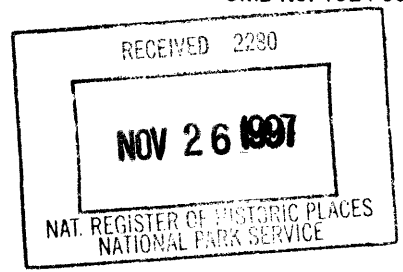


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(Rev. 8/86)
NPS/WHS Word Processor Format
(Approved 03/88)

OMB No. 1024-0018



United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16).

Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries. Use letter quality printers in 12 pitch. Use only 25% or greater cotton content bond paper.

1. Name of Property

historic name Cabrillo National Monument
other names/site number

2. Location

street & number Cabrillo National Monument (CABR), Cabrillo Memorial Drive
city, town San Diego _____ vicinity

state California code CA county San Diego code 073 zip code 92106

3. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>4</u>	<u>4</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>—</u>	<u>—</u> sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>22</u>	<u>2</u> structures
	<input type="checkbox"/> object	<u>—</u>	<u>2</u> objects
		<u>26</u>	<u>8</u> Total

Name of related multiple property listing:
n/a

No. of contributing resources previously listed in the National Register 1

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria.

 See continuation sheet.

Ronald M Greenberg
Signature of certifying official

11-18-97
Date

National Park Service

State or Federal agency or bureau

In my opinion, the property meets does not meet the National Register criteria.

 See continuation sheet.

Signature of commenting or other official

September 23, 1997
Date

Chap Fiddell
State or Federal agency or bureau

STATE HISTORIC PRESERVATION OFFICER

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register
 See continuation sheet

 determined eligible for the National Register. See continuation sheet

 determined not eligible for the National Register.

 removed from the National Register

 other, (explain:) ADDITIONAL
Documentation

Paul B. Lujan

9/18/98

h Signature of the Keeper

Date

6. Functions or Use

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

Transportation: Water Related
Defense: Fortification
Recreation and Culture: Outdoor Recreation

Recreation and Culture

7. Description

Architectural Classification
(enter categories from instructions)

Other: Military
Late 19th and 20th Century Revivals

Materials
(enter categories from instructions)

foundations	<u>Stone, Concrete</u>
walls	<u>Stucco, Stone, Concrete</u>
roof	<u>Wood, Metal, Concrete, Stone</u>
other	<u>Glass, Metal, Stone</u>

Describe present and historic physical appearance.

Cabrillo National Monument consists of approximately 144 acres of land located near the south end of Point Loma, San Diego. Before it became a part of the national park system, the national monument was a part of Fort Rosecrans, the headquarters of the harbor defenses of San Diego. The rugged terrain reaches from the sheer cliffs bordering the Pacific Ocean on both the east and west sides of the peninsula to an elevation of 422 feet, the highest point on Point Loma. The U.S. Navy administers land on both the north and south sides of the monument.

Cabrillo National Monument was originally designated to commemorate the voyage of Juan Rodriguez Cabrillo and his discovery of San Diego Bay. Over time the importance of the area's natural and cultural resources has become clear. Cabrillo National Monument was placed on the National Register of Historic Places October 15, 1966 without a nomination. This nomination documents resources within the monument.

The majority of the historic resources within the monument are related to the role of Point Loma in the harbor defenses of San Diego. The Old Point Loma Lighthouse predates the military's presence, though it too was used during World Wars I and II. The National Park Service development occurred between the two wars. The features known at this writing are described below. Additional structures and remains of structures that relate to the harbor defenses are still being found.

Radio Station (O3HS2)

With the world at war in 1917, the U.S. Army decided to add a radio station to the harbor defenses of San Diego. This small concrete building was located on the Point Loma ridge 1,000 feet northwest of the old lighthouse. The radio towers stood between the radio station and the lighthouse. The station itself cost \$2,500 to build, and the towers, \$1,150. The station became operational in 1918. Originally it had three rooms: operating, motor-generator, and sleeping. During World War II, radio operations were moved to the harbor defense command post and the building became the meteorological station for the coast artillery. After this building was added to the national monument, its interior was changed to two rooms, and it became the superintendent's office. Today it is used for storage. The flat-roofed building measures twenty-one feet, eight inches by fifteen feet, eight inches. It is well hidden behind vegetation. Concrete pads where the tower bases stood are still visible.

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Fire Control Stations 09HS-8, 9 and 10

Beginning early in the 20th century, the U.S. Army introduced an improved aiming system for the coastal guns. In essence this system consisted of two or more fire control stations (which served variously as base end stations, battery commander's stations, etc.) which served a gun battery¹. Those stations located away from the guns, usually base end stations, were small structures in which observers sat and, using what were then state-of-the-art instruments, tracked a target and relayed the data to a plotting room which in turn relayed positions and target information to the guns. At first these were lightly built, but by World War I, engineers constructed them with concrete walls and tar and gravel roofs in partly dug-out positions. In 1919 the Chief of Engineers directed the flat roofs be replaced with concrete covered with earth.

Three of these early base end stations remain on the east side of Point Loma within the monument's boundaries. They are similar in design and construction. Each interior measures six feet, six inches square and six feet six inches in height. On the concrete floor of each is a low, concrete, octagonal base for a depression position finder (DPF). Steel shutters cover the observation slits which are on three sides of each structure. During World War II the roofs were strengthened and camouflaged with the addition of cemented rocks to resemble large boulders.

Two fire control stations constructed circa 1920 are located above the Bayside Trail near the north boundary of the monument. Base end station 09HS-8, the lower of the two, served Batteries Calef and Wilkeson. Base end station 09HS-9, the upper of the two stations, served Battery Calef or Wilkeson. In addition to the DPF base, both stations still have the swivel bench where the observer sat. Base end station 09HS-10, serving Battery McGrath, is farther to the south and higher, directly under the Cabrillo statue and overlook. The steel shutter on the front of this station is missing. Its plan is unique, for it is the only one in the monument with a storage compartment.

Two other base stations of similar design are located at Billy Goat Point. However, only the lower base end station, 09HS22, is within the monument boundary; the other is on Navy property. It also has its original swivel bench as well as an intact instrument mount.

Fire Control Stations 10HS-3, 02HS-12 and 02HS-13

These three fire control stations are near the tip of the west side of the Point Loma ridge overlooking the Pacific Ocean. All three were constructed on the eve of World War II to serve new coastal batteries that were being built: Batteries Humphreys, Woodward and Grant. Each is a double, dug-out station with concrete walls and a steel roof. The slightly curved roof was covered with a thick layer of concrete and rock. Steel rings on the roof were probably anchors for camouflage netting. Steel shutters protected the observation slits. The lower observing room is set forward of the upper station. The space behind the lower station was developed into a third room making the whole station an L. This third room had no assigned function but was often used as a sleeping room.

