44 Years in Lighthouse Service Is Record of Vashon Island Man

Over 44 years in the Lighthouse Service is the record of Walter White. In lighthouses or lightships, he was stationed in such places as Lime Point, Pt. Arena, Piedras Blancas, Pt. Arguello, Pt. Montara. And during his last 21 years of service, before he retired three years ago, he was in charge of the large lighthouse station at Pt. Hueneme.

Mr. and Mrs. White, whose home is now on Vashon Island, Seattle, are spending the winter in California, and were in Paradise to spend Christmas with their daughter and son-in-law, Mr. and Mrs. Al Reineke, and family. The Whites, by the way, live inland, having had their share of looking at the ocean.

A lightship is different in that it rolls when the sea is calm, according to White, and is steadier in a storm. This is because of its round-bottom construction, like that of a buoy. Consequently, other ships cannot come alongside it, and everything must be brought to it by rowboat. White did boat work for four years, sometimes pulling two miles to the ship. It is quite a job launching a boat from a rolling lightship.

There were 14 men on the crew of a lightship, and they had two weeks ashore every six weeks. Their work included making nets for the tenders, making weather reports, and keeping watches.

White has seen a number of shipwrecks. There was the Casco which was wrecked at Piedras Blancas, the Winnebego at Pt. Arena, and several fishing boats at Hueneme. There were 23 bodies scattered over the beach after the wreck of one fishing boat.

White saw the San Francisco earthquake of 1906 from a ilghtship, which was at the dock for its monthly overhaul. Everything was shaking, even the ferry building was swaying. At 11 a.m. there was a second quake. They could see the fire break out, but there were no fire engines because the water mains were broken and there was no water. Thirty or 40 refugees were taken aboard his ship.

He also saw the eruption of the famous volcano on Martinique which destroyed the town of St. Pierre. But that was before he entered the Lighthouse Service, when he was on a vessel which happened to be passing. One of the sailors on his ship had his home there; they learned about the destruction of the town later, when they landed.

White was born in London in 1880 and went to sea at the age of 13. He stowed away on a four-master. As it was sailing down the Thames he came out of his hiding place. Since the pilot was still aboard, he was taken back to another ship.

He started his sea-going career on another four-masted barque, the Olive Bank. They spent two years and three months on one voyage. They sailed to Montevideo, then around the Horn to Valparaiso, back to New York and around the Horn again, across the Pacific to Yokohama, then to Portland, Ore., and back to London.

After that, in 1896 he went on the training ship Warspite for a year. This was one of Nelson's old fighting ships. White has a certificate which he received at the end of his training. It shows that he was marked "very good" in each subject. These included: sail drill, knotting and splicing, pulling, steering, general seamanship, palm and needle (sailmaking), compass, reading, writing, aritmetic, scripture, general attention.

At the conclusion of the course, the boys would either go into the navy or the merchant marine. White chose the merchant marine. But shortly after, because there was a coal strike on, he joined the navy.

It was while serving in the navy that he escorted the king of Portugal, Don Carlos, on an inspection tour of the Azores Islands. He also took part in the funeral procession of Queen Victoria.

Later, his family bought him out of the navy and he returned to the merchant marine. He worked on square-rigged ships, the last one of which was the Scottish Isles. He was paid off in Baltimore. His last sea-going vessel was the Minnewasca, on which he sailed through the Straits of Magellan to San Diego. At the time (1903) this was the largest and longest ship to enter San Diego harbor. White then joined Lightship 70, off San Francisco Bar, and from then on he was with the Lighthouse Service.

Mrs. White was born in San Francisco and spent most of her 42 years of married life in lighthouse stations. Since they were all large stations, and near cities, she found the life far from the lonely one usually associated with lighthouses.

White had as a hobby watching fights, not prize fights but the fights sailors get into ashore. In the old days he used to frequent the Barbary Coast when in San Francisco. He was not a drinking man, he says, but he liked to go into a bar, order a soft drink, and wait for a fight to start.

They practically always started the same way, he says. A sailor would stand at the bar and order a drink. A couple of girls would move over beside him and order drinks. A couple of men would move in on the other side of him. When the sailor put down a bill for his drink, the bartender would take the money for the other four drinks out of

The sailor would protest that he wasn't buying drinks for the crowd. The men would insist that he had invited them to have a drink with him. And it wasn't long before there was a good fight going.

Mrs. Reineke has copies of old pictures of her father in his cadet uniform, of the Warspite and a companion ship, and of his certificate. These were made by Jack Roach, who was taking a movie in Hueneme. He agreed to make a set of the pictures for each of White's children if White could stump the experts on sailing vessels who were helping with the movie. White won the bet by asking the name of a sail which these ships carried, but which he said was never used.

The lighthouses are now under the Coast Guard, and White feels that this move was a mistake. A lighthouse was home to the man in the Lighthouse Service. He had his family with him, and could raise a garden. But the Coast Guard men are "here today and gone tomorrow."

Bobby Connors Returns Home

Mrs. Percy Connors and her talented son "Bobby" left for their home in Newtonbrook, Ontario, Canada, on Monday of this week, after spending three weeks with Mrs. Connors' uncle and family, the Walter Whites of the Point Hueneme Lightstation.

"Bobby," a singing prodigy and student of Mme. De Monterey, (who also trained the celebrated Bobby Breen,) was received enthusiastically in Hollywood. He was heard in auditions before Eddie Cantor, radio and stage star, and L. E. Behymer, Los Angeles impresario, which were both successful. The boy sang several numbers from his repertoire of 500 songs, in seven tongues. Pictures and publicity are now in Behymer's hands, and when Bobby Connors returns to Ontario, Mr. Behymer's eastern representatives will get in touch with the boy, with a view to starting his career in New York, rather than Hollywood. It is his opinion that New York holds far greater opportunity for Bobby's particular talent and type, than does Hollywood, where "the woods are already too full," and thousands waiting for contracts. However, Bobby may return in September, for as previously announced he has been asked to come back in the fall for another audition before Eddie Cantor, so whether his career will start here, or in the east, is yet indefinite.

The eight year old boy, who in spite of his many years of voice culture and public idolatry, is still unspoiled. On the contrary, he is a vigorous, winsome, normal boy, and loved the California beach, and the outdoor freedom he enjoyed while a guest at the lightstation. His parting words were, "I don't want to leave California, but I do want to see my Daddy." Mr. Connors, the boy's father, is anxiously awaiting their

The story of the Harbor takes us back many years. The idea was originally conceived by far-sighted citizens about twenty-five years ago, but the first active steps toward preparation was initiated in September, 1926, in conducting surveys, submitting data of findings to Washington, making application for federal financial aid, and proving the need for a Ventura County port. By January, 1927, the bill for the creation of the Hueneme Harbor District, was presented in the legislature.

At a banquet at Pierpont Beach and County Club on February 17, 1927, editors and publishers from all sections of Ventura County gathered as guests of Richard Bard of Hueneme, who wanted to make public the possibilities and plans for the Harbor. Engineers present verified Mr. Bard's theories, and explained further the technical angles of the project; reviewing the facts proven in a recent survey that Hueneme was the most favorable spot, with its natural deep ocean beds. Agricultural advisors from the county declared that Ventura County had sufficient commerce to justify a port, being rich in oil, agricultural products (beans and beets in abundance); a thriving sugar industry; citrus; and excellent possibility for a fishing industry, which abundant supply beds between the county shore line and the islands were undeveloped commercially.

Surveys which had been made by the McClosky Packing Co. ten years previous, revealed the same potentialities.

