger fatalities that accompanied the wreck of the "Carrier Pigeon" in 1852, led the Congress, in 1872 to appropiate $20,000 to buy the original Spanish grant from John H. McKay, owner of De La Punta Del Ano Nuevo. Construction of the lighthouse cost an additional $125,000. A steam whistle fog signal had been establishe there on September 10, 1871.

The 115 foot white masonry tower rising 148 feet above the booming surf, resembles the typical New England lighthouse. It is topped by a black iron dome, filligreed on the underside. Brick for its construction was shipped around the Horn from Norfolk, Virginia.

Was its lens burried in the sands of an Atlantic beach during the Civil War? Will the mystery ever be solved? Edward Rowe Snow in his "Famous Lighthouses of America" says the lens came "from Fort Sumter Light, Charleston, South Carolina, where it had been buried in the sand to prevent its destruction during the war between the North and the South.

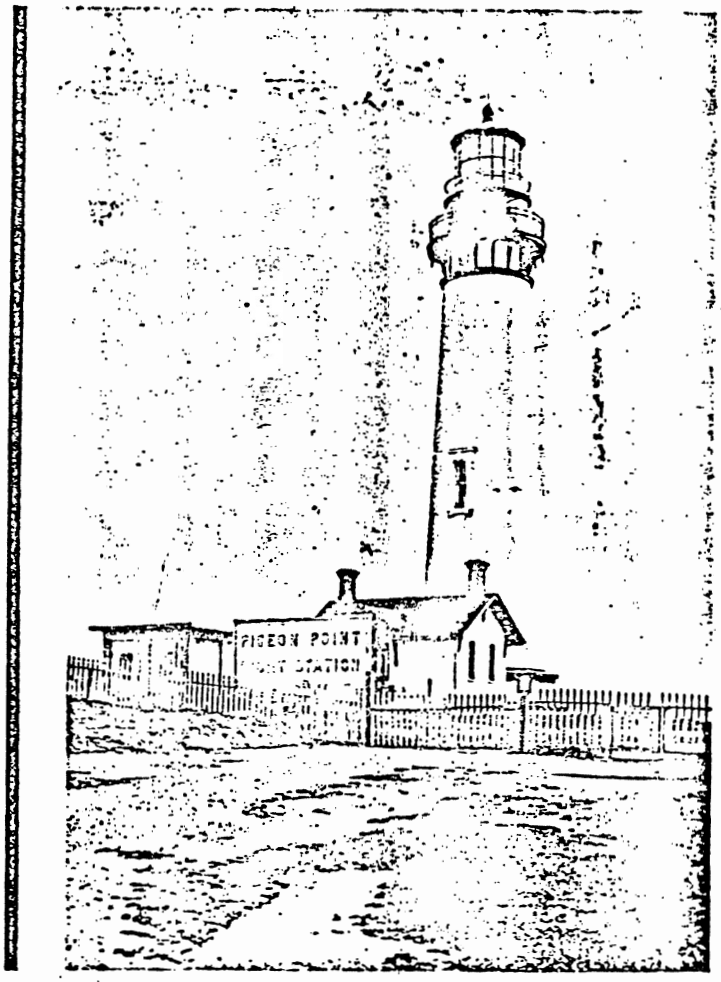
In 1938 the Superintendant of Lighthouses stated that "the lens now at Pigeon Point appears to be the second lens placed in commission at Cape Hatteras Light Station, North Carolina, in 1863 - - - . However, this lens, the one now in commission at Pigeon Point was discontinued at Cape Hatteras in 1870 —— put in storage and on August 11, 1871 was shipped to Pigeon Point". No proof has been found by researchers to prove or to disprove this was not the lens buried in the sand. Many records, some damaged by the fire of 1906 in California and the Bureau of Lighthouses fire a few years before 1924, are impossible to read.

A spiral staircase of 147 steps winds to the top where the bronz-mounted revolving lens with its 1,008 pieces of hand-polished glass reflects a single 1,000 watt bulb into a ~~far-reaching~~ one million candlepower beam of guiding light, visable for eighteen miles.

The lens past may be cloudy, but its prisms gleam. Every day these pieces of hand polished glass are cleaned by the four Coast Guardsmen stationed there. With their families, these men serve a tour of duty from eighteen to twenty-four months.. They welcome visitors weekdays from one to three and Saturdays, Sundays and holidays from one to four.

