SOUTHAMPTON SHOAL

calif.

Keeper Samuel Hounsell

1905/1913

Dec. 6, 1905 S. Hunsell took charge of station by order of Inspector.

nothing

1914/1929 Nothing

I think Keeper is name Joost and took charge sometime in 1933

Jan 17, 1934 Keeper hurt his foot

18 Asst for mail and on return while noisting launch Mrs. Joost caught her finger between the drum and line and crushing it, took her to Ft. McDowell hosiptal at 11/50 am Keeper still lame but on duty

19 Asst Petersen took Mrs Joost to Hospital

20 Crack showing up all over tower

Feb. 8 Took Mrs Joost to Angel Is. to catch boat to city

Apr. 7 Mr & Mrs Simonson of Pt. Cabrillo light station is spending the day with us

May 1 Mr Simonson transfered to this station. Peterson my asst is going to Pt. Cabrillo.

Sept. 10, 1934 Chopping wood and cleaning, took Mr Joast to Marien Hospital

19 Went to Angel Island with Mrs Joost

Oct. 2 Two heavy earthquakes today.

Oct. 5 Mr Joost the keeper returned from Hospital

Dec 12 Keeper took Mrs Joost and Mrs Simmonson to Immigration Station.

Oct. 21, 1935 Keeper left on a leave of absent. He hired Mr J. Martin to sub for him.

upon returning. Sunday 21, Keeper Joost retured to duty.

Keeper cleaning his quarters which were in a filthy condition, after being occupied by sub. Martin whil Keeper was in hospital

Dec. 23, 1935 The launch arrived at staion with supplies and a new radio for Keeper Joost

DICK I AM PUTTING THIS IN BOOK THE WAY WRITTEN, WE MIGHT HAVE TO CHECKIT OUT

Dec 23, 1935 Written by inspector; Keeper Spellman of Yerba Buena Station was called by Captain Bodie of Stm. Upin at 5;30 pm and directed by orders of Captain Rhodes to go at once to South Hampton Shoals light sta. and take charge until officially relieved. Left depot warf at 5;45 pm arrived at station 6;35 pm Keeper Joosths wife had already lit up but much excited of account of accident to her husbank. Keeper Speelman stood all night watch. P.S. Mrs Joost left at 7;00 pm for City reports for Hospital are that Keeper is in a serious position.

Dec. 24 Simonson 1 asst. keeper arrived on station at 11;45 am and relieved Keeper Speelman by orders of Cap. Rhodes Supt, at 9 am reported at his office as he requested me to do at 6;50 pm on Dec. 23, by telephone. Small tender Locust was standing by to take off Mr. Spellman. Mr Nathaison, Mr Speelman son and Mr Speelman Sir were on the station he left the station at 12;15 pm on tender Locust. I found station in a very disorderly condition. S.W. corner of station on out side of Keepers quarters had been on fire and pant was burnt off. Also deck showed shere fire had started. pieces of his burnt clothing lead to water tank on upper deck evidently he tried to get water to put out the fire on himself then went in side and got a paragon fire extinguised as there was no pail on upper deck. By the time he reached the extinguisher in the

P-1

stairway he must of been a burning torch as the walls in the hall door caseings floor was all stuck up with pieces of burnt ~~clothing~~ clothing.

The keeper apparently fell in the hall as the wall showed a half circle of charged clothing how he ever managed to put out fire on out side after being burnt like he must of been and then lower the boat and go to the hospital at Fort McDowell all alone is something to think abouttoo empty Paragon fire extinqushers and one blow torch where on the upper deck where fire started. Torch did not explode. Hall wall and staris caseing was covered with chemical in side quarters.

Dec 25 Christmas morning gave Mr. Spellman sub. keeper instruction regarding his duties and general running of station cleaned up worst part of chimey on floors. Had Mr Speelman in for dinner such as it was. As we came on the station in such a hurry didn't stop to get supplies. I turned in at 6 pm. Mr Speelman on watch at 9/35 pm. U.S.C.G. cutter came with hailing distance of theand said by orders of the Marine Hospital they came after Mrs Joost that Mr Joost was dieing. Mr Speelman called me and I told the Capt. Mrs Joost went a shore on the 23rd. Mrs Simonson went ashore on the C.G. Cutter to look for Mrs Joost at 9;50 pm. I found the station launch at Tiburon the dock at Ft. McDowell gave Mr McDonnogs orders to take it away so that it would not be unecked. it had a bad noch in the propler shaft. Took up on bearing.

Dec. 26 Mr Comant Inspcetor arrived at station left 3;20 pm after interviewing Mrs Joost regarding Mr Joost death.

