AUGUST, NINETEEN TWENTY-NINE

WOMAN'S WORLD

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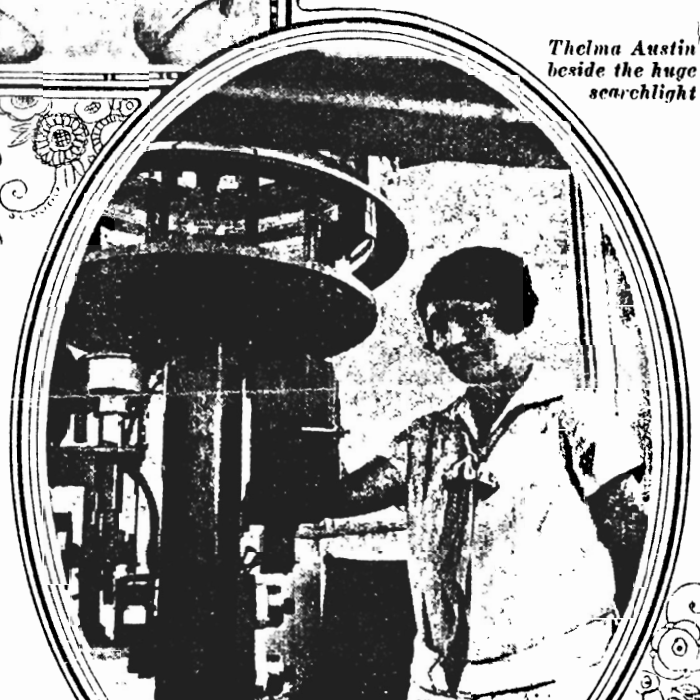
VOLUME 45, NUMBER 8

EDITORIAL PAGE



Wearing her father's uniform cap

When distant billows meet the sky.
A pale dull light the seamen spy,
As spent they stand and tempest tost,
Their vessel struck, their rudder lost;
While distant homes where kinsmen weep,
And graves full many a fathom deep,
By turns their fitful, gloomy thoughts portray:
"'Tis some delusion of the sight,
Some northern streamer's paly light."
"Fools!" saith roused Hope with generous scorn,
It is the blessed peep of morn,
And aid and safety come when comes the day."



Thelma Austin beside the huge searchlight

A HEROINE OF THE PACIFIC

AS THE monotonous blast echoes and reechoes from the distant breakwater at Point Fermin, while various ocean craft are guided safely into the Los Angeles harbor by the beacon searchlight, a courageous young woman sits there in the tower of the lighthouse, resolute, imperturbable, and ever alert for distress signals from passing ships.

Instead of a grizzled old lighthouse tender maintaining that lonely old lighthouse, Thelma Austin, well on the sunny side of thirty, directs the course of hundreds of steamers that ply between the Los Angeles harbor and distant ports. And like the keen-

take up our duties. There is something very sentimental about this old lighthouse, for both father and mother somehow felt that this was their most important post, since father really was pioneering here, and he came to be loved and admired by all the old seamen passing in and out of Los Angeles harbor.

"When my mother died a little over a year ago, my father just seemed to waste away. In fact, he died of a broken heart, since they had been together all these years in the lighthouse work, and my sister and I felt that we had a sacred duty to perform: to promulgate the heroic work which our parents started. But we have experienced quite a struggle, since the government has been planning on taking over this lighthouse; and then, to make my burden the harder to bear, my baby sister married a sailor, leaving me alone here to 'carry on'."

Like the true Viking that she is, Thelma Austin retains a cheery disposition despite the grimness of her calling and the fact that the government has sought to take over the lighthouse. And she is not one to take this "stepping into the shoes" of her beloved parents with a grain of salt either, even though the salty tang of sea air is omnipresent. The keen intellect behind that well shaped forehead attests to the skillful manner in which she would conduct that ancient lighthouse, providing the government grants her that worthy desire.

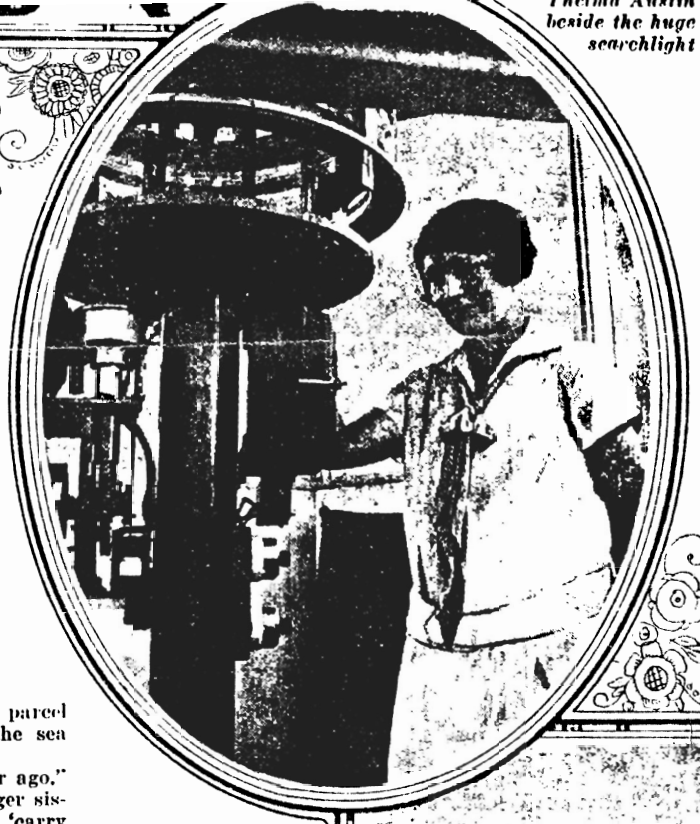
"Almost everyone asks me that question," she replied to a very pointed query. "If you would have associated with lighthouses and the sea as much as I have, you would know that I never could get lonesome so long as the pounding of the breakers is audible, and the ocean liners continue to sail past my door. And instead of growing monotonous and tiresome, the regular routine about the lighthouse seems a source of great comfort to me.

"At a regular time every night—at sunset—the huge searchlight is turned on; and then, at dawn, it is turned off. Then there is the care of the lighthouse proper, where I live—alone, since my baby sister married—and, of course, I must combine my household duties with those of the lighthouse keeper's."

Besides accepting this sacred charge as lighthouse keeper, Thelma has accepted another highly pleasurable one—that of training and caring for five sturdy brothers. However, the eldest three brothers loved the sea so much that they joined the navy and are now sailors in Uncle Sam's fleet which guards the very harbor over which this valiant sister guides the destinies of passing steamers. The two youngest brothers have been sent to a near-by military academy, where they are being disciplined and trained into stanch young men, most worthy of their noble sister's sacrifice.

"I'm mighty glad that I can do all this for my brothers," she said with a bright gleam in her eyes. "I feel that it is precisely what my dear parents would have me do, and in a measure it is a part of my self-imposed task of 'carrying on' their noble work here at Point Fermin. Why, the sea and this lighthouse seem to me like a holy shrine, and I'm afraid it would break my heart to have to give it up.

"But, no matter what happens, I will accept the edict of fate with a brave heart, and just as cheerfully as my parents would have done. When you have been raised in the lighthouse atmosphere as I have been, it is mighty difficult to change your mode of living and accept any other line of endeavor which does not offer romance and adventure."



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Instead of a grizzled old lighthouse tender maintaining that lonely old lighthouse, Thelma Austin, well on the sunny side of thirty, directs the course of hundreds of steamers that ply between the Los Angeles harbor and distant ports. And like the keen-eyed, far-seeing old seamen she daily comes in contact with, Thelma Austin exudes a radiance and personality that seems part and parcel always of those "who go down to the sea in ships."

"When my parents died over a year ago," Thelma said reminiscently, "my younger sister Juanita and myself determined to 'carry on' the work which my parents started. My dear father had been a lighthouse keeper for many years; in fact, I was brought into the lighthouse atmosphere when but three years of age, when my father accepted the commission to tend the lighthouse at Point Arena on the Pacific coast. My sister was born there, and we were both reared in that romantic environment, so you can readily see that it is our very life.

"When I was growing into young womanhood, my father accepted the post of lighthouse keeper at Point Conception, one of the most isolated points on the Pacific coast, and here I experienced many marine disasters. I will never forget that terrible night when I witnessed my first shipwreck, when the lumber freighter 'Shasta' went on the rocks and was slowly dashed to pieces. Although the sight sort of chilled me, I derived a grim satisfaction nevertheless from the knowledge that my dear father was doing everything within his power to save the crew.

"Our dear parents gave us an excellent training and an education which we can be proud of, even though we were handicapped for regular educational institutions, and it was well flavored with all the rugged principles we associate with the stalwart sea captains whose motto is: 'Never give up the ship!' Then in 1917 my father accepted the commission to tend the lighthouse here at Point Fermin, so we moved immediately to some so long as the pounding of the breakers is audible, and the ocean liners continue to sail past my door. And instead of growing monotonous and tiresome, the regular routine about the lighthouse seems a source of great comfort to me.

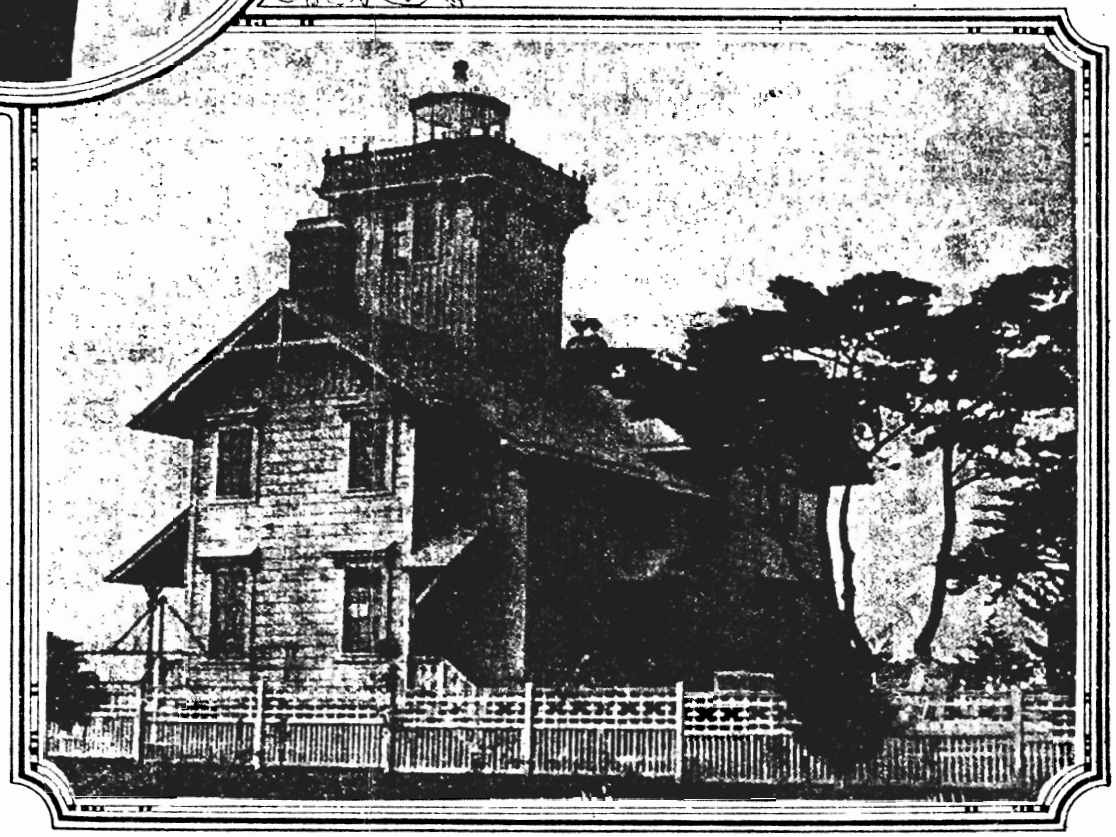
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The lighthouse at Point Fermin



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Again it was the *Lelia Byrd,* Captain William Shaler, of New Bedford that was the first Yankee vessel to visit the port, in 1805. Nearly a half century later (1852) the steamer *Sea Bird* began regular service between Los Angeles and San Francisco. At that period no major lights marked the harbor, not until the Point Fermin Lighthouse, a Victorian frame structure was built in 1874. The lighthouse now restored as an historical attraction, unfortunately has been replaced by a utilitarian light shown from a pole at an elevation 120 feet above the sea. Point Fermin is the southeast extremity of San Pedro Hill. A prominent pavilion (The Bell of Friendship) is above the light. The attraction in the park, however, continues to be the old lighthouse, one of a kind. It affords a pleasant breath of the past recalling other times when the edifice was in charge of Mary L. Smith, who with her sister, was awarded the job of lighthouse keeper at a time when the area was nothing more than a remote fishing village. They came in 1874 to find peace and healthful living, but after months of privation and loneliness decided that such a life was not for them, and in turn, tendered their resignations.

Despite the lighthouse at Point Fermin, the bay at that early period had many obstructions. The British ship *Respigadera* on a foggy October day in 1888, inbound from Austrilia, draped her frame over an outcrop right below the lighthouse. Salvors bought the hull for $1,200 and after removing deck gear dynamited the wreck as a menace to navigation.

Point Fermin Light

On Point Fermin, a lighthouse has stood since 1874. The unique gingerbread structure was replaced by a functional white skeleton tower in 1945. As an important marine guidepost to Los Angeles-San Pedro ship traffic, the light is seen as far as Catalina Island.