Mr. Bard, at that time, made clear it was not his idea that the Harbor must be at Hueneme. "Any more favorable spot in Ventura County should be considered first," said Bard. But the many engineering tests, and Government surveys that have been conducted from that time to the present, (and by various representation—both federal and private) have, by a vast majority, acclaimed Hueneme as the "best harbor spot in Ventura County."

So the struggle began—and that it putting it mildly, for it has been a conflict of long standing—Richard Bard and prominent citizens of Ventura County; knowing it would take years, with no early promise of achievement in sight—but willing to risk all—effort—time and expense,—for a worthy project.

Then followed the succession of events, (which space will not allow for enumeration), but will soon be set down in history-making records. There were series of surveys; constant journeying to and from Washington, D. C.; complications, refusals, acceptances, rebuttals; discouragement. In proving up each legal technicality, a repetition of renewals was carried again through routine channels.

The County Harbor District was created by an Act of the Legislature, but this act was later found "unconstitutional" by the California Supreme Court.

About 1932 the Hueneme Dock Corp. entered into a contract with the P. W. A. for a loan. In 1934, the contract was cancelled.

In 1936, the city of Oxnard attempted to take up the task of the Harbor as a city project, but that was found not to be feasible—so the Oxnard Harbor District body was conceived in late 1936, and by May, 1937, was organized. (It is noteworthy here to mention that not much time was lost in decisions—the fight being renewed without delay following each snag.) The leaders chosen to represent the Oxnard Harbor District were: Eugene Agee, chairman; E. O. Green of Hueneme, and Fred Aggen of Somis, known as the Oxnard Harbor Commission.

The application which had been filed by the city of Oxnard was taken up by the Oxnard Harbor district, the only change made in the document being the name of applicant.

In May, 1938, the bonds were voted upon ($1,750,000) and passed 12 to 1.

In June, 1938, the P. W. A. grant of $783,000 was signed and issued.

Then there is some record of a certain protest being filed with the California State Lands Commission sometime during June, but no more has been heard of it. On July 16th, U. S. Webb, Attorney General, announced his decision that the permit originally granted the Hueneme Dock Corporation was transferable legally to the Oxnard Harbor District, and that it would not be necessary to hold a hearing affecting the transfer of authority to construct jetties by the Oxnard Harbor District.

Hence, the end of the long struggle, rewarded finally with the tiding on July 16th, 1938—HARBOR PERMIT GRANTED—the news "broken" in the State of California by the Harbor Bulletin Extra which was on the streets of Oxnard, Hueneme and Beach district before 2 p. m. Saturday.

We pause here to salute Richard Bard and the members of the Hueneme Dock Corporation—and the Harbor Commission, Mr. Agee, Mr. Green and Mr. Aggen, whose determination have made possible a notable contribution to the chronicles of California development.



Hueneme Light Keeper White Retires Jan. 1

Walter White, officer in charge of the Point Hueneme light station for 21 years, will retire from his post Jan. 1, 1949, he announced today.

The veteran light station keeper has been engaged in the work for 44 years, had planned to retire on June 21, 1950, but recently bought a new home on Vashon Island, Puget Sound, and will move there with his family upon retirement.

Kellogg Successor

White announced he had recommended to the United States Coast Guard that Leo Kellogg, officer in charge of the Point Arguello Light Station, succeed him. He said Kellogg and his family would move to the Point Hueneme station in September to become familiar with the duties. Kellogg is no stranger to Port Hueneme as he was one of the first light keepers on Anacapa Island.

George Shirley Ward, White's assistant, will remain at his present position. He has been assistant keeper for the past 10 years.

Seven Keepers

In announcing his retirement, White recalls that there have been seven keepers since the Port Hueneme light was installed 74 years ago.

The first keeper was Samuel Ensign, who served from 1874 to 1878, folowed by F McFarland, 1878 to 1882, E. H. Pinney, 1882-83, J. H. Glassby, 1883 to 1894, C. Allen, 1894 to 1914, H. Rosendale, 1914 to 1927, and White from 1927 to 1949.

25 June 1941

HIGH TREASURY OFFICIAL VISITS AT LIGHTHOUSE

Herbert E. Gaston, assistant secretary of the treasury, and prominent in activities of the U. S. Treasury Department, visited Port Hueneme yesterday.

Gaston inspected the U. S. Government Lighthouse at Port Hueneme, in company with Capt Walter White, keeper of the lighthouse. He also visited the huge new U. S. Maritime Commission school and inspected the Navy Radio Station on the government property at Port Hueneme.

Gaston was favorably impressed by the new development in and around Port Hueneme.

Hundreds See Workmen Move Old Lighthouse

A Day In The Life Of Hueneme Lighthouse--Hundreds Present

Point Hueneme belied its name today—for the old Hueneme lighthouse.

No longer a "final resting place" as the old Indian name means,, Point Hueneme was fast becoming a barren spit, devoid of lighthouse.

Late this afternoon, crews began to move the old structure toward a huge Rohl-Connolly Rock Barge, and by night fall the lighthouse was expected to be in a new "resting place" across the harbor.

It was a busy day for the old lighthouse, to wit:

7:30 a.m.—Anxious spectators began arriving at the lighthouse reservation. Bull-dozer began pushing out mud in front of the structure to allow barge to be beached. Capt. Lebbeus Curtis, operating manager of the harbor, directing. It was first time in history Capt. Curtis had tried to beach a craft—all his life he has spent trying to take ships off the beach, not put them on.

8 a.m.—Bull-dozer still working on mud—nearly sinks into harbor. Press reporters begin arriving from Los Angeles, Santa Barbara, Encino.

9 a.m.—Capt. Curtis says he'll be lucky if lighthouse moved by midnight. Harbor officials discouraged. News-reel men arrive, more press reporters and photographers. Capt. Walter White, keeper of the lighthouse, is interviewed.

10 a.m.—Capt. Curtis says he'll be lucky if lighthouse moved by late afternoon. Harbor officials leave scene. Newsreel men say they are tired of it all. Harold Ryerson, publicity director, and Jack C. Miller and Bill Reppy, senior and junior chamber of commerce officials, busy arranging pictures.

11 a.m.—Capt. Curtis says maybe lighthouse be moved sometime during afternoon. Bull-dozer dozes. Barge jockeyed into position. Newsreel men very unhappy. Press photographers and reporters begin to get spirit of historic value, full of activity, but getting hungry. Capt. White, Mrs. White, and Mrs. Ryerson pose for pictures with yacht club burgee (flag).

12 noon—Ryerson cheers reporters by inviting them to steak lunch. Lighthouse still sitting serenely aloof. Bull-dozer begins pushing dirt between lighthouse and barge for planking. Capt. White poses for more pictures atop the lighthouse. Scouts arrive to patrol area. Flag pole erected at new site for yacht club.

12:30 p.m.—Reporters, photographers leave for lunch. Capt. Curtis says lighthouse be moved by 3 p.m.—he hopes. Reppy arrives with bevy of pretty girls for more pictures. Miller decides to buy $7.50 bottle of champagne to christen lighthouse on maiden voyage—for pictures. More spectators arrive.

1 p.m.—Reporters, photographers busy eating lunch. Press representatives decide to drink champagne and use empty bottle for christening purposes. Harbor officials optimistic.

1:30 p.m.—Pretty girls pose for pictures. Curtis says lighthouse be on barge by 3 o'clock. Pretty girl throws empty bottle against lighthouse, string breaks, bottle flies into spectators. Second attempt successful, bottle shatters. Press photographers busy, not hungry, happy.

2 p.m. Curtis says lighthouse be moved within an hour.

3 p.m. and after—? ? ? ? ?

Mrs. Harold Ryerson also posed for several pictures with the new Hueneme Yacht club burgee (flag).