¹Fire control stations were usually quite some distance from the batteries they served. With the exception of Battery Bluff and Battery Point Loma, the harbor defense batteries are outside the monument boundaries. Some batteries, such as Battery Ashburn, are being adaptively reused by the US military.

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The double station 10HS-3, for Battery Ashburn, is on high ground behind (west of) the radio station. The upper level was a battery commander's station while the lower level was a base end station. Entrance to the upper level is gained by descending an exterior concrete stairway. Entry to the lower level is through a manhole in the floor of the upper level and steel rungs embedded into the lower level wall. Further south near the ridge are two more stations. The double station 02HS-12 served as Battery Commander Station for Battery Humphreys and Base End Station for Battery Woodward. It is the upper of two double stations located just below the Whale Overlook. It is similar to 10HS-3 except that entry is through a manhole in the roof of the upper level. The upper level served as a battery commander's station and the lower, a base end station. The double station 02HS-13 is immediately below 02HS-12 and is identical to it. Both of its levels were base end stations for Batteries Woodward and Grant.

Electrical Connection Box, 09HS4

Located just off the Bayside Trail on the east side of Point Loma, this concrete-encased electrical connection box was part of the artillery fire control system. Within the metal door is an aluminum box marked "1909 Engineers Department U.S. Army, Colin Electric Company, New York." On the exterior of the concrete structure is "1941, U.S.A." The exterior dimensions are: width, two feet, four inches; length, three feet, two inches; and height, three feet, eight inches.

Searchlight Shelter 09HS-5, Generator Plant 09HS-6, and Searchlight Shelter 09HS-7

This battery of two searchlights and their generator plant on the bay side of Point Loma was constructed in 1918-1919 on the east side of Point Loma along what is now known as the Bayside Trail. Shelter 09HS-5 is a reinforced concrete structure built into a cliff on the land side of the Bayside Trail, at an elevation of 218 feet. The 60-inch searchlight was mounted on narrow-gauge rails, of which a short section remains within the shelter and protrudes from beneath the door. The double door is wood framed and covered with metal. Earth and vegetation cover the flat roof, blending the shelter into the hill above it. The structure measures sixteen feet in length, twelve feet in width and thirteen feet in height. Originally Searchlight No. 5, it was renumbered No. 11 when additional lights were added in 1936, and in World War II it became Searchlight No. 18.

The searchlight generator plant, 09HS-6, was built into a ravine between the two lights of this battery in 1918-1919. It had two rooms: a radiator room with two metal doors that were opened for cooling and two glass windows above the doors, and the engine room that contained two 25 kw generating sets. The engine room had a wooden door leading to the exterior and two large windows. One of these windows has been filled in and the doorway has been doubled in width. The three remaining windows are now covered with vertical steel bars. Originally two exhaust pipes emerged from the front of the structure. A part of one remains. Two ventilators stood on the flat roof which was covered with earth and vegetation. The structure measures nineteen feet by twenty-nine feet. Two underground gasoline tanks in front of the structure were removed in 1985.

Searchlight Shelter 09HS-7 is a reinforced concrete underground structure built at an elevation of 210 feet, a little above the Bayside Trail. Built in 1918-1919 it contained 60-inch Searchlight No. 6. The light was renumbered No. 12 in 1936 and No. 19 during World War II. The concrete pit is covered with a steel, sliding roof on rollers.

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This roof has a slightly sloped hip with a covered ventilator in the center. Personnel access was via a separate, steel-covered manhole and metal rungs embedded in the wall. The portion of the shelter that contained the elevator and searchlight is fourteen feet in depth, while the personnel portion is nine feet, six inches deep. The interior of the structure measures eighteen feet by eleven feet. Because the shelter is in an isolated location and has been subject to vandalism, the sliding metal roof has been sealed. Thus its interior condition is not known.

Searchlight Shelter 05HS-15 and Generator Station 05HS-16

Searchlight Shelter 05HS-15 is an underground structure similar to Searchlight Shelter 09HS-7. It was constructed during World War II just west of Gatchell Road on the west side of Point Loma. Of the several searchlight shelters on the ocean side of the point, only this one is within the national monument. This roof also has a slightly sloped hip, though the covered ventilator is missing, and personnel access is via a separate, steel-covered manhole and metal rungs embedded in the wall. The counter-weighted elevator can still be operated manually with a chain sprocket drive. An original wood wall locker remains in a corner. The portion of the shelter that contained the elevator and searchlight is fourteen feet in depth, while the personnel portion is nine feet, six inches deep. The interior of the structure measures eighteen feet by eleven feet. It has been subject to vandalism and the hatch has been sealed.

The generator station, 05HS-16, is located adjacent to Searchlight Shelter 15 and about twenty feet west of Gatchell Road. Built underground during World War II, it was entered through a door reached via a sunken, sloping walkway. Because of past vandalism, this entry has been filled in and the door is not now visible. The interior condition of the plant is not known. The walkway has disintegrated.

Battery Bluff, 09HS-11

Engineers constructed this two-weapon 37 mm battery in 1942 at Billy Goat Point on the east side of Point Loma. It covered the entrance channel to San Diego Bay and was a defense against motor torpedo boats. Each of the two emplacements consists of an arc of concrete three feet wide and two feet high on the inside. The arc has a fifteen foot diameter. The eight bolts for the weapon's base plate are set in concrete in the center of the northern emplacement, but are absent in the other. Farther north, standing alone, is a four-foot steel pipe filled with concrete. An azimuth instrument for tracking a target was mounted on it. Between the emplacements and behind them is a circle of concrete three feet in diameter with a hole in the center, one foot in diameter. Obviously associated with the battery, the object's function has not been identified, though it is thought to be an instrument mount of some kind.

Battery Point Loma

Four tractor-drawn 155 mm guns arrived at Fort Rosecrans in 1939. However, funds to construct their emplacements did not become available until 1941. Engineers selected a site for the battery at a low elevation on the west side of Point Loma 300 yards north of the new lighthouse. Today the site is in the V formed by the junction of Cabrillo Memorial Drive and Gatchell Road. The guns were emplaced on Panama mounts and had a traverse of 360 degrees. These mounts remain in place, and are ninety feet apart, center to center, and run in

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a north-south direction. Archaeologists have uncovered the mount for Gun No. 4. The other three have not been excavated in order to preserve them, but it is presumed that excavation would also yield artifacts from the World War II period. In the center of the emplacement is a circular concrete pad ten feet in diameter on which the gun rested. Outside the pad is a circle of concrete three feet wide and having a diameter of 38 1/2 feet. A circular steel rail with a smooth top and geared bottom is embedded in the concrete on which the gun's trails rested and turned. The metal on Gun No. 4 has been treated but the effects of weathering are apparent.

