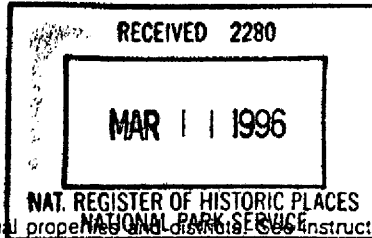


United States Department of the Interior
National Park Service



JAN 28 1996

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name San Pedro Municipal Ferry Building

other names/site number Los Angeles Maritime Museum

2. Location

street & number Berth 84, Foot of 6th Street not for publication

city or town San Pedro vicinity

state California code CA county Los Angeles code 037 zip code 90731

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 nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 3/7/96
Signature of certifying official/Title Date
State Historic Preservation Officer

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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:)

[Signature] 4.12.96
Signature of the Keeper Date of Action
Edson A. Beard

National Register of
Historic Places

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	
1		buildings
		sites
		structures
		objects
1	0	Total

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

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

-Transportation/Water Related

Current Functions

(Enter categories from instructions)

Recreation and Culture/Museum

7. Description

Architectural Classification

(Enter categories from instructions)

Moderne

Materials

(Enter categories from instructions)

foundation concrete

walls plaster

roof flat/composition roofing

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets, pages () through 3

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 individual distinction.
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 of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation/Maritime History

Architecture

Period of Significance

1941-1945

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Irvine, B. /Los Angeles Harbor Dept.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.) (see attached sheet)

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:

World Port Los Angeles/Harbor Dept. files

San Pedro Municipal Ferry Building
Name of Property

Los Angeles, California
County and State

10. Geographical Data

Acreage of Property 3.09 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	1	3	8	1	6	4	0	3	7	3	3	6	8	0
Zone	Easting				Northing									

3

Zone	Easting				Northing									

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Dr. Sheli O. Smith, Curator

organization Los Angeles Maritime Museum date September 26, 1995

street & number Berth 84, Foot of 6th Street telephone (310) 548-7618

city or town San Pedro state Calif. zip code 90731

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name City of Los Angeles
Department of Recreation and Parks

street & number 200 N. Main Street, Room 1330 telephone 213-485-5538

city or town Los Angeles state Calif. zip code 90012

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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

**National Register of Historic Places
Continuation Sheet**

San Pedro Municipal Ferry Building
Los Angeles County, California

Section number 7 Page 0

The San Pedro Municipal Ferry Building is a one and two story, irregularly massed building of cubic shapes with rounded convex and concave fluted and smooth corners and a large central tower. The building was constructed in 1941 of wood and plaster. In 1977 the building was remodeled for use as the Los Angeles Maritime Museum. Major changes included enclosing the original drive-through for cars, plastering over three large plate glass windows on the front elevation, and replacing the large "Municipal Ferry" lettering with the current "Los Angeles Maritime Museum" lettering.

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1 Narrative Description.
San Pedro Municipal Ferry Bldg. Los Angeles, Ca.

The Museum, is housed in the historic San Pedro Municipal Ferry Building. The building is located within the maritime park on the western bank of the main shipping channel in the Port of Los Angeles. The architectural style is Streamline Moderne with redundant curves and corner fluted columns. The 70,000 square foot building is divided into three wings and a tower. Two, tiered wings project north and south along the bank and out over the channel from a central, five story, octagon tower. A smaller, one and a half story wing projects west from the tower. The design is not symmetrical beyond the first tier of the north and south wings. The second tier of the southern wing is shorter but projects further west than the northern wing curving around to meet the westernmost wall of the western wing. The longer northern wing has its own entrance in keeping with its intended use as the offices for the Harbor Department. The slip in-between the two wings is designated Berth 84, giving the museum its waterborne address.