P. H. L. "Doc" Wilson and Clyde Jordan, developers of the new yacht club, were particularly curious spectators, watching to see that the old lighthouse was moved without casualty.

The lighthouse will rest hereafter on the opposite side of the harbor entrance channel, fronting on the turning basin. Around it will be constructed a $100,000 yacht club develop-

At noon, Ryerson took the many newsreel men and press photographers and reporters to lunch in Hueneme.

Shortly after 1 p.m., the tempo of the occasion quickened. Reppy arrived back at the scene with the following pretty Oxnard girls for pictures—Gerry Chapman, Margot Reppy, Catherine Kam, Mrs. Geraldine Hartfeldt, Mary Dougherty and Lorraine Liddle.

While pictures were being posed, Capt. Curtis said he was

Structure Loaded Onto Barge After Feverish Activity

As Rex light, Hueneme Eagle Scout, blew "Off to the Colors," the 66-year-old Point Hueneme lighthouse began moving onto the Roll-Connolly Rock Barge this afternoon, with Capt. Lebbeus Curtis directing the operation.

With this climax to a full day of activity, the lighthouse was near to be oved across the Port of Hueneme where it will become a yacht club headquarters.

The day-long activity in getting the moving underway began at 8 a.m. today, when Rohl-Connolly workers and laborers for J. R. Brakey, Ventura house mover, started preliminary preparations.

As soon as Capt. Curtis looked at the scene of the moving, he became discouraged. Yesterday after the rock barge was unloaded, a bull-dozer had shoved out a small basin where the barge could be beached ready to load the lighthouse.

But last night's high tide and heavy winds washed mud and sand back into the basin, filling it up. This delayed the work for several hours, as the bull-dozer again had to scrape out a place for the barge to be beached.

Shortly after 11 a.m., however, the bull-dozer had completed scraping out the basin, and the Rohl-Connolly tug sent the barge up against the beach.

REPORTERS ARRIVE

Newsreel men, press photographers and news reporters began arriving at the harbor as early as 8 a.m. Soon afterwards, spectators began arriving, bringing chairs and lunches to watch the unusual event.

Throughout the morning, William Arneill Reppy, president of the Junior Chamber of Commerce, Jack C. Miller, secretary of the senior Chamber of Commerce and Harold Ryerson, public relations director of the harbor, were busy providing information for out-of-town photographers and reporters and arranging for suitable pictures.

Capt. Walter White, keeper of the lighthouse, and his wife, Mrs. Frankie White, were busy constantly, as they were interviewed, posed for pictures and furnished information to the reporters.

Built 1874

(Memories 1906 by Walter White)

San Francisco Earthquake 1906 shook many Lighthouses on the California Coast including Point Arena Lighthouse. This 100 ft tower was cracked in four places, each at the landings, inside of the tower, and also outside. The Lighthouse Engineer Department condemned the tower, being unsafe. Contracts was put out to tear down the tower, and rebuild another, also the Keepers dwellings. Contracts was too high, so the Lighthouse engineers decided to do the work themselves. The dwelling which was to be torn down, four Light Keepers lived, it was one dwelling. Men were hired in San Francisco, also half a dozen carpenters and shipped to Point Arena. Mr George Hooke was in charge of the operation, I. Walter White at that time was working for the Engineer Department at Lime Point Lightstation, I was called at the District Office, and was told to proceed to Point Arena to tear down the lighthouse with 4 other men. When we arrived we stayed at the Point Arena Hotel for a few weeks, every morning we were driven out to the Light Station, by team of horses. Carpenters were hired and Mr Wall Myers was to be Foreman over the Carpenters, these were local Point Arenaites. The contract was put out for the hauling of material. Lumber. Cement. etc. Mr Frank Reynolds had the contract. The first work was done to build Tempory Housing for the four keepers, 80 ft building, also 60 foot bunk house for the working party around 30 men. After these buildings was finished. the 4 Keepers moved in, and we left the Hotel and moved in the bunk house. The tower 100 ft and dwelling had to come down. I was in charge of the wrecking the tower. The Lantern and Lens had to be carefully marked piece by piece so that it could be placed on a tempory 30 foot tower. built by the carpenters. The tower is built of brick, probably a million bricks so Jacks, drills, sledge hammers were to be used in tearing down. The first job was to cut a hole thru the tower few feet from the base, so a mast 25 feet long had to be used to lower the window frames (iron) stairs, and landing, to be used in the new tower, the mast was pulled to the top of the tower inside. drills hammered with sledge hammers, jacks

were used, and several hundred bricks were loosened and dropped to the ground below, in large chunks until the whole tower was demolished, 4 men including myself wrecked the tower. work was now to be started on the new tower, the same centre post was used in the centre of the new foundation, the new tower was to be built 50 feet towards the Point facing the ocean. The sand and gravel was hauled by Frank Reynolds mule team from the Garcia River, the cement was hauled from the Point Arena Wharf, several hundreds of sacks used for the tower, sidewalks, foundations for four cottages, the tower foundation was criscross with heavy Norwegian iron, concrete was done by hand, no machine, powed for the foundation, the reinforced iron was threaded by hand, to the top of tower, the tower structure was built with an elevator to hoist a wheel barrow of concrete to the landing, the elevabator was pulled up by a mule, I emptied the wheel barrow into the forms, from the foundation to the top of tower. also tampered the concrete in the forms between each barrow loads, outside forms was taken down when concrete was finished, the tower then was scraped down outside from top to bottom, the stairways and landings made fast, also railing inside the tower. the lantern and Lens after the building of the tower was replaced, now the four cottages was started, (the old dwelling was torn down) carpenters busy building, road crews making a new road from the tower to the main gate and to Rollerville, also several drainage pits along the road, each cottage built on 100 foot lots, 50 ft for the cottage 50 feet of trellas, between each cottage, after completion of cottages, the District Office in San Francisco phoned to Mr Headley the supervisor of the building new station to lay off all hands as the District run out of funds, so everyone escepting myself was paid off. I was kept on, to give the four houses, painted inside and outside including roofs, fog engines, the stairway and landings inside the tower, I worked nearly two years for the Engineer Dept on the Point Arena Lightstation, after completion I had a pick

3/ of going to Point Cabrillo Lightstation or Alcatraz Island to build new lighthouses. so I preferred Point Cabrillo Station. Mendocino County, and worked on the new station.

It has been said that the Point Arena Lighthouse fell over during the 1906 earthquake, which is not true. so this is the reason why I have written this memory.

All the iron work. such as stairs, windows, landings lantern came from the old tower and replaced in the new tower. The centre stake in the tower was used again to measure the circumference. so that stake was put in the ground 1874 and used again 1907. Mr Heaadly was the Superintendent of rebuilding the new tower and four cottages. The concrete was made by hand, and put in a wheel barrow and hoisted by Frank Reynolds mule up an elevator. I wheeled the wheel barrows into the forms from the ground to the top of the tower, that means I wheeled the whole concrete tower in a wheel barrow.