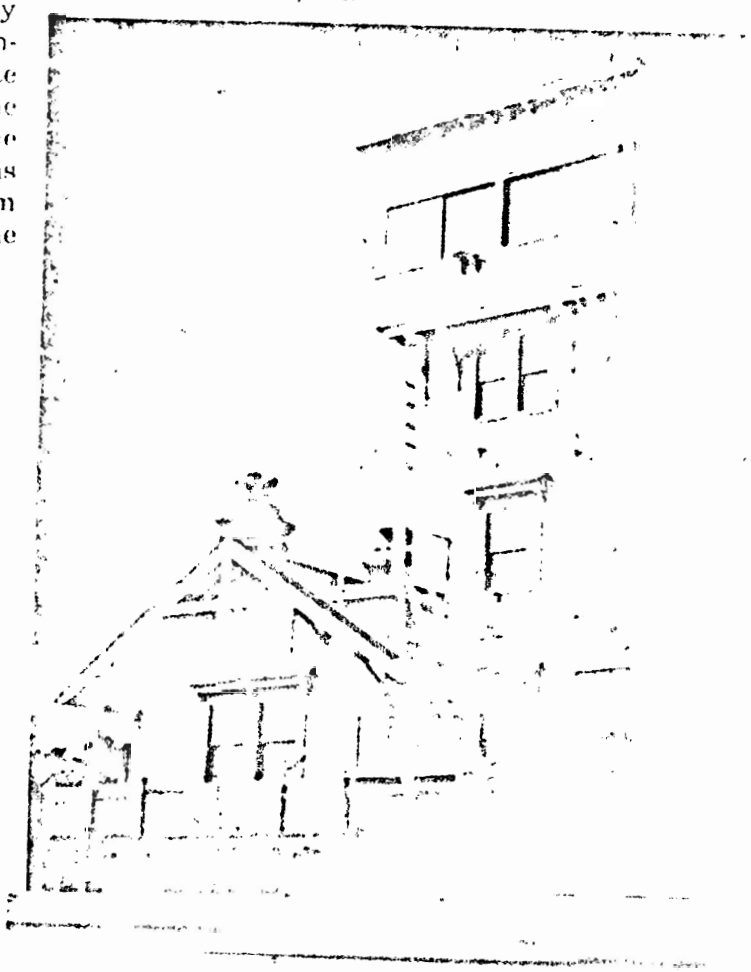
Around the harbor entrance many ships have been wrecked in years past, but few in modern times. One of the best known wrecks was that of the British ship *Respigadera* which in 1888 attempted to cut too close to Point Fermin, beating in with a fair wind on a flood tide. Ripping out her bottom planks on a rocky tentacle, she filled and foundered in 20 minutes.

After several decades of service, old Point Fermin Lighthouse was taken under the guardianship of the Sons and Daughters of the Golden West, a group dedicated to the preservation of historical data and artifacts. The ornate pine wood and brick lighthouse is one of a kind. The property about it was acquired by the City of Los Angeles which today continues to maintain it as a park. Point Fermin Park is a favorite to local residents and visitors and though the old lighthouse still stands it is not open to the public for interior viewing. The lamphouse was replaced by an uninspired observation room addition at the top of the tower but the remainder of the structure remains as a charming example of victorian architecture and is recognized as an historical cultural monument by the Cultural Heritage Board of Los Angeles.

Initial keepers at old Point Fermin were women—Mary L. Smith and her sister who came to the then little known fishing village in 1874 because they thought the climate to be healthy. Several months later they resigned of loneliness. Little did they know the eventual fate of greater Los Angeles with its burgeoning population and irritating smog.

Point Fermin was reduced to a pole light in 1970.

It was indeed a sad day when they desecrated historic **POINT FERMIN LIGHTHOUSE** by replacing its lantern housing with an ugly lookout room. Its light, turned off at the end of World War II, has been replaced by a workaday beacon located at the edge of the cliff on the seaward side of the old lighthouse. The original lighthouse, now used by the recreation and parks department was recently recognized as an historic cultural monument by the Los Angeles Cultural Board. Dating from 1874, the lumber and brick for its construction came around the Horn by ship. *Ralph Poole photo.*

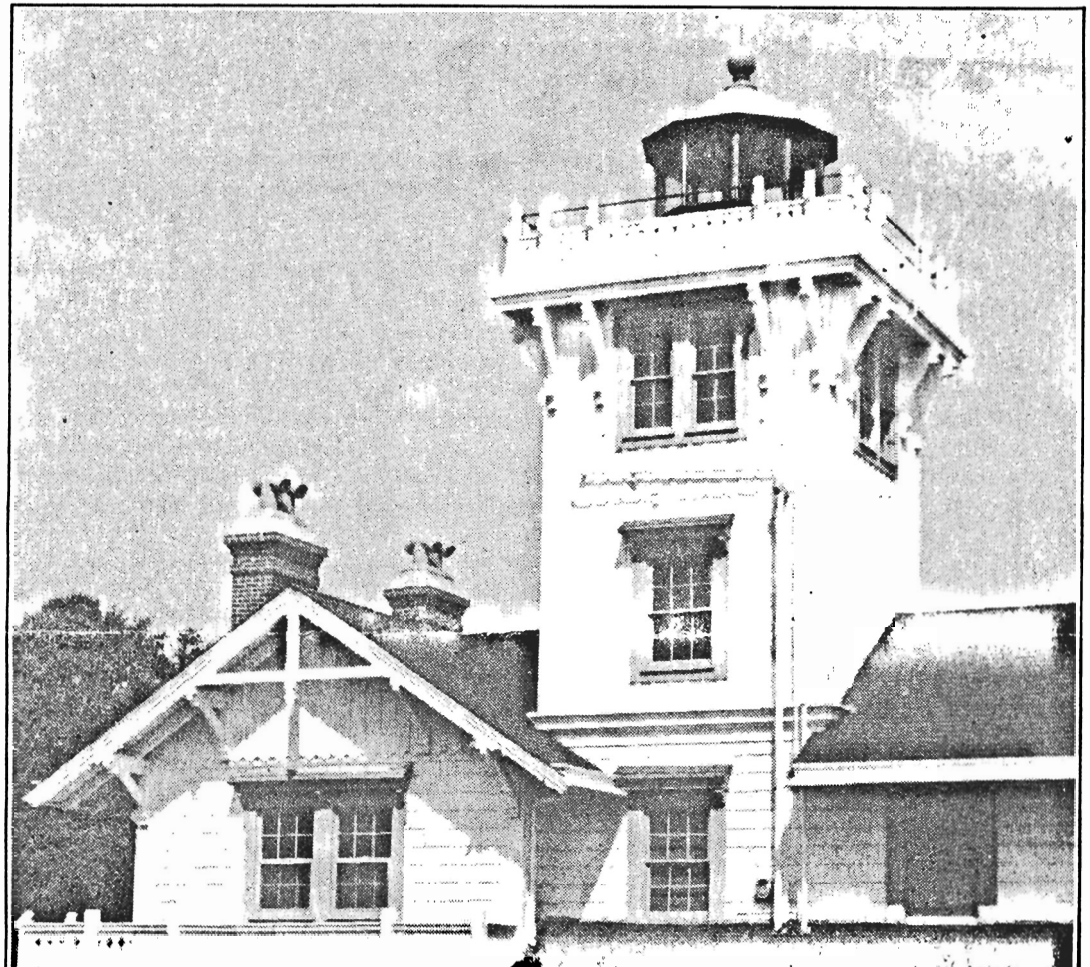


AS A MEMBER OF THE DAUGHTERS OF THE AMERICAN REVOLUTION PRESERVING SITES AND RESTORATION IS "OLD HAT"

A Beacon Into the Past

The Pt. Fermin Lighthouse Celebrates It's 110th Year

by Thomas Curwen



One-hundred sixty-five feet above the San Pedro Channel, its beacon could be seen as far away as 18 miles, and on many a dark, moonless night, the Pt. Fermin lighthouse guided ships and sailors safely along the Southern California coast.

Dimmed 1941, it has remained dark ever since and stands now as a historical monument, a beacon into the past — to an era of deep draft oil burners, lumber schooners and coastal tramp steamers.

This year marks the lighthouse's 110th birthday, and on April 28 and 29, the Pt. Fermin Lighthouse Committee, chaired by John Olguin and Bill Olesen, will host an outdoor party to commemorate the occassion.

"It'll rival the famous *regales* thrown by Phineas Banning, more than 100 years ago," Olesen enthused, a resident of San Pedro since 1920 and local historian.

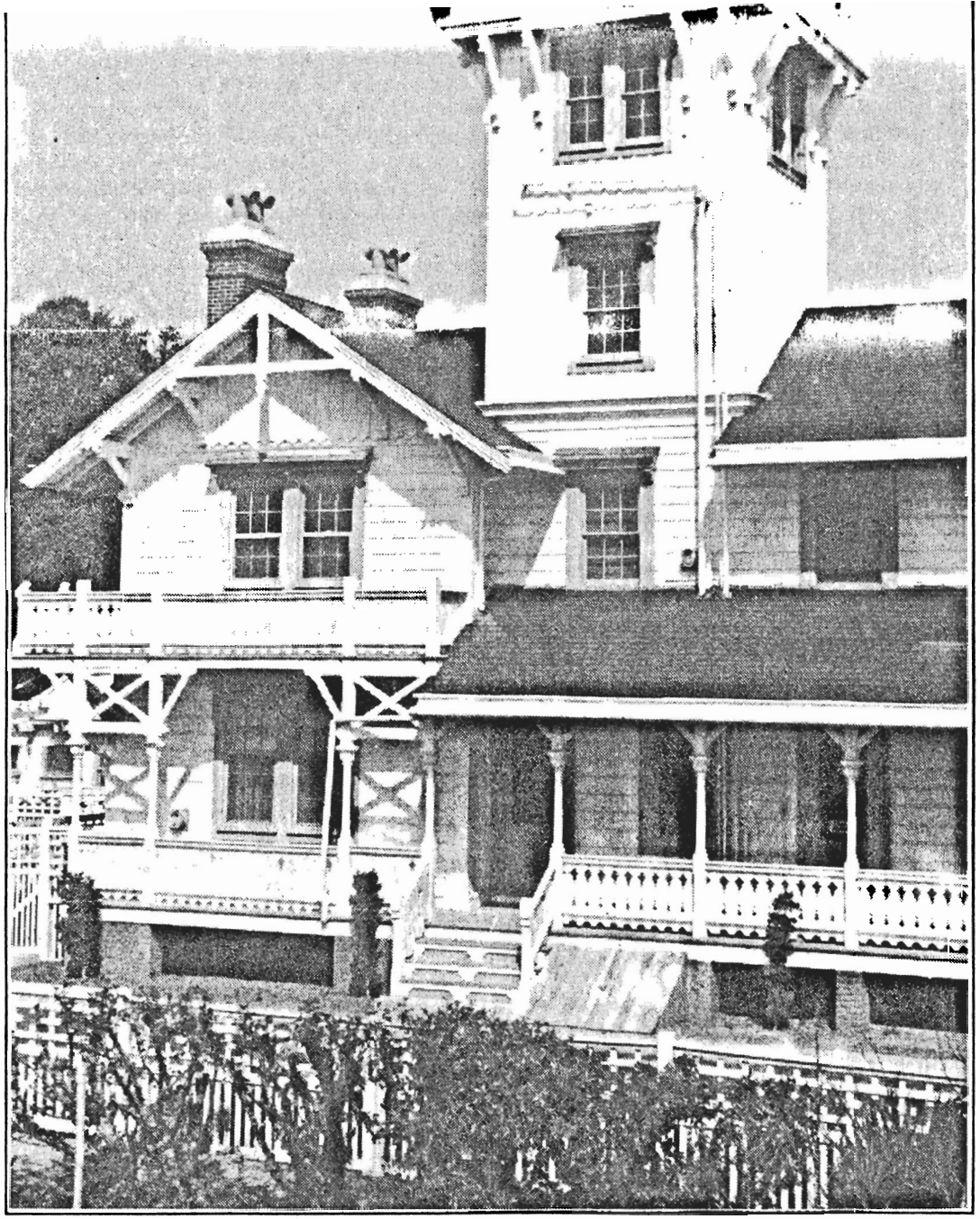
"We want it to be a party that will involve people," Glenn Anderson, Congressman to the 32th District, and Joan Flores, representing the Los Angeles City Council. Olesen and Olguin will also be on hand to tell of their experiences with the lighthouse.

"We go way back with this building — John and myself," says Olesen. "I first saw the light in 1912, when I came down the coast on my father's lumber schooner."

"And *I*," agrees Olguin with a smile, "had my picture taken as a boy with the lighthouse keeper's daughter. I was wearing my little sailor's suit. Almost 25 years later, I lived in a building on the outer point, where one day I remember fighting a 100 m.p.h. wind — just to take the trash out."

But both men are confident that no winds of that strength will be blowing on Sunday, April 29 when the *real* birthday party begins.

Starting with a flag raisin



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"We want it to be a party that will involve people," explains Olguin, the mastermind of the affair. "There's a great deal of history in this building, and the more who are aware of it, the better for all."

Olguin, who is also the associate director of the Cabrillo Beach Marine Museum, knows how to involve people. His work with the museum and with the whale watch programs are renown, and all his expertise will be brought to bear on this special occasion.