An open communications trench, once a tunnel, in the rear of the battery runs from Gun No. 1 to Gun No. 4. In the vicinity of Gun No. 4, soldiers constructed three dug-out bunkers: one measures about ten feet long and is made of a corrugated iron barrel vault, similar to a quonset hut; a second is about forty feet long and the corrugated iron barrel vault is surrounded by a layer of concrete; the third bunker is similar to the first. The ruins of the tunnel that connected these bunkers to the communications tunnel may be traced. Three similar bunkers are in the vicinity of Gun No. 1. The two bunkers that are covered with concrete contain remnants of wood-frame and chicken-wire shelving. No plans for these bunkers have been located. It is probable that the concrete and iron bunkers served the gunners as sleeping quarters, storage facilities, and the like. The other four bunkers were ready magazines for immediate action. The groupings of bunkers and tunnels are known as Battery Point Loma Bunker Complex Serving Guns No. 1 and 2 and Battery Point Loma Bunker Complex Serving Guns No. 3 and 4.

North of the guns there is a remnant of what was the northern perimeter fence. The fence consists of five strands of barbed wire on "curlicue" fences posts which support and separate the wire.

Magazine, 05HS-17

This underground bunker is 216 feet north of Gun No. 1 of Battery Point Loma and just east of Cabrillo Memorial Drive. The top part of the structure is a corrugated iron barrel vault while the lower four feet of the walls are concrete. The ends of the structure are concrete and there is a door in the west end. The magazine is forty feet long, ten feet wide and nine feet, eight inches high. Wood frame, screen bottom shelves are bolted to the east wall. A 1936 map showing proposals for strengthening the harbor defenses shows both the future Battery Point Loma and this magazine as well as a second proposed magazine next to it. This magazine was only recently discovered. The second one has not been found, and may never have been built.

Bayside Trail (Meyler Road)

The army project to construct Searchlights No. 5 and 6 and their power plant near Billy Goat Point in 1918-1919 necessitated the building of a road from the post of Fort Rosecrans south along the east side of Point Loma to near Billy Goat Point. The engineers' instructions stated that the road was to be merely graded, without surfacing. The cost of construction amounted to about \$4,000. The army named the road in honor of Lieutenant James J. Meyler, the engineer who built the first Endicott batteries at Fort Rosecrans at the turn of the century. From the south end of this road a trail wound its way up to the Old Point Loma Lighthouse on top. In 1934 the Army widened the trail from the lighthouse to Billy Goat Point into a road, thus creating a loop in the eastern half of the peninsula.

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Today, the U.S. Navy administers this road beyond the north and south boundaries of the national monument. The Navy has renamed that portion of the road north of the monument the Sylvester Road. That portion within the monument has been named the Bayside Trail. It runs on its original alignment and has been oiled. Ordinarily, vehicle traffic is prohibited; entry into naval property at the north boundary is also prohibited. The road has thirteen culverts, originally all concrete, but most have now been lined or completely replaced with corrugated pipe.

Several historic features relate to the legislated purpose and development of the park. In fact, the park is probably best known for the Point Loma Lighthouse and the statue of Cabrillo which overlooks San Diego Bay.

Old Point Loma Lighthouse and Cistern

Constructed in 1854 on Point Loma's highest elevation, 422 feet, the lighthouse is built of sandstone and measures twenty feet by thirty feet. The story-and-a-half building has a central hall plan with two rooms on each floor and a basement. In 1867 wooden shingles, painted red, covered the original tin roof. The building now has a natural wood shingle roof. A single-story, wooden lean-to is at the rear of the building; it contains an additional entrance. A brick tower, thirty-three feet tall and ten feet in diameter, rises through the center of the building. A spiral, metal stairway in the tower leads to a metal-framed lantern. The third order Fresnel lens, now removed, was lit in 1855. At one time tiles from the ancient Spanish Fort Guijarros covered the basement floor but these were removed, probably around 1935.

Because of severe weathering in the marine conditions and the deterioration of inferior materials used in construction, the exterior walls were plastered with cement in 1879 and painted white in 1887. After the lighthouse was abandoned in 1891, it became the property of the U.S. Army as part of the Point Loma Military Reservation. The Army allowed the building to deteriorate, although it permitted married military personnel to live in it. In 1913, the lighthouse and the 1/2 acre of land around it became Cabrillo National Monument, and plans were made to remove the lighthouse and replace it with a statue of Juan Rodriguez Cabrillo. These plans fell through and in 1933 the lighthouse became part of the National Park System. The National Park Service carried out extensive restorations. During World War II, the military took over the lighthouse, painted it in camouflage colors, and made it a part of a navy signal station. It was returned to the Interior Department after the war. Further restoration was carried out in the 1980s, and it is now furnished to approximate its 1887 appearance. The lighthouse is an unstaffed exhibit-in-place and was placed on the National Register of Historic Places in 1974.

After years of an inadequate supply of fresh water at the lighthouse, a large concrete catch basin and an 11,000 gallon cistern, 02HS-20, were constructed in front of the dwelling in 1883. Only the cistern remains. This underground water storage tank is capped at ground level with a dome-shaped concrete cover. A metal Douglas hand pump, a replacement, was connected to the cistern as recently as 1988, but it was removed because visitors were damaging it. A low white picket fence surrounds the nine foot-by-twelve foot area.

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Outbuildings

Prior to 1869, there was no evidence of outbuildings on the site. In between 1869 and 1875 a crude wood storage building had been constructed by the lighthouse inhabitants possibly to collect rainwater. This storehouse was the only building not constructed by the Lighthouse Board. In 1875 the Lighthouse Board proposed to convert two rooms in the storehouse as housing for the assistant Lighthouse Keeper. This was completed in January of 1876.

The Assistant Keeper's Quarters were built of rough, unseasoned lumber lined inside with cloth and paper. There were many holes in the walls which were lined with tongue and grooved boards as part of general repairs to the building completed in 1878. It featured a gable roof and two doors and two windows on the south elevation, a window on the west elevation and presumably a door and windows on the north elevation and possibly windows on the east side. The shed-roofed privy connected to the southeast corner of the building.