Electronics and modern equipment may someday replace these old and picturesque land marks. They have saved many lives since the first lighthouse in America was built on Little Brewster Island in Boston Harbor in 1716.

Picture and information for this article supplied by:
12th Coast Guard District
United States Coast Guard.



This area will have the names of the 13 "Peninsula DAR Chapters" who participated last year with the location and the name of the Regent. If you have a new Regent from last year please be sure to include her name when sending the check.

If at all possible I would like to have the checks by September 1st as the requirement for submitting the ads has been moved to be 3 months before publication and we want this to go in the December issue which is our month to sponsor.

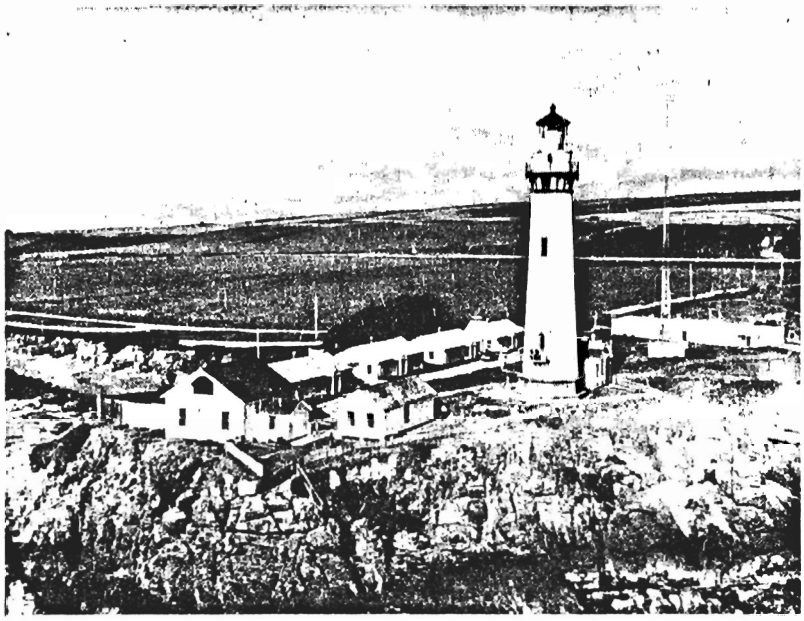
I have already received three checks and hope the rest will arrive soon.

Many thanks,

Pat Hetherington

1978

Historic Civil Engineering Landmarks



Pigeon Point Lighthouse

THE NIGHT of Monday, June 6, 1853 was foggy along the coast. The clipper ship *Carrier Pigeon* was 130 days out of Boston with a cargo of general merchandise for the California goldfields when with a shudder she ran aground on a headland then known as Whale Point, about 30 miles north of Santa Cruz.

There followed a drama typical of the pioneering days of California coastwise shipping.

As soon as word of the wreck reached San Francisco, the *Sea Bird,* a sailing ship with auxiliary steam engines, was dispatched with instructions to try to salvage the cargo. The crew was safe, staying temporarily at the whaling colony that gave the place its name.

The *Sea Bird* arrived on the ninth and began salvage work—but soon became a victim herself to the raging seas for which that coast was already famous.

HOLED and leaking badly, the rescue ship had to put herself aground at nearby Ano Nuevo to avoid sinking. In the next two weeks, vessels from up and down the coast converged on the two wrecks, scavenging for what they could before heavy seas finally destroyed the *Carrier Pigeon.*

So well-known did this maritime incident become that the point was renamed Pigeon Point.

Over the next 20 years there was growing agitation for the federal government to build a warning light at Pigeon Point. At the same time, while the small whaling industry declined, the cove to the south of Pigeon Point became the shipping point for lumber and produce from the Pescadero area. Shippers could not use standard docks because of the heavy, hazardous surf, so they loaded and unloaded from ships anchored in the cove using an aerial cableway.

Following a rash of wrecks in the late 1860s, in 1869 Congress finally appropriated money for a lighthouse at Pigeon Point.

Bricks were shipped from Norfolk, Virginia, around Cape Horn, and laboriously unloaded using the rickety cableway in the rocky cove.

By September 1871 the first navigation aid was installed, a steam-operated fog signal with a 12-inch whistle. In 1872 the lighthouse was completed.