Most of northern wing was and still is divided into office space. The first floor of the northern wing was divided into ten offices, a large meeting room and two bathrooms. The main entrance for the northern wing leads to a hall and stairway. Three of the offices have their own entrances from the rear of the building while the rest are located off a hallway and entryway. The offices remain in their original configuration without modification except for one of the bathrooms which has been converted into a workshop. There were three offices, a large waiting room and a restroom upstairs. The offices and restrooms are still in their original configuration. The large waiting room has been modified into two galleries and the upper story exit for ferry loading has been sealed by windows.

The southern wing originally contained a lower story large waiting room, the cafe, and a long curving ramp which lead to the upper story walkways and waiting room. The lower story waiting room, the ramp and cross tower walkway areas have been converted into galleries. The southern upper story exit for ferry loading has been sealed off, as have all but two of the southern facing windows. The cafe and exit at the front of the building on the lower story have been converted into a gift shop. The main exit has been modified. The double doors at the southern end of the main exit have been replaced by a solid wall, leaving only the transom windows from the original exit. The entrance at the northern end of the same wall remains the same with glass brick still dividing the entrance from the now solid wall.

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National Register of Historic Places Continuation Sheet

Narrative Description

Section number 7 Page 2 San Pedro Municipal Ferry Bldg. Los Angeles, Ca.

The tower houses the massive lifting rams for the ferry loading ramp. The ramp has been removed and the two story opening facing the channel has been enclosed with windows. The lifting rams remain in place. The auto entrance also remains intact.

The entire building is constructed of frame and plaster. Half of the building sits on pilings out over the water. The lifting rams are integrally tied to the foundation and were put in place before the building was constructed. Both wings have flat roofs hidden by a two foot high parapet. The octagon tower has a peaked terra-cotta tile roof. The roof line runs north and south with the long axis of the tower.

Several specific features lend themselves to the graceful flow of the streamline architectural design. There are two rear decks that project out into the channel from the north and south wings. Their inside curvature forms the mouth of the slip where the ferry berthed and reflects the rear curvature of the building. On rear corners of the first tier of both wings are large glass brick windows which allow light into the interior but do not interrupt the smooth curve of the exterior design. Flat glass brick windows also adorn both the north and south wing entrances.

There are also numerous details in the exterior architecture which are purely aesthetic and elevate the graceful appearance of the building beyond a mere functional form. All of corners of the building including the tower corners are decorated with fluted columns, whose corner flutes project above the parapet. The parapet line is delineated with a bull-nosed, two inch offset. The front face of the tower forms the backdrop for a large clock, whose arms rotate in the open air. Originally brass letters denoting the "Municipal Ferry Building" graced the area around the clock. Today, identical brass letters inform visitors that the building houses the Los Angeles Maritime Museum. In addition to the clock and building title, three recessed signs indicated the ferry "Entrance," "Exit" and "Auto" entrance. The Exit and Auto signs have been removed and the recesses filled-in. The original Entrance sign remains.

In 1977 when the decision to house the Los Angeles Maritime Museum in the Ferry building was made, approximately half of the interior of the building was renovated. However, the renovations have only enhanced the exterior lines of the building and have not radically changed the interior spatial layout. For instance, the ramp which was originally completely enclosed, has been opened up, so that visitors can look down into the Main gallery from the ramp. The cafe and its long bar were removed but the space it occupied has retained its configuration. The remaining fifty percent of the facility has not been modified

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National Register of Historic Places Continuation Sheet

Narrative Description

Section number 7 Page 3 San Pedro Municipal Ferry Bldg. Los Angeles, Ca.

at all. The offices retain all their original red mahogany woodwork, and steam driven radiators. Most of the circa 1940 neon light fixtures have been updated, however, there are still offices with everything original including the 1940 blinds. Only the bathrooms which serve the public have been renovated. The bathrooms in the north wing remain unchanged down to their borax soap dispensers.

