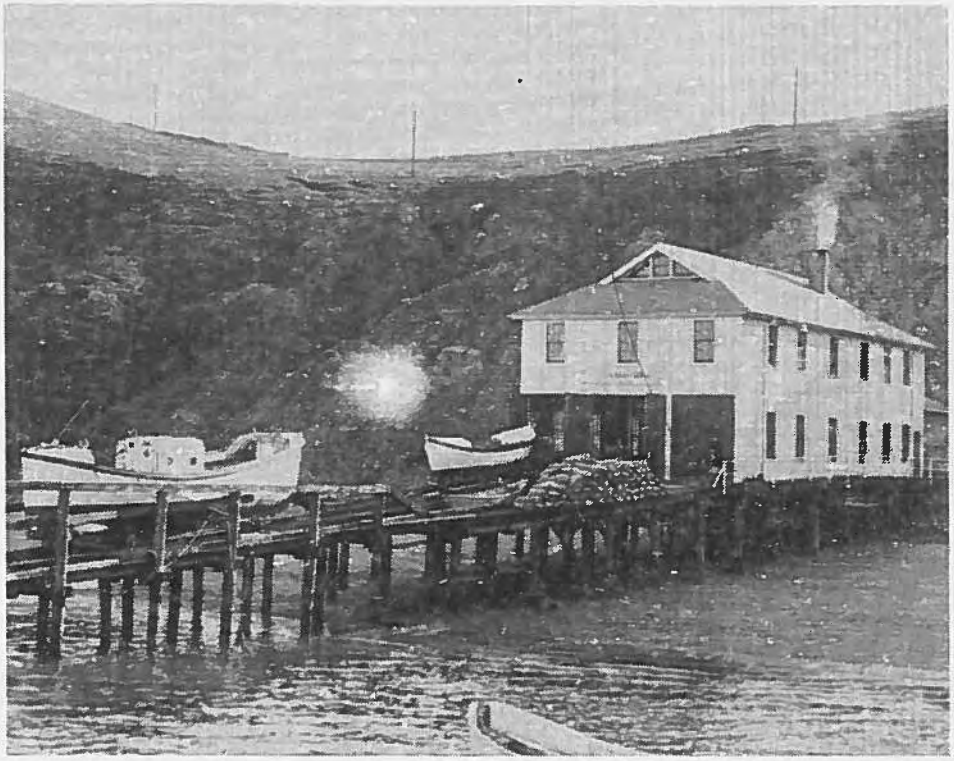
The History and Architecture of the POINT REYES LIFEBOAT STATION

Drakes Bay
Point Reyes National Seashore, California



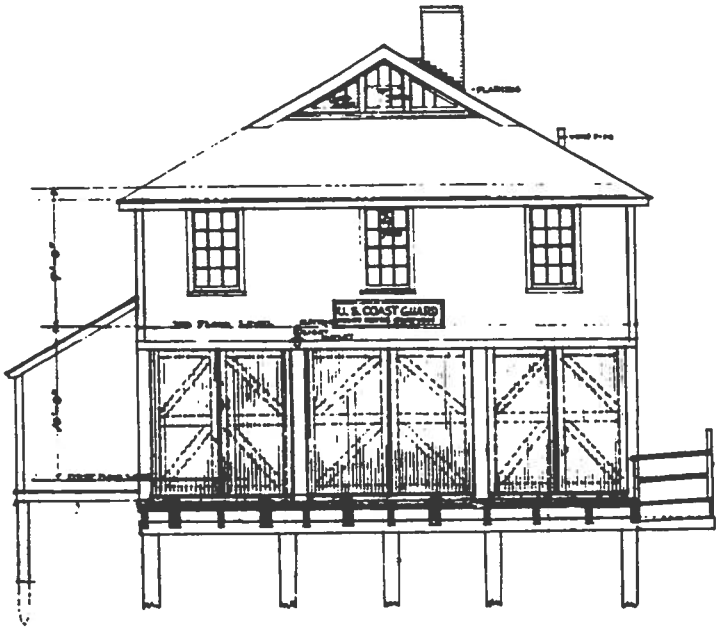
BY DEWEY LIVINGSTON AND STEVEN BURKE

Historic Structure Report

NATIONAL PARK SERVICE
Point Reyes National Seashore

The History and Architecture of the
POINT REYES LIFEBOAT STATION

Drakes Bay
Point Reyes National Seashore, California



by
DEWEY LIVINGSTON
HISTORIAN, POINT REYES NATIONAL SEASHORE
and
STEVEN BURKE
HISTORICAL ARCHITECT, DENVER SERVICE CENTER

Historic Structure Report
Point Reyes National Seashore

POINT REYES
NATIONAL PARK SERVICE
1991

Produced by Design Central, Point Reyes National Seashore

This publication has been financed in part with federal funds from the National Park Service, Department of the Interior. The mention of trade names or commercial products does not constitute endorsement or recommendation by the Department of the Interior.

The Bicentennial Lighthouse Fund receives federal funds from the National Park Service. Regulations of the U.S. Department of the Interior strictly prohibit unlawful discrimination in departmental federally assisted programs on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of federal assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, National Park Service, Post Office Box 37127, Washington, D.C. 20013-7127.

Table of Contents

I. Administrative Section i
A. Introduction i
B. Management and Proposed Use of the Structures ii
C. Purpose of the Report ii
D. Preservation Objectives iii
E. Storage of Archival Materials iv
F. Acknowledgements iv

PHYSICAL HISTORY

II. History of Point Reyes Lifeboat Station 1
A. Statement of Significance (from NHL Nomination) 1
B. Introduction 3
C. United States Life-Saving Service at Point Reyes 4
1. Brief History of U. S. Life-Saving Service 4
2. Construction of Point Reyes Life-Saving Station 5
3. The Surfman's Routine at Point Reyes 12
a. Beach Patrol and Lookout 14
b. Surfboats 15
c. Beach Apparatus 19
d. First Aid and Resuscitation 22
e. Signaling 22
4. Rescues and Shipwrecks at Point Reyes, 1890-1927 24
5. Operations, 1890-1915 27
6. Last Years of the Old Station 34
7. Life-Saving Service Cemetery 35
D. United States Coast Guard Lifeboat Station 37
1. Land Purchase, Planning, and Construction 37
2. Staffing and Quarters 59
3. Routine at Point Reyes Lifeboat Station 57
a. Entering Duty in the Coast Guard Lifeboat Station 57
b. Accommodations 59
c. Day-to-Day Routine at Point Reyes Lifeboat Station 61
d. Inspections 63
e. World War II and Postwar Years at Point Reyes 66
f. Character of Point Reyes Lifeboat Station 70
g. Navy Operations at Point Reyes 71
4. Rescues and Shipwrecks 74
a. Henrietta 74
b. Hartwood 75
c. Richfield 78
d. Munleon 80
e. Cliff Rescue by Surfman Toth 82
f. Tai Yin 83

g. Novo 84
h. San Domenico 84
i. E. Antoni and Grounding of Motor Lifeboat 4467 85
j. Junta 86
k. United DC-3 88
l. Abandonment of Shasta 90
m. Henry Bergh 91
n. Grounding of Motor Lifeboat 36389 94
5. The Tragedy on Board Motor Lifeboat 36542 95
6. Lifeboat Station Utilities 97
a. Water Systems 97
b. Electrical System 104
c. Radio Communications 105
7. Remodeling and Improvements in the 1930s 109
8. Remodeling and Improvements During the 1940s 111
9. Remodeling and Improvements During the 1950s 120
10. Last Decade of Operation, 1958-1968 124
11. Disestablishment and Transfer of Property 125
12. Park Service Ownership 129

III. Construction History 133
A. Brief Chronology of All Structures at Point Reyes Lifeboat Station .. 133
B. Location Map and Historical Base Map 136
C. Historical Maps and Drawings 138

ANALYSIS

IV. Architectural Analysis,
Point Reyes Lifeboat Station Boathouse 179
A. Introduction 179
B. Assessment of Character-Defining Features/Existing Conditions 179
1. Exterior 179
a. Character-Defining Features 179
b. Wall Surfaces and Openings 181
c. Windows and Doors 183
d. Wood Doors and Door Hardware 185
e. Roof 188
f. Walkways and Stairs 190
g. Exterior Stair 190
h. Launchway 192
i. Site Features and Ancillary Structures 193
2. Interior 195
a. Character-Defining Features 195
b. First Floor 195
c. Second Floor 202
3. Existing Structural Conditions 210

4. Existing Mechanical System 211
5. Existing Electrical Conditions 212
6. Existing Plumbing System 213
C. Physical Chronology, Boathouse 214
D. Missing or Deteriorated Historical Features 227

V. Significant Findings and Recommendations 231
A. Pier and Rail System 231
B. Boathouse Exterior 232
C. Boathouse Interior 234
D. Other Structures 235

VI. Evaluation of Effect of Recommended Treatments 236

VII. Recommendations for Future Investigation 238

APPENDIX A - Description of Other Buildings at Point Reyes Lifeboat Station 239
APPENDIX B - U. S. Coast Guard Motor Lifeboat Number 36542 255
APPENDIX C - List of Classified Structures, PORE (excerpt) 261
APPENDIX D - National Register Nomination Forms (1989) 267
APPENDIX E - Trip Report, Historical Architect and Structural Engineer . . . 291
APPENDIX F - Field Notes, Historian and Historical Architect 297
APPENDIX G - Notes by Robert M. Cox, former WRO Historical Architect . . . 307
APPENDIX H - Examples of Inspection Report (1934) and Station Log (1939) . 311

VII. Bibliography 323

Abbreviations

NA	National Archives, Washington, D.C.
MCRO	Marin County Recorders Office, San Rafael
PRNS	Point Reyes National Seashore
PSR	National Archives, Pacific Sierra Region, San Bruno
RG	Record Group (National Archives system)
USCG-A	Coast Guard Real Property Division, Coast Guard Island, Alameda
USCG-O	Coast Guard Engineering Office, Oakland
USCG-W	Coast Guard Historian's Office, Washington, D.C.
WRO	Western Regional Office, National Park Service

I. Administrative Section

A. Introduction

The Point Reyes Lifeboat Station, consisting of six buildings, eight structures and one historic lifeboat, is located on the scenic eastern side of the Point Reyes Headlands, on Drakes Bay in Point Reyes National Seashore, Marin County, California. The earliest structures within the complex were constructed in 1926-27. The facility was in use as a fully staffed Coast Guard Lifeboat Station for 41 years until closing in December, 1968.

Congress established Point Reyes National Seashore on September 13, 1962; in 1969 the lifeboat station was transferred from the United States Coast Guard to the National Park Service. For many years the park used the boathouse for boat storage and has continued to use the former residence for housing of park staff.

The Point Reyes Lifeboat Station was determined eligible and listed in the National Register of Historic Places in 1985. The complex was nominated as a National Historic Landmark in 1989, and was designated such in January, 1990. The structures at the lifeboat station have been placed on the park's List of Classified Structures (LCS).

The historic structures at Point Reyes Lifeboat Station are: small water storage tank at residence (PR-116, built 1927); large water storage tank at residence (PR-117, built ca. 1935); 1-car residence garage (PR-118, built 1927); pumphouse (PR-119, built 1935); stone faced wall (PR-120, built 1940); small water storage tank at boathouse (PR-121, built ca. 1954); large water storage tank at boathouse (PR-122, built 1960); fire pumphouse (noncontributing, PR-123, built ca. 1946); low rock retaining wall (PR-124); boathouse (PR-125, built 1926-27); launchway, and dock (PR-125.5, 1927, rebuilt 1946); three-stall garage (PR-126, built 1927); Officer-in-Charge residence (PR-159, built 1926-27); fuel tanks (installed ca. 1955); and Coast Guard motor lifeboat (No. 36542, built 1953).

B. Management and Proposed Use of the Structures

The Point Reyes National Seashore General Management Plan (1980) calls for the preservation and interpretation of station resources and adaptive restoration of the boathouse, garages, and residence. The Seashore's Interpretive Prospectus (1989), Statement for Management (1990) and the Cultural Resources Plan (1987) also specifically state that the site should be adaptively restored and interpreted for the public, while preserving the historic integrity of this National Historic Landmark.

Adaptive restoration of the boathouse was completed during the summer of 1990. The boathouse is now in use as an educational facility with overnight lodging and kitchen, with groups of up to 25 using it for residential environmental and maritime education. The boat room, in use as a museum of the station's history, is being equipped with original accoutrements of the Coast Guard era, including ship nameboards that have been returned to the room's walls after an absence of almost 25 years. Coast Guard motor lifeboat No. 36542, one of the station's original boats, is again in residence in the boatroom and is currently undergoing stabilization and preservation maintenance. The residence and garages are maintained and used by a resident park ranger and his family.

The use of the structures, with the exception of the boathouse, may change in the future. Possibilities are now being explored for adaptive reuse of the residence and garages as additional classroom and dormitory space. As presented in a variety of park documents, the lifeboat station is to be preserved and interpreted to the public; the documents do not authorize any private or concession use of the structures in the future.

C. Purpose of the Report

This Historic Structure Report (HSR) for the Point Reyes Lifeboat Station was funded by a 1990 Bicentennial Lighthouse Grant administered by the California State Office of Historic Preservation. Public Law 101-121 earmarked Fiscal Year 1990 funds for the Bicentennial Lighthouse Fund.

Consistent with Seashore management and planning documents, the purpose

of this HSR is to provide guidance for management to ensure the long-term preservation and protection of the lifeboat station, specifically for the boathouse and launchway. This structure is highlighted in this report as the dominant building and attraction in the complex which receives the heaviest use. More specific goals of this report are: 1) to gather into one document all existing pertinent data for guiding future management actions; 2) to provide guidance for the restoration of specific character-defining features of the structures that enhance the integrity of the complex; and 3) to identify future research needs and additional studies.

This report fulfills the requirements of the National Park Service Management Policies (1988) and will assist in compliance with Section 106 of the National Historic Preservation Act of 1966 as amended, and in the associated consultant process with the State Office of Historic Preservation. This report is based on guidelines in NPS-49: National Register Programs; NPS-28: Cultural Resource Management; and the Secretary of the Interior's Standards for Historic Preservation.

D. Preservation Objectives

The overall goal for the lifeboat station is continued, long-term preservation of the resources. This report includes recommended treatments for maintaining and protecting building fabric and for restoring or introducing features and details which contribute to resource integrity. In summary, these treatments include: stabilization and reconstruction of the launchway, including restoration of various features; reroofing of the boathouse; reintroduction of missing interior and exterior boathouse features including trim, gutters, and lights; paint analysis of boathouse; and repair of residence foundation.

For the station, the HSR also recommends that further investigation be performed. A Cultural Landscape Report, Historic Structure Preservation Guide (HSPG), Historic American Buildings Survey (HABS), and paint documentation should be completed when funds are available. Additional HSR documentation is also recommended for ancillary structures such as the residence and garage to further define resources significance and guide planning for potential adaptive reuse.

E. Storage of Archival Materials

All objects, documents, tapes, records, photographs, and negatives obtained in the preparation of this document are now preserved in the historical files and museum collection of Point Reyes National Seashore. The museum collection is housed within the Bear Valley Visitor Center at Park Headquarters.

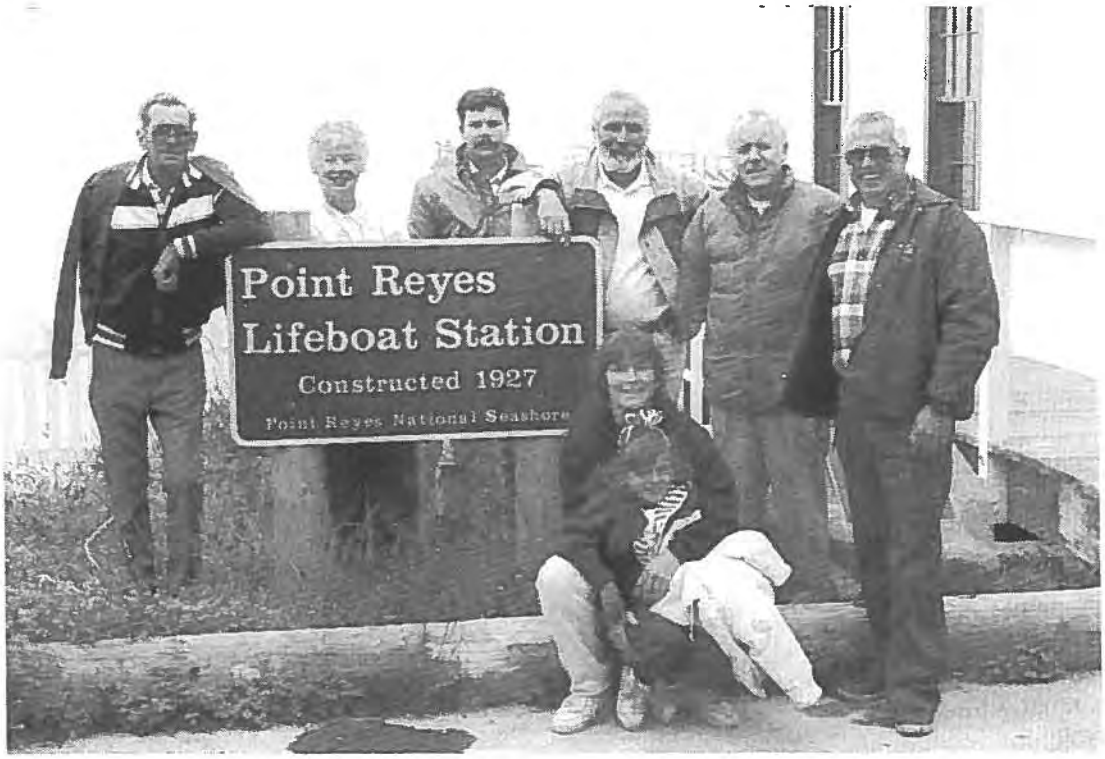
F. Acknowledgements

The authors are grateful for assistance given by many people, professional and nonprofessional, towards completion of this project. The staffs at various archives and libraries provided invaluable help, especially Aloha South and Bill Sherman at the National Archives in Washington, D. C., Richard Boyden at the Archives' Pacific Sierra Region and Jocelyn Moss at the Marin County Library's Anne T. Kent California Room. At the U. S. Coast Guard Headquarters in Washington, historians Kevin Foster and Dr. Robert Browning gave their time and support, and Warner Baxter of the civil engineering office provided a large set of boat drawings. At Coast Guard Island in Alameda, Rob Van De Loo provided access to Coast Guard files, as did Ray McAllister at the civil engineering office in Oakland.

At the National Park Service, thanks go to the staff of Western Region's Office of Park Historic Preservation, including its Chief, Thomas D. Mulhern, Regional Historian Gordon Chappell, and Regional Historical Architect Craig Kenkel; we especially thank Historical Architect Hank Florence of the regional office, who carefully edited the architecture section and followed the project closely. At Denver Service Center, Gary Higgins provided substantial support. Chief Historian Edwin C. Bearss gave comments and encouragement from his office in Washington, and Chief Historical Architect Randy Biallas read the manuscript. At Point Reyes National Seashore, the fine staff of Superintendent John L. Sansing are very much appreciated. Chief of Visitor Services Don Neubacher carried the project from start to finish, and we appreciate Terry Edinger for her valuable editing and computer skills. And thanks to Carlin Finke, Ray Henton, and Douglas Brooks of the interpretive staff, Jack Williams, Darrell Klein, and Mark Hawrus in maintenance, and the administrative staff of Linda Hahn.

Finally, there are people without whom we could not have done this book, those with firsthand knowledge of the subject. We especially thank maritime historian Ralph Shanks for his support, enthusiasm, and vital comments throughout the project. Also, Wick York of Mystic Seaport Museum provided important information on the architecture of the station, and Dennis Noble shared data and writings about the Life-Saving Service and Coast Guard. Many people gave personal interviews, long and short, adding life to the document; special thanks to Robert Reeves for traveling far and providing much information and documentation on the wreck of Hartwood.

Many former Coast Guardsmen visited the station and solved many of the mysteries inherent with historical research. We thank these men and their families for taking time to travel to Point Reyes or talk over the phone and relive their pasts: Jim Crunk, Roger Dewey, Ron Ferguson, Dean Garrison, Jack Kersch, Mel Leathers, Richard Levesque, Jerry H. Lewis, Charles Riedmuller, Steve Toth, and Lefty Arndt (U. S. Navy).



A group of former Coast Guard men visited the station in July, 1991, to share their knowledge and memories: Dean Garrison, Richard Levesque, Ron Ferguson, and Charlie Riedmuller, with family members. (Dewey Livingston, National Park Service)

II. History of Point Reyes Lifeboat Station

A. Statement of Significance (from NHL Nomination[1])

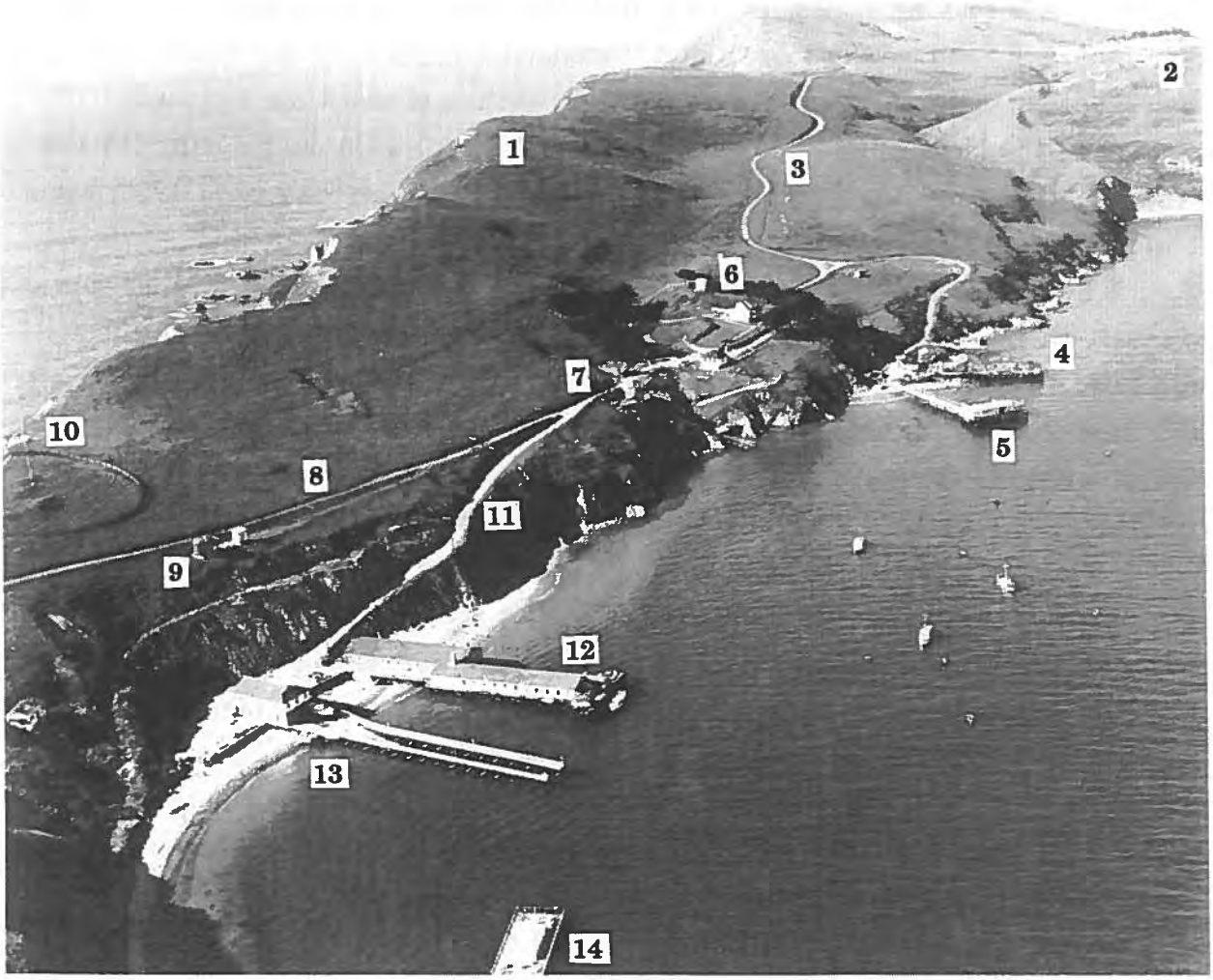
The Point Reyes Lifeboat Station was built to rescue seamen whose misfortune it was to wreck on the treacherous shores of the Point Reyes Peninsula, which abruptly interrupts the ocean highway off the Pacific Coast. Vessels making landfall from transpacific passages usually aimed for, and turned south at Point Reyes for San Francisco. Strong currents, thick fogs, and shifting winds drove ashore vessels seeking shelter in the point's lee. Between 1595 and 1939, more than 30 vessels engaged in coastal and transpacific trade were lost there, and more than 20 other major vessels were stranded or victims of maritime accidents. Because of the large number of shipwrecks on the peninsula, a lifesaving station was built in 1889 on the Ten Mile Beach of Point Reyes, serving until 1927, when it was relocated to Drakes Bay.

The United States Life-Saving Service, later incorporated with other services to create the U. S. Coast Guard, was established in 1878 to render aid to the hundreds of shipwrecked vessels and mariners lost annually on the nation's coasts and lakeshores. A variety of station types were developed for various launching conditions, most employing manually launched surfboats hauled across beach sands to the ocean. Other stations on rocky coastlines employed railways to launch boats. The development of motor lifeboats in the early years of the 20th century revolutionized lifesaving, and a number of earlier stations built on sand beaches were decommissioned in favor of more centrally located rail-launching stations on more protected shores because the motor lifeboats had a quicker response time. The result was felt at Point Reyes with the relocation of the station and the construction of a boathouse and launchway for motor lifeboats in the lee of the point on the protected waters of Drakes Bay. This type of station served until the mid-1960s, when the development of the 44-foot motor lifeboat led to the quick abandonment of the 36-foot motor lifeboat and the rail-launching lifeboat stations.

---

[1]Nomination for National Historic Landmark status prepared by NPS Maritime Historian James P. Delgado; see appendix. The station, owned by the National Park Service, was listed as a National Historic Landmark in January, 1990.

For 80 years the lifesaving and lifeboat stations of Point Reyes provided a humanitarian service to Pacific Coast shipping, one of the nation's vital maritime trade routes; half of those years were served by the station on Drakes Bay with its motor lifeboats. A typical example of a rail-launching station with launchway and cradle-launched 36-foot motor lifeboats, the Point Reyes Lifeboat Station is the only unaltered station of this nationally employed type remaining on the Pacific Coast. It retains its principal structures, the majority of its secondary structures, and most importantly its launchway, tracks, launching cradles and one of its 36-foot motor lifeboats.



Aerial view of Point Reyes Lifeboat Station taken in 1966: 1) Point Reyes Headlands; 2) Mendoza/Nunes "A" Ranch; 3) government lighthouse road; 4) Booth/Alioto/Consolidated dock; 5) Balestrieri dock (site of old lighthouse landing); 6) officer-in-charge quarters; 7) crew/fisherman cabins; 8) road to lookout; 9) water and fuel tanks; 10) radio tower (1962); 11) road to boathouse; 12) Paladini dock; 13) boathouse; 14) Navy paint test barge. (U.S. Coast Guard)

B. Introduction

The histories of the United States Life-Saving Service and the United States Coast Guard are dramatic because of the nature of their missions: to protect and save lives and property at sea and onshore. At Point Reyes National Seashore, there is a lifesaving history rich with tales of heroism, hardship, and dedication (or the lack of it); it is also a story of the creation of some very fine architecture and a long-standing service to mariners from this location.

The Life-Saving Service established a station on Point Reyes Beach in 1889-1890, equipping it with the apparatus and boats common to the period. The station saw a great deal of activity but turn of the century advancements in maritime technology left it embarassingly deficient and outmoded. The U. S. Coast Guard took on the problem in 1915, and built an up-to-date lifeboat station in 1927 at Drakes Bay, where the new 36-foot motor lifeboats could be launched from a marine railway. The station operated for 41 years until it too was rendered obsolete by newer, bigger boats and more efficient communications.

The 1889 life-saving station was demolished in the early 1930s, but the Point Reyes Lifeboat Station has been preserved by the National Park Service and designated a National Historic Landmark. This section of the HSR provides the story of the Point Reyes Life-Saving Station and its successor, the Point Reyes Lifeboat Station.

LAUNCHING THE SURF-BOAT.

C. United States Life-Saving Service at Point Reyes

1. Brief History of U. S. Life-Saving Service

For most of the 19th century, Pacific Coast mariners relied on their skills alone to navigate this very dangerous coastline. Lighthouses did not appear on the west coast until 1854, after increasing coastal trade during and after the gold rush demanded the same resources for navigational safety that existed on the east coast and elsewhere in the world. The coastlines of California, Oregon, and Washington consisted of broken, rocky shorelines bedeviled with tricky reefs, small but deadly rocks, strong currents, and adverse weather including the densest fogs to be found in this part of the world. Unlike the east coast, harbors of refuge were few and far apart. The captain's experience was essential but the fate of the ships really rested in the hands of the sea and its whims.

While the establishment of lighthouses along the coast beginning in 1854 no doubt relieved the situation, little could be done if a ship got in trouble. Traditionally, lighthouse keepers, the government's Revenue Cutter Service, or nearby ships (if the troubled one was so lucky) and residents of the shoreline assisted ships in distress. Not until shortly before Congress established the United States Life-Saving Service on June 18, 1878, were there any organized shore aids to the stranded or wrecked ships and their crews on the west coast. Sumner Kimball, chief of the Treasury Department's Revenue Marine Division and considered to be the father of the U. S. Life-Saving Service, had since 1871 been working to establish life-saving stations on the east coast. The first life-saving station on the west coast was built at Shoalwater (later Willapa Bay), Washington in 1877. California, Oregon, Washington, and Alaska comprised the 13th District of the new Life-Saving Service and included some of the most dangerous areas for navigation in this hemisphere. The first life-saving station in California was Golden Gate Park Station on the Pacific shoreline of San Francisco. It was built in 1878, the year the service was formally organized.[2]

---

[2]Ralph Shanks and Lisa Woo Shanks, Ed., Guardians of the Golden Gate: Lighthouses and Lifeboat Stations of San Francisco Bay (Petaluma: Costaño Books, 1990), p. 30; Ralph C. Shanks, Jr. and Janetta Thompson Shanks, Lighthouses and Lifeboats on the Redwood Coast (San Anselmo: Costaño Books, 1978), p. 15; Dennis

The service built a life-saving station south of Point Reyes at Bolinas Bay in 1881, but it was destroyed by fire in 1887 and not rebuilt due to the unsuitable location; the station was located inside Bolinas Lagoon, and a sandbar prevented lifeboats to reach the ocean at low tide. The Life-Saving Service authorized stations for Point Reyes and Fort Point at the Presidio in San Francisco in 1886. Both were built simultaneously and of the same design, and opened in the spring of 1890, and so during the last decade of the century passing mariners had a bit more peace of mind as they navigated the difficult seas of this prominent point on the coast. Prior to the construction of Point Reyes Life-Saving Station, 14 ships had wrecked on North Beach, the Point Reyes Headlands, and Drakes Bay.[3]

2. Construction of Point Reyes Life-Saving Station

The Life-Saving Service chose as the location for its new station on the Pacific Ocean a sandy, 3.5-acre site exactly three miles north of the Point Reyes Lighthouse on the rugged Point Reyes Beach, commonly called North Beach, the Great Beach or Ten Mile Beach. The Life-Saving Service received the land as a donation on January 20, 1888, from ranch owner Charles Webb Howard. Howard was a partner in the numerous and famous Point Reyes dairy ranches with San Francisco attorneys Oscar Shafter and James McMillan Shafter; Howard had married Oscar Shafter's daughter, a situation that gave him the key into the family landholdings. According to the negotiators, a delay occurred because Howard changed his mind often during the dealings, causing "a great deal of trouble and vexatious delays." U. S. Life-Saving Service Assistant Inspector C. H.

L. Noble, A Legacy: The United States Life-Saving Service (Washington: U.S. Coast Guard Historian's Office, n.d.), pp. 5, 9; Anna Coxe Toogood, Historic Resource Study: A Civil History of Golden Gate National Recreation Area and Point Reyes National Seashore, California (Denver: Historic Preservation Branch, Pacific Northwest/ Western Team, Denver Service Center, National Park Service, 1980), pp. 275-6.

[3]Robert J. Becker, "The Story of the Point Reyes Life Saving Station" (typescript), part of "Supplemental Historic Report, Point Reyes National Seashore Proposal," National Park Service, n.d., p. 1; Toogood, Civil History, pp. 277-8; Marin Journal, August 19, 1886.

McLellan, in charge of the dealings with Howard, wrote that "several times I considered the business satisfactorialy settled, when after thinking of the matter over night Mr. Howard whould [sic] change his mind and the work would have to be repeated." The Lighthouse Service had experienced similar problems in earlier dealings with the Shafters and Howard, causing a 14-year delay in establishing that important aid to navigation. McLellan did not follow protocol by sending the deed to Washington for approval: "[Howard] has played fast and loose with me so long (since the 23d of Dec. [1887]) that I dare not allow the time necessary to send the deed on to Washington . . . ." The Superintendent approved the deed and plans proceeded for construction of the station.[4]

Point Reyes Beach seen from the southwest. (National Park Service)

---

[4]Deeds Book 6, p. 469, MCRO; C. H. McLellan to General Superintendent S. J. Kimball, January 19 and 21, 1888, NA RG 26, USLSS Letters Received 36899/1 and 36899/2; Dewey Livingston and Dave Snow, The History and Architecture of the Point Reyes Light Station (Point Reyes: National Park Service, 1990), pp. 8-10; Toogood, Civil History, p. 289.

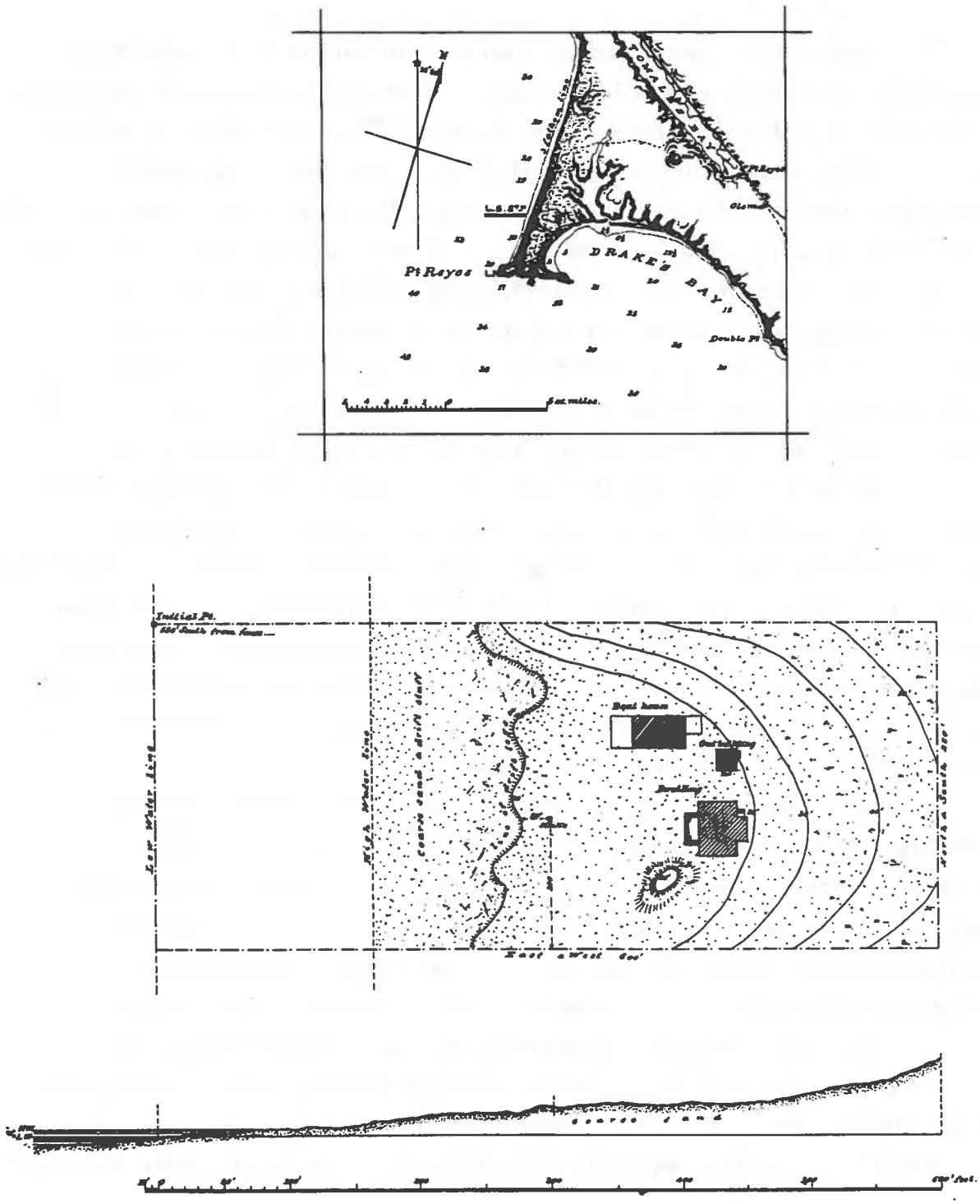
The construction superintendent, also working on the Fort Point Station, received plans and specifications by November, 1888, and advertised for proposals for both stations in January, 1889. Point Reyes and Fort Point Stations would be virtually identical architecturally, although Point Reyes was a substantially more difficult environment. The site fronted on the Pacific Ocean, where heavy surf and high winds were normal; there was no vegetation or natural barriers to protect the site from the relentless weather and blowing sand. After opening bids on February 7, the Life-Saving Service chose Oakland contractor James E. Hannah and Company's bid of $8,195, but construction was delayed because of Howard's refusal to allow the contractor access to the site unless his ranch tenants were given use of the station's proposed telegraph system, a verbal promise he claimed he had received at the time the land was donated. Howard reportedly told the contractor that "he would not allow the Government to go over one inch of his ground . . . ." After a month of negotiation with Howard and two months of contract negotiations and preparation of plans, construction began in May with Hannah and his partner, Charles M. Cowell, performing the work under the full-time supervision of Henry Phillips, Assistant to the Superintendent of Construction. The 12th District Superintendent, Thomas J. Blakeney, personally "pointed out to the contractors the exact sites for several buildings to be erected."[5]

The contractors worked through the summer. At one point they were slowed down by a three-week bout of heavy fog. Other delays included a week-long wait for the working drawings at the beginning of the project, problems with getting supplies at the isolated site ("being twenty miles from the mail station made it exceedingly difficult for us," wrote the contractor), and unexpected additional grading at the site. A three-foot redwood "pailing" (picket) fence had to be built to keep cattle from the surrounding ranches out of the station; this separate contract cost $295.00. A short plank walk led to the beach, for use by the crew and their surfboats and beach apparatus carts.

Construction of the boathouse, outbuilding, and a large, attractive two-story

---

[5]Norris Peters to A. B. Bibb, U.S.L.S.S., November 6, 1888, Voucher for Advertising, to Alta Cal. Pub. Co., February, 1889, T. J. Blakeney to S. J. Kimball, March 4, 1889, C. W. Howard to Major Blakeney, March 5, 1889, T. J. Blakeney to S. J. Kimball, May 4, 1889, J. E. Hannah & Co. to S. J. Kimball, April 11, 1889, NA, RG 26, USLSS Letters Received 36899/5 and 39325/1; Toogood, Civil History, p. 289.



Plot plan of Point Reyes Life-Saving Station by A. B. Bibb. (U.S. Coast Guard)

dwelling house for the Officer-in-Charge and his crew, was completed on August 20, 1889, five days past the agreed deadline. The Superintendent of Construction inspected the station a few days later and wrote of being "much pleased with the appearance of the materials and workmanship throughout," and approved the final construction. The superintendent supported the contractors' claim that the five-day delay was unavoidable, and recommended that no penalties be levied: "Both [contractors] have spent their entire time on the work, and have done a faithful job. I would recommend that the question of so few days overtime be favorably considered." Assistant Phillips remained as a caretaker until asking to be relieved in late September.[6]

Point Reyes Life-Saving Station circa 1921. (Jack Mason Museum)

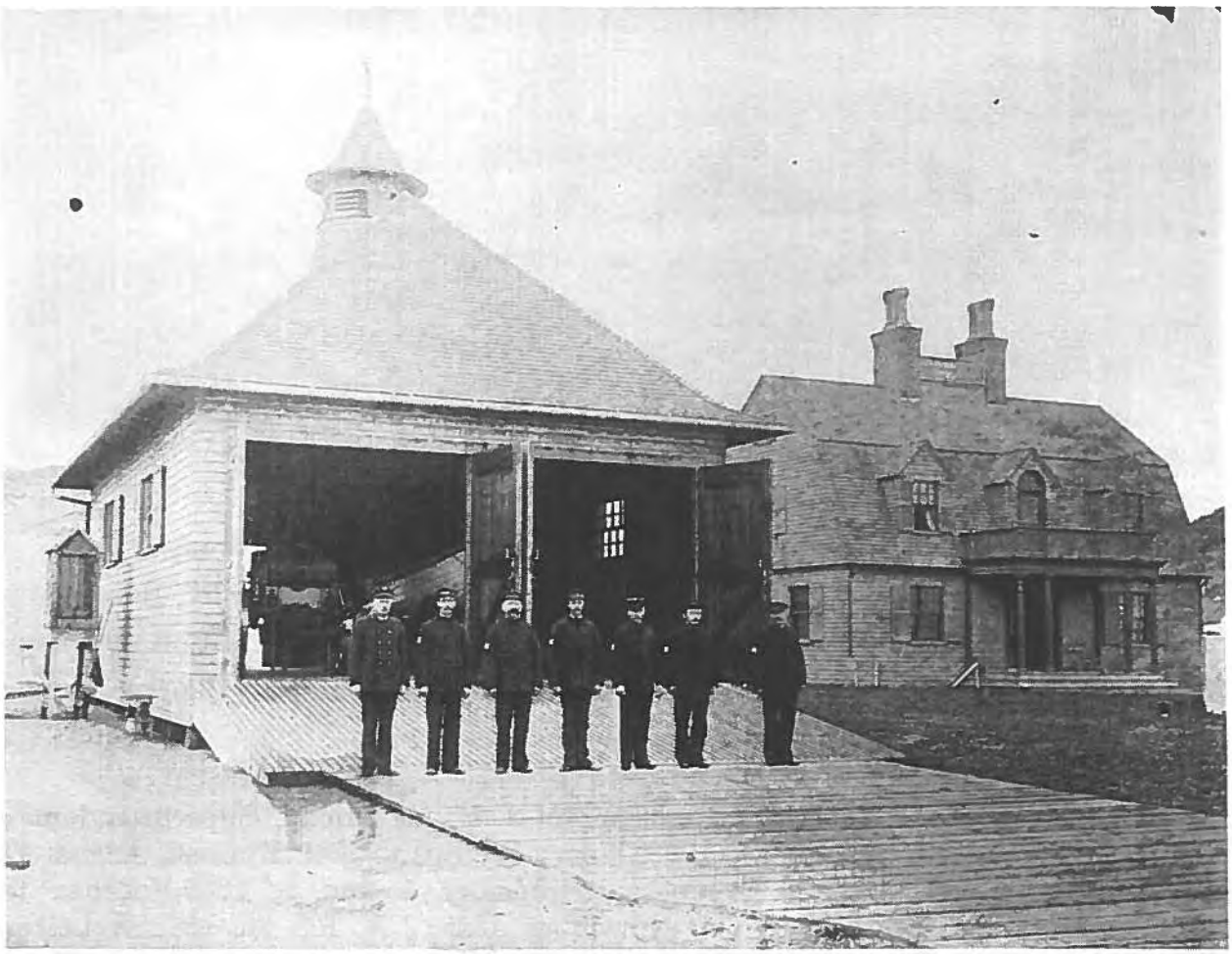
A permanent caretaker, local dairyman Henry Boesen, was brought in personally by District Superintendent T. J. Blakeney on September 27; Boesen, called "a responsible and reliable man" by Blakeney, occupied the station for seven months at a rate of $40 per month, waiting for a keeper to arrive. George Johnson

---

[6]Superintendent, 12th District, to Captain J. H. Merryman, Superintendent of Construction, USLSS, August 27, 1889, Henry Phillips to S. J. Kimball, August 28, 1889, Vouchers for General Expenses, September 3 and 5, 1889,Voucher for Compensation for Special Services, November 1889, NA, RG 26, USLSS Letters Received 39325/11; Toogood, Civil History, p. 290; Marin Journal, June 6, July 25 and August 8, 1889.

had been appointed keeper in February, 1890, but claimed a physical disability and did not take the appointment. Superintendent Blakeney canvassed nearby stations and nominated William L. Loch to take Johnson's appointment; on April 5, 1890, Loch moved into the new keepers quarters. He spent until late June singlehandedly cleaning the buildings, removing built-up sand, putting the boathouse in operation, and planting a garden.

The station's new self-righting Beebe-McLellan surfboat arrived badly damaged and had to be repaired. The first crew of seven men arrived on July 1; finding the conditions at Point Reyes Beach too rough and dangerous, three left immediately. Loch drilled his four surfmen in beach apparatus and put them to work at the station. Three replacements arrived on July 8 and signed the articles



Crew, boathouse, and quarters, Point Reyes Life-saving Station, circa 1890. (USCG)

of agreement; this marked the official opening of the Point Reyes Life-Saving Station.[7]

The year 1890 also saw the opening of life-saving stations at Fort Point in San Francisco Bay and Point Adams, near the mouth of the Columbia River in Oregon. Although started at the same time as Point Reyes, Fort Point Life-Saving Station was not accepted by the Life-Saving Service until February, and not manned until April, having experienced many difficulties with the contractors. For all practical purposes Fort Point and Point Adams Stations were identical to Point Reyes; the three were apparently architecturally unique within the Life-Saving Service. Evidently, the buildings were designed by Albert B. Bibb, a Life-Saving Service architect (ca. 1885-1891) known for his "Marquette" style of life-saving stations built in the 1880s. The boathouses of the Point Reyes and Fort Point stations were of a Bibb design, and his name appeared on the plot plan for the station.[8]

The station dwelling consisted of two stories, the first containing the keepers' quarters, with the galley and the mess deck in the rear and reached by separate entrance. The second floor housed the crew, and had a large drill room where the surfmen practiced codes, lifesaving, and regulations. A 125-foot flagpole stood in front of the dwelling, where "colors" were flown daily as well as any pertinent signal flags. A large bell stood at the ocean-side gate to the station, used

---

[7]Superintendent of Construction to Capt. J. H. Merryman, September 24, 1889, Superintendent T. J. Blakeney to S. J. Kimball, September 28, 1889, Vouchers for Compensation for Special Services, 1889-90, T. J. Blakeney to General Superintendent, March 25 and April 10 and 25, 1890, NA, RG 26, USLSS Letters Received, 39325 etc.; Toogood, Civil History, p. 290; list of early keepers at Point Reyes courtesy of Dennis Noble.

[8]Fort Point and Point Adams correspondence in NA, RG 26, USLSS Letters Received; "Position Plan of Dwelling and Boathouse, Point Reyes, Cal., A. B. Bibb, Architect." USCG-A; Wick York, "The Architecture of the U. S. Life-Saving Stations," The Log of Mystic Seaport, Volume 34, Number 1, Spring, 1982, pp. 10-14; correspondence and interviews with Wick York, Mystic Seaport Museum and Ralph Shanks, maritime historian. Fort Point is the only one of the three 1890 stations that still stands; located in the Presidio, it is slated to become part of Golden Gate National Recreation Area by 1994. A later lifeboat station there, built about 1919, was added to the park in May, 1991.

for warning approaching ships off the beach. Eventually a horse barn, to house the station horse, and a wash house were added to the complex.[9]

An inspector arrived on August 7 to mark the limits of the beach patrol and to drill the new crew with the beach apparatus. He found the station "in good order and well cared for," and the crew busy "grading and improving the grounds within the enclosure." The beach apparatus drill went well "considering the time the station has been in commission, each man reciting and performing his part in the drill with commendable precision." Two wells had been sunk but were practically exhausted, and the inspector stressed the need for a reliable water system.[10]

3. The Surfman's Routine at Point Reyes

A newly arriving surfman, who usually signed on at the San Francisco waterfront or transferred from another life-saving station, took a ferry from San Francisco to Sausalito in Marin County, rode a narrow-gauge railroad from Sausalito two hours to Point Reyes Station, and then endured a 15-mile wagon ride or walk on the poor roads of the Point Reyes Peninsula. The Life-Saving Station occupied a spot in the dunes surrounded by dairy ranches, with Charles W. Howard's B Ranch to the south and C Ranch to the north. The Swedish tenant at E Ranch, Henry Claussen, and his family became friends and supporters of the largely Scandinavian lifesaving crews.

Once arrived, the young man signed the Life-Saving Service "articles of agreement" which bound him to a certain length of duty at the station; then he was given a rank in the form of a number (one to eight), trained in the duties of a surfman and put to work. Usually there were eight surfmen and a keeper, although Point Reyes often only had six surfmen at a time. Six surfmen were required to man the pulling surfboats, in addition to the keeper or coxswain who

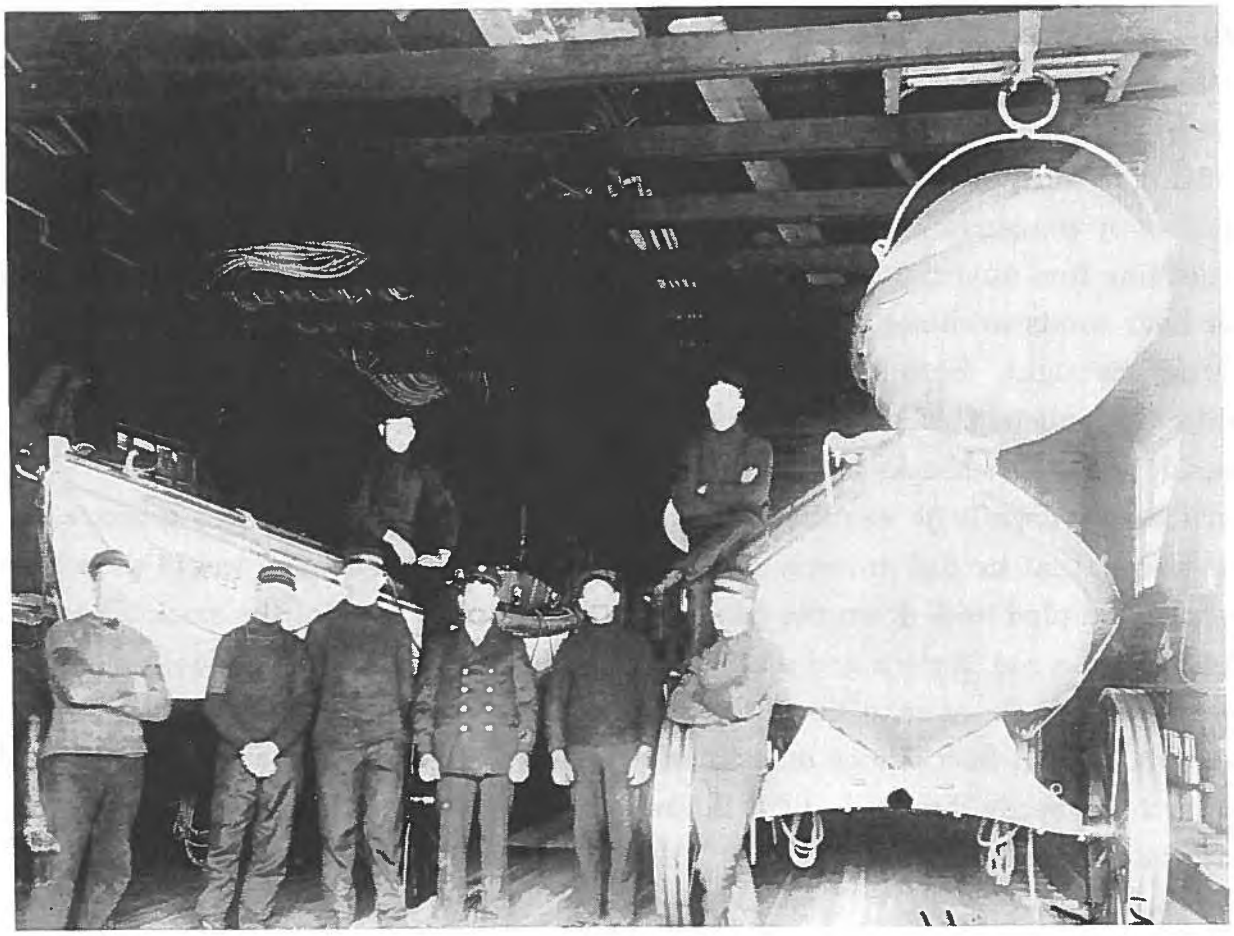
---

[9]Typescript notes by Henry M. Claussen, Alice J. Claussen and Clara Claussen Marshall, 1968, PRNS.

[10]Assistant Inspector to General Superintendent, USLSS, August 12, 1890, NA, RG 26, USLSS Letters Received 43172.

steered and gave directions; one or two men was always on patrol, and one man would commonly be on leave. The keeper did the hiring, payroll, supervision, kept the station logs and correspondence with superiors in San Francisco. He also led most drills and rescues and took personal reponsibility for the station's rescue operations.

A surfman's day-to-day duties included maintenance work around the station, but the larger responsibility was preparedness for saving lives and property, a state which required constant drilling and practice. Five activities dominated the surfman's regimen: patrolling the beaches, launching and handling a surfboat, practicing rescue by breeches buoy and/or surfcar, first aid and resuscitation, and signaling. Each required a great deal of attention, and a heavy dose of fearlessness no doubt helped a man. The drills were not taken lightly, and



Surfmen and surfboats in boathouse, circa 1905; notice the surfcar hanging at upper right, used in conjunction with the breeches buoy. (Jack Mason Museum)

were dangerous in themselves. During the first three years of operation at Point Reyes, three men were killed in surfboat drills, and lives were risked in actual rescue attempts; at the time, the motto of the Life-Saving Service was, "Ye have to go out, but ye don't have to come in." The men no doubt learned the gravity of this pledge within days of arriving at Point Reyes.[11]

a. Beach Patrol and Lookout

During darkness and foggy weather, surfmen patrolled Point Reyes Beach in either direction from the station. By direction of the Superintendent of the 13th Life-Saving District, patrol key posts were placed about three miles north and south from the station buildings. This distance was found to be all a surfman could cover during a four-hour watch in bad weather due to the coarseness and looseness of the sand. Surfmen complained of the many obstructions along the beach, making it "impossible even to do without lanterns of a moon light night." Judging by early correspondence from the station, the beach patrol was much disliked by the surfmen at the station, both for difficulty and boredom. Rarely did a surfman find anything to report, and most often the weather was awful; 100-mile per hour winds were not uncommon. Two surfmen patrolled in either direction during the night. Each surfman carried a time clock slung around his shoulder which he "punched" when reaching the key post, a shack with a key chained to the outside wall. The shacks had no doors or window glass in order to keep the surfman alert while he was there. After punching his clock which would prove to the keeper that he had properly completed his patrol, the surfman would then turn around and plod back down the beach towards the protection of the station. He also carried a red lantern and a set of Coston flares, used to warn a passing ship away from the shore or to signal the station of problems.

A lookout booth stood on a hill north of the station. Here a surfman worked a four hour watch during daylight hours, recording all passing vessels in a logbook, and watching for vessels in distress. Most lookouts had weather equipment such

---

[11]Shanks, "The United States Life-Saving Service in California," Sea Letter, Spring 1977, p. 3 and Summer 1980, p. 12.