On Saturday, April 28, there will be a fund-raising luncheon on the grass. Tickets are available for a $25 donation. Speakers scheduled to appear that day include

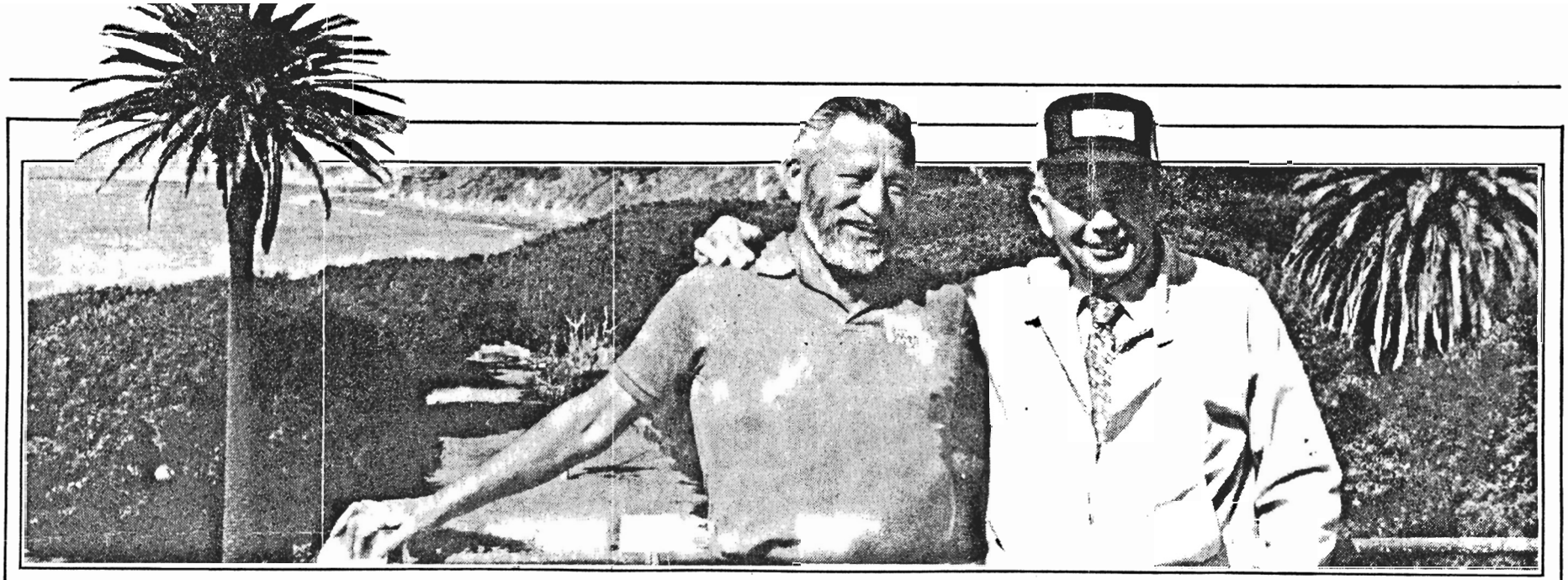
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Starting with a flag raising at 11 a.m., the day is best described as an outdoor festival.

For the truly industrious, there will be miniature lighthouses to be made, 1 ft.-high scale models of the venerable old building itself. Pieces are currently being fabricated and painted at the Cabrillo Museum. (Olguin has made arrangements with Los Angeles County officials that this preliminary work serve as a community service sentence for minor civil offenses.) Up to 1,000 minature lighthouses are to be made, and the only obligation for each participant is to march in the parade afterwards, holding each model high. ➤

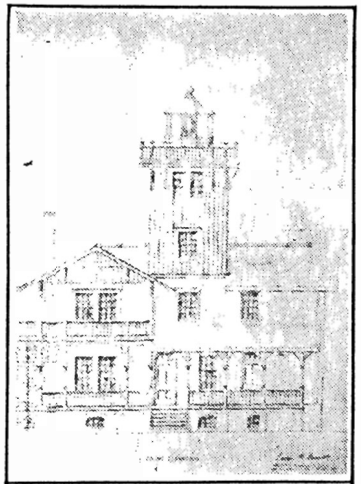


"And everyone will be able to take them home," Olguin has promised. "So the Pt. Fermin Lighthouse will be everywhere for everyone to see. That's the point of this celebration — to encourage an active appreciation of our history.'

With the San Pedro High School Marching Band providing the music, the parade is scheduled for 2 p.m. and will also feature a pageant of antique cars. Later that afternoon there will be another parade of an altogether different sort.

"The first air show in the United States was in 1910," Olguin explains. "It started in Dominguez Hills and went around the lighthouse itself. This year we will reenact the event with a fly-by of antique biplanes, followed by — if we're lucky — a modern-day procession of jets."

Ships at sea can also get into the act. Any commercial vessel, from oil tanker to





John Olguin (top left) and Bill Olesen pause for a moment in the sunshine atop the lighthouse's lantern deck. Vistas of Pt. Fermin Park and the Palos Verdes Peninsula stretch out to the west. Above, a copy of an original architectural drawing is preserved at

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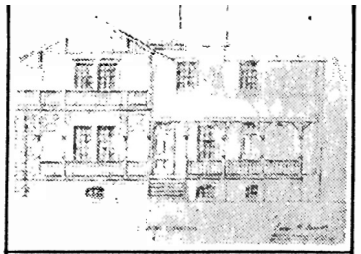
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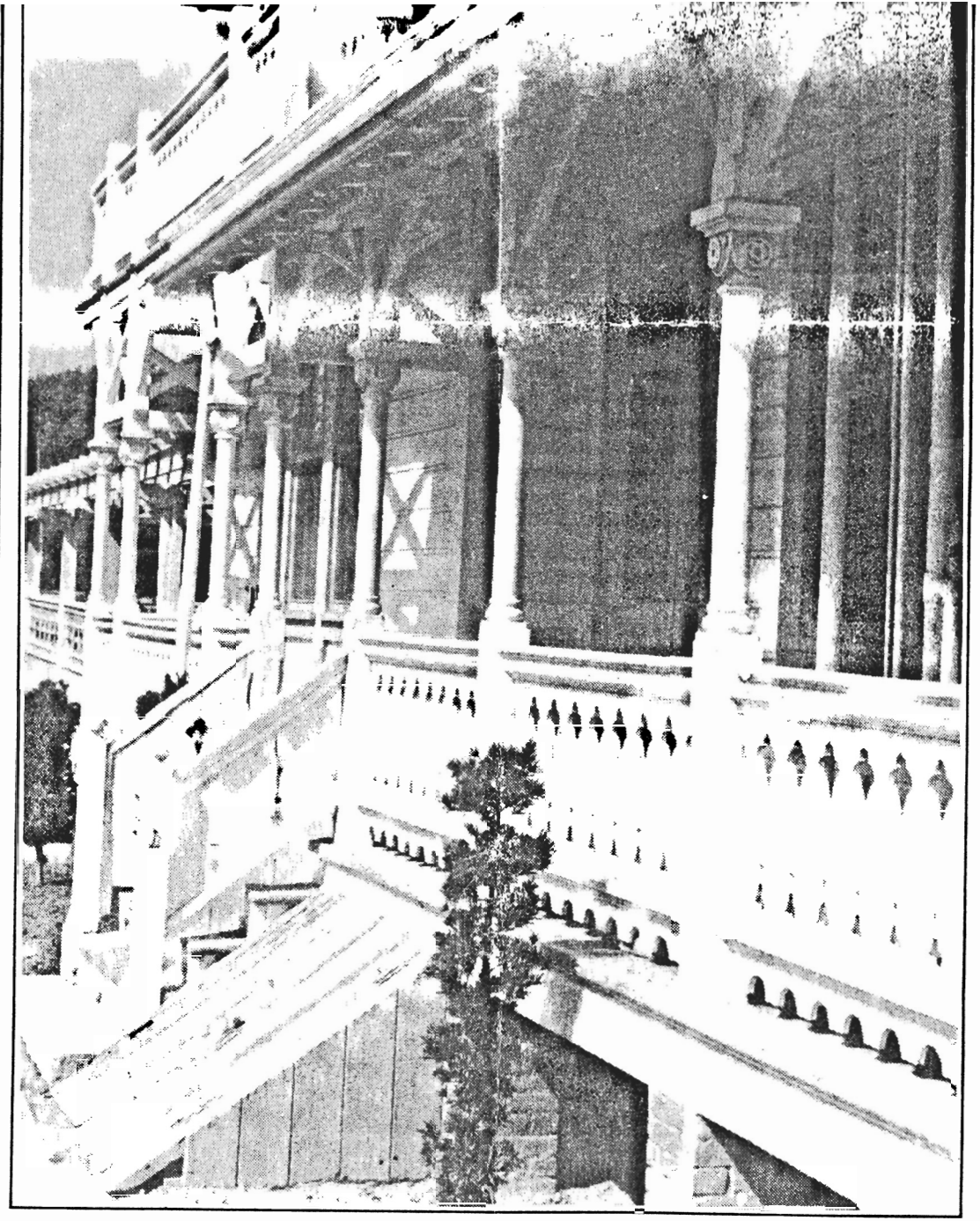
Ships at sea can also get into the act. Any commercial vessel, from oil tanker to fishing boat, that passes the lighthouse and signals a three-blast salute (which will be answered), the captain will receive a model lighthouse.

Then a 7-ft.-high cake will be cut, and songs be sung. "Happy Birthday" is of course first on the list, and Bill Olesen plans to lead everyone in a chorus of "You Light Up My Life."

At its first lighting on December 15, 1874, the Pt. Fermin Lighthouse produced a 2100 candlepower glow that could be seen 14 miles away. The two slow-burning wicks, fueled by kerosene, were replaced in 1898 with an oil vapor lamp that increased the distance to 16 miles. With the

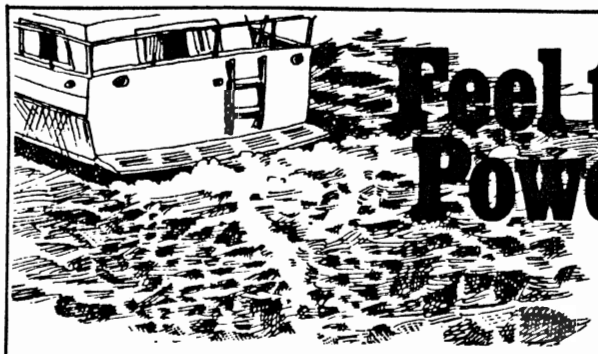
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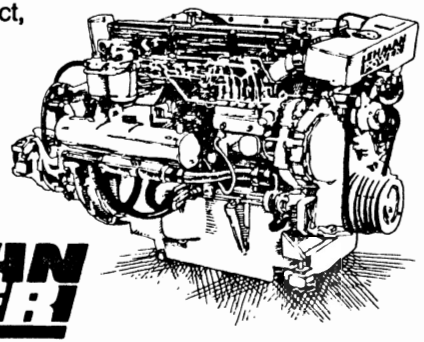
John Olguin (top left) and Bill Olesen pause for a moment in the sunshine atop the lighthouse's lantern deck. Vistas of Pt. Fermin Park and the Palos Verdes Peninsula stretch out to the west. Above, a copy of an original architectural drawing is preserved at the site and restorations have been faithful to its lines. The lighthouse was built entirely of redwood in what Olesen calls "restrained Eastlake." With the new convenience of the band saw, builders went crazy with stick work, gingerbread and filigree (right).

—photos by Thomas Curwen



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Pt. Fermin

advent of electricity, in 1925, that distance was stretched to 18 miles, a radius that extends almost as far as Newport Beach and Long Point on Catalina Island.

On April 29 there will be a brief lighting of this famous lantern, following an afternoon of Marachi bands and sea chanties, dances and games. Olesen and Olguin might even demonstrate a jig, and at twilight the Goodyear Blimp will pass overhead, flashing a special greeting. Then when the sky is dark, fireworks will complete the day-long celebration.

"And everything is free," said Olesen. "John is a great believer that if you give something for free, you will get something in return."

"Of course," Olguin agreed, "just look at all *we've* gotten back, just by spending the time with this wonderful building."

In the late 1960s, the Pt. Fermin lighthouse was endangered. The Coast Guard, who owns the land, was set to tear it down. Capt. Henry A. Pierce Jr., chief of staff of the 11th Coast Guard District, told a San Pedro newspaper in 1972, "The building is an old house with no historical value in its present form."

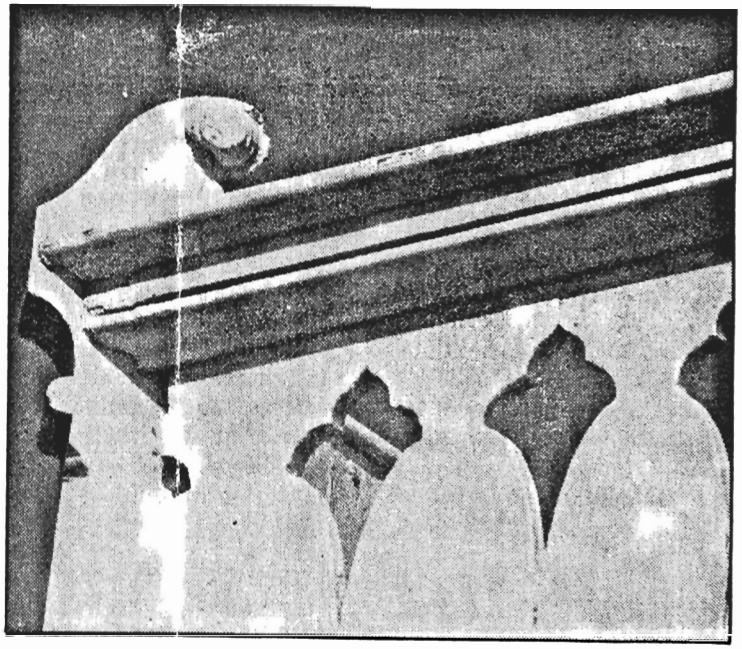
Fortunately Olguin and Olesen saw it differently. The two of them got together after rumors of its imminent demolition, and formed the

removal. Did Olesen enjoy tearing it down?

He smiles. "I remember the day we got the go-ahead from the county. (They were worried about the cost, so we did it ourselves for only $42.) It was late in the afternoon, but I knew I wanted to start. I pulled just one board with the crow bar, but that was enough. It felt wonderful."

argued for a beacon further north and even went so far as securing a survey for the site. But due to disputed land grants and distant bureaucracies, construction did not begin until 20 years later. Until then, the lanterns on Dead Man's Island had to do.

