

United States Department of the Interior  
National Park Service

1160



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

## 1. Name of Property

historic name Pilot

other names/site number N/A

## 2. Location

street & number MARITIME MUSEUM OF SAN DIEGO 1492 N. Harbor Dr.  not for publication

city or town San Diego  vicinity

state California code CA county San Diego code 073 zip code 92101

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  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. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

[Signature]  
Signature of certifying official

14 DEC 2010  
Date

California State Historic Preservation Officer  
Title

State or Federal agency/bureau or Tribal Government

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

\_\_\_\_\_  
Signature of commenting official

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register  determined eligible for the National Register

determined not eligible for the National Register  removed from the National Register

other (explain:)

[Signature]  
Signature of the Keeper

11/21/2011  
Date of Action

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public - Local
- public - State
- public - Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		district
		site
1		structure
		object
1		<b>Total</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

N/A

**Number of contributing resources previously listed in the National Register**

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

Transportation: Water related

**Current Functions**  
(Enter categories from instructions)

Transportation: Water related

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Other: Pilot Boat

**Materials**  
(Enter categories from instructions)

foundation: \_\_\_\_\_

walls: wood

roof: wood

other: wood

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### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### Summary Paragraph

*Pilot* is a 52 foot, diesel powered motor vessel of traditional, wooden, plank on frame, round bottom construction. She was specifically designed to deliver San Diego Harbor pilots to and from large ships arriving to and departing from San Diego Bay in all conditions and weather. Constructed in 1914, *Pilot* is San Diego's first powered pilot boat. *Pilot's* continuous operation was punctuated by normal maintenance periods and occasional incremental replacement of equipment, structural components, and machinery as warranted by active use. Today *Pilot* carries on her stack the six chevrons recognizing three years of wartime service during WW II. In 2001 *Pilot* completed an extensive restoration funded partially through the National Maritime Act for historic preservation. *Pilot* is listed on the International Register of Historic Ships compiled by the World Ship Trust and is recognized as part of the international fleet of historic naval vessels by the Historic Naval Ships Association.

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### Narrative Description

#### Setting:

*Pilot* is located at the Maritime Museum of San Diego (MMSD). MMSD consists of a unique collection of historic vessels; including the 1863 bark *Star of India*, the 1898 ferryboat *Berkeley*, and the 1904 steam yacht *Medea*. The *Star of India* and the *Berkeley* are currently listed on the National Register of Historic Places. The Museum is located on the Embarcadero in downtown San Diego. The MMSD is popular with locals and tourists alike.

#### Description:

*Pilot* was built in 1914 in the San Diego shipyard of Manuel Goularte, which was located about 1000 feet to the west of her present berth at the Maritime Museum. Her heavy construction is typical for highest standards and best materials in the period and reflects the traditional craftsmanship and maritime heritage of her Portuguese-American master builder. *Pilot's* occupation required that she withstand both the rigors of operation in the rough seas often encountered during winter storms at the entrance of San Diego Bay and its once notorious bar, and the daily shocks of coming along side large vessels in rough conditions underway to deliver her pilots. *Pilot* appears in the List of Merchant Vessels of the United States, 1915, page 297, #212436.

*Pilot* is 52' Length-Over-All with a beam of 13'9", low freeboard and a draft of 5'9". Her displacement is 19 tons. The hull was originally planked with 25 foot strakes of Port Orford cedar, iron fastened to frames of Douglas fir. The frames are 2&1/4" x 2&3/4" on 12" centers. Her original engine was refitted with a 105 hp Viking diesel engine in 1948. This engine was replaced with a Caterpillar 3408 in 1966, which remains in use today. She has a cruising speed of 8-10 knots, with a range of 400 miles. There is one watertight bulkhead, between the forward end of the engine compartment and the wheelhouse. The propeller is a single 3 blade and the rudder is a wood blade.

The forward deckhouse is 10' long and 6' wide, with a skylight on it. Below this deck house is a hold with 2 bunks, storage, and a head. This hold is accessed through the wheelhouse. The skylight on the forward deckhouse was recycled from the 1888 San Diego steam tug *Santa Fe* and remains in place today.

Aft of the wheelhouse is the exhaust stack, extending 9' above the deck. Aft of the stack is another deckhouse 10' long and 6' wide covering the engine compartment. A single hatch in the aft end of this deckhouse accesses the hold below.

The original wheel house had a "box like" construction which was enlarged by the Coast Guard when they commandeered *Pilot* for wartime service in 1943. This 1943 configuration is the current state of the wheelhouse. It is 10' long and 6' wide. The boat was originally built without a rail around the deck, but a railing was installed sometime in the 1920's.