THE LIGHT'S nine-foot-diameter fresnel lens has a shadowy past. Built by Henri Le Paute of Paris in the 1850s, its first 20 years are in doubt. It is believed to have been installed at Cape Hatteras on the East Coast, and to have been removed during the Civil War to prevent its destruction by Confederate forces.

Buried in the sand for protection, it was rescued in 1868 and eventually sent to Pigeon Point. There the 1,008 pieces of glass were reassembled and the durable lens began a tour of duty that lasted a century. Illumination for the light first came from whale oil. Kerosene was later substituted, and then electricity to run the light which the old fresnel lens magnified to 800,000 candlepower in a beam seen 18 miles to sea.

In 1974 an automatic beacon was set up on a platform outside the lighthouse, replacing the historic lens.

Since the light was installed only one wreck has occurred on Pigeon Point.

The tower is 115 feet high, 28 feet in diameter at the base and 16′ 3′ at the top; walls taper from 6 feet to three feet thick. The original light was 148 feet above mean high tide.

(Second in a series, with thanks to the San Francisco chapter, American Society of Civil Engineers.)

Pigeon Point Light Station

Pigeon Point Light Station was completed in October 1872 and the light was first exhibited on 15 November 1872. The light was established on the extremity of Pigeon Point, California. The light, a first order, flashed white every 10 seconds. The light was 148 feet above sea level and was visible for 18 ½ miles. In 1871 on 10 Sept. a steam whistle fog signal was established.

At the present Pigeon Point Light is described as a flashing white light that flashes every 10 seconds. The light is situated on a white conical tower 115 feet above ground and 148 feet above sea level. Geographical position is 37-10.9N 122-23.6W. The luminous range is 20 miles, intensity 450,000 candelas. Completing aidsto navigation is a radiobeacon and a 2 tone diaphone fog signal; group of 2 blasts every 30 seconds.

Pigeon Point Light Station is a family station manned by 4 men who live at the station with their families in new ranch style quarters completed in 1960. Dependent children are transported to school by sc ool bus which stopes at the station gate.

EMA

May 21, 1935.

Mr. Frank M. Stanger,
President, San Mateo County
Historical Association,
San Mateo, California.

Dear Sir:

1. Referring to your letter of May 19th regarding the source of origin of the lens at the Pigeon Point Light Station, the following is quoted from a letter received from the Bureau of Lighthouses dated May 2, 1924, in answer to an inquiry from this Office:

"You are advised that the lens now at Pigeon Point appears to be the second lens placed in commission at Cape Hatteras Light Station, N.C. in 1863, following what is said to have been the destruction of the lantern and original lens placed at that station in 1854. There is also a notation on the records here that the original lens was carried by Confederate agents to Raleigh and was subsequently recovered but it is difficult to state whether these statements are true or not for the files of the Bureau covering this period were badly burned a few years ago and are difficult of access.

"However, the second lens, the one now in commission at Pigeon Point, was discontinued in 1870 when the new (present) tower at Cape Hatteras was established and there is a record here that it was placed in storage at the General Lighthouse Depot on January 17, 1871, and on August 11, 1871, was shipped to Pigeon Point.

"If these entries are correct, the lens now in commission has no historical value. It was a great improvement over the original lens, the plans of which are on file in the Bureau, representing an early type of Lepaute apparatus. The original lens, if extant, would have considerable historical value but owing to the condition of the records here it would take much time to run down all clues relating to its present whereabouts."

2. From the Commissioner of Lighthouses' letter you will note that the lens at the Pigeon Point Light Station probably has no historic value.

Very truly yours,

H. [illegible]

Superintendent of Lighthouses.

Frank M. Stang Ph. D. - President
History Dept. College, San Mateo
Roy W. Cloud - Vice-President
Redwood City
John W. Fickeisen - Vice-President
Burlingame
George J. Davis - - Vice-President
Millbrae
Wilbur H. Doxsee - Secretary-Treas.
733 Middlefield Road, Redwood City
DIRECTORS:
Roscoe D. Wyatt - - Redwood City
Col. C. N. Kirkbride - - San
Miss Elinor J. Falvey - - Co
Mrs. Stella Jensen - -

San Mateo County Historical Association

MAY 20 1938

May 19, 1938

Superintendent of Lighthouses
United States Customs Office
Ferry Building
San Francisco
California

Attention: Miss Allen

Dear Miss Allen:

I have heard from various sources a story regarding the Pidgeon Point Lighthouse to the effect that the lens was formerly used on Cape Hatteras and, for some reason, was hidden during the Civil War.