Finally Dod Diego Sepulveda offered the land to



Detailing on porch railings, posts and eaves is fanciful and indulgent, but wonderful to observe.

The rest of the restoration came naturally to Olesen, a self-described waterfront jack-of-all-trades. Schooled primarily in ship-building and drafting, he has enjoyed every minute spent bringing the lighthouse back to its original form.

It's "Restrained Eastlake," the city. He was too proud to accept a $35 payment, and his son, Roman, started the work himself. Drays, loaded with redwood and Douglas fir, as well as the lantern panes and the lens brought in from France, were hauled from their landing at Timm's Point to Pt. Fermin. From the brick

A member of the CLAAS group

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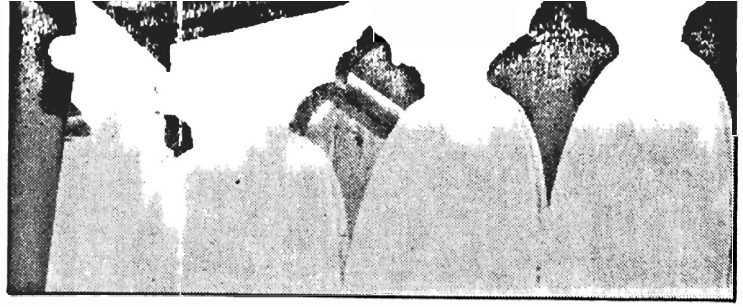
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Fortunately Olguin and Olesen saw it differently. The two of them got together after rumors of its imminent demolition, and formed the Point Fermin Lighthouse Committee. With additional help from the Cabrillo Beach Marine Museum and 30 Year Club, the building was saved. Restoration began, and in 1973, it made it onto the National Registry of Historic Places.

Bill Olesen was primarily responsible for the work of restoring the building. "After the bombing of Pearl Harbor, the light was put out, and everything from the lantern deck up — the Fresnel lens and the famous decagonal light tower — was torn down," he said.

Olesen fondly refers to the hideous radar shack that was built in its place as the "hen house," and one of the first jobs of the restoration was its



Detailing on porch railings, posts and eaves is fanciful and indulgent, but wonderful to observe.

The rest of the restoration came naturally to Olesen, a self-described waterfront jack-of-all-trades. Schooled primarily in ship-building and drafting, he has enjoyed every minute spent bringing the lighthouse back to its original form.

It's "Restrainted Eastlake," he answers facetiously when describing its architecture, "and was as popular as Queen Anne after the Civil War. It was the time when they perfected the band saw and went crazy with it. Just look at all the gingerbread, the stick work and filigree. It's nothing like any lighthouse they built in this century, and you know, it's all redwood on the outside — as good as the day it was cut."

Although the Pt. Fermin lighthouse was built in the 1870s, the site had been chosen as early as 1852 by Phineas Banning, shipping czar of the South Coast. After the construction of the Pt. Loma lighthouse, he

the city. He was too proud to accept a $35 payment, and his son, Roman, started the work himself. Drays, loaded with redwood and Douglas fir, as well as the lantern panes and the lens brought in from France, were hauled from their landing at Timm's Point to Pt. Fermin. From the brick foundation, to the board and batten light tower, the building was completed in less than one year.

"Quite an accomplishment," admits Olesen, "especially considering that they used only hand tools putting it together."

The lighthouse keepers were known in those days, as "wickies," a term meant to describe their ability to maintain the light, trim and clean the kerosene wick. The sisters Mary and Helen Smith, are credited as Pt. Fermin's first wickies, but it was an empty, isolated stretch of land at the time and they succumbed to loneliness after an eight-year stint.

Perhaps the most



flamboyant lighthouse keeper was a man named Captain Shaw. A rumored Civil War veteran, he was known for his tall tales. "He was something of an old wind bag," Olesen recounted, "telling the ladies how during a storm he had held the lens down to keep it from blowing away."

But he did put Pt. Fermin on the map. In a guest book he is said to have kept, there were some 3,000 guest signatures entered in one year. The site was famous for picnics and for good reasons. From its cliffs, whales can still be seen migrating along the coast; sparrows, hawks and pheasants also live nearby.

But such beauty is not without treachery. During a thick fog in 1898, the *Respigadera,* a British sailing ship loaded with Newcastle coal, went aground on the reef, now marked by the Pt. Fermin buoy. The next day the ship was lightened of its cargo and refloated to be repaired in the harbor, and even today, people claim to find pieces of its coal on the rocks below the point.

Other ships have paid tribute to the reef since then — the *David Meyer*, a lumber carrier, the *Nelson*, an oil tanker.

"In fact," recounts Olguin, "I can remember waking up one foggy morning on the point and hearing voices outside my bedroom window. What's odd is the window looked out over the cliff." He

Recreation has kept residence in the lighthouse.

Almost 30 years lapsed before the building received its long, overdue recognition, and it's a sad fact to think it was almost destroyed.

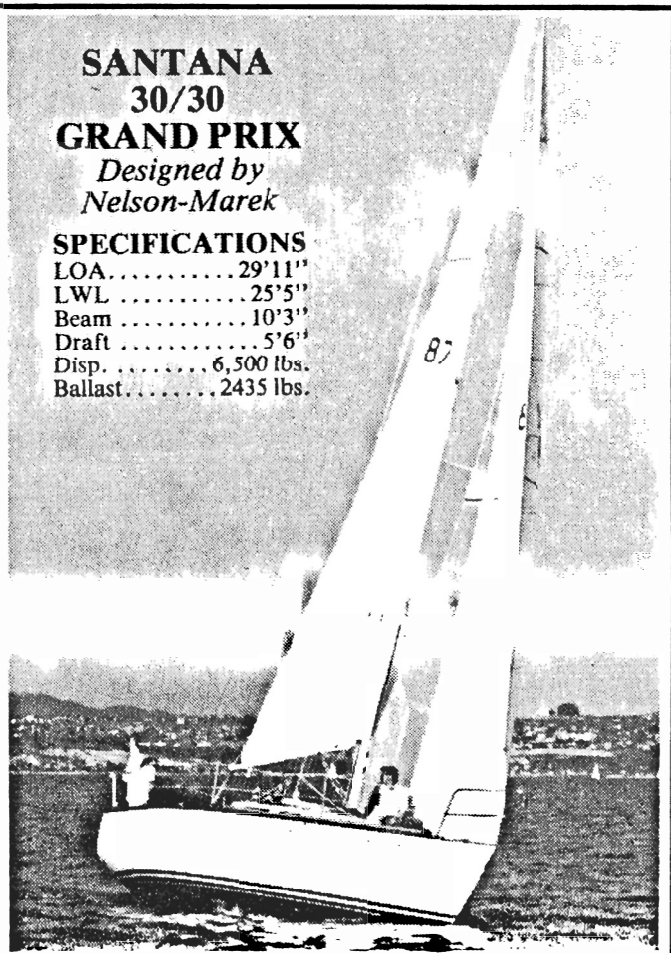
"It had happened before," relates Olguin. "This lighthouse had a twin, located near Pt. Hueneme. It was an exact duplicate, built a few years after this one. During the 1930s, however, when the port there was enlarged to handle the produce coming out of Ventura, there was no one around to protect it, and unfortunately it paid the price."

"So we're here to keep this one standing," added Olesen. "We also have plans for the restoration of the interior — back to the plain, simple decor of the 1870s."

"All-in-all, it's a great tribute to this community," says Olguin, "And we were the first, you know — the first volunteer group to save a lighthouse. Thankfully, now it's being done all over."

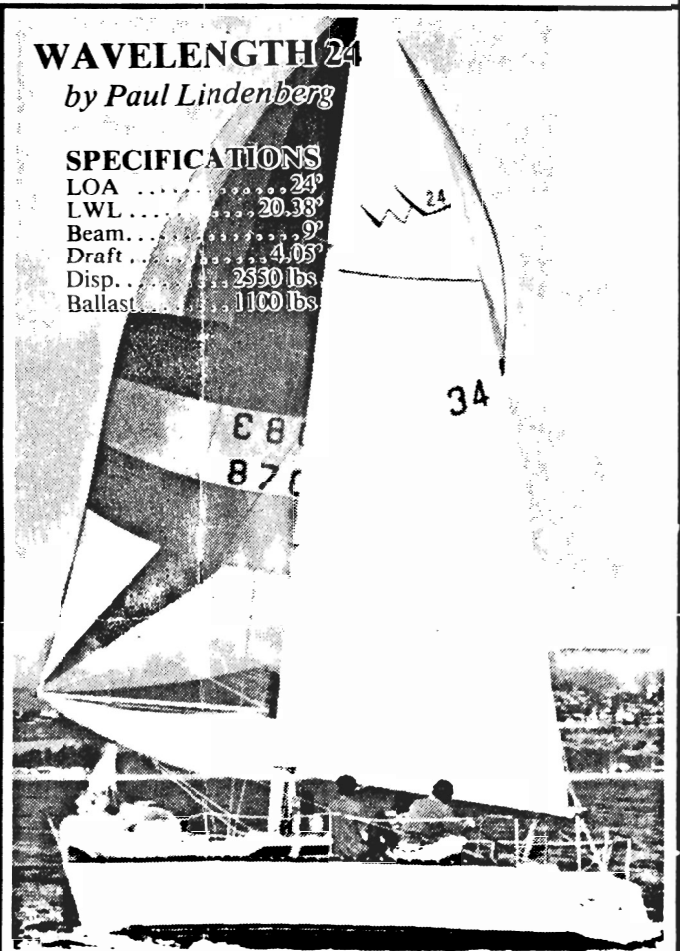
So, although the Pt. Fermin lighthouse has stayed dark for more than 40 years, its beacon can still be seen. Thanks to Olguin and Olesen, April 28 and 29 might just be the days it shines the brightest.

AT OUR DOCKS NOW



SANTANA 30/30 GRAND PRIX
Designed by Nelson-Marek

SPECIFICATIONS
LOA . . . . . 29'11"
LWL . . . . . 25'5"
Beam . . . . . 10'3"
Draft . . . . . 5'6"
Disp. . . . . 6,500 lbs.
Ballast . . . . . 2435 lbs.



WAVELENGTH 24
by Paul Lindenberg

SPECIFICATIONS
LOA . . . . . 24'
LWL . . . . . 20.38'
Beam . . . . . 9'
Draft . . . . . 4.05'
Disp. . . . . 2550 lbs
Ballast . . . . . 1100 lbs

ship loaded with Newcastle coal, went aground on the reef, now marked by the Pt. Fermin buoy. The next day the ship was lightened of its cargo and refloated to be repaired in the harbor, and even today, people claim to find pieces of its coal on the rocks below the point.

Other ships have paid tribute to the reef since then — the *David Meyer*, a lumber carrier, the *Nelson*, an oil tanker.

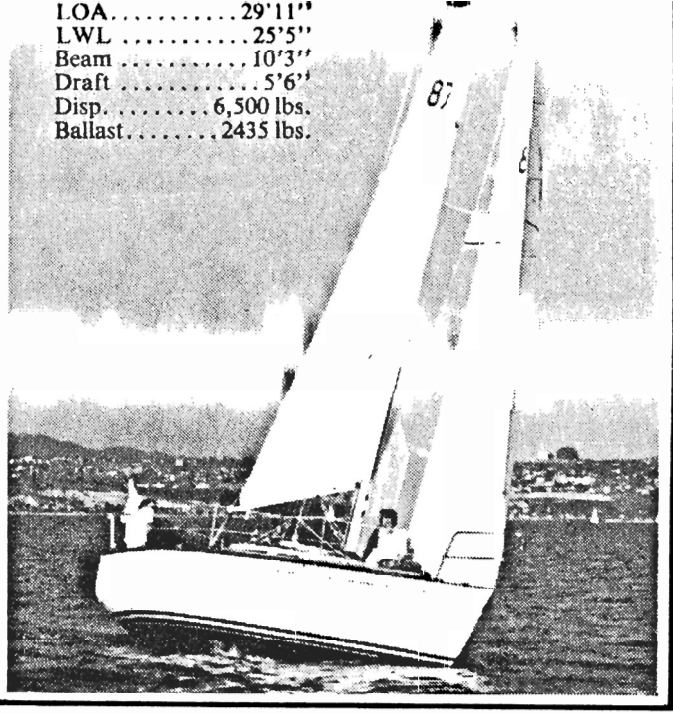
"In fact," recounts Olguin, "I can remember waking up one foggy morning on the point and hearing voices outside my bedroom window. What's odd is the window looked out over the cliff." He paused, "As it happened, a tuna clipper had got caught in the breakers and went aground."

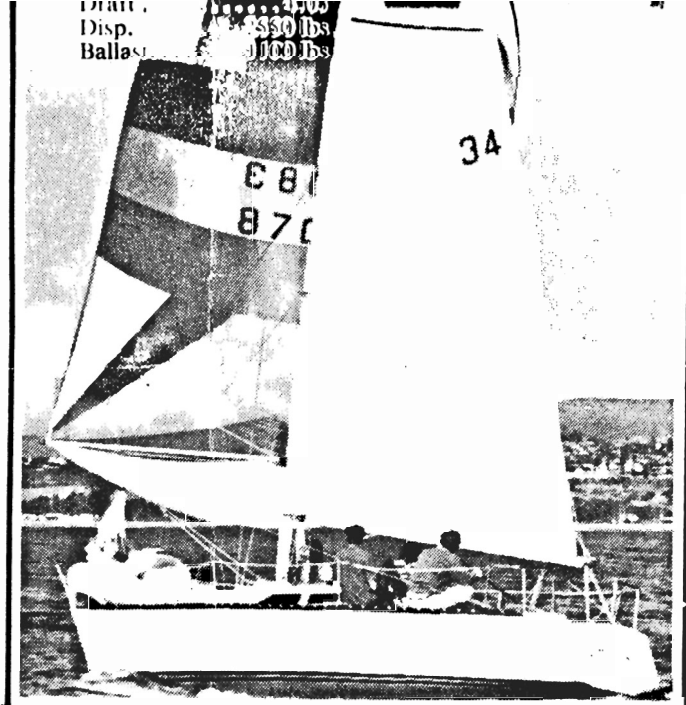
Following Captain Shaw, other lighthouse keepers led relatively quiet, anonymous lives. In the 1920s, Captain Austin brought his family out to the point, and his son, Paul Fermin Austin, was even born in the building.