Surfman Clarence Pape ready for patrol; lookout post (National Park Service)

as a barometer and thermometer, and the weather conditions would be logged and reported also. The watchman would stand at all times to stay alert; a watchman found sitting or sleeping would suffer punishment by the keeper.[12]

b. Surfboats

The Life-Saving Service equipped the Point Reyes station with a typical complement of lifesaving boats: a 25-foot 4-inch Beebe-McLellan self-bailing

---

[12]Assistant Inspector to General Superintendent, USLSS, August 12, 1890, W. L. Loch to Thomas J. Blakeney, March 17, 1891, NA, RG 26, USLSS Letters Received 44172 and 44713; U. S. Treasury Department, Coast Guard, Instructions for Coast Guard Stations 1934 (Washington: United States Government Printing Office, 1934), pp. 9-10; notes by Claussen et al, PRNS.

Top, surfboat being unloaded from cart at water's edge, circa 1910 (Clara Claussen Marshall photo, National Park Service); bottom, launching a surfboat at Drakes Bay from auxiliary boathouse, circa 1920. (Courtesy of Doris Lindfors)

surfboat, another surfboat, perhaps identical to the first, and a surfcar or lifecar, used for rescues in conjunction with the beach apparatus. Later, the station was equipped with a motorized surfboat, used in Drakes Bay after the turn of the century. In addition to drills and rescues using the boats, the surfmen at the station maintained the boats and kept them in top shape and readiness for emergencies.

The Beebe-McLellan surfboat was named after its 19th century developers, New York boatbuilder Frederic C. Beebe and surfboat promoter C. H. McLellan, an assistant inspector of the U. S. Life-Saving Service's Fourth District. The surfboat stayed afloat in adverse conditions through the use of watertight compartments fore and aft above the water line; a "freeing trunk" let water escape through the sides of the boat if the boat should be swamped. Stored in the boathouse on a metal carriage with large wheels, the boat could quickly be brought to the water's edge by manpower (and occasionally horsepower) and launched by a crew of six under the direction of the keeper. All available hands helped with launching of the surfboat, as the dangers were staggering at Point Reyes Beach. The boat was unloaded from the carriage and poised to be run into the water at the moment the surf was high on the beach, then the surfmen jumped aboard and manned the oars, with men on the beach helping to keep the boat upright. The keeper would be the last aboard; it was his responsibility to steer with a long sweep oar in the stern of the boat, to direct the oarsmen and to command any rescue operation or drill. Breaking waves were to be avoided, as they could crush the boat and drown the occupants. Timing was essential in launching and bringing in the surfboat, and for this reason the regular drills were of utmost importance and severity to the surfman.

Surfboat drills were held twice weekly, alternating between the two boats at the station. The crew followed strict protocol as outlined in an instruction book issued to each surfman upon enlistment in the Life-Saving Service. In the drill the surfmen followed these commands voiced by the keeper:

MAN THE SURFBOAT. While two men open the boat house doors, the others take their places by the boat wagon and put drag ropes over their shoulders; a total of six men will haul the boat to the water.

FORWARD. The surfmen run the wagon to the water's edge, bow towards the surf.

HALT--UNLOAD. The drag ropes are dropped. The keeper checks the water-tight compartments and that the vents and plugs are closed. The boat is removed from the wagon and placed on the beach.

TAKE LIFE PRESERVERS. Life jackets are put on, adjusted and inspected.

TAKE OARS. The oars are taken, raised simultaneously on end, then dropped together into the oarlocks. The keeper secures the steering oar in the stern. The boat is launched, two bowmen jump onto the boat and, with oars, keep the boat headed to sea.

GO. The surfmen push the boat further into the water, jump aboard, take oars; the keeper jumps in at the last moment.

IN BOWS and WAY ENOUGH. When the boat is sufficiently in the water and underway, the crewmen "boat" the oars, putting them out of the way in the boat. This is used when a distressed vessel is reached and the crew is ready to board or receive victims. The drill is then reversed, and the surfboat is brought back to the station. See the Instructions for more detail on the drills.

The surfmen were also regularly drilled in capsizing. The surfboat is taken to safe waters (Drakes Bay in the case of the Point Reyes station) and intentionally capsized. The surfmen must right the boat and get underway, an exercize repeated several times per drill. This was a popular drill to the public, who often turned out to watch; the Life-Saving Service and Coast Guard sent crews to expositions near the turn of the century to demonstrate capsize drills to large crowds. After motor surfboats were supplied to the station, the men were drilled in operating the boats under sail, in case of motor problems.

In the event of a rescue at sea with the surfboat, the keeper took command of the vessel in distress and directed all aspects of the rescue and subsequent treatment of the victims. The captain of the vessel subordinated himself to the Officer-in-Charge of the rescue operation. The Life-Saving Service took responsibility for cargo aboard the ships until official salvagers could reach the property.[13]

---

[13]Instructions, pp. 29-39; William D. Wilkinson, "Nineteenth Century Coastal Lifeboats in the Collection of the Mariners Museum," Wooden Shipbuilding and Small Craft Preservation (Washington: The Preservation Press, 1976), p. 61; Paul Giambarba, Surfmen and Lifesavers (Centerville, Mass.: Scrimshaw Publishing, 1967), pp. 64-69; correspondence in NA, RG 26, USLSS Letters Received 41386;

c. Beach Apparatus

The mainstay of beach lifesaving was the use of the breeches buoy, a life ring with oversize trousers attached which carried stranded persons from a ship offshore. Beach apparatus carts were kept in two locations at Point Reyes, loaded with equipment and ready for service at a moment's notice. The cart would be pulled by manpower, as horses would pull a wagon, whatever distance and over any terrain as necessary. When a disabled ship was reached, the surfmen, each with a designated job in the procedure, would ready the elements of the breeches buoy rig. A small cannon, called a Lyle gun after its inventor, David Lyle, would be aimed at the ship. A predetermined amount of black powder and a heavy projectile with line attached were loaded into the gun, which was then fired to the ship. Often a number of shots were needed either to reach the distance, or to adjust the aim. This line, secured to the mast of the ship, was used to haul out a heavy line, or hawser, to the ship. The hawser would be attached to a sand anchor, buried by other surfmen while the line was being shot. The hawser was lifted to an elevation of about eight feet on a set of crossed timbers called the crotch, by which the tension of the hawser could also be controlled. The breeches buoy, rigged to the hawser and controlled by a whip line, was then sent to the ship, sometimes with a surfman to aid those aboard, and, one by one, the people on the ship were pulled ashore. Unless the hawser was rigged high on the ship, the people in the breeches buoy were literally dragged through the surf, reaching the beach wet and frightened. When the operation was finished, the hawser would be severed by a blade attached to a trip line, the beach apparatus packed up into the cart and returned to the station, where the equipment was then cleaned and replaced as necessary.

Use of the beach apparatus required a well-timed and trained crew, each member doing his part in synchronicity with his fellow surfmen. The beach apparatus drill formed the nucleus of the practice drills held at the station. Once a week, traditionally a Thursday, the keeper drilled his men in breeches buoy procedure. The drill was timed, with a goal of under five minutes from beginning to end. A drill pole, similar to a ship's mast, had been buried in the sand next to

---

interview with Steve Toth.

Surfmen with beach apparatus cart (top); drill next to station, circa 1915. (Clara Claussen Marshall photos, National Park Service)

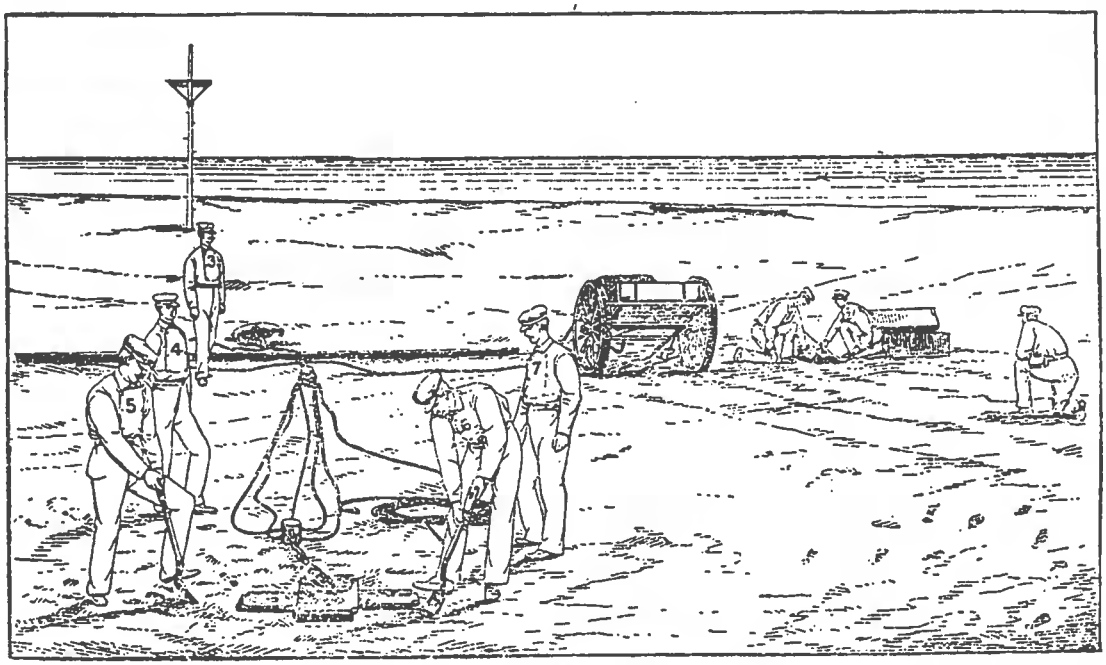


FIGURE 4.—Relative positions of men while placing apparatus.

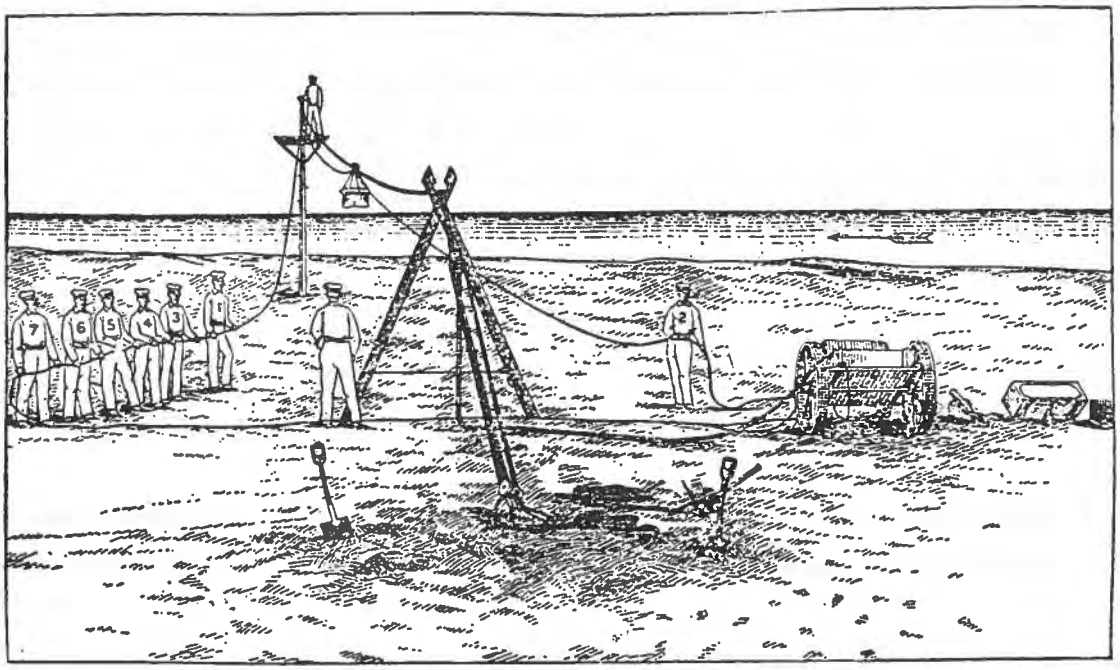


FIGURE 12.—Man lee whip—haul off.

Illustrations of beach apparatus drill in Instructions for Coast Guard Stations.

the station fence, and the line was shot a minimum of 75 yards. Surfmen, on command, would pull the practice beach apparatus cart to the drill scene and perform the entire procedure, including burying the sand anchor. Each surfman was required to know the tasks of the man with the next lowest number, for instance, the No. 6 surfman would also know the tasks of the No. 5 surfman, and so on. Each man recited his duties as he performed them and was checked by the keeper or inspector. The drill and its resulting times would be noted in the keepers log for the day. For a detailed description of the beach apparatus drill, see Instructions for Coast Guard Stations, 1934 edition, pages 63-85.[14]

d. First Aid and Resuscitation

Dealing with injured or drowned people proved to be the hardest but most important of the surfman's duties. He was drilled regularly in methods of restoring life to those apparently drowned, and in applying first aid to injured seamen, passengers, and people in the vicinity of the station.

Surfmen practiced swimming technique and procedures for getting a drowning person from the water. Resuscitation procedures drawn from the Howard, Sylvester, and Schafer methods formed the nucleus of this lifesaving drill. Surfmen practiced expelling water, breathing production, and post-drowning treatments on a volunteer surfman during the drill. Effects of cold and frostbite and treatment of these serious conditions were also learned by the men, as well as basic first aid.[15]

e. Signaling

Surfmen learned a complex system of signaling used by mariners around the world to communicate ship-to-ship and ship-to-shore before the radio was invented.

---

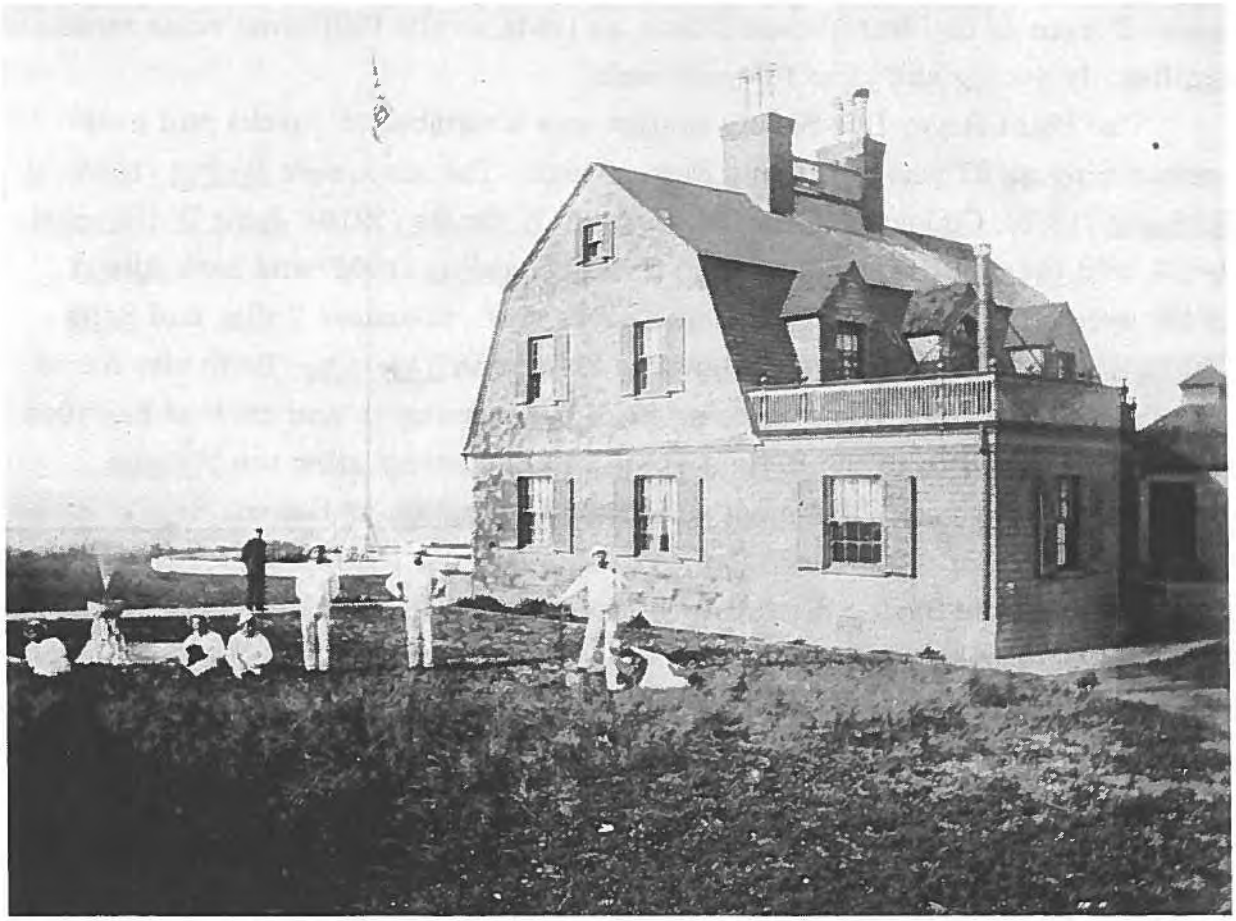
[14]Instructions, pp. 63-85; notes and photographs by Claussen et al, PRNS; interview with Steve Toth.

[15]Instructions, pp. 54-63.

These signals included storm signals, International Code, wigwag, flashing light, and semaphore. Surfmen would be drilled and tested at least once a week.

Storm signals involved the use of flags and/or lanterns used on the beach. During the day, red and white flags of two shapes were flown in various configurations on the station flagpole to warn of storms; each configuration told of a particular type of storm, i.e. red pennant over red flag with black center indicated a northeast storm approaching. At night, lanterns were used in a similar manner.

International codes were learned from a book, and allowed communication with non-English speaking mariners from other nations. Wigwag, flashing light, and semaphore codes were similar to Morse code, but sent "short and concise messages conveying intelligent information" with hand-operated visual devices.



Station quarters and crew, signal pole in yard. (Jack Mason Museum)

The Life-Saving Service had an agreement with the Point Reyes Light Station to give "five to six sharp and short blasts of the fog-whistle followed by a blast of fifteen seconds' duration" in the event a distressed vessel is sighted from the lighthouse. By the mid-1890s there was telephone communications between the two facilities.[16]

4. Rescues and Shipwrecks at Point Reyes, 1890-1927

The first recorded shipwreck on the California coast occurred in the Point Reyes area when Sebastián Rodríguez Cermeño's Manila galleon San Agustin was pulled from her anchor by a storm in November of 1595 and wrecked off Drakes Beach. Almost 250 years later the next recorded wreck ocurred nearby as Jose Yves Limantour's brig Ayacucho was lost on the beach that now bears Limantour's name. Dozens of incidents would follow, as trade on the California coast expanded significantly during and after the gold rush.

The Point Reyes Life-Saving Station saw a number of wrecks and near-losses during its 37 years on Point Reyes Beach. The schooners Rachel (1895), J. Eppinger (1898), Copper Queen (1903), Annie E. Smale (1910), John D. Spreckels (1913), and Colonel Baker (1913), and the brig Lurline (1903) and bark Albert (1919) were all total losses in the Point Reyes surf. Steamers Tallac and Selja (1910), Samoa (1913), Pomo and Hanalei (1914), and Yosemite (1926) also found their doom in the area, Hanalei losing 23 of her passengers and crew as horrified spectators watched from the Bolinas shore. Public outcry after the Hanalei incident led to the reestablishment of a lifesaving station at Bolinas Bay.

The wreck of the steamer Samoa on January 28, 1913, provided the surfmen at Point Reyes Life-Saving Station with their greatest rescue, one that became known as among the most effective breeches buoy rescues in Life-Saving Service history. En route from Eureka to San Francisco with a load of lumber, Samoa ran aground in heavy fog only steps away from the life-saving station. Keeper Christopher Hunt described the rescue in his logbook:

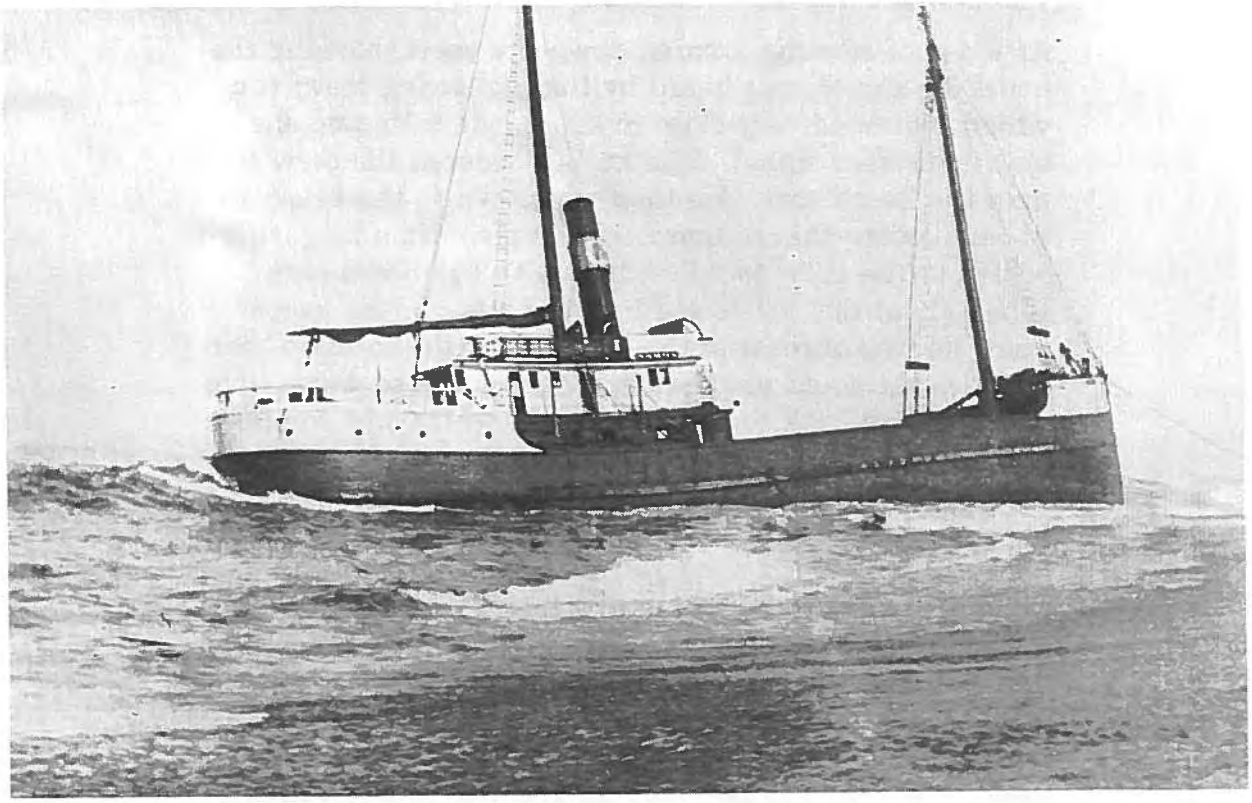
---

[16]Instructions, pp. 51-53; Commander, U. S. Navy to General Superintendent, Life-Saving Service, February 7, 1891, NA, RG 26, USLSS Letters Received, 44506.

At 8 a.m. a steamer coming down the coast, blowing the usual fog signal, was heard by the life saving crew; the whistle sounded very close in shore. At 8:15 a.m. she blew a distress signal. The keeper ordered the crew to man the beach cart. He then ran down to the beach to try and locate the steamer. In the meantime he gave orders to the crew to follow him with the beach cart. When about 600 yards south of the station, the keeper knew he was abreast of the steamer by the sound of her whistle, but could not see her, the fog was so dense. He then hurried back to the beach cart, which was coming down along the beach. We arrived abreast of the wreck with the beach cart at 8:30 a.m. A little clearing of the fog gave us a chance to see the steamer, which proved to be the Samoa, with her bow in for the beach, in the breakers with the sea going over her. We got our apparatus gear into action—soon had the gear set up, and the breeches buoy hauled off to her, and the work of rescue began. We took twenty-one men on shore with the breeches buoy, all that were on board. We worked under great difficulties; that no one was lost or seriously injured by the mess of drifting lumber and heavy timbers that was thrown up by the rough sea is due to a great extent to the valuable assistance rendered us by the farmers and there [sic] hired help in hauling the breeches buoy to and from the wreck. It enabled me to have two and three surfmen in readiness to run out into the surf and protect the shipwrecked man in the breeches bouy from being hit by flying lumber, without retarding the working of the beach apparatus. By 10:25 a.m. we had all hands on shore. We then sent off the hawser cutter and cut the hawser, hauled our lines ashore and collected all our gear into the beach cart, arrived back at the station at 12:30 p.m. Brought all the shipwrecked men to the station, gave them dry clothing and some warm coffee, kept them at the station overnight, made them as comfortable as possible, sent them off on board Revenue Cutter McCulloch at 10 a.m. Jan. 29th, which was in Drakes Bay over night, waiting to give the shipwrecked men a passage to San Francisco.

Very respectfully

Christopher Hunt
Keeper



<u>Samoa</u> hard aground on Point Reyes Beach (top). The last man is hauled ashore on the breeches buoy (bottom). (San Francisco Maritime National Historic Park)

In a number of incidents the lifesaving crew was frustrated by attempting at great labor and risk to aid a ship only to have a passing steamer or tug take care of the problem. In the case of the schooner Reliance, in danger six miles north of the station on August 11, 1898, the crew hired a team of horses to drag the surfboat to the site. A passing schooner offered to tow the ship if the lifesaving crew could help in passing a line between the two ships. The crew rushed more than seven miles to the auxiliary boathouse on Drakes Bay, rowed around the point only to find that the the towing had been completed and Reliance was on her way. After a night and morning of intense work the crew had accomplished nothing. A similar incident ocurred in 1910 with the Charles R. Wilson, when the crew rowed many miles to find that a passing steamer had pulled the stranded ship to safety. As merchant ships got larger and more powerful, the Life-Saving Service found itself in many instances outequipped by the private shippers.[17]

5. Operations, 1890-1915

Keeper Loch faced a difficult two years at the station; for example, in October, 1890, Loch replaced his entire seven-man crew as a result of their complaints about treatment at the station. One surfman, Charles Green, charged that Loch had tried to kill one of the surfmen, and wrote to Superintendent Blakeney that "I have never suffered so much abuse from any man . . . ." His fellow surfmen attested to the fact that "we found the treatment of Captain Loch unbearable." Green left first, reportedly spreading horror stories around the San Francisco waterfront about conditions at Point Reyes and making it difficult for Loch to find replacements for the discharged crew. Loch defended his actions and blamed the "sea lawyers" among the crew, saying that "the whole crew's motive was to make trouble in order that they would get their discharge, as they often complained to me that the place was lonesome and they also disliked to patrol the beach." Loch intimated that at least one of them was afraid of the surf at Point

---

[17]Logbook entry quoted in Becker, Point Reyes Life Saving Station, n.p.; Toogood, Civil History, pp. 292-293.

Reyes and unwilling to admit his cowardice.[18]

What was perhaps the station's first assistance to a vessel occurred on October 24, 1890, when a schooner came into trouble about five miles north of the station and a half mile from shore. The crew spent three hours trying to launch the surfboat into the heavy breakers, with no success. A fear-stricken surfman jumped from the boat and fled, never to return. Then, on December 12, 1890, the surfmen brought the station surfboat to shore after more than an hour's drill at sea. While exiting the surfboat, a "heavy breaker came in suddenly and turned her over with all hands, seriously injuring two men." Andrew Andersen and Fred Carstens had been caught under the boat and crushed; they were taken indoors and a doctor sent for, but both men died an hour later. Local rancher Henry Claussen hurriedly built coffins which he delivered to the station, and for which he charged $16.00. After brief remarks from a priest, Carstens and Andersen were buried in an unmarked plot about 500 feet from the station dwelling. Then, on March 4, 1891, Finnish surfman John Korpala died after a long illness without receiving any quality medical attention. Korpala had signed up for duty in San Francisco two months before, and had hidden a two-year-old lung illness from Loch. The keeper had used a number of home remedies including whiskey punch, which may have quickened the surfman's demise. He, too, was buried in the dunes near the station, but after "much unfavorable comment" from visitors and "a very unpleasant impression" made on the crew, the bodies of the three surfmen, Andersen, Carstens, and Korpala, were exhumed by the surfmen and hauled by Henry Claussen to the small cemetery on G Ranch nearby, where they received a proper reburial in November, 1893.[19]

---

[18]Charles Green to Major T. J. Blakeney, no date, and December 29, 1890, Wm. L. Loch to Major Thomas J. Blakeney, December 1, 1890, Superintendent T. J. Blakeney to General Superintendent, October 13 and December 29, 1890, NA, RG 26, USLSS Letters Received 43668.

[19]Point Reyes LSS Logbook, June, 1890 to April, 1891, NA, NRC Suitland, RG 26, box 2517; Affadavit of Keeper William L. Loch, no date, Coroner's Certificate of death, March 5, 1891, Wm. L. Loch to Thomas J. Blakeney, November 29, 1891, Assistant Inspector W. C. Coulson to Major T. J. Blakeney, November 21, 1893, John E. Sandstrom, Attorney, to the Honorable Leland Stanford, January 28, 1894, NA, RG 26 USLSS Letters Received 44130 and 44649. A note found in the National Archives lists another dead surfman named Henry, but no other evidence was found; a broken

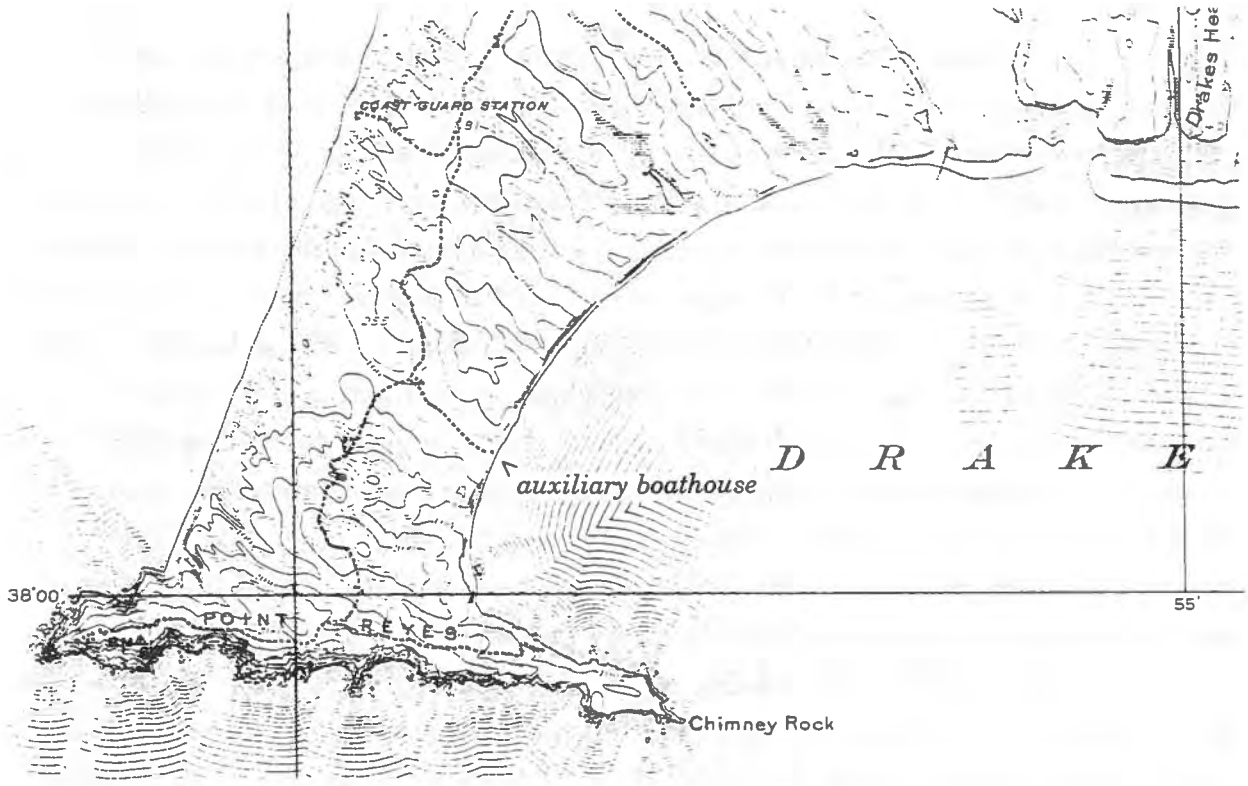
The loneliness, rough weather, and constant danger wore on the crew. One was caught smuggling a case of whiskey into the station not long after the deaths of his fellow surfmen (alcohol was strictly forbidden at all life-saving stations), and three men deserted in 1891, claiming foul treatment by Keeper Loch. Evidently disgruntled in the job (Loch had joined a group of keepers petitioning for higher pay), Loch left the station for another assignment in May of 1892 and was replaced by George Jorgensen. Less than a year later, on March 1, 1893, a tragedy similar to that of Andersen and Carsten occurred when, in completing boat drill on a moderate ocean, an unexpected heavy breaker came in and overturned the surfboat. Surfman George Larson was struck by a gunwhale and killed instantly. He was buried in the small Life-Saving Service cemetery on G Ranch. The station's location presented a challenge almost too great for mortal men to accept, and soon steps were made to better protect the surfmen's lives.[20]

On July 11, 1894, the Life-Saving Service received permission from Charles Webb Howard to build an auxiliary boathouse on a 22-by-60-foot plot of land on Drakes Bay below the Peter Reinhold Ranch, known as B Ranch in the Howard dairy network. This was completed by the end of 1894, although smaller than noted in the agreement at 14 by 40 feet. The new building housed a self-righting surf boat, a lifeboat and a fully equipped beach cart. Drills could now be done in the relative safety of Drakes Bay, although drills continued to be held on the ocean side when weather permitted until they were banned by the District Commander after the turn of the century. If necessary, the crews could set out to a rescue from Drakes Bay if the surf were too high at North Beach. Surfboats occupied both boathouses and the distance between the two stations was not great. Earlier in 1894, permission was received from Howard to build an 8-by-8-foot wooden lookout tower and platform on the bluff 200 yards north of the main station. Also,

---

and unidentified headstone at the Claussen cemetery could be marking Mr. Henry's grave.

[20]Undated petition to the Secretary of the Treasury from seven lifesaving station keepers, NA, RG 26, USLSS Letters Received 42210/2; Marin Journal, October 23, 1890; Toogood, Civil History, p. 291.



U.S.G.S. topographic map (1916) shows Life-Saving Station on Point Reyes Beach and auxiliary boathouse on Drakes Bay. Below, auxiliary boathouse as it appeared in 1923. (U. S. Coast Guard)

a wash and wood house and a kitchen addition to the keepers quarters were built.[21]

The station received a telephone line in 1895 that provided communications with the lighthouse. The telegraph system that had been in place at the lighthouse provided a quick reporting of weather conditions and ships in distress that now could be relayed to the Life-Saving Station instantly. Previous to this, a surfman would be required to walk or ride to the lighthouse to request assistance or send a message on the telegraph line.[22]

The Point Reyes Life-Saving Station operated through the turn of the century with a standard routine of drills and occasional rescues, a number of them quite dramatic. The string of deaths in the first years of the station proved to be a unique situation and was not repeated. But the concern of the location's dangers did not disappear, and by 1910 the Life-Saving Service began to take action to change the situation. At the request of Assistant Superintendent of Construction Andre Fourchy, Keeper Christopher Hunt surveyed the existing station in detail in December 1910 and submitted his results at the end of the month. Hunt described the keepers dwelling and its added keeper's kitchen, the boathouse, lookout, storehouse, wood and wash house, stable, and auxiliary boathouse on Drakes Bay. Water supply, distance to high water, and elevations were all noted by Hunt, as well as an inventory of hardware on hand at the station. Detailed drawings accompanied the report.[23]

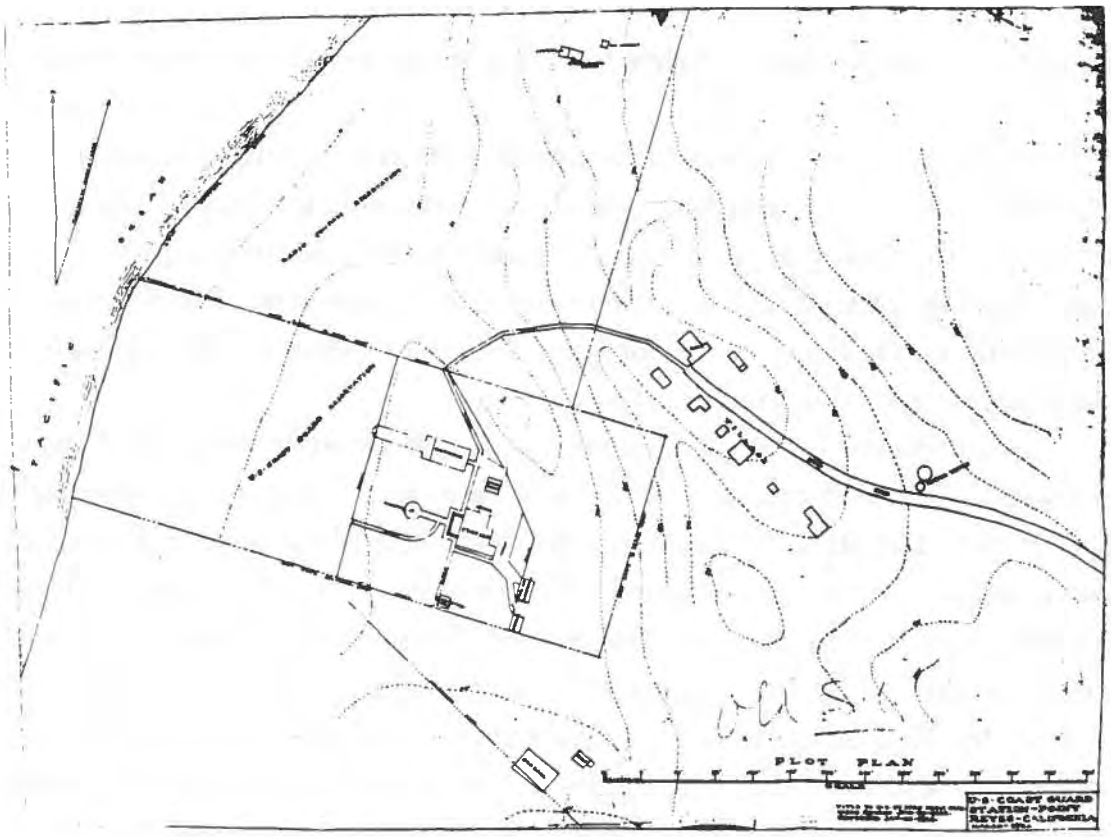
No doubt Fourchy and his superiors used Hunt's report in making a determination to abandon the beach station and build a new one on Drakes Bay. Engineers surveyed the area in 1912 and chose a suitable location near the lighthouse landing, then purchased the property from heirs of Howard in 1913. For a number of reasons, however, no construction occurred for another 13 years. Meanwhile, in March of 1915, the U. S. Life-Saving Service was merged with the

---

[21]Charles Webb Howard to Office of Superintendent, 12th District, July 11, 1894, USCG-A; Charles W. Howard to Major Blakeney, May 15, 1894, NA, RG 26, USLSS Letters Received 52533/3; Toogood, Civil History, p. 291; notes by Claussen et al, PRNS.

[22]Toogood, Civil History, p. 291.

[23]Christopher Hunt to Andre Fourchy, December 31, 1910, USCG-A.



Plat of station buildings in 1923 (top); the Coast Guard (foreground) and Navy (distance) operated side-by-side for part of the 1920s. (U.S. Coast Guard)

Revenue Cutter Service and renamed the United States Coast Guard; Point Reyes became known as Station No. 320.[24]

Life continued as usual at the station, although the civilian surfmen were slowly replaced by enlisted men of the new Coast Guard. In 1920 the U. S. Navy purchased property to the north of and adjacent to the station and built a Radio Direction Finder Station, or compass station, utilizing new communications technology. A village of shacks grew on property adjacent to the station during the 'teens, housing married enlisted men and their families who were not allowed to stay at the crew's dwelling.[25]

The question of the poor location of the station kept Point Reyes under scrutiny by the senior officers of the Coast Guard. One inspection report outlined the major problem with the site:

> The beach and surf at this station is one that makes impossible the handling of a boat, inside of the breakers, under most all conditions of weather and state of sea. Rescue work along this stretch of beach from shoreward is almost entirely dependent upon the beach apparatus. A surfboat is kept at this station proper, for emergency, but the opportunities for launching are few . . . .[26]

The District Superintendent visited the station and later reported: "This is a very discouraging place for both boatswain and crew and it is to be hoped that the station will be moved in the near future which will remedy the matter." At the time, a revolution was occurring in the Coast Guard that had begun in the old Life-Saving Service: the use of powered surfboats that required larger launching facilities. This was Point Reyes' only hope for getting a new station; a powered surfboat had been installed at the auxiliary boathouse by the mid-1920s, but the distance was too great to the quarters for efficient operation. Again, in 1917, the district office requested data on the station in detail. Acting Keeper John Kelly

---

[24]Plans and maps on file, USCG-A, O; Noble, A Legacy, p. 20.

[25]Notes from Claussen family and Howard Underhill, PRNS.

[26]Senior Captain G. C. Carmine, U.S.C.G. to Commandant, 12th Naval District, April 14-24, 1919, NA, RG 26, box 2185, file 1911-1930 12th District.

responded with descriptions, measurements, and drawings detailing the water and sewage systems, elevations and distances, and location of the flagstaff. Within ten years the station would be abandoned and then torn down, to be replaced with a modern "lifeboat station."[27]

6. Last Years of the Old Station

Under Officer-in-Charge Howard Underhill, Coast Guard Station No. 320 operated as efficiently as possible under existing conditions. The old buildings and equipment were deteriorating and the harsh location continued to take its toll on morale. In 1926, Field Assistant Andre Fourchy wrote to the Commandant in Washington, D.C., pleading for the new station to be built:

> Point Reyes is by far the worst station on the Pacific Coast, and from the stand point of equipment and efficiency, it is practically nil . . . . In its present condition, the station is of no benefit whatever; either for life saving purposes, or for checking rum runners, but being on an active status, the people expect the service, which, owing to antiquated and worn out methods and equipment cannot be rendered, thus reflecting unfavorably on the whole service.[28]

Fourchy pressed for construction to begin as soon as possible. His voice was heard because later that year construction of the Point Reyes Lifeboat Station was begun.

---

[27]Jack Mason, Point Reyes: The Solemn Land (Inverness: North Shore Books, 1970), p.124; Ralph Shanks, "The United States Life-Saving Service in California," Sea Letter, Number 31, Summer 1980, p. 10; notes by Howard Underhill, PRNS; Andre Fourchy to Keeper, Station #320, November 14, 1917; Kelly to Fourchy, November 17, 1917, USCG-A; Superintendent to Commandant, July 24, 1920, NA, RG 26, box 1785, file 601.

[28]Fourchy to Commandant, February 15, 1926, USCG.

7. Life-Saving Service Cemetery

The three or four surfmen who died at Point Reyes in 1891 had at first been buried in the sand dunes close to the life-saving station. This location was objected to in official correspondence, leading the keeper to have the graves moved to a more suitable place. They chose the G Ranch cemetery near the Point Reyes School, about six miles north of the station.

In 1872 landowner Charles Webb Howard and the Claussen family, tenants at G Ranch near the head of Drakes Estero at the time, established a small family cemetery on a knoll near their ranch. Planted with cypress and eucalyptus trees, the spot commanded a fine view of Point Reyes and was used by a number of local families for two decades. The Claussens were buried there, although members of other families were eventually exhumed and moved to larger cemeteries. Here, in 1893, the Life-Saving Service established a sixteen-foot square plot for its dead.

Life-Saving Service cemetery at Point Reyes, 1986. (Dewey Livingston)

Andersen, Carstens, and Korpala, all deceased in 1891, were moved there, and George Larson, who died in March of 1893, was buried there. Another surfman named Henry was apparently buried there that year.

Life-Saving Service and Coast Guard men took care of the cemetery for decades, although by the 1940s the plot needed a great deal of work. Around 1946 a crew of surfmen from Point Reyes Lifeboat Station under the direction of Steve Toth revitalized the cemetery, rebuilding the picket fence and making new markers for Andersen, Carstens, and Korpala. Men from either the lifeboat station or lighthouse continued to maintain the cemetery, although sporadically.

A question of ownership arose in the early 1960s when the Point Reyes National Seashore was being established. Until 1919, the Howard family owned the land on which the cemetery sat; James McClure bought the land in 1919, and in 1929 RCA Corporation took over the ranch. The Coast Guard purchased the plot from RCA Communications, Inc. on June 3, 1963. After the lighthouse was automated in 1975, the Commanding Officer of the new Coast Guard Communication Station near the cemetery was directed to maintain the cemetery. As recently as 1990 the plot was restored. The tiny cemetery, possibly the smallest Coast Guard cemetery in existence, is unmarked; it is reached after a short walk through a trailless cow pasture.[29]

[29]Mason, Point Reyes, p. 61; correspondence 1962-1977 in files, USCG-A; interview with Steve Toth.

D. United States Coast Guard Lifeboat Station

1. Land Purchase, Planning, and Construction

In March of 1912 the United States Life-Saving Service hired Marin County Surveyor George L. Richardson to survey a new site on Drakes Bay, in the lee of the eastern point long known as Chimney Rock. The site had been chosen that month by Fourchy and his supervisor, the Assistant Inspector of the 13th Life-Saving District, who wrote:

> Mr. Fourchy and myself picked out an excellent site for power boat house and station buildings at Drakes Bay and I am now having same surveyed. I had an interview with the owner, Mrs. Emma Shafter Howard of this city [San Francisco], and I think we will have no difficulty in getting this property free of charge.

The service produced a series of survey maps on linen that delineated three parcels with rights-of-way for roads and trails connecting the parcels. The largest parcel, measuring 300-by-300-foot (2.07 acres), was a square lot on the hillside overlooking the lighthouse landing to accommodate the officer-in-charge residence, various outbuildings, and the station's water system. A lot situated on a rare stretch of sandy beach under the otherwise rocky headlands would be the site of the modern boathouse; this rectangular parcel consisted of tideland, beach, and a portion of a steep, unstable hillside. These two lots were connected by a right-of-way for an eight-foot road from the residence parcel to the bluff overlooking the boathouse site. A 30-by-30-foot parcel designated for a lookout, with a three-foot path to the station, was located on the bluffs overlooking the Pacific Ocean more than a mile west of the station site, at 530 feet the highest promontory available on the headlands (this site was abandoned before any construction occurred due to poor visibility; a new site was chosen 1050 feet southeast of the boathouse and used by verbal agreement with the landowners). Right-of-way over the old government

landing road was also included in the survey.[30]

In following the Congressional Act of March 3, 1875, the Secretary of the Treasury authorized the Life-Saving Service to purchase the property from the heirs of Charles Webb Howard (his widow Emma Shafter Howard, sons Frederick, Shafter, and Harold, and daughter Maud) for one dollar on January 2, 1913. The deed included this reversion clause in the event the station would one day close:

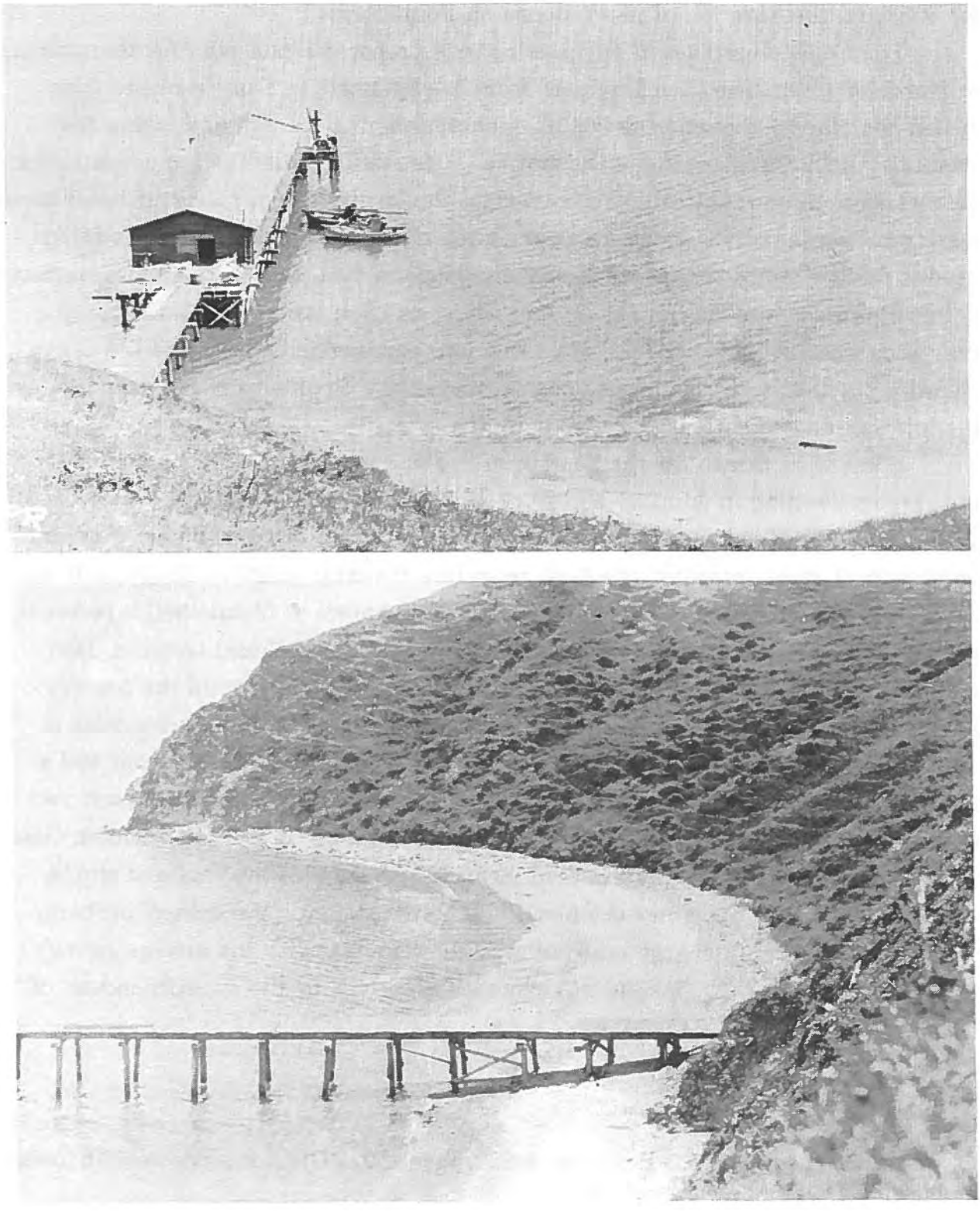
> AND IT IS FURTHER AGREED on behalf of the United States that in the event the land hereby conveyed shall hereafter cease to be used and occupied for life-saving purposes, said land shall revert to the parties of the first part, their heirs, administrators, executors or assigns.[31]

The new life-saving station saw no progress until more than a decade after the property was purchased. Meanwhile, the U. S. Life-Saving Service was absorbed in March of 1915 into the newly established United States Coast Guard, organized under the Secretary of the Treasury by pairing the Life-Saving Service with the older Revenue Cutter Service. While the organizational structure changed and salaries and retirement systems improved, for the most part the surfmen continued the old ways of the Life-Saving Service with their daily drills and routine. Also, World War I no doubt delayed any action at the new site. Then, in December of 1919, the property ownership of Point Reyes changed when the Howard estate sold ranches A through G to wealthy San Francisco businessman John G. Rapp, who immediately sold the ranches to tenants. Joseph V. Mendoza, a dairyman who had immigrated to California from the Azores, bought A and B Ranches, including the property surrounding the future Coast Guard Station. Mendoza's family would be linked with the Coast Guard Station

---

[30]Surveys Made for the U. S. Life-Saving Service at Point Reyes California, and tract information, USCG-A; J. H. Quinlan to General Superintendent, April 16, 1912, NA, RG 26, USLSS Letters Received 46289; Assistant Inspector, 13th Life-Saving District to General Superintendent, April 5, 1912, NA, RG 26, box 2185, file 683, District Commander F. B. Lincoln to Commandant, April 21, 1937, box 84, file 131.

[31]Deed recorded May 5, 1913, in Deeds Book 151, page 282, MCRO.



Two views of the boathouse site taken by Andre Fourchy in 1923. The Paladini wharf is under construction. (U.S. Coast Guard)

for 50 years, the duration of its existence on Point Reyes.[32]

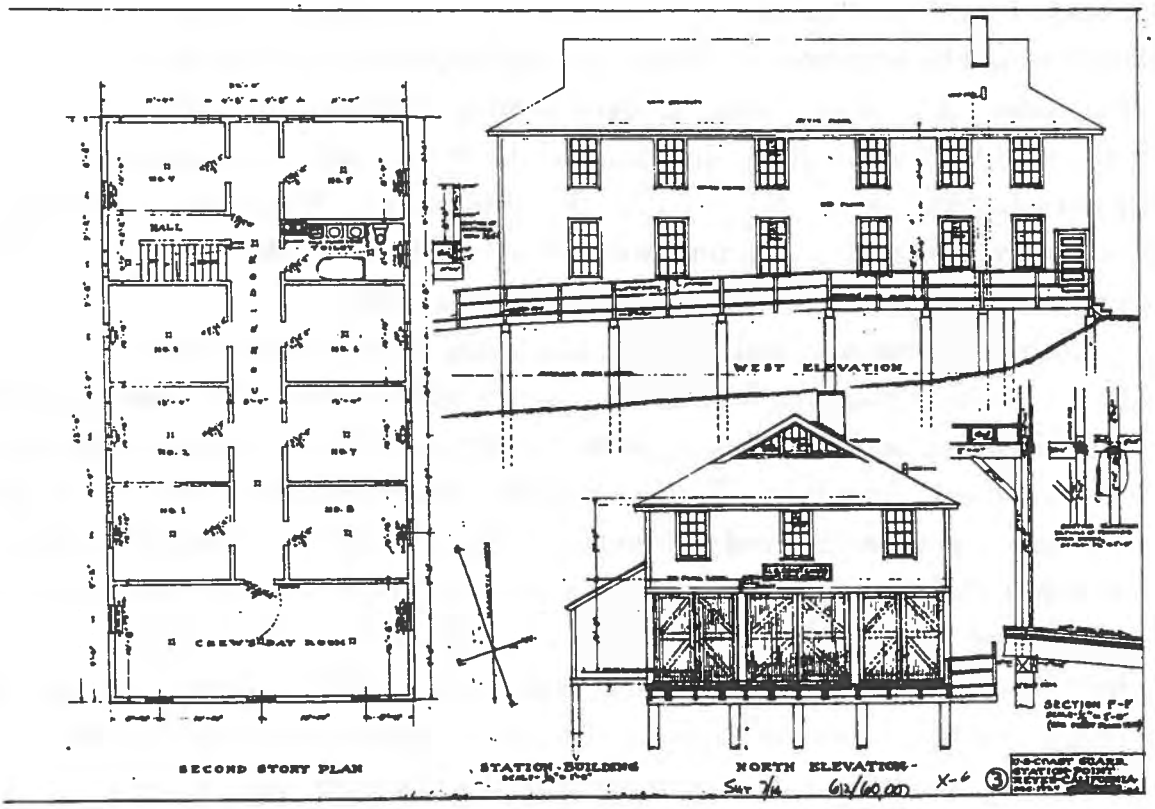
The Coast Guard's civil engineering unit prepared a plot plan for the station in March of 1923. The Civil Engineer from headquarters in San Francisco then visited the station site on June 26, 1923, photographing the site and laying the groundwork for the planning of the station. The station would be a modern motor lifeboat station, one that could accommodate the larger 36-foot motor lifeboats on a marine railway. Details of the necessary pitch of the railway and tidal conditions needed further study. At the time of the engineer's visit, the A. Paladini Company of San Francisco was building a 283-foot wharf and fish processing facility only a few yards west of the boathouse site. This new commercial wharf gave the Coast Guard a practical test case for the engineering of the boathouse piling supports, as the location and conditions were virtually the same.[33]

Plans were drawn for the boathouse in December, 1924, and for the officer-in-charge's dwelling in January and April of 1925. For the boathouse, Coast Guard architect Victor Mendelheff produced a unique derivative of his popular "Chatham" architectural style, introducing a boat room into his crew quarters design; this was apparently the only one of its kind built. Little is known of Mendelheff's personal history, but his work for the Life-Saving Service and Coast Guard between 1897 and 1929 produced a number of distinctive styles at stations around the country. His first station of the "Chatham" style was built at Chatham, Massachussetts in 1914; early "Chatham" crew quarters designs included a cupola on the roof and a prominent porch/entryway on the long face of the building. Mendelheff built two of these, without cupolas, at Bolinas Bay Lifeboat Station in 1917 and Golden Gate Lifeboat Station in 1918. Both had an identical gable ended hip roof and similar window placements echoed in the new Point Reyes station. Mendelheff probably designed the officer-in-charge quarters as well. The plans for the marine railway were drawn in April, 1925, reflecting changes suggested by the superintendent of

---

[32]Noble, A Legacy, p. 20; Deeds Book 208, page 409, MCRO; interviews with Tessie Mendoza Brazil and Joe Mendoza.