A catchment basin was constructed in the front yard of the lighthouse to collect water for the 11,000 gallon cistern to alleviate the severe water shortage.

The barn was built in 1875. It was a wood building with a gable roof and double barn doors on the west elevation. There was probably a door on the north face as well that led to a fenced yard or corral. Water from the roof was channeled by gutters into the nearby cistern.

A white picket fence appears in historic photographs as early as the 1860s. It is likely that it was erected at the time, or shortly after the lighthouse was built in order to define the lighthouse reservation and keep cattle away from the grounds. The area enclosed by the fence was enlarged as outbuildings were added around the lighthouse. The survey done in 1881 shows the fence ending midway along the west wall of the Assistant Keeper's Quarters. A photograph c. 1890 shows that at some point it was extended south of the Quarters and west of the barn to form an enclosed yard. The whole enclosure may have been rectangular before the outbuildings were constructed.

The outbuildings which include the Keeper's Quarters and barn were situated in the area to the southeast of the lighthouse. This may have been due to prevailing wind conditions. Placing the outbuildings downwind of the lighthouse was a practical measure to avoid the threat of fire posed by the wood and oil storage sheds. This measure was also taken to avoid the smells of the privy, chicken coop and barn. Both the barn and the Assistant Keeper's quarters had doors that opened outside the compound. No clear photographs show the north face of these structures, but it is highly unlikely that they also had doors leading into the lighthouse compound.

The lighthouse, Keeper's Quarters and remaining outbuildings were vacated and boarded up in 1891. By 1900 all of the wooden outbuildings were gone, their materials most likely scavenged to build barracks at Fort Rosecrans.

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Comfort Station

The comfort station was built in 1935 and is located southwest of the lighthouse, across from and slightly below the road. It has stone exterior walls, a concrete interior finish and a metal standing seam gable roof. The structure measures fifteen feet by twenty-seven feet. There are entrances at the south and north ends and a supply and plumbing corridor entry on the east side. There are concrete lintels and stone window sills. The windows are metal sash and consist of 4 light hoppers on the ends and a 3/3 fixed sash on the west side. There are round vents in the eaves. Concrete drains around the perimeter catch the roof runoff. The comfort station, Project F-P-618, was constructed by the Frank L. Stimson Construction Company at a cost of \$3450 and used WPA funds. The roof is in need of replacement, but otherwise the structure is in good condition and has been well maintained.

Landscape Features

The California Department of Highways paved the road to the lighthouse, El Camino Cabrillo, in 1933. They built a rock wall along the outside edge of the road where it loops around the lighthouse site. The wall is a low, uncoursed porphyry stone wall and serves to differentiate the monument grounds from the Fort Rosecrans Military Reservation and the developed lighthouse district from the restored natural area. The wall replaced an earlier picket fence which served a similar purpose.

Additional rock work, constructed by the National Park Service, consists of a curb and five flights of steps (with iron pipe handrails) around the lighthouse and the curb along the walkways to the comfort station. This work, Project F-P-622, was completed in 1935 at a cost of \$7,700 and was designed to match the highway department's rock wall, using stone from the same Sweetwater quarry. It is uncoursed masonry, predominately grays, greens and rusts, accentuated by darkened mortar. There is one 645' section which follows the original monument boundary. Some landscaping and planting were also done.

The comfort station, stone steps, walkways and curbing, a commemorative plaque and a drinking fountain were all built as site improvement projects during the first restoration of the lighthouse. The plaque and drinking fountain have since been removed. A stone garage was added in 1939 but was removed in 1982. Additional sections of curbing have been added as new roads and parking lots have been created. It is easy to distinguish between the original stonework and the stonework put in during the 1960s and later by the difference in the quality of the craftsmanship. The earlier stonework is of a much higher quality.

Statue of Juan Rodriguez Cabrillo

In the 1930s the Portuguese government commissioned the sculptor Alvaro DeBree to create a statue of Juan Rodriguez Cabrillo, the European discoverer of San Diego Bay and the coast of Alta California, to be exhibited at San Francisco's 1940 World's Fair. The fourteen-foot-high statue was not exhibited at the fair as intended, however. Instead, it was stored in a private garage in that city before being moved to San Diego where it was installed at the west end of the Naval Training Center. In 1949 the seven-ton statue was moved to Cabrillo National Monument and placed near the Old Point Loma Lighthouse. By this time the sculpture had received some

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damage. In 1965, the Park Service moved the statue to a dramatic overlook near the newly completed visitor center. This overlook commands views of the ocean, North Island, San Diego Bay, the city, and the mountains.

The original statue, carved from a porous, stratified limestone and broken in places, suffered greatly from the marine air. In the 1980s steps were taken to have the Portuguese sculptor Joas Chartes Almeida carve an exact duplicate of the statue from harder stone. This duplicate work was installed at the overlook in February 1988, and the original statue was placed in storage. Carved on the front of the statue is "Joas Rodrigues Cabrilho, Dascobridor California 1542" and the name of the original sculptor, "Alvora DeBree, 1939, Lisboa".

Though the original statue is of prime importance to the park for its purpose in commemorating the voyage of Cabrillo and as part of the 1934 landscape design of the park, it is considered non-contributing because it has been moved from its original site and is now in storage.

Other Features

The administrative area consists of three modern buildings: a visitor center (Building 7, also known as the View Building), a museum (Building 8), and an administrative building (Building 9). The buildings are linked with a network of concrete patios, overlooks and paths and were designed by Frank Hope and Associates of San Diego. Though the complex may well be significant for being constructed as part of the National Park Service's Mission 66 initiative to upgrade park facilities nationwide, it does not relate to the historic contexts discussed below and is considered non-contributing. Maintenance facilities are also of recent construction. The Old Maintenance Building was built in 1970 and enlarged in 1978; it houses, among other things, the park's museum collection. The pump house (Building 6) was built in 1965. They appear to have no architectural or historical significance and are therefore considered non-contributing.

Paved roads within the monument consist of Cabrillo Memorial Drive which passes through the monument and terminates at the new Point Loma lighthouse. A spur from this road passes through the administrative area and on southward to U.S. Navy property. On the west side of the monument the paved, north-south Gatchell Road (current alignment) leads to the San Diego Sewage Disposal Plant. Within the monument short trails lead to various features such as the Whale Overlook, a covered viewing area with interpretive panels built in 1965. None of these roads and trails, with the exception of the Bayview Trail, are considered contributing resources.

