

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED **JUL 22 1980**
DATE ENTERED

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

1 NAME

HISTORIC

Los Angeles Harbor Light Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Los Angeles Harbor (San Pedro Breakwater)

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Los Angeles

VICINITY OF

35

STATE

CODE

COUNTY

CODE

California

1980

Los Angeles

037

2 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" 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 type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)

Eleventh Coast Guard District

STREET & NUMBER

Union Bank Building, 400 Oceangate

CITY, TOWN

STATE

Long Beach

VICINITY OF

California 90822

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Eleventh Coast Guard District (flp)

STREET & NUMBER

Union Bank Building, 400 Oceangate

CITY, TOWN

STATE

Long Beach

California 90822

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

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 type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input 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

Los Angeles Harbor Light Station is a single structure, with associated facilities, situated upon the San Pedro Breakwater 2.1 miles west of San Pedro in the Los Angeles Harbor. (Enclosures 1 through 9).

The breakwater, upon which the lighthouse is situated, is a man-made, monolithic block of concrete constructed in 1910. Only the lighthouse and that portion of the breakwater upon which the lighthouse is situated is to be considered for nomination. The harbor surrounding the lighthouse is heavily used by international shipping.

The lighthouse is primarily a cylindrical, five-story, plain concrete structure built in 1913 at a total cost of \$35,971.49. The lighthouse has a structural steel framework throughout. The first story and deck above are octagonal in plan and covered with steel plates. The second story is dodecagonal in plan and the third, fourth, and fifth stories are cylindrical. Surmounting the tower is a cylindrical, helical-bar lantern, the focal plane of which is 59 feet above the top of the pier. The lantern gallery has a circular cast iron parapet in twelve sections with bronze panels.

The lighthouse is equipped with sophisticated equipment, including:

Green light which emits 215,000 candlepower beam, and can be seen approximately 22 miles away.

Electrical air oscillator, pure tone, type fog signal which can be heard up to two miles away, and is located on the second floor.

Radio beacon signal which is synchronized with Point Conception and Point Loma, and can be picked up by ships 75 miles away. It is located on the fifth floor.

All equipment in the lighthouse is augmented by auxillary warning systems, which are monitored by the shore station at Terminal Island.

In the past, facilities on the light included a kitchen, with dual water tanks (3rd floor), and sleeping accomodations for four men without families (2nd floor). Supplies were loaded at a dock connected to the breakwater adjacent to the station.

Since 1971, personnel have not been stationed at the light and all domestic equipment has been removed or is unservicable. The aforementioned dock was destroyed during servere weather conditions by a tidal wave.

A major alteration on the lighthouse was the removal of an exterior balcony surrounding the lighthouse which can be envisioned by the now sealed concrete doorway on the fifth floor (enclosure (5)) and the sealing up of all windows up to the third floor.

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 type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input 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 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

The long seaboard of rugged cliffs and pounding surf contained no protecting harbors or coves when Cabrillo worked his way up the Coast. Historians claim that he took shelter in the lee of Point Fermin, for he named this wide bay Bahia de los Humos (Bay of Smokes) because some Indians had rubbed two sticks together and set fire to the grass on the mainland for one of their periodic rabbit drives. This was in 1542, just fifty years after Columbus had proved that the earth was round.

On November 26, 1602 Sebastian Vizcaino arrived, surveyed the countryside and named it the Ensenada de San Andres, believing it to be that saints day. He was a bit confused, however, as to days in the Catholic calendar, and it remained for Cabrera Buena in 1734 to bestow, correctly, the name San Pedro, in honor of St. Peter, on the port.

The first settler in the harbor district was Juan Jose Dominguez who received a grant of land bordering on the Los Angeles River where it empties into the sea. Here in 1784, he established the first of the great California ranchos, extending from Redondo to encompass most of the present areas of San Pedro and Wilmington.

The early development of San Pedro Harbor owes much to Phineas Banning who started a freight business here in 1951.

During all this time, the contours of the bay remained as unchanged as when first beheld by the eyes of Cabrillo 300 years before. There was less than two feet of water covering the entrance to the inner harbor at low tide and this proved a handicap to the town of Wilmington. To remedy this defect, Banning set off for Washington, where, in 1872, he secured the first government appropriation to build a breakwater in order to convert an open roadstead into a harbor.

In 1909, the two towns of San Pedro and Wilmington were annexed to Los Angeles. This same year the breakwater was started.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

ACREAGE NOT VERIFIED

UTM NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than one(1) acre. (.96)

UTM REFERENCES

A	1 1 1	B	8 4 3 5 0 0	3 7 3 0 1 0 5	B			
	ZONE		EASTING	NORTHING		ZONE	EASTING	NORTHING
C					D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

Walter Evans
 NAME
 Walter Evans, Chief, Logistics and Property Branch, 22 March 1977
 ORGANIZATION DATE
 Eleventh Coast Guard District, Union Bank Bldg. FTS 984-9338
 STREET & NUMBER TELEPHONE
 400 Oceangate
 CITY OR TOWN STATE
 Long Beach, California 90822

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

SEP 22 1977

YES NO NONE

Walter Evans
 STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local.