[33]F. C. Billard to Lofberg and Fourchy, January 9, 1925; Lofberg and Fourchy to Billard, March 13, 1925, USCG-A.



Coast Guard drawings of the boathouse, 1924. (National Park Service)

the Twelfth District and his field assistant, Andre Fourchy.[34]

The plans called for a rectangular, two-and-one-half-story boathouse with crew quarters, mess hall and galley, boat room, and launchway. Locating the crew's quarters in the same building as the boats would "not only expedite the work in responding to calls for assistance, but will be more economical in original cost and maintenance over separate buildings for the boats and for housing of the crew." The station would be equipped with an Arcola boiler to provide a hot water heating system, and a generator plant for electric lights; a gasoline engine, located

[34]Photostats of plans in collection, PRNS; Eugene V. (Wick) York, "The Architecture of the United States Life-Saving Stations" (Thesis, Boston University, 1983), pp. 54-60, 164-165, 239-240; York, "Architecture of the U. S. Life-Saving Stations," pp. 16-18; interview and correspondence with Wick York, Mystic Seaport Museum. Comparison of plans drawn by Mendelheff for previous stations, provided by Wick York, show that the Point Reyes plans were drawn in the same hand and were no doubt Mendelheff's.

in the boat room, would operate the boat winch. The steep hillside behind the boathouse would be excavated to locate the building as far back from the low water line as possible. A "cottage," with "modern heating, lighting, and toilet facilities" would be provided for the officer-in-charge and guests. Also, a combination garage/workshop/stable was proposed for the dwelling lot. Water supply at first would come from a small creek northwest of the station, but that source was found to be polluted from the stables at A Ranch above the gulch.[35]

Once plans were accepted in 1925, the Coast Guard advertised in newspapers in San Francisco, Sacramento, and Seattle for bids. The first round of bids closed in June, and all five were rejected and the work postponed, apparently due to unexpectedly high bids. The Coast Guard reopened bidding in June of 1926 and received six proposals. Fred J. Maurer and Son of Eureka, California, with a low bid of $42,162, received the contract on June 28, 1926, which specified work to begin at the end of July, 1926, under the direct supervision of field assistant Fourchy. While the boathouse was under construction, the boat room ceiling had to be raised two feet, from ten to twelve feet, to accommodate the motor lifeboat that would be housed there; the large doors to the boatroom were also enlarged to a height of eleven feet, six inches. Interior and exterior siding had been completed by October 26. A pile driver brought by tug from San Francisco aided in construction of the launchway, but a change in subcontractors and difficulty in obtaining proper piles resulted in a 43-day delay. Maurer's carpenters ate at the Paladini wharf, often eating food prepared by one of the fishermen's wives.[36]

Two problems emerged during and after the construction of the buildings. First, Maurer refused to pay a subcontractor on the grounds that the grading had not been completed according to specifications and piling work and launchway

---

[35]Letter from Commander F. C. Billard to 12th District Superintendent G. B. Lofberg and Field Assistant Andre Fourchy, January 19, 1925, and Lofberg and Fourchy to Billard, March 13, 1925, USCG-A.

[36]Commandant to Field Assistant Fourchy, June 26, 1925, NA, RG 26, Box 368, file 200; Acting Superintendent of Construction to [contractors], July 16, 1925, John S. Mills to [newspapers], May 15, 1926, Commander to Fred J. Maurer and Son, June 28, 1926, Commandant to Fred J. Maurer and Son, December 23, 1926, Commandant to Field Assistant Fourchy, April 19, 1927, NA, RG 26, Box 388, file 201; Toogood, Civil History, p. 295; interview with Lawrence "Lefty" Arndt.

construction had been abandoned. An investigation revealed that Maurer had at first approved the limited grading but then refused to pay for the work; the subcontractor then refused to begin work on the launchway and piling because he hadn't been paid. The subcontractor, Walter S. Selvage, filed a court claim in Eureka, California, and was eventually paid in full. Second, it was learned after the fact that major defects appeared in the siding, walls, and floors of the boathouse and dwelling. Field Assistant Fourchy belatedly wrote to Commandant F. C. Billard at headquarters in Washington on February 12, 1927:

> The attention of headquarters is invited to some of the material and labor supplied on the work, which is not strictly up to specifications; the principal defects, being the siding, which is mostly white pine sap, some of it badly warped, and others with blue sap, showing through the paint; the inside finish in buildings was neither properly smoothed or sanded before painting; the top floor in some of the rooms, in both dwelling and station building is not properly set, showing seams in cases as much as 1/8".

Fourchy explained that he was overworked at the time, with responsibilities similar to those at Point Reyes in Washington and Oregon as well as California, and couldn't regularly inspect the materials and work. The Commandant countered that Fourchy was no doubt lax in his inspections of the work in progress: he had been told the previous year at the start of construction that he must "superintend the construction of the work; to cause all material used and workmanship employed in the execution of the work to be thoroughly inspected, and reject such as may be unsuitable . . . ." It was pointed out that Fourchy had been at Point Reyes three times while the siding and interiors were being finished: "Why did you not at this time exercise your authority as superintending Government officer and have the defects remedied?" The Commandant closed one letter by stating, "Headquarters does not feel disposed to pass over this matter without further explanation from you." Fourchy was subsequently reprimanded ("Your management of the Point Reyes affair . . . clearly evidences that you exhibited a laxity in supervision, and a disregard of your authority in the premises, that are not creditable to you.") and deductions taken from Maurer's contract. The defects were repaired by the Coast Guard in 1931, when almost all of the siding

Above, the newly completed Point Reyes Lifeboat Station, with its first 36-foot motor lifeboat, a self-righting surfboat, and a load of coal. Left, the first Officer-in-Charge Howard Underhill. (National Park Service, Courtesy of Fred Kreth)

and sheathing had to be replaced at great expense. In 1929, similar problems had been found on the officer-in-charge quarters: less than three years after construction, the east side of the house was decayed, with water penetrating through the siding and damaging the sheathing, siding, and wall studs. This was also repaired in 1931. Unfortunately, Andre Fourchy's legacy, the notable Point Reyes Lifeboat Station project, turned into a self-induced nightmare for him and no doubt damaged his career.[37]

By March 11, 1927, the boathouse and dwelling had been completed, but a number of details had yet to be finished, such as the water and electrical systems. Contractor Maurer turned over the building to the Coast Guard on June 1. The work was approved by the Coast Guard inspectors in mid-June, and a surfman was placed at the station as a caretaker. On August 7, the station's first motor lifeboat, a type H 36-footer numbered 3042 and built by the Coast Guard the previous year, arrived and was hauled up the new launchway into the boat room, where it was put in working order by the surfmen. The Kohler electric plant for the station arrived in August. A lookout post had been built by the crew the previous May. Finally, on September 17, 1927, Officer-in-Charge Howard Underhill received orders to move himself and his crew to the new station. The station's crew, who had been working at the new facility for months in preparation for this day, hoisted the ensign at the Point Reyes Lifeboat Station at 4:30 p.m. on September 18, 1927, and turned the old Life-Saving Station over to a Navy caretaker. The Point Reyes Lifeboat Station, after 15 years of planning, went into operation and the 38-year-old Life-Saving Station on Point Reyes Beach was abandoned, sold for salvage in 1930, and torn down; the auxiliary boathouse on Drakes Bay was sold for salvage to J. V. Mendoza in 1933.[38]

---

[37]Fred J. Maurer and Son to L. C. Andrews, Assistant Secretary, Treasury Department, February 28, 1927, W. E. Dickson (attorney) to Commandant, March 30, 1927, Commandant to Field Assistant Fourchy, March 23, April 19 and May 4, 1927, NA, RG 26, box 388, file 201; Commandant to Field Assistant Fourchy, October 23, 1929 and May 23, 1930, Headquarters to Officer-in-Charge, May 5, 1931, NA, RG 26, box 728, file 220.

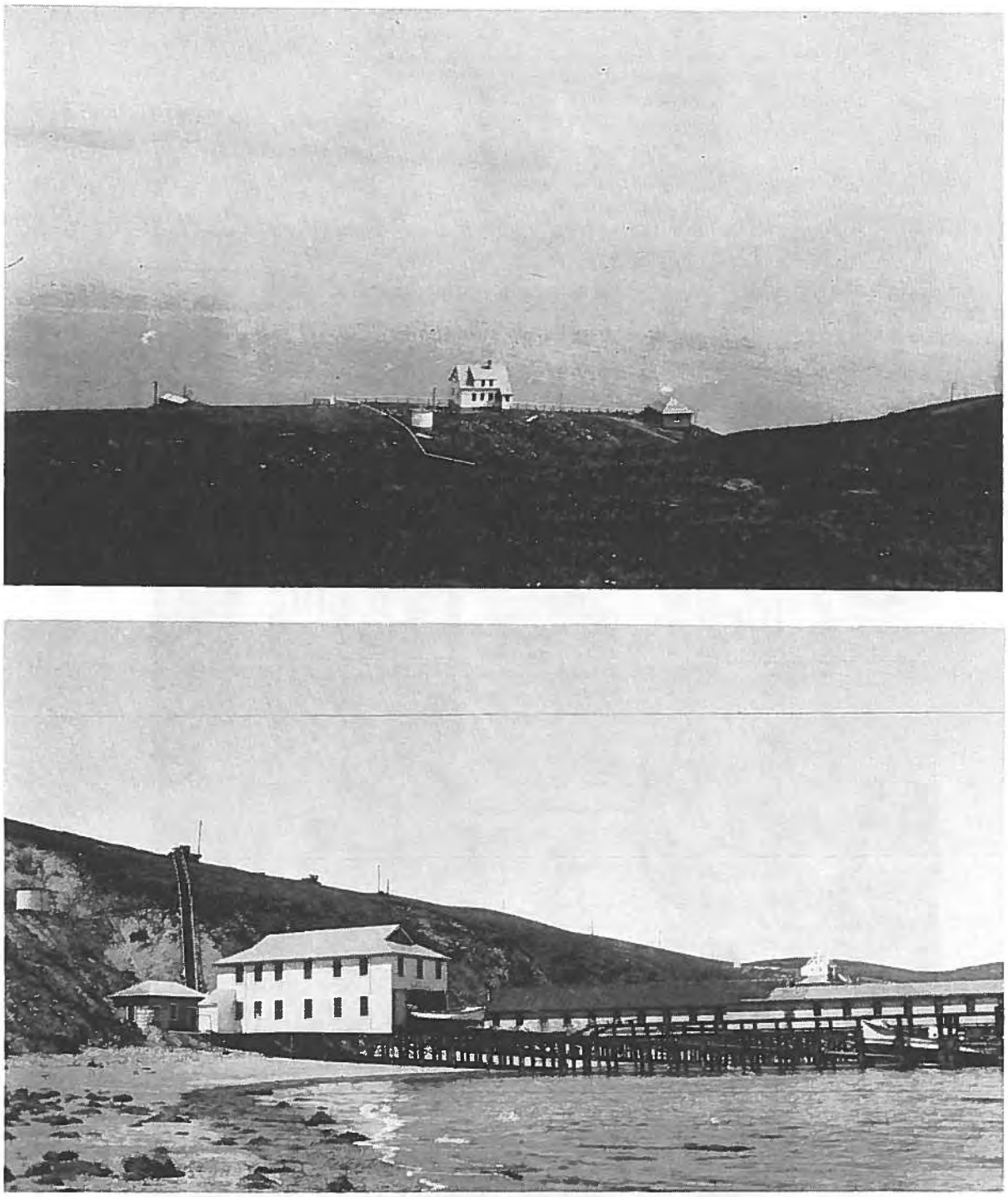
[38]Edward S. Moseman to F. A. Hunnewell, Superintendent of Construction and Repairs, July 8, 1927, Commandant to Field Assistant Fourchy, August 1, 1927, Civil Engineer to Accounts, August 3, 1927, Despatch, Headquarters to 12th District,

The three-car garage as it appeared in the 1940s. The door on the right opened to a separate room that held rescue equipment. (U.S. Coast Guard)

Outbuildings, including a garage, powerhouse, fuel house, and pumphouse, remained to be built. The Commandant ordered that expenses for two of these buildings be kept at a minimum, and that the size of each building be cut. The garage, on the dwelling lot, and powerhouse, behind the boathouse, would have wood floors and foundation rather than concrete, and be made smaller. A work bench would be installed in the boat room rather than in the powerhouse. Skilled

---

September 17, 1927, Officer-in-Charge Howard Underhill to District Commander, September 20, 1927, Moseman to O. M. Maxam, Division of Operations, September 28, 1927, Maxam to Standard Accident Insurance Company, October 18, 1927, NA, RG 26, Box 388, file 201; Commander to Commandant, April 9, 1930 and February 14, 1933, NA, RG 26, box 728, file 220; Point Reyes Lifeboat Station Logs, March 1-September 17, 1927 and September 18, 1927-April 7, 1928, NA PSR, RG 26, Box 2522; notes from Howard Underhill, PRNS.



Two views of the new Point Reyes Lifeboat Station, taken about 1928. Above, the Officer-in-Charge quarters stands on a barren hillside, with the three-car garage unpainted on the right; soon cypress trees would be planted. The boathouse (bottom), with powerhouse behind, stairway to road access, and Officer's quarters in distant right. (National Park Service, Courtesy of Duane Irving)

Officer-in-Charge Underhill's children pose in front of their house around 1930. Note the low rock wall, replaced in 1940. (U. S. Coast Guard)

labor was to be hired "to assist the crew in their construction."[39]

The station crew spent the rest of the year building the outbuildings, for which $2,033 had been alotted. After an initial cleaning and inspection of the completed station buildings on September 19, the crew set to work hauling lumber and cement from the lighthouse landing below the keeper's house, where the local steamer Owl from Bolinas delivered the goods. The men also hauled sand and gravel off of the nearby beaches for concrete work on outbuilding foundations and walls, and a concrete walkway on the south side of the boathouse. During the first two months of operation, drills were suspended by the District Commander so that the crew could work full time on the construction. A team of professional carpenters built the outbuildings after the station crews had constructed the foundations. The crew also dug trenches, laid water pipe, set up the Kohler electric plant, erected a breeches buoy drill pole near the officer-in-charge's residence and buried a permanent sand anchor, and built a retaining wall behind the boathouse to stem the flow of mud off the unstable hillside. Cattle guards were installed at both ends of the officer's dwelling lot and a fence built to surround the hillside compound. By the end of the year, five new buildings stood on what had been a windy cow pasture the year before.[40]

2. Staffing and Quarters

Late in the summer of 1927, Officer-in-Charge (informally called Captain) Underhill and his family moved from the 50-year-old storm-battered station on the Pacific Ocean to a new and comfortable home in the comparatively mild climate of Drakes Bay. His crew, numbering nine at the time, moved into the barracks at the boathouse and proceeded to familiarize themselves with the new equipment, principally the motor lifeboat and its launching system. In addition to Captain Underhill, who was officially a Chief Boatswain's Mate [CBM(L)], the crew

---

[39]Commandant to Field Assistant Fourchy, January 22, 1927, NA, RG 26, box 728, file 220.

[40]Station Logbooks, Point Reyes Lifeboat Station, September 18, 1927 to April 7, 1928, NA Suitland, RG 26, box 2522.

Officer-in-Charge quarters (top) and view of station, 1940s. (U.S. Coast Guard)

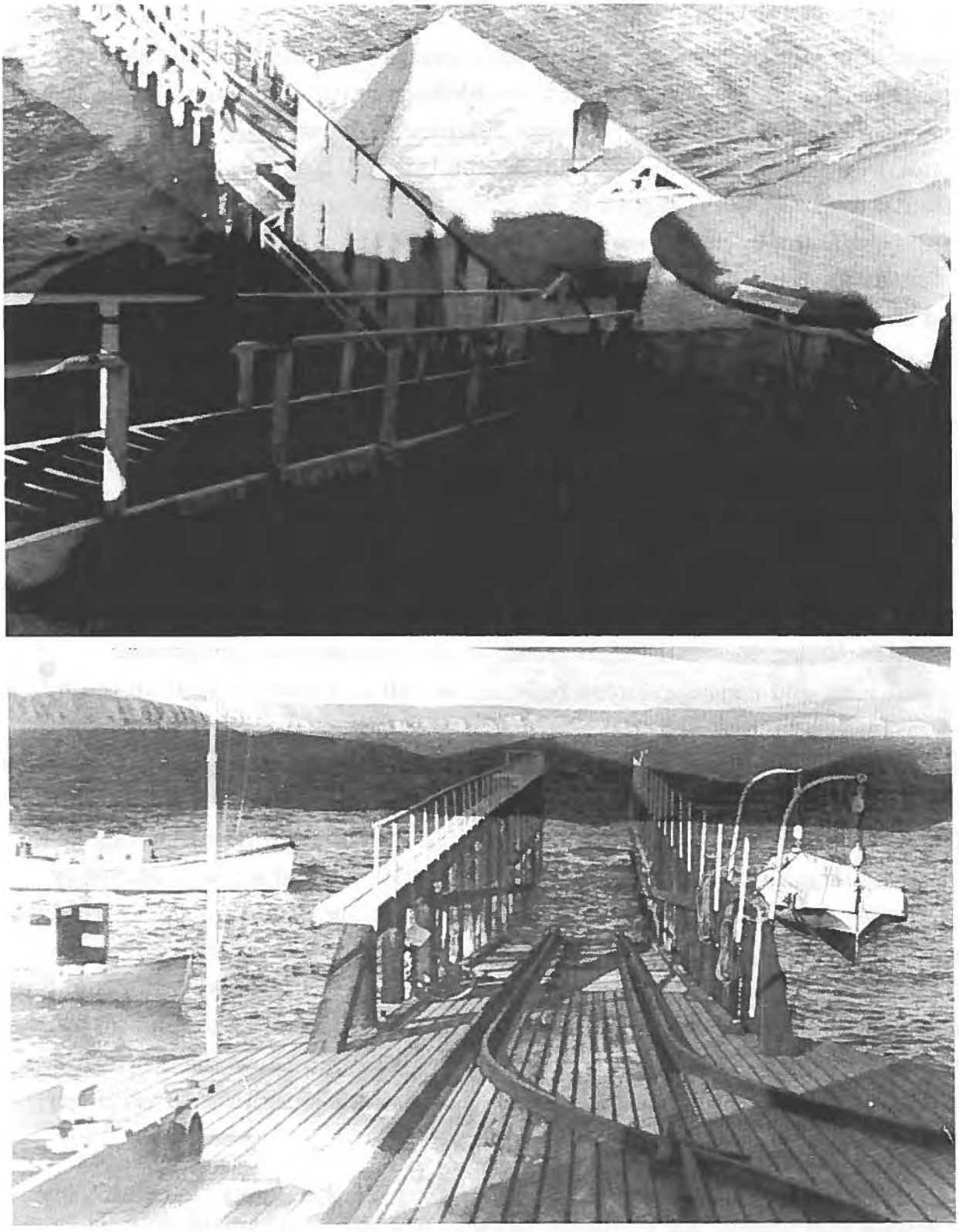
consisted of Underhill's assistant, BM1c(L) Joseph R. Thompson (Boatswain's Mate First Class), Mo.MM2c(L) Matthew McNamara (chief machinist's mate), and seven surfmen, Michel Saiceff, Strianos Staikander, Johan E. Jansson, Bud L. Jones, Frank Zyta, Herbert Y. Fishback, and Harry F. Lammert. Later, a yeoman, or office assistant, was assigned to Point Reyes. The crew count varied from nine in the beginning to an average of 14 in the 1950s, and up to 40 during wartime.[41]

At the time of the establishment of the Point Reyes Lifeboat Station, men had a reasonable choice of stations, with the ability to request assignment to or transfer from a particular area. Point Reyes was apparently a somewhat undesirable location due to its isolation and weather, but was nevertheless fondly remembered by most of the men stationed there for its beauty and wildness, friendly neighbors and camaraderie, and good fishing. The closest towns were Inverness, a small summer resort on Tomales Bay with a store and post office, and Point Reyes Station, a larger town with a population of around 300 with rail service, bank, and two mercantile stores.

At the time of opening, the station buildings consisted of a dwelling for the officer-in-charge, the boathouse/barracks, a powerhouse/shop, pumphouse/ powerhouse, and a garage/storage building, as well as a small lookout on the hilltop above the boathouse. The officer-in-charge residence, an attractive two-story house with a large basement and modern conveniences, sat on a gently sloping and unprotected hillside. Sewage left the dwelling through a pipe and exited into Drakes Bay under the F. E. Booth fish dock on the old government landing beach below the house. Not long after opening, Underhill planted a row of Monterey cypress trees on the boundary of the 2.07-acre dwelling lot for protection from the winds that frequented the area. A low, rock wall bordered the driveway at the dwelling. The pumphouse/powerhouse held the Kohler electric generator and the water supply pump; this wood frame building, with a concrete floor and interior tongue-and-groove paneling, was remade into a garage to house the keeper's automobile after another well and pumphouse was developed in 1935. A larger

---

[41]Commanding officers at U. S. Life-Saving Stations were called Keepers, a tradition that held on for a number of years into the Coast Guard era. The Coast Guard used the term Officer-in-Charge and Chief Bosun (Boatswain), but these men were often called Captain. The numbering of surfmen was dropped early in the Coast Guard era.



For the first 12 years, the boathouse was reached via a steep stairway from the bluff above (top). On the launchway, the rails converged using crossovers rather than switches as was common. Both photos taken in the 1930s. (U.S. Coast Guard)

garage, located on the access road below the house on the northeastern lot corner, had two rooms to house station vehicles and equipment, including the beach cart; it had three garage-style doors and was also paneled inside.

The boathouse/barracks served the working crew of the station. Access to the boathouse was via a road to the bluff overlooking the boathouse, then down a long and steep flight of stairs to the flat area at the back door. Here, nestled between the boathouse and the cliff behind, sat a small generator building called the power house, which measured about 14 by 20 feet. The boathouse/barracks featured a well-equipped galley, pantry, mess deck, day room, lavatory with a bathtub, and eight rooms for bunks. The floors of the galley and mess deck were shellaced linoleum. Each sleeping room had varnished wood floors and was plainly decorated and equipped with a hot water register and a window. At peak staffing periods, four men would sleep in a room; otherwise two to a room appeared to be normal. Upstairs, an attic storeroom held supplies for the station.

The boat room, of about 1440 square feet with 12-foot ceilings, was designed to house three lifeboats on rails, but only two sets of rails entered the boat room, one for the first motor lifeboat and the other for a 25-foot pulling boat; two other older-style surfboats were also used. The rails occupied the center and east boat bays, with the west boat bay unoccupied for the first two decades of operation. The two sets of 85-pound rail curved towards the central launchway, using crossovers rather than switches, where they headed in a straight line down grade into the water. Crossovers were used rather than switches (which would have converged the two sets into one) resulting in two sets of rails entering the water. The rails were painted regularly with red lead. A gasoline powered winch was anchored near the center of the south wall. The boat room walls were rigged with shelves and hangers for various apparatus neccessary to the lifesaving functions of the station. A regulation small arms locker occupied the boat room, stocked with rifles, pistols, and line-throwing guns; ammunition and explosives were stored in the attic. The launchway, with a pitch of one inch per foot, was built on creosoted pilings with narrow walkways on either side of the rails. Two members of the crew utilized these walkways when the lifeboat was either launched or brought in; the men guided the boat to the proper position on the boat cradle and secured the cradle to the boat while the boat was pulled from the water by the power winch. A flagstaff graced the west side of the launchway, where "colors" were flown daily

from morning to sunset.[42]

Some time during the 1930s, crew members from the Coast Guard station built four cottages on J. V. Mendoza's property adjacent to the Coast Guard reservation. This may have been a similar arrangement to the village at the Life-Saving Station, where married men built their own dwellings so their families could reside with them during their tour of duty. These men had the permission of and paid land rent to the Mendoza family, with the agreement that when the men left the station the buildings would become property of the Mendozas. The houses became occupied by fishermen after the Coast Guardsmen left the area.[43]

Visitors to the station had various informal options for lodging, including the three fish docks adjacent to the station, the crew cottages, the lighthouse complex (some three miles away), or local farm houses. Inspectors from headquarters in San Francisco visited the station regularly, checking safety, operations, and cleanliness. The inspectors lodged at the officer-in-charge's residence when necessary.[44]

The first decade of operation at Point Reyes Lifeboat Station proved to be a momentous one. Three major shipwrecks occurred on the Point Reyes Headlands in 1929, 1930, and 1931, none with loss of life but all with great material losses (see chapter 4). During the first nine years at Drakes Bay, according to Officer-in-Charge John Buckley in 1936, the station had performed rescues of 45 vessels, saving 280 lives and more than $3 million worth of ships and cargo. The station's original type H 36-foot motor lifeboat was replaced in June, 1934, by a new type TR, recently built at the Coast Guard Depot at Curtis Bay, Maryland, and numbered 4467. The station received a second 36-foot motor lifeboat when, on July 24, 1934, type H motor lifeboat No. 2161 was transferred from Fort Point Station. By the end of 1934, the Point Reyes Lifeboat Station was equipped with

---

[42]Plans and photographs on file, PRNS; Bliss Brown, "Point Reyes Coast Guard Station," WPA Writers Project, April 3, 1936, Marin County Library, Anne T. Kent California Room; Station Log, May 15, 1930 and February 3, 1936, NA Suitland, RG 26, box 2523; Inspection Report, April 28, 1934, NA, RG 26, box 2185.

[43]Legal Officer to Chief of Staff, February 18, 1954, USCG-A; interview with Steve Toth.

[44]Interview with Steve Toth, Jack Kersch and Mel Leathers.

Motor surfboat and motor lifeboat, 1929. (Collection of Robert Reeves)

two 36-foot motor lifeboats; a 25-foot, 6-inch self-bailing surfboat; a 18-foot, 3-inch pulling dinghy; and a 18-foot, 5-inch pulling dory, as well as an International two-ton truck, used for general purposes and for transporting beach apparatus gear to wrecks.[45]

The last years of prohibition kept the station men busy at times, as Point Reyes was a notorious location for smuggling liquor that originated in Canada and Mexico. Ships transported the liquor in large quantities to points three miles off the coast, where men in smaller boats unloaded cases of what was usually Scotch whiskey for distribution overland to the San Francisco and Sacramento area. The Coast Guard employed boats to stem the trade, although the Point Reyes Lifeboat Station apparently had little direct responsibility for enforcement. In one incident the large rum runner from Canada, Chief Skiugate, reportedly transporting 300 barrels of Bourbon and thousands of cases of Scotch valued at $1 million,

---

[45]Brown, "Point Reyes Coast Guard Station," p. 2; Inspection Reports, Point Reyes Coast Guard Station, April 28 and September 24, 1934, NA, RG 26, 12th District file, 1934.

successfully ran a blockade of Coast Guard cutters at Point Reyes. Occasionally the lifeboat station provided manpower to anti-rum running operations, as when in late 1927 the crew set up a roadblock near Point Reyes Station to check a smuggling report.[46]

A thorny issue at the lifeboat station for two decades was the locked gate at Mendoza's A Ranch. When J. V. Mendoza purchased the ranch in 1919 he erected a locked gate just past the ranch on the road to the lighthouse landing at Drakes Bay. Mendoza wished to keep trespassers off his land at the headlands, where abalone was plentiful and hunting was fair. When the lifeboat station went into operation an agreement was reached with Captain Underhill that the gate would be kept locked and the Coast Guard was issued keys. This arrangement soon met with difficulties, as men would lose their keys and visitors had trouble gaining access. The Coast Guard demanded that the lock be removed, as the road was not Mendoza's in the first place; it had been deeded to the government by Charles Webb Howard in 1869 as access to the landing. Underhill took the lock off and personally handed it and the keys to Mendoza, stating that a lock would no longer be used. Mendoza immediately retained Jordan L. Martinelli, a prominent Marin County lawyer. The lock, by mutual agreement, returned to the gate, but with definite reservations from the Coast Guard. The dispute came to a head in 1929, when the crew of Bolinas Bay Lifeboat Station could not get through the gate while responding to the wreck of the steamer Hartwood, causing a half-hour delay while the key was procured at the farmhouse. Tempers had flared at other times, when the chain was found cut a number of times, and the lock at one time reportedly shot off. Nevertheless, Mendoza prevailed. Not until the late 1940s was the gate replaced with a cattle guard, after some 20 years of Coast Guard efforts to have it removed.[47]

---

[46]David Buller and James Delgado, "Losses of Major Vessels Within the Drakes Bay Survey Area," Submerged Cultural Resources Survey, Larry Murphy, Ed., Phase I - Reconnaissance (Santa Fe: Submerged Cultural Resources Unit, Southwest Regional Office, and San Francisco: Western Regional Office, National Park Service, 1984, pp. 24, 57-62, 72-80; Mason, Point Reyes, pp. 140-144; Marin Journal, January 21, 1926; Station Logbooks, October 3, 1927, NA, RG 26, box 2522.

[47]Correspondence between Coast Guard, Jordan L. Martinelli and others, 1927-1945, NA, RG 26; interview with Robert Reeves.

3. Routine at Point Reyes Lifeboat Station

With the exception of various technological advances, little change occurred in the day-to-day routine at the Point Reyes Lifeboat Station during its 41 years in operation. Staffed by enlisted men from all over the United States, the station's mission of aiding mariners almost never varied and the methods in use only changed as far as communication technology and additional horsepower. The enlisted man spent his time in constant preparation for an emergency call, and during this time followed a routine of drills, maintenance, and leisure.[48]

a. Entering Duty in the Coast Guard Lifeboat Station

During the first decades of the U. S. Coast Guard, men enlisted at the station of their choice. Steve Toth, who rose from surfman to officer-in-charge at Point Reyes between 1930 and 1950, described his enlistment in the Coast Guard. A jobless immigrant with no seaman experience "except for the nickel ferry to Oakland," Toth answered an advertisement he saw posted at a job center. He appeared at Fort Point Lifeboat Station and was enlisted on the spot, contingent on his ability to learn the required regulations and codes in a specified amount of time. After meeting these requirements Toth was able to transfer to Point Reyes, exercising freedom to choose the station he wanted. Toth spent twenty years as a surfman and Bosun's mate at only three stations; he raised his family during his 16 years at Point Reyes.

By the end of the 1930s the Coast Guard had changed the old Life-Saving Service ways and began a system of tours of duty. A man would enlist, receive training at a facility such as the Coast Guard Training Center at Curtis Bay, Maryland, then be assigned to a station and usually be transferred to another

---

[48]Information for this section is drawn largely from interviews by the author with former enlisted men and officers-in-charge at Point Reyes from 1930 to 1968, as well as notes and official reports from 1927 to 1968. Those interviewed were: Jim Crunk 1962-64, Roger Dewey 1964-68, Ron Ferguson 1951-52, Dean and Betty Garrison 1954-57, Mark Hawrus, Jack Kersch 1945, Mel Leathers 1940-45, Richard Levesque 1957, Charlie Riedmuller 1955-57 and Steve Toth 1930-50.

Coastal lookout tower, built in 1937, overlooking the Pacific Ocean. Photo taken about 1943. (National Park Service, courtesy of Mel Roth)

within a year or two. This rotation of crews affected the general character of stations, with fewer "old-timers" from the Life-Saving era and more of the young military recruits.[49]

In Toth's day, a man might arrive to a station where much of the crew had been there for three to six years. Oftentimes the newcomer was treated like a freshman, expected to prove himself, and given lowly jobs and nicknames. Toth was assigned as the relief cook although he "couldn't boil a pot of water." He learned the hard way. Later, new recruits would not be faced with so many "veterans" and the first months at a station could go relatively smoothly. Ex-Coast Guardsmen have commented on the difference between the Life-Saving Service style and the later Coast Guard, the former being more rooted to 19th century traditions and the latter being more military in manner; both involved strict discipline but of different characters. For many years an Officer-in-Charge carried an (L) after his rank, indicating he was in the Life-Saving Branch (as opposed to the Revenue Cutter branch) of the Coast Guard. This distinction, as well as any animosity between the old Life-Saving and Revenue Cutter Services, faded by World War II. After the war at least two officers-in-charge at Point Reyes came to the station from another division in the Coast Guard.

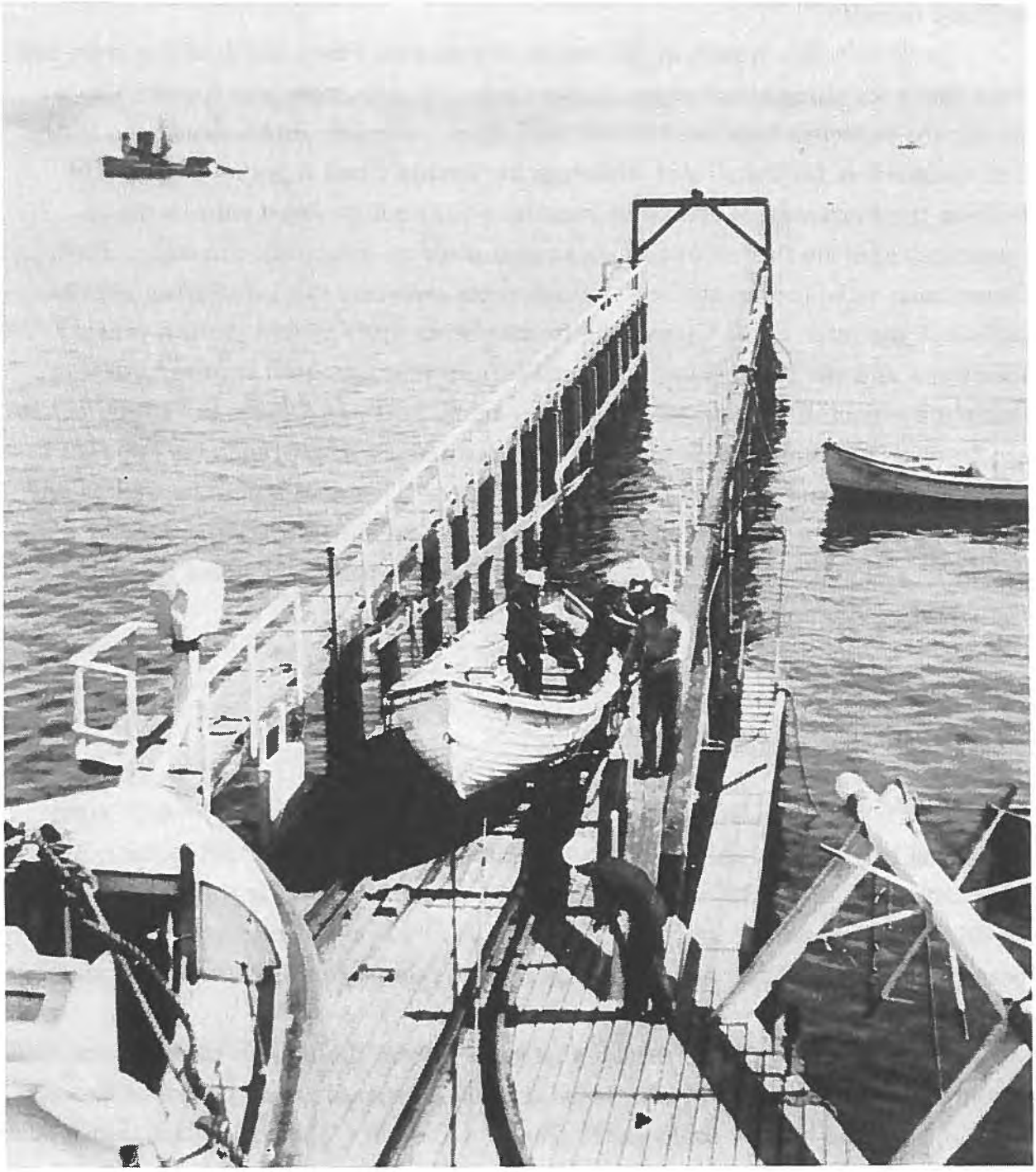
b. Accommodations

Single men resided in the upstairs portion of the boathouse, where eight rooms held two bunks apiece. Each man had a portable closet and locker. A bathroom with one toilet, one bathtub and two sinks was enlarged in 1942 with additional sinks, toilets, and two shower stalls. The crew was responsible for personal cleanliness and housekeeping in their rooms; some keepers made daily room inspections.

Food was provided to these enlisted men from the station mess, where one of the enlisted crew would be assigned as cook. Depending on the era at the station, the food quality could range from poor to fair. The cook purchased food at

---

[49]Bernard C. Webber, Chatham: The Lifeboat Men (Orleans, Massachussetts: Lower Cape Publishing Company, 1985), pp. 13-14.



Surfboat on the launchway, about 1943. The signal light (left) has a protective cover; the davits held a skiff. (National Park Service, Courtesy of Mel Roth)

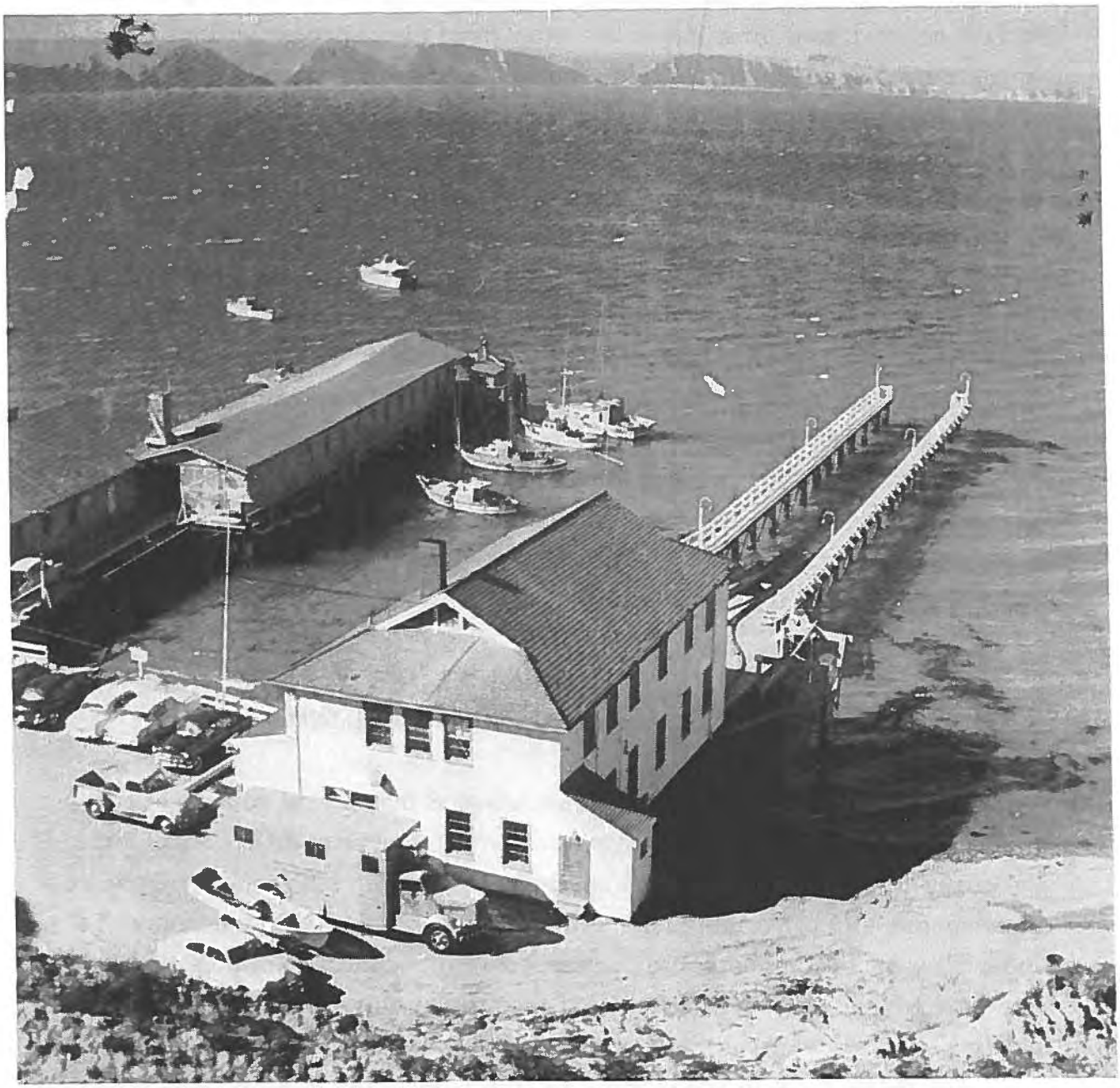
local grocery stores in Inverness and Point Reyes Station, although the standard fare was often supplemented with fresh fish, crab, and shellfish caught locally by the crew and the nearby fishermen.

The officer-in-charge traditionally occupied the large residence on the hill, although at least one unmarried keeper resided in the boathouse with his men. Married enlisted men must either live away from their spouses or family or find alternative lodging near the station grounds. Some family men, like Ron Ferguson in 1952, transferred to another facility that offered family housing. Soon after the station was built, some crew members built four cabins on Mendoza property adjacent to the station; in 1934 three men and the officer-in-charge were living on the grounds with their wives. Steve Toth built one of the cabins after his marriage in 1939, nearest to the three-car garage and perched on the bluff overlooking the bay. His family occupied the cabin for 11 years until moving on and turning the house over to the Nunes family, heirs of J. V. Mendoza. Mendoza allowed the Coast Guard men to build the houses if the ownership would revert to Mendoza when the man was transferred. Mendoza then rented the cabins to other enlisted men or to fishermen who worked at any of the three adjacent fish docks. Mendoza also built a three-car garage with an apartment attached. Three of these cabins and Mendoza's garage were destroyed or made uninhabitable in the January, 1956 mudslides; the remaining ones torn down by the late 1970s.

c. Day-to-Day Routine at Point Reyes Lifeboat Station

A study of the original station logs revealed the general routine of the station during its first months of operation in September and October of 1927. The officer-in-charge, Howard A. Underhill, would begin his work day by testing the telephone and performing his morning duties. At 8:30 every morning, Underhill went to the boathouse and inspected the building, grounds, and apparatus. While an overall cleaning of the station only occurred every Saturday, the crew's individual areas were expected to be clean and tidy.

The patrol clock in the lookout, located outside the lookout room on a post, was checked by an officer for regularly timed impressions; a missing or late impression, proof that the watchman was not doing his job, could result in



A military dental unit made regular stops at the boathouse; here it makes a visit in 1957. (Collection of Richard Levesque)

punishment such as forfeiture of the guilty party's liberty. Watchmen stood two-to four-hour watches, scanning the ocean for ships in distress and counting passing vessels; they kept a log which was regularly turned over to the Officer-in-Charge, who in turn sent copies to the District Office.

Drills were a major part of station life, as the fundamental job of the surfman consisted of readiness and waiting. Every day the crew gathered in the drill room, or day room, and practiced one of many standard Coast Guard drills, following the book, "Instructions for Coast Guard Stations." Wig wag and semaphore signals, flashing light and international code, compass, rules of the road and motor boat laws, resuscitation, all were carefully recited by each crew member and checked by the instructor. Regular fire drills and infantry drills were held outside the station. A rifle range was used for many years, uphill from the residence parcel, on Mendoza-Nunes property. Any man showing a lack of knowledge of a particular subject would be required by the officer-in-charge to learn the drill or be subject to dismissal or punishment.

Boat drills included oars drill in the old-fashioned pulling surfboat, motor lifeboat launching and operation, and occasional capsize drills. In 1927 the motor lifeboat was launched at least every month. Maintenance of the boats took a great deal of time, as well as maintenance of the gasoline boat winch, generators, heating systems, and station truck. The International two-ton truck, the "power wagon," was used for station duties including procurement of supplies, ferrying men to and from the station, driving station and local children to school, pulling the beach apparatus cart to rescues, and helping out local residents (in one incident the truck was used for hauling hay for local dairy ranchers). Station crew also painted the buildings, an ongoing process in the severe weather of Point Reyes.

d. Inspections

Coast Guard Lifeboat Stations received regular inspections, including daily internal inspections by the officer-in-charge supplemented by visits from a District Inspector a number of times during the year. While the internal inspections involved a routine check of cleanliness and readiness, the District Inspector took an in-depth look at the operations at the station and reported to the Commander

of the Coast Guard in a lengthy report. This report would be approved by all involved; any shortcomings were noted and followed up.[50]

An Inspection Report of Point Reyes Coast Guard Station, Twelfth District, dated September 24, 1934, reported that Officer-in-Charge John N. Buckley led a crew of eight surfmen, each averaging three years in the service, a Boatswain's Mate Second Class and a Motor Man First Class. A general muster was held in front of the station on the first morning of the Inspector's visit, "each man dressed in clean blue uniforn and leggings." The inspector took a close look at the uniforms and asked the crew if there were any complaints about the station or the food; he received no negative comments. The crew then performed infantry drill for the officer which involved demonstrations of facings, rests, salutes, school of the recruit, and school of the squad.

The crew was then mustered in the sleeping quarters where their uniforms, closets, bedding, and beds were inspected. During this inspection the district officer found a number of minor problems such as missing pillow covers, but the muster received positive comments from the inspector:

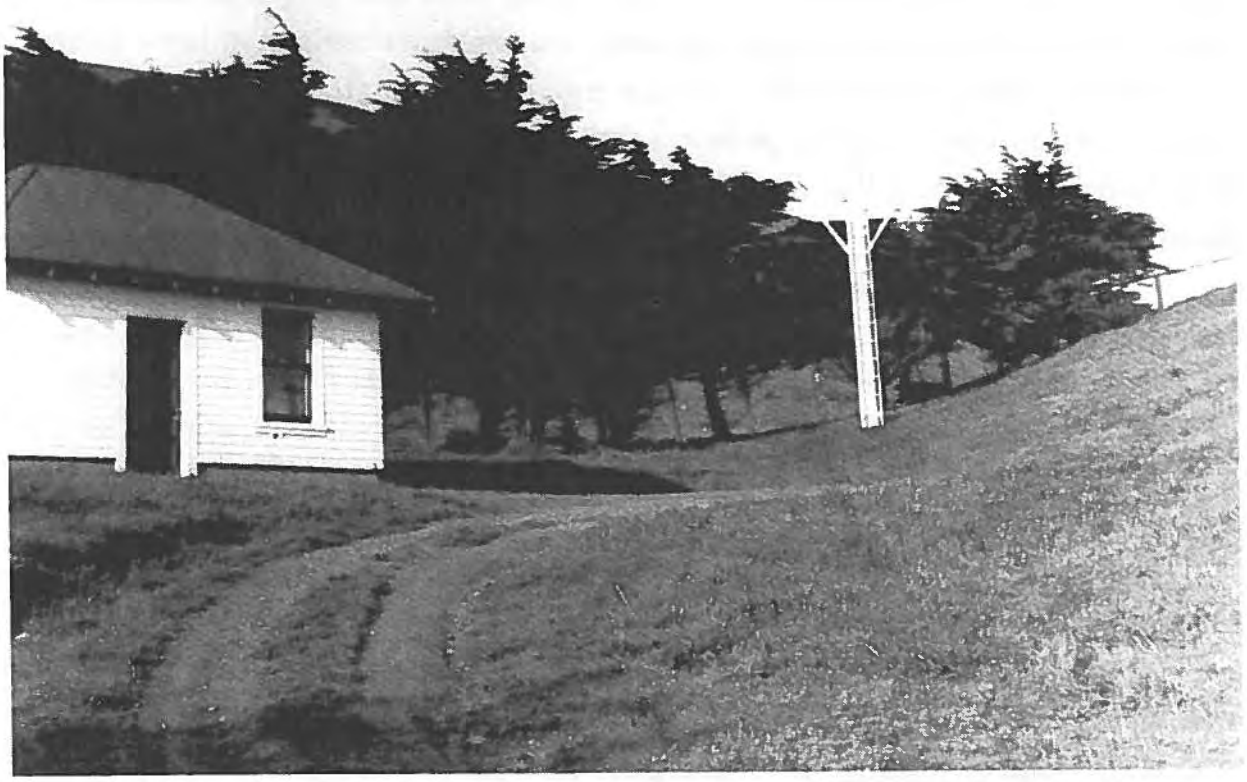
> The crew as a whole made a neat appearance, and it was evident that proper instructions are given in military exercises. An excellent discipline is maintained. At morning colors, the crew is mustered, facing the flag pole, standing at attention and saluting during the hoisting of the ensign. At evening colors, the crew as a whole is not mustered, but any man in sight, stands at attention, and salutes, if covered, during the lowering of the ensign.

The crew drilled every week for half an hour in military courtesies and exercises. Small arms target practice occurred on a hillside on the road above the station.

A major part of one of the inspection days was spent in boat drill on Drakes Bay, in which the rescue boats at the station were launched and exercised. The day was a windy one, good for testing the crew's skills but too rough to perform capsize or swimming drills. Motor lifeboat No. 4467 was taken into the bay under

---

[50]A few of these inspection reports were preserved by the Coast Guard in the National Archives (RG 26, box 2185) and have been studied for this report.



The drill pole stood between the garage and water tanks. (National Park Service)

power and sails, and the crew "manifested very good seamanship." The self-bailing surfboat 779 was exercised under oar and sail, and a smaller dinghy drill followed where each member of the crew had to prove his skills with a pair of oars.

Next, a beach apparatus drill tested the crew on the use of the lyle gun and breeches buoy. The men recited the procedures before performing them, and were expected to know the duties of the man with the next highest number in the drill. The beach apparatus drill took place on the open area between the officer-in-charge quarters and the pumphouse and took about an hour and a quarter to complete; the time taken to actually do the drill, from the call, "action" until the landing of the man, was five minutes and 45 seconds. No beach in the immediate area was large enough for the beach apparatus drill, so a permanent sand anchor had been rigged at the site.

A resuscitation drill followed, bringing the whole crew high marks for

preparedness and knowledge. A 7-hour signal drill included tests in flags, Morse code, flashing light, sound, semaphore, wig-wag, and all the kinds of international signals the crew may encounter on the job. They were also drilled in mariners compass, rules of the road, motor boat laws, customs and navigation laws, buoys, etc. Fire drill occurred at night, with the crew responding to a simulated fire. The station was equipped with fire pumps, hoses, extinguishers, and pails, although a water problem was noted at the officer-in-charge residence and the surrounding buildings.

The inspector checked all equipment at the station, and wrote detailed descriptions of the station boats: 36-foot type TR No. 4467, 36-foot type H No. 2161 (recently transferred from Fort Point Station), 25-foot 6-inch self-bailing surfboat No. 779, an 18-foot pulling dory, and an 18-foot pulling dinghy. The station also had an International two-ton truck. Small arms included four .30 caliber Springfield rifles, four .45 caliber Colt automatic pistols, a .22 caliber Winchester rifle, bayonets, leg irons, and handcuffs, a shoulder line throwing gun, and two lyle guns, one for drill and one for service.

While there were certain minor deficiencies at the station and a major water problem, the crew and their officer-in-charge drew high marks in this inspection. "C.B.M.(L) John N. Buckley is an energetic chief petty officer, his devotion to duty and interest in the service set an excellent example for the men under his charge, which accounts for the general contentment of the personnel and excellent discipline maintained at the station. Many improvements about the station were in evidence since last inspection [April, 1934]."[51]

e. World War II and Postwar Years at Point Reyes

Routine at Point Reyes Lifeboat Station changed significantly during World War II, when the station went under emergency command of the Navy Department and was designated a part of Naval Local Defense Forces. Responding to incidents

---

[51]Chief Boatswain (L) Alfred Rimer to Inspector, Western Area, "Point Reyes Coast Guard Station, Twelfth District, Inspection Report." Dated 24 September, 1934. NA, RG 26, Box 2185, File 1934 12th District. This report is reproduced in its entirety in the Appendix.

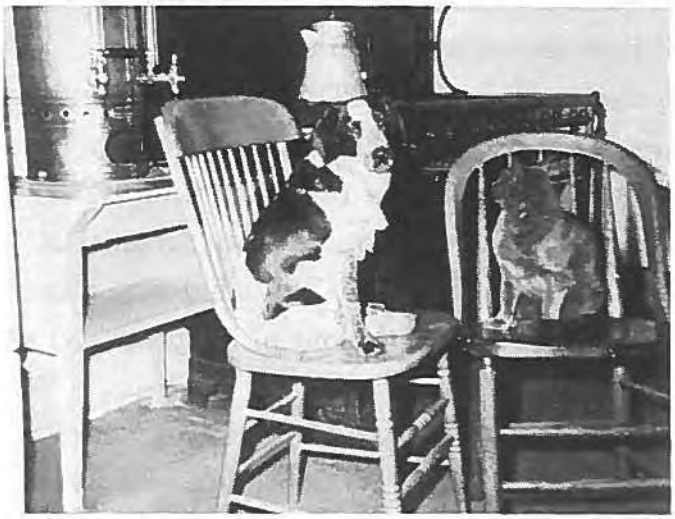
of sabotage on the east coast early in the war, watches were tightened and included beach patrols similar to the Life-Saving Service patrols of the nineteenth century. Coast Guard Headquarters directed all its Naval Districts to institute beach patrols on July 25, 1942, with all men properly trained and armed, in cooperation with the Army, Navy, FBI, and local agencies. The increase in enlisted men in the area necessitated construction of barracks at the Mendoza Ranch, Laguna Ranch, Lake Ranch, RCA, and the Radio Direction Finder Station. The beach patrols, operated independently from the lifeboat station, were sometimes organized by volunteers (for instance, millionaire polo player William Tevis, owner of the large Lake Ranch near Bolinas, organized the patrols out of his property) as a patriotic duty.[52]

At times during the war up to 50 men were stationed at the Point Reyes Lifeboat Station, most of whom were assigned to Point Reyes on temporary training duty. Point Reyes hosted training in dive bombing, landing barge practice on the nearby beaches (as used in the famous D-Day invasion at Normandy), and air-sea rescue. Dive bombers originating at Hamilton Field in east Marin County and Alameda Naval Air Station practiced in the waters of Drakes Bay, Abbotts Lagoon, and Tomales Bay, and fired at towed targets on the high seas. Lifeboat station crews were regularly called to rescue the young pilots who had dumped their planes in the ocean or to retrieve bodies as in the case of a bomber that crashed in Abbotts Lagoon. The station kept a core lifesaving crew on standby while the majority of the men, who slept at the Paladini wharf or in the crowded boathouse bunk rooms, were involved in the practice sessions.