Oral histories mention experiences of surviving catastrophic "rollovers" and "pitch poling" in heavy seas, encounters that reflect the quality of her construction, seaworthy design, and the faith placed in her by generations of pilots and crews. In the words of master pilot Captain Ed Silva, "I knew she would always bring me home." Operationally, her maneuverability when close in and alongside big ships and her platform stability during the extremely dangerous moments when pilots were transferred to or from big ships on dangling Jacobs ladders were among her most important attributes.

Condition and changes:

Pilot underwent a major restoration which was completed in 2001. The boat was painstakingly restored to her 1943 configuration, with careful attention paid to retain historical details. New laminated frames of Douglas fir were carefully installed one by one, to replace rotten frames. Much of the Oak stem was rotted, and was replaced with Douglas fir, due to the unavailability of appropriately dimensioned oak. About 30% of the hull planking had to be replaced, and specially ordered Spanish cedar was used to match as close as possible the original cedar planks. The wheel house was extensively rebuilt with Douglas fir recycled from old buildings. The rotted fir deck was replaced with marine grade plywood and epoxy coating, then covered with a weatherproof nonskid coating. She continues to display her traditional livery and color scheme as a pilot boat and when delivering pilots still flies the international "hotel" signal signifying her continuing career in that function. The only real change in her appearance is the addition of benches around the stern to facilitate passengers.

**Integrity:** Pilot maintains the integrity of:

**Location and setting:** Located on San Diego Bay where she spent her entire working life. She is berthed about 300 yards from where she was built. The Maritime Museum is the perfect setting to display such a vessel.

**Design:** Her hull design is identical to when she was built; the wheel house was expanded in 1943. Otherwise she is identical in design as she was during her many years as a working pilot boat.

**Materials and workmanship:** She was restored to her original specifications, with the highest level of workmanship and materials available. Every attempt was made to duplicate original materials where possible. She is a very sea worthy and capable vessel. She is fully Coast Guard certified as a passenger boat and a pilot boat, a role she still occasionally serves when visiting historic vessels enter San Diego Bay.

**Feeling and Association:** Pilot retains excellent Integrity of Feeling and Association.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individualistic significance.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A Owned by a religious institution or used for religious purposes
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

Maritime History

Commerce

Military

**Period of Significance**

1914 - 1996

**Significant Dates**

1943, 1944, 1945, 1946

**Significant Person**

(Complete only if Criterion B is marked above)

**Cultural Affiliation**

**Architect/Builder**

Manuel Goularte

**Period of Significance (justification)**

*Pilot* was in continuous use as San Diego's harbor pilot boat from 1914 until 1996.

**Criteria Considerations (explanation, if necessary)**

*Pilot* meets the requirements of National Register Criteria Consideration G because she continued to achieve historical significance until she was retired in 1996, through a period in history that is less than fifty years in the past. She is also a fragile survivor of San Diego's maritime history. A more detailed explanation can be found in the Significance section of this document.

**Statement of Significance Summary Paragraph (provide a summary paragraph that includes Level of Significance and applicable criteria)**

The 1914 *Pilot* qualifies for the National Register under Criterion A for the role she played in the maritime history of San Diego and for her role in the growth and development of San Diego Harbor. From her launching in 1914 to her removal from regular service in 1996, *Pilot* enjoyed an active career as San Diego's only pilot craft - assisting almost every one of the thousands of major commercial ships to enter or leave the Harbor during that time. Up until 1990 she also provided Harbor Pilots for Naval vessels as well. Generations of San Diego harbor pilots steamed *Pilot* out to sea in all weather conditions to meet the incoming merchantmen which, in turn, provided the flow of cargo and passengers to support the development of a rising urban seaport. It is the oldest operational pilot boat in the United States, and is still licensed by the Coast Guard to serve as a pilot boat.

The years since 1914 constitute virtually the entire rise of San Diego as a world center for maritime and military enterprises and concur precisely with the career of this vessel. San Diego possesses very few artifacts that link it to the maritime past of the early 20th century. *Pilot* is not only one of the few such items remaining, but arguably the most significant and evocative. No other single historical resource in existence can be linked so directly to the economic and military rise of the region and the diverse culture supported by its economy.