In 1977, at the same time interior renovations were taking place modifications were also taking place outside. The covered boat house on the backside of the building north of the main berth was eliminated. However, this did not effect the design or layout of the main ferry building. The grounds around the ferry building were re landscaped to go along with the intended museum and park theme usage. The area along the channel running north to 5th Street was laid out with sidewalks, palm trees and grass. This is called "Window on the Water Park." The area immediate in front of the building was also re landscaped with planters and trees. Very large museum objects are displayed in this area including a propeller from the *Queen Mary*, the bow of the *USS Los Angeles*, and numerous anchors. Sampson Way divides the exterior park into two long strips. The outside strip fronting on Harbor Blvd. displays the *Merchant Marine Memorial*, the mast of the *USS Los Angeles* and will soon display the statue of the *Fisherman*.

In addition, the outside was painted in 1977 and the color scheme changed from municipal tan to seafoam green. Over the years the green has faded to gray and the building is in need of repainting. Currently, the building is being painted according to the originally intended Streamline Moderne, tri-hue color scheme.

Today, as in the past, vessels surround the Museum on the waterfront side. Unfortunately, the ferries *Islander* and *Ace* have been scrapped, but the Museum's historic fleet of a World War II Normandy class tug boat along with examples of earlier 20th century fishing vessels, *Domani* and *Bornagain*, and a historic racing yacht, *Ocean Waif*, grace the waterfront side of the park. All of the Museum's vessels are included in the National Maritime Initiative List and are eligible in their own right for inclusion on the National Register of Historic Places, but are not included in this nomination. In addition, but not attached to the Museum nor included in this nomination, are the active tugs of Wilmington Transportation and NRHP fireboat Ralph J. Scott berth along the waterfront of the Park and adjacent to the Park. These vessels give visitors a wonderful view of a very active and vibrant port. From the outside, the building and waterfront activities look much the same as they did in 1941, although the harbor and port technology surrounding the Museum have changed the dramatically.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 1

Narrative Statement of Significance
San Pedro Municipal Ferry Bldg. Los Angeles CA

Significance of Property

The Los Angeles Maritime Museum (originally the San Pedro Municipal Ferry Building) meets the National Register of Historic Places (NRHP) criteria A and C as a property that embodies the distinctive characteristics of the Streamline Moderne architectural movement of the late 1930s and is associated with the maritime transportation development of the Port of Los Angeles during the wartime (1941-1945) heyday of shipbuilding and commercial fishing. The building has already been designated a Historic-Cultural Monument (#146) by the City of Los Angeles.

Under Criterion A (property that is associated with events that have made a significant contribution to the broad patterns of our history), the San Pedro Municipal Ferry Building is eligible for inclusion in the NRHP because of its role in the development of transportation networking and the growth of the Port of Los Angeles. Today the Port of Los Angeles is the largest and busiest port in the United States and within the first five of the top-ranking ports of the world. This would not have happened had it not been for the construction of this ferry building and its role in the movement and networking of peoples and goods to and from the industry and military complex on Terminal Island. Terminal Island, originally a narrow strip of land in the center of San Pedro Bay has been continually enlarged since the last quarter of the nineteenth century. Its central location and easy shipping access made it a prime location for the build up of shipyards and military bases. By World War II, Terminal Island housed the home of the Pacific Fleet, the naval air station of Reeves Field, the largest collection of fishing canneries in the world, and two large shipyards.

The need for expanded ferry service to keep up with the burgeoning industrial growth of the Port of Los Angeles was recognized in the early 1930s. However it took the remainder of the decade to get the project designed and funded. Several events occurred during the 1930s statewide, nationally and internationally that helped the project along. Statewide and nationally bridges were supplanting ferry services as America's highway systems continued to expand and connect cities. The completion of the Golden Gate and Bay bridges in San Francisco placed used ferry mechanisms and ferries on the open market. Los Angeles was able to take advantage of these sales and purchased the massive ram lifting mechanism from San Francisco. The ferry, *Islander* was purchased second hand from Puget Sound "Mercer." In addition to America's burgeoning highway construction, the introduction of new mechanized canneries and component shipbuilding techniques in the Port of Los Angeles placed the harbor

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National Register of Historic Places Continuation Sheet