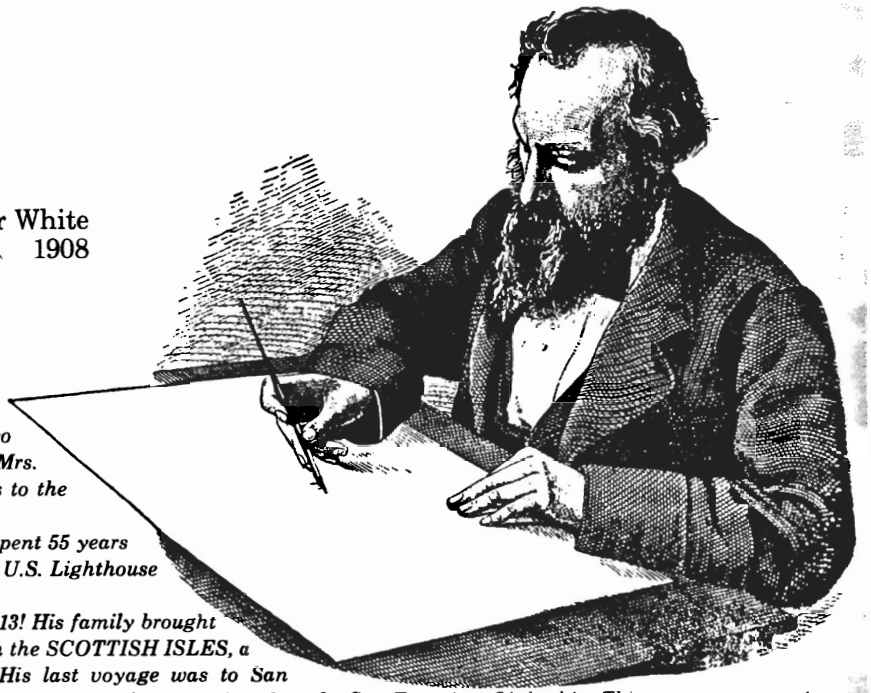
I am enclosing pictures of the rebuilding of the lighthouse. Probably there may be some local men still can give you more information in regards of rebuilding the Lighthouse and Cottages also the Road from Station to Rollerville about 2½ miles.

Not necessary to copy word for word, as a Printer you can fill in other news you may get from Local Point Arena men.

Walter White.

Lighthouse Memories

by Walter White
1908



This memoir was given to us by Walter White's daughter, La Verne Dornberger of Vashon, Washington. She and two other members of her family are members of the society. Mrs. Dornberger recounts some of her experiences in the Letters to the Keeper column of this issue.

Walter White was born in London, England in 1880 and spent 55 years associated with the sea. He served in the British Navy, the U.S. Lighthouse Service and the U.S. Coast Guard before retiring in 1948.

He first went to sea on a four masted sailing ship at age 13! His family brought him out of the Biritish Navy in 1901. He then signed on with the SCOTTISH ISLES, a full rigged sailing ship that sailed around Cape Horn. His last voyage was to San Francisco in 1903. Mr. White then joined the U.S. Lighthouse Service and was stationed on the San Francisco Lightship. This new career was to last more than 44 years.

When Walter White retired he said that he no longer had any interest in boating or the water. "I've had enough of it," he stated. He "crossed over the bar" in 1968 at the age of 88.

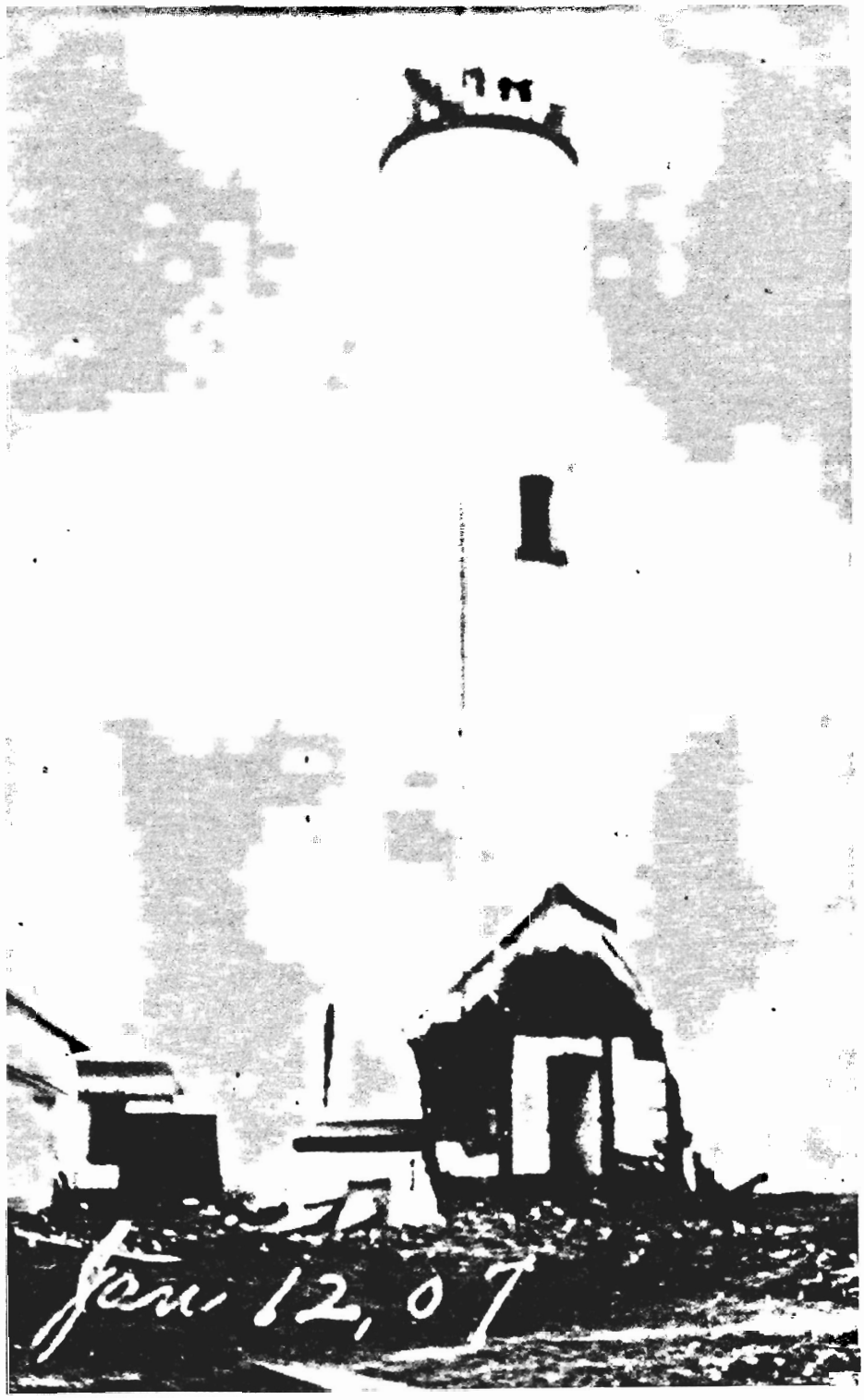
Our gratitude to Mrs. Dornberger and her sister Bea Rieneke of Paradise, CA. Both ladies have provided very valuable information to this society.

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by hand. No machine poured the foundation. The reinforced iron was threaded by hand, to the top of the tower. The tower structure was built with an elevator to hoist a wheelbarrow of concrete to the landing. The elevator was pulled up by a mule. I emptied the wheelbarrow into the forms, from the foundation to the top of the tower. I also tampered the concrete in the forms between each barrow load. Outside forms were taken down when the concrete was finished, the tower then was scraped down outside from top to bottom. The stairways and landings were made fast, also the railing inside the tower. The lantern and lens were installed after the building of the tower was completed. Now the four cottages were started (the old dwelling was torn down), carpenters busy building, road crews making a new road from the tower to the main gate and to Rollerville, also several drainage pits along the road, each cottage built on 100 foot lots, 50 feet for the cottage, 50 feet of trellis, between each cottage. After completion of the cottages, the District Office in San Francisco phoned Mr. Hoadley, the supervisor of building the new station, to lay off all hands as the District ran out of funds. So everyone except myself was paid off. I was kept on, to paint the four houses, inside and outside including roofs, fog engines, the stairway and landings inside the tower. I worked nearly two years for the Engineer Department on Point Arena Lightstation. After completion I had a pick of going to Point Cabrillo Lightstation or Alcatraz Island to build a new lighthouse there. I preferred Point Cabrillo Station, Mendocino County, and worked on that (new) station.