**Narrative Statement of Significance** (provide at least one paragraph for each area of significance)

A pilot boat itself does not guide ships in and out of the bay. The harbor pilot, who has boarded the incoming or out-going ship, does this. The harbor pilot takes over command of the ship and is responsible for seeing it into the harbor until it is tied up at a dock. Virtually every harbor in the world still uses this routine today. The procedure started in Ancient times, and continues to the present day. Centuries ago a pilot may have been a local fisherman, but today he or she is a highly trained professional with years of sea experience. A harbor pilot must take command of virtually any type of ship that comes into a harbor. As a result, today a harbor pilot must hold an Oceans Unlimited License, which is the highest level of Merchant Mariner license available and takes about 20 years of sea time to qualify for this license.

*Pilot* was designed and built in San Diego for one purpose, to deliver harbor pilots to sea going vessels. She served that purpose for 82 years. She was San Diego's first propeller driven pilot boat, assisting thousands of ships coming in and out of San Diego harbor. Her history links the last days of square riggers to modern cruise ships and aircraft carriers. *Pilot's* life began in 1914 when senior pilot Captain Peter Johnson contracted with Manuel Goularte to build her. Goularte's shipyard was located in San Diego at 1964 Atlantic Avenue which is now Harbor Drive. This is at the foot of Hawthorne Street two blocks away from the Maritime Museum's current location. Incidentally, Captain Johnson was also the only harbor pilot in San Diego history to be killed in action, after falling from the Jacobs ladder while boarding a cargo ship in November 1925.

*Pilot* also played a significant role in San Diego's naval history, delivering harbor pilots to every manner of United States Navy ship for many years. Aircraft carriers, destroyers, frigates, cruisers, battleships, colliers, troop transports and oilers all took on harbor pilots from this little vessel. Virtually the entire history of the Navy's presence in San Diego, which began in 1917, is paralleled by the *Pilot's* service to it. Starting in 1924 she regularly delivered harbor pilots to the USS *Langley*, the first aircraft carrier in the United States' fleet, which was stationed in San Diego and played a critical role in the development of naval aviation. *Pilot* delivered a harbor pilot to the USS *Constitution*, when this most revered of all naval vessels visited San Diego in January of 1933 and November of 1934. It also delivered a pilot to the English battle cruiser H.M.S. *Renown* in April 1920 when England's Prince of Wales visited San Diego.

During the Second World War *Pilot* was incorporated into the US Coast Guard/Navy as part of the defensive network of San Diego Bay. In 1943 she was commandeered by the Coast Guard for wartime service both as a pilot boat and a patrol boat. She was then taken over by the Navy to serve in that same capacity. During the Second World War she delivered harbor pilots to many of the most significant naval vessels to serve in the Pacific, including the *Pennsylvania* BB-38, both *Yorktowns*, CV-5 and CV-10, President Roosevelt's flagship and flagship of the 5<sup>th</sup> fleet the *Indianapolis* CA-35, the *Valley Forge* CV-45, the *Essex* CV-9, the *Enterprise* CV-6, the *Franklin* CV-13, the *Arizona* BB-39, the *Lexington* CV-16, the *Saratoga* CV-3 and countless others. Today most all these historical vessels are gone, but the *Pilot*, which literally touched so much history, remains. In 1946 she returned to civilian service. In recognition of her wartime service Secretary of the Navy James Forrestal awarded *Pilot* the six chevrons that fly on her stack to this day.

*Pilot's* significance within the context of the maritime, commerce, and military history of San Diego continued until she retired in 1996. With dredging, San Diego's bar is not the navigational hazard that it once was nevertheless the potential for a catastrophic accident existed through 1996, and still exists. There are areas where a ship can run aground and break up. Harbor pilots familiar with local conditions, hazards, currents and weather are still a necessary part of the maritime business. Although navigation aids on ships have vastly improved through the years, the harbor pilot must still be delivered to the ship. *Pilot* continued to play this exceptionally important role in San Diego's history through her retirement in 1996.

Today *Pilot* serves as a platform for the Museum's educational programs including "Economic and Ecological History of San Diego Bay" and provides narrated historic tours for approximately 35,000 members of the general public annually. She continues her active official career as a San Diego pilot boat in delivering San Diego pilots to visiting historic vessels such as *Lane Victory*, *Jeremiah O'Brien*, visiting tall ships such as *Gloria*, *Kayio Maru*, and *Cuatemoc*, and annually to the Museum's 1863 bark *Star of India* when that ship goes to sea. *Pilot* also delivers the wreath in memory of sailors lost at sea as part of the annual National Maritime Day commemoration, as well as on the commemoration of the anniversary of the attack on Pearl Harbor. We believe that in her active life of 1914 to present, *Pilot* has enjoyed the longest continuous career of any working watercraft in the western hemisphere.