Dec 30 While checking up on supplies this morning there is a one gallon can we kept gasoline in missing. Being that the torch was empty on upper deck perhaps Mr. Joost took this can to fill the torch as we used it for things like that. Perhaps it is was this can that exploded.

now we have 2 pages of cleaning and painting log ends

SOUTHAMPTON SHOAL

1901

—. *Southampton Shoal, San Francisco Bay, California.*—This shoal is thus described in the Pacific Coast Pilot:

This extensive shoal lies nearly in the middle of the San Francisco Bay, to the northwest of Angel Island, and is therefore a menace to the navigation of large vessels bound to Vallejo, Mare Island, Benicia, Port Costa, or Antioch. Within the 3-fathom line it is 2¼ miles long, northwest and southeast nearly, with an extreme breadth of one-third of a mile.

During the last year the Santa Fe Railroad Company established a ferry from San Francisco to Point Richmond. The straight course between these two places runs close to the southeast point of this shoal.

The Board is of opinion that the interests of commerce and navigation demand the establishment of a fog bell and lens-lantern light on the southeast end of this shoal. It is proposed to build a frame dwelling for the keeper on iron piles, with gallery and bell house, the signal to be a 3,000-pound bell struck by a Stevens apparatus, the lens lantern to be exhibited from the corner of the gallery. It is estimated that the entire structure can be built for a sum not exceeding $30,000, and the Board recommends that an appropriation of this amount be made therefor.

1902

—. *Southampton Shoal, San Francisco Bay, California.*—The following recommendation, made in the Board's last annual report, is renewed:

This shoal is thus described in the Pacific Coast Pilot:

"This extensive shoal lies nearly in the middle of the San Francisco Bay, to the northwest of Angel Island, and is therefore a menace to the navigation of large vessels bound to Vallejo, Mare Island, Benicia, Port Costa, or Antioch. Within the 3-fathom line it is 2¼ miles long, northwest and southeast nearly, with an extreme breadth of one-third of a mile."

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1903 (Seattle P.L.)

—. *Southampton Shoal, San Francisco Bay, California.*—The act approved on March 3, 1903, appropriated $30,000 for a light and fog-signal to mark this shoal. The preparation of plans for this work will be taken in hand soon.

1904

40. Southampton Shoal, San Francisco Bay, California.—The act approved on March 3, 1903, appropriated $30,000 for establishing a light and fog-signal to mark the south end of the shoal. Plans and specifications were prepared.

—. *Red Rock, upper part of San Francisco Bay, California.*—This rock is an island about 169 feet high, and contains about 7½ acres. It stands near the eastern shore of the bay, 9½ miles above Market street, San Francisco, and is passed close to by vessels bound for Port Costa, Benicia, Mare Island, and the rivers emptying into Suisun Bay. It is believed that with the establishment of a light at Southampton Shoal, Red Rock would be a better place than Quarry Point for a light and fog-signal. With this station vessels bound up the bay could make Southampton Shoal, giving Quarry Point, Angel Island, a wide berth, and from thence shape their course to Red Rock, on either side of which they could pass. This rock or island, formerly known as Molate Island, is a military reservation, but does not enter into the adopted project for the defenses of San Francisco, and hence no difficulty is expected in obtaining authority to occupy it for light-house purposes. It is estimated that the cost of a light and fog-signal station at Red Rock will be $30,000, and the Board recommends that an appropriation for that amount be made therefor.

SOUTHAMPTON SHOAL

1905

40. Southampton Shoal, San Francisco Bay, California.—The act approved on March 3, 1903, appropriated $30,000 for a light and fog-signal to mark the southern end of this shoal. A contract was made in March, 1905, to build a light-house consisting of a substructure of iron cylinders filled with concrete, carrying a platform of steel beams and concrete arches upon which will rest the frame dwelling, surmounted by a light tower. The eleven supporting cylinders are in place and the steel frame of the platform is in position.

1905

—. *Red Rock, upper part of San Francisco Bay, California.*—The following is a copy of a letter dated December 24, 1904, from the Secretary of Commerce and Labor to the Senate Committee on Commerce:

This Department has the honor to acknowledge the receipt of a letter dated December 17, 1904, from your committee inclosing a copy of Senate bill No. 6182, "To establish a light-house and fog-signal on Red Rock, upper part of San Francisco Bay, California," on which suggestions are asked touching the merits of the bill and the propriety of its passage.

In reply this Department begs leave to state that the Light-House Board, to whom the matter was referred, reports that in its last annual report it recommended that an appropriation of $30,000 be made for this purpose, and that it is still of opinion that this appropriation should be made. It is also recommended on page 255 of the Book of Estimates for 1906.