In 1927 the city of Los Angeles contracted with the U.S. Coast Guard for the maintenance and use of the building and grounds and an 18-acre park was created.

Mr. and Mrs. Oscar Johnson were the last lighthouse keepers, retiring on December 19, 1941. From that time on, an employee of the Department of Parks and

LOA.....29'11"
LWL.....25'5"
Beam.....10'3"
Draft.....5'6"
Disp.....6,500 lbs.
Ballast.....2435 lbs.





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4	727.	581.
6	953.	762.
6 Sailmaster	1066.	852.
8	1114.	891.
8 Sailmaster	1260.	999.
9.9	1428.	1142.
9.9 Sailmaster	1745.	1396.
15	1563.	1250.

YAMAHA

MODEL	*RETAIL*	*SALE PRICE*
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4	706.	564.
5	853.	682.
8	1118.	894.
9.9	1426.	1140.
15	1559.	1247.

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Public Relations Division, City Hall East - Room 1350, 200 N. Main St. Los Angeles, CA 90012 (213) 473-7070 / fax (213) 473-7057

October 23, 2003

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Harvey Drut: (213) 473-7091 or cell (323) 816-6711
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A SHINING IMPROVEMENT IN LOS ANGELES

Rededication of historic Point Fermin Lighthouse in San Pedro

LOS ANGELES – Sunset on the first day of November will offer an opportunity to be present for a special event, as the City of Los Angeles Department of Recreation and Parks will rededicate its historic Point Fermin Lighthouse in San Pedro at 4:00 p.m. that day.

The lighthouse was built in 1874 and was the first navigational aid of any consequence that assisted mariners in approaching the ports of San Pedro and Wilmington. It is the last surviving *in situ* example of ornate wood lighthouses built on the Southern California coast in the late 1870s.

Renovation of this facility included restoration of the lighthouse and adjoining garage building, with a replicated Lantern Gallery from the original design, as well as structural retrofitting, new mechanical, electrical, plumbing, fire sprinkler and alarm systems, public restrooms, a reconstructed parking lot, landscaping, interior and exterior lighting, and more.

The design reflects programming and review comments from the community and the Voluntary Neighborhood Oversight Committee (VNOC). Funding for the improvements came from The Port of Los Angeles ($1,000,000), the State of California Seismic Bond Fund ($900,000), and Proposition K (about $800,000), a voter-approved initiative.

The firm Arquitectonica of Los Angeles designed the lighthouse restoration project, under the direction of the Department of Recreation and Parks' Planning and Construction Division, and the Construction Forces Division of the City's Department of General Services performed the work. The Bureau of Engineering (Department of Public Works) managed the project.

Dignitaries who will attend the event include Mayor James K. Hahn, Councilwoman Janice Hahn (15th District, in which Point Fermin Lighthouse is located, at 807 Paseo del Mar), and representatives from the Department of Recreation and Parks and The Port of Los Angeles. The Point Fermin Lighthouse Society will conduct tours of the facility from 11:00 a.m. to 3:00 p.m.

- 30 -

For more information about Department of Recreation and Parks events, activities, services, programs, and facilities, visit our website at www.laparks.org or call 1 (888) LA-PARKS (527-2757).

Point Fermin Lighthouse Restoration and Rehabilitation

The Point Fermin Lighthouse was opened to the public for the first time on November 1, 2003. For over one hundred and twenty eight years the lighthouse had been used as residence, first for the lighthouse keepers and later for park maintenance personnel. Thanks to the Point Fermin Lighthouse Society's efforts and funding from the City of Los Angeles, the Port of Los Angeles and the State of California the lighthouse has been rehabilitated and is now open to the public. The Point Fermin Lighthouse will now function as a museum under Recreation and Parks, a department of the City of Los Angeles. Although currently empty, exhibits will focus on the local history of the lighthouse, its keepers, and the park.

The rehabilitation of the site included repairs to the historic property and additions to allow for public access. A conservation heating and air system was added to the lighthouse to help maintain a stable environment for the historic structure and museum archives. Structural retrofitting was also added to stabilize the historic structures. A new foundation was added to the historic garage building to be rehabilitated into space for staff offices, lobby space, and public restrooms. Restoration of the roof, stairs, and other structures of the house were conducted according to the Secretary of the Interior's standards under the supervision of the City of Los Angeles.

The architectural structure of the lighthouse is an early Victorian design called Stick Style built in 1874. It is characterized by its gabled roofs, horizontal siding, decorative cross beams, and hand carved porch railings. To enhance the natural beauty of the structure, Victorian style gardens were added to the site. Visitors are encouraged to wander the grounds and view the gardens which beautifully frame the historic lighthouse.

During restoration and rehabilitation an archeological survey, a paint analysis, and a historic structures report were assembled for the property. These crucial reports can be a guideline for further restoration and interpretation of the site.

The Point Fermin Lighthouse is located in the Point Fermin Park in San Pedro, California. Entrance to the lighthouse is by tour only. Tours are offered every Sunday on the half hour starting at 1:00 p.m. with the last tour beginning at 3:30 p.m. Group tours can be arranged by appointment.

Point Fermin Lighthouse

807 Paseo Del Mar, San Pedro, California

Open Hours: Sunday 1:00 p.m. to 4:00 p.m., last tour at 3:30 p.m.

Closed on major holidays

Kristen Childs, Historic Site Curator

(310) 548-7618

Lighthouse History

Built in 1874, the Point Fermin Lighthouse was the first navigational light into the San Pedro Bay. Phineas Banning, with the support of many local businessmen, petitioned the Federal Government and the US lighthouse Board to place a lighthouse on the point in 1854. Although the Lighthouse Board agreed, funding and land disputes delayed its construction until 1874.

Paul J. Pelz, the US Lighthouse Board Chief Draughtsman, designed the Stick Style Victorian. The design was used for six lighthouses built between 1873 and 1874, of which three are still standing, East Brothers in San Francisco Bay, Hereford Light in New Jersey, and Point Fermin. The Stick Style is an early Victorian architectural style and is simpler in design and decoration than the later high Victorian period. It is characterized by its gabled roofs, horizontal siding, decorative cross beams and hand carved porch railings.

The lighthouse was staffed by federal employees under the Department of the Interior and regulated by the US Lighthouse Board. These employees were called Lighthouse Keepers. It was their job to keep the light lit as a beacon for ships, maintain the lighthouse lens, and the general up-keep of the building. Point Fermin's first lighthouse keepers were women. Mary and Ella Smith came from a lighthouse family and their brother Victor, a Washington Territory customs officer, was no doubt influential in getting them their positions. Why they chose to come to Point Fermin is still a mystery, as the area was quite isolated and barren. In any event, they seemed to get along just fine in their positions for nearly eight years.

Captain George Shaw was hired for the lighthouse keeper position shortly after the Smith sister's resignation in 1882. Shaw was a retired sea captain but he refused to retire far from his beloved sea and was delighted by the opportunity to serve as the keeper at Point Fermin. His wife and daughter moved into the lighthouse with him, but by 1901, his wife had died and his daughter had gone away to school leaving him as the sole resident. Captain Shaw was the first keeper at Point Fermin to wear the US Lighthouse Service uniform, newly required of all employees in 1884; women were not required to wear the uniform.

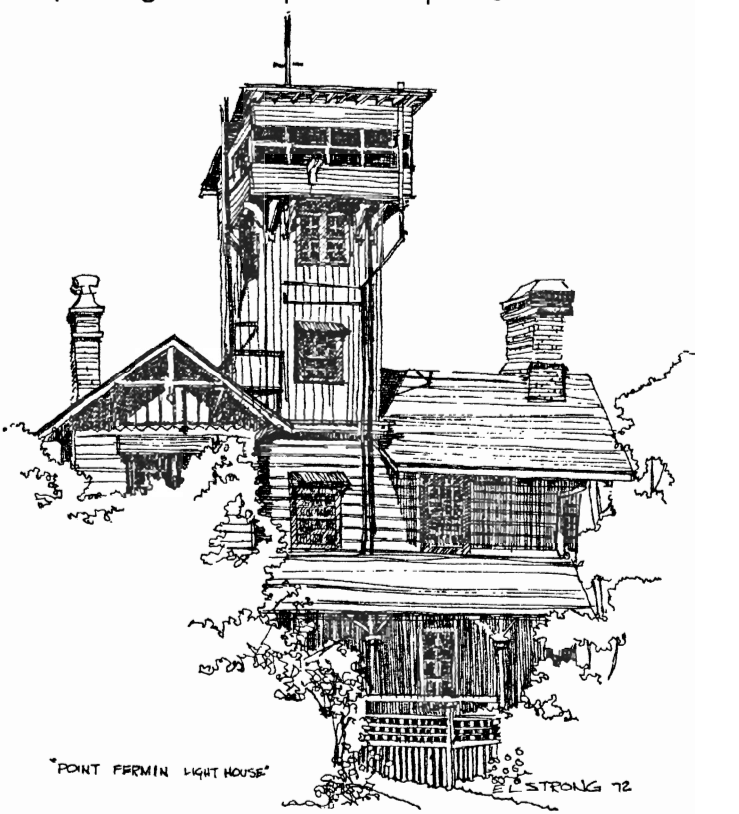
Visiting the lighthouse during the years that Captain Shaw was in residence became a popular activity for the local residents as well as many from the greater Los Angeles areas. The US Lighthouse Board both required and encouraged keepers to allow the public access to the lighthouse and Captain Shaw gave many tours of the establishment and its workings. The point itself was a popular site for picnicking and social activities, especially as the town of San Pedro grew larger toward the late 1880s. Many visitors rode the Red Car to the end of Pacific Avenue and then walked the short distance to the lighthouse. Other modes of transportation to the lighthouse were by horse and buggy, and later by automobile.

The Austin family moved into the lighthouse in 1917 to become the last keepers of the Point Fermin Light. William Austin, also a former sea captain, had served as keeper at two other California lighthouses, Point Arena and Point Conception, before coming to Point Fermin. For the first time, the lighthouse was filled with children. When the Austin family moved in they had six children between the ages of 15 and 1 month old; during their stay at Point Fermin, that number quickly grew to seven. When both William and Martha Austin passed away in 1925, their daughter Thelma Austin, the oldest child, took over as keeper until 1927 when management of the light was turned over to the City of Los Angeles.

Between the years of 1927 and 1941, the light was electrified and managed by the city. December 7th, 1941, Pearl Harbor was bombed and the coast was blacked out for fear of being a beacon to enemy ships and planes. Sadly, the light was never to be lit again. During WWII, the lighthouse served the US Navy as a look out tower and signaling station for ships coming into the harbor. After WWII, the lighthouse was again turned over to the City of Los Angeles for use as a residence for park maintenance employees.

It was during WWII that the lens and lantern room on top of the lighthouse tower was removed and a square room was set in its place. This unsightly addition was often referred to as the "chicken coop." In 1972, two devoted citizens, Bill Olesen and John Olguin, raised funds and worked diligently to replace the lantern room and the lighthouse to its original glory for her 100th birthday in 1974. Their efforts also placed the lighthouse on the National Register of Historic Places.

In 2002, the lighthouse was restored, retrofitted, and rehabilitated for public access with funds from the City of Los Angeles, the Port of Los Angeles, and the State of California. The lighthouse was opened to the public on November 1, 2003 under the management of the Department of Recreation and Parks for the City of Los Angeles. Volunteers from the Point Fermin Lighthouse Society serve as tour guides and help to keep the lighthouse open to the public.



The Point Fermin Lighthouse is located in the Point Fermin Park at the end of Gaffy Street in San Pedro, California. The Point Fermin Lighthouse is near many local attractions in the Los Angeles Harbor area such as the Los Angeles Maritime Museum, the Cabrillio Marine Aquarium, and the Fort McArthur Museum.

OPEN HOURS: Sundays 1:00 to 4:00 P.M. The lighthouse may be closed on major holidays such as Thanksgiving and Christmas weekends, please call ahead for specific dates.

TOURS: Tours are offered every half hour during open hours with the last tour at 3:30. Access to the lighthouse is by tour only. Reservations are not necessary for the general public. Large groups should call ahead to assure timely admittance or to arrange for a private tour.

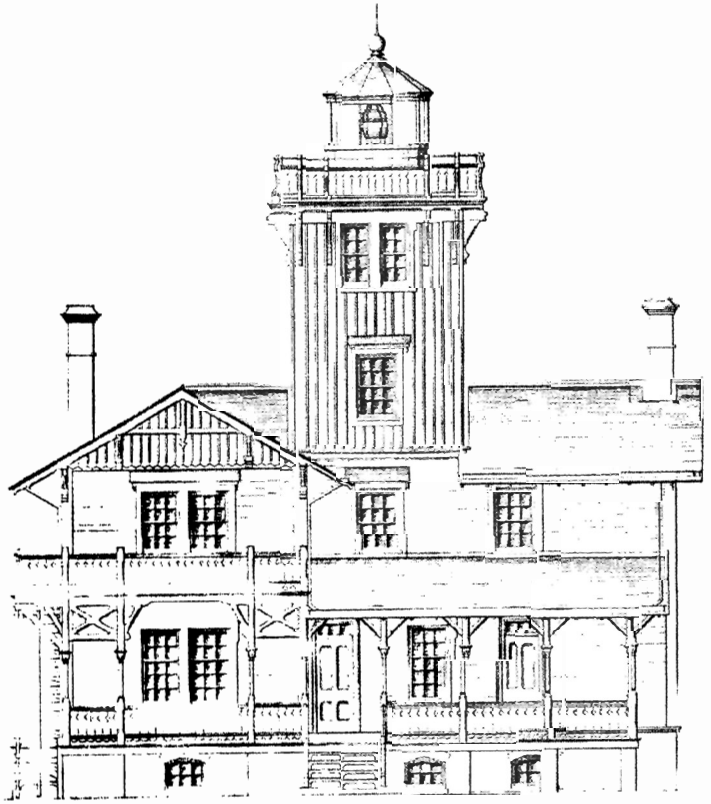
ADMISSION: General admission is free, however, a donation is requested for each visitor. Children under 18 must be accompanied by an adult and children under 40 inches in height may not be admitted to the tower.