### Historic context information (if appropriate)

San Diego's rise to prominence and viability as an economic center has historically relied and continues to rely fundamentally on the multiple, diverse, and interrelated uses of its bay. Today San Diego bay is home to one of the largest concentrations of conventional naval power in all of history and a national center for every branch of naval endeavor including naval aviation, submarine, antisubmarine, surface, amphibious, special warfare, communications, IT, naval research, and naval technology development. According to the most recent study by the San Diego Military Advisory Council, naval related employment represents 23.1% of regional employment and direct DOD spending contributes \$16.1 billion to the regional economy annually. In addition, a recent report by the San Diego World Trade Center identifies San Diego as possessing the world's large cluster of maritime based companies as well as the world's largest base of research into marine technology and oceanography by universities and research institutes. San Diego functions as a national center for specialized maritime commerce, shipbuilding and repair, recreation, fishing, and ocean related tourism. Exclusive of military functions, maritime activity employs 28,000 people and contributes \$7 billion to the regional economy. Yet, from the perspective San Diego Bay's early history right up to *Pilot's* beginnings in 1914, none of this would have seemed remotely likely.

San Diego Bay was discovered by the Spanish expedition led by Juan Rodriguez Cabrillo in 1542, who claimed the entire region now encompassing the western coastal United States for Spain. Despite its unknown potential, the entire region was deemed so unpromising by reports from that first expedition and subsequent ones that Spain declined to occupy, colonize, or otherwise invest any effort in California until 1769, when provoked to defend its territorial claims by increasing British, French, and Russian incursions into the Pacific following the Seven Years War. San Diego's harbor was ideal for early attention as the first European settlement on what is now the West Coast of the United States. The village eventually established at what is now called Old Town was situated at the closest source of fresh water to the main protected anchorage, a spot behind Ballast Point that is today still referred to as "La Playa."

However secure this anchorage for the kinds of small sailing vessels prevalent to the mid-nineteenth century, San Diego Bay in its natural state posed serious limitations for growth as a major seaport in subsequent years as maritime technology changed. The harbor mouth periodically closed by a dangerous bar and various and shifting "middle ground" shoals rendered most of the bay was inaccessible to sailing craft of any size. Because underwater contours did not favor the construction of piers at the La Playa anchorage, commercial vessels were required to land and embark their cargoes by small boats directly from the beach and accessible from Old Town two miles away via the road now know as Rosecrans Street. But with the advent of steam navigation in the latter half of the 19<sup>th</sup> century, small steamships or tugs could maneuver the complex and shifting channel to reach further into the bay. At roughly the site of present day G Street, the proximity of deep water to the shoreline made the construction of piers feasible, and in turn these piers could be serviced by narrow gauge railroad, an early combination of maritime intermodal mechanization that served to shift the entire center of population and commerce from Old Town to the site of what is now downtown San Diego. Navigating the harbor bar and the ever changing channel required intimate knowledge of the bay and vessels arriving to the harbor entrance required pilots with specialized knowledge of those conditions. The history of their activities is not well documented, but it is believed that *Pilot* had two sail powered predecessors which served the purpose of delivering them to and from the ships.

Yet despite these technological advances, the bay remained for the most part a shallow backwater for maritime commerce and the small city of San Diego a reflection of its limitations. When the "Great White Fleet" arrived in 1906 at the instigation of city leaders as part of a strategy to lure the US Navy to San Diego, as had always been the case for ships of any size, the entire armada was forced to anchor offshore in Coronado Roads because the harbor channel was unnavigable to deep draft vessels. However, the construction of the Panama Canal presented to San Diego the dual geographical advantages of relative (to other west coast ports) proximity and a bay which with enough investment might be developed into a port. Beginning with the establishment of a naval coaling station at La Playa in 1912 and subsequent massive investment into dredging, breakwaters, and harbor and waterfront facilities both on the part of the city and the Federal Government, a major deepwater port gradually emerged as a growing center for naval activity, maritime trade, shipbuilding, and what would become for a while one of the world's largest fishing industries. These enhancements to San Diego's economic potential were concurrent with and partially a justification for a massive "city beautiful" investment in urban planning and the creation of some of the city's most culturally significant features. These include Balboa Park, the former site of the 1915 Panama Pacific Exposition and intended to highlight the city's anticipated prominence as the natural terminus of sea traffic between the US and the new Panama Canal. Almost immediately, the character of San Diego as a major city situated by the sea began to emerge.