One structure of unknown origin is a small concrete box about halfway down the west slope below the lighthouse which appears to have been associated with a water system. However, it does not appear to be the pump vault which was built in 1935 and the subject of a completion report. The vault in the report was largely underground, and this one is above ground. Further research will need to be done to determine its history and significance, if any, though no information has been found to date.

Five archeological sites have been found within the park, two prehistoric sites and three historic sites. The sites have not yet been professionally recorded, and thus no attempt is made here to establish whether they are contributing or non-contributing resources. An amendment to this nomination should be made when the research is completed.

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Contributing Resources

Army Radio Station 03HS2
Battery Commander & Base End Station, Battery Ashburn 10HS3
Electrical Connection Box 09HS4
Searchlight Shelter 09HS5
Generator Station for Searchlights 18 & 19 09HS6
Searchlight Shelter 09HS7
Base End Station, Batteries Calef and Wilkeson 09HS8
Base End Station, Battery Calef or Wilkeson 09HS9
Base End Station, Battery McGrath 09HS10
Battery Bluff, South Gun Emplacement 09HS11
Battery Bluff, North Gun Emplacement ~~09HS12~~ 09HS11
Battery Commander Station Battery Humphreys, Base End Station Battery Woodward 02HS12
Base End Station Batteries Woodward and Grant 02HS13
Battery Point Loma Bunker Complex, Guns 1 & 2 05HS14
Battery Point Loma Bunker Complex, Guns 3 & 4 05HS14
Battery Point Loma Panama Gun Mounts 05HS14
Searchlight #15 Shelter 05HS15
Battery Point Loma Magazine 05HS17
Battery Point Loma Boundary Fence 05HS18
Bayside Trail 09BAYTR
Lower Base End Station at Billy Goat Point 09HS22
Generator Station for Searchlight 15 05HS16

Old Point Loma Lighthouse 02HS1 - Not Listed on LCS
Cistern 02HS20
Comfort Station 3
Rock Curbing and Steps, lighthouse vicinity 02H23
Rock Wall along Road 02HS25

Non-Contributing Resources

Visitor Center and Headquarters Complex
Old Maintenance Building
Pump House (1965)
Paved Roads
Gatchell Road
Statues of Cabrillo (2)
Pump House (Unknown Origin)
1934 NPS Landscape Design (Loss of Integrity)

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance

(enter categories from instructions)

Exploration
Maritime History
Military
Entertainment/Recreation

Period of Significance

1852-1891
1913-1950

Significant Dates

1542, 1855
1941-1944, 1916-1919
1913, 1935

Cultural Affiliation

n/a

Significant Person(s)

n/a

Architect/Builder

U.S. Lighthouse Board
U.S. Army
National Park Service

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Cabrillo National Monument was placed on the National Register in 1966 by virtue of its being a national monument. Until now, however, it has not received National Register documentation. The monument was set aside to recognize the significance of Juan Rodriguez Cabrillo, yet there are no tangible resources within the park that relate to him; it is not even known if he set foot in the area which is now the monument. However, there are a number of historic resources within the monument which are significant in and of themselves. The significance of the resources within the monument varies. The Old Point Loma Lighthouse was listed on the National Register in 1974 and identified as being of national significance. The military resources represent the defense of the west coast of the United States and thus are of regional significance, while the NPS-built resources are locally significant for their architecture and craftsmanship. The potential to learn more about military activities within the national monument exists, as sites continue to be found.

Captain Juan Rodriguez Cabrillo, in the service of the king of Spain, sailed north from the port of Navidad on Mexico's west coast in June 1542. The flagship San Salvador and the frigate Victoria entered a hitherto unknown port on September 28. Cabrillo named this superior harbor Puerto de San Miguel. Thus was the European discovery of today's San Diego Bay and the west coast of the United States.

When the United States acquired the Pacific Slope, no aids to navigation existed at the harbors and rivers. In 1852 Congress authorized the first eight lights for the Pacific Coast. The lighthouse for San Diego Bay, built on the highest elevation of Point Loma, was lit in 1855. For the next thirty-six years it served mariners at sea and was a harbor light for San Diego Bay. In 1933 it became part of the national park system by virtue of its location within Cabrillo National Monument. In the intervening years, it had become a popular tourist attraction. The U.S. Navy received a permit to occupy the lighthouse as a signal station during World War II.

Although Point Loma became a U.S. military reservation in 1852, the harbor defenses of San Diego did not become a reality until the end of the nineteenth century. Point Loma became Fort Rosecrans and the area that

X See continuation sheet.

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is now Cabrillo National Monument was a part of it. Starting in World War I and lasting through World War II, the monument area was an integral part of the harbor defenses of San Diego. Gun batteries, coastal searchlight batteries, artillery fire control stations, a radio station, and a signal station (the lighthouse) played key roles in the defenses. At one point, the 155 mm guns of Battery Point Loma were San Diego's only defensive weapons against a potential enemy approaching from the west or northwest. Many of the elements continued in active service until the harbor defenses of San Diego were formally discontinued on January 1, 1950.

Discovery and Exploration of Alta California - 1542-1543

Juan Rodriguez Cabrillo arrived in Mexico from Cuba as a soldier in the expedition of Panfilo de Narvaez. He took part in Cortes's march on Mexico City. Besides soldiering, Cabrillo became a skilled mariner and shipbuilder. Achieving wealth through the discovery of gold, he withdrew from service. In 1542 the viceroy of Mexico called Cabrillo back to the Spanish king's service to lead an exploring expedition along California's coast.

Cabrillo's vessels discovered and entered San Diego Bay on September 28, 1542 which he named Puerto de San Miguel, after the Archangel whose birthday it was. During the six days in the harbor, the Spaniards explored the immediate area and contacted the Kumeyaay Indians. Whether Cabrillo or any of his crews actually climbed or explored Point Loma is unknown.

After leaving San Diego, the vessels visited the Channel Islands where the sailors spent several days on San Miguel Island. While on shore, Cabrillo fell and broke his arm. Then the expedition sailed on, reaching a little north of Bodega Bay before turning back to winter on San Miguel. On January 3, 1543, Cabrillo died from infection in his arm. His grave has not been discovered.

In 1913 President Woodrow Wilson proclaimed a half-acre of land on which the old Point Loma Lighthouse stood a national monument to commemorate the voyage and discovery of Juan Rodriguez Cabrillo. Because the site was within Fort Rosecrans, the U.S. Army became responsible for the monument. At that time, the intent was to demolish the lighthouse and erect a 150-foot-tall monument to Cabrillo. The plan for a monument fell through; the lighthouse remained. Today the national monument, now expanded to approximately 144 acres, continues to commemorate Cabrillo's discovery of San Diego Bay and a statue of him has been prominently placed overlooking San Diego Bay.

