

PH0351997

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	MAY 17 1976
DATE ENTERED	SEP 1 1976

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

* *

S.S. CATALINA

AND/OR COMMON

Great White Steamer

2 LOCATION

STREET & NUMBER

Berth 96, Los Angeles Harbor

NOT FOR PUBLICATION

CITY, TOWN

San Pedro

CONGRESSIONAL DISTRICT

32

STATE

California

VICINITY OF

CODE
06

COUNTY

Los Angeles 037

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input checked="" type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input checked="" type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

M. G. R. S. Corporation

STREET & NUMBER

P. O. Box 1027

CITY, TOWN

San Pedro

VICINITY OF

California

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Long Beach Coast Guard Marine Inspection Officer

STREET & NUMBER

2035 Customhouse, 300 S. Ferry Street

CITY, TOWN

Terminal Island, California 90731

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

N/A

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

On May 23, 1924, the SS Catalina was christened and readied for her maiden voyage. She measured 301 ft. 7½ inches, with a width of 52 ft. 1 inch. Of 1,766 gross tons, she could carry 1950 passengers and a crew of 71 on three passenger decks. The Catalina was pure white from her waterline to the bridge, except for guards which presented a fine black stripe almost her full length. The two tall, graceful masts and the huge funnel were buff colored with black trim and there was a large brass steam whistle. The latest in navigating equipment included an electric Sperry gyroscopic compass, along with a powerful wireless radio-transmitter and receiver. The passenger accommodations were spacious and included a lunch counter with completely equipped galley and a ballroom with a live orchestra. Because of the Prohibition laws then in effect there was no bar, but the middle deck was called the Salon Deck, meaning parlor, and it contained luxurious leather upholstered sitters and chairs. On the Promenade Deck was even a super deluxe stateroom fitted out for Mr. Wrigley's exclusive use.

One of the most unusual and special features of the ship's design was the removal of all lifeboats and launching gear from the top deck and locating them as a second deck below. This placement cleared the top deck of all obstructions to maximize viewing, it provided the ship with greater stability by shifting the weight of 20 steel lifeboats to the lowest possible point and the lifeboats could be more easily boarded and launched in case of emergency.

After the Catalina's service in WW II, she was repainted white and reconditioned. There are now bench seats for passengers on salon, promenade and bridge decks. Stair wells for passengers from deck to deck, passenger lounge, bar and dance floor aft. She is currently resting at Berth 96 in Los Angeles harbor, where she has served 52 years.

The following is a precise description of the SS Catalina's particulars: official number, 223-907; passenger limit, 2,200; depth, 21'-0" to main deck; 12'-6", main deck to salon deck; 8'0", salon deck to promenade deck; 7'-6" promenade deck to bridge deck; (mean) draft, 13'-6"; net tons, 1161; speed, 15.5 knots; two triple expansion reciprocating steam engines with four oil-fired water-tube boilers; horsepower, 4,000 SHP total; engine builder, Hoover-Owens and Rentschler of Hamilton, Ohio; builder, Babcock and Wilcox.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In 1923, William Wrigley, owner of Catalina Island, held a contest to design and build a passenger vessel specifically for the Catalina run. On May 23, 1924, the SS Catalina was christened and began her long service. The SS Catalina was luxuriously designed with three passenger decks that boasted of every comfort and facility including a ballroom with a live orchestra, a salon deck with luxurious leather upholstered sitters and chairs, promenade deck, etc. At this time the ship was billed as a "Million Dollar Ferryship to Fairyland". The Catalina was at this time one of three vessels serving the Island. Both the Cabrillo and the Avalon, as well as the Catalina, operated at capacity loads, with two trips a day scheduled to the Island. The Pacific Electric Railway, the Big Red Cars, initiated direct trolley service to the new Catalina Terminal at Wilmington. During the depression, only a temporary slump in business was created.

Then on December 6, 1941, Santa Catalina was closed to the public and became a training area for the war effort. The SS Avalon was requisitioned by the WSA and given the task of transporting Merchant Marines to the Island. The Catalina and the Cabrillo were taken out of service for their own protection. The SS Cabrillo and the SS Catalina were requisitioned by the War Shipping Administration and sent to San Francisco where they were used as troop carriers between various staging areas and the troop ships.

Specifically, the Catalina attained an incredible record of carrying a total of 820,199 men, or more than any other Army Transport, throughout the war. She was also the first harbor craft in the San Francisco Bay area to have navigational radar installed. In 1946 the Catalina was withdrawn from service and offered back to her owners, Wilmington Transportation Co. She was repainted white and resumed her voyages to Avalon. The Cabrillo was offered back to her owners, but her owners declined to buy her back. The SS Avalon was reconditioned and returned to regular service some four months before the SS Catalina. In 1960 the Avalon was sold and scrapped. Of the original fleet, only the SS Catalina remains.

It should be pointed out that the Catalina has the only operational triple expansion reciprocating steam engine under registry in the entire United States at this time.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Arellanes, Lester Glenn, "The Big White Steamship", 1972 copyright.
2. L. A. Times Library, L. A. Mirror Square, 202 W. 1st Street, Los Angeles, California
3. Long Beach Coast Guard Marine Inspection Office, 300 S. Ferry St., Terminal Island, California
4. National Archives, Washington, D.C. 20408, the Industrial & Social Branch and the Modern Military Branch

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .30 N/A 86.

UTM REFERENCES

3734-920

A	<u>1,1</u>	<u>38,20,8,0</u>	<u>3,72,44,2,0</u>
	ZONE	EASTING	NORTHING
C			

B			
	ZONE	EASTING	NORTHING
D			

VERBAL BOUNDARY DESCRIPTION

The SS Catalina is docked at Berth 96 in Los Angeles Harbor, almost directly below the Vincent Thomas Bridge.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Barna Szabo, Chief Deputy, Fourth Supervisorial District 2/6/76

ORGANIZATION

County of Los Angeles,

DATE

(213) 974-1048

STREET & NUMBER

500 West Temple Street, Room 822

TELEPHONE

CITY OR TOWN

Los Angeles

STATE

California 90012

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

H. C. ...

DATE

1/27/76

TITLE

SHPO

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

W. ...

DATE

9/11/76

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

Robert B. Bellig

DATE

9/2/76

KEEPER OF THE NATIONAL REGISTER

Acting