Before the large scale improvements to the navigability of the Bay appeared, the need for pilots to guide large ships in and out of it was moot. Once they came into being, this function was an assumed and essential component of their purpose – and the purpose for which *Pilot* was built. While the Port and the major ships served by it constituted a continuing regional

basis and powerful influence upon subsequent growth, infrastructural development, industrial trajectory, intellectual focus, cultural content, and urban design, neither time or technology altered the essential need for these ships to enter and leave port safely, at all hours and in any weather. As the population, personalities, landscape, facilities, and the ships themselves changed over the decades, all lines of development passed more or less unnoticed through a single prosaic nexus in the form of one little boat, which for the better part of a century, functioned as the sole and continuous conveyance of the skill and knowledge necessary to see these ships of every size, description, and power safely into and out of San Diego Bay in daylight and darkness, calm or storm. No other single object within the region is so directly connected in a physical way to the spectacular rise, over only four generations, of San Diego from a sleepy shallow water harbor to America's tenth largest city and one of the greatest seaports in maritime history. That her career, now more diversified, continues unbroken and that after almost a century she still delivers her pilots and brings them home safely when called upon to do so is arguably unprecedented. The recognition of *Pilot* by listing in the National Register is a statement that would not only recognize her own significance, but constitute acknowledgement that history is not entirely the purview of great battles and great men, but may sometimes turn on the smallest of players that may for generations, pass unnoticed.

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**9. Major Bibliographical References**

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**Bibliography** (Cite the books, articles, and other sources used in preparing this form)

- Mains'l Haul 36:2&3 spring/summer 2000 3-14
- Wooden Boat #155 July/August 2000 28-31
- Mains'l Haul 43:1&2 spring/summer 2007 16-27
- Mains'l Haul 28:4 summer 1992 12-14
- Journal of San Diego History 33:4 1987
- Captain Hilton Johnson oral history February 1969, SDMM Library.
- Captain Ed Silva oral history January 2000 SDMM Library
- Captain Lloyd Maland oral history February 1992 SDMM Library
- List of Merchant Vessels of the United States, 1915
- Ship logs of *M/V Pilot* SDMM archives
- Linder, Bruce: San Diego's Navy: An Illustrated History. Navel Institute Press, 2001
- 2010 SDMAC Military Economic Impact Study. [www.sdmac.org](http://www.sdmac.org)
- California and the Global Economy, San Diego World Trade Center:  
[www.sdwtc.org/trade-advocacy/economic-impact-reports](http://www.sdwtc.org/trade-advocacy/economic-impact-reports)

**Previous documentation on file (NPS):**

- 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 # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

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Historic Resources Survey Number (if assigned): \_\_\_\_\_

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Pilot  
Name of Property

San Diego, California  
County and State

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### 10. Geographical Data

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#### Acreage of Property

(Do not include previously listed resource acreage)

Less than one

#### UTM References

(Place additional UTM references on a continuation sheet)

1	11	3620366.100	483732.564	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			
	Zone	Easting	Northing		Zone	Easting	Northing

#### Verbal Boundary Description (describe the boundaries of the property)

N/A

#### Boundary Justification (explain why the boundaries were selected)

N/A

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### 11. Form Prepared By

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name/title Scott Baldwin

organization MARITIME MUSEUM OF SAN DIEGO date 12/10/2009

street & number 1492 N. Harbor Drive telephone 619 234 9153 X 120

city or town San Diego state CA zip code 92101

e-mail sbaldwin@sdmaritime.org

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**Additional Documentation**

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Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

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**Photographs:**

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Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property:** M/V Pilot

**City or Vicinity:** San Diego

**County:** San Diego

**State:** California

**1 of 5**

Photographer: Scott Baldwin

Date Photographed: 11/18/2009

Description: CA-San Diego County -001. This is a contemporary photo showing the current state of the *Pilot*, located at the San Diego Maritime Museum.

**2 of 5**

Photographer: unknown

Date: 1914

Descriptor: CA-San Diego County -002. This is a photo showing the *Pilot* soon after it was launched in 1914.

**3 of 5**

Photographer: unknown

Date: 1914

Descriptor: CA-San Diego County -003. A photo of the *Pilot* delivering a harbor pilot to the square rigger *Desaix*.

**4 of 5**

Photographer: unknown

Date: 1933

Descriptor: CA-San Diego County -004. A photo showing the *Pilot* in 1933, with the 4 harbor pilots posing on the foredeck.

5 of 5

Photographer: unknown

Date: 1944.

Description: CA-San Diego-County -005 A photo of the *Pilot* delivering a harbor pilot to the troop transport *USS Randell* in 1944.