VISITOR INFORMATION: For more information please call (310) 241-0684. Or, visit us on the web at www.pointferminlighthouse.com.

Point Fermin Lighthouse
807 Paseo Del Mar
San Pedro, CA 90731
(310) 241-0684
www.pointferminlighthouse.com

Point Fermin Lighthouse

Historic Site and Museum



San Pedro, California

Mission Statement

The mission of the Point Fermin Lighthouse Historic Site and Museum is to educate and inform the public about the lighthouse's role in the history of California, its place on the Southern California coast line, and its influence on San Pedro and its people, emphasizing its function as a navigational beacon, its lighthouse keepers, and its inhabitants through preservation, exhibition, and public programming.

The Point Fermin Lighthouse

Celebrating

130 years

December 15

1874 - 2004

On December 15, 1874 the Point Fermin Light was lit for the first time to guide ships into the San Pedro Harbor. This year we will celebrate 130 years of this beloved landmark in San Pedro. We wish to invite everyone to participate in our grand celebration in December, 2004.

We will be celebrating this great anniversary all year long in 2005 through public programming and events. Look for more information in your local papers or call us at (310) 241-0684. You can also visit us on the web at www.pointferminlighthouse.com.

POINT FERMIN
1872

——. *Point Fermin, entrance to San Pedro Harbor, California.*—An appropriation of $20,000 was made June 10, 1872, for establishment of a light and fog-signal at this point. The site has been selected and a survey of the locality made. As there are several proprietors to the land, resort must be had to the California law of condemnation, in order to acquire title to the site, so that the construction will very probably be delayed beyond the fiscal year. A report, accompanied by a map of the site, has already been forwarded to the board. The structure can be rapidly built, as the material can be hauled over a very good road from New San Pedro, a distance of about five miles. The landing is safe and the anchorage-ground secure and well protected. A large well has been sunk near the settlement. It can furnish water during the construction, and, if necessary, can be purchased for the subsequent use of the keepers and for supplying the fog-signal.

1873

421. *Point Fermin, on west side of San Pedro Bay, California.*—A site was selected and a reservation laid off for a light-house. Proceedings have been instituted by the United States attorney, district of California, for the purpose of condemning, under the laws of said State, the land upon which to build; but as yet no result has been reached. An appropriation, made June 10, 1872, of $20,000, is available for the establishment of a light and fog signal at this point.

1874

432. *Point Fermin, coast of California.*—An appropriation of $20,000 was made June 10, 1872, for the purpose of erecting at this station a fourth-order light-house. As it was found impossible to secure the proper site from the owners (several being minor heirs) by purchase, it was found expedient to secure the same by condemnation under the laws of this State. Suit was accordingly brought for that purpose, which terminated favorably to the United States on the 4th day of November, 1873. The plans for the structure having been prepared, on the 21st of February of this year the work was commenced. It has progressed favorably since that time. In addition to the light-house keeper's dwelling, two large cisterns and the necessary out-houses have been built. The reservation is inclosed by a substantial fence, and the grounds in the immediate vicinity of the keeper's dwelling and tower are inclosed by a neat picket-fence. The lantern has been set up at the station. It is expected to exhibit the light during the present season.

1875

434. *Point Fermin, sea-coast of California.*—The light at this station was exhibited for the first time on the evening of December 15th, 1874. It is recommended that an appropriation of $300 be made for the purchase of additional land at this station.

1880

478. *Point Fermin, entrance to San Pedro Bay, California.*—A new cistern of 5,000 gallons capacity and an addition to the stable, were built at this station. Gutters were put on the stable and wood-shed, and conducting-pipes put in to lead the catchment from these roofs to the new cistern. Hains mineral-oil lamps were substituted for the Funck float, lard-oil lamps, in the lens apparatus. Mineral oil is now used exclusively. A survey of the reservation, showing the location of the various structures, was made. The station is now in excellent condition.

1882

496. *Point Fermin, at the west side of the entrance to San Pedro Bay, California.*—A barn was built and the revolving apparatus was repaired.

1

POINT FERMIN *
1884

518. *Point Fermin, west side of entrance to San Pedro Bay, California.*—The revolving lens apparatus received a new pivot pedestal and improved clock machinery for the purpose of extending its running time to 10 hours without winding. Both pedestal and clockwork were sent out from the Staten Island depot. One of the castings of the latter was broken during its transportation and had to be repaired. The new apparatus is a great improvement over the old one. Various minor repairs were made to the buildings and fences. The station is in good condition, except some slight repairs.

1888

638. *Point Fermin, entrance to San Pedro Bay, California.*—Some slight repairs were made here. It is proposed to change the characteristics of this light from a flashing red and white to a fixed white.

1888

—. *Deadman's Island, at the outer end of the jetty on the east side of the entrance to San Pedro Harbor, California.*—The port of San Pedro, or Wilmington, is the seaport for Los Angeles. An enormous quantity of coal, lumber, and general freight is brought into this little harbor, which was made by breakwaters constructed by the United States. Deeply laden schooners discharge inside the harbor, while deep-water ships discharge into lighters out in the bay. It is necessary to use the tides in getting into this harbor, as there are but 12 feet of water on the bar at low tide. Fogs prevail at all seasons, and it is difficult to find the entrance at night or in foggy weather. It is recommended, therefore, that a harbor light and fog-bell operated by clock-work be established on Deadman's Island, at the entrance to this harbor, at an estimated cost of $5,000. This small island belongs to the Government, and is large enough for the purpose.

1889

—. *Deadman's Island, at the outer end of the jetty on the east side of the entrance to San Pedro Harbor, California.*—The following recommendation which was made in the Board's last annual report is renewed:

The port of San Pedro, or Wilmington, is the sea-port for Los Angeles. An enormous quantity of coal, lumber, and general freight is brought into this little harbor, which was made by breakwaters constructed by the United States. Deeply laden schooners discharge inside the harbor, while deep-water ships discharge into lighters out in the bay. It is necessary to use the tides in getting into this harbor, as there are but 12 feet of water on the bar at low tide. Fogs prevail at all seasons, and it is difficult to find the entrance at night or in foggy weather. It is recommended, therefore, that a harbor light and fog-bell operated by clock-work be established on Deadman's Island, at the entrance to this harbor, at an estimated cost of $5,000. This small island belongs to the Government, and is large enough for the purpose.

1890

—. *Deadman's Island, at the outer end of the jetty on the east side of the entrance to San Pedro Harbor, California.*—The following recommendation, which was made in the Board's last annual report, is renewed:

The port of San Pedro, or Wilmington, is the sea-port for Los Angeles. An enormous quantity of coal, lumber, and general freight is brought into this little harbor, which was made by breakwaters constructed by the United States. Deeply laden schooners discharge inside the harbor, while deep-water ships discharge into lighters out in the bay. It is necessary to use the tides in getting into this harbor, as there are but 12 feet of water on the bar at low tide. Fogs prevail at all seasons, and it is difficult to find the entrance at night or in foggy weather. It is recommended, therefore, that a harbor light and fog-bell, operated by clock-work, be established on Deadman's Island, at the entrance to this harbor, at an estimated cost of $5,000. This small island belongs to the Government, and is large enough for the purpose.

* AND DEADMAN'S ISLAND

POINT FERMIN*

1891

—. *Deadman Island, at the outer end of the jetty on the east side of the entrance to San Pedro Harbor, California.*—The following recommendation which was made in the Board's last two annual reports is renewed:

The port of San Pedro, or Wilmington, is the seaport for Los Angeles. An enormous quantity of coal, lumber, and general freight is brought into this little harbor, which was made by breakwaters constructed by the United States. Deeply laden schooners discharge inside the harbor, while deep-water ships discharge into lighters out in the bay. It is necessary to use the tides in getting into this harbor, as there are but 12 feet of water on the bar at low tide. Fogs prevail at all seasons, and it is difficult to find the entrance at night or in foggy weather. It is recommended, therefore, that a harbor light and fog bell, operated by clockwork, be established on Deadman Island, at the entrance to this harbor, at an estimated cost of $5,000. This small island belongs to the Government, and is large enough for the purpose.

1892

—. *Deadman Island, at the outer end of the jetty on the east side of the entrance to San Pedro Harbor, California.*—The following recommendation, which was made in the Board's last three annual reports, is renewed:

The port of San Pedro, or Wilmington, is the seaport for Los Angeles. An enormous quantity of coal, lumber, and general freight is brought into this little harbor, which was made by breakwaters constructed by the United States. Deeply laden schooners discharge inside the harbor, while deep-water ships discharge into lighters out in the bay. It is necessary to use the tides in getting into this harbor, as there are but 12 feet of water on the bar at low tide. Fogs prevail at all seasons, and it is difficult to find the entrance at night or in foggy weather. It is recommended, therefore, that a harbor light and fog bell, operated by clockwork, be established on Deadman Island, at the entrance to this harbor, at an estimated cost of $5,000. This small island belongs to the Government, and is large enough for the purpose.

1894

870. *Point Fermin, seacoast of California.*—A topographical survey of the site was made.

—. *Deadman Island, at the outer end of the jetty on the east side of the entrance to San Pedro Harbor, California.*—The following recommendation, which was made in the Board's last four annual reports, is renewed:

The port of San Pedro, or Wilmington, is the seaport for Los Angeles. An enormous quantity of coal, lumber, and general freight is brought into this little harbor, which was made by breakwaters constructed by the United States. Deeply laden schooners discharge inside the harbor, while deep-water ships discharge into lighters out in the bay. It is necessary to use the tides in getting into this harbor, as there are but 12 feet of water on the bar at low tide. Fogs prevail at all seasons, and it is difficult to find the entrance at night or in foggy weather. It is recommended, therefore, that a harbor light and fog bell, operated by clockwork, be established on Deadman Island, at the entrance to this harbor, at an estimated cost of $5,000. This small island belongs to the Government, and is large enough for the purpose.

1898

991. *Point Fermin, entrance to San Pedro Bay, California.*—New fourth-order lamps were installed. Repairs were made.

1901

8. *Deadmans Island Breakwater Beacon, entrance to San Pedro Harbor, California.*—A four-pile beacon surmounted by a lamp house carrying a five-day red lens lantern was built on the end of the breakwater making off from Deadmans Island, at the southerly entrance to San Pedro Harbor. The light was first shown on April 11, 1901.

* and Dea... Island

POINT FERMIN

1902

9. *Deadmans Island breakwater beacon, entrance to San Pedro Harbor, California.*—At this beacon, built last year, the ebb tide was found to be so strong that it was both difficult and dangerous for the keeper to land to attend to the lamp. To remedy this, one side of the beacon was planked over covering the piles and bracing, thus preventing the boat from being drawn under by the current.

1905

9. *Point Fermin, westerly side of entrance to San Pedro Bay, seacoast of California.*—A flagstaff was erected and soil was deposited around the buildings to fill up holes and grade the grounds. Minor repairs were made.

Pt Fermin

1910

replace

Point *Fermin light-station, Cal.*—For a flashing light to [illegible] the fixed light now at the Point Fermin light-station, Cal., [illegible]. This is one of several fixed lights on the California coast that have proved misleading, and change to a flashing light is highly desirable

1910
Cur 3

POINT FERMIN, CALIF.

1874/1906
1916/1926

Dec. 15, '74 — The light at this station was first exhibited on the fifteenth of December, eighteen-hundred and seventy four.

About the only entries from 1874 until 1882 are the various annual inspections...and the visitation of high ranking officials..

No day to day entries made...keeper's name not mentioned...

May 8, '82 — Mr. George N. Shaw and wife arrive at the Station with a portion of their household effects and are occupied in getting the remainder from Wilmington and placing it in position until the 13th Inst.

Aug. 17, '82 — Clear weather with light var. wind latter part clear with fresh westerly wind Employed upon the regular duties of the station.

SUCH REPORTING IS ALL THAT IS WRITTEN DAILY UNTIL 1885

Then short short comments accompanied the daily weather reprt.

Boxing shade trees...Sabbath...cleaning up generally ...windows...tending lantern...cleaning sings...sunday...grounds... Cisterns...goes to Los Angeles on business...the regular duties of the station...