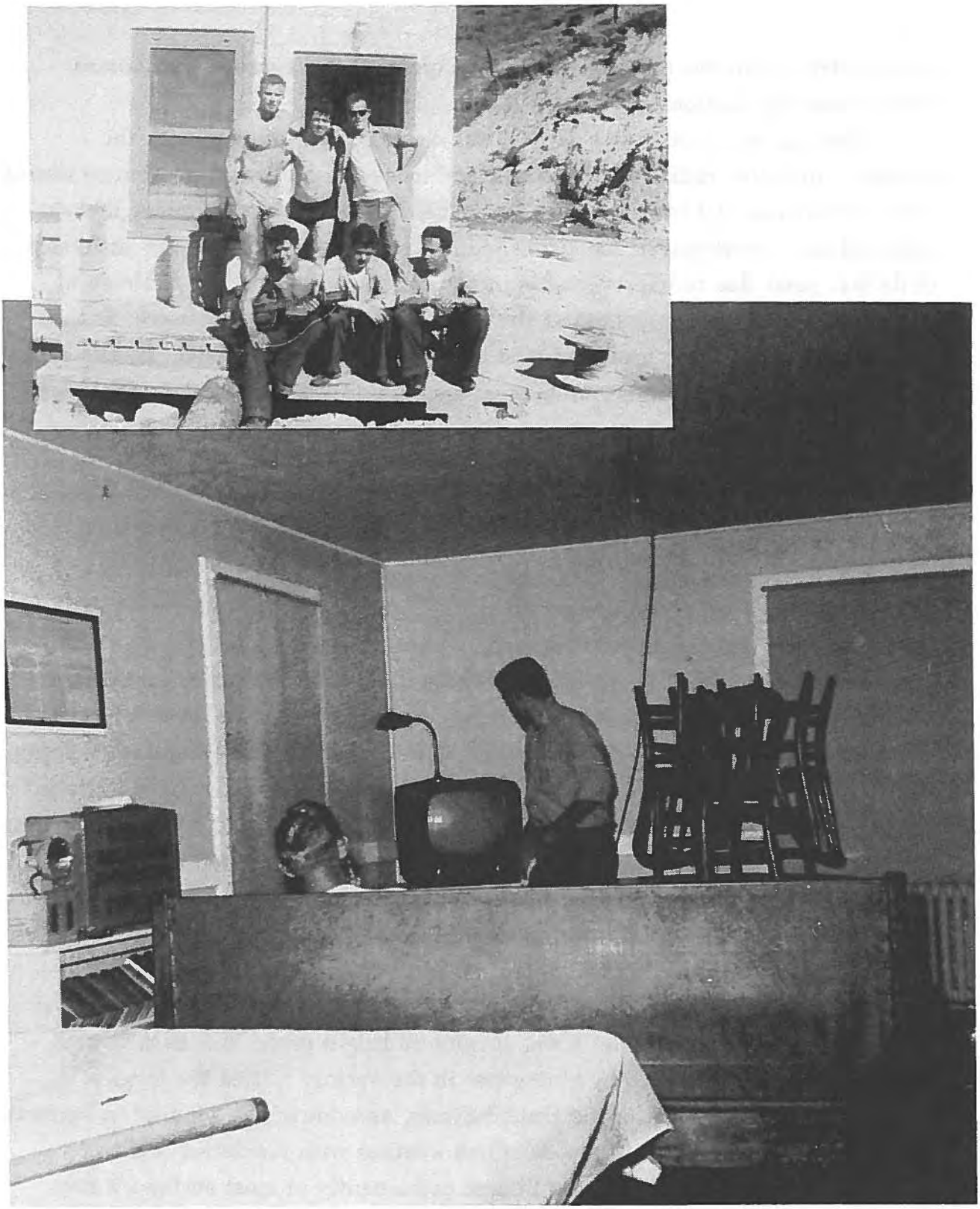
After the war the station's numbers returned to normal and the crew became involved in various improvement projects at the station, including the rebuilding of the boatroom and launchway in 1946. One project was the restoration of the Life-Saving Service cemetery on the RCA Ranch, where five surfmen were buried in the early 1890s. The crew, under Chief Boatswain Steve Toth, rebuilt and repainted the headstones of three men and erected a picket fence around the plot. The cemetery, said to be the smallest Coast Guard cemetery in

---

[52]Malcolm F. Willoughby, The U. S. Coast Guard in World War II, (Annapolis: United States Naval Institute, 1957), pp. 45-48; notes on beach patrols in WRO from NA, RG 26, Entry 281.



Scenes of day-to-day life at the Lifeboat Station in the mid-1950s: the station dog, Mr. B, and cat, Tom, in the kitchen (top left); Charlie Riedmuller with his day's catch (top right); "Inny" Paladini showing off part of his day's catch (above; Charlie Riedmuller Collection); and the station cook at ease in the kitchen (Dean and Betty Garrison Collection).



The crew at leisure around 1955 (top, Charlie Riedmuller Collection); the day room with a pool table and TV set, 1955 (Dean and Betty Garrison Collection).

the country, continues to be maintained by crews at the nearby Coast Guard communications station on the RCA Ranch.

Routine remained standard until the closing of the station, with the exception of better radio systems, faster and more reliable transportation to nearby towns and cities, and television. The crew used the same kind of motor lifeboat that had been developed in the 1920s and 1930s. The station saw very little action in its last years due to improvements in navigation on the sea and diminishing fishing fleets. Men moonlighted at the fish docks when there was work, as they had done since the station opened, and played pool in the day room. By the time the station closed the number of enlisted men had fallen to around six for lack of work.

f. Character of Point Reyes Lifeboat Station

A young Coast Guardsman arriving at Point Reyes was usually struck by the isolation of the place. In the 1950s some recruits had a six-hour trip on a Greyhound bus to Point Reyes Station, where they would be picked up by a crewman and taken another hour's distance to the station. The drive followed a winding, narrow road through the "moors" of Point Reyes, a bleak and often foggy landscape of dairy ranches surrounded by water. One man who arrived there in 1955 recalled, "there was no noise of the city, no lights; [I] woke up in the morning and it was the biggest shock of my life to look around and see this bay of water and the cliffs and the cows mooing in the yard out there . . . ." For many this was paradise, but for some it was, as one put it, "the armpit of the world."

With weather ranging from gorgeous, clear days to incessant winter gales, a man stationed there found a changing landscape: desolation with cold windswept barren hills and gray churning water turning to bright green hills flecked with wildflowers and surrounded by blue water in the spring. Called the foggiest location on the west coast of the United States, and one of the windiest, a surfman had to keep busy during the periods of bad weather with his duties or other activities. The adjacent fish docks figured prominently in most surfmen's lives.

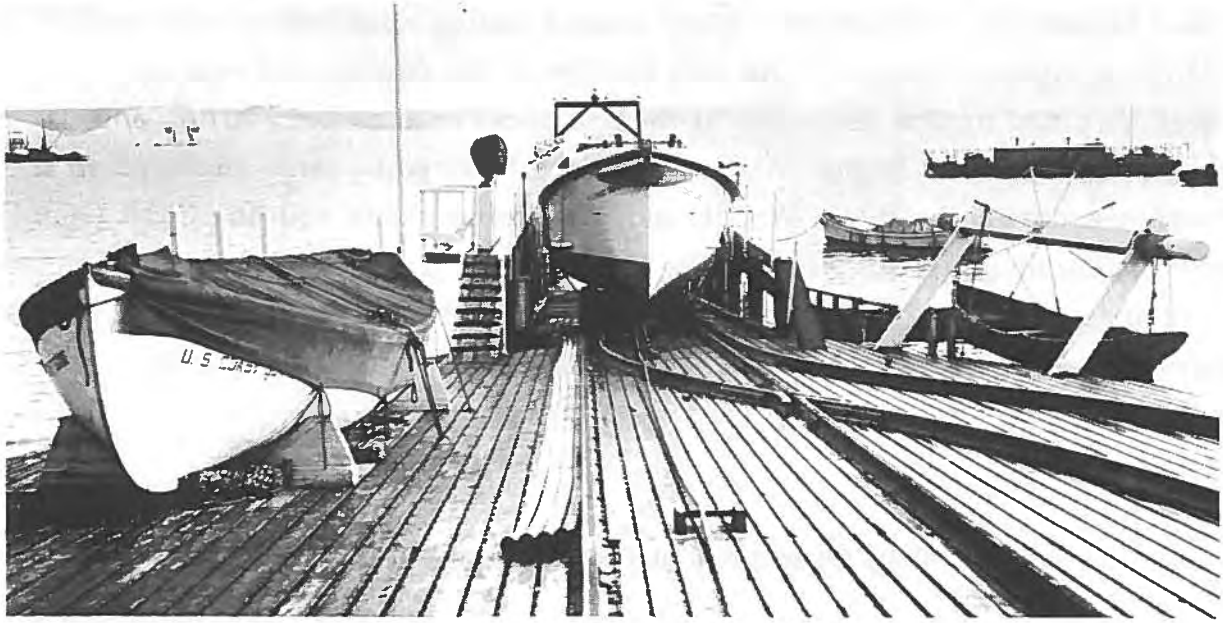
Started in the early 1920s, the fishing industry at Point Reyes provided a home base for a fleet of fishing vessels and their mostly Italian skippers and crews.

Many of the well-known names in the California fishing industry such as Booth, Alioto, Paladini, Balestrieri, Consolidated Fisheries, all did business at Point Reyes over a period of fifty years. Their fishing and packing operations, especially Paladini's which was directly next door to the Coast Guard Station, provided a number of memorable activities for the crew during their off hours. One ex-Coast Guardsman recalled, "I made more money working at the fish docks than with the Coast Guard." While the moonlighting was officially against regulations, many of the officers-in-charge allowed the activity, knowing themselves the boredom inherent at the station and the benefit of the work and companionship the fish docks offered. The typical job for the moonlighting Coast Guardsman was cleaning fish during the season, and packing it for transport by truck to San Francisco-area canneries and fresh markets. The men also enjoyed the bounty of the sea, supplementing their drab Coast Guard diet with fresh crab, salmon, tuna, and abalone taken from the nearby rocks. The Coast Guard provided an essential safety service to the fishermen and were rewarded generously with offerings from the daily catch. Some considered Point Reyes to be a choice location because of the presence of the fish docks.

The fish docks and the nearby dairy ranches supplied social contacts for the Coast Guard men and families. Many created lasting relationships with the Mendoza, Nunes, Gallagher, and Hall families of the dairies, and with the caretakers and regular fishermen at the fish docks such as Lefty Arndt, Joe Balestrieri, and Jack Bagby. Arndt staffed the Navy paint barge anchored off the boathouse during the World War II, and had close contacts with the Coast Guard crew before and after his stint there. The people living at the Point made the best of their isolation, with parties and visits, fishing and hunting sojourns and various forms of games and horseplay typical of enlisted men over the centuries.

g. Navy Operations at Point Reyes

The U. S. Navy leased 3.5 acres of land directly north of the old Point Reyes Life-Saving Station on Point Reyes Beach on January 1, 1920 from Joseph V. and Zena Mendoza and built a Radio Direction Finder Station, or Naval Compass



The Navy Radio Direction Finder Station (top) adjacent to the old life-saving station was a Coast Guard facility by the time this picture was taken in the 1940s (National Archives). The Navy paint test barge (in right distance on bottom photo) was a familiar sight off the boathouse from 1939 to 1990. (National Park Service)

Station. In small radio room on the hillside next to the tiny lifesaving watch room Navy radiomen tracked ships and took many a distress call for relay to the lifeboat station. A large two-story barracks built in 1920 housed the crew. For seven years the Navy station was a neighbor to the Coast Guard station, until the new lifeboat station was completed in 1927 and the lifesaving station was subsequently torn down. The Navy used the facility until just before World War II, when it was turned over to the Coast Guard on July 1, 1941. At least seven Coast Guardsmen were stationed there during the war, and a barrack was built adjacent to the radio station to house wartime beach patrol personnel. After the World War II, the structure's ownership reverted to the Mendozas, who sold it as a weekend home to Joseph W. Tuttle and J. E. Faltings; the Navy continued to operate a communications link in a tiny metal building near the site of the lifesaving station until the 1970s. It was later sold to Point Reyes contractor Ben Davis, who raised his family there and still occupies it today. Davis sold the property to the National Park Service in 1977.[53]

The Navy placed a barge at anchor in Drakes Bay just off the lifeboat station dock in 1939 for testing marine shipbottom paints. The Navy paint test barge was a landmark at the station for more than fifty years until being removed in the winter of 1991. Under the supervision of chemists at the Navy's Mare Island, steel panels were coated with various test paints and placed on a rack which was then submerged in the salty bay water. Every month the racks were raised and the paints inspected and rated for effectiveness in repelling marine growth such as barnacles, hydroids, and algae. A coating known as 15HP Hot A-F Plastic was developed in this method, and was used to great effect during World War II. The coating allowed ships to stay out of drydock for up to four years (a trip to drydock for bottom scraping had previously been required every nine months and took valuable resources out of action) and increased speed and reduced fuel consumption.

The Navy assigned a young Point Reyes fisherman, Lawrence "Lefty" Arndt, to the paint barge in 1939. The barge had a living quarters with kitchen; Arndt

---

[53]Lease between Navy Department and J. V. and Z. Mendoza dated January 1, 1920, lease information form dated 1941, Commander, USCG San Francisco District to Commandant, June 11, 1941, NA, RG 26, Box 84, File 131; Mason, Point Reyes, p. 124.

hosted Navy brass and was a favorite of Admiral Nimitz for his fisherman's cioppino. Arndt, who raised a family in Point Reyes Station while he was on the barge, rowed to and from the barge in a dory kept at the lifeboat station. Arndt acted as caretaker of the paint test barge until 1954. Paint testing continued on the barge under the supervision of civilian research chemist John Saroyan and others until late 1990.[54]

4. Rescues and Shipwrecks

Within months of opening the new lifeboat station at Point Reyes, the crew faced a string of dramatic rescues. Three major shipwrecks involving large vessels occurred within a mile of the station in 1929, 1930, and 1931. The well-equipped station proved itself a capable one during these incidents and the crew's heroism was not ignored by the local press. The rescues may have influenced the Coast Guard's decision to supply the station with a second 36-foot motor lifeboat in 1934. The crew's last major rescue involved the Liberty Ship Henry Bergh during World War II; the remaining two decades of the station saw mostly calls involving fishing and pleasure craft needing a tow into port.

a. Henrietta

On November 6, 1927, the 72.5-foot fishing trawler Henrietta, built in San Francisco in 1898 and operating with a crew of three for the A. Paladini Company, caught fire at sea off Point Reyes, only two months after the new station opened. The crew of the Lifeboat Station responded and took off the crew, but Henrietta was a total loss.[55]

---

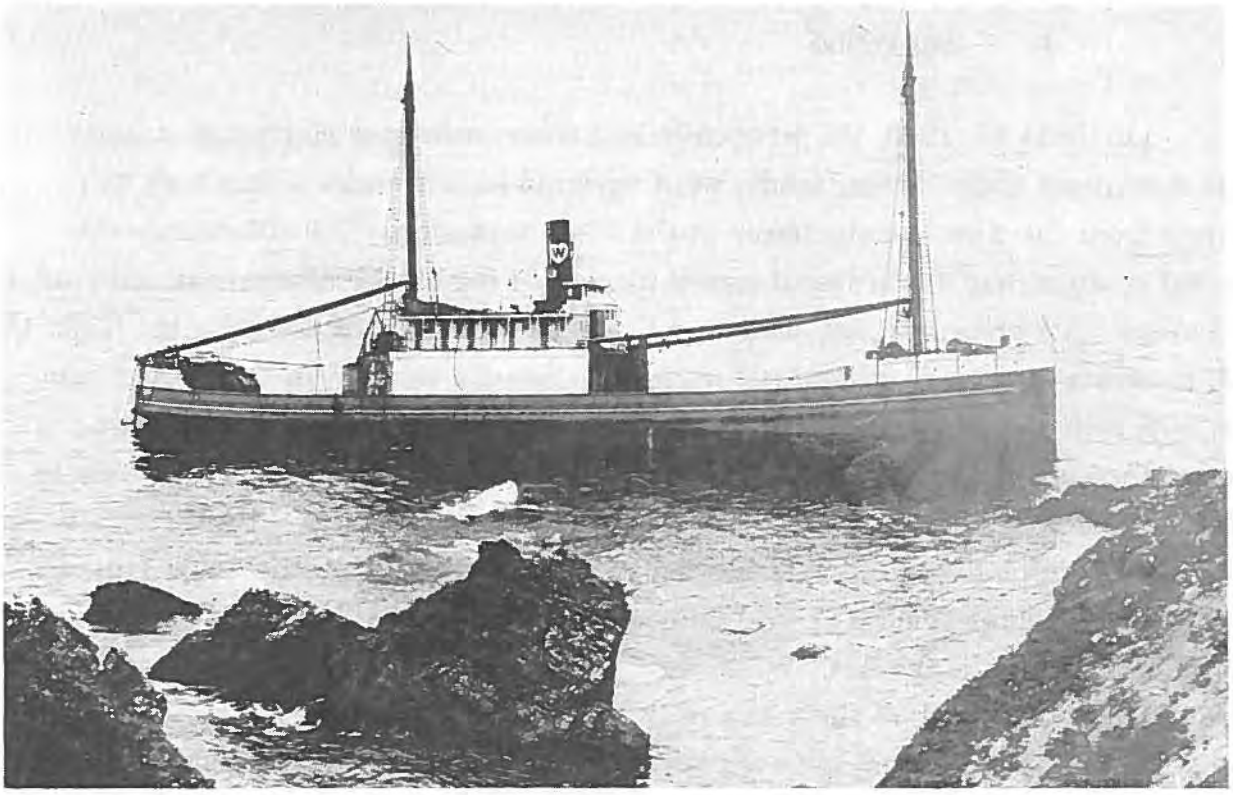
[54]John R. Saroyan to John L. Sansing, October 29, 1990, PRNS; interview with Lefty Arndt.

[55]San Francisco Chronicle, November 7, 1927; Merchant Vessels of the United States, Year Ending June 30, 1926, Department of Commerce, Bureau of the Navy, GPO, 1926, pp. 98-99.

b. Hartwood

On June 27, 1929, the wooden-hulled steam schooner Hartwood, a fixture in the northwest coast lumber trade, went aground on the rocks within a stone's throw from the new lookout tower at the lifeboat station. The 200-foot double-ended steamer had encountered heavy winds and fog on the Marin coast and, after a navigational error, ran aground near Chimney Rock just after 9:00 p.m. Capt. C. M. Enstrom, a veteran coastal sailor and Hartwood's skipper for four years, sent an SOS over the ship's radio and inspected the ship. Finding her to be taking on water through the hold, Captain Enstrom ordered the 27 passengers and crew to abandon ship.

The Point Reyes Lifeboat Station received the call from the Coast Guard's Seattle Division at 10:00 p.m. and immediately set out to what would be one of their most dramatic rescues. While the 36-foot motor lifeboat No. 3042 ventured around Chimney Rock to the scene of the wreck, a 35-minute trip, another crew took the beach apparatus cart over the hill to a spot overlooking the helpless ship. The motor lifeboat crew found two of Hartwood's lifeboats with 16 people aboard, "tossed about dangerously near the rocks"; passengers on the lifeboat included the captain's wife and six-year-old son, Paul, and another seven-year-old boy. With some difficulty the station crew hauled all aboard; a Coast Guard surfman took control of one of Hartwood's lifeboats, took it to the foundering ship to take off the remaining crewmen, but was refused by the captain because of the high seas. The motor lifeboat and the lifeboats returned to the station. Meanwhile, the shore crew hauled the beach apparatus over the hill from the station in a private vehicle and rigged a breeches buoy from the rocky shore to the ship. The first shot failed to reach the ship, but the second did, using six ounces of powder and a number 9 shotline. After rigging the breeches buoy, surfman Arthur L. Welsh rode out to the ship to assist four crewmembers to shore. The rolling ship made this operation difficult, as the hawser alternately sagged and snapped taut with each roll. Four men were rescued in the breeches buoy until the increasing swell appeared to make further work impossible. The steamer Admiral Peoples, the first large ship to reach the scene, stood by and relayed messages on the condition of the stricken ship. A crew from Bolinas Bay Lifeboat Station arrived by truck, after enduring a one-half hour delay finding the key to the gate at the Mendoza Ranch.



Hartwood ran onto the rocks of Point Reyes directly opposite the Coast Guard Station. Above, the empty schooner founders in the surf (National Park Service). Below, the station is visible over the bluffs. (California State Lands Commission)

The motor lifeboat returned to the scene after depositing its frightened occupants at the station. In a daring maneuver, the motor lifeboat crew drew up to the rolling ship, passed a line to the crew, and received most of the men as they crossed hand-over-hand on the line from the ship to the lifeboat. The two remaining members of the crew, including Captain Enstrom, left the ship on the breeches buoy, made operable again by the shore crew. The rescue completed, Surfman Welsh left the ship by breeches buoy. The 28 survivors were taken to the railroad depot at Point Reyes Station and sent to San Francisco; the lifeboat station crew slept the next day until 4:00 p.m.

The Hartwood Company, owners of the vessel, dispatched the steam tug Sea Scout to the scene to attempt to pull the ship off the rocks. The ship was firmly lodged in the rocks, however, and the tug returned to San Francisco; Hartwood was a total loss. On June 29th the Coast Guard cutter Shawnee dispatched whale boats to salvage stores from the ship; the next two days the lifeboat station crew was sent in the motor lifeboat with one of Hartwood's lifeboats to the wreck to salvage any valuable articles from the wreck, including the compass, nautical instruments, charts, and log books, all of which were taken to the station and inventoried. The owners sold salvage rights to an Inverness man, Elbert Reeves, who spent the remainder of the year removing and selling what he and his small crew and family could get off the ship. By December, Hartwood had broken up and the salvage effort was abandoned. The wreck of the ship drew curious sightseers from all over the area, some of whom competed with the legal salvagers for booty off the ship.

Subsequent investigations found two conflicting explanations for the loss of Hartwood. One version stated that the captain mistook the lighted buoy off Chimney Rock for the Point Reyes Lighthouse, and ordered the quartermaster, at the wheel at the time, to change course to a northwest bearing. The captain claimed that the heavy fog had made it difficult to fix his position, fog horns on the coast were inaudible to him, and that the steel in the cargo had caused his compass to be inaccurate. Both explanations were puzzling, as the captain had made the run about 200 times and was a respected veteran of the coast trade. The captain

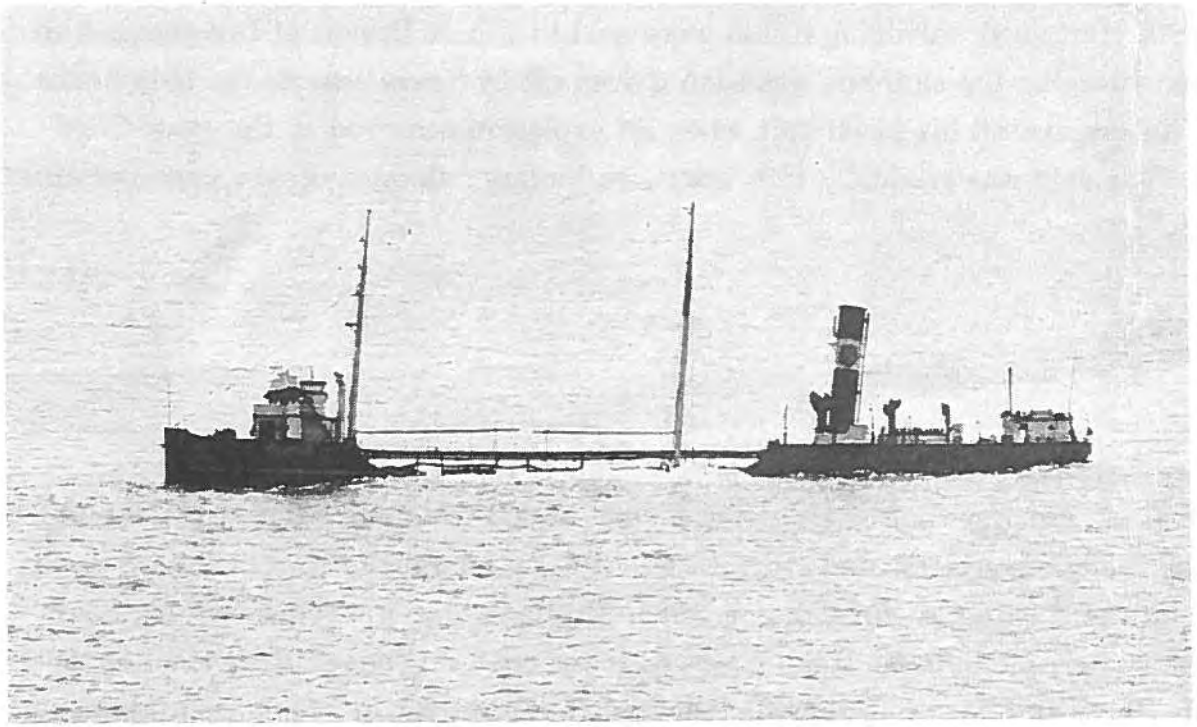
was found guilty of negligence and had his license suspended. The wreck of Hartwood gave the Point Reyes Lifeboat Station crew a memorable rescue; the ship's nameboard and life ring, as was traditional, graced the boat room walls for decades after.[56]

c. Richfield

Less than a year following Hartwood's demise on the rocks of Point Reyes, the 250-foot gasoline tanker Richfield met a similar fate nearby. Christened Brilliant in 1913, the 3,240-ton steel-hulled bulk carrier had been renamed for her new parent company when Richfield Oil Company of Los Angeles purchased her as the flagship of their fleet of oil tankers in 1925. Richfield was one of the largest tankers operating on the coast at the time. The ship made regular oil and gasoline supply runs between Long Beach and San Francisco, and was en route to Portland, Oregon, on May 8, 1930, when she encountered heavy fog and a strong northwest wind off the Marin Coast. Capt. Henry Lee ordered a course laid close to shore in hopes of avoiding the headwind. Near noon, Richfield struck a submerged reef about 500 yards off Chimney Rock. Captain Lee stated that the ship had been "literally picked up by a huge comber and lifted far in shore and dropped on the reef." Another account stated that the ship scraped a hidden rock which turned her around where another rock disabled her rudder, then the damaged ship drifted onto the reef. Richfield's cargo of 25,000 barrels of high-grade gasoline began to spill into the sea.

The incident was observed by the Coast Guard lookout above Chimney Rock, and a motor lifeboat was immediately dispatched from Point Reyes Lifeboat

[56]Station Logbooks, Point Reyes Lifeboat Station, June 27-July 2, 1929, NA PSR, RG 26; Buller and Delgado, "Losses of Major Vessels," pp. 57-62; San Rafael Independent, June 28, 1929, p. 1; San Francisco Chronicle, June 28-30, July 1-7, October 13, 1929; Commandant F. C. Billard to Commander, August 1, 1929, NA, RG 26; interview with Robert Reeves. Mr. Reeves recently donated one of Hartwood's logbooks to Point Reyes National Seashore. The ship's nameboard and life ring, transferred to Station Fort Point when Point Reyes Lifeboat Station closed in 1969, were returned to Point Reyes in 1990.



Richfield stranded and leaking off Point Reyes, 1930. (National Park Service)

Station. Capt. Lee, aware that his ship was taking on water and that the gasoline created a dangerous situation, ordered his crew to the lifeboats. The Coast Guard motor lifeboat, under Chief Boatswain's Mate Lewis, located the three lifeboats and towed them to safety away from the rapidly-spreading gasoline slick. Coast Guard cutter Smith picked up the crew and returned them to San Francisco. Capt. Lee and a few of his crew remained to direct salvage operations, although Lee was quoted in the newspaper that, "I fear the ship will be a total loss."

The Red Stack tug Sea King arrived at the scene equipped for a salvage attempt in the afternoon, but the attempt proved fruitless. The tug Sea Salvor pumped the remaining 23,000 gallons of gasoline off the ship to lighters. When it was apparent that Richfield could not be saved, Captain Lee abandoned ship. According to the newspaper, the tanker "was left to the mercy of winds and wave, a total loss." Crowds of sightseers again crowded the bluff overlooking the wreck, reportedly hoping to see the tanker explode. Capt. Howard Underhill of the Lifeboat Station closed the grounds to parking, because "the lawn around the station and his own house was being torn up by the hundreds of sightseeing cars."

The Coast Guard placed the area off-limits until the gasoline had dispersed.

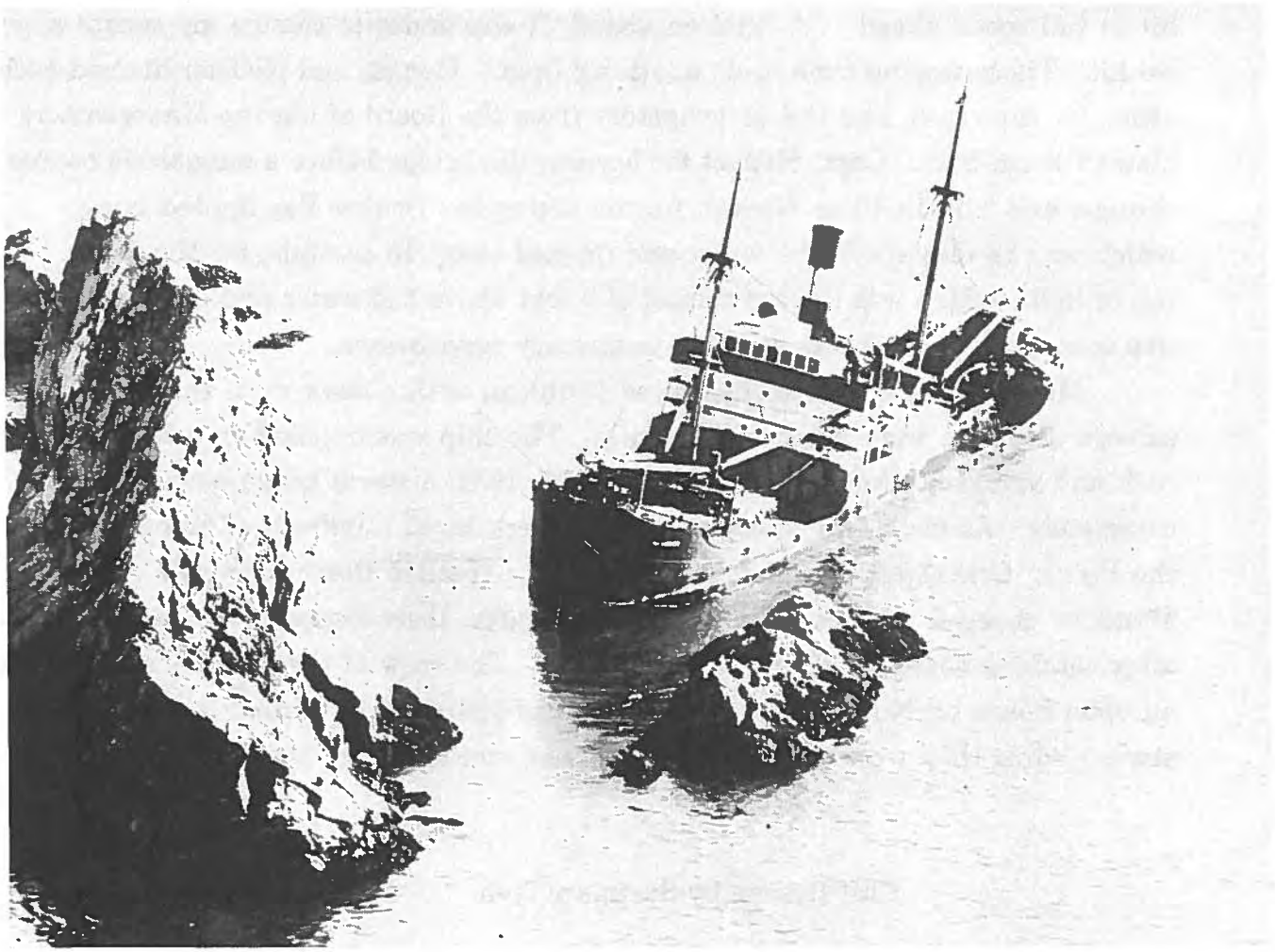
As with Hartwood, salvaging rights were sold to Elbert Reeves of Inverness, who began salvaging the ship but was soon driven off by heavy seas as the ship broke up. Reeves lost all his facial hair when an explosion occurred in the fume-filled hull. The ship was gradually torn apart, and a large amount of wreckage remains today.[57]

d. Munleon

Next and last in an annual progression of major wrecks near the new lifeboat station was that of Munleon, a steel-hulled freighter laden with 800 tons of sugar, radios, cigarettes, and other cargo. Sailing for Portland from the Oakland Pier on the evening of November 7, 1931, Munleon encountered heavy fog near Duxbury Reef off Bolinas. Like Hartwood, her crew misjudged their location at Point Reyes and, thinking they had cleared the Point Reyes Lighthouse, changed course too soon. Munleon hit the rocks at Point Reyes Headlands at full speed, about 11 knots. The force of impact threw Third Mate Chris Nielsen against the bridge, injuring him, and the sleeping crew were thrown from their bunks below to the forecastle floor. Distress calls went out and at 10:35 p.m. the Coast Guard crew from the lifeboat station set out in their 36-foot motor lifeboat No. 3042. When the motor lifeboat reached the scene one half hour later, Officer-in-Charge Howard Underhill decided that the ship was in no immediate danger. The Bolinas Bay Lifeboat Station's crew arrived overland at midnight and had set up a lyle gun and line; officer-in-charge Underhill ordered them to stand by. As seas were coming up and the ship appeared to be in danger, Munleon's lifeboat was lowered and ferried 25 of the ship's 28-man crew to the Coast Guard boat to be taken to the station for safety. The motor lifeboat returned to the ship to evacuate Capt. Otto J. Hengst, First Officer Martin Anderson and Second Officer Henry F. Gillette, all three of whom refused to leave the ship. Early the next morning,

---

[57]Buller and Delgado, "Losses of Major Vessels," pp.72-76; San Rafael Independent, May 8, 9, 10, 1930, p. 1; San Francisco Chronicle, May 9-11, 16, 1930; interview with Robert Reeves.



Steamer Munleon on the rocks, 1931. (National Park Service)

Capt. Hengst sent up flares after the ship sank some sixteen feet and was taken from the ship with his two faithful crewmen. The next morning Hengst returned to the ship to assess the damage, then was driven to San Francisco by Surfman Steve Toth.

Capt. Hengst had been asleep at the time of the accident; he had given the helm to Third Officer Nielsen an hour before with orders to change course after passing the Point Reyes Lighthouse. Neilson, as Capt. Enstron had three years earlier, mistook the Drakes Bay lighted buoy for the Point Reyes Light in the fog. Quartermaster Fred Deming told investigators and the press that Nielsen "gave me a course of northwest while we were going almost due west. Later on he asked me what course I was on. He must have realized his mistake but it was too late. We

hit at full speed ahead . . ." Nielsen stated, "I was about to change my course when we hit. There was no time to do anything then." Hengst and Nielsen blamed each other for the crash, and the investigators from the Board of Marine Underwriters blamed them both: Capt. Hengst for leaving the bridge before a dangerous course change, and Third Officer Nielsen for mistaking the Drakes Bay lighted buoy, which was 12 feet above the water and flashed every 15 seconds, for the Point Reyes light, which was located almost 300 feet above the water and flashed every five seconds. Both officers received temporary suspensions.

Meanwhile, heavy seas destroyed Munleon within days; even the first salvage attempts were given up promptly. The ship was impaled on a tooth-like rock and would not budge. On December 27, 1931, a storm broke her apart completely. As usual, the spectacle of the wreck lured hundreds of onlookers to the Point. One Coast Guardsman on the scene recalled that rancher J. V. Mendoza charged visitors 50 cents apiece to enter, then changed the fee to a dollar after catching someone taking material away. The crew of the lifeboat station held an open house on November 11, for "the many visitors who wished to visit the station while they were near here viewing the wrecked S. S. Munleon."[58]

e. Cliff Rescue by Surfman Toth

After dinner on October 2, 1932, the keeper of Point Reyes Lighthouse called the lifeboat station to report that a fisherman was stranded on a rock about a mile east of the lighthouse. The man's three companions had successfully reached safe ground but the man on the rock would be washed to sea by the incoming tide within hours. Officer-in-Charge Arthur Welsh and five crewmen rushed to the scene in motor lifeboat No. 3042 but found they could not safely reach the frightened man. Assuring him that he would be rescued, the surfmen approached the rock from a sheer cliff overhead. The station log reported, "Surfman Steve S. Toth, with line made fast around his body, was lowered over

---

[58]Station logbooks, NA PSR, RG 26, November 7-11, 1931; Buller and Delgado, "Losses of Major Vessels," pp. 76-81; San Rafael Independent, November 9, 10, 1931; San Francisco Chronicle, November 9, 1931; interview with Steve Toth.

cliff down to rock, a distance of approximately 550 feet. Surfman Toth made fast the line to man and himself and they were both pulled to safety at 10:40 p.m." The man and his companions were treated at the station for cuts and bruises. Toth, who had come to the station in 1930, participated in many of the prominent rescues at Point Reyes and eventually took charge of the station in the late 1940s.[59]

f. Tai Yin

A 10,000-ton Danish freighter, Tai Yin, had a close call at Point Reyes' "graveyard of ships" in 1934. Traveling from Seattle, Washington, to San Francisco on a leg of her trip from the Orient to New York, Tai Yin ran aground at full speed in heavy fog on Point Reyes Beach opposite the abandoned lifesaving station on March 14, 1934. Laden with an 8,000-ton cargo of sugar, 13 passengers and a crew of 47, the ship appeared to be undamaged, resting on the sand 150 yards offshore. The crew of the Point Reyes Lifeboat Station responded with a motor lifeboat and overland, bringing the beach apparatus to rescue those aboard. Bringing the motor lifeboat alongside, Officer-in-Charge Buckley boarded the ship and was told that tugs had been summoned. The passengers and crew elected to stay aboard, although the Coast Guard worried that the ship may turn over as the tide receded. Additional crews from Bolinas Bay and Point Bonita Lifeboat Stations arrived at the scene to help in event of a rescue operation. As a precaution, the breeches buoy was rigged and secured to the ship. Two tugs, Sea Ranger and Sea Lion, and Coast Guard Cutter Shoshone towed the listing ship off the sand the next day; the station's breeches buoy apparatus, including the heavy sand anchor by one account, was towed to sea and lost, as crew members on the ship failed to cut the hawser. Tai Yin reached San Francisco safely some time later.[60]

---

[59]Station logbooks, NA PSR, RG 26, October 2, 1932; interview with Steve Toth.

[60]Station logbooks, NA PSR, RG 26, March 14-15, 1934; Superintendent of Lighthouses to Commissioner of Lighthouse Service, March 20, 1934, NA, RG 26, box 342-E50, file 273D; USCG Assistance Reports, NA, RG 26, microfilm 919, roll 14; San Rafael Independent, March 14-15, 1934; San Francisco Chronicle, March 15-17, 1934;

g. Noyo

Officer-in-Charge Buckley received a call at 2:10 a.m. reporting a steamer ashore in the vicinity of Point Arena on June 10, 1935. Although Arena Cove Lifeboat Station was active in that area, its motor lifeboat and most of the crew were away on another call. The District Commander directed Buckley and three men to drive to the scene and render any aid as needed. The crew proceeded to Point Arena in Buckley's car, a drive of more than four hours. Spotting the ship, the crew went on to Arena Cove Station and commandeered a self-bailing surfboat. The crew of the steamer Noyo at first refused help and the surfboat then anchored out at sea and waited. After the weather became difficult the ship's crew changed their minds and were evacuated off the steamer by the Coast Guard crew in a hazardous, two-part rescue. Arena Cove's surfboat was damaged when the high seas continually drove it against the ship's side during the rescue.[61]

h. San Domenico

Called "one of the finest fishing trawlers on San Francisco Bay," San Domenico ended her career on the rocky shore near Double Point in southern Drakes Bay. Owned and operated by 12 Italian fishermen, the 85-foot trawler, valued at $46,000, was returning from a fishing area north of Point Reyes late on December 26, 1935, when the skipper lost his bearings and ran the boat at full speed onto the beach. Three of the crew attempted to reach shore in a small skiff, which was overturned in the heavy surf; one of the men disappeared. The remaining crew swam to shore and hiked about two miles to the Lake Ranch, a nearby dairy. Eight of the men were transported to the Bolinas Bay Lifeboat Station where first aid was administered. At 9:55 a.m. the next morning Point Reyes Lifeboat Station received a call from Bolinas Bay Station asking for assistance in locating the missing sailor. A motor lifeboat towing a pulling

---

interview with Steve Toth.

[61]Station Logbooks, NA PSR, RG 26, June 10, 1935.

surfboat arrived at the scene, put ashore a crew in the surfboat to take personal belongings to safety, and searched the shoreline. San Domenico was found to be a total loss, and the search proved fruitless. The shore crew spent the night at the Bolinas station, and had to call for the Point Reyes motor lifeboat the next day to pull the surfboat off the beach.[62]

i. E. Antoni and Grounding of Motor Lifeboat No. 4467

On the night of January 30, 1938, a storm blew into Drakes Bay the likes of which had never been seen before. William T. Hall, a veteran Point Reyes rancher whose dairy overlooked Drakes Beach, stated that "it was the worst sea that ever broke into Drakes Bay. The breakers were coming from the bell buoy over to my beach at least 20 feet high. That was the only time I ever saw that."

One of Paladini's fishing boats, the 65-foot trawler E. Antoni, was returning to Drakes Bay and ran into trouble in the storm about a half mile from the lifeboat station. The gale blew a net overboard and into the propeller; the skipper sent up distress signals which were observed at the station at 11:00 p.m. Officer-in-Charge John Buckley gathered a crew of three surfmen and launched motor lifeboat No. 4467, reaching the distressed trawler in about ten minutes. After an unsuccessful attempt to make fast the trawler's tow line, the trawler was secured with the lifeboat's hawser. But the high seas and 65-mile-an-hour gale blew the two boats towards shore; an hour-long attempt to head into the wind and pull the trawler towards the station was thwarted by waves breaking over the lifeboat, driving her backwards and fouling the tow line in the propeller. Drifting to shore, 4467's crew heaved a 100-pound anchor, then a 55-pound anchor. The crew ignited Coston flares to alert the crew at the station to send the motor surfboat (at the time, the station's other motor lifeboat was undergoing repairs), but because of lack of visibility the flares went unheeded.

With the anchors dragging under the fierce force of the storm, Buckley ordered the larger one cut so that the lifeboat could come alongside the trawler.

---

[62]San Rafael Independent, December 27, 1935, p. 1; Station Logbooks, December 27 and 28, 1935, NA PSR, RG 26.

The surfmen pulled six crewmen off the trawler; after drifting away towards shore another man was spotted on the trawler, but attempts to reach a line to him failed. Minutes later the lifeboat hit the beach. The fishermen were evacuated through the breakers to the beach; two surfmen headed down the beach to the station for help, reaching it at about 2:00 a.m., and returning with the station truck and beach apparatus cart. Meanwhile, the man still aboard the trawler jumped and was pulled from the surf by the Coast Guard crew and revived. The wet fishermen were delivered to J. V. Mendoza's farmhouse at B Ranch for care; E. Antoni's master was in poor condition but survived the ordeal.

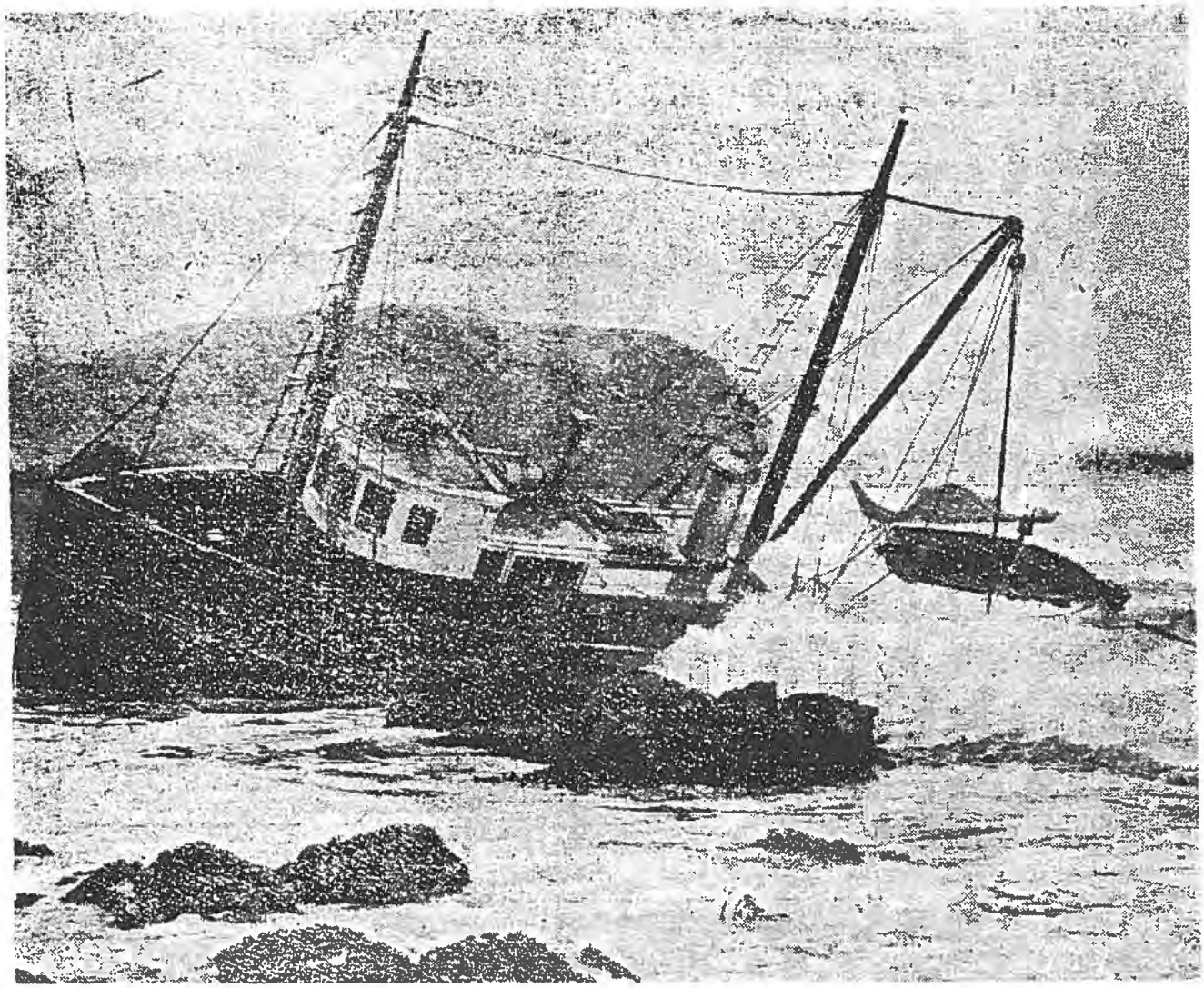
Motor lifeboat No. 4467 received a gash in her hull 11 feet long and 3 feet wide, as well as other less serious damage. Equipment off the lifeboat was also lost, and a Board of Investigation was held at the lifeboat station less than two weeks later. The investigation found that the Officer-in-Charge used "excellent" judgement and that crew of the lifeboat station acted correctly and deserved letters of commendation. In March, Boatswain Buckley and his crew, B.M.1c. Ferdinian E. Dewey and Surfmen Alexander Stone and Thomas Jackson received a formal letter of commendation from the Commandant at Coast Guard Headquarters. The Point Reyes crew drew a great deal of praise from local fishermen and ranchers for their actions. Investigation witness Lawrence "Lefty" Arndt summed up the feelings of many in the area: "All I can say is that if it wasn't for the Coast Guard there would have been seven fishermen less around here."[63]

j. Junta

On March 23, 1938, the 11-ton fishing trawler Junta wrecked on the rocks near the site of Hartwood's demise, just over the bluff from the lifeboat station. She was aided by a motor lifeboat from Point Reyes Lifeboat Station and another fishing trawler, Crescent. As the station's lifeboat didn't have enough power to pull Junta off the rocks, a Coast Guard tow line was passed to the Crescent for the

---

[63]Commandant to Officer-in-Charge, March 25, 1938; Commander to Commandant, April 20, 1938; Record of Proceedings of a Board of Investigation (transcript), February 9, 1938, NA, RG 26.



Junta ashore at Point Reyes, 1938. (San Rafael Independent)

pull, but the line broke. Point Reyes fish dock operator Consolidated Fisheries owned the boat, which was abandoned after her three crew were taken off. Junta broke up within days of the incident. The A. Paladini Company subsequently registered a complaint to the Coast Guard after the E. Antoni and Junta incidents, claiming that the lack of power of the Coast Guard's rescue boats contributed to the wrecking of the two trawlers.[64]

---

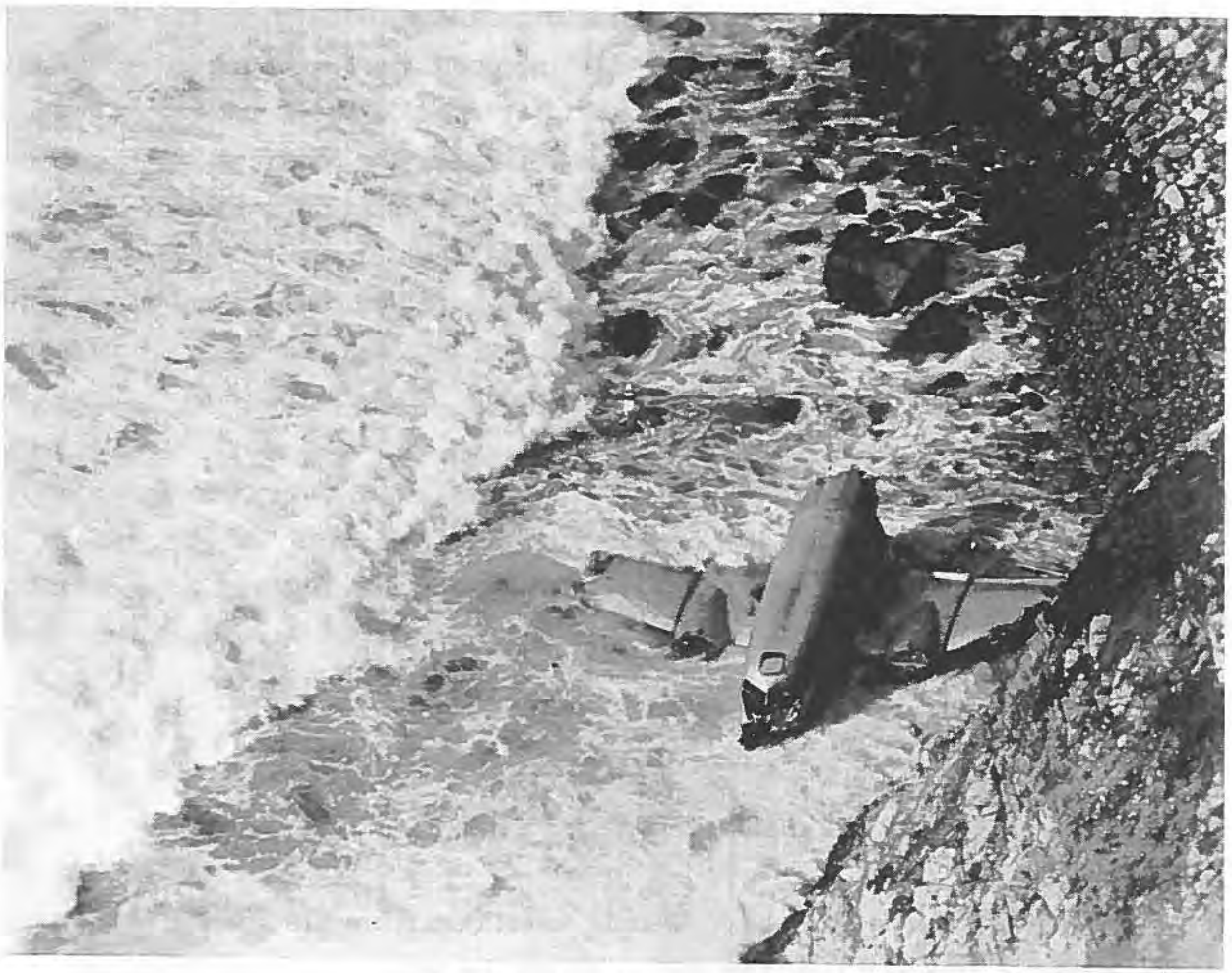
[64]San Rafael Independent, March 24, 1938; Lionel Schatz, A. Paladini, Inc. to Commander, March 30, 1938, Commander to Commandant, April 1, 1938, NA, RG 26, box 514, file 601.

k. United DC-3

Early Monday morning, November 29, 1938, a United Airlines DC-3 "Skylounger" ran out of fuel off Point Reyes after losing its bearings in a storm. The southbound plane, with four passengers and three crew, circled the Point Reyes Lighthouse at a low elevation and dropped a number of white flares, then made an emergency landing in the dark on the ocean about 1 1/4 miles west of the lookout tower at Point Reyes Lifeboat Station. The plane remained intact, and drifted to the rocks under the Point Reyes Headlands.

Meanwhile, Point Reyes Lighthouse keeper Herman J. Pfleghaai, who had witnessed the sea landing, notified the Coast Guard Station, although the surfman on watch had also observed the landing and had already alerted the lifesaving crew. John N. Buckley, officer-in-charge of the lifeboat station, brought a small crew in the 36-foot motor lifeboat and also sent a crew overland to the site, practically inaccessible due to steep and dangerous cliffs. The lifeboat spotted the aircraft at daybreak but failed to reach it because of heavy surf and rocks on the shoreline. Coast Guard patrol cutter Ariadne had been anchored in Drakes Bay the previous night and stood by at a safe distance.

The occupants of the plane climbed through a door on the top of the plane and waited for rescue. Against the judgment of the plane's veteran pilot, Capt. Charles Stead, three of the passengers and two crewmembers attempted to swim to shore. One, stewardess Frona "Bobby" Clay, reached a rock and climbed it to safety, but returned to the water when she feared that the plane's broken wing would sweep her off the rock. The captain and passenger Isadore Edelstein, a recently paroled convict, watched as their planemates disappeared in the surf. Eventually Stead and Edelstein swam to shore and were found by the overland Coast Guard crew. One crewmember described Stead as "hysterical." Edelstein, incapacitated by the shock and exposure, and Stead were hoisted up the 400-foot cliff in a hastily-rigged bosun's chair with great difficulty by the crew; the bottom of the cliff was a sheer forty-foot drop which the men had to be pulled up with ropes. Some of the Coast Guard crew entered the plane and found the cabin intact, although the wings and tail had broken off. After salvaging what they could off the plane, including personal belongings of the passengers and crew, the surfmen left and the plane soon broke up in the surf. The surfmen worked the



United DC-3 breaks up in the surf the day of the crash (top). Capt. Stead is helped up the hillside by Coast Guardsmen (right). (Marin County Library, Anne T. Kent California Room)

entire day recovering thirty bags of mail and radio equipment from the shore and plane and warned off potential looters. At one point a group of reporters found themselves trapped on the cliff and had to be rescued by the Coast Guard crew.