**All photographs are included on the archival CD in .tif format**

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**Property Owner:**

(complete this item at the request of the SHPO or FPO)

name MARITIME MUSEUM OF SAN DIEGO  
street & number 1492 N. Harbor Drive telephone 619 234 9153  
city or town San Diego state CA zip code 92101

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.  
May Alcott Nieriker



**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section \_\_\_\_\_ Page \_\_\_\_\_

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**SUPPLEMENTARY LISTING RECORD**

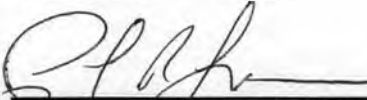
NRIS Reference Number: 10001160      Date Listed: 1/21/2011

PILOT (Pilot Boat)                      San Diego                      CA  
Property Name                              County                              State

N/A  
Multiple Name

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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

1/21/2011  
\_\_\_\_\_  
Date of Action

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**Amended Items in Nomination:**

**Verbal Boundary Description/Justification:**

Verbal Boundary Description: *All that area encompassed within the extreme length and breadth of the vessel as she floats at her berth.*

Verbal Boundary Justification: *As a movable resource, the boundary incorporates the entire area of the vessel as she floats at her berth at the Maritime Museum, a site unassociated with her significant career.*

These clarifications were confirmed with the CA SHPO office.

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**DISTRIBUTION:**

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

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY PILOT (Pilot Boat)  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: CALIFORNIA, San Diego

DATE RECEIVED: 12/08/10      DATE OF PENDING LIST: 1/06/11  
DATE OF 16TH DAY: 1/21/11      DATE OF 45TH DAY: 1/23/11  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10001160

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: Y    SAMPLE: N    SLR DRAFT: Y    NATIONAL: N

COMMENT WAIVER: N

\_\_\_ ACCEPT    \_\_\_ RETURN    \_\_\_ REJECT    \_\_\_\_\_ DATE

ABSTRACT/SUMMARY COMMENTS:

**The PILOT is locally significant under National Register Criterion A in the areas of Maritime History, Commerce, and Military History. Built and first put into service in 1914, the Pilot played an ongoing role in the development and operation of San Diego Harbor as a world class sea port for over 80 years. As the harbor's sole pilot boat, transporting harbor pilots to and from incoming and out-going ships, the ship was vital to the working operations of the port in both peacetime and in wartime. The longevity of its continuous service to the harbor makes it an exceptional artifact of the city's rich maritime history, particularly given its relatively fragile nature as a wooden ship and its hazardous day to day activities.**