The following is an extract from pages 158–159 of the Board's annual report for 1904:

"This rock is an island about 169 feet high, and contains about 7½ acres. It stands near the eastern shore of the bay, 9½ miles above Market street, San Francisco, and is passed close to by vessels bound for Port Costa, Benicia, Mare Island, and the rivers emptying into Suisun Bay. It is believed that with the establishment of a light at Southampton Shoal, Red Rock would be a better place than Quarry Point for a light and fog-signal. With this station vessels bound up the bay could make Southampton Shoal, giving Quarry Point, Angel Island, a wide berth, and from thence shape their course to Red Rock, on either side of which they could pass. This rock, or island, formerly known as Molate Island, is a military reservation, but does not enter into the adopted project for the defenses of San Francisco, and hence no difficulty is expected in obtaining authority to occupy it for light-house purposes. It is estimated that the cost of a light and fog-signal station at Red Rock will be $30,000, and the Board recommends that an appropriation for that amount be made therefor."

This Department concurs in the recommendation of the Light-House Board in this case.

1906

40. Southampton Shoal, San Francisco Bay, California.—This station was completed. The structure is a frame dwelling surmounted by a metal lantern containing a lens lantern. It is supported on eleven steel cylinders 4 feet in diameter, filled with concrete. On these is a framework of steel beams filled in with concrete arches, forming the deck which supports the dwelling and light tower. The light is shown from a white lens lantern. The fog-signal is a bell struck by machinery. After completion it was found that the tidal flow around the cylinders caused an erosion of the sand, threatening to undermine them. To prevent this, 1,000 tons of rock were placed on [illegible] the scour for the present. There is some evidence of shifting of the cylinders to the southeast, probably caused by the earthquake. If any further indications show a material disturbance, the piles will be stiffened by bracing them with iron rods and by placing more stone around them.

1922

Red Rock Light and Fog Signal, Calif.—Establishing a light and fog signal on Red Rock in the northern part of San Francisco Bay, Calif., $14,000.

NOTE.—Red Rock is a bold, rocky island in the northern part of San Francisco Bay, rising to a height of 159 feet, with deep water close to its shores. It lies in the path of the very heavy up-bay and up-river traffic, as well as in the path of all craft proceeding to and from the Mare Island Navy Yard, and is also directly in the path of the passenger and automobile ferry steamers plying between Castro Point and Point San Quentin. Requests have been received from the masters of river steamers, of oil tankers, and others to suitably mark this island with a fog signal and light. It is proposed to establish a compressed-air diaphone on the south end of the island and to establish a sixth-order flashing electric light of about 3,200 candlepower.

Southampton S.

1908 - Bracing cylinders and dumping rip rap around the cylinders
Surprising - not a groin

IF IF YOU WILL BE OUT LOOKING OR WHAT YOU WILL DO. BESTWISHES TO YOU AND MARGE. TILL LATER, Carlo.

Oakland Tribune

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mpton Shoals Light- for a barge to be slipped under it. Pilings at left are those which had supported the Victorian-style structure for over half a century.

'OLD LADY OF BAY' GETS NEW HOME

A dignified old Victorian lady who had winked warmly at many a passing sailor was respectfully evicted yesterday, a victim of the age of automation.

The old lady was no flirt—it was her job to wink at sailors, beaming out warnings to ships approaching the El Cerrito-Berkeley shallows 3½ miles from the Eastbay shore. She was known as the Southampton Shoals Lighthouse.

The handsome, three-story structure was lifted off the pilings by two huge barge-borne derricks, then lowered gently onto a third barge which is carrying it up the San Joaquin River to Tinsley Island. There, 12 miles south of Stockton, it will become a clubhouse for the St. Francis Yacht Club.

The "eviction" took just five hours. And so skilfully did the derrick operators handle the 150-ton lighthouse that not even a pane of glass was broken.

The old lighthouse was built in 1905. The cupola crowning the "House in the Middle of the Bay" contained a 250 watt globe with a special prism magnifier manufactured in Paris in 1886. A fog-horn bleated out an additional warning.

Like other lighthouses in the Bay, Southampton Shoals was operated by a keeper who was permitted to have his wife and a crew of two or three at the post.

The light was permanently extinguished and the crew moved out several months ago.

A fully-automatic remote control light will be erected on the pilings that supported the many-gabled old red and white house. The robot light will be many times brighter, and much less expensive since it will need no crew aboard.

The lighthouse job was awarded to Healy-Tibbets Construction Company. John Marhens, president of the company, decided it would be wasteful if not downright disrespectful to destroy the historic original lighthouse, and donated it to St. Francis Yacht Club. Smith-Rice Company and Crowley Tugboat Company teamed up to do the actual moving yesterday.

All told, the project is costing St. Francis only $3,000. And almost everyone concerned agreed it was small price to pay to save the "old lady of the Bay" from an ignoble end.