I may not have the details correct but would like to know whether there is any foundation of fact to this story. Miss Jessie Migrants of Pescadero, whose father is one of the keepers at Pidgeon Point, referred me to you as one who would probably know whether there is any positive information on the subject.

I shall appreciate any information you can give me.

Thanking you sincerely, I am

Yours truly,

F.M. Stanger

FMS:EB

F.M. Stanger

HWA:SM
ENCLS.

August 2nd, 1930.

My dear Mrs. Hoover:

1. In reply to your letter of July 30th regarding the lighthouse at Pigeon Point, you are advised that some years ago Lillian A. Howard of Piedmont Court, Santa Cruz, California, representing the Santa Cruz Chapter of the Daughters of the American Revolution, requested permission to mark the Pigeon Point Light Station by a suitable tablet, stating that reports were current to the effect that the lens at that station was one formerly used in a lighthouse at Fort Sumter previous to the Civil War, and that during the Civil War it was removed and buried in the sand, and that subsequently it was recovered and sent to the Pigeon Point Light Station.

2. This office was unable at the time to determine the truth of the report but took the matter up with the Bureau of Lighthouses, and there are enclosed for your information copies of a letter addressed by this office to the Commissioner of Lighthouses on April 25th, 1924, and his reply dated May 2nd, 1924.

3. From the Commissioner's letter you will note that the lens at the Pigeon Point Light Station probably has no historic value.

4. Since the records of this District were all destroyed in the fire of 1906 I am unable to give you any accurate information regarding the historical value of any equipment at the older light stations in this District. The following are among the older light station in this District, with their dates of establishment. - Point Loma Light Station, 1855; Santa Barbara Light Station, 1856 (destroyed by earthquake in 1925); Point Conception Light Station, 1855; Point Pinos Light Station, 1855; Farallon Light Station, 1855; Bonita Point Light Station, 1855; Fort Point Light Station, 1855; Alcatraz Island Light Station, 1854 (rebuilt in 1909); Humboldt Bay Light Station, 1856 (old station has been abandoned); Crescent City Light Station, 1856.

5. It is not believed that there is any history connected with any of the lights in this list of the older lights in the District other than the dates of their establishment. However, since there are no longer employees in this District acquainted with the earlier history of these stations it may be that the records of the Bureau of Lighthouses in Washington might disclose something of historical interest in connection with them, and if you desire to pursue the matter further it is suggested that you address a letter of inquiry to the Commissioner of Lighthouses, Washington, D.C.

Very sincerely yours,

Superintendent of Lighthouses.

Mrs. Theodore Jesse Hoover,
627 Salvatierra Street,
Stanford University, Calif.

COPY.

637:E
Lens at Pigeon Point
Light Station, Calif.

DEPARTMENT OF COMMERCE
Bureau of Lighthouses
WASHINGTON

May 2, 1924.

Superintendent of Lighthouses, San Francisco, Calif.

1. Referring to your letter dated April 25, 1924, in reference to a story current in the vicinity of Pigeon Point L.S., Calif., to the effect that the lens at that station was installed in a lighthouse at or near Fort Sumter previous to the Civil War:

2. You are advised that the lens now at Pigeon Point appears to be the second lens placed in commission at Cape Hatteras L. S., N. C., in 1863, following what is said to have been the destruction of the lantern and original lens placed at that station in 1854. There is also a notation on the records here that the original lens was carried by Confederate agents to Raleigh and was subsequently recovered but it is difficult to state whether these statements are true or not for the files of the Bureau covering this period were badly burned a few years ago and are difficult of access.

3. However, the second lens, the one now in commission at Pigeon Point, was discontinued in 1870 when the new (present) tower at Cape Hatteras was established and there is a record here that it was placed in storage at the General Lighthouse Depot on January 17, 1871, and on August 11, 1871 was shipped to Pigeon Point.

4. If these entries are correct the lens now in commission has no historical value. It was a great improvement over the original lens, the plans of which are on file in the Bureau, representing an early type of Lepaute apparatus. The original lens, if extant, would have considerable historical value but owing to the condition of the records here it would take much time to run down all clues relating to its present whereabouts.

(Signed) Putnam

Commissioner of Lighthouses.