Two bodies were found more than a week after the crash; three other passengers and the stewardess were never found. A Coast Guard Board of Investigation determined that the Point Reyes surfmen had done all that they could to save the passengers of the plane, and commended Officer-in-Charge John Buckley for his "excellent judgement in dispatching part of his crew by boat and part by truck, in order to reach the plane with the least possible delay." The Commandant ordered that letters of commendation be sent to surfmen Charles F. Stoker, Theodore L. Mersch and Francis E. Bryant for their "considerable amount of courage in descending the 400 foot steep cliff where no one had gone before, and where one misstep would have meant certain death, with only thought in mind of getting to those who might be in need of assistance with the least possible delay."[65]

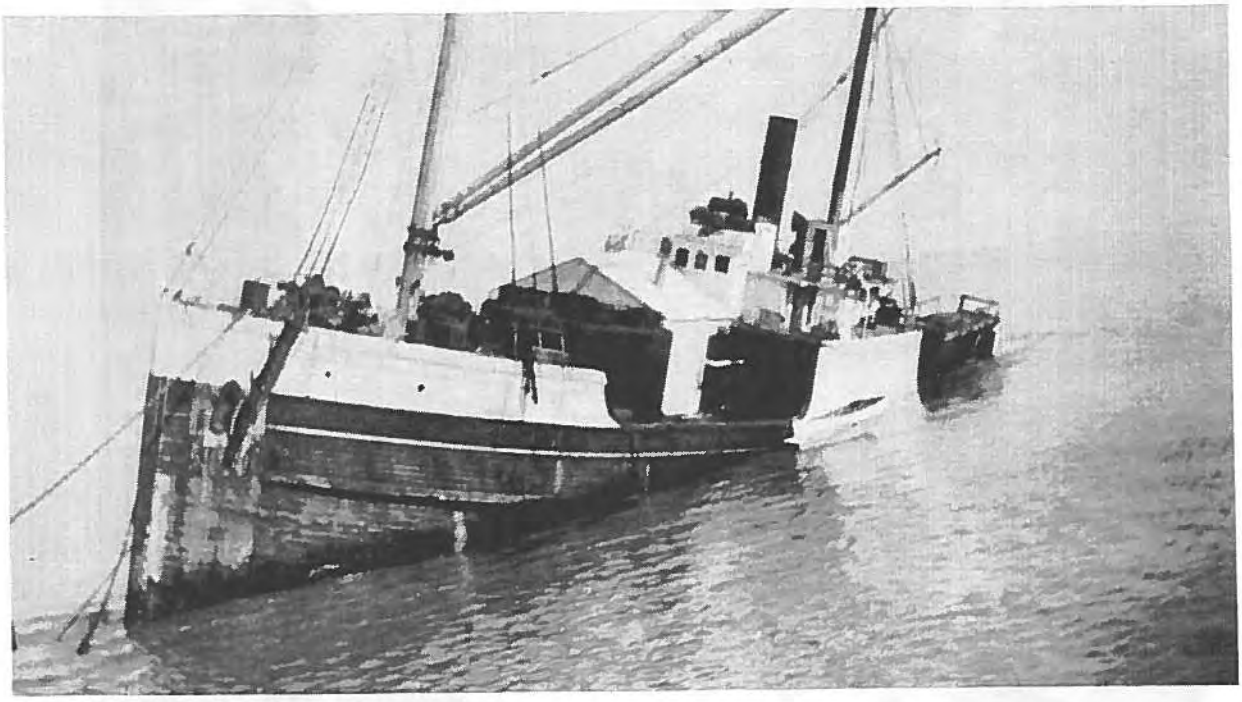
1. Abandonment of Shasta

While not a true shipwreck needing assistance from the lifeboat station crew, Shasta's presence near the station should be noted. Built in Hoquiam, Washington in 1908, steam schooner Shasta hauled lumber for her entire career on the Pacific Coast. Sold in 1933, she languished on Oakland's "Rotten Row" until late 1937, when she was sold for use as a whale reduction plant at Drakes Bay. In early 1939 after a short time in business, Shasta was run aground at a point adjacent to the fish docks below the officer-in-charge residence. Apparently some salvage occurred, but the remains of Shasta, notably her boiler, remains visible today next to the one remaining fish dock.[66]

---

[65]Report of Proceedings of a Board of Investigation, December 5, 1938, memorandum by Assistant Commandant, December 27, 1938, NA RG 26; San Rafael Independent, November 29 and 30, 1938; Marin Journal, December 8, 1938; Jack Mason, Point Reyes West (Inverness: North Shore Books, 1980), pp. 3-10.

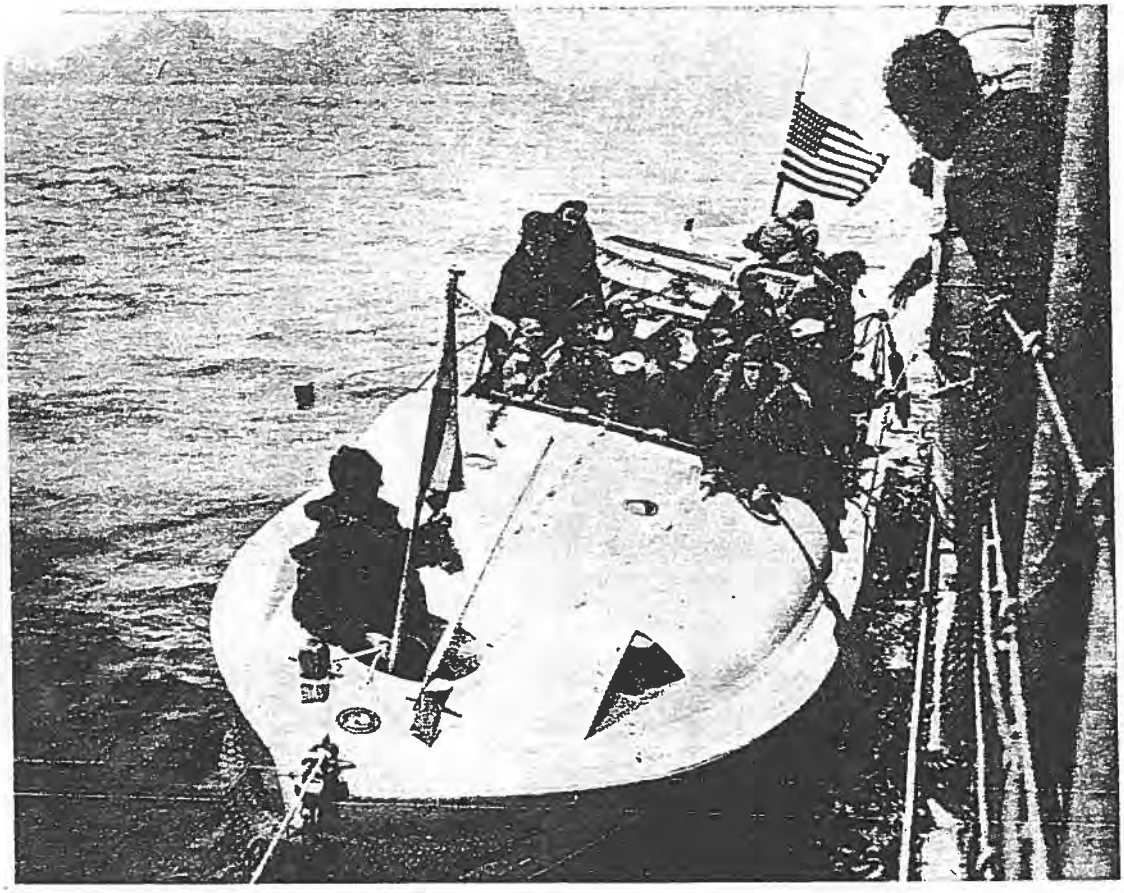
[66]Buller and Delgado, "Losses of Major Vessels," pp. 62-64.



Shasta aground off the Point Reyes fish docks. (National Park Service)

m. Henry Bergh

During World War II, three members of the enlisted crew at Point Reyes Lifeboat Station played an important role in what was called "one of the most amazing mass rescues in maritime history." On May 31, 1944 the 10,500-ton Liberty Ship Henry Bergh, under private contact to transport more than 1,300 soldiers home from duty in the South Pacific, hit a rocky reef at the Farallon Islands about 20 miles southwest from Point Reyes in a "pea soup fog." The ship had been in radio contact with personnel at the Navy's Radio Direction Finder Station on Point Reyes Beach, who notified the lifeboat station of the crisis. Chief Bosun's Mate Steve Toth, Jack Kersch, and John Secchinger sped to the scene in the station's 36-foot motor lifeboat. A call also went to the Bolinas Bay Station, but apparently the tide did not allow the Bolinas lifeboat to cross the sandbar adjacent to the station. A number of Coast Guard and Navy patrol boats and cutters also responded.



Motor lifeboat from Point Reyes delivers survivors to a cutter. (Ships and the Sea)

The Point Reyes crew arrived at the site and found hundreds of men in the water and hundreds more anxious to get off the floundering ship. Riding the swells up to the side of Henry Bergh, the stranded seamen jumped from the ship's safety netting onto the 36-footer, 15 to 20 at a time. The men were deposited safely on waiting destroyers and cutters, and then another group was rescued, an act repeated until all were saved. Fuel and oil in the water darkened the hull of the Coast Guard motor lifeboat. When the operation was finished, the Bolinas Bay boat showed up. The Point Reyes crew returned to the station with many stories to tell. One newspaper noted the "precision perfection by the Coast Guard and other naval craft" in executing the rescue. Remarkably, only two men were injured in this very dangerous abandonment and rescue; and many were nonplussed about the incident after all they had seen in the Pacific theater: one told a reporter that

Crew posed with the oil-stained motor lifeboat after the rescue of Henry Bergh. (National Park Service, Courtesy of Mel Roth)

things went so smoothly that it was "no different from a routine drill."

As the ship broke into two pieces the next day, Capt. Joseph Chambers was investigated and charged with incompetence and negligence. The skipper, a civilian employed by Norton Lilley Company, was at the helm at the time of the wreck, but claimed that his navigation instruments were not working properly. On June 9, Chambers was found guilty of negligence and lost his license for a period of two years.[67]

---

[67]San Francisco Call-Bulletin, May 31, June 1, 2, 3, 5, 8, 9, 10, 1944; Edward F. Oliver, "Last Voyage of the Henry Bergh," Ships and the Sea, Summer, 1957, pp. 25-25, 49-50; interview with Steve Toth and Jack Kersch.

n. Grounding of Motor Lifeboat No. 36389

In the early morning of June 6, 1957, a fishing vessel radioed Point Reyes Lifeboat Station for assistance on the north Marin County coast. BM2 Charles Riedmuller, BM3 James C. Gibson, and surfmen Melvin Goff and Richard Levesque launched 36-foot motor lifeboat No. 36389 at about 3:00 a.m. and headed around Point Reyes in a 40 mph northwest wind and rough seas. Almost and hour and a half from the station the engine quit; it was restarted but failed after another 10-15 minutes. A call was made for assistance and the crew prepared to drop anchor to avoid running onto the dangerous Point Reyes Beach. First a 25-pound anchor, then a 100-pound anchor, were slowly paid out to keep the boat at a right angle to the shore; soon the boat was blown up onto the beach. Levesque recalled later "that cold ink-black night listening to the thundering surf grow louder and louder until the white foam of the breakers engulfed us all . . ."

> The worse point . . . was not being able to see a thing, then being thrust upwards and then down with such force that if we had not been strapped in we surely would have been catapulted clear and drowned within minutes. . . . To broach and capsize then would have meant an agonizing death by crushing, but we were well trained, well disciplined . . . and had an experienced coxswain [Riedmuller].[68]

The crew made it to shore and built a fire and sent a man walking to the station; motor lifeboat No. 36542 reached the scene but could not offer any aid in the surf. The stranded but intact lifeboat was towed off the beach the next day by the Coast Guard buoy tender Willow with the aid of a helicopter and local rancher Joe Mendoza. Ironically, the distress call turned out to be a hoax.[69]

---

[68]Richard A. Levesque, "The Point Reyes Lifesavers: The End of an Era" (manuscript), 1974, courtesy of the author.

[69]Charles Riedmuller, "Narrative Summary of Stranding of CG 36389" (manuscript), June 13, 1957, courtesy of Charles Riedmuller; interview with Charles Riedmuller and Richard Levesque.

5. The Tragedy on Board Motor Lifeboat No. 36542

Of the 36-foot motor lifeboats that served at Point Reyes Lifeboat Station, No. 36542 figured prominently while at the station as one of the active boats for almost a decade and for its role in the station's greatest tragedy. Built in 1953 at the Coast Guard boat yard at Curtis Bay, Maryland, 36542 arrived at Point Reyes about 1954 after serving a short time at Arena Cove Lifeboat Station, north of Point Reyes. On a cold Thanksgiving Eve in 1960, two Point Reyes crewmen answered a routine call to aid a fishing boat near Bodega Bay. After securing the civilian vessel in her port, the crewmen, Boatswain's Mate 1/c Anthony R. Holmes and 19-year-old Engineman Fireman Hugh James McClements, radioed the Lifeboat Station that they would be returning to Point Reyes in less than an hour. When the boat did not appear on schedule, other crewmen at the station became concerned and a search ensued. About 9:00 a.m. the next morning, 36542 was found aground on Point Reyes Beach, between the RCA station and the Point, with propellors turning and no one aboard.

Coast Guardsmen, sheriff's deputies, and some 40 local volunteers searched the beaches for many days following; a Coast Guard helicopter, seaplanes, and two 95-foot patrol boats backed up the effort. Although hopes of finding the men alive faded over the weekend, the search was extended at the urging of young McClements' mother. One afternoon five days after the empty boat was discovered, the body of Holmes was spotted by a helicopter patrol and retrieved on the beach at the Spaletta Ranch. McClements' body was found on December 16.

The motor lifeboat, made to right itself if knocked over, no doubt threw the untethered men in heavy seas and continued pilotless to the beach. Disoriented by darkness and cold in the notorious surf of Point Reyes, the men probably didn't have a chance of survival. The boat was repaired and back in service early the next year, but held a grim reputation with some of the men at the station for some years after. Coast Guard Station Bodega Bay took the boat after opening on July 6, 1963, where the men there regarded the boat with great esteem; the boat stayed in service at Bodega Bay until around 1976. After a lengthy stint at Yerba Buena Island and a short one at Fort Point, she saw her last service at Eureka's Humboldt Bay Lifeboat Station, the last 36-foot motor lifeboat in service in the 12th Coast Guard District. When 36542 was surveyed as surplus in 1982, she was

Point Reyes' motor lifeboat No. 36542 in 1957. (Collection of Richard Levesque)

transferred to Point Reyes National Seashore, where she saw occasional service on Tomales Bay and was then laid up at Marshall Boat Works for a number of years. Volunteers from Coast Guard Station Bodega Bay partially rehabilitated the diesel engine in 1990, and at the time of this writing, No. 36542 is undergoing preservation treatment in the restored boathouse (see Appendix B).[70]

6. Lifeboat Station Utilities

a. Water Systems

Water supply has been a problem at the Point Reyes Headlands since it first came into demand in 1870-71 when the Point Reyes Lighthouse and fog signal was constructed. Because of lack of springs or reliable well sources, the Lighthouse Service constructed a series of rainsheds and cisterns on the government reservation, a system that failed numerous times because of lack of rain. During these times the government bought water from local ranchers, delivered by wagonload at great expense and labor. Fifty years later, the Lifeboat Station had similar but less severe problems.[71]

The deed to the property, drawn up in 1913, stated that "the United States shall be allowed free use of fresh water for neccessary sanitary purposes in connection with the Lifesaving Service at Point Reyes, with the further right to connect the Station buildings by pipe with the present fresh water stream or spring several hundred yards northwest of the station site . . . ." The grantors, however, held the right to take over the water supply as long as the grantor then

---

[70]Robert L. Scheina, United Stated Coast Guard Cutters and Craft, 1946-1990 (Annapolis: Naval Institute Press, 1990), p. 196; Jack Mason, Point Reyes Historian (Inverness: North Shore Books, 1976-1984), pp. 772-773; San Rafael Independent-Journal, November 25, 26, 28, 29, 1960; Shanks, Redwood Coast, pp. 40-41; W. J. Russell, Captain, USCG, to Howard H. Chapman, NPS, March 26, 1976, WRO; BM3 David Kissling, Station Bodega Bay, to Ralph Shanks, n.d.; interviews with Jim Crunk and Ralph Shanks.

[71]Livingston and Snow, History and Architecture of the Point Reyes Light Station, pp. 17-18.

provided the government with "an equal supply of fresh water at its reservoir." The Commandant asked the district superintendent in 1925 to examine this source; the water supply was found to be polluted by the stables at A Ranch, situated directly above the source. Engineers located another spring on B Ranch, about one and a half miles from the station lot. The planners discussed constructing a pipeline and pumping system from this source, but, noting that the F. E. Booth fish cannery used two small springs near the station lot, concluded that drilling a well on the station grounds would be the best solution. The superintendent and his field assistant recommended drilling a 12- or 14-inch well to a depth of up to 300 feet, at a cost of approximately $8.00 per foot. Two 6,000-gallon cisterns would be built on a knoll above the station site, on 24-foot towers, giving ample pressure for fire safety.[72]

Around the time the station was completed, in the summer of 1927, a well was drilled on the dwelling parcel on the site of the keeper's single garage. The drillers encountered a hard formation, making drilling difficult, and finally lost their large and costly diamond drill bit. The well couldn't produce enough water for the station's needs, so another shaft was sunk nearby, which proved to be worthless. The original well was drilled deeper and produced about 600 gallons per day, but this amount eventually diminished to 40 gallons. The crews had to constantly clean out the water tanks because of mud contaminating the source after storms. As the small amount of water didn't fill the needs of the station, the well was abandoned and cemented over and the pumphouse made into a garage for the keeper. From 1933 to 1935 water was shipped, 400 gallons at a time, in the station truck from the Navy's Radio Direction Finder Station about four miles away, a situation both costly and inefficient. The station used about 1,000 gallons per day, with 2,000 gallons kept in the tank behind the keeper's dwelling, an amount insufficient for dealing with any major conflagration. The situation demanded rigorous conservation on the crew's part. The District Commander noted the "deplorable" conditions there, where it was "impossible to keep the buildings clean, and the members of the crew are limited to one bath every eight days." Another water source was sought on the Mendoza Ranch, but it too was

---

[72]Deeds Book 151, p. 282, MCRO; Billard to Lofberg and Fourchy, January 19, 1925, and Lofberg and Fourchy to Billard, March 13, 1925, USCG-A.

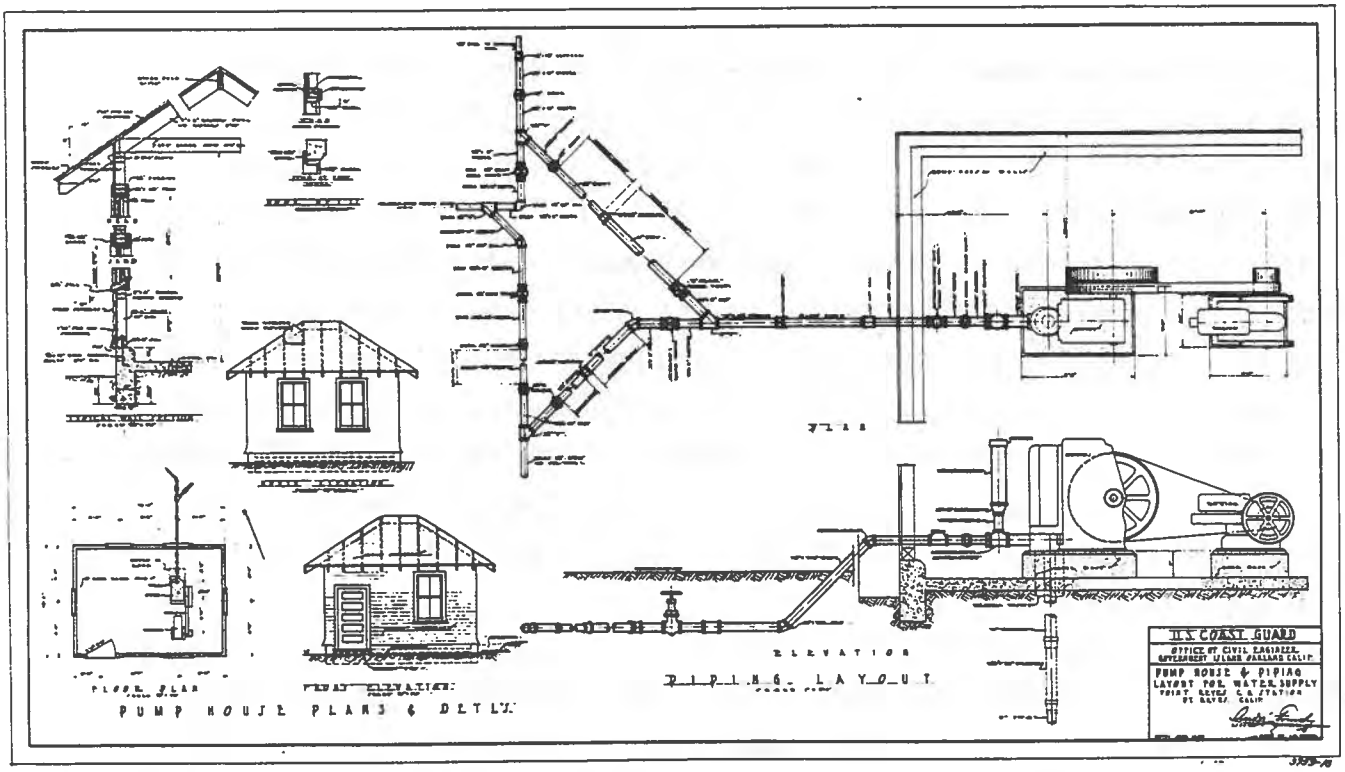
found to be contaminated. After almost a year of pleading by the District Commander to the Inspector in Chief in Washington, D.C., $1,000 was allotted to seek a new water source. A well was dug on the dwelling grounds near the driveway in July and August of 1935 by N. F. Keyt of Cotati, who drilled to a depth of 100 feet and inserted an 8-inch pipe casing to the depth of 37 feet. Preliminary pumping found a supply of about 700 gallons per hour; the well was expected at the time to produce a generous supply for a number of years, then diminish. Engineers built a handsome 12- by 16-foot pump house on the well site, matching the station's style with a hip roof and wood shingle siding. The pump distributed water to the dwelling's tank, the boathouse tank, and, after 1945, to an emergency pump house near the dwelling. For a number of years, this water supply proved satisfactory.[73]

Besides the officer's dwelling and boathouse, a number of other structures received water from the Coast Guard well. Four small houses built by Coast Guard personnel for living quarters adjacent to the station took water from the supply. By the 1950s the ownership of these units had reverted to the landowner, Joseph Mendoza and his heirs, Tessie and George Nunes, but they still received water at no charge from the government. A trailer occupied by an enlisted man and his family in 1954 had water service. Three fish companies—Paladini, Consolidated and Balestrieri—also received water at no charge.

The first of the fish docks, Consolidated, was built by the F. E. Booth Company of San Francisco about 1920; the second, Paladini, was built in 1923 and the last, Balestrieri built in 1944. Consolidated and Paladini had their own water sources before the Coast Guard developed their well but Consolidated claimed that the Coast Guard's well had dried up its previous supply. The Coast Guard ran a pipe from near the pumphouse to the Consolidated wharf in 1938; a garden hose connected the pumphouse supply with the pipe when water was needed. Paladini Fish Company also asked for water. In a memorandum from the Coast Guard

---

[73]Inspection Reports, Point Reyes Coast Guard Station, January 23, February 2 and April 28, 1934, Commander, 12th District to Inspector in Chief, September 29, 1934, box 2185, 12th District file; Senior Civil Engineer to Accounts, July 31, 1935, NA RG 26, box 388, file 201; Legal Officer R. R. Smith to Chief of Staff, February 18, 1954, USCG-A; interview with Steve Toth.



1935 drawings for pumphouse (top); the completed building, with 1-car garage in rear, around 1940. (National Park Service)

legal officer to his chief of staff in 1954, R. R. Smith told some of the history of the Paladini hookup:

> In 1938 the Coast Guard did furnish water by a garden hose to two one hundred gallon barrels situated at the shore end of Paladini's wharf. Commander Buckley . . . vigorously opposed and resisted repeated requests from Paladini to connect to our water system. Commander Buckley was relieved in 1940 by Chief Boatswain Tift . . . . Sometime in 1942, Mr. Tift gave permission for Paladini to connect to our fresh water system. I believe that this permission was granted because forty to fifty Coast Guardsmen were quartered on Paladini's wharf for about two and a half to three months while a beach patrol barracks was being built. (this is pure conjecture on my part) Paladini's use of water now [1954] consists of domestic and sanitary use, refrigerating machinery, ice making plant during salmon season, and supplying water to fishing boats which discharge their cargo at the wharf.[74]

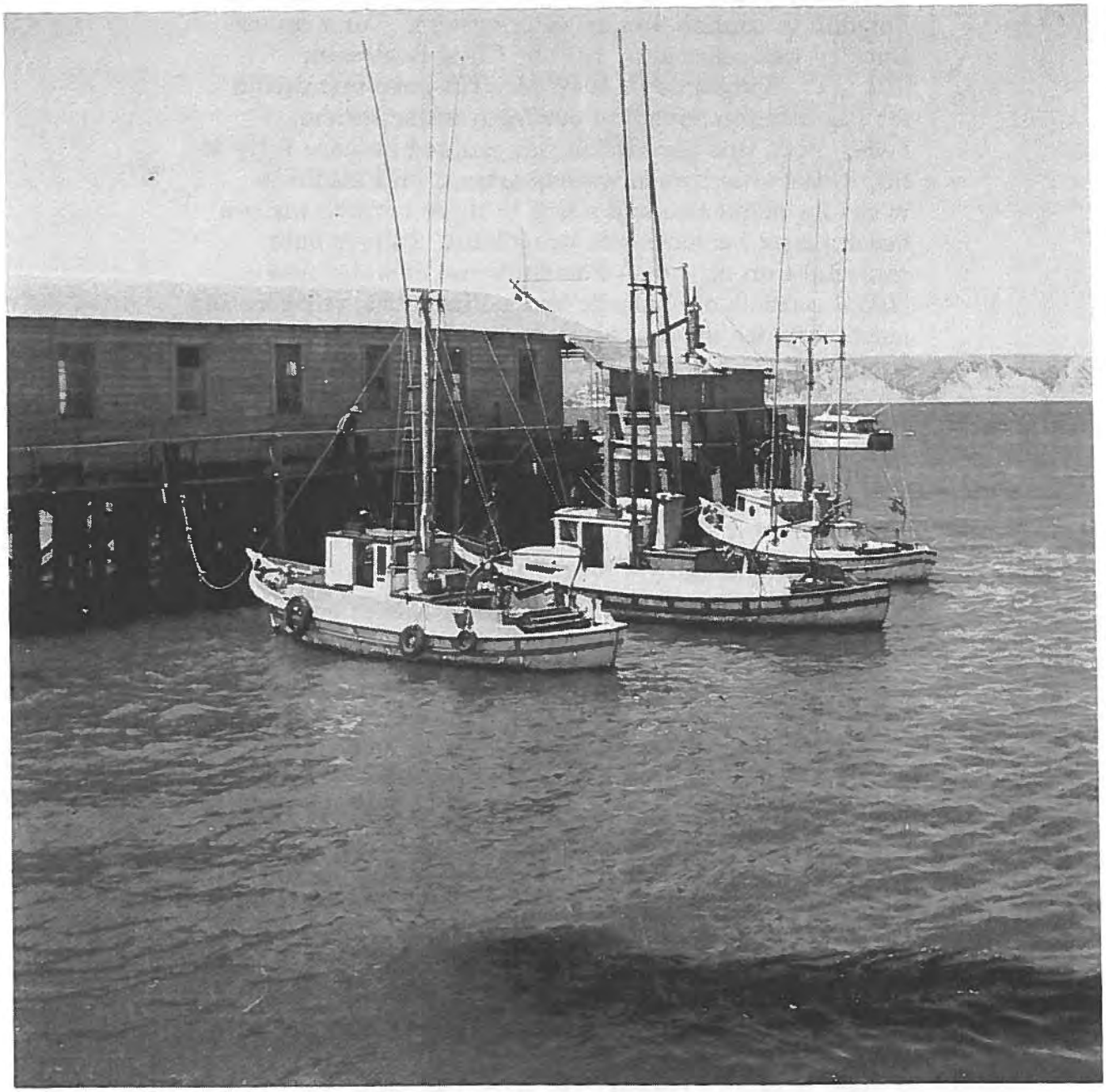
Apparently Paladini had friends in high places. According to Smith, on a number of occasions the officer-in-charge, for unknown reasons, ordered the Paladini supply cut off, but was ordered by officers in the district office to restore the supply at once. The Coast Guard did rely on the Paladini operation for such things as use of the Paladini dock and boom for unloading and loading boats, tying up in bad weather, and for general companionship in the isolated station. Often former Point Reyes Coast Guardsmen have admitted to "moonlighting" at Paladini's plant for extra cash, an act officially forbidden by the Coast Guard but condoned by many of the officers-in-charge. Paladini and the Coast Guard enjoyed a symbiotic relationship with the Coast Guard providing protection and aid for the fishermen; the fishermen gave help and, perhaps of greatest personal importance, samples of their catch to the Coast Guardsmen.[75]

The Coast Guard reportedly gave Balestrieri Fish Company an informal

---

[74]Smith to Chief of Staff, February 18, 1954, USCG-A.

[75]Op. cit.; interviews with various ex-Coast Guard personnel.



The Paladini dock and fishing boats in 1957. (Collection of Richard Levesque)

hookup when that wharf was built in 1944 on the premise that no one should be left out. A garden hose system like the others was installed for Balestrieri.

The water supply held out until July of 1944 when the system supported about 65 men and the fish docks. When the number of enlisted men was returned to eight in 1946, the supply didn't return to normal, prompting conservation measures. In 1950 a shortage caused importation of water, and overall the station ran on a system of concerted water conservation. The station's commanding officer F. L. Finley complained in 1953 that there was not enough water for his crew:

> This unit being equiped [sic] with only one (1) well and pump is required to furnish fresh water to three (3) fish companies and the personnel living at the plants, five (5) civilian homes and station personnel attached at this unit. During the salmon and crab seasons fresh water is also obtained by all fish boats operating out of this harbor[;] there also becomes and [sic] increase in personnel at all fish docks . . . . Only during stormy weather or when fishing was at a low ebb was it possible to fill the water tanks to full capacity . . . .

Finley asked that his superiors at the 12th District "take this situation into consideration" and assess whether government water should be given away when there was barely enough to support the station itself. Early the next year the district responded and investigated the water woes at the station.[76]

In September of 1954 the Coast Guard met with representatives of the fish companies at the Lifeboat Station. The companies were told that from now on, water will be supplied when excess was available, and a fair charge would be levied. The companies would install their own water meters at a cost of about $40.00. The fish companies complied, and a system of one-year renewable agreements commenced in March of 1955. Late in 1954 the Coast Guard had negotiated for 100- by 40-foot plot of land above the boathouse on which it installed a 10,000 gallon water tank and a set of three fuel tanks. A 20,000-gallon

---

[76]Commanding Officer F. L. Finley to Commander, 12th Coast Guard District, October 26, 1953, USCG-A.

tank was added to the site in April, 1961. Water was provided to the Mendoza family for the three remaining houses standing east of the dwelling lot as part of the January, 1955, agreement for the tank site.[77]

All went well until early September of 1959, when another shortage occurred. Two years of drought and a lowered water table provided even an inadequate supply for the station personnel. The Coast Guard informed the fish companies that it could no longer supply water to their businesses. In early March of 1960 Paladini drilled a 125-foot well and installed a pump and pump house on Mendoza property just west of the station dwelling. With government permission, Paladini tied in with the Coast Guard tanks and distribution system and provided water to the Lifeboat Station. This system stayed in effect until the Lifeboat Station was decommissioned in late 1968.[78]

The lifeboat station currently takes water from the 1935 well and utilizes two tanks above the residence. The other two tanks, above the boathouse, are abandoned; one has only the base remaining. The water pump is located in the 1935 pumphouse, where a chlorinator serves both residence and boathouse. Park maintainance personnel rehabilitated the water system in 1988 and keep it in working order, providing an adequate supply to the residence and boathouse.[79]

b. Electrical System

The Point Reyes Peninsula lived without commercial electric power at the time the Point Reyes Lifeboat Station was built in 1927. The station was equipped

---

[77]Commander, 12th Coast Guard District, to Consolidated Fisheries, Inc., December 21, 1954, Zena (Mendoza) Marr to Cmdr, 12th CG District, July 16, 1965, Agreements and Extensions on file, USCG-A; "Partial Plot Plan/Property Status," CG drawings # 3759-33, November 1954, and # C-09-1-1, September 1958, updated to March 1962, PRNS.

[78]Commander, 12th CG District to Commandant, March 30, 1960, Agreement between A. Paladini, Inc. and U. S. Coast Guard, May 17, 1960, Commander, 12th CG District to A. Paladini, Inc., December 10, 1968, USCG-A.

[79]Interview with Mark Hawrus, PRNS.

with a power house adjacent to the boathouse, with a Kohler generator and distribution system. The officer-in-charge residence had its own Kohler system located in the pumphouse. This equipment became backup units after the station received orders to connect to electrical service with Pacific Gas and Electric in late 1939. Noting that P.G.&E. spent approximately $30,000 to construct a 10 1/2-mile line from Bolinas to Point Reyes, a newspaper reported that, "at the Coast Guard Station, P. G. & E. power lights the buildings and supplies energy for [the] radio communications system, which hitherto depended upon storage batteries. This 'juice' also has replaced gasoline powered engines at the plant." The power house eventually became a shop and laundry room with an emergency generator, which was installed in the boat room after the power house was destroyed by a slide in 1956.[80]

c. Radio Communications

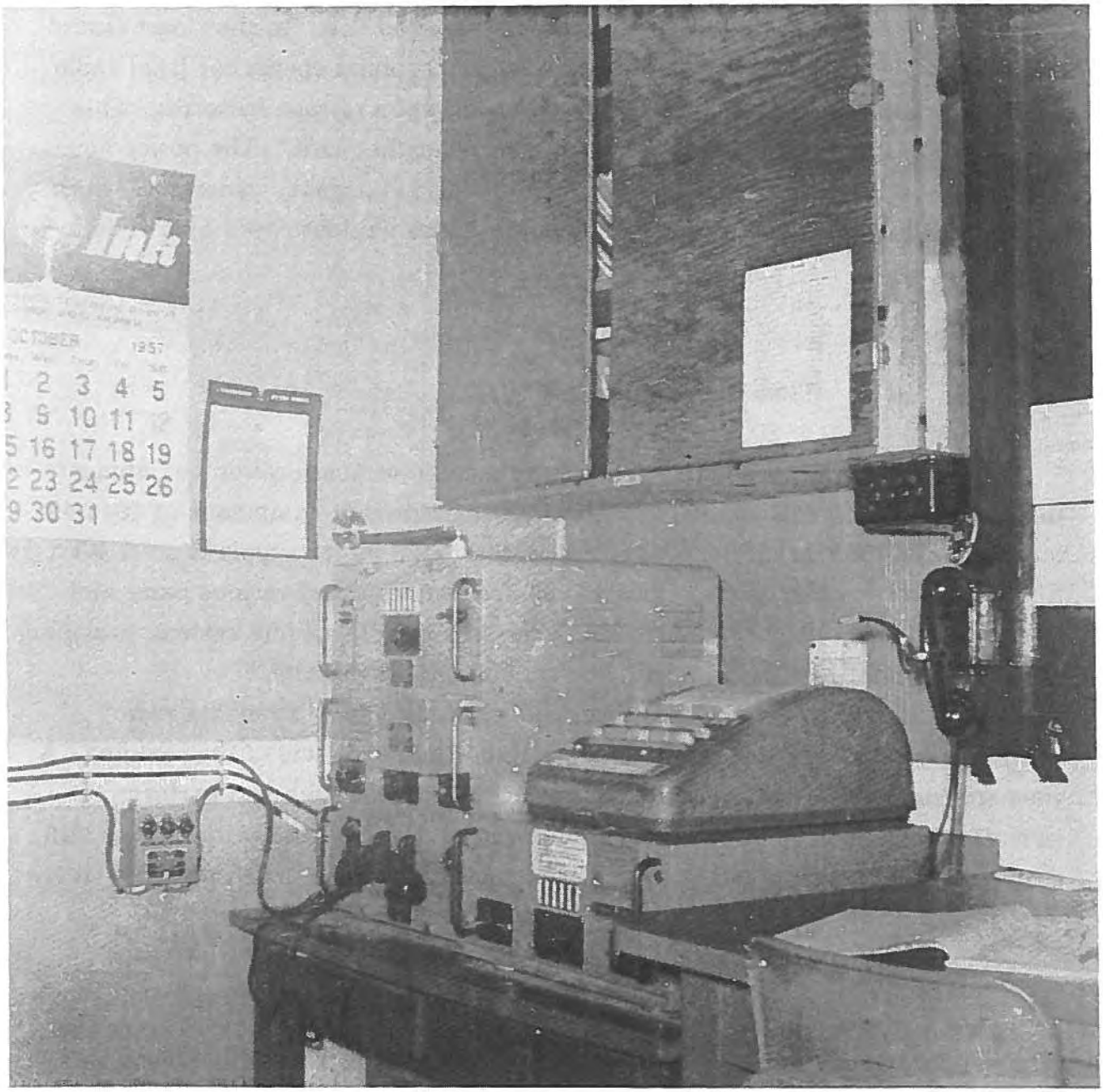
Originally equipped with fairly primitive radio communications equipment, the lifeboat station received modern transmitting/receiving equipment in 1941-42, including a T-103 transmitter, R-104 receiver, GF-103 power supply, a 1 1/2 KVA Kohler plant for emergency electricity, a 65-foot antenna and various parts and wiring. One of the motor lifeboats also received a radiotelephone system, providing a two-way communication link with the station and other units.[81]

During World War II the Officer-in-Charge residence included a radio room/office situated off the main entry porch on the north side of the building. A yeoman usually occupied the office, operating the radio system and performing general office duties. The battery-operated radio connected the station with 12th District headquarters, other government facilites in the area, and with ships at sea

---

[80]Billard to Lofberg and Fourchy, January 12, 1925, USCG-A; Brown, "Point Reyes Coast Guard Station," 1936; Marin Journal, July 20, 1939; Commandant to Commander, October 4, 1939, NA. RG 26, box 199, file 220; interview with Charles Riedmuller.

[81]Requests for Work Authorization and Approvals, Point Reyes Lifeboat Station, May 9 and 12, 1941, NA, RG 26, box 697, file 626.



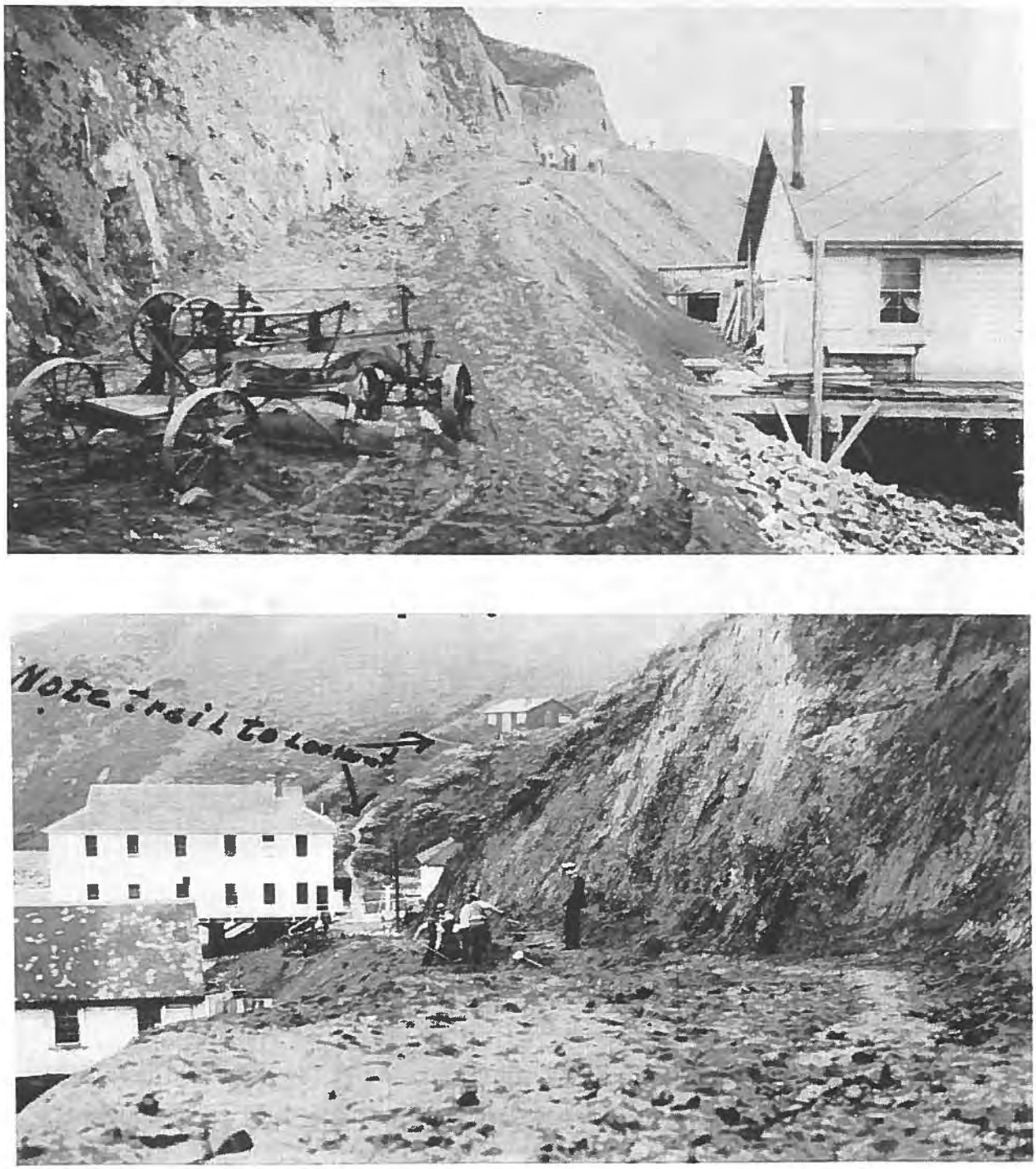
Equipment in the Radio Room, located in the boathouse from 1957-1968. (Collection of Richard Levesque)

Radio tower, lookout with radio room below, ca. 1945. (National Archives)

if needed. The office was connected to the boathouse and lookout with an intercom system for rapid communication at the facility. The radio room/office was moved to a room in the boathouse in 1957 when the lookout was deactivated.[82]

In order to improve long-range communications at the station, the Coast Guard entered an agreement with Zena Mendoza Cabral in 1961 for a 200-foot

[82]Interview with Mel Leathers, Yeoman from 1940-1945, and Dick Levesque.



WPA workers building the road to the boathouse, 1939. (National Archives)

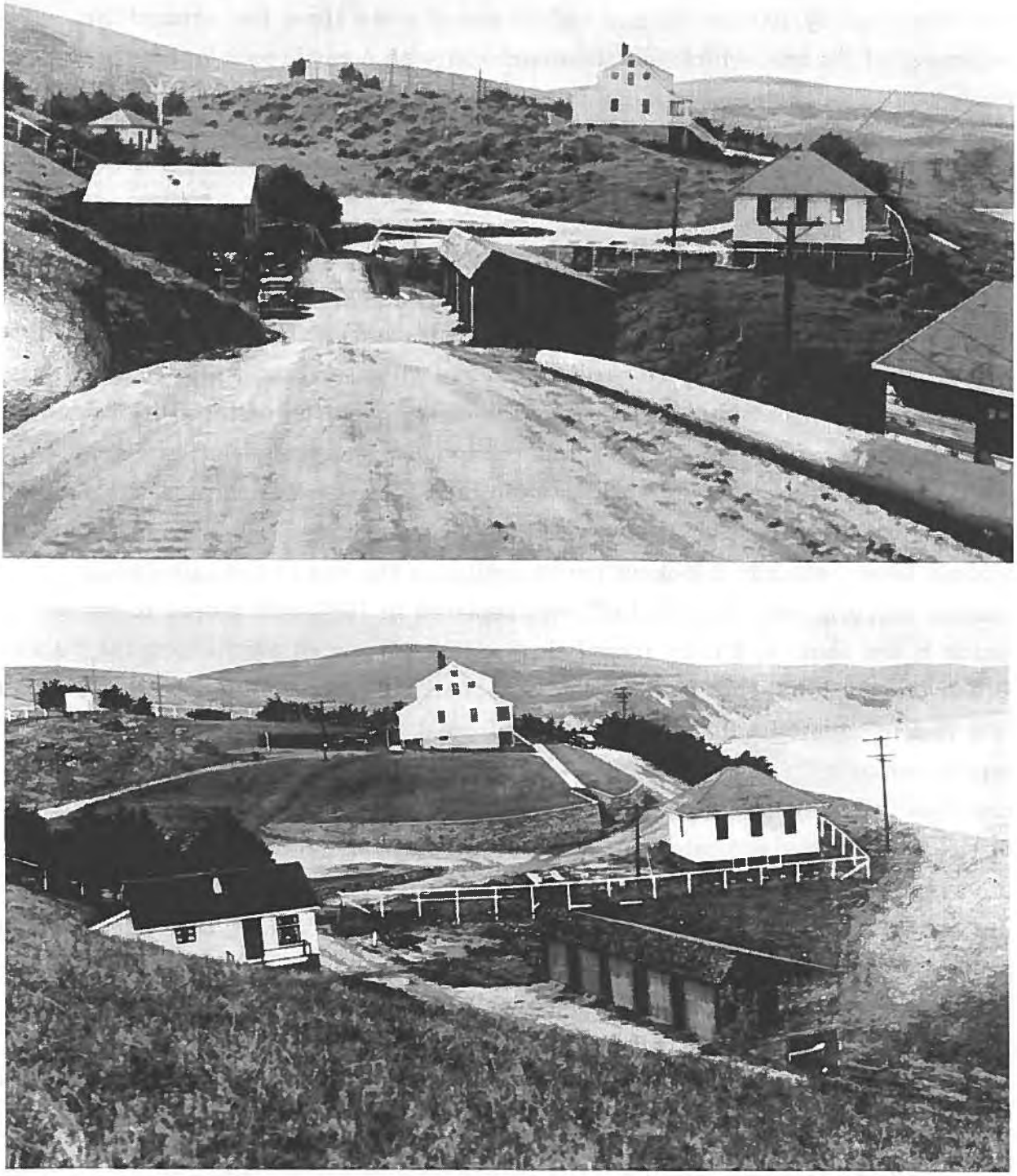
circular plot of land on the hill above the boathouse to erect a radio antenna system. Built in early 1962, the 85-foot antenna sat on a six-foot concrete pad and was supported by 100-foot ground radials placed every three feet around the perimeter of the site, which was then enclosed with a rustic split-rail fence to keep cattle out. The antenna remained at the site until it was removed after the station shut down in late 1968.[83]

7. Remodeling and Improvements in the 1930s

The station grounds saw a number of improvements in the 1930s, including a new water system in 1935 to replace the inadequate original supply. A well was drilled and a new pumphouse, following the existing station architecture, was built near the three-car garage. The original pumphouse was remodeled into a one-car garage for the keeper. Many of the station outbuildings were painted, having been left as bare shingles for about five years after construction. The station's wooden lookout tower, actually a lookout house similar to the one at the Life-Saving Station and originally built in 1927, was replaced in 1937 with a steel tower with a watch house above and radio room below, at the same spot overlooking the Pacific Ocean on a high hill southeast of the boathouse. The Coast Guard obtained a lease of a 75-foot square lot for $10.00 per year from J. V. Mendoza, with an option to renew annually for up to ten years. Contractor Fred J. Early of San Francisco completed the new tower in July, 1937, at a cost of $2,481. A 65-foot high wind direction tower and indicator was also built in 1937, and a new steel boat cradle built for the second 36-foot motor lifeboat in 1938. The older type TR motor lifeboat was replaced by a new type TR, No. 5164, in early 1939; the boat was to be used in demonstration at the Golden Gate International Exposition at San Francisco that year. A new communication system, requiring more than 14 miles of cable and 506 poles, was installed and the station was rewired for commercial electricity in 1938, which was connected to the station the next year. In 1939, the

---

[83]Agreement between Zena M. Cabral and U. S. Coast Guard, November 3, 1961, USCG-A; "Partial Plot Plan/Property Status," CG drawing #C-09-1-1, September 1958, revised to November, 1961, USCG-A.



Views of the Officer's yard before (top) and after (bottom) WPA work. The buildings in the foreground are married crews quarters and garage. (U.S. Coast Guard)

crew was provided with a drinking fountain on the station grounds. Essential equipment in the station was replaced during the 1930s, including the generator and motor in 1933; a pump, motor, and engine in 1935; and a hoist and motor and portable pump in 1938. The boathouse water heater and cookstove, equipped for use with fairly expensive "Flamo" gas, were replaced with a heating boiler with a hot water jacket placed in the generator room and a range using #3 fuel oil, both providing substantial savings in fuel costs.[84]

Perhaps the most significant change to the station during the 1930s occurred in 1939, when a road was graded to the boathouse, eliminating the steep stairway from the blufftop. The road followed the grade of a trail used by the crew between the boathouse and the officer-in-charge quarters. Planned as early as 1935, a Works Progress Administration construction crew built the road, following an even grade from the existing road to the southwest corner of the boathouse. The road was oiled and graveled during its use by the Coast Guard. In 1932 the Coast Guard had contributed $1,300 to help the Lighthouse Service improve the road from their Drakes Bay landing to the Point Reyes Lighthouse, an action that improved the road from the lifeboat station to the county road at A Ranch.[85]

8. Remodeling and Improvements During the 1940s

During the summer of 1940, the rough rock wall along the station road at the officer-in-charge residence was replaced by WPA crews with a well-made and substantial concrete stone faced wall with reinforced concrete stairs puncturing it a two points. The wall, 384 feet long and over nine feet tall at some points, provided the dwelling grounds with a large lawn after the grounds were regraded; concrete

---

[84]Commandant to Field Assistant Fourchy, February 24, 1936, NA RG 26, box 199, file 220; Coast Guard correspondence, March-July, 1937, NA RG 26, box 171, file 201; Commandant to Commandant, Depot, November 30, 1938, Inspection Report, December 27, 1938, NA, RG 26, box 514, file 601; Commander to Commandant, December 29, 1939, NA. RG 26, box 373, file 4526; interview with Steve Toth; property data sheet, "Pt. Reyes LB Station, 17 May, 1946", USCG-A.

[85]Plans, Proposed Road to Boat House, August 1936, PRNS; Commandant to Superintendent of Lighthouses, July 14, 1932, NA, RG 26, box 770, file 226.

Scenes of WPA landscaping work, 1940. (U.S. Coast Guard)

E.C.V. Clamproclamation

By SIR FRANCIS DRAKE

Bro. Jo Mora, *pinxit*

Whereas: *I* was the first to publicize Gold in California in 1579, some 270 years before the Gold Rush, and

Whereas: *I*, tho no saint, have had a Bay named for me, too,

Now Therefore, I, your Venerated predeceased Clampatriarch, 371 years to the very day

Proclaim Saturday, June 17th, 1950

Drake Day

ASSEMBLE: By special dispensation all good Clampers, with their PBC's, will meet at the U. S. COAST GUARD STATION, on Point Reyes Headland, at 2:00 P. M. Coffee and . . . served by Ye Great Hi-oh himself, free.

TRANSPORTATION: For those without boat, plane, helicopter, jackass or private auto, a special GREYHOUND BUS will leave Wells Fargo & Company's Bank and Museum, noon, Daylight Saving Time. (Send in Reservation *now* to the G. N. R.)

PLAQUE will be unveiled at 2:30 P. M. ~ SPECIAL TALKS BY BRETHREN ON THE SPOT LEARNED IN THE LORE OF SIR FRANCIS.

PBC's initiated immediately thereafter on the very beach where the *Golden Hind*, alias *Cacafuego II*, was careened. Select your PBC with care, now: CALIFORNIACS only!!

CLAMPBANQWET: This will be in North Beach, Yerba Buena, at the New Tivoli Restaurant, 1431 Grant Avenue, San Francisco, at 7:00 P. M.

PRIX: For Clampers, five clampshells (dollars to you, in advance!). For PBC's $10.00 *(before initiation)*.

BY ORDER OF THE N. G. H.
BILL PADEN.

ATTEST AS SATISFACTORY:
ERIC A. FALCONER, G. N. R.
110 Sutter Street ~ San Francisco, California

P-s-s-s-s-t!!—Those drakes whose ducks will *not* allow them this flight, please contribute $1.00 for mailing, postage, printing and artwork. THANKS!

Invitation to Drake plaque dedication by E Clampus Vitus, 1950. (U.S. Coast Guard)

walkways were laid across the lawn areas for access to the dwelling from the road and station. In a dedication held June 17, 1950, the San Francisco-based historical organization E Clampus Vitus placed a bronze plaque designed by William Gordon Huff on the wall at the bottom of the large west stairway. The plaque commemorated the landing of Francis Drake in Drakes Bay 371 years earlier.[86]

A problem at the station existed since the arrival of the second motor lifeboat in 1934: the boat room could not accommodate both large boats so one remained in the water tied to the wharf. Coast Guard civil engineers drew up plans in June, 1938, and May, 1940, to expand the boathouse in an effort toward more efficient use by the station's two 36-foot motor lifeboats. The proposal included widening the lower floor of the boathouse by six feet and remodeling and widening the launchway. A third set of rails would extend into the widened west boat bay and the launchway would be redesigned for improved safety on the wharf portion where wider catwalks and railings would be provided. The Coast Guard advertised for bids in August, 1938, but the work was postponed; only the the rails were replaced the next year. Upon taking temporary charge of the station in January, 1941, Boatswain's Mate James Black reported that "the outer piles on the station launchway are badly eaten away by marine borers; cross timbers are rotted; several bolts, fish plates, and some sections of rails are in need of replacement." Also, Black pointed out that because of the small boatroom, one of the motor lifeboats had to be left "out in the weather at all times." Two months later it was noted that "the tracks at the outer end are moving with the sea" and that the launchway was in "a very poor condition."

After storms battered the launchway in early 1941, about $2,000 worth of work involving professional diver was authorized. While the overall plans for replacement were ready by 1941 and $29,000 appropriated in April of 1942, the work was postponed during World War II, and in 1944 a recommendation was made to make no improvements to the station even after the war; this recommendation was eventually dropped. Construction occurred in 1946 using

---

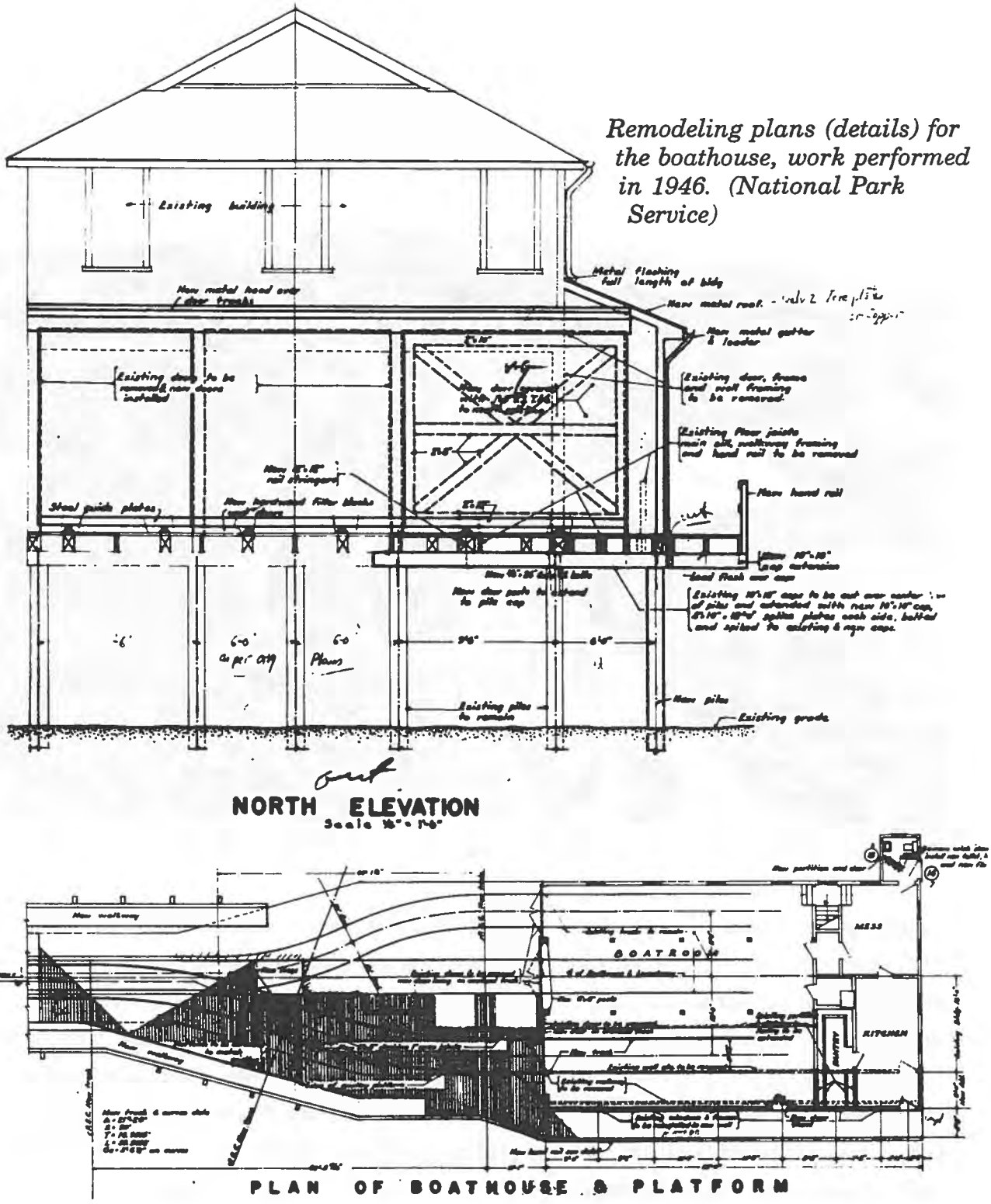
[86]"A Stone Faced Wall," typescript description by Robert M. Cox, Historical Architect, NPS Western Regional Office, April 29, 1980 (see appendix); photographs and notes of the wall construction at Historian's Office, USCG-W; E Clampus Vitus invitational brochure to plaque dedication, USCG Aids to Navigation Office, Long Beach.