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The original tower was constructed in 1870 and was similar in design to many Atlantic Coast towers of that era. Official U.S. Coast Guard photo.

COAST GUARD AMENDS CALL FOR SALE BID

Lighthouse Bids To Exclude Equipment In Hueneme Light

Capt. Stanley V. Parker, commander of the San Francisco District, United States Coast Guard, today issued an amendment to the announcement concerning the sale and removal of buildings on the Point Hueneme Lighthouse reservation.

Six buildings, including the historic old Hueneme lighthouse tower, will be sold and ordered removed by the highest bidder Thursday.

The amendment stated:

"Bidders are advised that all portable property of the Government in any of the buildings, and the iilluminating equipment in the tower, will not be sold with the buildings. This property will be removed by and at the expense of the Government. The illuminatiitng equipment includes the lantern, lenses and parts pertaining to the operation of the light; the world 'portable' includes all equipment or material not a part of the building."

The valuable light in the lighthouse tower will be removed by the Government and taken to San Francisco, Capt. Walter White, keeper of the lighthouse, reported. A temporary light will be brought here during the construction of the new $10,000 lighthouse tower.

The old lighthouse tower, built in 1874, was doomed by the development of the Oxnard District harbor at Point Hueneme, which cut through a portion of the lighthouse reservation.

Lighthouse Keeper Becoming Extinct Science Forecasts

LONG BEACH—(AP)—Lighthouse keepers—like dodo birds—may some day become extinct, the victims of scientific evolution.

The Coast Guard has erected a completely automatic lighthouse station on the Los Angeles-Long Beach breakwater that can operate a month without human aid.

Its fog horns and 140,000 candlepower light are radio controlled from a point five miles away. Gasoline engines with a 30-day fuel supply generate power. And the 50-foot tower broadcasts a radio beam that ships pick up on radio direction finders.

An astronomical clock times all the opertions. A Coast Guard electrician's mate performs maintenance tasks once a month.

COAST GUARD ENDS SERVICE OF LIGHTHOUSE

Dismantling Work Begins; Temporary Station To Be Used

The Department of Lighthouses, U. S. Coast Guard, today began dismantling work on the 65-year-old Point Hueneme lighthouse, after the historic structure served its last night of active service.

And ready to be placed into active service tonight was the small, temporary light station, built during the past 10 days to replace the old lighthouse.

Workmen began dismantling the top of the old lighthouse tower today to get at the $10,000 light beacon, which will be stored in Hueneme until the new lighthouse is constructed in front of the lighthouse cottages.

At the same time, other workmen were busy tearing down several other small structures on the lighthouse reservation to make way for the development of Port Hueneme.

Tomorrow night, the Ventura County Post No. 48, American Legion, will meet to discuss whether or not it wants to buy the old lighthouse and move it to the new yacht basin of the harbor, to be used as a clubhouse.

Coast Guard Now In Navy

While official notification that the Coast Guard now is a part of the United States Navy was received both by the U. S. Maritime training station officers (most of whom are officers in the Coast Guard) and the lighthouse which is under the supervision of the Coast Guard, no changes in the two organizations because of the switch were announced.

The change has been "acknowledged" Walter White, keeper of the lighthouse, said today, but no changes were revealed.

"The change has been made," Captain W. F. Towle, superintendent of the training station, said, "but we are not at liberty to reveal what changes may be made or what the future orders are. Those announcements will have to come from Washington, D. C."

Officers of the school conferred with Navy Department Maritime Commission and Coast Guard officials in Washington, D. D., today by phone. The subject of conversation, however, was not disclosed.

DREDGER TO LEAVE PORT HERE TODAY

Point Loma Ends Local Stay; Will Go To Dry-Docks

Gone but not forgotten will be the Standard Dredging Corporation from the Port of Hueneme tomorrow.

The giant electric dredger, Point Loma, was scheduled to leave the harbor it created this afternoon, after successfully completing its job for the Oxnard Harbor District.

Capt. W. R. Osgood, superintendent for the dredging corporation, announced this morning that the dredger would be taken from the harbor under tow of the tug, Lyman Stewart, owned by the Wrigley interests, sometime this afternoon.

With perfect weather prevailing, the dredger will be towed to Long Beach, where it will be taken into dry-dock for overhauling and repairs, Osgood said.

GOES TO SAN DIEGO

Later, about the first of March, the dredger again will make an ocean voyage, being towed to San Diego where it will begin a large dredging program scheduled to last about 14 or 15 months.

Capt. Osgood and his secretary, Mrs. McBride, plan to close their offices here, located at the end of Silver Strand in the house named "Journey's End," sometime tomorrow. They will go directly to San Diego to prepare for their next big contract.

Capt. Osgood has been here more than a year, directing all the work on the first unit of the harbor construction. During that time, he has supervised the construction of dirt dikes to withhold dredged materials, the dredging itself and other work in connection with the first unit.



Light Vessel #70

July 7/06

To

Those whom it may concern

I hereby testify that the Seaman Walter White has served as seaman on this vessel from February 29. 1904 to present date. and now leaves at his own request. It is a great pleasure in recommending him as a sober, steady and industrious man. strictly honest in all matters. hoping this testimony may be of some service to him in any other business in which he may wish to engage.

Respectfully

William Fenealy

Master

Form 77

DISCHARGE

Department of Commerce and Labor

LIGHT-HOUSE ESTABLISHMENT

This is to certify *that* Walter White

HAS BEEN DISCHARGED THIS DAY FROM THE

LIGHT-HOUSE SERVICE OF THE UNITED STATES

by reason of his own request

H. T. Mayo
Commander, U. S. N.,
Inspector 12th L. H. District.

Dated at San Francisco, Cal.

this 7 *day of* July, 1906.

CHARACTER.

Excellent

Length of service 2 *years* 4 *months,* — *Stations*

Seaman — San Francisco Lt-Vessel No. 70.

H. T. Mayo
Commander, U. S. N.,
Inspector 12th L. H. District.

(1904 to 1906)
(1907 to 1909)

THE HISTORY OF THE LIGHTVESSEL

1904-1908

By WALTER WHITE
Keeper of the Lightstation

"What is a lightvessel?" so many have asked. It is a floating lighthouse anchored off shore, off dangerous reefs, rocks, sandbars and dangerous points of land.

On the Pacific coast from San Francisco to British Columbia we have five stationary lightvessels. Off San Francisco bar number 70 is stationed; off Cape Mendocina, BLUNT'S REEF, number 76 is stationed. There is also a lightvessel off the Columbia River bar, number 88, and in British Columbia waters, SWIFTSURE BANK, number 93, and SAND HEADS, number 16.

On the East coast there are several. These lightvessels are painted red with their names and numbers painted in white on the sides of the vessel in large letters visible at a long distance.

Lightvessels are placed in position and anchored there the year 'round. There is also a relief lightvessel which relieves these vessels one month out of the year when they go into port for annual repairs and a complete overhauling.

The duties of these lightvessels, anchored in these dangerous parts, are to warn vessels of all nations and how to properly blow their fog horns during foggy weather—exactly as those operated at the lighthouses on land.

Having been stationed on one of these lonely lightvessels for nearly four years, I am in a position to give an accurate account of life aboard number 70, stationed three miles off the San Francisco bar.