COPY--MW

HWR:LH

Pigeon Point Light Station - Lens.

April 25, 1924.

Commissioner of Lighthouses.

1. A story has been current in the vicinity of the Pigeon Point Light Station in this district for a number of years to the effect that the lens at that station was installed in a lighthouse at or near Fort Sumter previous to the Civil War, and that when the fort was fired upon at the beginning of the Civil War the lens was taken down and buried in the sand where it remained until after the war, when it was recovered and sent to the Pigeon Point Light Station.

2. As all records of this office were destroyed in the fire of 1906, there is at present no information available relative to this lens, and it is requested that the Bureau inform this office fully regarding the history of this lens.

3. This matter has been brought up by a local chapter of the Daughters of the American Revolution, which desires to mark the lens with a suitable tablet in case the tradition regarding it is correct.

4. This lens is a first-order, 24-panel lens, marked "Henry - Lepaute A' Paris," but bears no date of manufacture or other marks.

(Signed) H. W. RHODES

Pigeon Point

Light first exhibited on 15 Nov. 1872
12" steam fog signal.

1869 Pilot map shows "WILD PIGEON" Clipper ship wrecked at Pigeon Pt.

1855 C&GS Report. By Sub-Asst.
W.M. Johnson

June 9 1855

"Pigeon Point possesses many advantages over Pt Año Nuevo as a location for a lighthouse. It is 4 miles westward, and about six miles distant from Pt. Año Nuevo and has a sector of visibility about ten degrees greater. All mail steamers and coasters trading to & from southward, pass very near Pigeon Point. In favorable weather, steamers usually pass within one mile of it."

GSA

GSA Pacific Rim Region

Notices of Availability
Historic Light Stations
Pigeon Point Light Station, Pescadero, CA
Point Sur Light Station, Moro Rock, Big Sur, CA

January 19, 2003

The two referenced light stations located on the California coast have been determined to be excess to the needs of the Federal government. Pursuant to the National Historic Lighthouse Preservation Act of 2000 (NHLPA), this property is being made available at no cost to eligible entities for educational, cultural, historic preservation, or park and recreation uses.

The NHLPA authorizes the transfer of historic lighthouses and stations in addition to establishing a national lighthouse preservation program. NHLPA recognizes the cultural, recreational, and educational value associated with these historic resources by allowing lighthouse properties to be transferred to federal agencies, state and local governments, nonprofit corporations and community development organizations at no cost for educational, cultural, historic preservation, or park and recreation uses through a competitive, merit-based application process. If no new acceptable steward is found, the Act authorizes the competitive public sale of the property.

This is the first time that non-profit entities are on equal footing with federal agencies and other public bodies to obtain historic lighthouse properties. Interested non-profit organizations are encouraged to organize and incorporate prior to the official notice of available lighthouses being issued. A group's financial ability to maintain the historic light station and adhere to historic covenants and other terms and conditions of the transfer will be given significant consideration in the review process.

The enclosed Notices of Availability (NOA) provide details regarding each property and requires that an eligible entity with an interest in acquiring the described property for a use consistent with the purposes stated above, should submit a letter of interest to the addresses listed on the NOA by **March 19, 2003.** We encourage all eligible entities to participate in this opportunity to acquire one of the nation's historic resources.

If you have any questions regarding a specific light station, please contact the GSA representative listed on the enclosed NOA. For general inquiries, please contact me at 415-522-3426 or by email at david.haase@gsa.gov.

Sincerely,

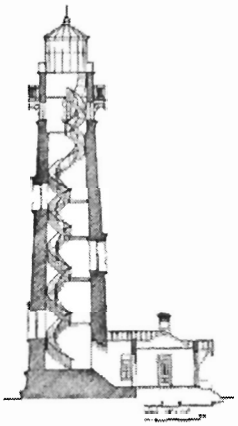
DAVID HAASE
Lighthouse Project Manager
Property Disposal Division

U.S. General Services Administration
450 Golden Gate Avenue
San Francisco, CA 94102-3434
www.gsa.gov

National Historic Lighthouse Preservation Act
Notice of Availability

PIGEON POINT LIGHT STATION

January 19, 2003



The light station property described on the attached sheet has been determined to be excess to the needs of the Federal government. Pursuant to the National Historic Lighthouse Preservation Act of 2000, 16 U.S.C. 470, this property is being made available at no cost to eligible entities defined as Federal Agencies, state and local agencies, non-profit corporations, educational agencies, or community development organizations, for education, park, recreation, cultural, or historic preservation purposes. **No preference will be given to Federal agencies, state or local governments.**