Section number 8 Page 2 Narrative Statement of Significance
San Pedro Municipal Ferry Bldg. Los Angeles CA

at the forefront of these industries. To accommodate all the needs of the port industries including oil exploration & refining, cargo disbursement, the navy, the airforce, fishing canneries, and shipbuilding the Harbor Department expanded the land mass of Terminal Island. Thus, the military, shipbuilding and fishing were compactly situated in the center of the harbor while the oil rich marshlands remained clear for exploration. The largest obstacle to this port design was movement of people and goods to and from the island. A four track draw bridge connected the island to the mainland at Badger Street in Wilmington and alleviated the major obstacle for moving cargo back and forth. Ferries moved the workforce, but they could not keep up with the increase and industry needs on the island. Therefore, the City of Los Angeles set about rectifying the problem. They chose to enlarge the ferry facilities in San Pedro, located at Berth 85 adjacent to the terminus stop of the Pacific Electric Train, known as the "Red Car." By choosing this location the land mass transit system would neatly link to the water transportation and easily accommodate the workforce commuting to Terminal Island.

Design responsibility for the new ferry building was assigned in-house to the city Architectural Depart. and overseen by the Harbor Department. Design of the building got underway in the mid-1930s and reflects the Streamline Moderne architectural style evident in municipal buildings throughout the City of Los Angeles and around its port.

The project ebbed and flowed with vagaries of the depression economy throughout the 1930s. Finally, the eminent onslaught of World War II forced the City to act. Construction on the building began in 1941 and due to the pressure of the War effort, was completed a year later in August of 1942. The San Pedro ferry building and its complement, the Terminal Island ferry building immediately began serving commuting passengers and vehicles. The 1000 foot trip across the main channel took three minutes and ran continually throughout the day. Hundreds of people streamed through the terminal daily to work at the canneries or in the shipyards. During the war thousands of sailors departed for the Pacific theater from the naval base on Terminal Island. Each and every one of them took the ferry.

After the war the shipyards turned to dismantling the massive fleet and the workers continued to commute on the ferry. The canneries and their revolutionized machinery for processing tuna, sardines and mackerel made Los Angeles home to the largest fishing fleet in the Pacific. The flow of commuters continued.

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Section number 8 Page 3 Narrative Statement of Significance
San Pedro Municipal Ferry Bldg. Los Angeles CA

Between the opening of the Municipal Ferry Building in 1942 and the termination of ferry service in 1963 over 7 million passengers utilized the ferries to commute to and from work. An additional 70,000 vehicles rode across the channel on the deck of the *Islander*. Then in the late 1950s the road & bridge building movement caught up with the Port of Los Angeles. A tall suspension bridge was designed and funded to link Terminal Island with the ever expanding freeway system of the Los Angeles. In 1963 with the completion of the Vincent Thomas Bridge less than a mile up the channel from the Municipal Ferry Building, the ferry service was forced to discontinue. By law, in California, ferries cannot operate within a mile of a public toll bridge. Thus, the San Pedro/Terminal Island ferry service ceased on November 14, 1963.

For the next 12 years the office space on the northern side of the San Pedro Municipal Ferry Building continued to house the Los Angeles Harbor Department. The slip and southern access to the water was rented out to a private water taxi business. The ferries were sold.

In 1975, due to the rapid growth in the port, the Harbor Department moved to a new, larger office building at the corner of Palos Verde and 5th Street. While the Harbor Department and City officials contemplated what to do with the old ferry building, the people of San Pedro started a grassroots movement to save the historic building from the wrecking ball that was busily demolishing the sister ferry building on the opposite side of the channel. By 1977 the people of San Pedro had won the day and through their public endeavor garnered city funding to renovate the interior of the ferry building for its new intended use as a maritime museum.