West Coast Transportation and Navigation - 1852-1891

In 1852 the U.S. Congress authorized the first eight lighthouses as aids to navigation for the newly acquired Pacific Coast. These lights marked two significant advances in the history and technology of navigational aids in the United States. The administration of such aids acquired a high degree of professionalism with the establishment of the Lighthouse Board, composed mostly of military engineers. Also, the west coast lights were illuminated by a new, greatly improved method, the French-designed Fresnel lens system. In 1854 a contractor completed construction of one of these lighthouses on Point Loma's highest elevation, 422 feet, on the Point Loma military reservation which had been established two years earlier. The light was lit in 1855.

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For the next thirty-six years the Point Loma light served mariners at sea as a harbor light for San Diego. It was the highest light in the United States, which became a problem when coastal fog dimmed its effectiveness. In 1891 the light was abandoned and a new light was erected at the tip of Point Loma at an elevation of thirty feet. This light served vessels at sea while another new light at Ballast Point became the harbor light. It is owned and maintained by the Coast Guard and still is in use today.

The Old Point Loma Lighthouse became a favorite tourist destination because of the magnificent view of San Diego and the Pacific Ocean from its location high up on Point Loma. In 1913 President Woodrow Wilson issued a proclamation setting aside the one-half acre on which the lighthouse stood and designating it Cabrillo National Monument in honor of San Diego's discoverer. At that time, plans were put forward to demolish the lighthouse and replace it with a commemorative statue. The U.S. Army administered the monument until 1933 when it turned it over to the Department of the Interior to become part of the national park system. By then, there was a near-unanimous opinion that the lighthouse be preserved. During World War II, the U.S. Navy, under a permit, maintained a signal station in the lighthouse. The lighthouse is a prime historic resource at the national monument and has been restored to its historic appearance. The lighthouse was first restored in 1935, and more recent work was done in the 1980s.

During the years the lighthouse was in operation, efforts to procure an adequate source of fresh water proved difficult. A cistern in the lighthouse's basement collected a modicum of rainfall from the roof. In addition, the keeper hauled water out to Point Loma during the five years in the 1870s when he was authorized a horse and wagon. Finally, in 1882-1883, a large concrete catch basin and a cistern holding 11,000 gallons were constructed in front of the dwelling. Only the cistern remains.

The Harbor Defenses of San Diego 1870-1944

The Spanish, during their administration of Alta California, built Fort Guijarros at the junction of Ballast Point and Point Loma. U.S. Army Engineers selected this same site in the 1870s and began construction of a battery of fifteen 15-inch Rodman smoothbores. Within a short time, however, the project ran out of funds when the Congress refused to pass appropriations for coastal defense, and the work was never completed.

The United States became serious about its coastal defenses in the 1880s when the "Endicott Board" made sweeping recommendations to strengthen the defenses of the nation's harbors. Work began at San Diego in 1897 with the construction of Battery Wilkeson, four 10-inch guns, at the same site as Ballast Point. Soon it was joined by other batteries including nearby Battery McGrath, initially two rapid-fire, 5-inch guns but rearmed in World War I with two 3-inch guns. Along with the mounting of the guns, the Point Loma military reservation was established as Fort Rosecrans.

By World War I, the various batteries had fire control stations that allowed for a modern system of aiming. About this time Battery Wilkeson was divided into two batteries, each having a fire control station (base end station) on property that was later added to the national monument. The stations, 09HS-8 and 09HS-9, are on the east side of Point Loma and served the batteries until the latter were abandoned in 1942 when the harbor defenses

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were modernized during World War II. These two stations were not reassigned. They remain within the national monument.

A fire control station, 09HS-10, served the guns of Battery McGrath. It is also on the east side of Point Loma directly under the present site of the Cabrillo statue. Unlike Battery Wilkeson, Battery McGrath remained in the modernization project and its 3-inch guns, aided by the base end station, protected the harbor entrance through World War II.

World War I brought about Fort Rosecrans' first radio station, 03HS-2. Among its duties were the challenging of vessels approaching the harbor during international emergencies and the recognition of naval vessels at all times (except when radio silence was desirable, at which time visual signaling was employed). The station remained in active service from World War I to the eve of the United States' entry into World War II. At that time the army and navy radios were housed in a larger, bombproof structure and the radio station became the coast artillery's meteorological station.

Prior to World War I, Fort Rosecrans had only a few small coastal searchlights in the defenses. In 1918-1919 the searchlight project was completely revised by the construction of four searchlight batteries, each consisting of two 60-inch lights. Two concrete shelters, 09HS-5 and 09HS-7, which contained Searchlights 5 and 6, and their concrete generator plant, 09HS-6, are within the boundaries of the national monument along the Bayside Trail. These lights lit the entrance channel and the approach to San Diego Bay. They remained in operation until the end of the harbor defenses. The gasoline-driven generator plant supplied the power to operate the searchlights.

Early in World War II, the number of coastal searchlights in San Diego's harbor defenses increased considerably. On Point Loma's west side, within the present monument boundary, engineers installed Signal Searchlight No. 15 in an underground shelter, 05HS-15, and its underground generator, 05HS-16. Along with other searchlight batteries on that side of the peninsula, its task was to light the western and northwestern approaches to San Diego Bay throughout the war.

A complex network of armored cable covered Point Loma in World War II, tying together the batteries, fire control stations, searchlights, radar sets, command posts, and other elements of the harbor defenses. This system was of the utmost importance to successful operation of all of the elements in the San Diego defenses. Most of this network has been removed from Point Loma, and the electrical connection box, 09HS-4, is the most prominent feature of it remaining within the monument. While modest in size, it is a reminder of this aspect of the wartime organization and operation of San Diego's harbor defenses.

Because of delays in the modernization program, San Diego lay undefended from an attack from the west and northwest when Europe went to war in 1939. To fill this gap, the Army sent a battery of four 155 mm guns to Fort Rosecrans that year. Funds became available in 1941 to construct Panama mounts for the guns, thereby increasing their traverses to a full 360 degrees. A general order designated the guns as Battery Point Loma, 05HS-14. The battery continued to serve in the vital roles of challenging battery and primary anti-submarine

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battery until 1943, when a 90 mm anti-motor torpedo boat battery replaced it. Battery Point Loma consists of two bunker complexes and the four panama gun mounts.