An **eligible entity** with an interest in acquiring the described property for a use consistent with the purposes stated above, **should submit a letter of interest to the address listed below by March 19, 2003.**

Letters of interest should include:

- Name of property
- Name of eligible entity
- Point of contact, title, address, phone and email
- Non-profit agencies must provide a copy of their state-certified articles of incorporation

Eligible entities that submit a letter of interest will be sent an application and given an opportunity to inspect the property. Building inspectors and/or contractors may accompany the applicant on the site visit. The completed application must be submitted to the Department of Interior within 90 days after receipt. The Department of Interior will review applications and select an eligible entity to receive the property. The General Services Administration will complete the conveyance to the selected recipient.

For more information on the disposal of lighthouses, please visit our web site at http://www.cr.nps.gov/maritime/nhlpa/nhlpa.htm.

Letters of interest should be directed to:

David Haase
GSA Property Disposal (9PR)
450 Golden Gate Avenue, 4th Floor East
San Francisco, CA 94102
415-522-3426
415-522-3213 (fax)
david.haase@gsa.gov

A copy of the letter of interest should be sent to:

Mr. Gary Munsterman
Federal Lands to Parks Program
United States Department of the Interior
National Park Service, Pacific West Region
1111 Jackson Street, Suite 700
Oakland, California 94607-4807

GSA

GSA Pacific Rim Region

Notices of Availability
Historic Light Stations
Pigeon Point Light Station, Pescadero, CA
Point Sur Light Station, Moro Rock, Big Sur, CA

January 19, 2003

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This is the first time that non-profit entities are on equal footing with federal agencies and other public bodies to obtain historic lighthouse properties. Interested non-profit organizations are encouraged to organize and incorporate prior to the official notice of available lighthouses being issued. A group's financial ability to maintain the historic light station and adhere to historic covenants and other terms and conditions of the transfer will be given significant consideration in the review process.

The enclosed Notices of Availability (NOA) provide details regarding each property and requires that an eligible entity with an interest in acquiring the described property for a use consistent with the purposes stated above, should submit a letter of interest to the addresses listed on the NOA by **March 19, 2003.** We encourage all eligible entities to participate in this opportunity to acquire one of the nation's historic resources.

If you have any questions regarding a specific light station, please contact the GSA representative listed on the enclosed NOA. For general inquiries, please contact me at 415-522-3426 or by email at david.haase@gsa.gov.

Sincerely,

David Haase

DAVID HAASE
Lighthouse Project Manager
Property Disposal Division

U.S. General Services Administration
450 Golden Gate Avenue
San Francisco, CA 94102-3434
www.gsa.gov

National Historic Lighthouse Preservation Act
Notice of Availability

PIGEON POINT LIGHT STATION

January 19, 2003

GSA Control No.	9-U-CA-1598
Property Identification	Pigeon Point Light Station
Property Address	210 Pigeon Point Road Pescadero, San Mateo County, CA
Property Description	4.3 acre parcel containing nine structures including Light House (115 ft. tall) and adjoining Oil House; Fog Signal Building; Paint Locker; Carpenter Building and (4) Quarters.
Condition of Property	The structures are in fair to good condition, except for the Light House. The Light House structure requires extensive rehabilitation due to identified structural deficiencies. A structural Condition Assessment will be made available during application period and site inspection opportunities. The property is offered "AS IS' and "WHERE IS" without representation, warranty, or guarantee as to quality, quantity, title, character, condition, size or kind.
Range of Possible Uses	Historic Lights and Light Stations may be used for education, park, recreation, cultural, or historic preservation purposes.
Commercial Activities	Commercial activities are prohibited unless approved by the Secretary of the Interior.
Utilities	Municipal electricity; Potable water is pumped from water tanks located on nearby Government property (an easement will be granted to provide continued use); Wastewater is piped to a leach field located within the Property.
Historical Information	Property is listed on the National Register of Historic Places. Property must be maintained according to the Secretary of Interior's Standards for Rehabilitation. Historic covenants will be incorporated into the deed.
Aid to Navigation	The Federal Aid to Navigation equipment located onsite remains the personal property of the United States. The United States reserves an unrestricted right for ingress and egress to protect, maintain, install, operate, repair, replace, relocate or remove the aid to navigation and any associated equipment; supporting utilities; unobstructed visual signal to the equipment on the property; and for continued placement, access and use of the tower space by the Coast Guard and by other parties in order to operate and maintain their respective equipment.