The Los Angeles Maritime Museum was officially opened in January of 1980. Each year over 150,000 visitors enjoy the Los Angeles Maritime Museum and its surrounding park grounds which run along the channel's western edge between 5th Street and the commercial property just beyond 6th Street, and extends westward to Harbor Boulevard. The echo of footsteps and voices is once again heard throughout the building where people can now view the history of the Port of Los Angeles and discover the numerous features of the interior that represent the building's former use as a ferry terminal. The building itself is a continual reminder of the effort and mode of transportation that is the foundation of the Port of Los Angeles, past, present and future.

Under criterion C (property that embodies the distinctive characteristics of a type, period or method of construction) the San Pedro Municipal Ferry Building is eligible for inclusion in the NRHP because of its distinctive streamline Art Deco design which is rapidly vanishing from the face of the Los Angeles port area.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 4 Narrative Statement of Significance
San Pedro Municipal Ferry Bldg. Los Angeles CA

Once considered a modern edifice reflected in the face of turn-of-the-century architecture in the surrounding San Pedro commercial buildings, that has now dramatically changed. The once infamous Beacon Street has vanished and the earlier architecture along with it, leaving only the WPA era post office, the 1920s city hall and the old ferry building as reminders of eras and architectural styles gone by. The elegant curved lines of the ferry building and its preeminent location on the main channel, justify the often used title, "gem of the port."

The streamline architectural style, much like those of a ship, lends itself to its modern use as a maritime museum. This in combination with the restrained renovation of the 1970s has only heightened the interior and exterior ambiance of the Art Deco design. The architectural style in combination with the building's role in the development of Maritime transportation and the Port of Los Angeles make the San Pedro Municipal Ferry Building deserving of inclusion on the National Register of Historic Places.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1 San Pedro Municipal Ferry Bldg. Los Angeles, Ca.

Bibliography

Los Angeles Maritime Museum Photo Collection.

1977-Pres Photographs of Renovation of Ferry Building and modern use of the building. LAMM Photo Archive, San Pedro, CA

News Pilot

1.30.1941 *Terminal Island Ferry Voted on by Harbor Commission.*
8.8.1941 *Parade Opens Ferry Building*
11.9.1963 *Ferry Shuts Down*
5.11.1968 *Citizens Fight to Save Ferry Building*
6.15.1977 *Ferry Building Saved*
8.1.1978 *Ferry Building Converted into Museum*
2.21.1992 *Maritime Museum Will Celebrate 50th Year*
10.13.1992 *Maritime Museum Celebrates 50 Years of Memories*
Copley Publishing, San Pedro, CA.

Port of Los Angeles Harbor Commission Files

7.15.1933 *Economic Survey for a Ferry Service*
1.21.1941 *Establishment of a Ferry Route*
5.19.1942 *Small Ferry Survey*
11.9.1963 *Harbor Commission Action to Shut Down Ferry*
9.17.1975 *Ferry Building Nomination for Los Angeles Cultural Monument*
World Port Los Angeles, San Pedro, CA.

Port of Los Angeles Historic Photo Collection

1940-63 Photographs of the Ferry Building from its construction through its renovation. LAMM Photo Archive, San Pedro, CA

Port of Los Angeles Records

1940-63 Port Tariffs #2. World Port Los Angeles, San Pedro, CA.

Weinman, Lois J.

1978 *Los Angeles/Long Beach Harbor Areas Cultural Resource Survey.* Army Corps of Engineers, Los Angeles District.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 10 Page 1 Boundry Justification
San Pedro Municipal Ferry Bldg. Los Angeles, Ca.

Park Parcels attached to the Los Angeles Maritime Museum

All that portion of those certain tidelands of the Rancho Palos Verdes as permap recorded in Book 2, pages 543 to 545, inclusive, of patents, in the office of the County Recorder of Los Angeles County, bounded and described as follows:

Commencing at the intersection of the centerline of 6th Street, 60 feet wide, with the centerlin of Harbor Boulevard, as shown in the Field Book 1162, page 4 in the office of the Chief Harbor Engineer of the City of Los Angeles; thence North 89°47'23" West 238.87 feet; thence South 72°31'21" East 258.49 feet to the point of Beginning, said point being a point in the US Pierhead line known as Station 135 as shown on the US Harbor Lines, approved by the Secretary of the Army on August 31, 1966, said station 135 has coordinates of North 4,017,248.490 East 4,203,697.340, Zone 7, of the California coordinate System, North American Datum of 1927; thence South 10°18'20" East 168.61 feet along said US Pierhead line; thence South 79°41'40" West 144.71 feet; thence North 10°18'20" West 110.00 feet; thence South 57°21'14" West 69.05 feet; thence North 7°53'33" West 119.25 feet; thence North 1°10'30" West 92.69 feet to a point in a non-tangent curve concave to the East having a radius of 21 feet; a radial line of said curve which passes through said point bears South 15°25'52" West; thence northerly along saidcurve through a central angle of 73°23'38" an arc distance of 26.90 feet; thence North 1°10'30" 595.00 feet; thence South 69°28'17" East 85.00 feet; thence South 26°59'42" East 73.66 feet; thence South 7°01'04" East 251.18 feet; thence South 3°31'04" 108.07 feet; thence North 48°08'00" East 14.13 feet; thence South 1°10'30" East 95.00 feet; thence North 88°49'30" East 70.00 feet to a point on said US Pierhead line; thence South 1°05'26" East 168.00 feet along said Pierhead line to the True point of Beginning, consisting of 134,467 square feet or 3.09 acres.

This boundary includes the historic building and the immediate surrounding area retaining integrity. (See Section 10, Page 2 for Boundary Description and Section 10, Page 3 for Boundary Sketch Map.)

United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

Boundary Justification

Section number 10 Page 2 San Pedro Municipal Ferry Bldg. Los Angeles, Ca.

The following descriptions and map include, ;

- the historic San Pedro Municipal Ferry Building (0.97 acres),
- the park area along the channel to the north of the building known as, "Window on the Water Park," (1.25 acres),
- the park area to the south of the building that contains the bow of the USS Los Angeles CA-135 (0.25 acres), and
- the berthing areas on the waterside of the Museum where the historic vessels are docked (0.62 acres).

This totals 3.09 acres.