PAGES ARE FULL OF DITTO MARKS

October	1	Partly Cloudy	with	moderate	Northerly	&	Var.	Wind	Clear	with	fresh	Westerly Wind
"	2	Clear	"	"	"	"	"	"	"	"	"	"
"	3	"	"	"	"	"	"	"	Hazey	"	strong	northerly "

FOR ALL OF 1874 to 1906

COULD HAVE BEEN SO GREAT....WAS SO DULL

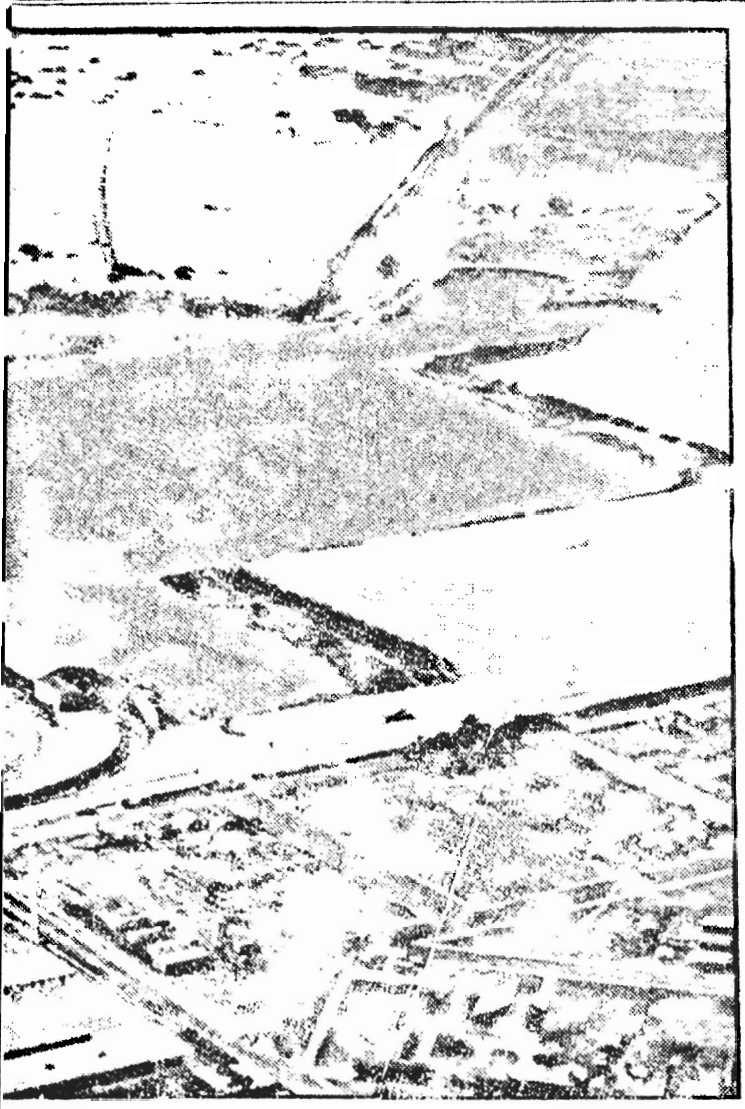
Nov, 7, 1904 — Former Keeper retires this day, George N. Shaw (22 years at Point Fermin) I, Irby H. Engels, took charge of this station at 12 noon today

Nov. 8 — Mr. Shaw moving his furniture out today.
9 — Cleaning out the house. Overhauling the books and papers.
10 — " " " " everything frightfully dirty.
11 — " " " " General account book has not been kept for past 2 years
12 — Cleaning and putting new wicks in lamps.
12 — " " " " " " " and cleaning lenses. One lamp leaks
13 — " house (Rotten) The paint inside is wretched.; varnished over dirt.
17 — Cleaning house & taking out more rubbish. Ought to have a horse & cart.
21 — Cleaning house & cellar. Sweeping down cobwebs on porch.

FROM THEN ON IT WAS ALL GENERAL ROUTINE

Cleaned tower...showing visitors...painting picket fence...cut weed around barn...repaired pump...cleaned tower...Odd jubs.

Mr. I. H. Engels resigned from service Jan. 1, 1917 (after 13 yrs. at Point Fermin)





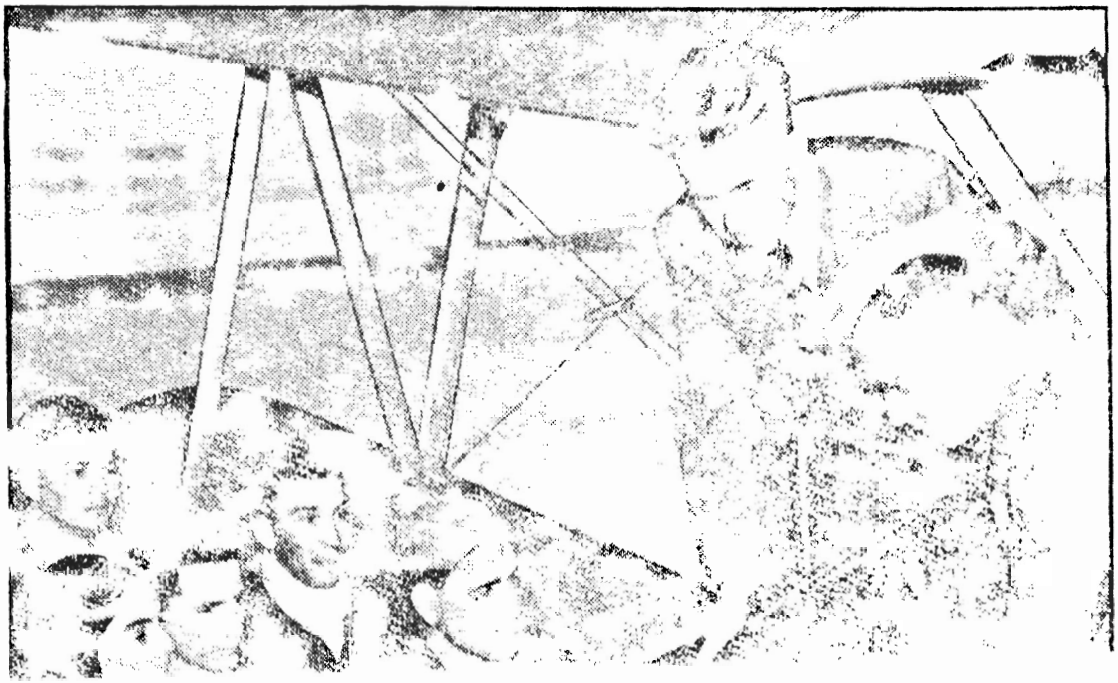
Oxnard can provide plenty of beans for Army's larder. Jerry Chapman displays some lima beans with which Oxnard's warehouses are loaded. Beans are a major crop.

efense Program Sidewalks

fense program is having on

l defense picture that it is

am of being known as "the



rector R. R. MacKenzie and Treasurer Oran Brown of the harbor district all are confident of impending industrial development in the neighborhood of the harbor, where space for pleasure boats already is being gobbled up at a great rate.

The harbor is served by the eight-mile Ventura County Railroad which runs to Oxnard, where it has a working agree-

nt with the Southern Pacific Railroad.

AIR SCHOOL GROWING

At the Cal-Aero Pilot Training school at Oxnard airport everything is being pointed toward a tremendous expansion starting March 22. At that time the present classes of young men being trained for the Army Air Corps will be increased to 135 for the [illegible] course, meaning that there will be some 270 cadets in training all the time as new classes start at five-week intervals. Additional training planes will be provided. A new hangar is planned and a large barracks building across from the airport. The cadets are now accommodated in a building downtown.

Capt. L. S. Harris, Air Corps supervisor, is the Army commandant [illegible] Lieut. Bill Clark, [illegible] reserve, is in charge [illegible] for Cal-Aero [illegible] has its head offices at Glendale.

HOUSING A PROBLEM

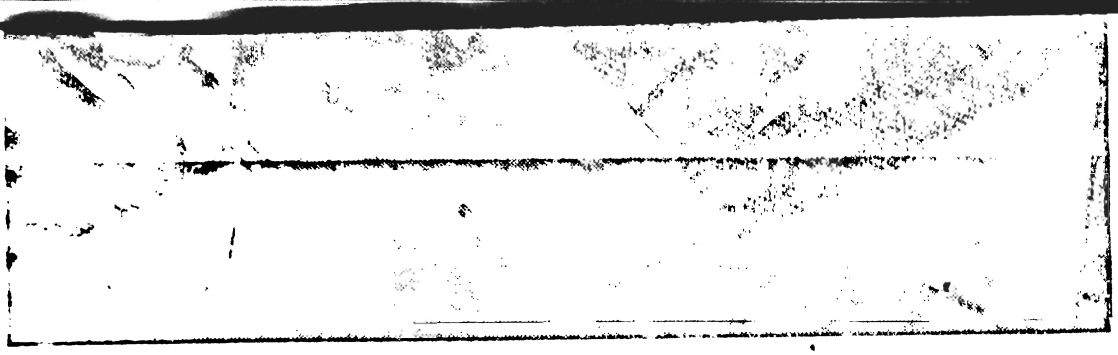
[illegible] are being made by the Chamber of Commerce to overcome the housing shortage in Oxnard. United States Census Bureau figures compiled just before the defense program began showed that Oxnard had 2970 houses of which less than 1 per cent (0.7 per cent) were vacant. Oxnard's 1940 population, 8640, was a 37 per cent increase over 1930.

Always known as the center of the lima bean industry in the State, the Oxnard area last year turned out 67,500,000 pounds of beans—surely a reassuring fact for the bean-minded Army. And to cater to the sweet tooth of fighting men and defense workers, Oxnard has the world's second largest beet sugar factory, the American Crystal Sugar Co., founded in 1898.

HAS FACTORY BRANCH

Then, too, it boasts a branch of the Allis-Chalmers manufacturing Co., a plant now devoted to the making of agricultural implements but a potential element in arms manufacture.

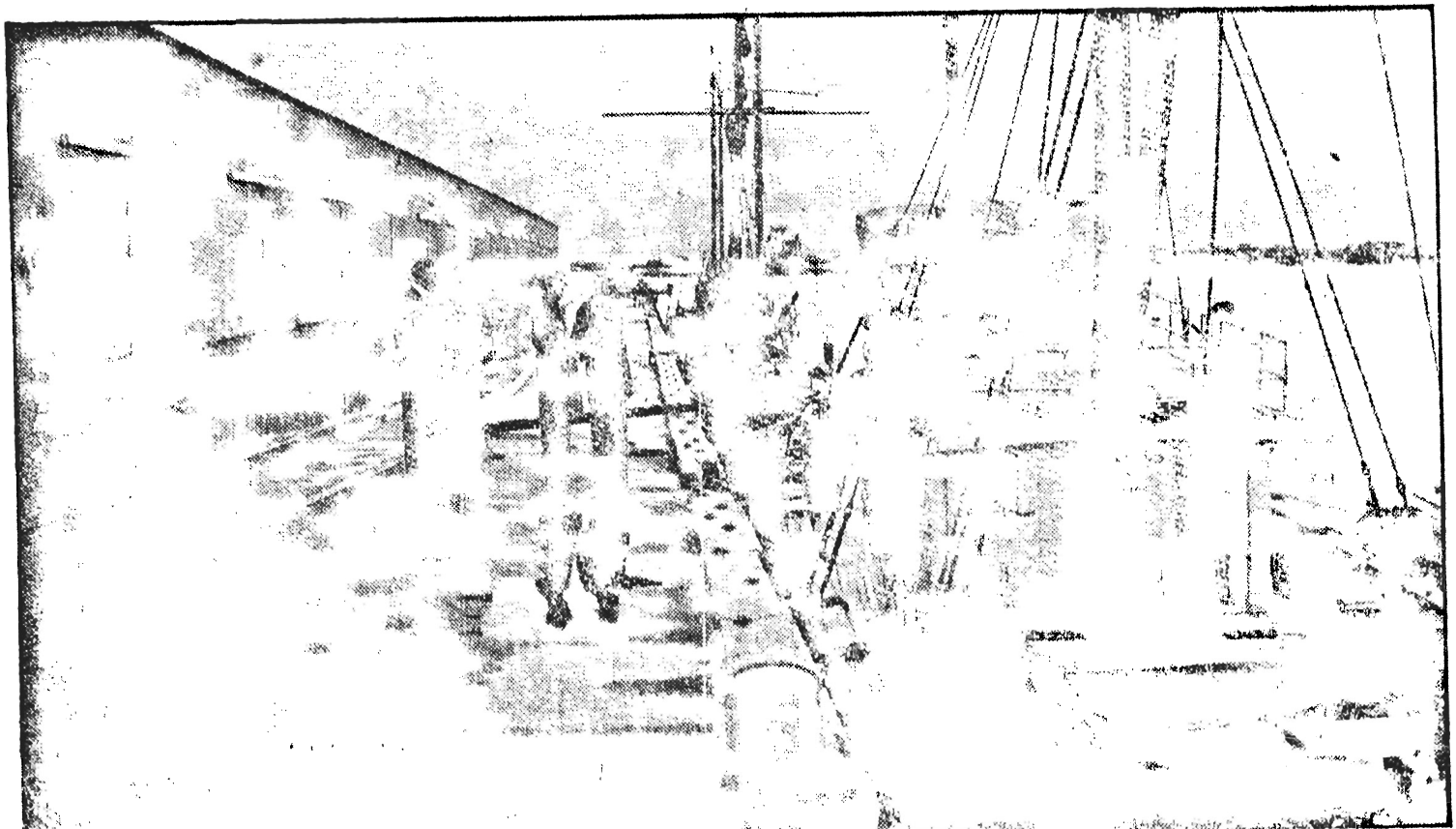
In fact, Oxnard, growing fast and looking frantically for a place to lay its collective head, feels that it is most definitely a part of the national defense setup.