National Historic Lighthouse Preservation Act
Notice of Availability

PIGEON POINT LIGHT STATION

January 19, 2003

Easements & Exceptions	The recipient will be responsible for the maintenance of the access road on the property in a suitable and usable condition; and for all utilities associated with its use of the property (i.e. metering and necessary hardware, if required).
Current Tenants	U.S. Department of Commerce, National Weather Service; California Department of Parks and Recreation; California Department of Transportation. Any existing licenses may be terminated at or before conveyance, at the discretion of the Government.
Environmental Information	Due to the age of the structures, it is assumed that lead-based paint was used on exterior and interior surfaces, and that asbestos containing materials are present. Five Federal endangered or threatened species are known to occur in the vicinity of the property. The deed will include covenants to address or mitigate the applicable conditions above.
Notice Response Due Date	March 19, 2003
Property Inspection	For Eligible Entities: To be announced after March 19, 2003
Contact	David Haase GSA Property Disposal (9PR) 450 Golden Gate Avenue, 4th Floor East San Francisco, CA 94102 415-522-3426 415-522-3213 (fax) david.haase@gsa.gov
Attachments	See attached map and photos

PIGEON POINT LIGHT STATION
STATE HISTORIC PARK
C/O Ano Nuevo State Reserve
New Years Creek Road
Pescadero, CA 94060
650.879.2120

10 January 2002

Wayne Wheeler
Head Keeper
U.S.Lighthouse Society
244 Kearney St., 5th Floor
San Francisco, CA 94108

Dear Wayne:

Enclosed are some photos showing damage to Pigeon Point Lighthouse. As you can see, Two sections of the "belt course" have fallen from beneath the lower gallery, exposing gallery brackets and reducing their support.

As a result, the lighthouse has been closed and a six-foot chain link fence has been erected around the tower at a distance of about forty feet from the building. As you know, much has to be done before the lighthouse can be considered safe, and I'm sure the situation will not be resolved before your May 20 tour. We are working on an outside grounds tour as well as use of the Fog Building as an interpretive center, so we hope that you will still visit us this spring.

Presently the Coast Guard civil engineering unit is the lead agency assessing damage and repair options. The folks at International Chimney have made some suggestions based on photos sent to them (report included) and I hope that they will be included in the process. Of course my biggest fear is that no agency has any money to fix it! But we'll have to wait until the depth of the problem is known. Interestingly, the lightning damage comment may be valid, as there was a fierce thunder and lightning storm the night before damage was discovered.

The good news is that all the buildings have been cleared from in front of the lighthouse, so the view from Highway 1 and the access road are much improved.

I'll keep you informed.

Regards, Arelon.

Would be happy to serve on the Board. Let me know the particulars.

INTERNATIONAL CHIMNEY

CORPORATION

ENGINEERS • CONTRACTORS

55 S. LONG ST. BOX 260 BUFFALO N.Y. 14231-0260

(716) 634-3967 • (800) 828-1446 • FAX (716) 634-3983

DETROIT
CLEVELAND
BIRMINGHAM
CHICAGO
ATLANTA

January 3, 2002

Our File #CH-33388-C

Mr. Nelson Morosini
Park Interpretive Specialist
c/o Ano Nuevo State Reserve
New Years Creek Road
Pescadero, California 94060

Subject: Belt Course Damage at the Pigeon Point Lighthouse
Pigeon Point, California

Gentlemen:

Per our telephone conversation, I've taken the liberty of looking at photographs sent to me by your Ms. Judy Pfeil on the damages sustained to the lighthouse.

Based on the photographs (and not first hand observation) we can only conjecture as to why the damage occurred.

Two (2) pieces of the cast iron belt course have fallen away from underneath the gallery brackets; damaged a landing window lintel and a lower cast iron belt course near the base of the lighthouse. I note that a portion of the stone window lintel has been salvaged and would advise that you retain this piece as we may be able to epoxy it back into place.