In the year 1903 I was stationed on number 70, my duties being seaman and boatman. This vessel is a two-masted schooner rigged, has a 350 horsepower engine used in emergency cases in the breaking away from her moorings during a storm. The hull is painted red with the name SAN FRANCISCO NO. 70 painted in white, each letter being five feet in height and the lettering appearing on both sides of the vessel. On each mast head there are three powerful electric lights flashing 5 seconds with an eclipse of 10 seconds. These lights are 57 feet above the level of the sea and are visible in clear weather for 15 miles. The vessel is anchored with a mushroom anchor in 100 feet of water with a 45 fathom anchor chain (270 feet). The crew numbers 14 and consists of captain, chief officer, chief engineer, assistant engineer, 2 boatmen, 3 seamen, 4 firemen and the cook.

Mail and provisions are brought out from San Francisco every two weeks by a chartered boat. A two weeks leave of absence is given the crew, once in every six weeks of service. Perhaps the captain, seaman, cook and engineer would go ashore and at the expiration of their two weeks' leave, return and relieve the chief officer, boatman, assistant engineer and fireman, who then enjoy shore liberty for two weeks.

Watch is kept at all times by the crew and officers. The captain's watch is 6 a. m. to 8 a. m., the chief officer 8 a. m. to 4 p. m., and captain 4 p. m. to 7 p. m. The boatmen and seamen divide the

The word aboard these vessels is to keep the lights burning with regular flashes; lighting and fog apparatus in good condition; painting and cleaning the vessel; making rope slings and rope nets for the lighthouse tenders to hoist coal and provisions with. A daily log is kept by the captain and engineer, also names of passing vessels going in and out of the harbor.

The captains of passing vessels have a most friendly fellow feeling for the crew of the stationary lightvessel, and come close enough to throw overboard bunches of bananas, fruit in boxes, etc. A boat is lowered from the lightvessel and these gifts picked up, with great appreciation from the crew. The gifts may be a trifle wet, but that doesn't mean a thing to a sailor away from shore.

Pilot boats are the lightvessel's steady company. When they leave harbor, these pilots exchange daily and Sunday papers for fish and crabs caught by the crew of the lightvessel—the fish caught and exchanged being mostly sole, flounders, hake, bonita, rock cod and bass. Several large sharks and skate are also caught.

In foggy weather, tow boats also give a friendly call and inquire of vessels passing during the night. When a large sailing vessel has been sighted and reported, tow boats race from the harbor in search of the vessel, and when the vessel is found, each captain of the tow boat will hail his price to tow the ship to port—the lowest bidder getting the tow.

When a liner steams through the Golden Gate of San Francisco bound for a foreign port and are unable to pick up the pilot boat in order to land her pilot, they have no time to cruise around, so signal to the lightvessel. A boat is lowered and the pilot is taken off the liner, (a pilot is a licensed navigator piloting ships in and out of port), to enable the liner to proceed without delay. In stormy weather when too rough to take off pilot, he goes on with the vessel, that seldom happening. I have taken off pilots from vessels in all kinds of weather, especially foggy weather, being pulled many a mile to sailing ships. To be in a 14-foot boat lowered from the lightvessel is no joke, especially when she is rolling the hardest. One second the boat is 20 feet from the water and the next second touching it, and in the darkness at times I have had several narrow escapes *from capsizing* while being lowered from the lightvessel's davits to the water. And to unhook the hooks from the boat means all fingers and no thumbs, especially when the vessel is rolling heavy.

After being 20 days in the French hospital in Los An... Walter White, keeper of t... point Hueneme lighthouse, returned ho... Wednesday afternoon. He ... ver-

(Note—In last week's installment there was a misstatement of 14 feet—it should have been 14 feet. Our apologies for the error.—Ed.)

By WALTER WHITE
CHAPTER TWO

When the liner leaves the lightvessel she blows a farewell toot-toot-toot with her horn, the lightship answering, which means good-bye and good luck amongst the seafaring men.

San Francisco Lightship "70", anchored in 108 feet of water, flashes white lights every 15 seconds, 65 feet above water, visible for 13 miles, with a candlepower 19,000 strength—established 1898. Fog-horn blasts 2 seconds, silent 28 seconds—diaphone.

The new lightvessel which has replaced the old No. 70, is a modern equipped vessel with a radio beacon; transmits on 314 KC., groups of 2 dashes, diaphone foghorn in place of the old steam whistle. During foggy weather, rain and mist, this diaphone being about 15 feet from the deck, it is impossible to hold any conversations during the operation of the whistle, consequently all arguments must take place during clear weather. There is also a submarine bell which hangs ten feet under the bottom of the vessel suspended from a davit. This is worked by compressed air and can be heard at a distance of 15 by vessels carrying proper receiving apparatus enabling them to catch the sound, striking 7 times a minute—the soun dbeing similar to that of striking an anvil.

Life is a hard one at its best for this stationary crew. In the winter time the strong southeast storms swell up along the coast, and the breaking of the San Francisco bar can be seen from the vessel's deck. Ships race for shelter in the harbor, but Lightvessel No. 70 remains fast and faces all storms, riding it out: 45 fathons of cable is laid out, and a strict watch is kept for a terrific strain is placed on the cable. At times she would ride a big swell, bouncing back with a jerk straining the cable to its utmost strength, sometimes holding fast and other times breaking. Once in a while a bad link separates and this has occurred several times during my experience on board No. 70. Sometimes the vessel would lay broadside to sea and in a heavy swell, and for days she would roll and roll; in fact she rolled almost every day of the four years aboard her and at times I thought she would roll completely over.

March 10, 1904, a terrible storm from the southeast had been raging for several days, when at its height, the lightship's cable parted at about 4 a. m. The wind was blowing 90 miles an hour off Point Reyes, the sea was running high, the weather hazy and raining and the lightvessel adrift. Sails were immediately set and the engines doing their best, but to little avail in such a storm; 14 men adrift in a vessel of this kind would go to the bot-

Section Shocked By Death Of 4 At Hueneme Harbor

Ignoring a warning not to go outside the harbor basin at Port Hueneme, Frank Migueliz, 26; Grace Real, 31, of Santa Paula; Luis Ferraris, 27, and his wife, Sarah Vasques Ferraris, 26, started on a trip to Anacapa Island in a 12-foot outboard motorboat Saturday afternoon about 2 o'clock. When just off the east jetty to the harbor the boat capsized, dumping the four into the ocean and drowning all.

This was the second mass tragedy in this section, the first one occurring September 24 when the "Spray" overturned just west of the Point Mugu fish camp, 28 drowning.

Fred Heck of Hueneme told Walter White, keeper of the Point Hueneme lighthouse station, that he warned the four not to go outside the breakwater before they started out on the fateful ride.

Frank Migueliz, who owned the boat, was in charge. The boat, an ordinary row boat with a capacity for six, was fitted out with a new outboard motor.

The accident occurred about 75 to 80 feet off the end of the east jetty (now under construction) and in full view of the crew working on the dragline of the Rohl-Connolly company.

The ocean at the time was choppy, according to these witnesses.

Seeing the boat capsize the large derrick of the dragline was immediately lowered. A rope was played out to the end and Frank Pinard, slinger of the dragline, stripped to his trunks, plunged into the water, making an effort at rescue. With rope in hand he swam out to the boat but by the time he reached the scene the women had drifted away beyond his ability to reach them and the men had sunk. Pinard brought the boat in to shore.

Deputy Sheriff Carl J. Wallace stated this afternon that a continual search is being maintained for the bodies of Frank Migueliz and Luis Ferraris.

In the meantime the cry for help had been broadcast and the tug "Catun" stationed at the "Pt. Loma" was dispatched to the scene. It was able to pick up Miss Real. An unidentified boatman picked up Mrs. Ferraris.