In addition to ready magazines at the battery, two reserve magazines for the storage of 155 mm rounds were planned for a site some distance to the rear. One of these magazines, 05HS-17, has only recently been discovered. It is an important feature pertaining to Battery Point Loma.

Not until the 1930s did the United States develop definite plans for large permanent batteries armed with the huge 16-inch and the new 6-inch guns. San Diego received authorization for two 16-inch batteries (one was not completed) and three 6-inch batteries in 1940. Although none were built within the present boundaries of the national monument, three of their artillery fire control stations were, all on the west side and near the top of the Point Loma ridge. A double fire control station, 10HS-3, just west of the radio station, had two functions. The upper level served as the battery commander's station for Battery Ashburn's two 16-inch guns, the largest type of guns in the coastal defenses of the United States. From this station the commander directed the weapons' fire. The lower level of this station was one of Battery Ashburn's base end stations which tracked a target. Today Battery Ashburn lies just outside the north boundary of the monument.

Farther south, immediately below the Whale Overlook, are two double stations also constructed during World War II. The higher of the two, 02HS-12, had functions similar to those of 10HS-3. The upper level housed the battery commander for Battery Humphreys, two 6-inch guns; the lower level was one of Humphreys' base end stations. The battery itself is outside the monument's south boundary. The lower double station contained two base end stations. The upper level was a base end station for Battery Woodward, two 6-inch guns, in north Fort Rosecrans. The lower base end station served Battery Grant, two 6-inch guns, in Fort Emory near Imperial Beach. Although San Diego did not come under attack during the war, these fire control stations were staffed around the clock until at least 1944.

During World War II army engineers constructed small 37 mm Battery Bluff, 09HS-11, at Billy Goat Point on the east side of Point Loma. For most of the early twentieth century, the entrance channel and the approach to the harbor had been well guarded by four coastal batteries. By 1942, however three had been disarmed because they had become obsolete. Only the 3-inch guns of Battery McGrath remained. To reinforce the defense of this vital area, Battery Bluff was constructed and given the mission of defending against motor torpedo boats through World War II.

The main roads through Cabrillo National Monument -- Cabrillo Memorial Drive and Gatchell Road -- are modern paved roads. On the east side of Point Loma there remains a road in much the same condition as when the Army constructed it in 1918 in order to provide access to the sites of the fire control stations and the battery of searchlights being built at that time. The only improvement since then has been the oiling of the surface and the repair of some of the culverts. Known today as the Bayside Trail, it serves as an interpretive trail for both the history of San Diego's harbor defenses and Point Loma's natural history.

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Development of Visitor Facilities at Cabrillo National Monument 1933-1935

In 1934, Colonel John R. White, superintendent of Sequoia National Park, who had jurisdiction over Cabrillo National Monument, found the lighthouse and surrounding area in poor condition and recommended adding curbing around the parking area and cleaning up, landscaping and whitewashing the light house as simple, but cost effective ways to improve the appearance of the national monument.

Securing funds for improvements was problematic, because even though the Park Service was reorganizing, funds were cut because of the poor economy. Funds were available, however, from sources such as the Works Progress Administration, the Civilian Conservation Corps and other relief agencies. Col. White began an extensive campaign to secure funding for the improvements at Cabrillo.

A new state highway to the monument was dedicated on July 17, 1934. Its completion fueled White's argument that visitation was sure to increase, thereby creating a demand for comfort stations and accommodations. He maintained that if funds were not forthcoming, the monument should revert to state or local ownership so that development, for which there was very strong local support, could occur. A trip to the western parks convinced the director of the National Park Service that White was proposing a worthy project, and he made \$38,000 available in July of that year.

Work began immediately in order to try and have everything finished by June 1, 1935, the planned opening of a new San Diego Exposition. The work was accomplished, and the plaque, though not installed, was unveiled as part of the exposition.

Restoration of the lighthouse was White's top priority, with the hope that if the Park Service restored it, the local community would contribute funds for a statue or plaque. As it turned out, both a plaque and a statue were erected in tribute to Cabrillo.

During this time, several schemes for the monument were proposed, most the work of local architects. The ideas ranged from using a combination of Spanish and Portuguese themes to a complex of terraces, gardens and patios. However, most of the ideas had little to do with the history of the site. The final design for the area was developed by the National Park Service's Branch of Plans and Design and followed the principles of landscape preservation and harmonization being developed.

In addition to the restoration of the lighthouse, the work included construction of the comfort station, water system, sewer system, walls, walks and steps, landscaping, and the installation of the plaque. The plaque was mounted on an upright masonry plinth with a bronze ship on top. The structure was set on the edge of an oval patio rimmed with matching stone. It was also designed by the Branch of Plans and Design, plan No. 3006-B. The plinth and its associated features have been dismantled, and the plaque itself is now part of the museum collection.

A garage was built later, in 1939, also with WPA funds. Its design and construction were similar to the comfort station. It was removed in 1982. The first statue of Cabrillo was dedicated in 1949 and was located in the

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vicinity of the lighthouse. As part of the Mission 66 improvements to the park, it was moved to an overlook by the visitor center complex. In 1988, the statue was replaced with a replica made of more durable materials.

The nature of the area around the lighthouse has been changed from commemorative to historic. The removal of the plaque and relocation of the statue have affected the integrity of the landscape plan. In addition, the original outbuildings such as the Keeper's Quarters and the barn which accompanied the lighthouse are no longer extant, thus changing the character of the site. Despite those changes, the remaining individual structures retain their integrity.

The statue of Cabrillo, the lighthouse and the harbor defenses, and the visitor facilities are significant aspects of the history of Point Loma and Cabrillo National Monument. They commemorate the European discovery of Alta California's coast and San Diego Bay and illustrate the origins of aids to navigation on the West Coast, the long history of the harbor defenses of San Diego, and the development of Cabrillo National Monument.

9. Major Bibliographical References

Previous documentation on file (NPS):

See continuation sheet

preliminary determination of individual listing (36 CFR 67) has been requested

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # CA-41

recorded by Historic American Engineering Record # _____

Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Specify Repository:

National Archives, Washington, DC; National Archives, Los Angeles Branch; Cabrillo National Monument

10. Geographical Data

Acreage of property 144 acres

UTM References

A	<u>0/6</u> Zone	<u>4/7/7/8/5/0</u> Easting	<u>3/6/1/5/1/4/0</u> Northing	B	<u>0/6</u> Zone	<u>4/7/7/9/5/0</u> Easting	<u>3/6/1/4/6/0/0</u> Northing
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C	<u>0/6</u> Zone	<u>4/7/7/4/0/0</u> Easting	<u>3/6/1/4/1/6/0</u> Northing	D	<u>0/6</u> Zone	<u>4/7/7/2/4/0</u> Easting	<u>3/6/1/4/1/4/0</u> Northing
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See continuation sheet.