RECOM./CRITERIA Accept Criterion A

REVIEWER Paul R. Lusigwan      DISCIPLINE Historian

TELEPHONE \_\_\_\_\_      DATE 1/21/2011

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



PILOT

MARITIME MUSEUM











U.S.S. GEN. G. M. RANDALL

RECEIVED  
 JAN 06 2010  
 OHP

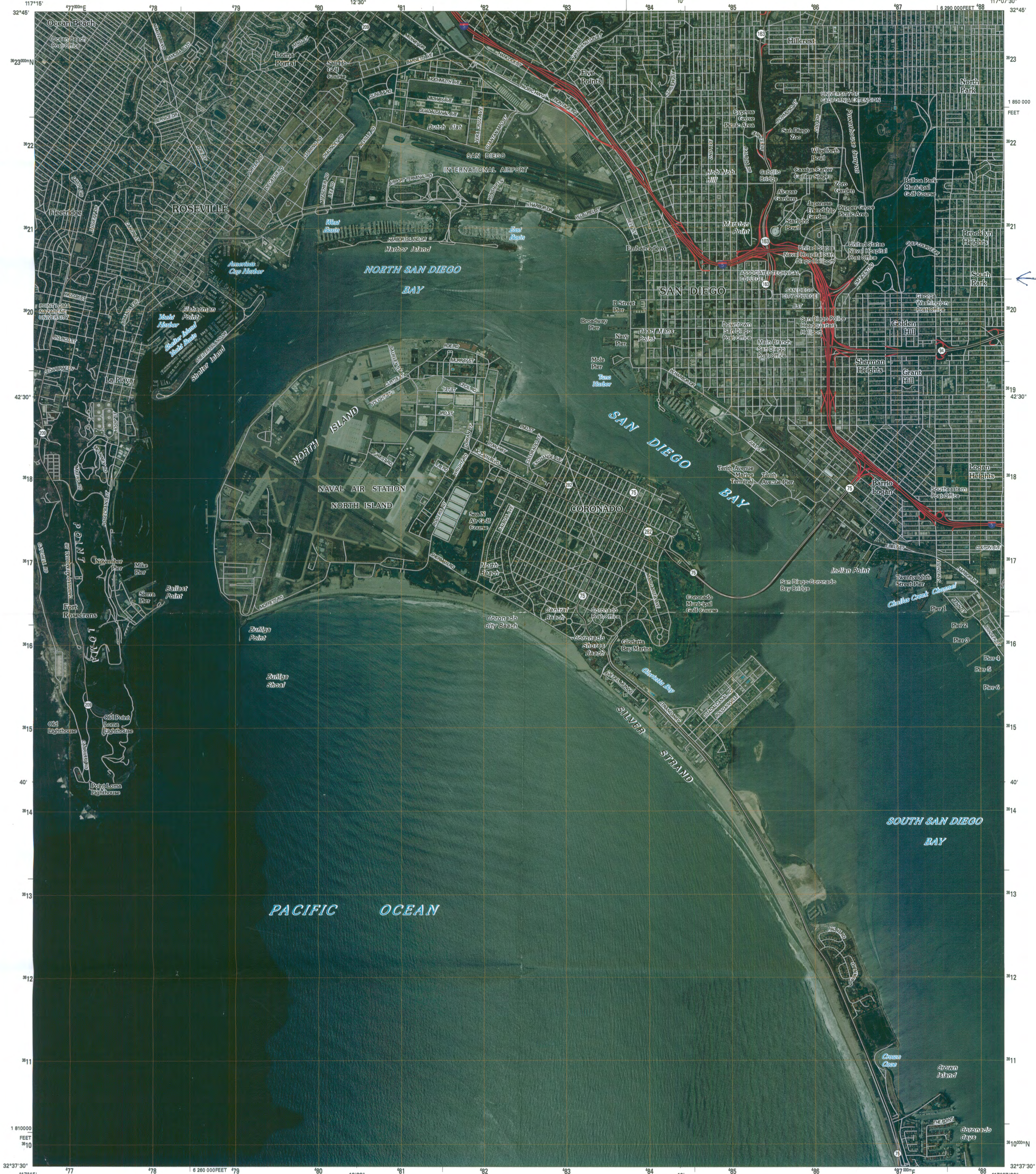
- CALIFORNIA  
 - SAN DIEGO COUNTY  
 - PILOT  
 ZONE 11  
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U.S. DEPARTMENT OF THE INTERIOR  
 U. S. GEOLOGICAL SURVEY

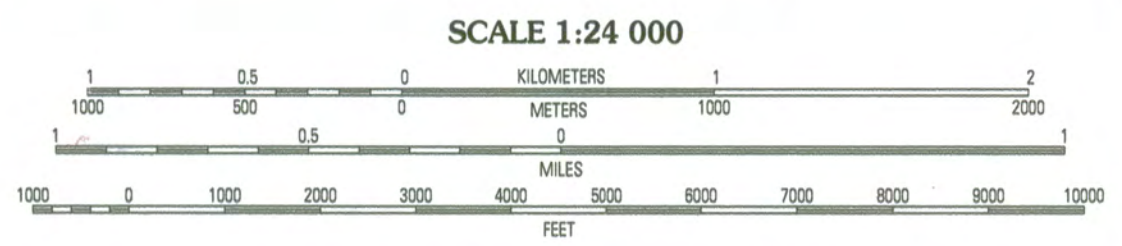
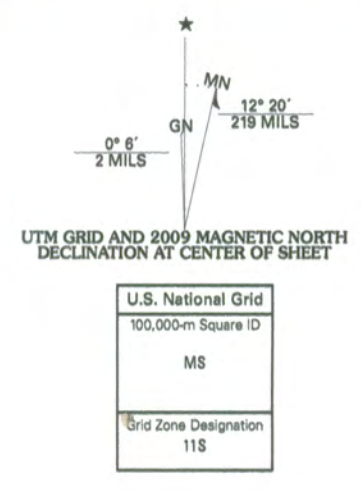


POINT LOMA QUADRANGLE  
 CALIFORNIA  
 7.5-MINUTE SERIES

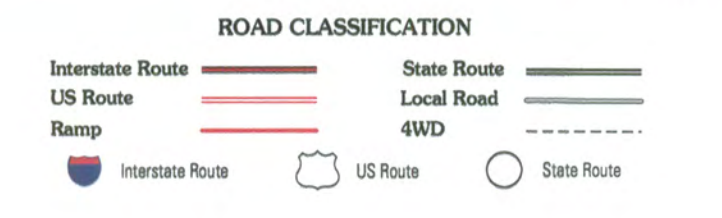


Produced by the United States Geological Survey  
 North American Datum of 1983 (NAD83)  
 World Geodetic System of 1984 (WGS84). Projection and  
 1 000-meter grid: Universal Transverse Mercator, Zone 11S  
 10 000-foot ticks: California Coordinate System of 1983  
 (zone 6)