FEDERAL REPRESENTATIVE SIGNATURE *Robert H. ...*
 TITLE *Environmental affairs specialist* DATE *10/28/77*

FOR NPS USE ONLY

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

Bruce Van Duzer DATE *10-24-80*
 DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION KEEPER OF THE NATIONAL REGISTER
 ATTEST: *Patricia Andrews* DATE *10/16/80*
 KEEPER OF THE NATIONAL REGISTER

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CONTINUATION SHEET

ITEM NUMBER 7

PAGE 2

The lighthouse contains associated facilities, including:

(a) Quarters building, located adjacent to the lighthouse, is a 40'x 32' T-shaped, 21'4" tall two-story plain reinforced concrete structure with a flat shaped roof. The structure was built in 1942 and contains porthole windows which have since been sealed up. These porthole windows were used during the war to allow the cables for submarine nets to attach to winches housed in the quarters building. Presently the ground floor is used for equipment storage and consists of one large room. The second floor consists of two small bedrooms, a large living room, and a bathroom with shower.

(b) Oil house, located approximately 50' away is a 13'x 31' rectangular shaped 9' tall one-story plain reinforced concrete structure with a flat shaped roof. The structure was built in 1938 and contains wood casement windows which have since been sealed up. The building consists of two rooms, each houses a 700 gallon oil tank.

Until 1970 the station generated its own power by a gasoline powered generator. At that time a conduit was built along the mainland side of the breakwater. This concrete conduit houses electrical power and communication lines. The facilities presently utilize power from this source to operate the equipment. The generator is still housed on the first floor of the light and is utilized as an auxillary power source.

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

LOS ANGELES HARBOR LIGHT

Whenever a deep-sea ship arrives on her maiden voyage in Los Angeles Harbor, the master is presented with a plaque by the Los Angeles Harbor commissioners. Etched on these plaques is a likeness of Los Angeles Harbor Lighthouse, considered the city's official greeter. It has been a landmark and seamark on the tip of the San Pedro Breakwater since 1913.

Designed and built different from any other West Coast lighthouse, the tower, in a way of speaking, is in the same condition as the Tower of Pisa. Many years ago a furious gale struck, sending seas slamming into the lighthouse, repeatedly bathing it in salt water. Standing defiant on a giant block of reinforced concrete, the sentinel was buffeted for five days. Everything was tightly dogged, as the lighthouse, supported by strong pilasters, constantly fended off the driving seas. When the tempest quieted, the lighthouse was left with a scar that has never healed. The keepers complained that walking inside their domicile seemed a greater effort than before. A plumb line was dropped from the lighthouse gallery to the ground, and to the amazement of all, the lighthouse was found to have a slight tilt toward the shore.

But, there was no need for alarm as the engineer who designed the structure had allowed for such eventualities. Heavily braced structural steel framework with concrete plaster walls were used in the construction to allow for realignment when unequal settling of the breakwater demanded it. Thus, the lighthouse is both safe from settling and from earthquakes.

The two-mile long jetty on which the lighthouse stands is often inundated by wind-whipped seas and keepers have frequently been marooned. On some occasions the fuel supply has given out, and though the storage house was but 30 feet away from the lighthouse, nobody dared step outside for fear of being swept off the jetty. Cooking by a blow torch was sometimes a necessity. Windows have been shattered 35 feet above the sea, and salt water has reached the top of the 73 foot tower in severe sea and wind conditions.

One night, several years ago, the keeper on duty was alarmed by the frightening sound of grinding steel immediately outside the station. Terrified, he leaped to his feet, stumbled, fell, smashed his pipe, and sprained his finger. Struggling again to his feet, he rushed to the nearest window where to his surprise he saw running lights, then the eerie silhouette of a giant battleship. Striking the jetty a glancing blow, the dreadnaught had careened back into the channel. The vessel went on to her destination with only a few scratches and the episode was marked "confidential" in Navy files. The keeper, to say the least, was more than a little shaken up for on May 7, 1912, just a few months before the completion of Los Angeles Light, the steamer ROANOKE collided with the San Pedro Entrance Light in a dense fog and leveled the structure.

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ITEM NUMBER 8

PAGE 3

Los Angeles Light has been featured in television programs, fact and fiction, and has been witness to the fantastic harbor growth at Los Angeles, one of the world's greatest man-made ports. Complete with its fog signal and radio beacon, the unusual leaning lighthouse stands as a monument to its architect and builders. Although nature bestowed little in the way of protection upon the great harbor that we now call San Pedro, the hand of man has transformed this open anchorage into one of the world's safest seaports.