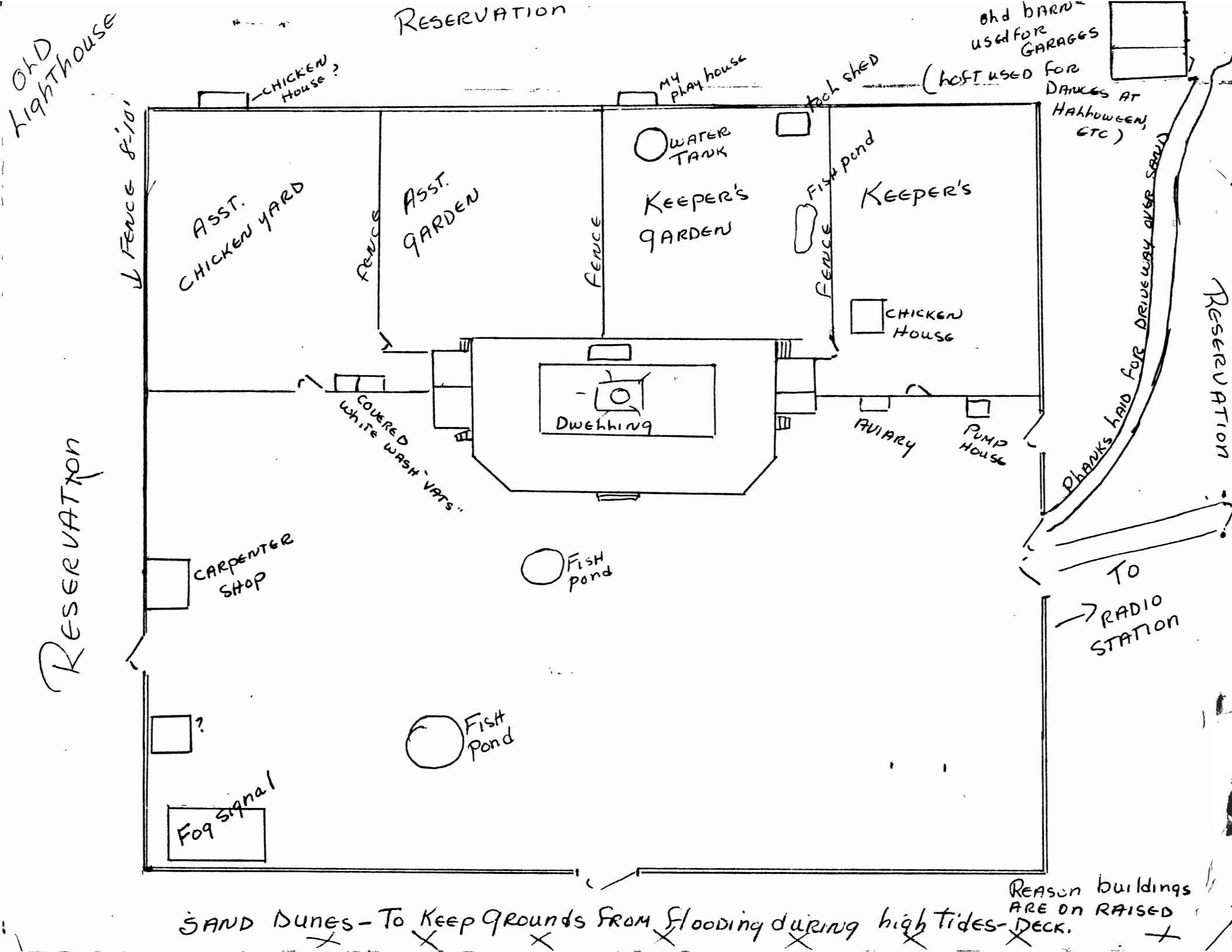


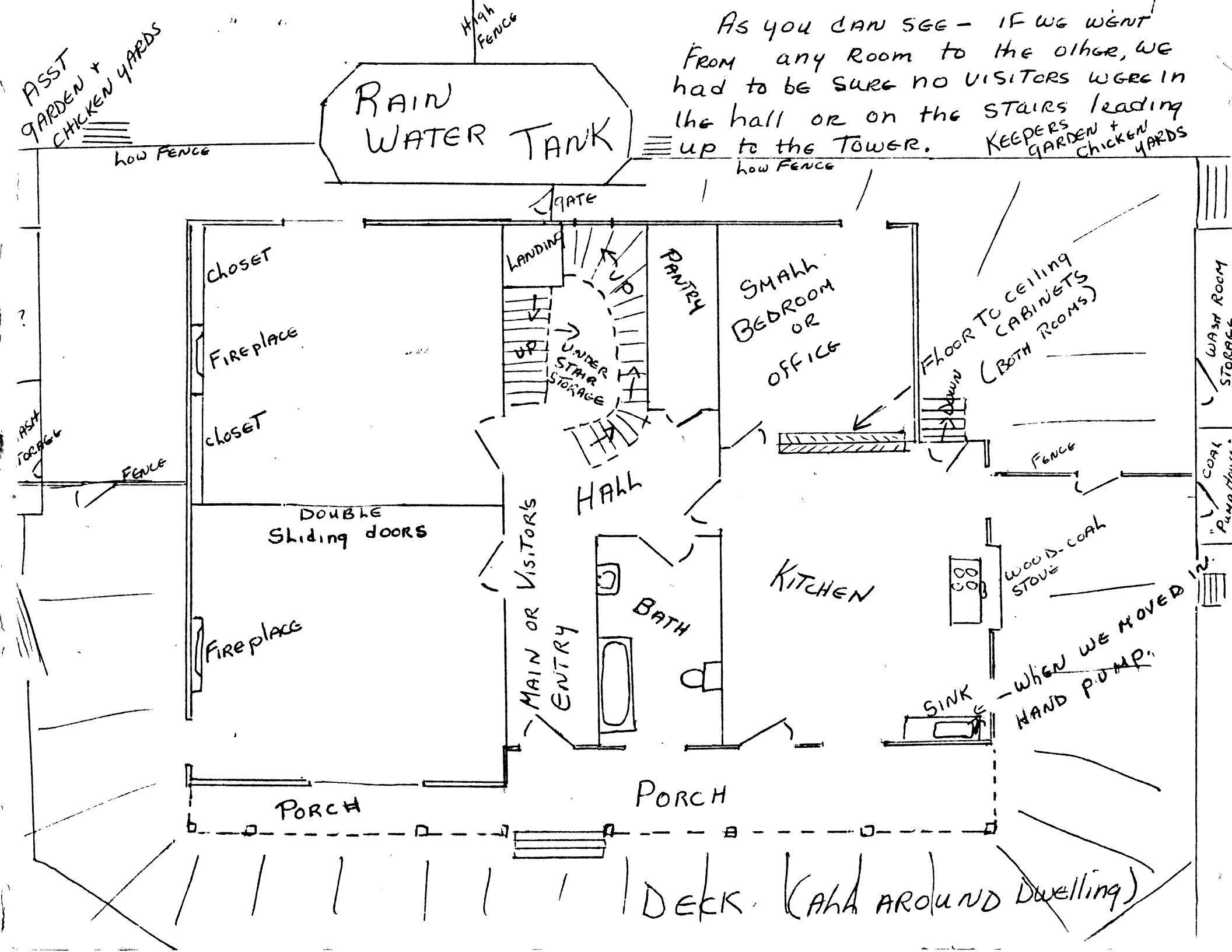
Right to left are Capt. L. S. Harris, Dan W. Emmett and Lieut. Bill Clark instructing flying cadets at the Cal-Aero school connected with the airport at Oxnard.



A branch of the Allis-Chalmers plant is in Oxnard and is busy with defense orders. Here is Elden Hotchkiss operating one of the punch presses at the Oxnard plant.




OLD LIGHTHOUSE
RESERVATION
CHICKEN HOUSE?
MY PLAYHOUSE
TOOL SHED
OLD BARN USED FOR GARAGES
(LOFT USED FOR DANCES AT HALLOWEEN, ETC)
FENCE 6'10"
ASST. CHICKEN YARD
FENCE
ASST. GARDEN
FENCE
WATER TANK
KEEPER'S GARDEN
FISH POND
FENCE
KEEPER'S
CHICKEN HOUSE
PLANKS LAID FOR DRIVEWAY OVER SAND
RESERVATION
COVERED WHITE WASH VATS
DWELLING
AVIARY
PUMP HOUSE
RESERVATION
CARPENTER SHOP
FISH POND
TO
RADIO STATION
?
FISH POND
FOG SIGNAL
SAND DUNES - TO KEEP GROUNDS FROM FLOODING DURING HIGH TIDES
REASON BUILDINGS ARE ON RAISED DECK.

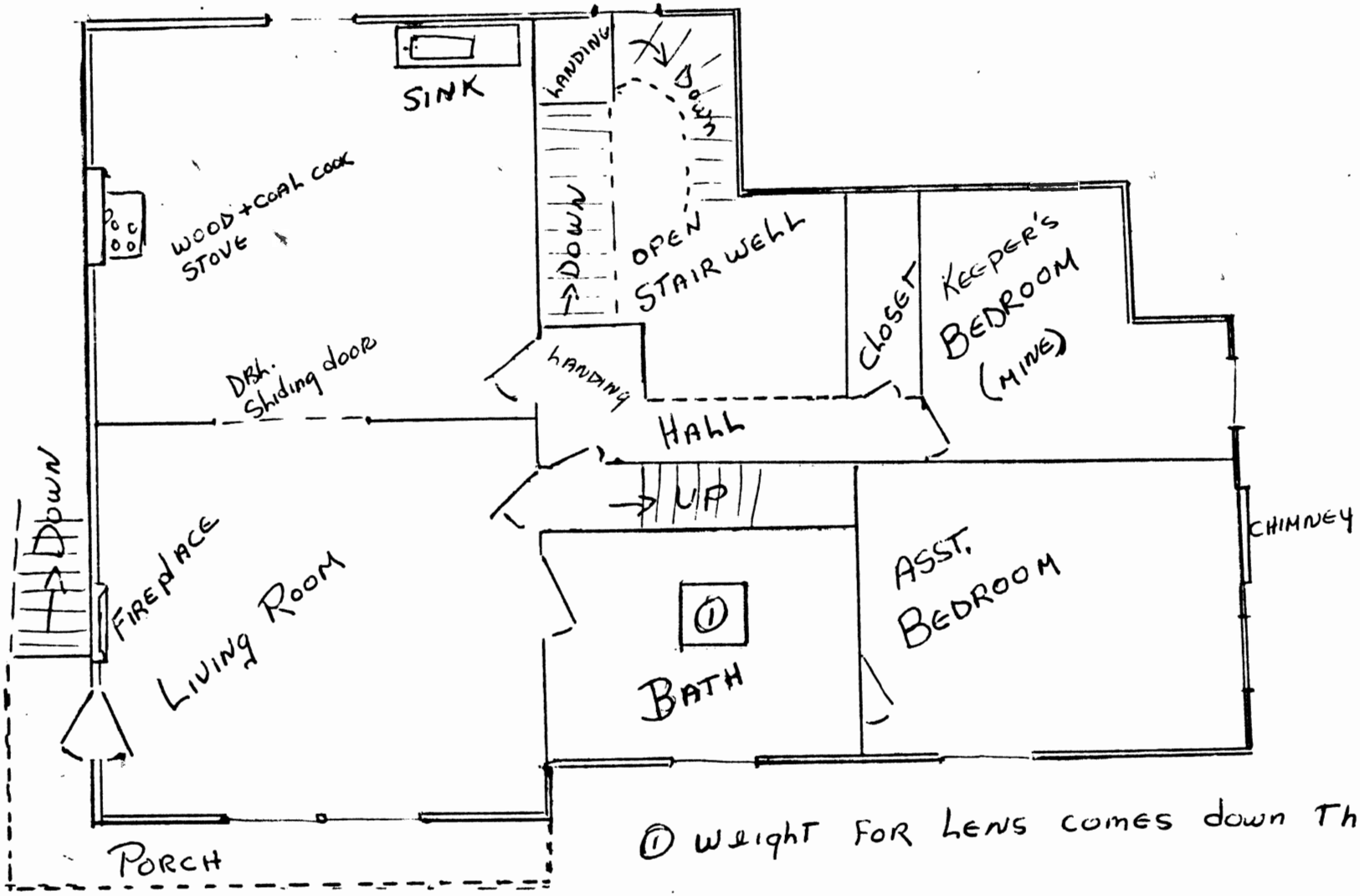

As you can see - if we went from any room to the other, we had to be sure no visitors were in the hall or on the stairs leading up to the Tower.
ASST GARDEN + CHICKEN YARDS
High Fence
RAIN WATER TANK
How Fence
KEEPERS GARDEN + CHICKEN YARDS
How Fence
GATE
CLOSET
FIREPLACE
CLOSET
LANDING
UP
UP
UNDER STAIR STORAGE
PANTRY
SMALL BEDROOM OR OFFICE
FLOOR TO CEILING CABINETS (BOTH ROOMS)
DOWN
WASH ROOM STORAGE
COAL "PUMP HOUSE"
ASH STORAGE
FENCE
FENCE
HALL
DOUBLE SLIDING DOORS
MAIN OR VISITOR'S ENTRY
BATH
KITCHEN
WOOD-COAL STOVE
FIREPLACE
SINK - WHEN WE MOVED IN. HAND PUMP.
PORCH
PORCH
DECK (ALL AROUND DWELLING)

I was sure that goblins & ghosts inhabited the space under the stairs and the pantry as they were both very dark. We used coal oil lamps until I was around 12½ when the living quarters were electrified – there was power to the tower and fog signal already by then. There was an auxiliary gas engine for horn and weights for lights.

There was an artesian well drilled for water, but it was so hard (& a little salty towards last) that we still used the rain water for washing & our hair, etc.

The rooms had 10-12' ceilings (can't remember which) & I slept upstairs so the walk up with a little kerosene lamp was sometimes scary. The rooms were large & mostly we stayed in the kitchen, even with company. There was an easy chair by the stove and a day bed against the wall plus table & chairs and still room to dance if we wanted. It seems the only time we had a fire in living room was special occasions, like X-mas.

2nd Floor – Asst's quarters – 1 bedroom off landing as Keeper's 2nd bedroom.



① Weight for lens comes down this far.

I dont remember the up stairs quite as much.

On the first landing going up there was an oil painting that my dad had gotten from the Hearst Ranch at San Simeon when he was stationed near there. It was of buffalo standing around looking at an Indian, lying on his back with an arrow in his chest with grey mist all around. (Not a very cheerful picture for a little kid going up to bed)