Imagery.....NAIP, June 2005  
 Roads.....National Transportation Dataset, 2004  
 Names.....GNIS, 2008



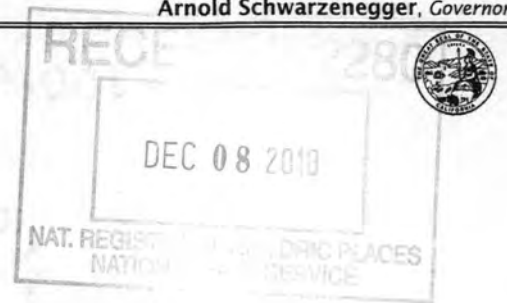
This map was produced to conform with version 0.0.25 of the  
 draft USGS Standards for 7.5-Minute Quadrangle Maps.  
 A metadata file associated with this product is also draft version 0.0.25



POINT LOMA, CA  
 2009

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

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SACRAMENTO, CA 94296-0001  
(916) 445-7000 Fax: (916) 445-7053  
calshpo@ohp.parks.ca.gov



December 7, 2010

Ms. Carol Shull, Keeper  
National Register of Historic Places  
National Park Service 2280  
1201 I (Eye) Street, NW  
Washington, DC 20005

Subject: **Harbor Pilot Boat *Pilot* National Register of Historic Places Nomination**

Dear Ms. Shull:

Enclosed please find the ***Pilot*** nomination to the National Register of Historic Places. *Pilot* is being nominated to the National Register by her owner, the Maritime Museum of San Diego. The boat is located at the Museum, approximately 300 yards from where she was constructed in 1914.

On July 30, 2010 the State Historical Resources Commission unanimously found *Pilot* eligible for the National Register under Criterion A for the important role she played in the rise and development of San Diego as a major economic and military port of call. The California Commission also found that *Pilot* meets the requirements of National Register Criteria Consideration G because she continued to achieve historical significance until her retirement in 1996. *Pilot* is also a fragile survivor of San Diego's Maritime history.

If you have any questions regarding this nomination, please contact Jay Correia of my staff at 916-445-7008 or [jcorr@parks.ca.gov](mailto:jcorr@parks.ca.gov).

Sincerely,

*wayne*

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer  
Enclosures

**Harbor Pilot Boat *Pilot***  
**San Diego, San Diego County**  
**Staff Report**

*Pilot* was built in 1914 in the shipyard of Manuel Goularte, only several hundred feet from where she is presently berthed. *Pilot* is of traditional wooden plank on frame construction. Her hull is round bottomed. With a length of 52 feet, a beam of 13 feet nine inches, and a displacement of 19 tons, she was built for strength to withstand repeated poundings when coming alongside large vessels in rough seas. The highest standards and best materials of the period were used in her construction and represent the traditional marine craftsmanship of her Portuguese-American Master boat builder.

*Pilot* has played an integral role in the rise and development of San Diego as a major economic and military port of call. Beginning in approximately 1912, and nearly coinciding with the launch of *Pilot*, investment in dredging, breakwaters, and waterfront harbor facilities caused a major deepwater port to emerge in San Diego and led to the City's rise in prominence and viability as an economic and military center. The ability to deliver harbor pilots to guide ships in and out of the harbor is essential to the operation of a major harbor.

For 82 years *Pilot* served as San Diego's only pilot craft and assisted every one of the thousands of major commercial ships to enter or leave San Diego Harbor. Her service spans from the last days of square-rigged sailing ships to modern cruise ships and aircraft carriers, as for most of her working life she also provided harbor pilots for naval vessels. Generations of San Diego harbor pilots steamed *Pilot* out to sea in all weather conditions to meet incoming ships and guide them to port. No other maritime resource is so directly associated with the spectacular rise of San Diego from a shallow harbor to one of the world's great sea ports.

Although her wheelhouse design dates from the 1940s, *Pilot* retains integrity of hull design. She also retains integrity of location, setting, materials, and workmanship. *Pilot* is nominated to the National Register by its owner, the Maritime Museum of San Diego. Staff recommends the State Historical Resources Commission determine that *Pilot* meets National Register Criterion A at the local level of significance for the role the vessel has played in the development and operation of San Diego Harbor as a world class sea port, and recommends the State Historic Preservation Officer approve the nomination for forwarding to the National Park Service for listing in the National Register.

Jay Correia  
State Historian III  
July 21, 2010