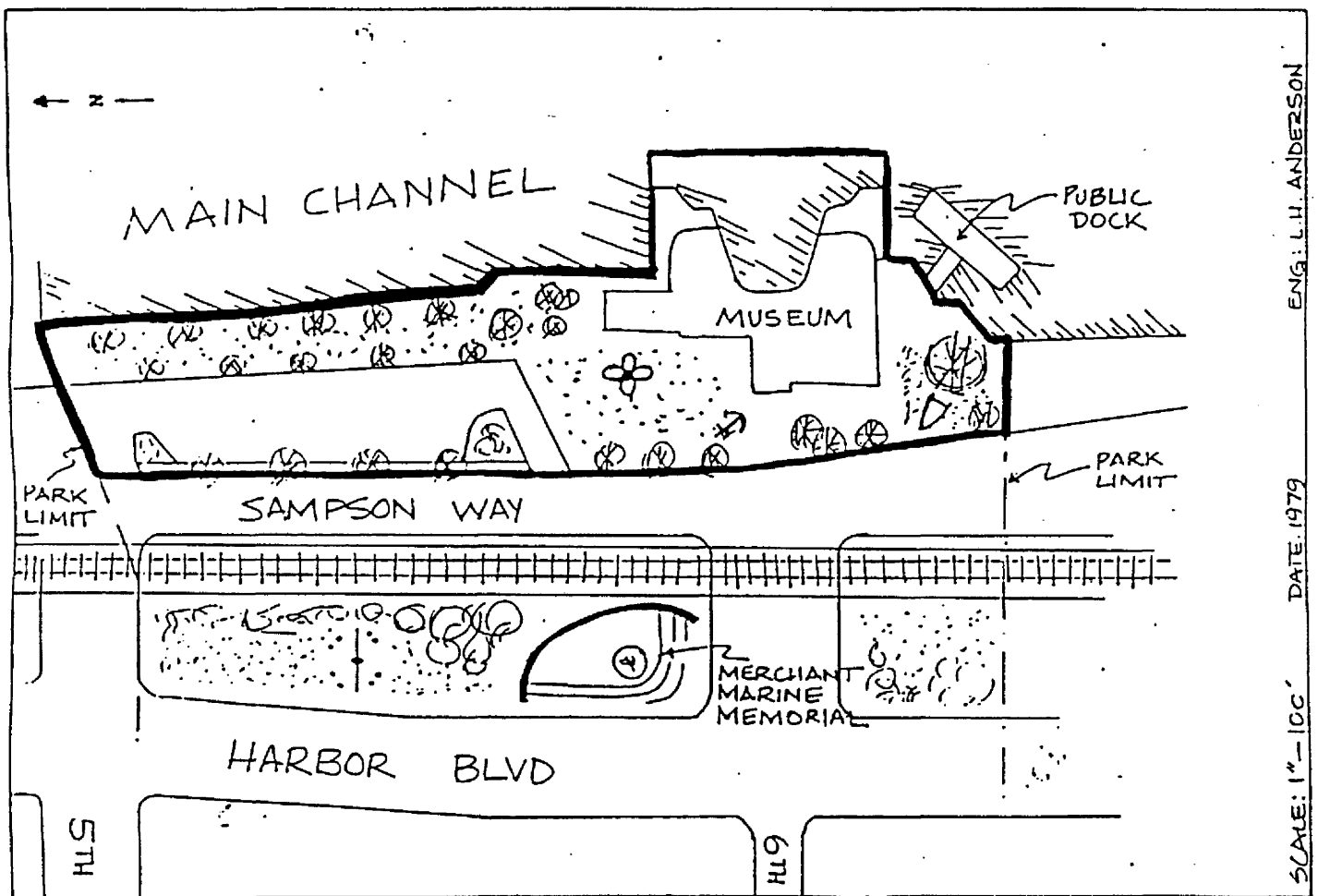
United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Additional Documentation

Sketch Map

Section number 10 Page 3 San Pedro Municipal Ferry Bldg. Los Angeles, Ca.



ENG: L.H. ANDERSON

DATE: 1979

SCALE: 1" = 100'

The outlined, highlighted lines are the boundary lines which comprise the 3.09 Acres.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Additional Documentation
Photographs

Section number _____ Page 3 San Pedro Municipal Ferry Bldg. Los Angeles, Ca.

List of Photographs

1. San Pedro Municipal Ferry Building Under Construction, Oct. 30, 1941
View: Looking East/North/East Los Angeles Ca.
LA Harbor Dept.:157H Negative in Harbor Dept. files. Photographer unknown
2. San Pedro Municipal Ferry Building; First Day Under Full Operation, Sept. 4, 1942
View: Looking East/North/East Los Angeles, Ca.
LA Harbor Dept.:384H Negative in Harbor Dept. Files Photographer unknown
3. San Pedro Municipal Ferry Building
Mar. 10, 1943
View: Looking East from 6th Street, San Pedro. Los Angeles, Ca.
LA Harbor Dept.:418H Negative in Harbor Dept. Files Photographer unknown
4. San Pedro Municipal Ferry Building/Los Angeles Maritime Museum
August 1995 Dr. Sheli Smith Photographer negative L.A. Museum files
View: East Elevation Los Angeles, Ca.
5. San Pedro Municipal Ferry Building/Los Angeles Maritime Museum
August 1995 Dr. Sheli Smith Photographer negative L.A. Museum files
View: West Elevation Los Angeles, Ca.
6. San Pedro Municipal Ferry Building/Los Angeles Maritime Museum
August 1995 Dr. Sheli Smith Photographer negative L.A. Museum files
View: North Elevation Los Angeles Ca.
7. San Pedro Municipal Ferry Building/Los Angeles Maritime Museum
August 1995 Dr. Sheli Smith Photographer negative L.A. Museum files
View: South Elevation Los Angeles, Ca.