Capt. M. O. Mattson was in charge of the tug "Catun" of the

started artificial respiration on Miss Real while Dr. Howard Taylor rushed Mrs. Ferraris to the Ventura County General hospital. She died en route.

Fireman Austin Carpenter rushed the Oxnard Fire department resuscitator to the beach and began work on Miss Real, but after two hours of work, there was no spark of life.

When first taken out of the water both women were still breathing.

Search was maintained Saturday evening and Sunday for the bodies of the two men but as yet there has been no sign of them.

The bodies of both Miss Real and Mrs. Ferraris are at Diffenderffer's.

There will probably be no inquest, according to Coroner Ted Mayr this morning.

Frank Migueliz was the son of Mr. and Mrs. Eusebio "Mike" Migueliz of North Oxnard boulevard. He was an attendant at the Camarillo State Mental hospital. He was born on the Joe Gisler ranch when his father was employed there. He went to Oxnard schools and the Oxnard Union High school. Migueliz had just received his interlocutory decree of divorce on Friday from Mary Jane Migueliz. He is survived by his parents and a brother, Andrew.

Grace Real was the daughter of Mrs. J. Real of Santa Paula and a niece of Joaquin Real of this city.

Luis Ferraris was the son of A. J. Ferraris. He was employed at the El Rio Rock company. He lived on Vineyard avenue. He had been educated in Oxnard schools and attended the Oxnard Union High school for two years.

His father, A. J. Ferraris, ar-

The mother of the deceased died September 22, 1930, death being caused by the tragic death of John Ferraris, her son, on September 15, 1928, who met death after being thrown to the pavement while riding on the side of a car near Somis.

Sarah Vasques Ferraris was the daughter of Mrs. Joaquin Real. She was educated in Oxnard schools and married Mr. Ferraris about six years ago. She is survived by her mother, Mrs. Real, two brothers, William and Ernest Vasques, besides a stepfather, Joaquin Real, and Bobby Real, a half brother.

This is the third tragic death in the family, Mr. Vasques being killed 30 years ago in a tractor accident on the Las Posas; a sister, Ida, being killed a few years ago when a train hit the car she was in at a Santa Barbara city crossing.

The outboard motor, which sank when the boat overturned, was recovered Sunday by Rodney Willis.

Deputies Carl J. Wallace and Bill Fredericks from the Ventura gated.

sheriff's office investigated.

Lighthouse Keeper Walter White stated today that hereafter regulations of the coast guard will prevent any motorboat, or outboard motor boat from going out of the harbor basin without life belts, fire extinguishers and filing the passenger list with him.

The funeral for Mrs. Sarah Ferraris will be held Wednesday morning at 9 o'clock at Santa



LAST OCCUPANT LEAVING — The old lighthouse at Port Hueneme, removed before the war, is where Walter White began the last 21 years of his service. Now White is leaving, also.

White Leaving Lighthouse After 21 Years At Hueneme

After 44 years and nine months in the lighthouse business, Walter White of Port Hueneme has had enough.

Just after midnight tonight White will take a final look at the beacon he has tended at Port Hueneme and then will climb into his car with his wife and set off for Vashon Island, Wash., where he will live in retirement.

He was a young British sailor, who had been born June 21, 1880, in London, when White left his job as chief quartermaster on the S. S. Minnewaska at San Francisco to take a job on old Light Vessel No. 70 at the Golden Gate.

Lure of Foghorns

"The sound of the foghorns," he said today, was the lure that led him into the lighthouse business. That, and the desire to settle down ashore.

That was in 1904. In 1906 he went to the Point Arena Lightship off Mendocino County, and from there to Piedros Blancos Lighthouse, San Luis Obispo County, Point Arguello, Santa Barbara, and Point Montara, south of San Francisco.

At Point Montara he was in charge of a lighthouse for the first time. There 7½ years, he came to Hueneme in 1927.

aground while he has been at Hueneme, but none of the fishermen were lost.

Of White's three children, Leroy is in Santa Monica, Beatrice (Mrs. Verne Holman), at Paradise, and Laverne (Mrs. Bert Dornberger), at Vashon Island.

Leverne's husband is a sea captain, gone much of the year, and that is why the Whites are going north to live, to be near her.

Four Children

Meanwhile he had married and had had four children, one of whom died when nine years old of diphtheria at Point Montara. The others all went to Hueneme Elementary School and Oxnard High.

At Hueneme White has alternated with G. S. Ward, his assistant, with six hour on duty and six hours off through recent years. Ward is staying on, and Leo Kellogg, after 10 years at Point Arguello, is here to replace White.

When he was sick, White said, his wife Frankie took over. "She's been in the service 39 years," he said.

Running a lighthouse is not a job for a man to spend his time reading or playing solitaire while the big beacon sweeps the sea, White said.

Busy, Not Lonely

"You're too busy to be lonely. You watch the weather, for the fog can creep in swiftly, and the foghorn engines must be started. You keep a log, and take care of the engines, and during the daytime paint and otherwise keep up the station."

At Hueneme White had a 120,000-candlepower light, visible as far as Santa Barbara on a clear night, though its range is given as only 15 miles. It flashes around its circuit every five seconds.

The foghorn, which is turned on whenever visibility falls below five miles, has a four second blast repeated at 41-second intervals. It is turned on during rain, fog, and sandstorms brought by the east winds.

Foggiest Months

White recalls June and July as the foggiest months here. He has seen five purse seiners run

* * *

Lights Arouse Curious, Cause Flood of Calls

For the first time since the Japanese surrender, offshore Port Hueneme was visited by a fishing fleet Sunday night and there resulted a flood of calls to the lighthouse and to Commanding Officer Walter White.

Hundreds of lights, resembling a city miles in the ocean precipitated tens of inquiries from the curious, not only in Port Hueneme, but in the surrounding territory.

65 Boats In Fleet

The fleet of purse seiners, approximately more than 65 boats and manned by hundreds of crewmen, was following the fish "run", said White, and stood by here after day-fishing off the Channel Islands, particularly Anacapa and Santa Rosa. These are nearest Port Hueneme.

For the first time, all were painted white, reconverted to pre-war color after donning black during the entire conflict.

Most of the boats approximately are of the size of the two-boat in Port Hueneme harbor, said White. This craft was originally a purse seiner. Many of them, too, are back at commercial fishing after being used for the duration by the government.

One In Distress

One of the fleet put into Port Hueneme harbor Sunday night and remained there until morning, apparently in distress.

Commercial fishing has been prohibited up to this time as a wartime precaution and only one seiner has been allowed in this vicinity, that of Manuel Souza, Port Hueneme. Especially has the ban been strictly enforced near the islands.

White said most of the boats seen here Sunday hail from the San Pedro-Santa Monica-Long Beach area.

June, 1938

Old Lightstation Has Colorful Background

Last week we gave you the first of two series of articles of the history of Point Hueneme Lightstation. We continue about the story of the old landmark, and its keeper in charge, Walter White, whose eventful career is equally interesting.

The lighthouse was placed at Point Hueneme in 1874, to mark the north side of the east end entrance of the Santa Barbara Channel, the south side being marked by the Anacapa Island Lightstation.