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Jamie M. Donahoe, Historian

date June 25, 1997

organization National Park Service, Western Regional Office

street & number 600 Harrison Street, Suite 600 city or town San Francisco state California zip code 94107-1372

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UTMs, continued:

UTMs for the following structures within Cabrillo National Monument were generated by Global Position System and are as follows:

E 11/477870/3615110

Boundary Description, continued:

Beginning at a point on the west side of Gatchell Road where the northern boundary of Cabrillo National Monument intercepts the road, then eastward in a straight line following the monument's northern boundary to the sea, then in a southerly direction following the coast line of Point Loma to where the southern boundary of Cabrillo National Monument meets the sea, then on a line northwesterly following the boundary, then curving to the southwest following the boundary to the south side of the southernmost point of Gatchell Road, then in a straight line in a northerly direction to the point of beginning.

Boundary Justification, continued:

These boundaries coincide with the boundary of the national monument and therefore enclose all the resources within Cabrillo National Monument.

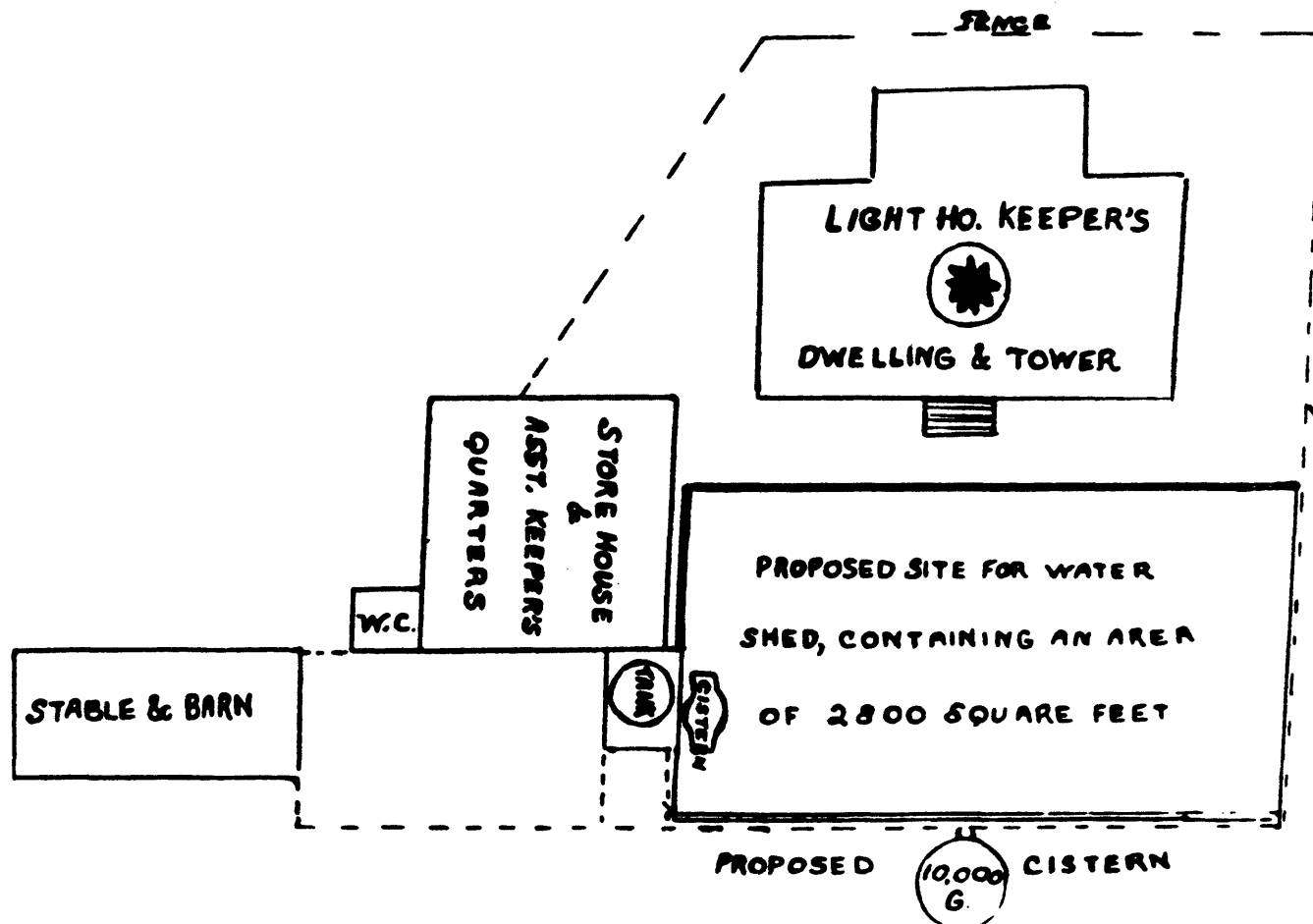
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This form is a revision of a form researched and prepared by Erwin N. Thompson in November 1988 while under contract with the National Park Service.



Survey drawn in January 1881 for the Lighthouse Board showing proposed cistern and water catchment basin.

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Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 66000224

Date Listed: 9/18/98

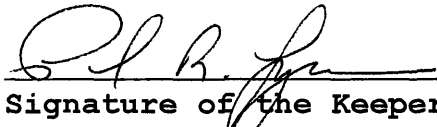
Cabrillo National Monument (AD)
Property Name

San Diego
County

CA
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

9/18/98
Date of Action

=====

Amended Items in Nomination:

Resource Count:

The correct resource count is:

Two (2) contributing buildings; One (1) previously listed contributing building (lighthouse); Twenty-two (22) contributing structures; Four (4) noncontributing buildings; Two (2) noncontributing structures; and Two (2) noncontributing objects.

Significance:

Architecture is added as an area of significance under Criterion C.

[This relates to the NPS Rustic design for WPA/park-related building and the representative examples of twentieth century military engineering design for the defensive structures.]

U. T. M. Coordinates:

The corrected coordinates are all in zone 11:

- | | |
|----------------------|----------------------|
| A. 11 476960 3615130 | B. 11 477060 3614700 |
| C. 11 477310 3614190 | D. 11 477820 3614340 |
| E. 11 477870 3615110 | |

This information was confirmed with the NPS.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)