Boathouse and launchway prior to remodeling, circa 1945. (National Archives)

revised plans dated August, 1945. The launchway was completely torn down and a diver hired to cut off the old pilings. A temporary wharf was built next to the boathouse to accommodate a pile driver. The work as completed included new doors on the boat room, a shed addition running the length of the west wall of the boathouse with a small door into the boat room from the deck alongside, and a new, wider launchway with three operable switchless tracks to accomodate two 36-foot motor lifeboats and one 25-foot pulling surfboat. Bosun's mate Steve Toth built a boat hoist utilizing davits on the east side of the new wharf, to accommodate the station's smallest lapstrake pulling boat.[87]

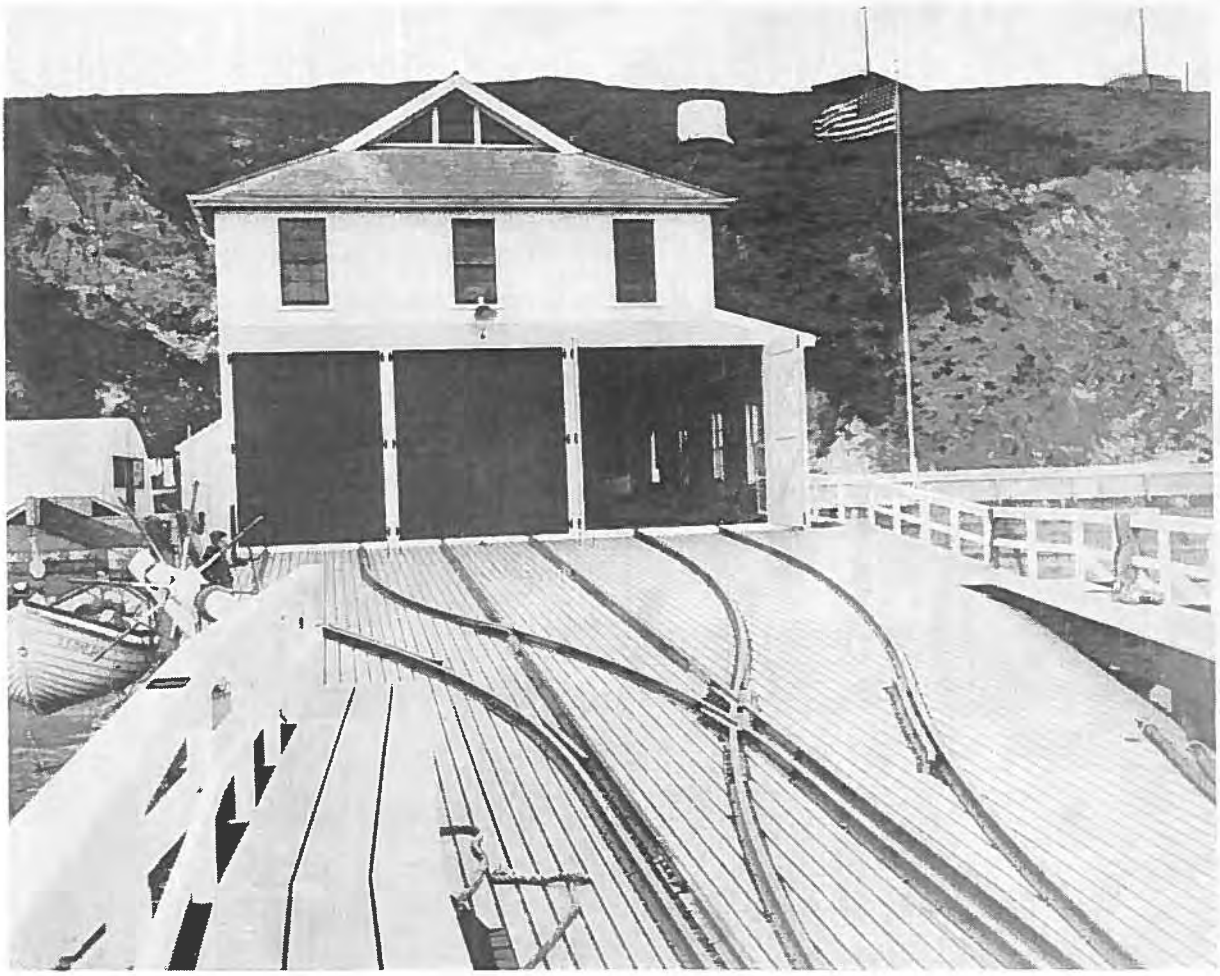
---

[87]Plans dated June, 1938 and May, 1940, and photographic documentation, PRNS; Headquarters to Commander, San Francisco Division, August 4, 1938, Request for



Remodeling plans (details) for the boathouse, work performed in 1946. (National Park Service)

Work Authorization, October 7, 1941, NA, RG 26, box 199, file 220; Chief Boatswain P. W. Tifft to Commandant, March 13, 1941, BM2 James W. Black to Commandant, January 13, 1941, NA, RG 26, box 572, file 604; Commandant to District Commander, April 6, 1942, C. W. Harwood to Chief Operations Supervisor, January 17, 1944, NA, RG 26, box 171, file 201; interviews with Steve Toth and Charles Zetterquist.



The enlarged west boat bay is evident in this 1946 photograph. Note the door construction, launchway planking pattern, rail crossovers, and flagpole. (NPS)

Some improvements did occur during the war, including enlargement of the upstairs bathroom in the boathouse in 1942 at a cost of $1,787. The original bathroom had only one toilet and a bathtub, two sinks and a slop sink, hardly adequate for an enlarged wartime crew of up to 50. Remodeling involved removing a wall and building a new one, making one bedroom smaller to enlarge the bathroom by three feet in width. Two showers, two new toilets, and two additional sinks were added, greatly improving accommodations for the crew.[88]

---

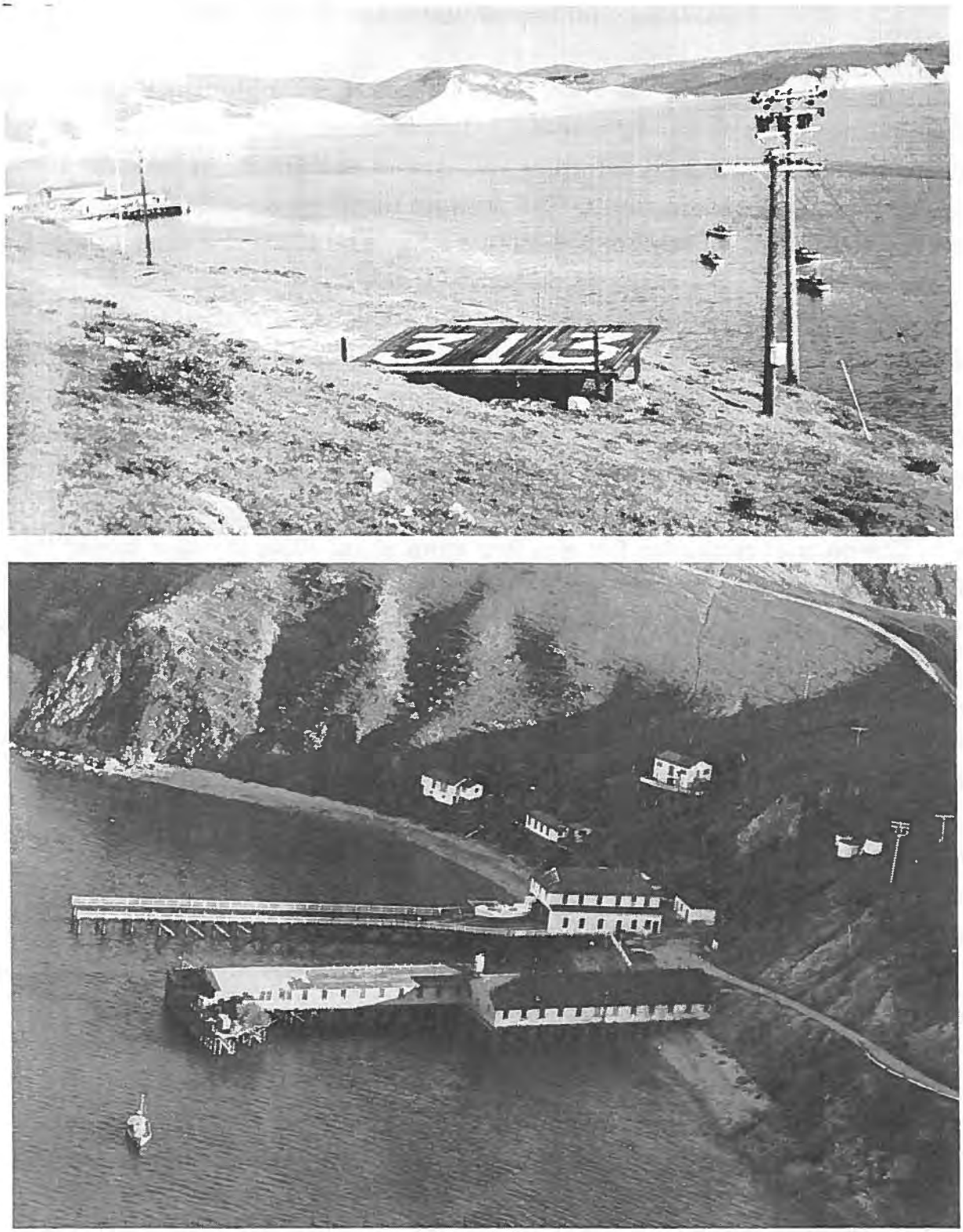
[88]Request for Work Authorization, March 31, 1942, NA, RG 26, box 199, file 220; plans dated April, 1942, PRNS; Property Data Itemization, May 17, 1946, USCG-A.

The power house, used as a storeroom/washroom in 1951; the side of the quonset hut is seen on the right. (National Park Service)

The station's crew built a 20- by 40-foot quonset hut on the flat area next to the boathouse in 1942, for use as a recreation room. The "rec hall" had a pool table and various activities for the oft-bored crew. The wartime crew of 30 to 35 men could not be accommodated at the boathouse barracks and, according to ex-Coast Guardsmen stationed there at the time, some of the overflow crew slept at the Paladini dock.[89]

---

[89]Property Data Itemization, May 17, 1946, USCG-A; interview with Steve Toth, Jack Kersch and Mel Leathers. According to Ralph Shanks, Arena Cove Lifeboat Station had a recreation room housed in a quonset hut.



Identification platform above boathouse, before 1954 (National Archives). Aerial view taken about 1955 of boathouse and cabins. (National Park Service)

9. Remodeling and Improvements During the 1950s

The postwar years at the Point Reyes Lifeboat Station brought a number of improvements to the station as well as a reduction in activity. The overflow of enlisted men went elsewhere, returning the number at Point Reyes to about 16. The expansion of the boathouse in 1946 provided future crews with an efficient and capable resource for rescues and routine calls. The 1950s saw changes aimed at increasing the comfort of the people stationed there.

The decade began with a remodeling of the boathouse kitchen in 1951. New cabinets and a sink, with formica tops and tile trim, gave the cook a more efficient working space oriented towards the south windows. These windows, matching the tall, six-over-six double-hung windows on the building, were replaced with two smaller one-over-one horizontal windows. An existing large exhaust hood and duct was improved, and then replaced in 1957.

The quonset recreation hut was torn down about 1955; the men moved the pool table to the drill room upstairs in the boathouse, in effect making that room the new rec room. The water system had major improvements with the addition of a 100,000-gallon redwood tank and three diesel fuel storage tanks on a stable portion of the bluff behind the boathouse. This site also featured a wooden platform, with huge numbers "313" for aerial identification of the station. When a 200,000-gallon tank was added on the site of the platform some years later, the numbers were drawn on the top of the new tank, situated on massive concrete piers. A major piece of signage was restored on the boathouse north elevation above the boat room doors after a similar one had been removed during the 1946 renovations. The new sign read, "United States Coast Guard / Point Reyes Lifeboat Station." This sign was later moved to the west elevation over the kitchen door and has been preserved by the National Park Service.[90]

In January of 1956, after a week of severe coastal storms that caused widespread flood and slide damage in Marin County, the hillside behind the boathouse failed and sent a cascade of mud and rock onto the boathouse grounds. One of the fishermen's cottages ended up on the beach east of the boathouse, and

---

[90]At some time the Coast Guard changed the identification number for Point Reyes from 320 to 313.

the access road was subjected to a slide that rendered it useless. Only days later the entire hillside slid, crushing the old power house and depositing a small mountain of mud against the boathouse reaching to the second story. The water lines to the boathouse were destroyed, as was the gasoline storage unit at the foot of the driveway. Damage to the sturdy boathouse was slight, although the fishermen's cabins, long landmarks at the station, and the power house were total losses. During the year the Coast Guard removed the debris and regraded the hillside, adding needed drainage work utilizing culverts and perforated drain lines; the road repair involved a system of 6" x 6" redwood cribbing to stabilize the fill slope that had failed. The courtyard area where the power house had stood was cleared and received pavement as well as an expanded parking area adjacent to the Paladini dock.[91]

During the late 1950s the station was evaluated by the 12th District. The findings concluded that there was a lack of ample search and rescue activity to justify continued full operation of the facility. The coast lookout observed only three potential distress cases during fiscal year 1956, and only one of those calls required aid. A lookout at the light station three miles away had a greater arc of visibility. Acting on recommendations of the district commander, the lookout was discontinued and torn down in April of 1957 and the station placed on temporary "limited status" (which meant that there was no lookout). The district received orders to remove one of the 36-foot motor lifeboats and transfer some personnel in mid-1958. Then, in early 1959, a Coast Guard Board of Survey was held to measure the usefulness and efficiency of the Point Reyes Lifeboat Station. The Board of Survey determined that the station should remain open, but that plans be advanced for a new station at Bodega Bay. The local fishing community exercised pressure whenever the Coast Guard discussed limiting or closing the station, and may have lobbied at this time; Point Reyes survived the decade with only some minor cutbacks.[92]

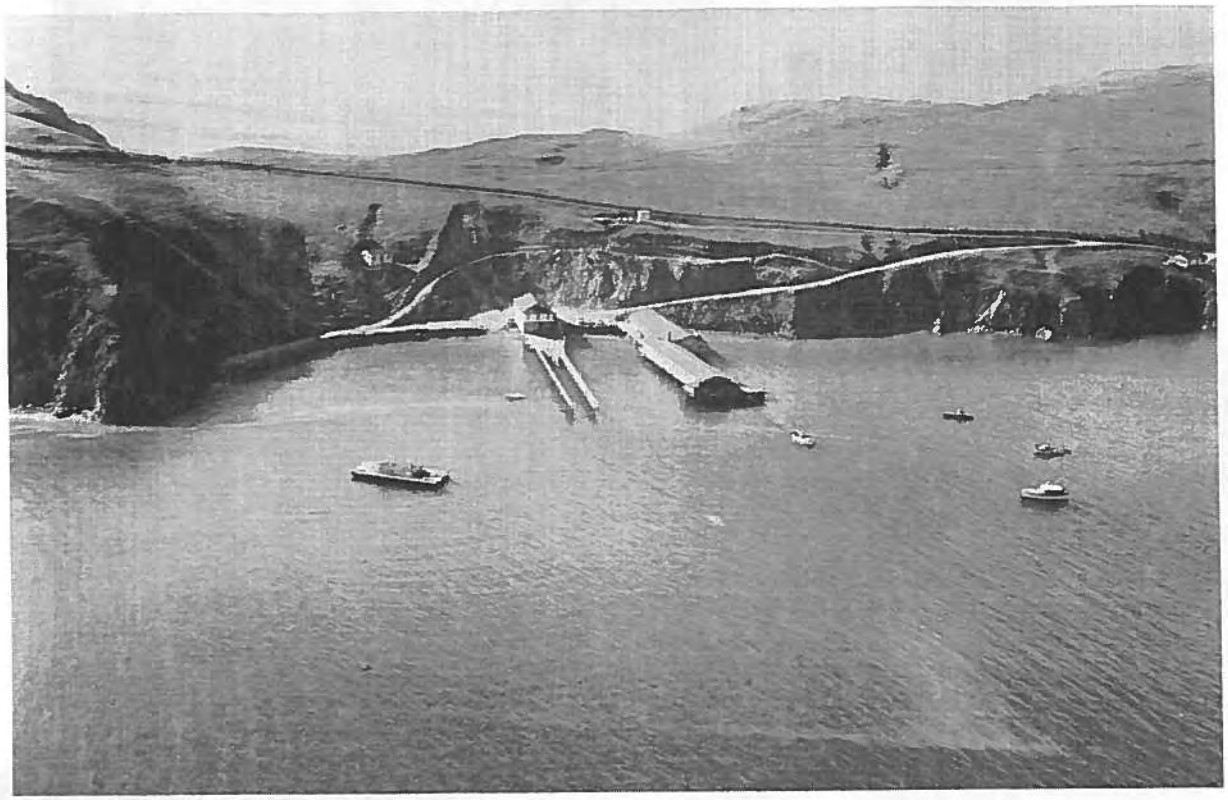
---

[91]Plans and photographs on file, PRNS.

[92]Commander, 12th District, to Commandant, January 23, April 10, 1957, August 11, 1958, USCG-A; Commander to Commandant, September 24, 1956, Commandant to Commander, January 23, 1957, Commandant to Rear Admiral Ira E. Eskridge, December 30, 1958, Commandant to Commander, May 4, 1959, USCG-W.

Following a severe storm in 1956, a small slide covered the roadway (top, National Park Service) but soon the hillside behind the boathouse gave way, destroying the power house and damaging the boathouse. (National Archives)

Top photo shows how the mud pushed the entry room off its foundation (National Park Service). Below, Mendoza's garage was damaged in a separate slide near the Officer-in-Charge quarters. (Charles Riedmuller)



Aerial view of the slope behind the boathouse after stabilization, 1956. (National Park Service)

10. Last Decade of Operation, 1958-1968

The Point Reyes Lifeboat Station saw few changes during its last years in operation. The crews continued to answer routine calls, perform maintenance on the boats and buildings, and to drill regularly in the traditional manner. The boathouse saw some minor remodeling of the kitchen (including new counter tops and a dishwasher), and installation in 1965 of an electric motor on the boat winch to replace the old gasoline engine. Along with improvements in the radio communications and water system, and strengthening of the launchway with long horizontal bolts around 1965, the station ran smoothly. A major event of the decade occurred was the loss of the two crewmen in 1960 when the lifeboat capsized at sea. Another very significant event was occurring elsewhere.[93]

---

[93]Plans on file, PRNS; interviews with Jim Crunk and Roger Dewey.

This was the development and employment of an improved lifeboat: a steel-hulled 44-foot power boat with greater range and speed than the old 36-footers. Like its predecessors, the 44s were self-righting, self-bailing boats with sealed compartments. The 44s also were equipped with up-to-date communications and navigation equipment. The new boats came into use in the Coast Guard in the late 1950s, but were not suited for the older stations with marine railways: the steel boats were too large and heavy for the launchways that existed, and keeping the boat ready in the water was more practical. In a short time, stations all over the country similar to Point Reyes would become obsolete unless major alterations were made to their launching facilities.[94]

11. Disestablishment and Transfer of Property

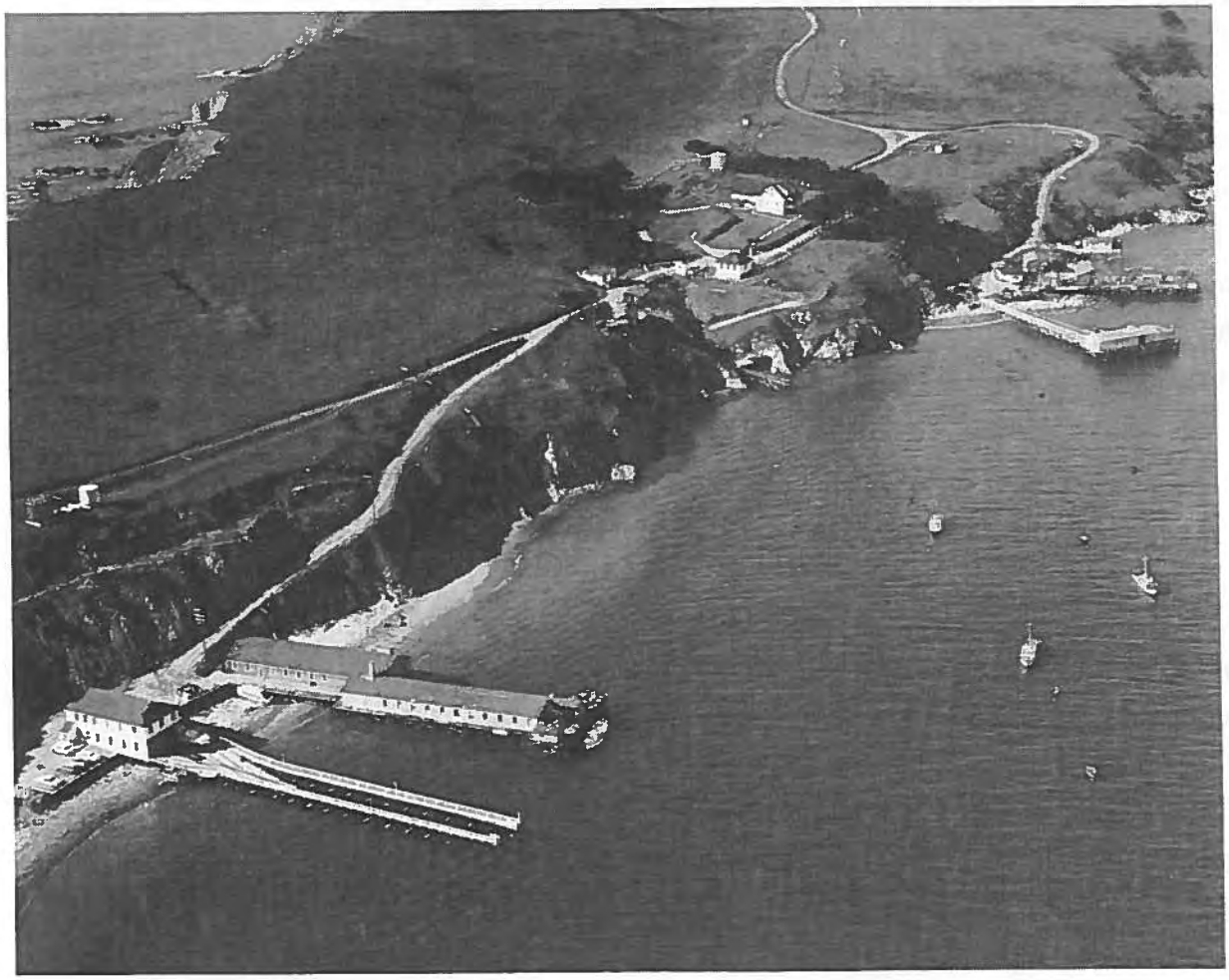
On July 6, 1963 the Coast Guard opened a new lifeboat station, termed a small boat station, at Bodega Bay some 20 miles north of Point Reyes. Bodega Bay was not only a sheltered harbor but had a small port and services in the town for Coast Guardsmen and their families. Equipped with a 44-foot lifeboat as well as Point Reyes' ill-fated No. 36542, Station Bodega Bay relieved Point Reyes Lifeboat Station of much of its territory and most of its work. Historian Ralph Shanks noted that by then the typical rescue call "entailed towing commercial fishing boats into Bodega Bay rather than rescuing steamers stranded at the Point."[95]

Before Station Bodega Bay went into operation, the Coast Guard recommended retention of the station at Drakes Bay because of the high incidence of fog and the number of Search and Rescue (SAR) cases there. But after Station Bodega Bay opened, the station was recommended for closing as early as April, 1964. Rear Adm. C. C. Knapp, Commander of the 12th Coast Guard District, approved deactivation, and the Coast Guard sought public comment through a news release dated October 26, 1965. The Coast Guard recommended deactivating the station beginning around November, 1965 for about seven months, then

---

[94]Shanks, Guardians of the Golden Gate, p. 283.

[95]Shanks, Lighthouses and Lifeboats, p. 42. Station Bodega Bay is now equipped with an 82-foot patrol boat in addition to a 44-foot lifeboat.



Aerial view of Point Reyes Lifeboat Station in 1966. (National Park Service)

making a determination of whether to reactivate or abandon the facility. Boaters and fishermen in the Point Reyes area responded negatively to the closing, citing the dangers of the Point Reyes Headlands and the distance from Bodega Bay. One correspondent anticipated that the station "will become the haven of a lot of 'hippy types' who have taken possession of other vacant buildings in the area with very undesireable results." Nevertheless, the Coast Guard partially deactivated the station in 1966, leaving a small crew of four for maintenance.[96]

---

[96]"Planning Board Report on Point Reyes LBS," April, 1964, 12th Coast Guard District Press Release no. 65-4-17, dated October 26, 1965, A. E. Bagshaw to

Under Officer-in-Charge Roger Dewey, the station led a sleepy existence until early 1968, when the Coast Guard, recently transferred from the Treasury Department to the newly-formed Department of Transportation, decided to close the station permanently. The number of Search and Rescue cases had dwindled during the last three years resulting in the SAR division supporting the closure. Vice Adm. P. E. Trimble wrote to California Senator and Coast Guard supporter, Thomas H. Kuchel, explaining the action:

> The Shore Units Plan (CG-380) for the Twelfth Coast Guard District includes the disestablishment of the Point Reyes Station upon augmentation of the Bodega Bay Station, approximately 17 miles to the north. Inasmuch as the Bodega Bay Station is now being augmented, we are concurrently phasing out the Point Reyes Station.
>
> Since the Bodega Bay Station became operational in Fiscal Year 1964, the number of Search and Rescue cases handled by the Point Reyes Station has steadily declined. (Search and Rescue is the primary mission of the Bodega Bay Station.) A study of the number of cases handled by the Point Reyes Station, and the response time of other Coast Guard Search and Rescue units in the general area, has indicated that adequate coverage for the coastal area from San Francisco to Bodega Bay exists without the facilities at Point Reyes Station.
>
> No significant increase in the annual number of Search and Rescue incidents in the Point Reyes area is anticipated in the foreseeable future. The entire Point Reyes peninsula is scheduled to be included in the Point Reyes National Seashore, and it is probable that the present site will be owned by the National Park Service at such time as increased coverage would become necessary. Park Officials have indicated informally that they would be cooperative in providing land for a new station site at that time, and it is conceivable that a more suitable location than the present site could be obtained then.

Commander, 12th District, USCG-A; interview with Roger Dewey.

The Point Reyes Lifeboat Station was officially deactivated on December 16, 1968. Four men stayed on into 1969 to remove and redistribute useable Coast Guard property, close up the building, and prepare for abandonment. The remaining 36-foot motor lifeboat and six men had tranferred to other units. BMC Dewey and his family and one enlisted man remained in the station residence and the boathouse until April 3, 1969, and then, according to a closure memorandum, "the station site was abandoned and the structures and gate locked."[97]

As planned, the lifeboat station property was transferred to Point Reyes National Seashore, established by Congress in 1962. In preparing a transfer of the property to the federal government, legal officers of the Coast Guard rediscovered the reversion of title clause in the 1913 deed that read:

> And it is further agreed on behalf of the United States that in event the land hereby conveyed shall hereafter cease to be used and occupied for life saving purposes, said land shall revert to the parties of the first part, their heirs, administrators, executors or assigns.[98]

The Mendoza family, owners of the original C. W. Howard ranches A and B, claimed through their attorney that they were the legal assigns to the property through the provisions of the deed. The attorney general disagreed and found that the heirs of John Rapp, who purchased the land from the Howards and sold to the Mendozas, would be entitled to the land. The Rapp heirs, including Clara Rapp Berckmeyer and Joan Rapp Mayhew, in turn donated the property to the National Park Service, completing the transfer and putting the station into the jurisdiction of the superintendent at Point Reyes National Seashore in November, 1969.[99]

---

[97]Coast Guard History (CG-213) (Washington: Department of Transportation, U. S. Coast Guard Public Information Office, n.d.), p. 20; Chief, Plans and Programs Staff to Chief, Search and Rescue Division, February 6, 1968, Acting Commandant to Honorable Thomas H. Kuchel, November 15, 1968, USCG Headquarters; Chief, Search and Rescue Branch R. A. Lemmon to Chief of Staff, January 7, 1969, PRNS; Lemmon to Files, May 22, 1969, PRNS; interview with Roger Dewey.

[98]Deeds Book 151, p. 282, MCRO.

[99]Land to Nunes, May 3, 1968, "Preliminary Report," Marin Guaranty Title Co., July 8, 1969, misc. correspondence, PRNS; interview with Joan Rapp Mayhew.

12. Park Service Ownership

Upon taking ownership of the lifeboat station in 1969, the National Park Service received the following parcels of land and individual structures, valued at $68,000:

1. Three parcels of land: dwelling site, 300' by 300' (2.07 acres); boathouse site, 100' by approximately 160' back from shore and extending offshore to line of low tide (.676 acres); lookout site, 30' by 30'.
2. Five road and trail easements: a 12-foot wide road easement from main station grounds (dwelling site) to government landing at Drakes Bay; an 8-foot wide road easement from main station to boathouse site (abandoned in 1939); a 3-foot wide path from lookout to main station site; a 40-foot road easement from boathouse to original boathouse road; a 40-foot access road easement from the county road (Sir Francis Drake Highway) to the station site.
3. Boathouse and launchway (1927, 1946).
4. Officer-in-Charge dwelling (1926-27).
5. 3-car garage (1927).
6. 1-car garage (1927).
7. Pumphouse (1935).
8. Fire booster pumphouse (ca. 1946).
9. Steel paint locker (1941).
10. Radio tower, guyed aluminum (1962).
11. Steel fuel tanks, 4 above and 3 below ground.
12. Roads, bridges and retaining walls.
13. Utilities, including four redwood water tanks, water lines, electric power lines, fire main.
14. Steel flagstaff, 30 feet high.

During the 1970s and part of the 1980s the staff of Point Reyes National Seashore used the boathouse as a launching and storage site for the park's patrol boat. The residence was assigned to park staff, who used the garages for personal and park use. One of the small residences formerly on Nunes property was also used as a park residence until around 1976, when it was torn down. The paint

locker, radio tower, and flagstaff were removed, as well as the old bell tower adjacent to the boathouse. The boathouse deteriorated with disuse and missing windows, forcing the park to make several major repairs in 1976. Foremost of these were replacement of the deteriorated red cement-asbestos roof shingles with wood shingles (subsequently painted red), and repair of the launchway railings. The Paladini fish dock burned down in 1970, and the Park Service demolished the historically significant but deteriorated F. E. Booth dock in 1977, as well as the last remaining crew/fisherman cabin near the 3-car garage. The Balestrieri fish dock remained, and is leased by Point St. George Fisheries of Santa Rosa.[100]

Determining the Point Reyes Lifeboat Station to be of historic significance, the Western Regional Office of the National Park Service prepared nomination forms to the National Register of Historic Places, first in 1973 and then in 1979 and 1985, when the property was listed on the register. The park initiated a long-planned adaptive restoration on the boathouse, which was performed in 1988-1990. The boathouse was put into use in mid-1990 as a classroom/dormitory for non-profit educational uses, and an operational museum. After an effort by the staff of the National Maritime Initiative under the National Park Service's Chief Historian in Washington, D.C., the Point Reyes Lifeboat Station was named a National Historic Landmark by the Department of the Interior in January, 1990. The nomination form noted that the Point Reyes Lifeboat Station was called "the best example of the Pacific coast variation of a nationally-employed and significant type of lifeboat station."[101]

---

[100]"Point Reyes Lifeboat Station," typescript report by Regional Historical Architect Robert M. Cox, March 14, 1975, WRO; Herbert Rhodes, State Historic Preservation Officer to Howard H. Chapman, Regional Director, National Park Service, September 14, 1976, determined that the Booth pier "is a locally significant property representative of the development of the commercial fishing activities in the San Francisco Bay region of California." WRO.

[101]National Register of Historic Places Registration Forms by F. Ross Holland, Jr., February, 1973, James Delgado, Gordon Chappell, Anna Coxe Toogood and F. Ross Holland, June 10, 1979 and June 5, 1985, and James P. Delgado, July 10, 1989; Senator Pete Wilson to Superintendent John Sansing, January 18, 1990, PRNS; plans of work performed on file at PRNS.

The dedication of the old station as a National Historic Landmark in October, 1990, attracted a "who's who" of the lifeboat station's history, as ex-crewmen and their families, ex-local fishermen, and ranching families gathered with historians and Park Service staff to honor the place that meant so much to their lives and others. The station is frequently visited informally by members of its former crew, who unanimously praise the facility and its place in history as a saver of lives, and as a memorable and important part of their own lives.

Men who had been stationed at Point Reyes over the years gathered at the National Historic Landmark dedication on October 13, 1990 (above). Maritime historian Ralph Shanks addressed the crowd on the significance of the station; on the far right is NPS maritime historian James Delgado, who authored the NHL nomination. (National Park Service photos by Dewey Livingston)

III. CONSTRUCTION HISTORY

A. Brief Chronology of All Structures at Point Reyes Lifeboat Station

1878: June 18 United States Life-Saving Service established by Congress.

1886 Life-Saving Station proposed for Point Reyes.

1888: January 20 3.5 acres purchased on Pacific Ocean, Point Reyes, from landowner Charles Webb Howard.

1889: August 15 Point Reyes Life-Saving Station completed, caretaker Henry Boesen moves in for a period of seven months.

1890: April 5 First keeper moves to station, prepares it for operation.

1890: July 8 Surfmen enlisted, station begins service to area.

1894: Fall Auxiliary boathouse on Drakes Bay built and put into operation.

1912: March Sites surveyed at Drakes Bay for Lifeboat Station.

1913: January 2 Property purchased for lifeboat station from Howard heirs.

1915: March U.S. Coast Guard formed out of Life-Saving Service and Revenue Cutter Service.

1923: Spring Coast Guard Civil Engineers survey property, begin plans for new station.

1924: December - 1925: April Plans drawn for boathouse, launchway, and dwelling.

1925: June - July Bids called for and rejected, work postponed.

1926: June - July New round of bids; $42,162 contract awarded to Fred J. Maurer and Son, Eureka, California. Construction begins.

1927: March Boathouse and dwelling completed except for some details.

1927: June Work accepted by Coast Guard engineers, surfman caretaker occupies station.

1927: August 7 First motor lifeboat, No. 3042, installed at new boathouse.

1927: September 18 Officer-in-Charge Howard A. Underhill and Coast Guard crew move into new station, raise ensign at 4:30 p.m. Navy personnel takes over old Life-Saving Station.

1927: Fall Outbuildings (pumphouse [1-car garage], 3-car garage, powerhouse) built by station crew.

1930 Life-Saving Station buildings torn down.

1933 Auxiliary boathouse torn down.

1934: June Station's original type H motor lifeboat replaced with new type TR, No. 4467.

1934: July 24 Second motor lifeboat, No. 2161, installed at boathouse.

1935: Summer New well drilled, pumphouse built.

1937: July Steel lookout tower completed.

1938-1939 Improved communication system installed, commercial electricity installed at station.

1939 Road built to boathouse by WPA crew.

1940: Summer WPA crew constructs rock wall and walkways at keepers residence.

1942 Boathouse bathroom enlarged; quonset hut installed.

1946 Launchway entirely rebuilt, boatroom enlarged to accommodate two motor lifeboats.

1951 Boathouse kitchen remodeled.

1955 Water and fuel tank site above boathouse established.

1956: January Mudslide destroys power house and cabins, damages boathouse and access road. Repairs made soon after.

1957: April Station lookout discontinued.

1959 20,000 gallon water tank installed above boathouse.

1960 Paladini water supply developed.

1962 Radio antenna installed above boathouse.

1963: July 6 Station Bodega Bay in operation north of Point Reyes.

1963-1965 Minor remodeling in boathouse kitchen, fire detection system installed, electric winch installed in boat room.

circa 1965 Launchway strengthened with horizontal bolts

1966 Point Reyes Lifeboat Station partially deactivated.

1968: December 16 Point Reyes Lifeboat Station disestablished, most of crew and equipment transferred to other areas.

1969: April 3 Station abandoned by Coast Guard.

1969: November Property transferred to National Park Service.

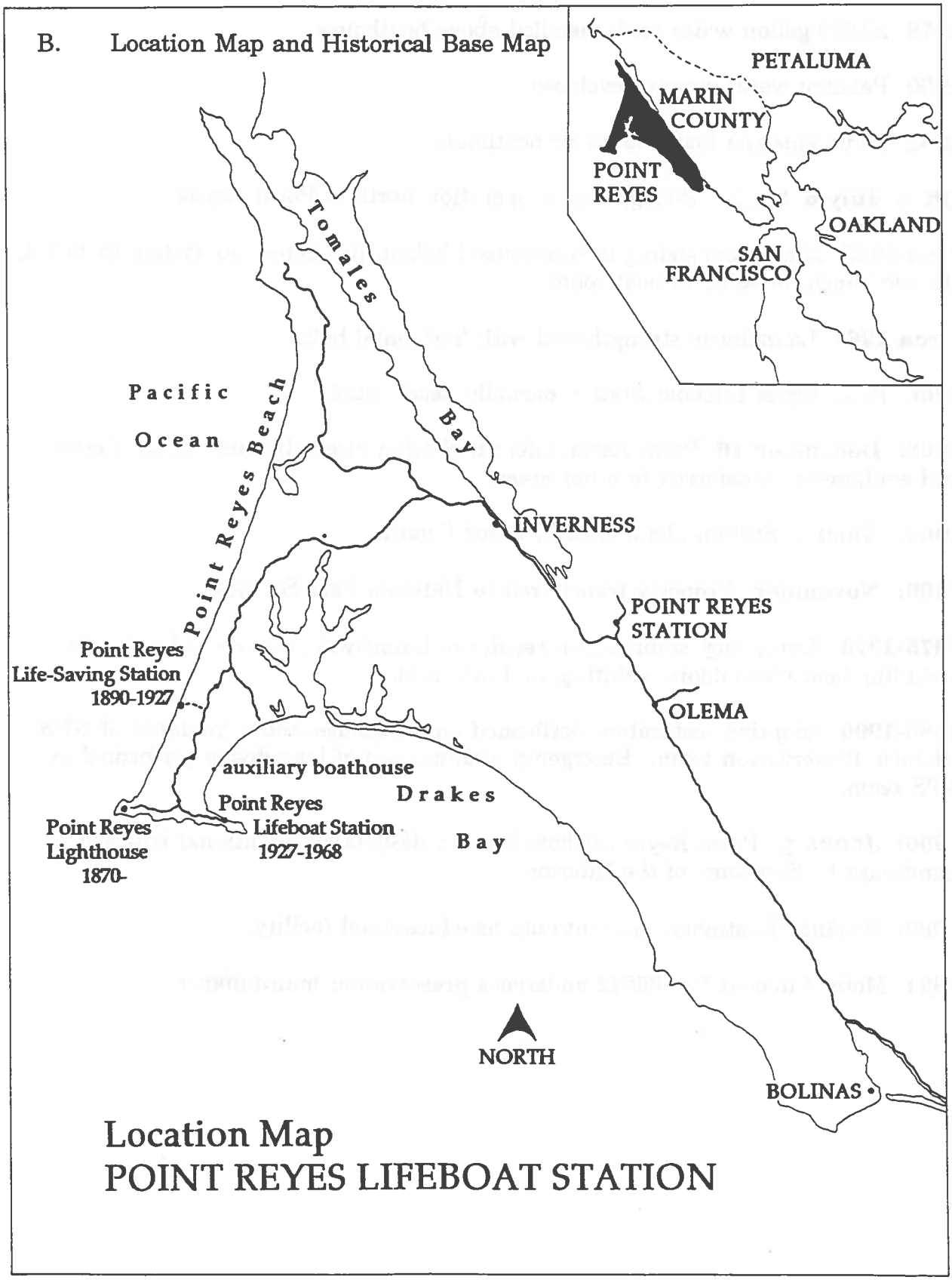
1975-1976 Emergency stabilization repairs to launchway, repairs to boathouse, including boat room doors, painting, and new roof.

1988-1990 Adaptive restoration performed on boathouse under guidance of NPS Historic Preservation team. Emergency stabilization of launchway performed by NPS team.

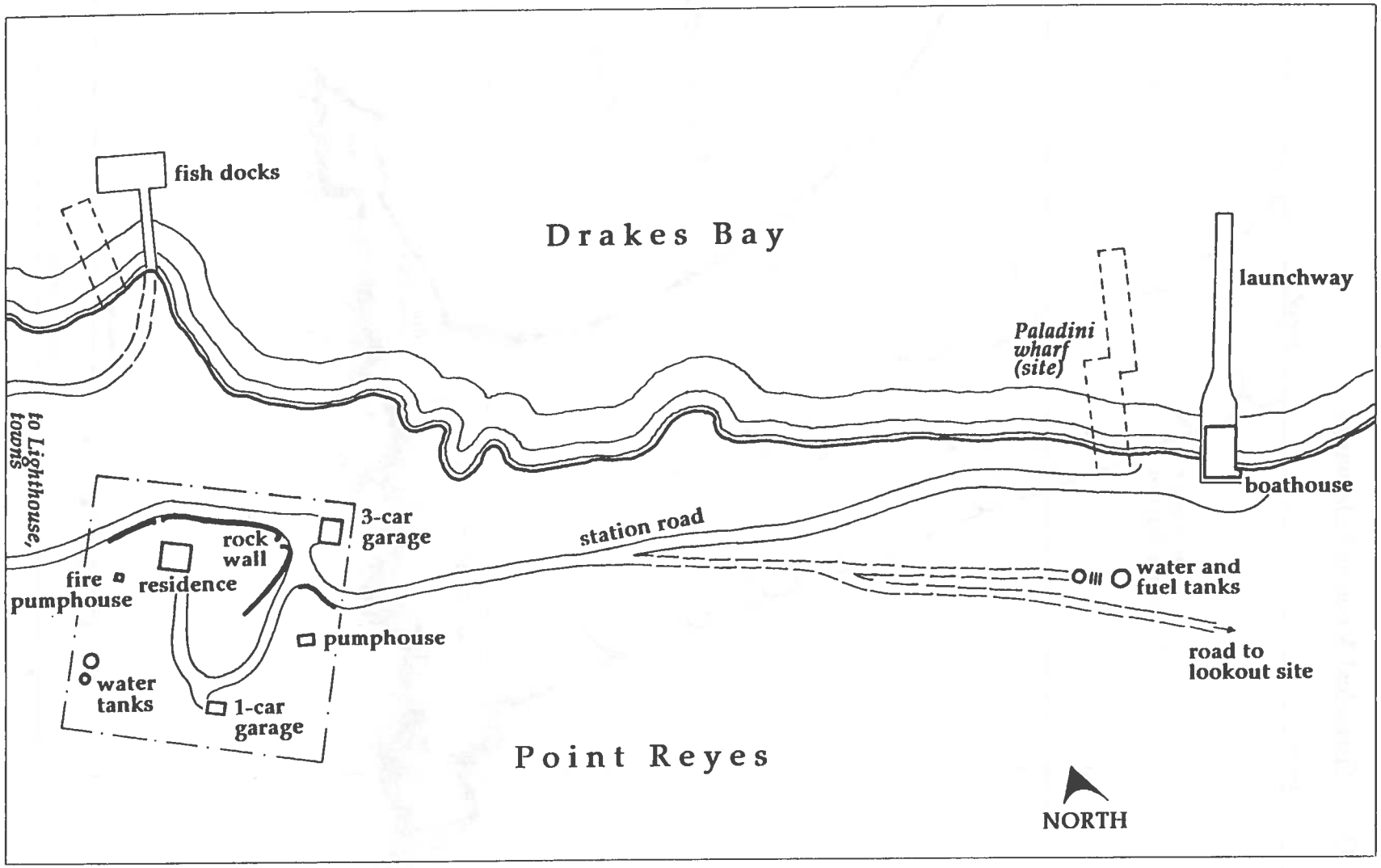
1990: January Point Reyes Lifeboat Station designated a National Historic Landmark by Secretary of the Interior.

1990: Spring Boathouse goes into use as educational facility.

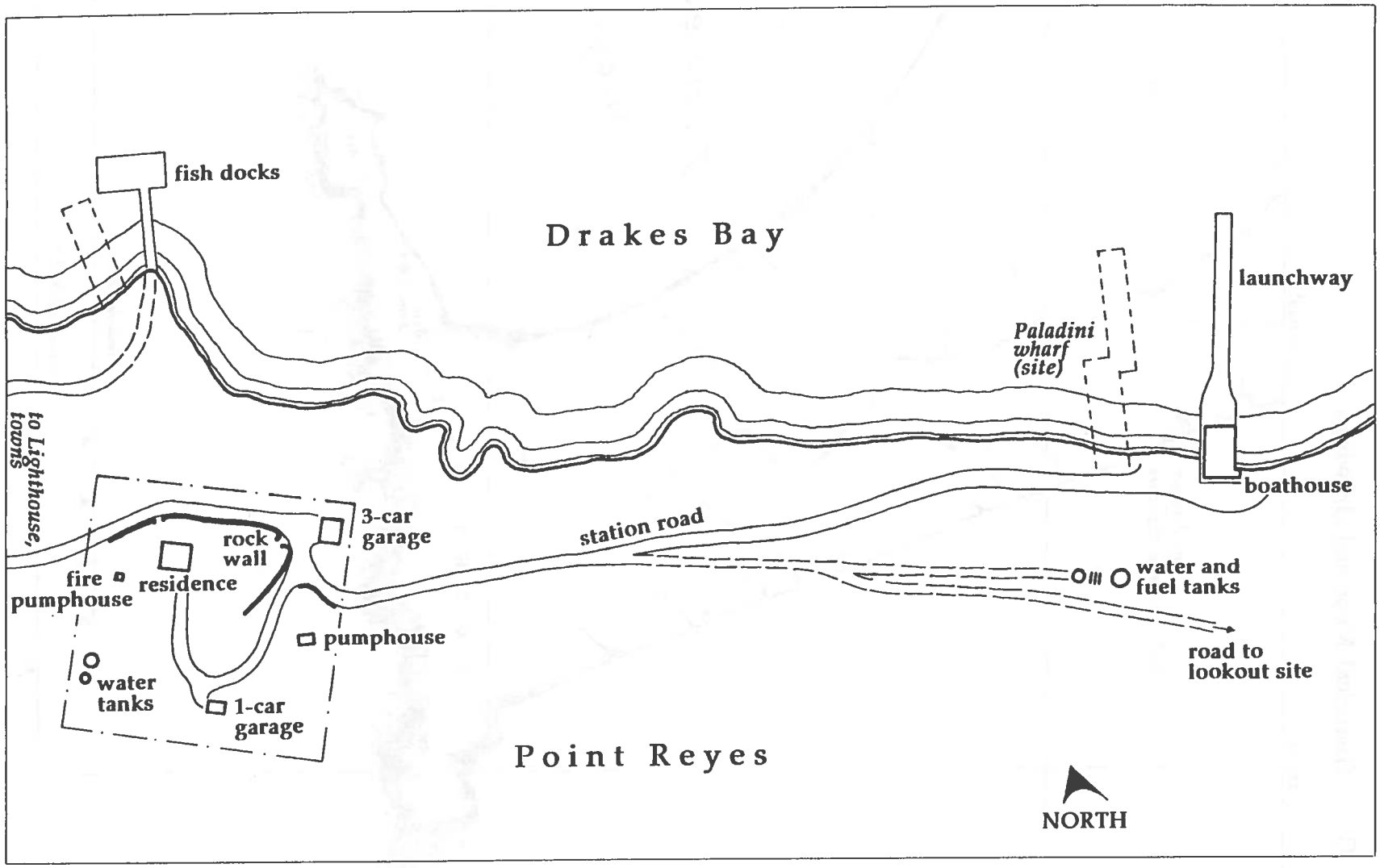
1991 Motor Lifeboat No. 36542 undergoes preservation maintenance.