The Hueneme Light is visible on a clear evening 35 miles, as far as Santa Barbara, although its average range is 13½ miles, the range of visibility being governed by atmospheric conditions. The flash of the light lasts one-fifth of a second, followed by darkness for 4 and 4/5 seconds, making the total round of circuit 5 seconds, or 12 flashes a minute. The light is an elaborate piece of mechanism, looking more like a priceless chandelier. It is a revolving lens, flashing its light every 5 seconds. The light itself is a 500 watt bulb inside the revolving lens, carrying through the center prisms and bullseye, a light equalling 120,000 candle power. Six groups of lens encircle the light. Curiously cut prisms, all hand ground in Paris at a cost of several thousand dollars, concentrate the light to six spots on the circle as the entire lens revolve. Until five years ago the operating mechanism of the light derived its power from a weight, wound up by clockwork every six hours. The clock had to be wound up to hoist the weight. But the progress made in this machine age has eliminated that. Five years ago an electric motor was installed under the revolving lens, working with the clockwork, and doing away with the hand winding, which had to be done four times a night.

The question is often asked "How does a ship know which lighthouse is sending out the signal?" To this Mr. White explains: "If a captain of a ship is not certain of his location, he must count the flashes; 12 flashes per minute, or a flash every five seconds identifies the Point Hueneme Lighthouse. If the captain observed three flashes per minute, or three flashes one second each, two eclipses eleven seconds each, and one eclipse thirty-five seconds, he would know he was off the Anacapa Islands. All lightstations are identified by their flashes and intervals between the gleam. The revolving rate is constantly checked by the keeper, as it must be kept accurate, otherwise the light would flash the same as other stations, doubtlessly causing mishaps. If the electric current fails, a Coleman light takes its place inside the lens, and the hand clockwork put into operation. This change in operation is only a matter of a few minutes.

Another addition to the Lightstation domain, is a modern diaphone fog signal. It replaces a 28 year old fog horn. The fog signal, as well as the light, has its own identification. Blasts run four seconds; a silent period of 41 seconds, making an even 45 second cycle. Several years ago before the construction of the Anacapa Island Lighthouse, the Hueneme fog signal was 30 seconds, a 4 second blast, with a 26 second interval. This was changed to eliminate confusion between the blasts of the two stations. The diaphone signal operates from an electric 20 horsepower motor driving an air compressor to pump air into receivers. When in operation at 35 pounds pressure, a timing device motor drive, regulates the blasts and intervals. If the electricity fails, a 22 horsepower gas engine, held in reserve, supplies the power. This gas engine is run once a week for fifteen minutes, to keep the engine at all times in working condition. A siren is also held as a substitute, in case the diaphone fails to operate. The siren operates at 45 pounds pressure. And the question arises—who and what governs the operation of the sounding of the fog horn? When is it necessary to sound it? The answer is: fog watch is kept by the keeper in charge, and the assistant. If the weather is hazy at sea, and visibility will not penetrate beyond five miles, the fog horn is sounded. The horn is also put in operation for fog, rain, mist, smudge. And how does the keeper determine the weather conditions at night? The uncanny, but none the less truthful, explanation given by White is: "My 30 years' experience as a lightkeeper has endowed me with an innate sense of feeling, I can 'feel' the weather, just as an old sea captain can 'smell' an iceberg miles away, to use an old salt slang expression."

Lightstations have different orders of lights. Hueneme light is fourth order. It employs two men, while Anacapa light employs four men, second order. Point Conception light employs four men, first order. Two men station have four (4) six-hour watches, although regular working hours are from 9 a. m. to 12 noon, every day. Engine repairs must be done at all hours by the keepers, as like any service of the government, the fog horn must never fail to operate. Keepers do all the station work, such as painting, whitewashing, cleaning, keeping up the grounds and fences.

When a keeper leaves the station, a log is kept recording the exact hour and minute of leaving, and returning. This gives very little time for recreation, and one keeper must be on the station at all times, day and night. A complete record is kept by White, showing the weather conditions, such as wind, rain, and fog, or any events of each day of importance. In case of trouble at sea, in the vicinity of the lighthouse, a coast guard telephone or the use of the U. S. Navy Radio Station, conveys the message to the nearest Coast Guard Station. The log book was first started on the station November, 1874, by Keeper Samuel Ensign. Mr. Ensign was the first keeper on the opening day of the station, and from that time up to the present date, this daily record has been kept. Since 1874, there has only been seven keepers in charge. From 1874 to 1878, Samuel Ensign. From 1878 to 1882, Keeper A. F. McFarland. From 1882 to 1883, Keeper E. H. Penny. From 1883 to 1894, Keeper J. H. Glassby. From 1894 to 1914, Keeper Charles Allen. From 1914 to 1927, Keeper H. Rosendale. And from 1927 to June, 1938, the present Keeper Walter White. The above seven men represent 64 years of service, of the life of the Point Hueneme Lightstation. Assistants do not stay on lightstations as long as the keepers. Transfers and promotions to other stations do not allow any time length service at one station. They receive their training by serving at many stations, with a view to eventually receiving their appointment as keeper in charge, which takes years of experience. J. E. Thomas is at present Mr. White's assistant.

Next week we will give you the entire life story of Keeper Walter White, which is an account of his many varied and hair-breadth experiences beginning with the "boy at sea" through the years of master seamanship, and chapters preceding his career in the government service.

Mr. and Mrs. Walter White o the Port Hueneme Light Statio will visit their son and his wife Mr. and Mrs. Roy White, in San ta Monica this weekend. Ther they also expect to meet thei daughter and son-in-law, Mr. an Mrs. Verne Holman and family of Paradise, near Chico, Cal.

Payroll $20 Million At Hueneme During 1951

PORT HUENEME (UP)—Navy officials disclosed today that a 1951 combined civilian and military pay roll of $20,000,000 at the Port Hueneme Naval Station was the highest since the early postwar years.

Anniversary Season at Lighthouse

It's the anniversary season once again for the Walter White's of the Port Hueneme lighthouse, who tend to concentrate their celebration days.

Though today is the birthday of White's son, Leroy, yesterday was really the big day in the family.

Daughter LaVerne marked her birthday; Mr. and Mrs. White observed their 39th wedding anniversary; White completed 44 years in the lighthouse service and 21 years at the Port Huenemestation.

But Mrs. White wasn't at the lighthouse yesterday to celebrate. She's on a two-week vacation trip to Paradise, near Sac-

OFFICE OF SUPERINTENDENT, 18TH DISTRICT
CUSTOMHOUSE
SAN FRANCISCO, CALIF.

[illegible], 1940

[illegible]

[illegible]

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MMUNICATIONS TO
NT OF LIGHTHOUSES
NCISCO, CALIF.

DEPARTMENT OF COMMERCE

LIGHTHOUSE SERVICE

EMA

OFFICE OF SUPERINTENDENT, 18TH DISTRICT
CUSTOMHOUSE
SAN FRANCISCO, CALIF.

February 3, 1937.

Mr. Walter White,
Keeper, Point Hueneme Light Station.

1. The efficiency marks given you at the inspection of your Station during the past calendar year show that you are entitled to wear the Superintendent's efficiency star during the calendar year 1937.

2. The star referred to is forwarded to you by mail under separate cover, and you are directed to return it to this Office on January 1, 1938. Acknowledge receipt of this star on one copy of this letter.

F. Fowler

MMUNICATIONS TO
NT OF LIGHTHOUSES
NCISCO, CALIF.

DEPARTMENT OF COMMERCE

EMA

LIGHTHOUSE SERVICE

OFFICE OF SUPERINTENDENT, 18TH DI
CUSTOMHOUSE
SAN FRANCISCO, CALIF.

February 14, 1938.

Mr. Walter White,
Keeper, Point Hueneme Light Station.

1. The efficiency marks given you at the inspection of your Station during the past calendar year show that you are entitled to wear the Superintendent's efficiency star during the calendar year 1938.

2. The star referred to is forwarded to you by mail under separate cover, and you are directed to return it to this Office on January 1, 1938. Acknowledge receipt of this star on one copy of this letter.

Superintendent.