The belt course serves as a weather cap and footing for the gallery brackets at a point in the column where the brick thickness changes. The bracket foot sits on top of the heavier masonry and further, is laid into the masonry wall above, such that only a portion of the bracket is visible on the exterior.

The belt course is also somewhat decorative and not only covers the thicker masonry wall, but also that same wall has been corbeled out from the original taper in at least six (6) successive courses of brick.

I had expected to the see the brickwork beneath the belt course soft and crumbly which would indicate normal deterioration. Instead, the photographs show brickwork still intact in the broken belt course segments. Further, the brick appears to be sheared, indicating that a force had been applied to the belt course and corbeling which cracked off segments of the brickwork through both brick and mortar.

Several possibilities exist for identifying what force caused the damage. First, one (1) of the segments shows evidence of ferrous staining on the sheared brickwork. This may indicate that the belt course was anchored to the brickwork using iron rods, and that these iron rods have corroded and exfoliated causing rust jacking against the brickwork. While we can see no further evidence of these irons from the photographs of the lighthouse, they may be located through and underneath the bracket foot.

INTERNATIONAL CHIMNEY CORPORATION

January 3, 2002 Our File #CH-33388-C

Secondly, the photographs show some rust staining behind the bracket vertical and against the masonry column. These brackets are normally laid into the wall on an interior and hidden flange. If rust and corrosion had caused a failure in the bracket flange, or if rust jacking had occurred at that location; force may have been applied to the belt course creating the shear.

Lastly, the above factors, combined with a lightning strike cannot be ruled out. A check of the lightning protection system may be necessary.

We recommend that a thorough inspection and investigation be performed of this area to determine the exact cause of the failure and remedial action.

For your convenience, I have attached a copy of our previous correspondence to your Mrs. Anna Cross with regard to the inspection of the Pigeon Point Lighthouse.

I would suggest that an investigation could be performed at the same time as a general inspection for about the same cost. Further, we could revise our quotation to incorporate more tools and rigging as might be appropriate for repair. In this manner, once the scope of work is determined, repairs could be immediately quoted without additional mobilization or rigging charges.

We would appreciate this opportunity to quote on your requirements. Please feel free to contact the writer should you have any questions or require any additional information.

Sincerely,

INTERNATIONAL CHIMNEY CORPORATION

By _____
Joseph J. Jakubik
Project Manager

JJJ/cly

PIGEON POINT

Cal/EPA

Pete Wilson
Governor

Central Coast Regional Water Quality Control Board

81 Higuera Street
Suite 200
San Luis Obispo, CA
93401-5427
(805) 549-3147
FAX (805) 543-0397

June 25, 1997

Kathleen McKenzie (415)661 5996
730 37th Avenue
San Francisco, CA 94121

Dear Ms. McKenzie:

PROPOSED WAIVER OF WASTE DISCHARGE REQUIREMENTS, PIGEON POINT COUNTRY INN, SAN MATEO COUNTY

Staff has reviewed your report of waste discharge for a nine unit inn at Pigeon Point Road and we find it complete. In addition, we appreciate you submitting a copy of your report to the Monterey Bay National Marine Sanctuary. You propose to discharge approximately 1,350 gallons per day (peak daily flow) of domestic effluent to on-site leachfields. You also propose discharge of approximately 450 gallons per day of brine reject wastewater (TDS approximately 2,000 mg/l) to a separate subsurface disposal area.

Your application supports your request for a Basin Plan exemption. You have proposed a recirculating sand filter, dual leachfield system and a groundwater monitoring system for the domestic sewage disposal area, to address disposal location setback and depth to groundwater. You have proposed installation of a trench drain, installation of monitoring wells, and implementation of a monitoring program to address brine discharge leachfield setback.

Based on the proposed facility flow rate, limited potential to impact to water quality, and implementation of the groundwater monitoring program, staff will recommend waiving waste discharge requirements for this project. The Board will consider staff's recommendation at the meeting on July 11, 1997 at the Regional Board office in San Luis Obispo. Interested parties should provide comments on staff's recommendation as soon as possible, but no later than **July 8, 1997**.

Please direct any questions to Adam White at 805-549-3694 or Brad Hagemann at 805-549-3697.

Sincerely,

FOR Bradley E. Hagemann
Roger W. Briggs
Executive Officer

AW:pigeon1.doc\ch\h:\letters
file: New: Pigeon Point Country Inn
Task: 12101