Location Map
POINT REYES LIFEBOAT STATION

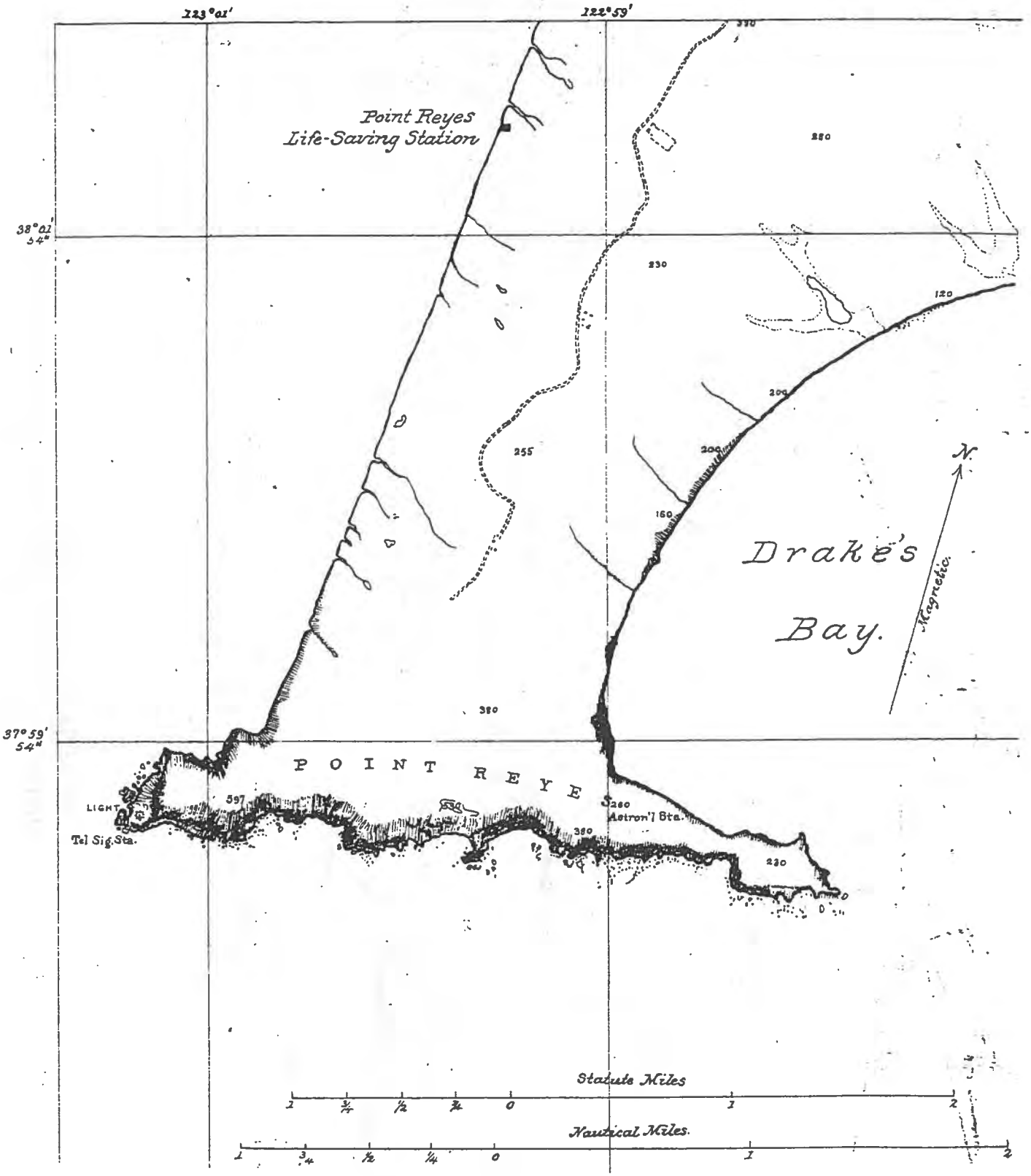


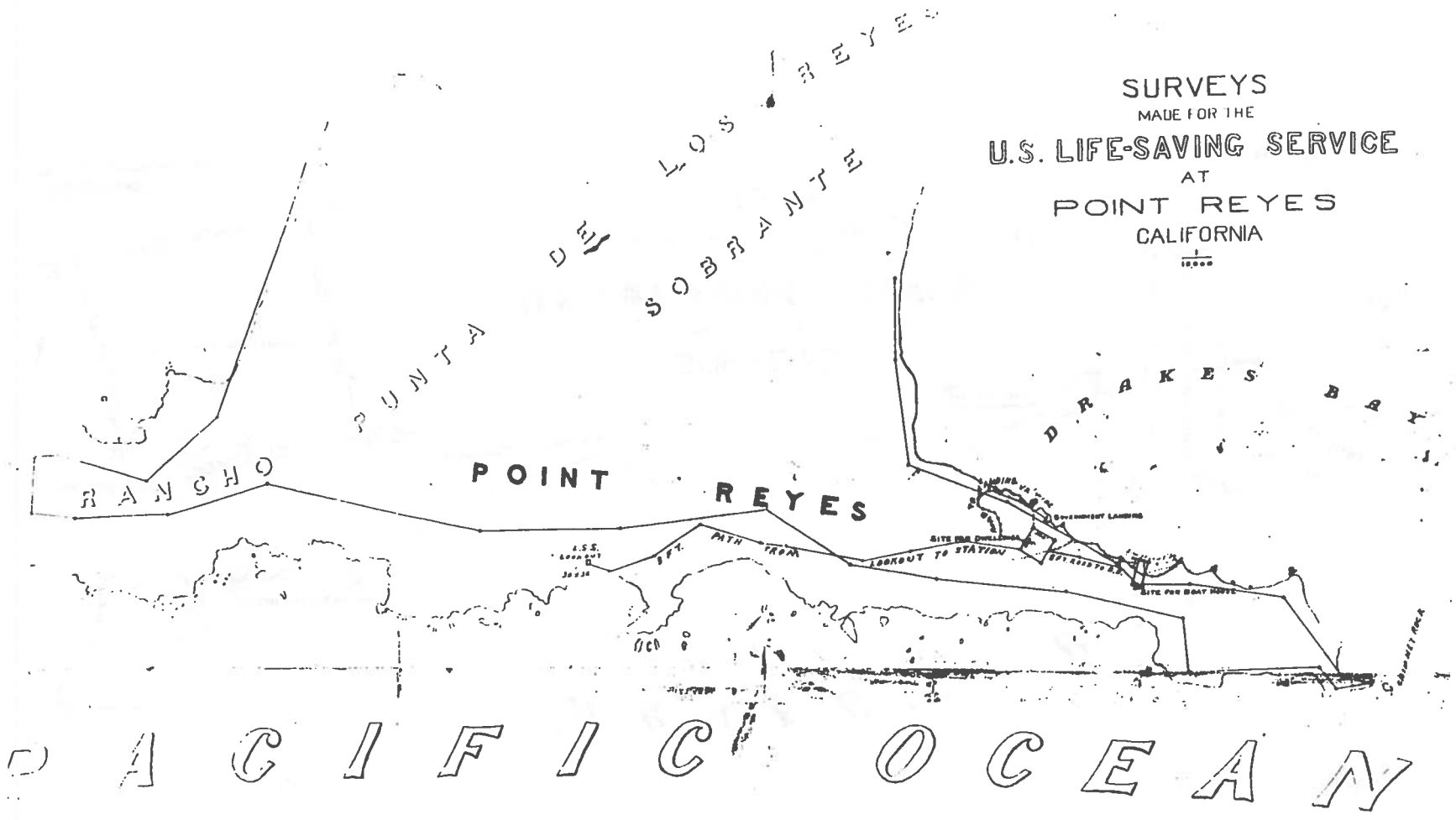
Historical Base Map
POINT REYES LIFEBOAT STATION

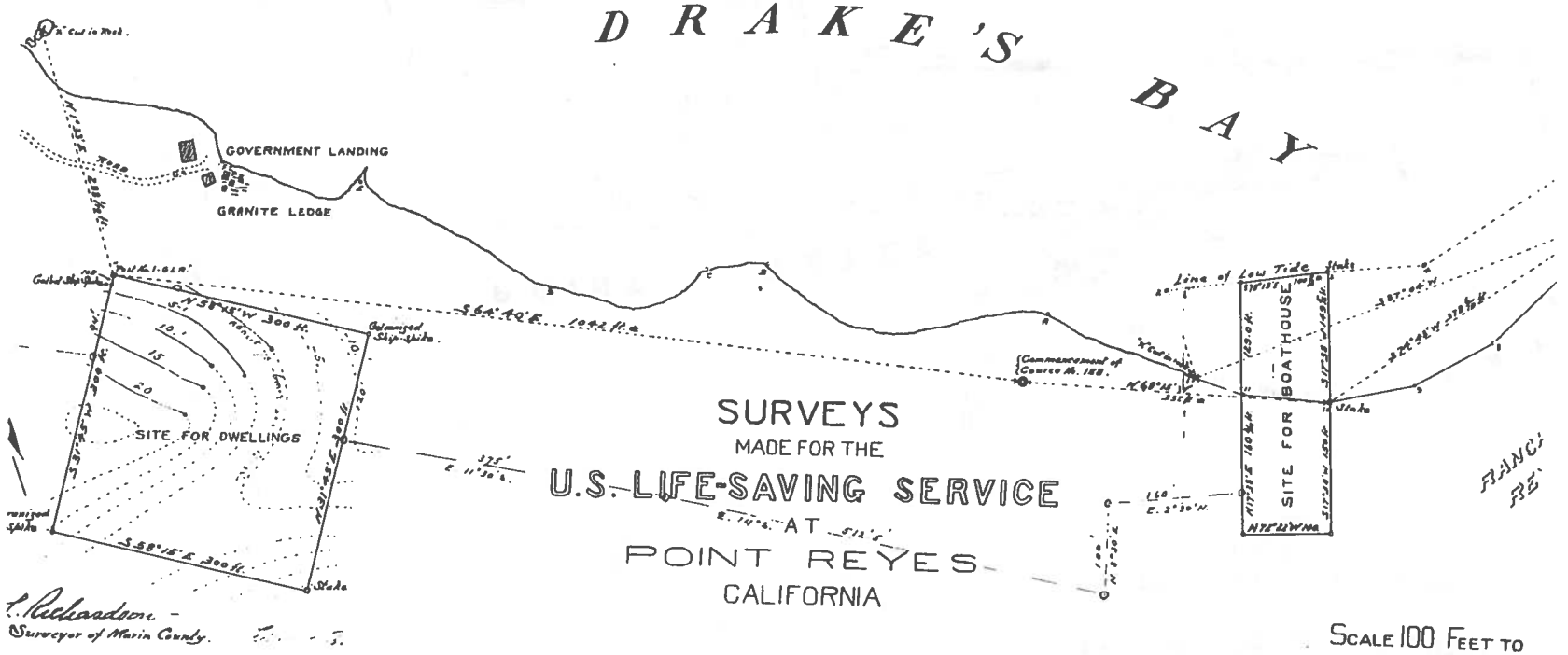


Historical Base Map
POINT REYES LIFEBOAT STATION

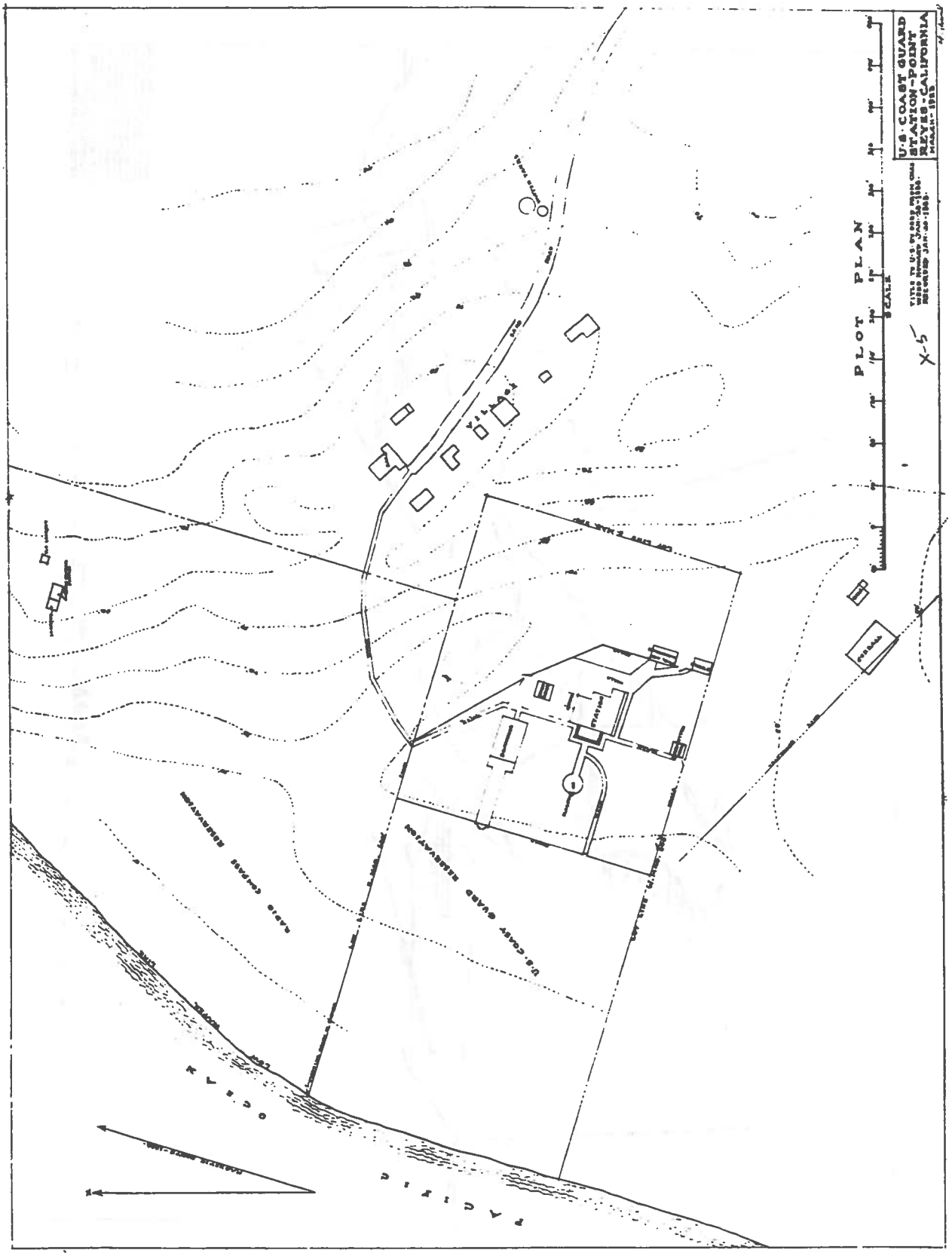
C. Historical Maps and Drawings

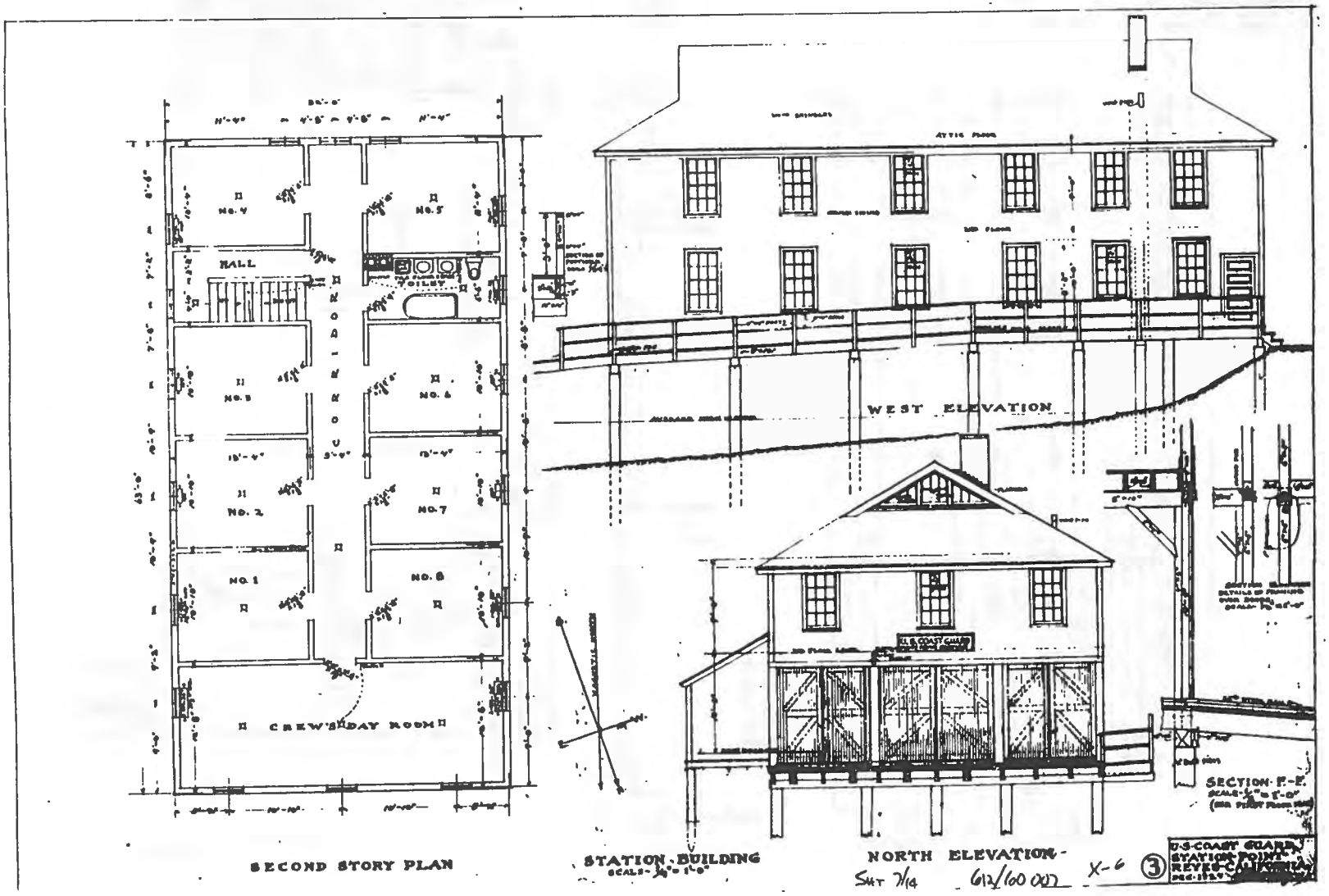



SURVEYS
MADE FOR THE
U.S. LIFE-SAVING SERVICE
AT
POINT REYES
CALIFORNIA
PUNTA DE LOS REYES
SOBRANTE
RANCHO
POINT REYES
DRAKES BAY
PACIFIC OCEAN

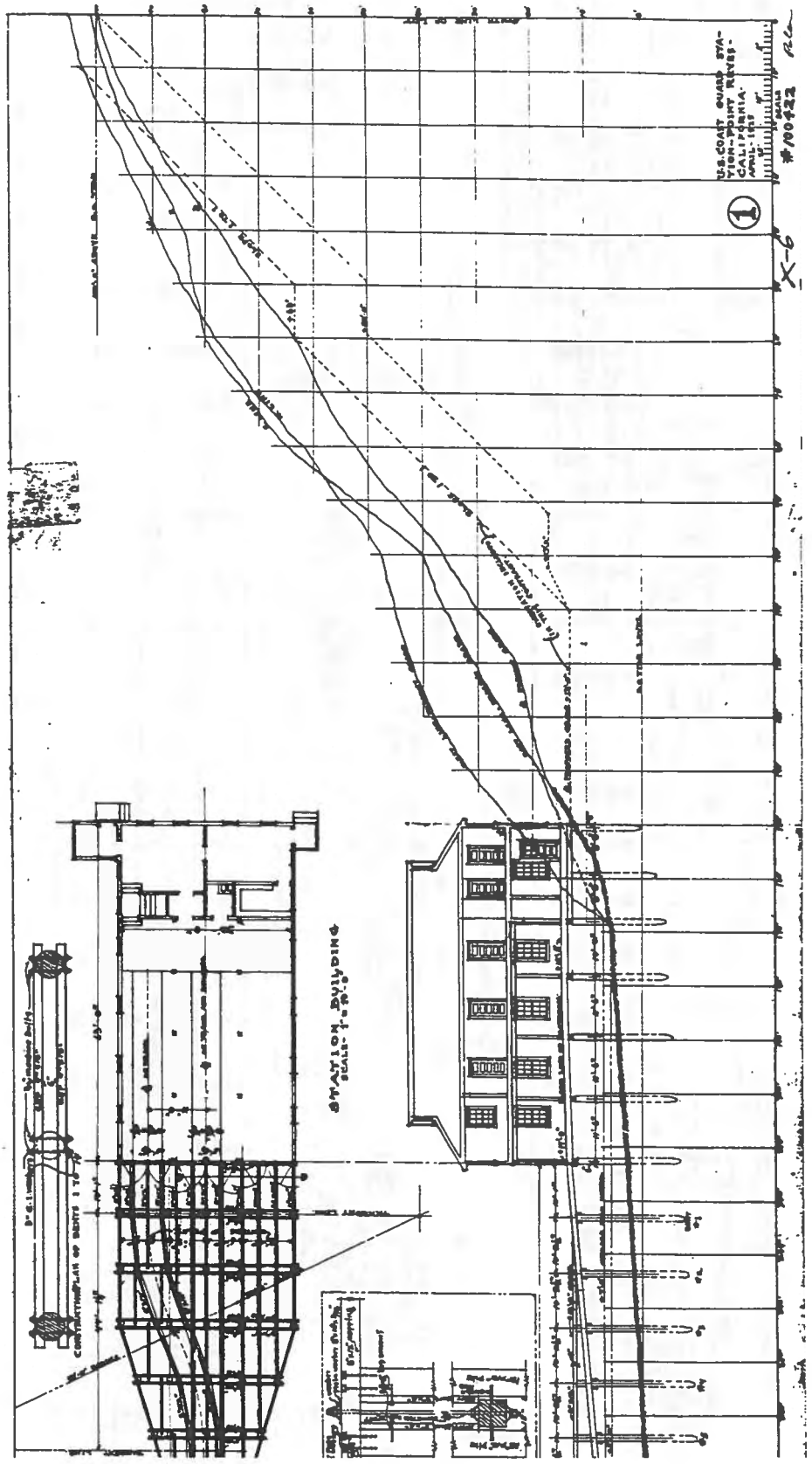

DRAKE'S BAY
GOVERNMENT LANDING
GRANITE LEDGE
SITE FOR DWELLINGS
SITE FOR BOATHOUSE
Line of Low Tide
SURVEYS
MADE FOR THE
U.S. LIFE-SAVING SERVICE
AT
POINT REYES
CALIFORNIA
T. Richardson -
Surveyor of Marin County.
SCALE 100 FEET TO

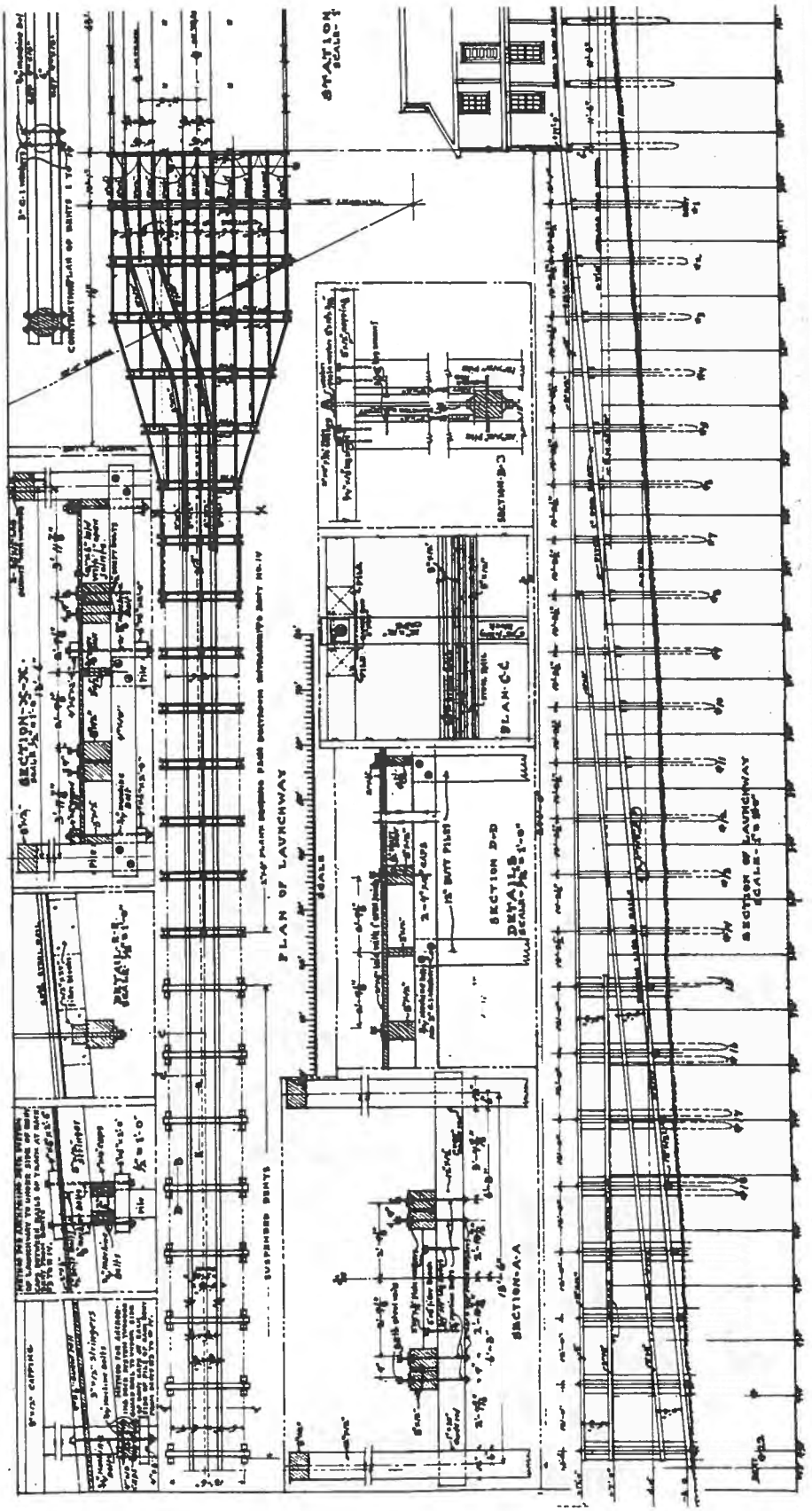
DRAKE'S BAY
U.S. COAST GUARD
STATION POINT
REYES, CALIFORNIA

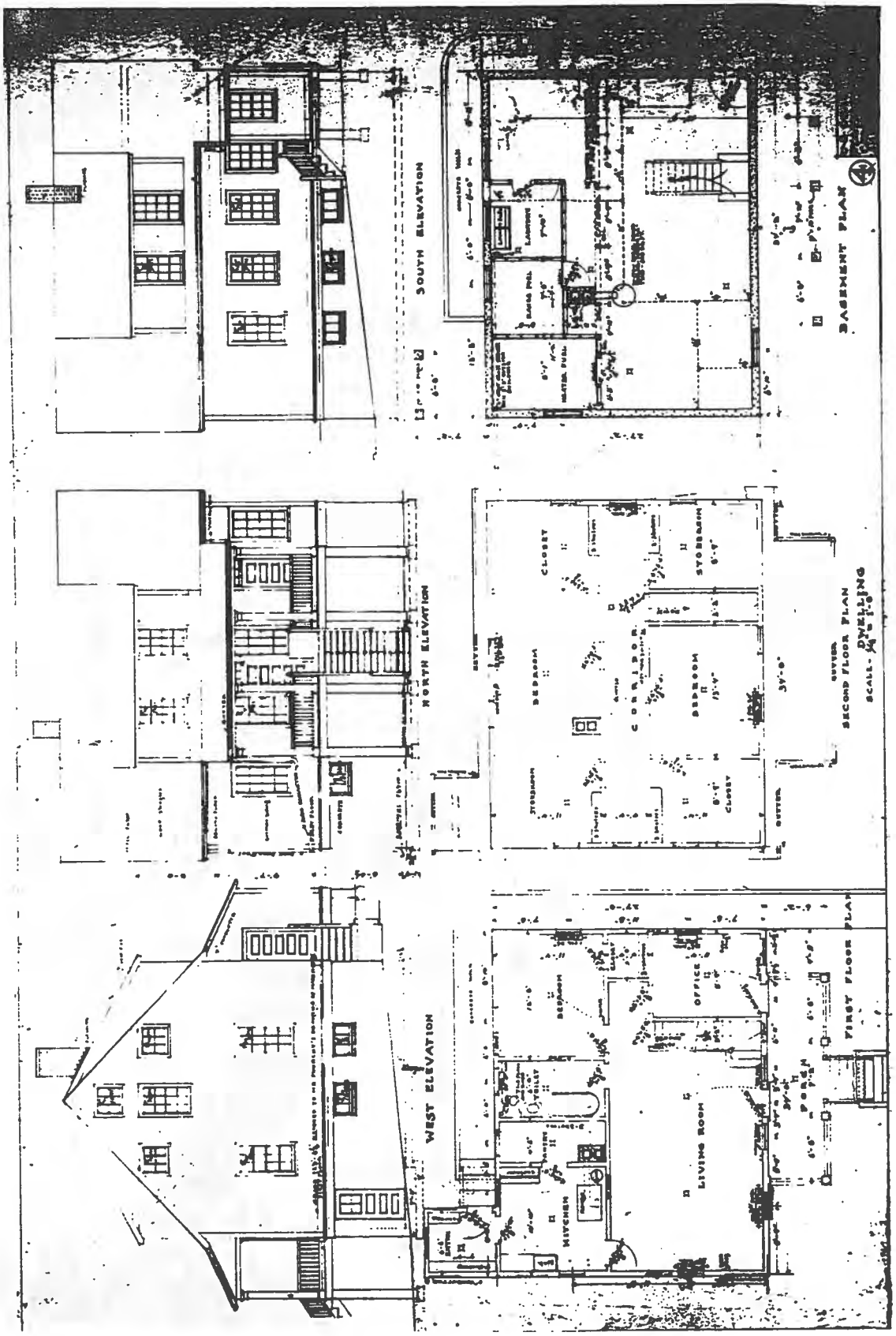

PLOT PLAN
U.S. COAST GUARD
STATION-POINT
REYES-CALIFORNIA

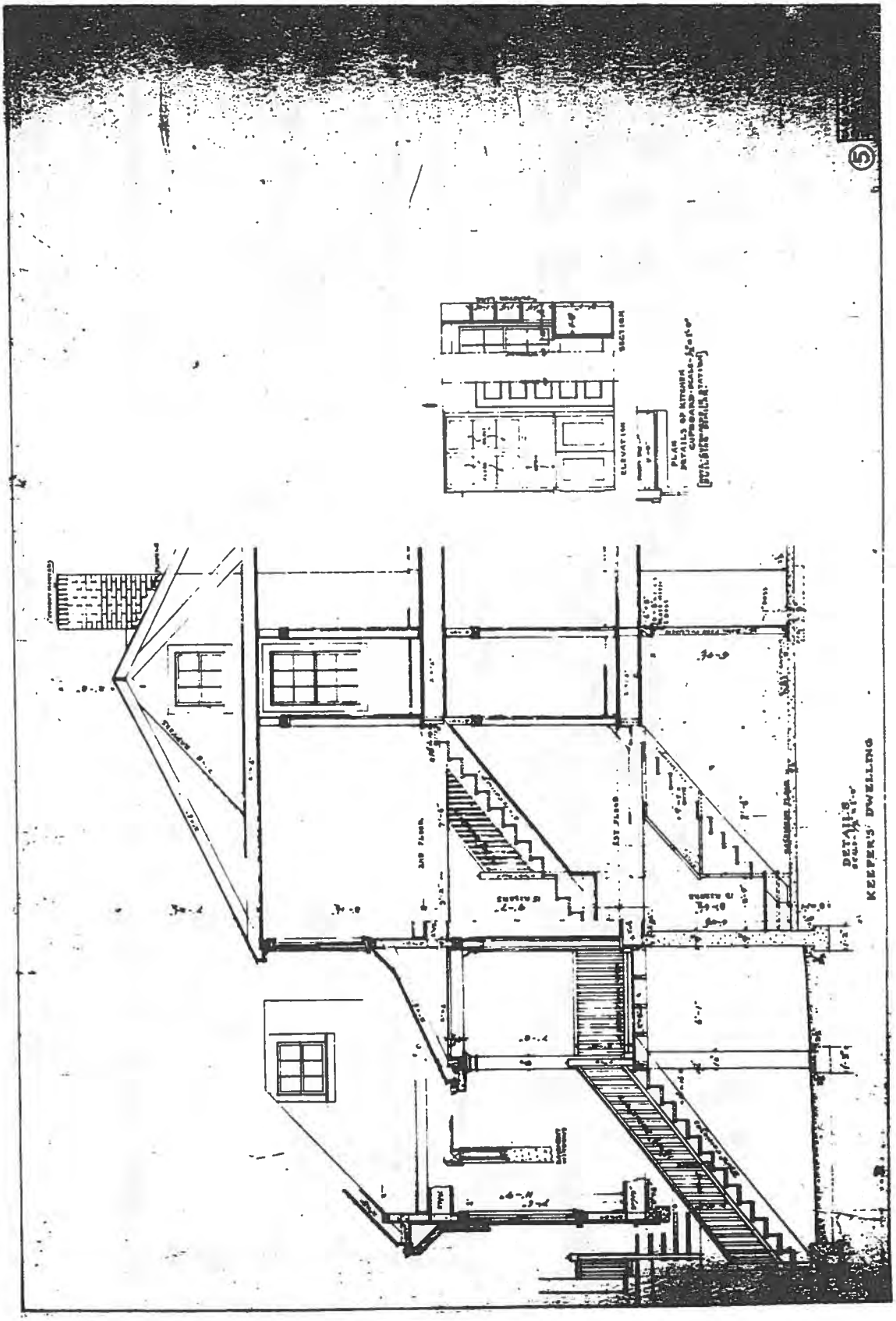

HALL
NO. 4
NO. 3
NO. 6
NO. 2
NO. 7
NO. 1
NO. 8
CREW'S DAY ROOM
WEST ELEVATION
NORTH ELEVATION
SECOND STORY PLAN
STATION BUILDING
SECTION E-E
U.S. COAST GUARD
STATION POINT
REVERE
X-6
3

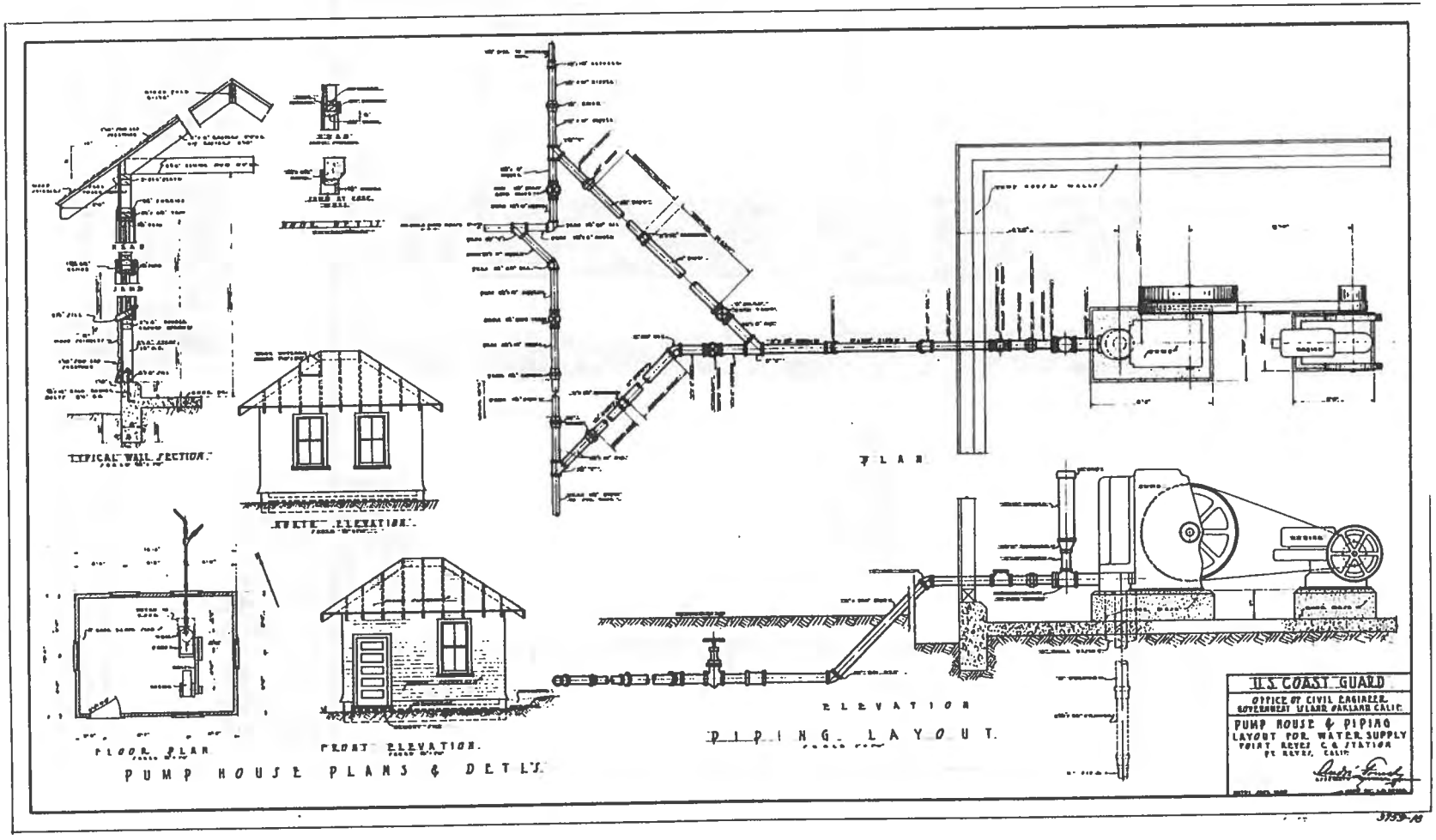
FIRST FLOOR FRAMING
SHT 8/14
SECTION THROUGH MESSROOM END OF BUILDING
KITCHEN
MESSROOM
SHT 8/14 612/60007

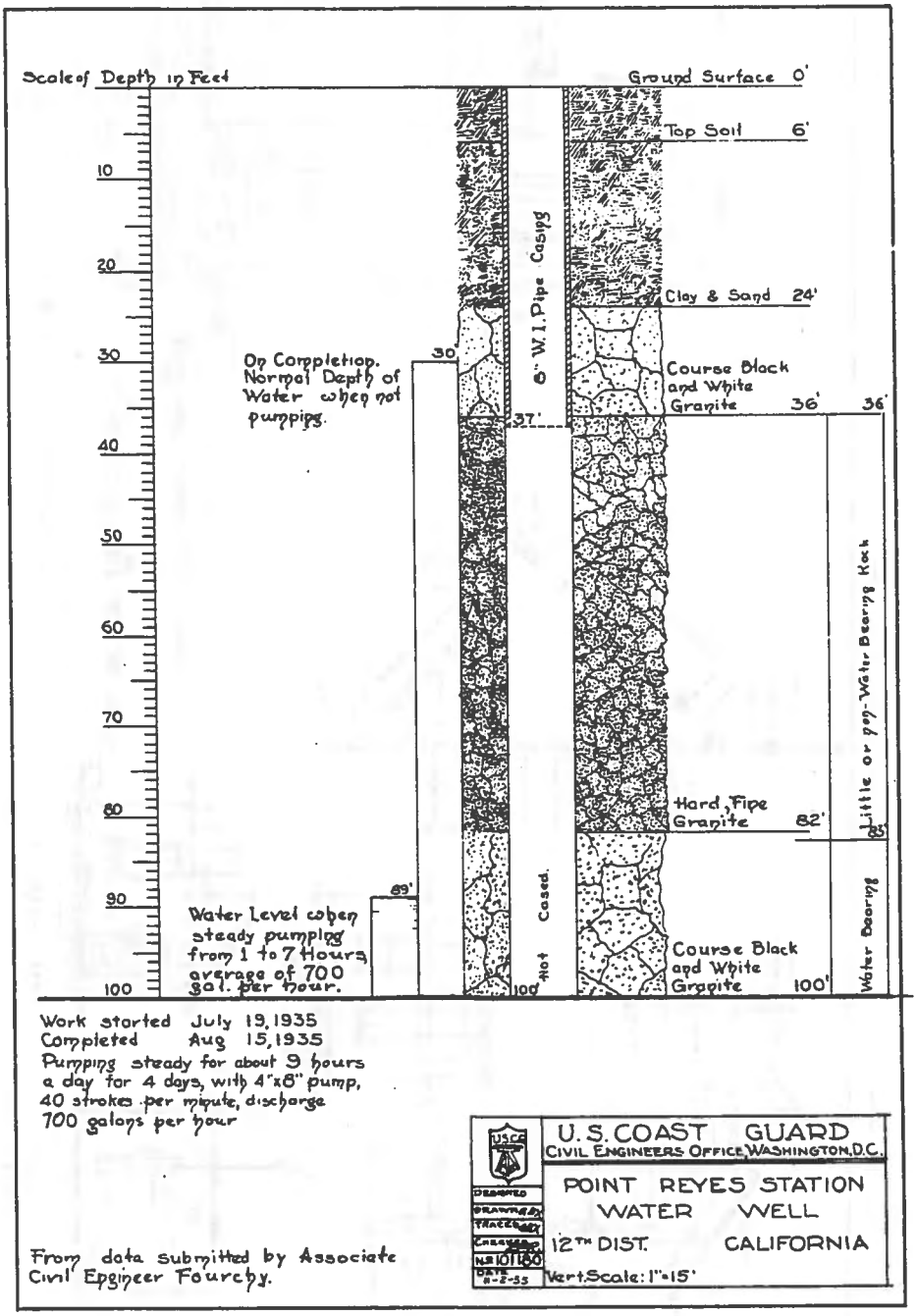

U.S. COAST GUARD STATION - POINT REYES - CALIFORNIA
#100422
X-6
STATION BUILDING

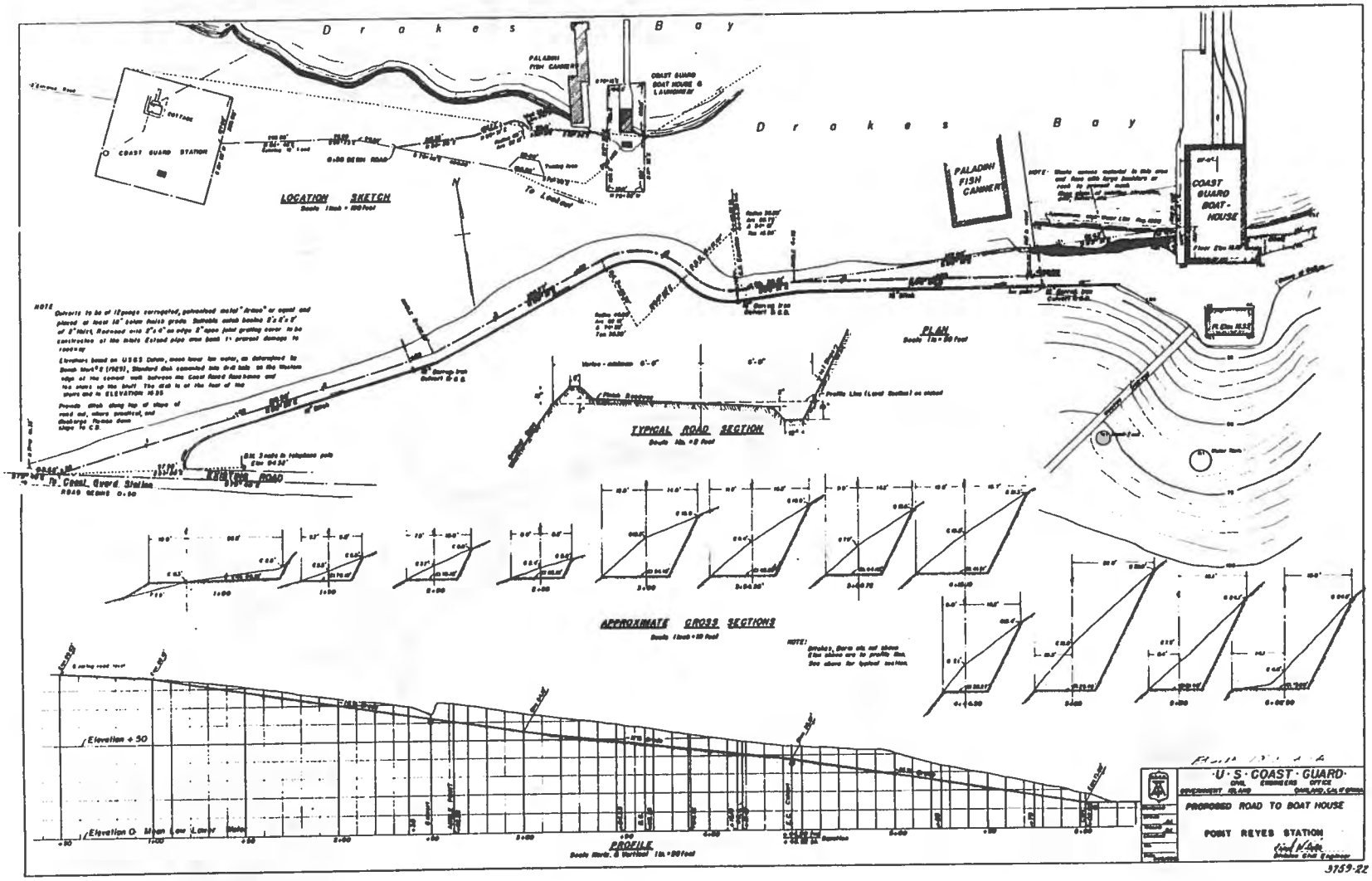

STATION
PLAN OF LAUNCHWAY
SECTION-A-A
SECTION B-B
DETAILS
PLAN-C-C
SECTION-X-X
SECTION OF LAUNCHWAY

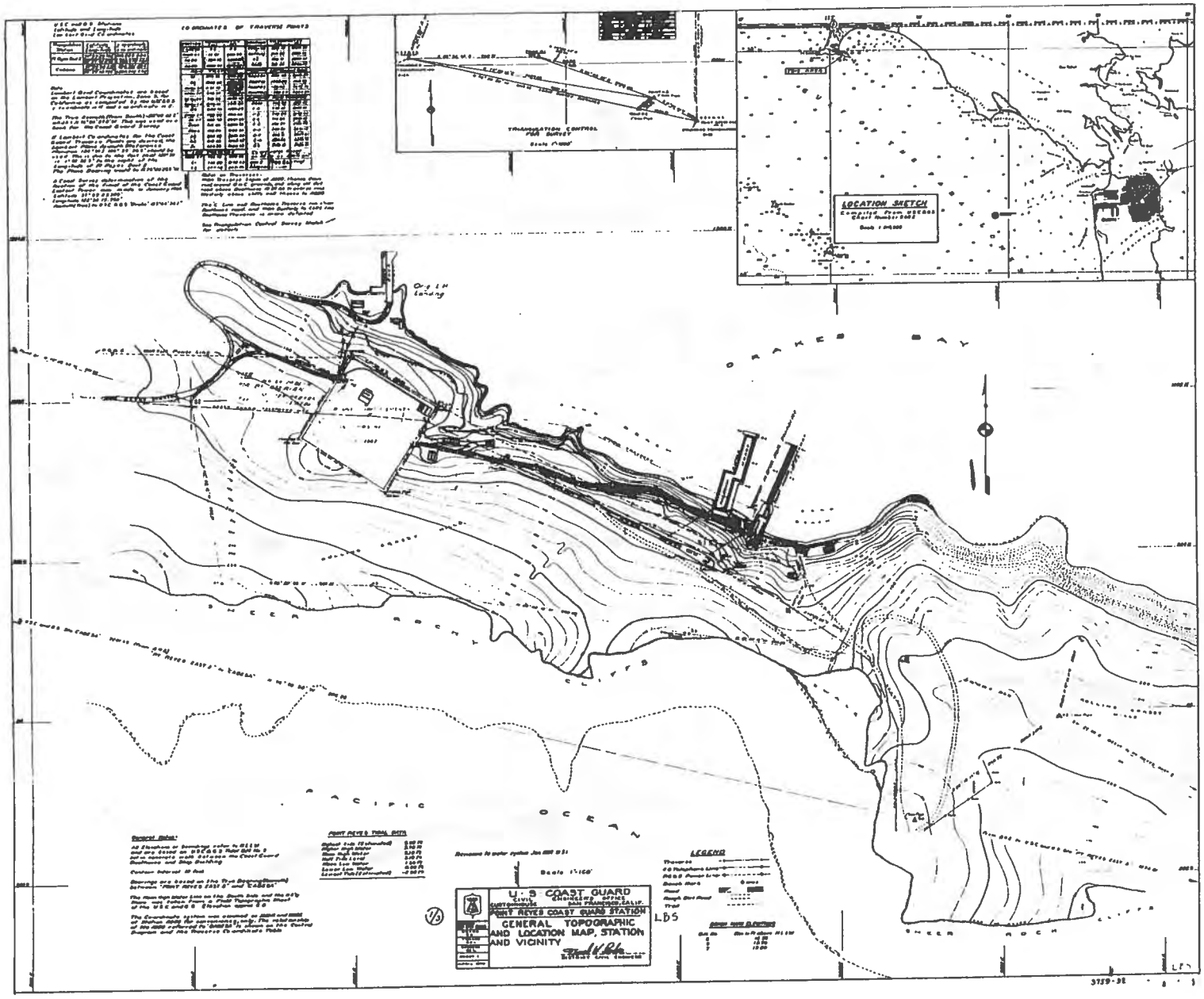

SOUTH ELEVATION
BASEMENT PLAN
NORTH ELEVATION
SECOND FLOOR PLAN
DWELLING
CLOSET
STORAGE
BEDROOM
CORRIDOR
WEST ELEVATION
FIRST FLOOR PLAN
OFFICE
LIVING ROOM
KITCHEN

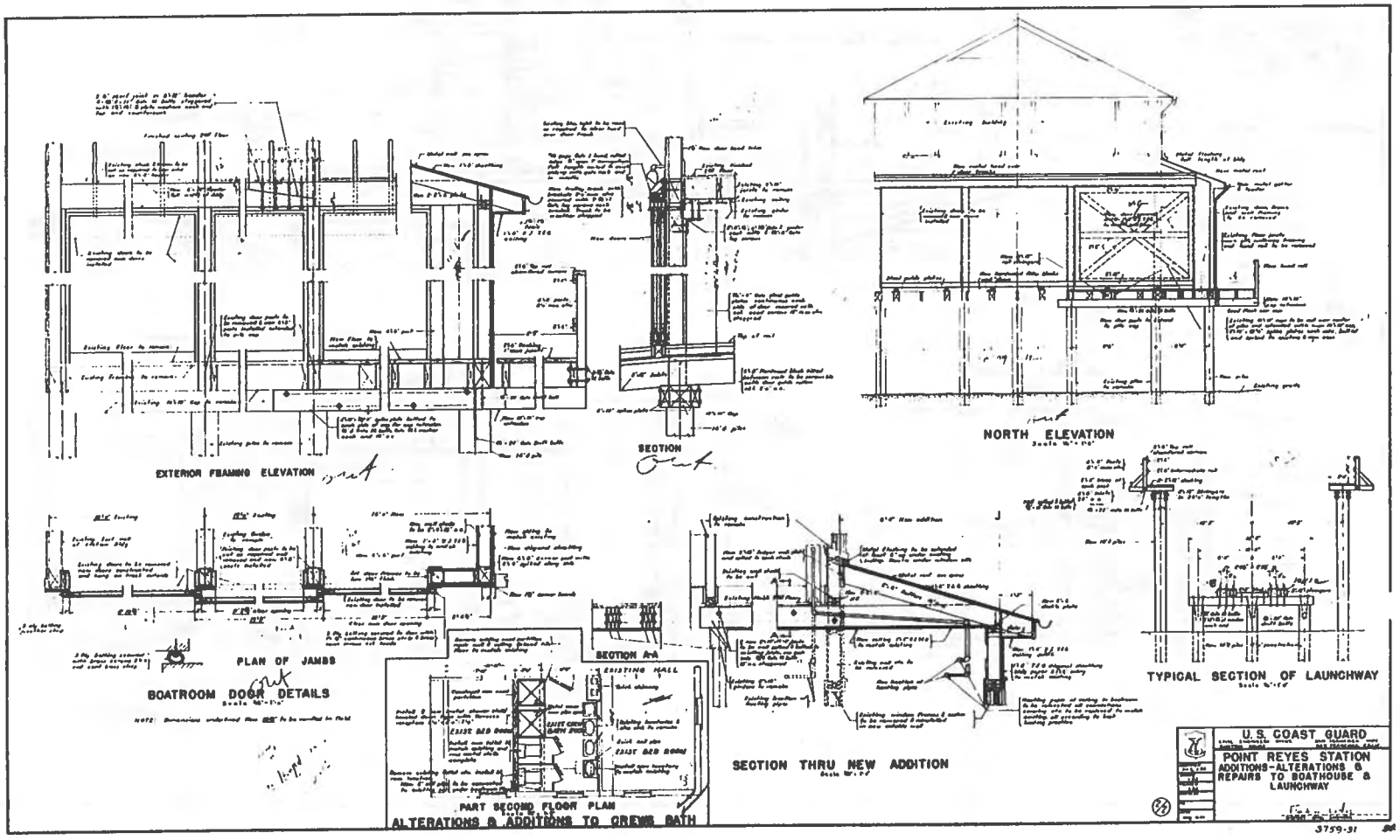

DETAILS
KEEPER'S DWELLING

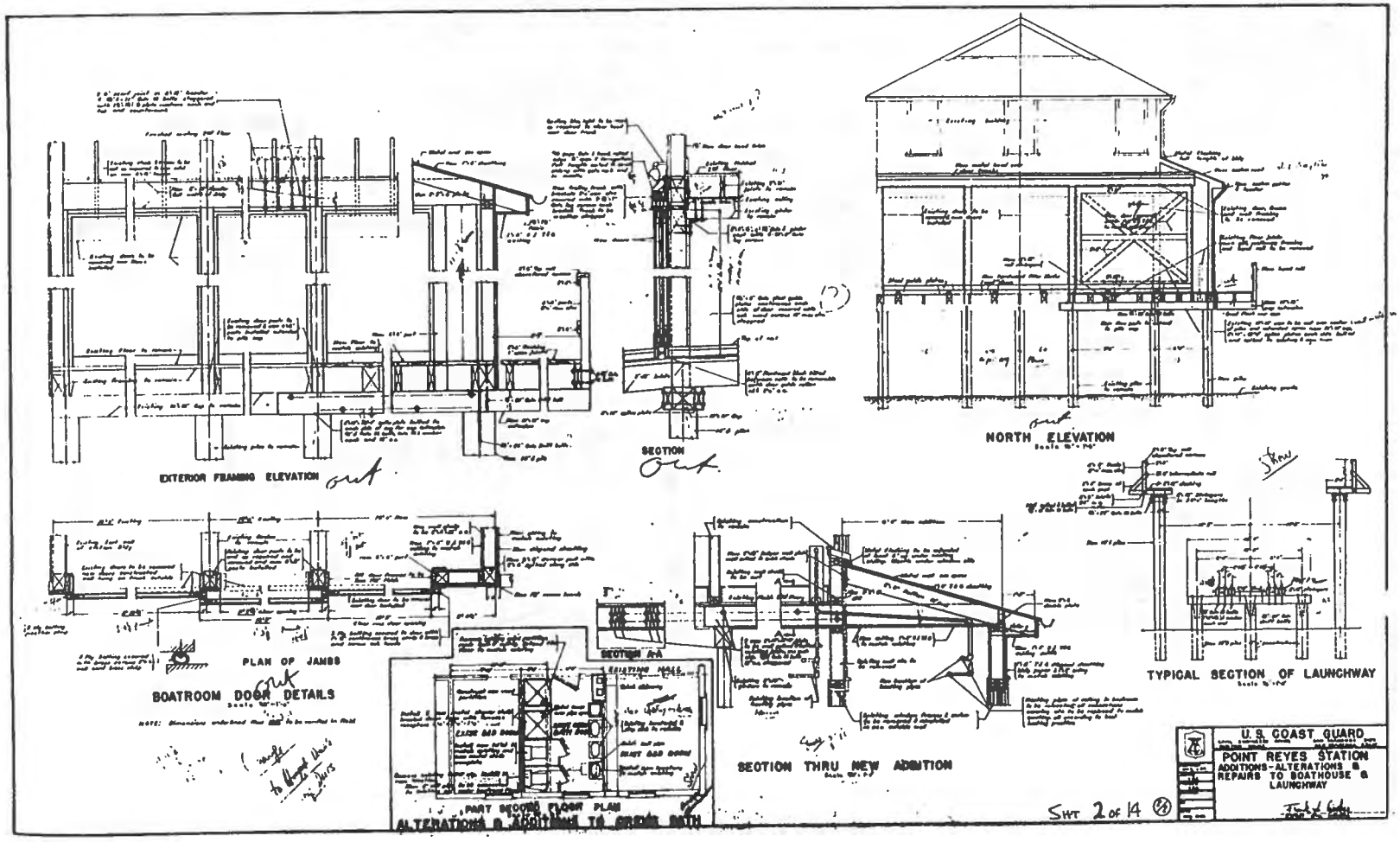

TYPICAL WALL SECTION.
WEST ELEVATION.
PLAN
FLOOR PLAN
FRONT ELEVATION.
ELEVATION
PUMP HOUSE PLANS & DETL'S.
PIPING LAYOUT.
U.S. COAST GUARD
OFFICE OF CIVIL ENGINEER
PUMP HOUSE & PIPING
LAYOUT FOR WATER SUPPLY

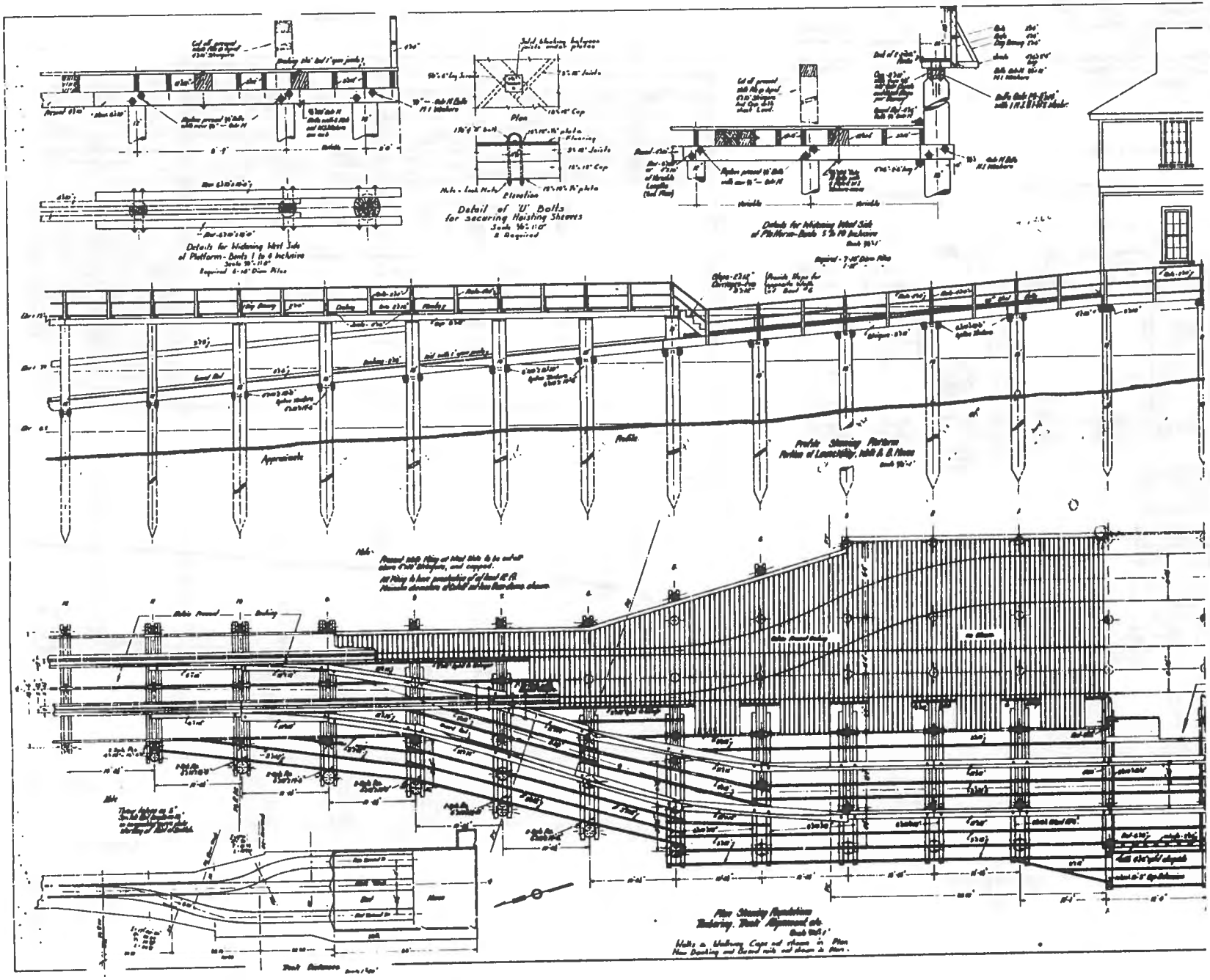

Scale of Depth in Feet
Ground Surface 0'
Top Soil 6'
Clay & Sand 24'
Course Black and White Granite 36'
Hard, Fine Granite 82'
Course Black and White Granite 100'
6" W.I. Pipe Casing
Cased
Not Cased
Little or no Water Bearing Rock
Water Bearing
On Completion. Normal Depth of Water when not pumping.
30'
37'
36'
85'
89'
100'
Water Level when steady pumping from 1 to 7 Hours, average of 700 gal. per hour.
Work started July 19, 1935
Completed Aug 15, 1935
Pumping steady for about 9 hours a day for 4 days, with 4"x6" pump, 40 strokes per minute, discharge 700 galons per hour
From data submitted by Associate Civil Engineer Fourchy.
U.S. COAST GUARD
CIVIL ENGINEERS OFFICE, WASHINGTON, D.C.
POINT REYES STATION
WATER WELL
12TH DIST. CALIFORNIA
Vert. Scale: 1" = 15'
DESIGNED
DRAWN
TRACED
CHECKED
No 101180
DATE 11-2-35

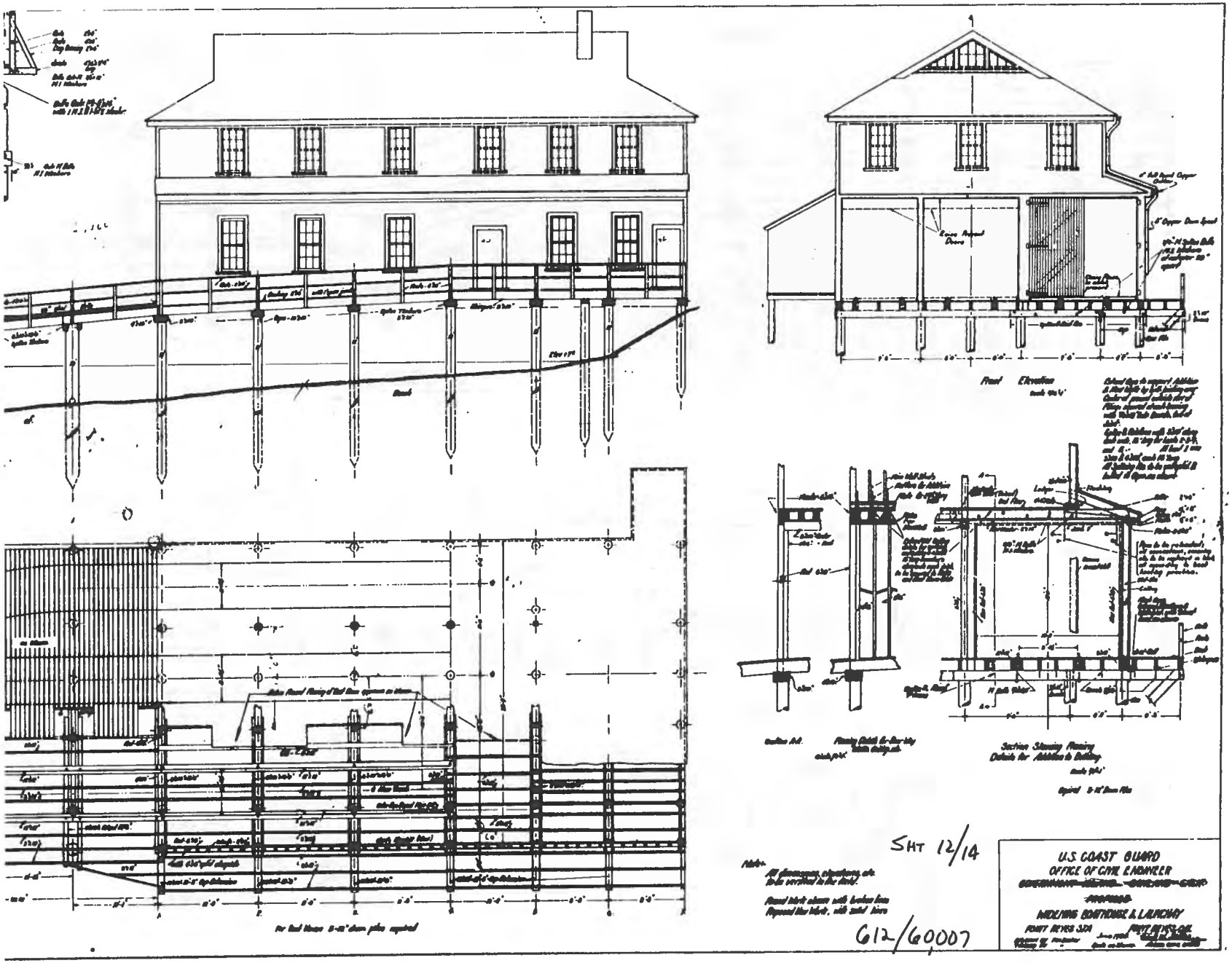

Drakes Bay
PALADIN FISH CANNERY
COAST GUARD BOAT HOUSE & LAUNCHWAY
COAST GUARD STATION
LOCATION SKETCH
Drakes Bay
PALADIN FISH CANNERY
COAST GUARD BOAT-HOUSE
PLAN
TYPICAL ROAD SECTION
APPROXIMATE CROSS SECTIONS
PROFILE
Elevation + 50
Elevation 0 Mean Low Lower
U·S·COAST·GUARD
PROPOSED ROAD TO BOAT HOUSE
POINT REYES STATION
3759-22

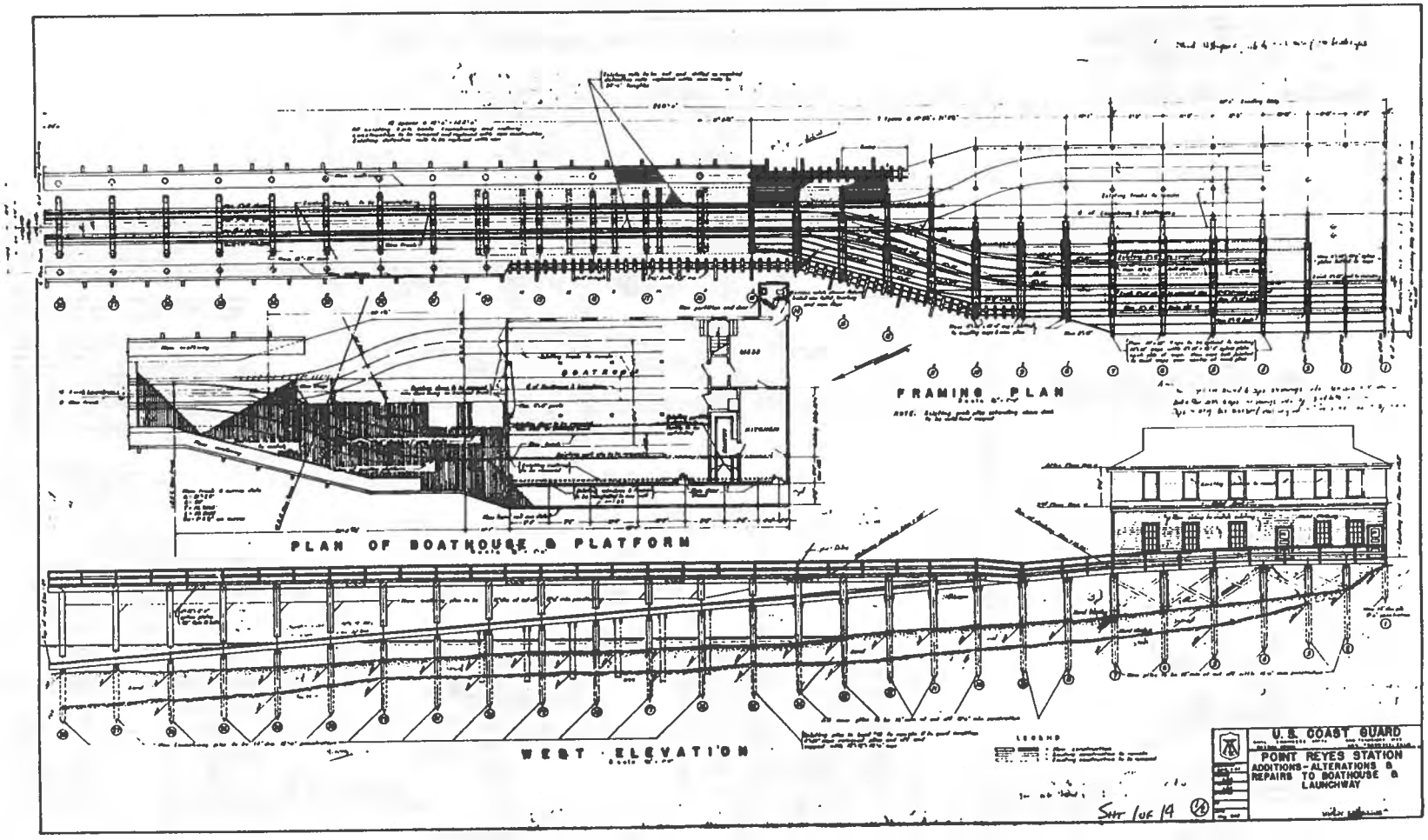

LOCATION SKETCH
DRAKES BAY
PACIFIC OCEAN
U. S. COAST GUARD
POINT REYES COAST GUARD STATION
GENERAL TOPOGRAPHIC AND LOCATION MAP, STATION AND VICINITY
LEGEND

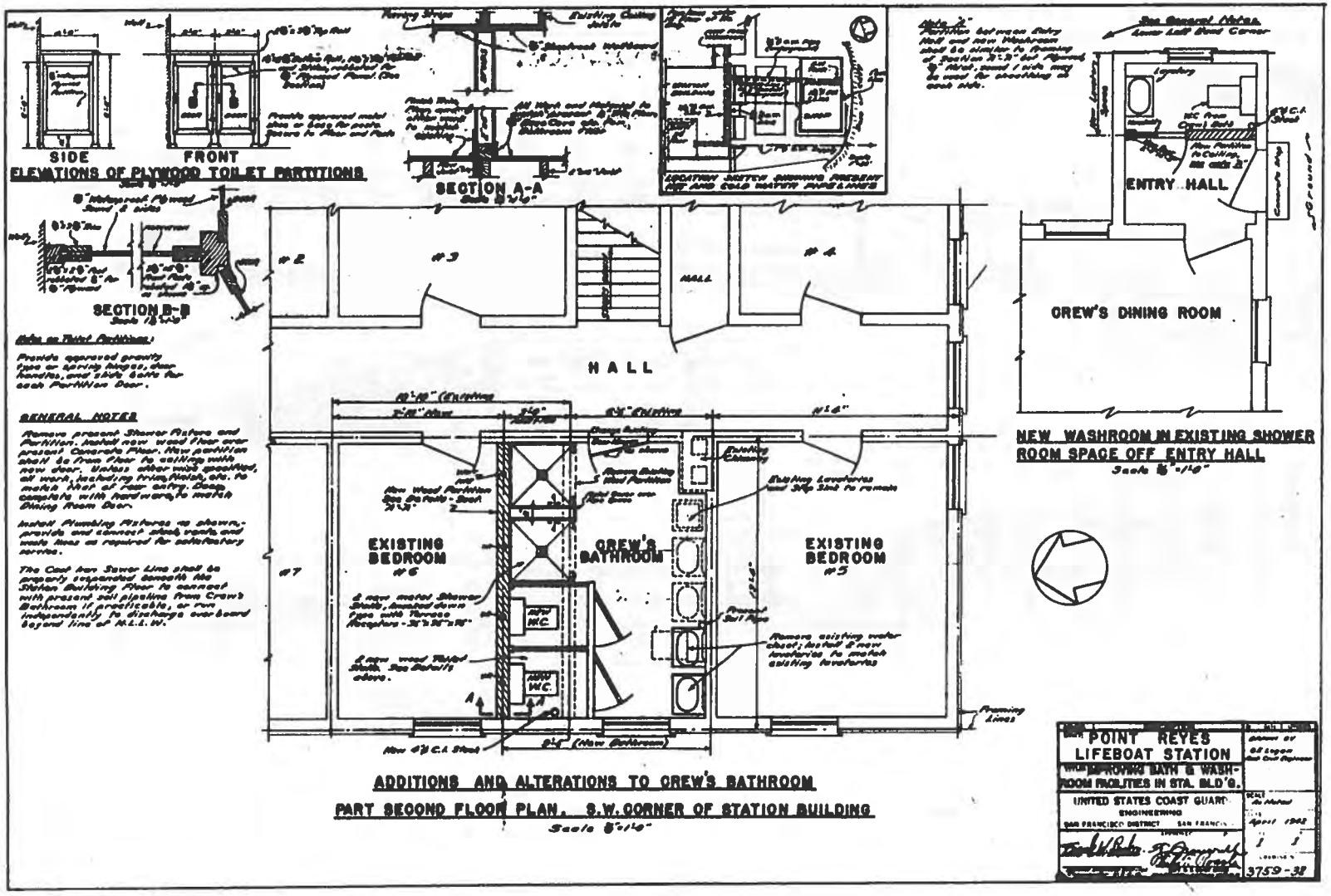

EXTERIOR FRAMING ELEVATION
SECTION
NORTH ELEVATION
PLAN OF JAMBS
BOATROOM DOOR DETAILS
SECTION A-A
PART SECOND FLOOR PLAN
ALTERATIONS & ADDITIONS TO CREWS BATH
SECTION THRU NEW ADDITION
TYPICAL SECTION OF LAUNCHWAY
U.S. COAST GUARD
POINT REYES STATION
ADDITIONS-ALTERATIONS & REPAIRS TO BOATHOUSE & LAUNCHWAY
3759-31

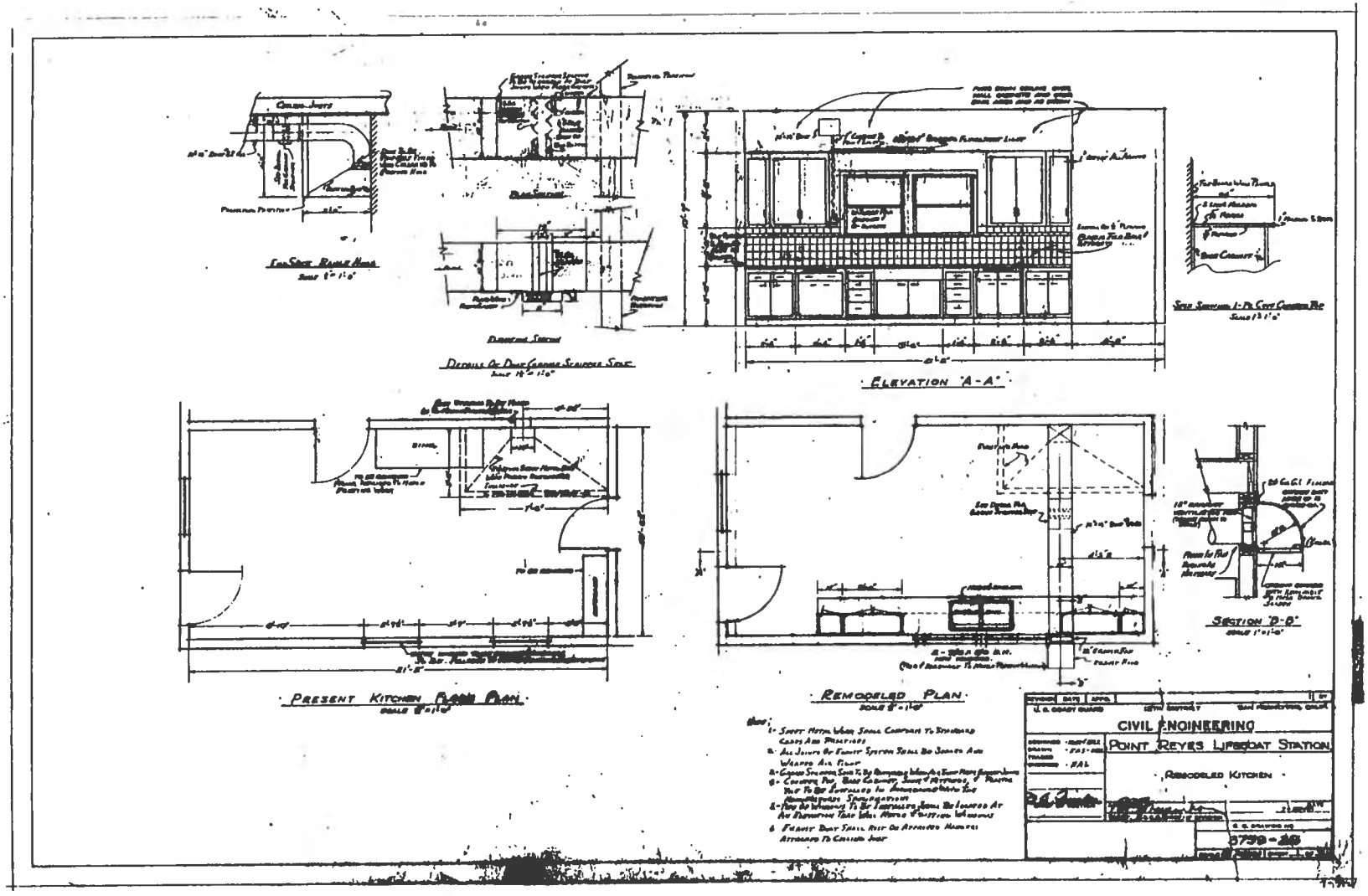

EXTERIOR FRAMING ELEVATION
SECTION
NORTH ELEVATION
PLAN OF JAMBS
BOATROOM DOOR DETAILS
SECTION A-A
TYPICAL SECTION OF LAUNCHWAY
SECTION THRU NEW ADDITION
PART SECOND FLOOR PLAN
ALTERATIONS & ADDITIONS TO CREW BATH
U.S. COAST GUARD
POINT REYES STATION
ADDITIONS-ALTERATIONS & REPAIRS TO BOATHOUSE & LAUNCHWAY
SHT 2 OF 14


Detail of 'U' Bolts
for securing Hoisting Sheaves
Details for Widening West Side
of Platform - Bents 1 to 6 Inclusive
Details for Widening West Side
of Platform - Bents 7 to 11 Inclusive
Profile Showing Platform
Pile Showing Foundations

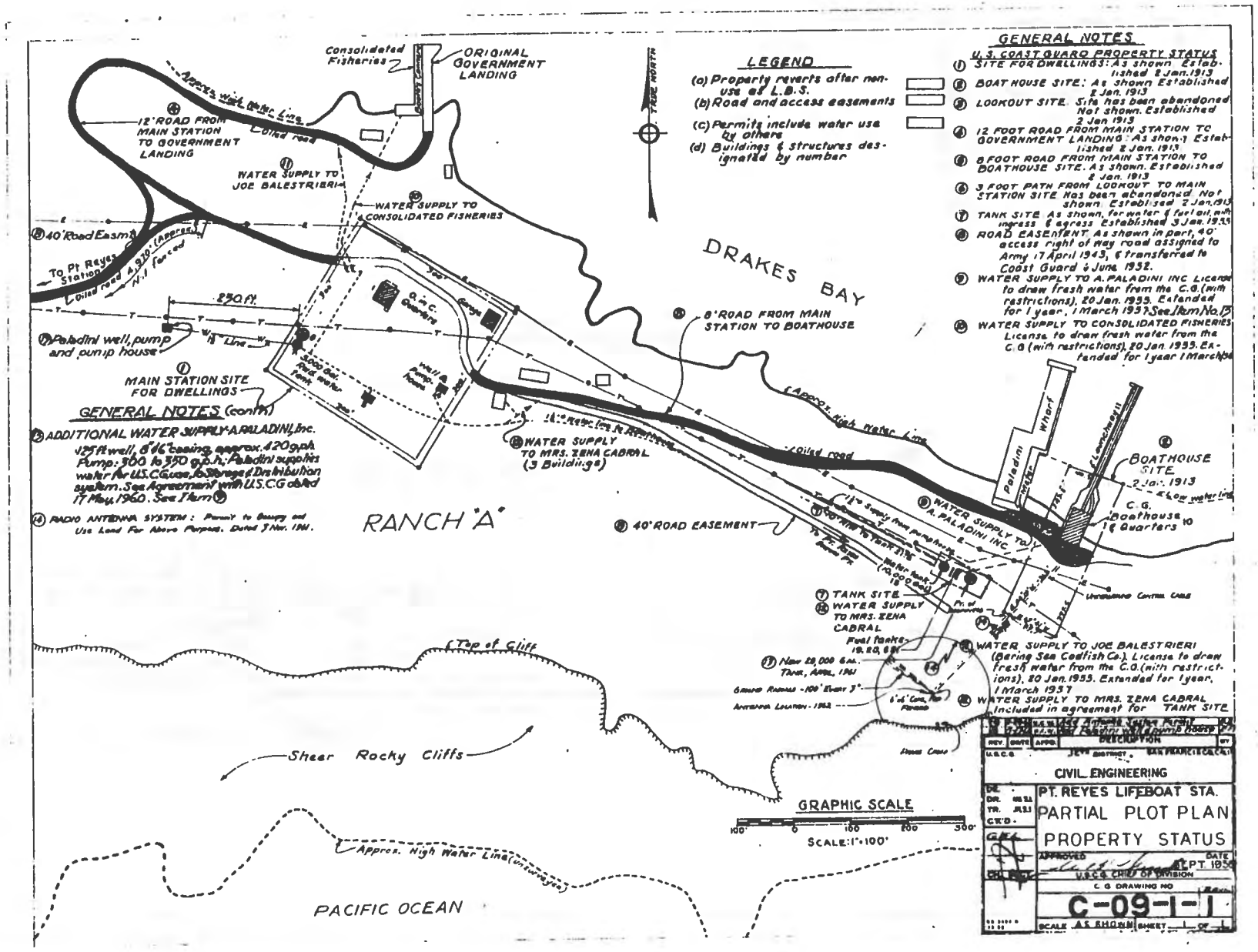

SHT 12/14
U.S. COAST GUARD
OFFICE OF CIVIL ENGINEER
MOORING EQUIPMENT & LAUNCHWAY
POINT REYES STA
612/60007

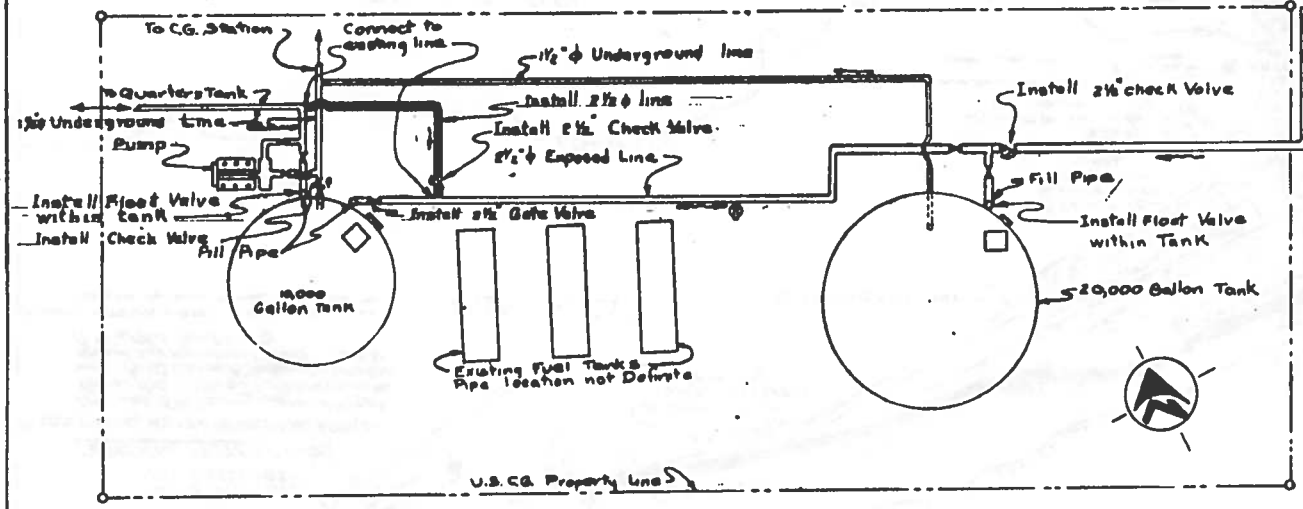

FRAMING PLAN
PLAN OF BOATHOUSE & PLATFORM
WEST ELEVATION
U.S. COAST GUARD
POINT REYES STATION
ADDITIONS - ALTERATIONS & REPAIRS TO BOATHOUSE & LAUNCHWAY
SHT 1 OF 14


SIDE
FRONT
ELEVATIONS OF PLYWOOD TOILET PARTITIONS
SECTION A-A
SECTION B-B
HALL
ENTRY HALL
CREW'S DINING ROOM
EXISTING BEDROOM #6
CREW'S BATHROOM
EXISTING BEDROOM #5
NEW WASHROOM IN EXISTING SHOWER ROOM SPACE OFF ENTRY HALL
ADDITIONS AND ALTERATIONS TO CREW'S BATHROOM
PART SECOND FLOOR PLAN. S.W. CORNER OF STATION BUILDING
POINT REYES LIFEBOAT STATION
UNITED STATES COAST GUARD
3759-38


ELEVATION 'A-A'
PRESENT KITCHEN FLOOR PLAN
REMODELED PLAN
SECTION 'D-D'
CIVIL ENGINEERING
POINT REYES LIFEBOAT STATION
REMODELED KITCHEN
3799-A8

DRAKES BAY
SANDY BEACH
DRAKES BAY


GENERAL NOTES
U.S. COAST GUARD PROPERTY STATUS
(1) SITE FOR DWELLINGS: As shown Established 2 Jan. 1913
(2) BOAT HOUSE SITE: As shown Established 2 Jan. 1913
(3) LOOKOUT SITE. Site has been abandoned Not shown. Established 2 Jan 1913
(4) 12 FOOT ROAD FROM MAIN STATION TO GOVERNMENT LANDING: As shown Established 2 Jan. 1913
(5) 8 FOOT ROAD FROM MAIN STATION TO BOATHOUSE SITE. As shown. Established 2 Jan. 1913
(6) 3 FOOT PATH FROM LOOKOUT TO MAIN STATION SITE Has been abandoned Not shown Established 2 Jan. 1913
(7) TANK SITE As shown, for water & fuel oil, with ingress & egress Established 3 Jan. 1939
(8) ROAD EASEMENT As shown in part, 40' access right of way road assigned to Army 17 April 1943, & transferred to Coast Guard 4 June 1952.
(9) WATER SUPPLY TO A. PALADINI INC License to draw fresh water from the C.G. (with restrictions), 20 Jan. 1955. Extended for 1 year, 1 March 1957. See Item No. 17
(10) WATER SUPPLY TO CONSOLIDATED FISHERIES License to draw fresh water from the C.G. (with restrictions), 20 Jan. 1955. Extended for 1 year 1 March
LEGEND
(a) Property reverts after non-use of L.B.S.
(b) Road and access easements
(c) Permits include water use by others
(d) Buildings & structures designated by number
TRUE NORTH
Consolidated Fisheries
ORIGINAL GOVERNMENT LANDING
Approx. High Water Line
12' ROAD FROM MAIN STATION TO GOVERNMENT LANDING
Oiled road
WATER SUPPLY TO JOE BALESTRIERI
WATER SUPPLY TO CONSOLIDATED FISHERIES
40' Road Easmt
To Pt Reyes Station
Oiled road 4,820' (Approx.) W.I. fenced
250 ft.
Paladini well, pump and pump house
MAIN STATION SITE FOR DWELLINGS
5,000 Gal. Fuel Water Tank
Well & Pump House
DRAKES BAY
8' ROAD FROM MAIN STATION TO BOATHOUSE
Approx. High Water Line
Oiled road
WATER SUPPLY TO MRS. ZENA CABRAL (3 Buildings)
Paladini Wharf
Tank
Landing Skids
BOATHOUSE SITE 2 Jan. 1913
Low water line
C.G. Boathouse & Quarters 10
WATER SUPPLY TO A. PALADINI INC.
40' ROAD EASEMENT
Underground Control Cable
TANK SITE
WATER SUPPLY TO MRS. ZENA CABRAL
Fuel tanks 10,000 & 6,000
WATER SUPPLY TO JOE BALESTRIERI (Bering Sea Codfish Co.). License to draw fresh water from the C.G. (with restrictions), 20 Jan. 1955. Extended for 1 year, 1 March 1957
WATER SUPPLY TO MRS. ZENA CABRAL included in agreement for TANK SITE
Top of Cliff
Sheer Rocky Cliffs
Approx. High Water Line (unsurveyed)
PACIFIC OCEAN
GRAPHIC SCALE
SCALE: 1" = 100'
GENERAL NOTES (cont'd)
(11) ADDITIONAL WATER SUPPLY A. PALADINI, Inc. 125 ft. well, 8" & 6" casing, approx. 420 g.p.h. Pump: 300 to 350 g.p.h.; Paladini supplies water for U.S.C.G. use. No Storage Distribution system. See Agreement with U.S.C.G. dated 17 May, 1960. See Item (9)
(14) RADIO ANTENNA SYSTEM: Permit to Occupy and Use Land For Above Purpose. Dated 3 Nov. 1941.
RANCH "A"
CIVIL ENGINEERING
PT. REYES LIFEBOAT STA.
PARTIAL PLOT PLAN
PROPERTY STATUS
C-09-1-1

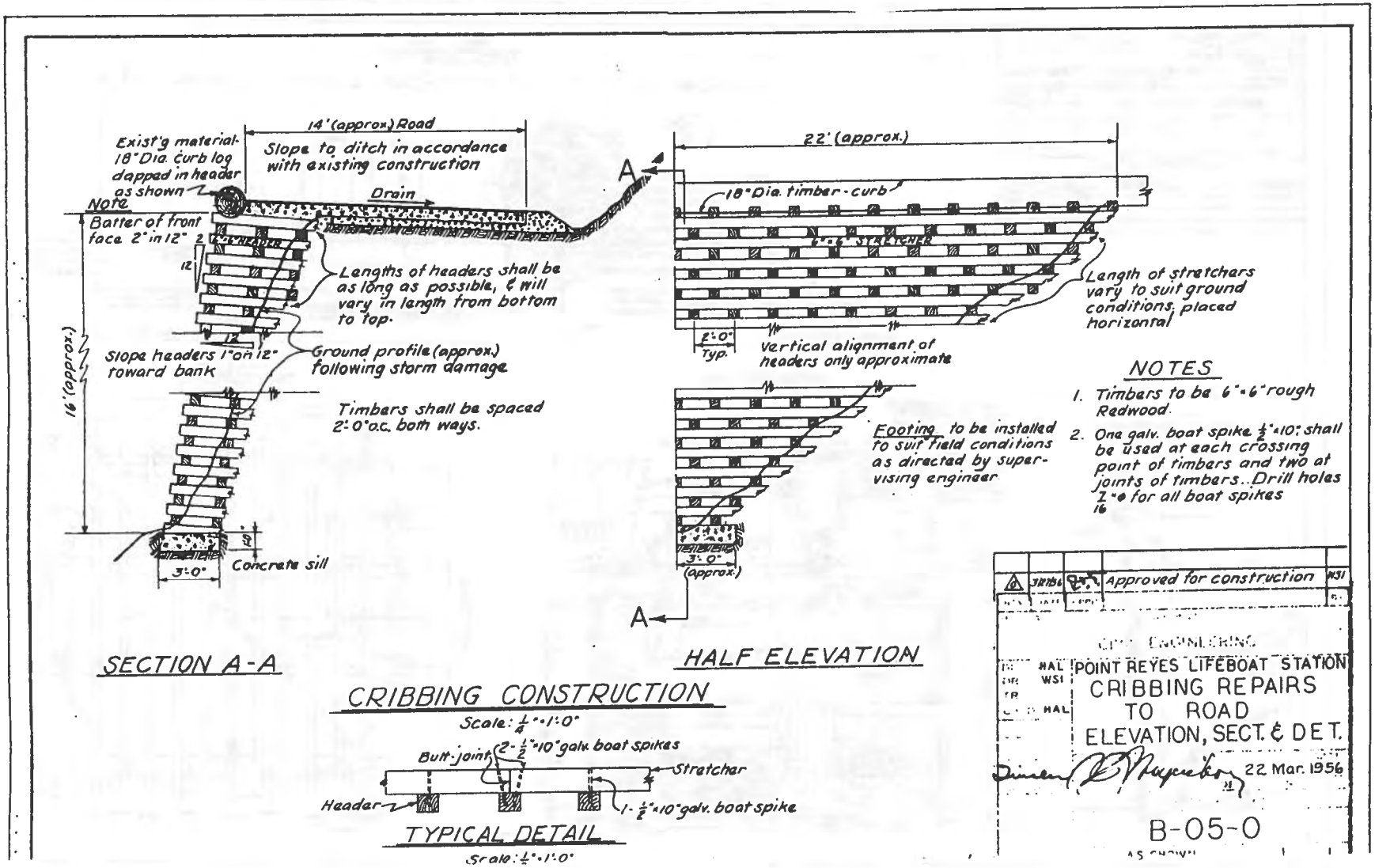


JOB SITE PLAN
Scale 1"-0'-0"

SHT 2/5

612/60009

POINT REYES LIFEBOAT STATION
WATER PIPING REVISION
22-70
C-10-1-0



NOTES

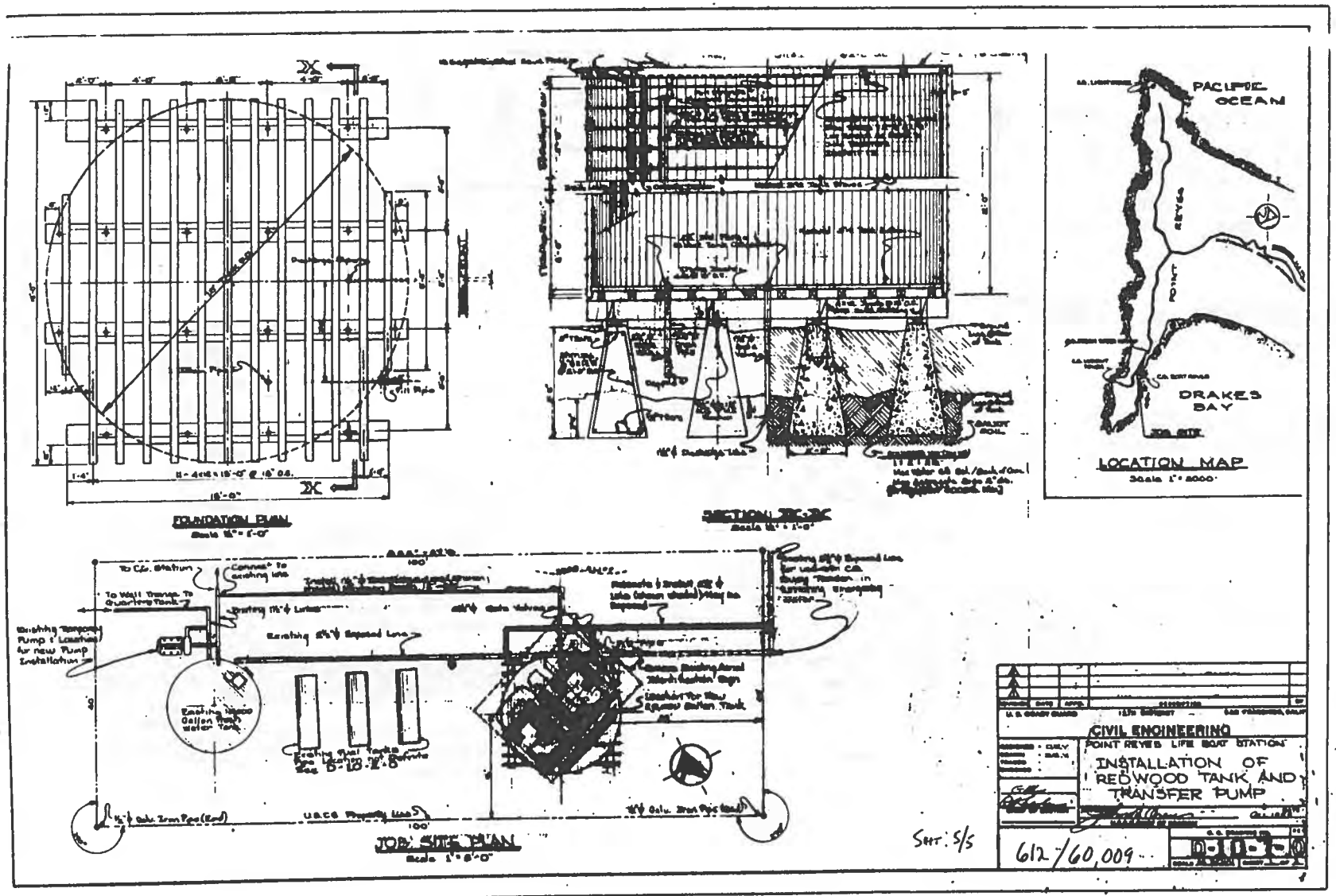
1. Timbers to be 6" x 6" rough Redwood.
2. One galv. boat spike 1/2" x 10" shall be used at each crossing point of timbers and two at joints of timbers. Drill holes 7/16" ø for all boat spikes

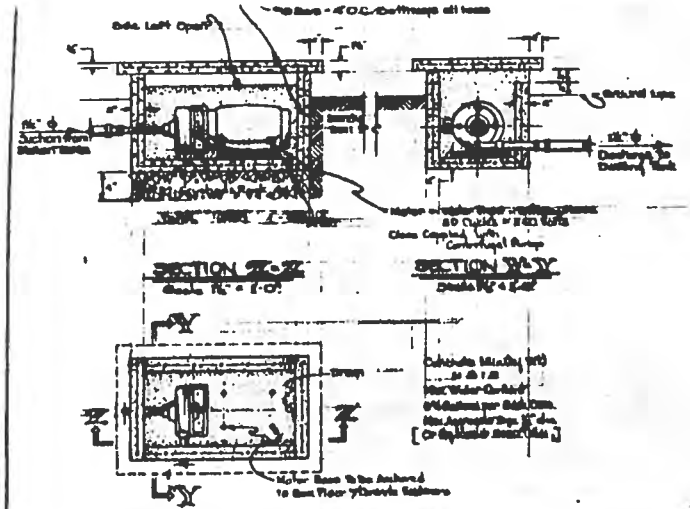
Approved for construction

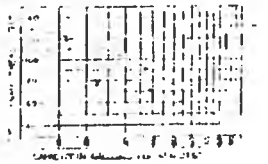
POINT REYES LIFEBOAT STATION
CRIBBING REPAIRS
TO ROAD
ELEVATION, SECT. & DET.

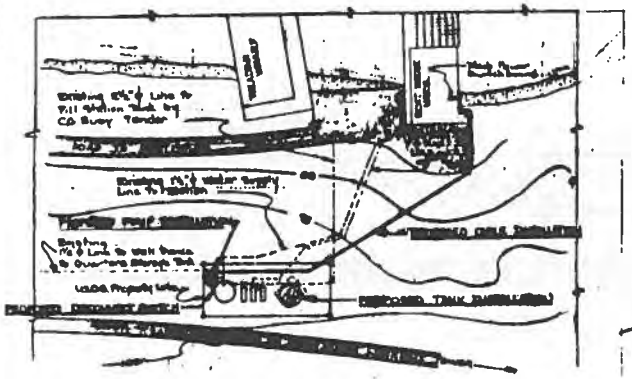
22 Mar. 1956

B-05-0


PACIFIC OCEAN
POINT REYES
DRAKES BAY
LOCATION MAP
Scale 1" = 8000'
FOUNDATION PLAN
SECTION
JOB SITE PLAN
Scale 1" = 8'-0"
CIVIL ENGINEERING
POINT REYES LIFE BOAT STATION
INSTALLATION OF REDWOOD TANK AND TRANSFER PUMP
612/60,009
Sht: 5/5







Scope:

1) Install 50,000 gallon redwood tank with accompanying concrete foundation.

2) Install centrifugal transfer pump and concrete pump box.

3) Install piper, valves and fittings for above two items.

4) Install underground feeder circuit between boathouse and new pump, and associated switchgear with protective equipment.

5) Remove timber aerial identification marker and paint new markings on top of new tank.

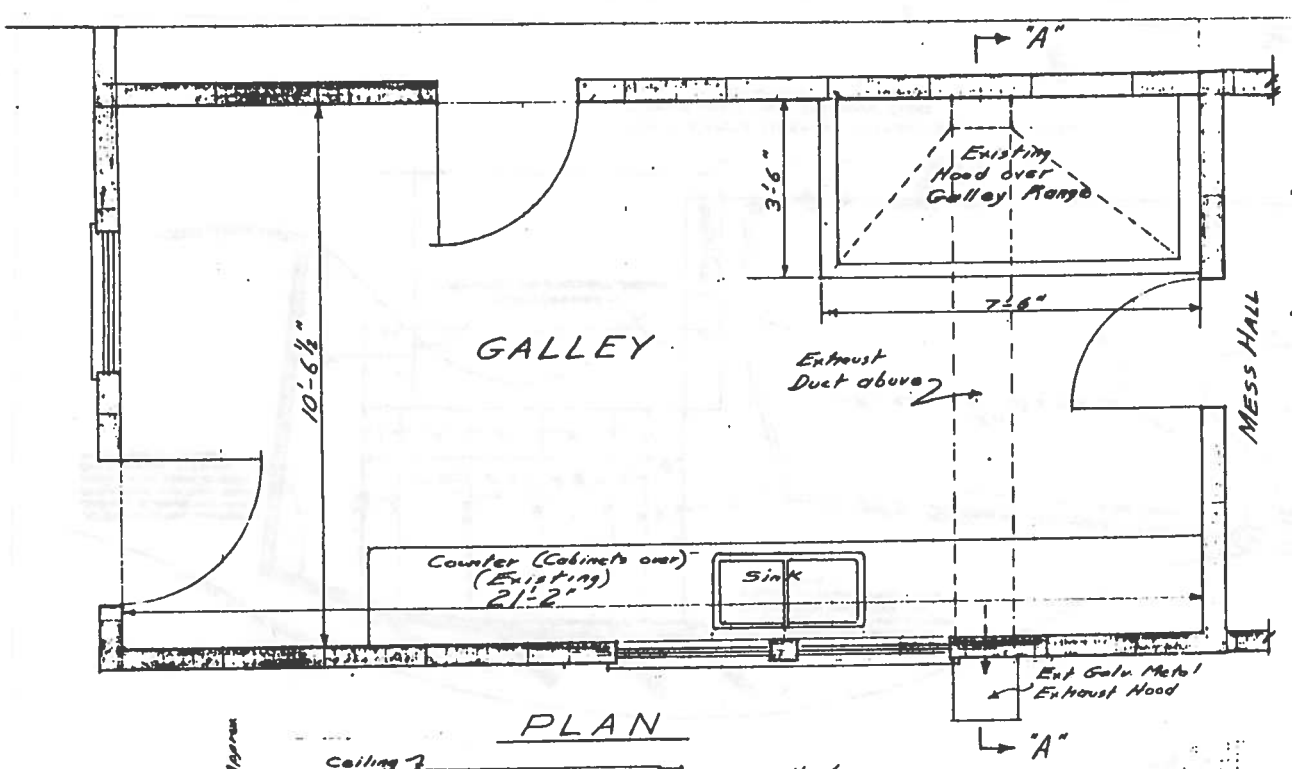
All in accordance with "Specifications for Additions to Water Supply System at Point Reyes Lifeboat Station, Point Reyes, California" dated.....

CIVIL ENGINEERING
POINT REYES LIFE BOAT STATION
INSTALLATION OF REDWOOD TANK AND TRANSFER PUMP

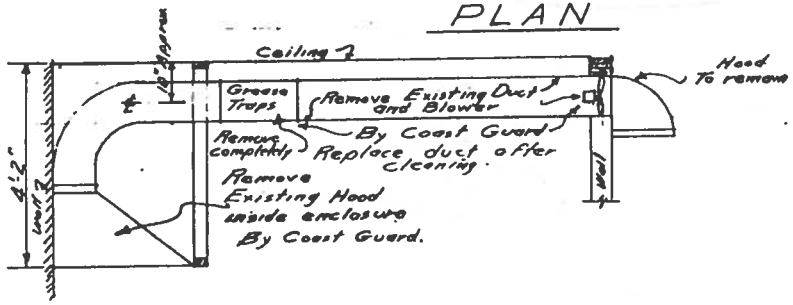
Sht 4/5

612/60009

WEST ELEVATION
FRAMING PLAN
PLAN OF BOATHOUSE AND PLATFORM
POINT REYES LIFEBOAT STATION
HEATING BOILER INSTALLATION
UNITED STATES COAST GUARD
E-01



PLAN



SECTION "A-A"

NOTES

Existing Hood, Duct, Blower and related material will be removed by Coast Guard. Duct will be cleaned and replaced.

Contractor will install new stainless steel hood, duct connection, filters and exhaust blower. New hood to match area of existing curtain enclosure over galley range. Coast Guard will make electrical connection.

Contractor will submit sketch of proposed hood, ducts, blowers, and filters and general layout of the equipment he proposes to furnish and install.

SAN FRANCISCO

CIVIL ENGINEERING

GEL

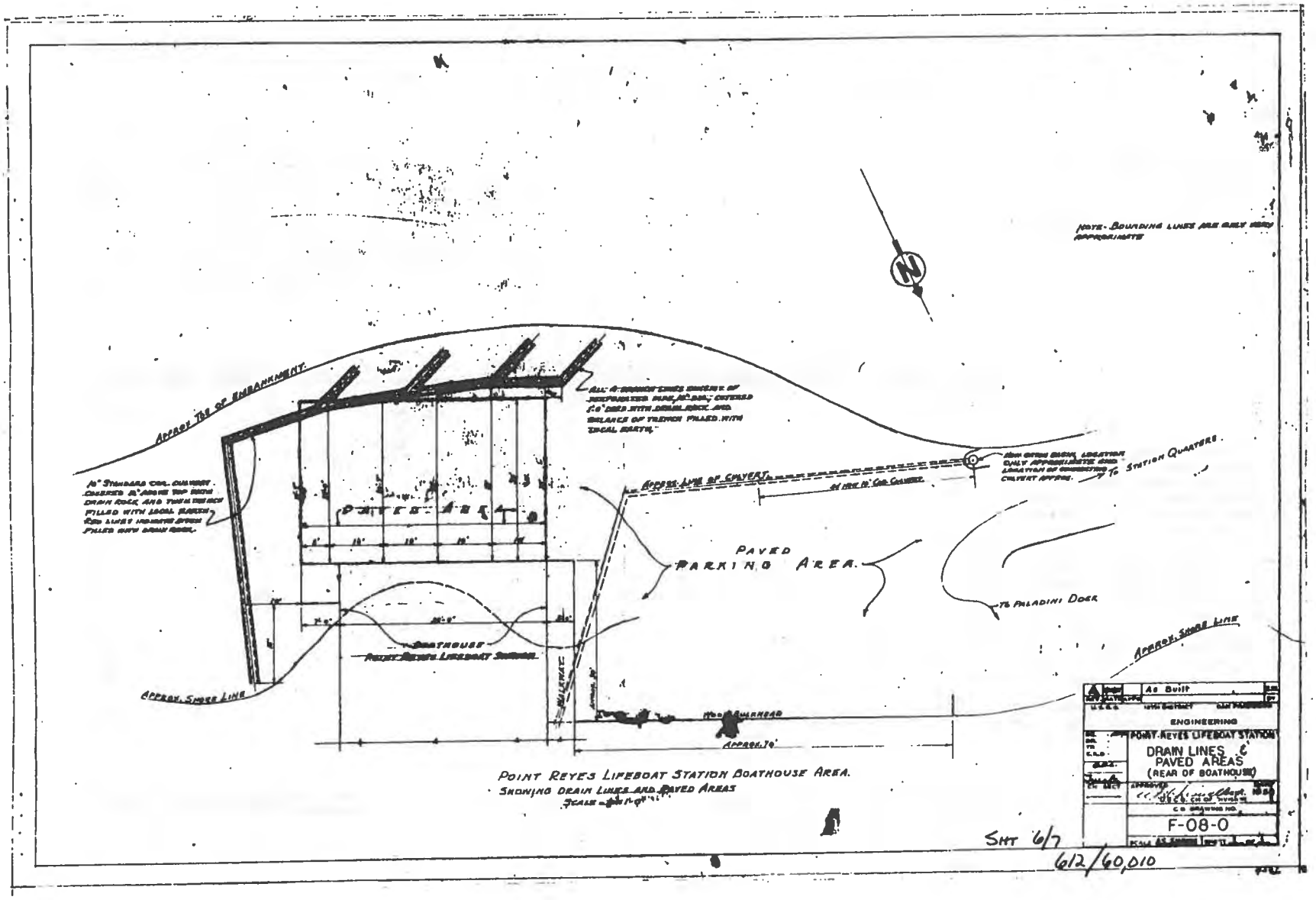
POINT REYES LIFEBOAT STATION

HOOD FOR GALLEY

Junior

DATE

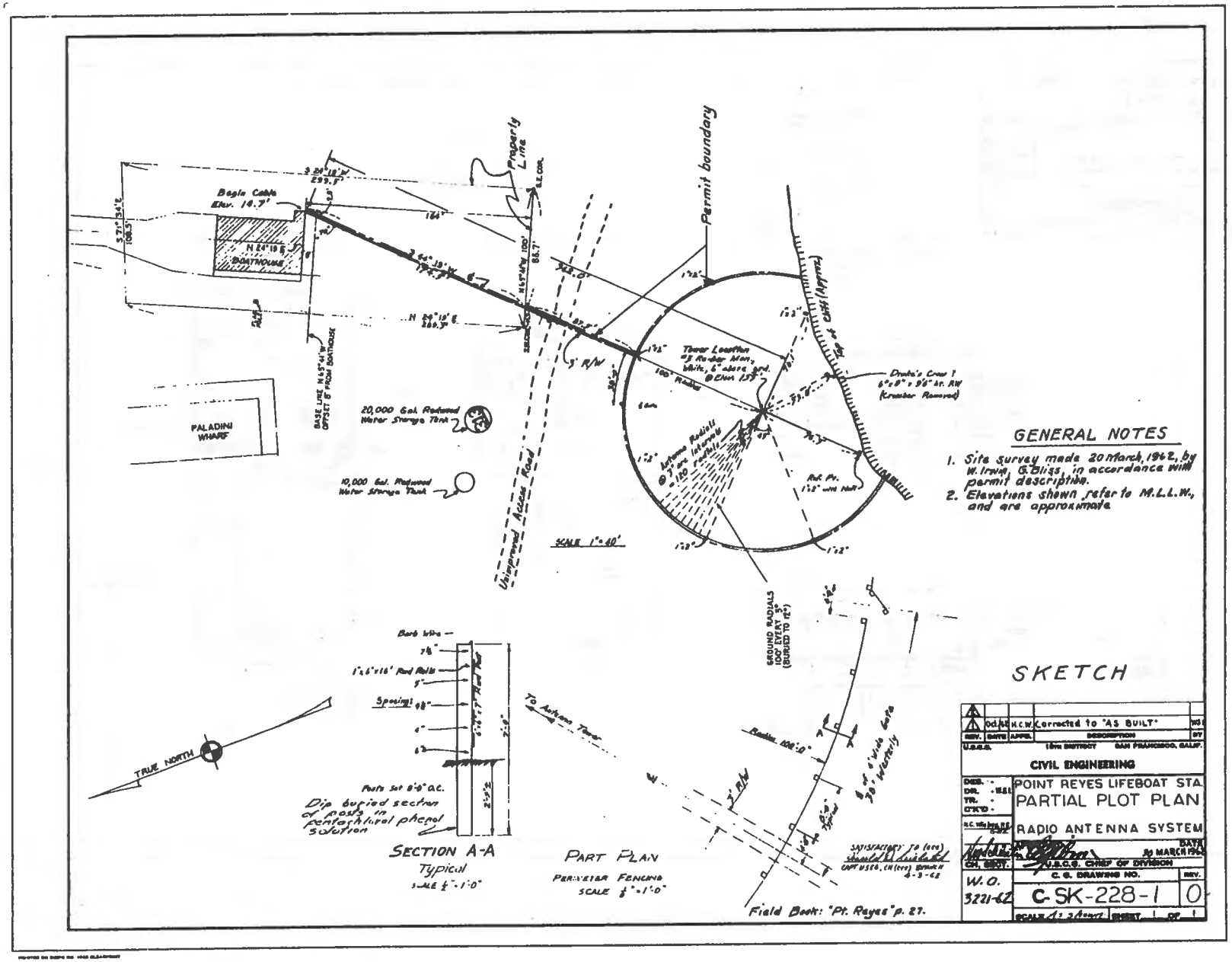
B-07-0"

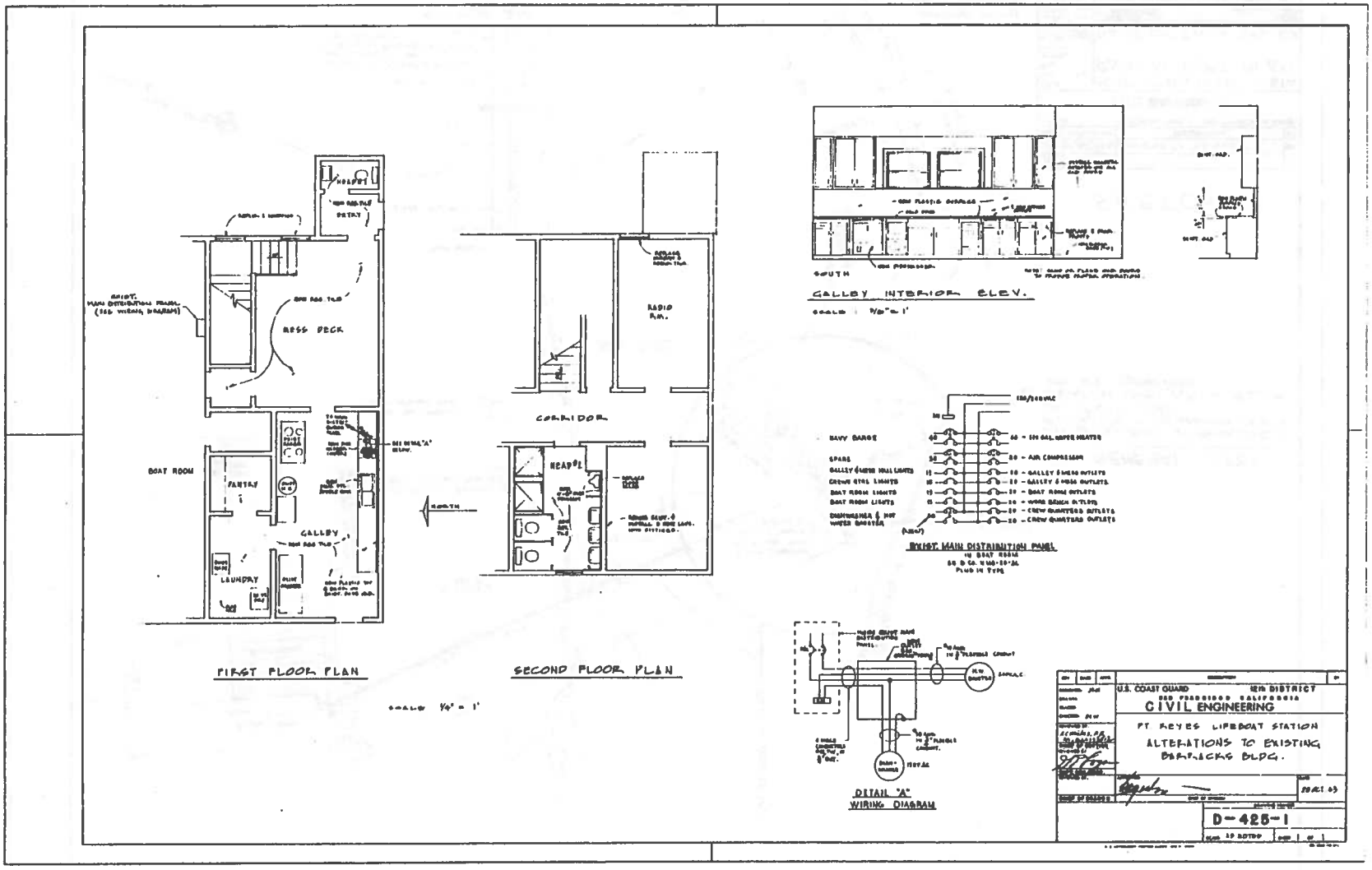


POINT REYES LIFEBOAT STATION BOATHOUSE AREA.
SHOWING DRAIN LINES AND PAVED AREAS
SCALE 1" = 40'

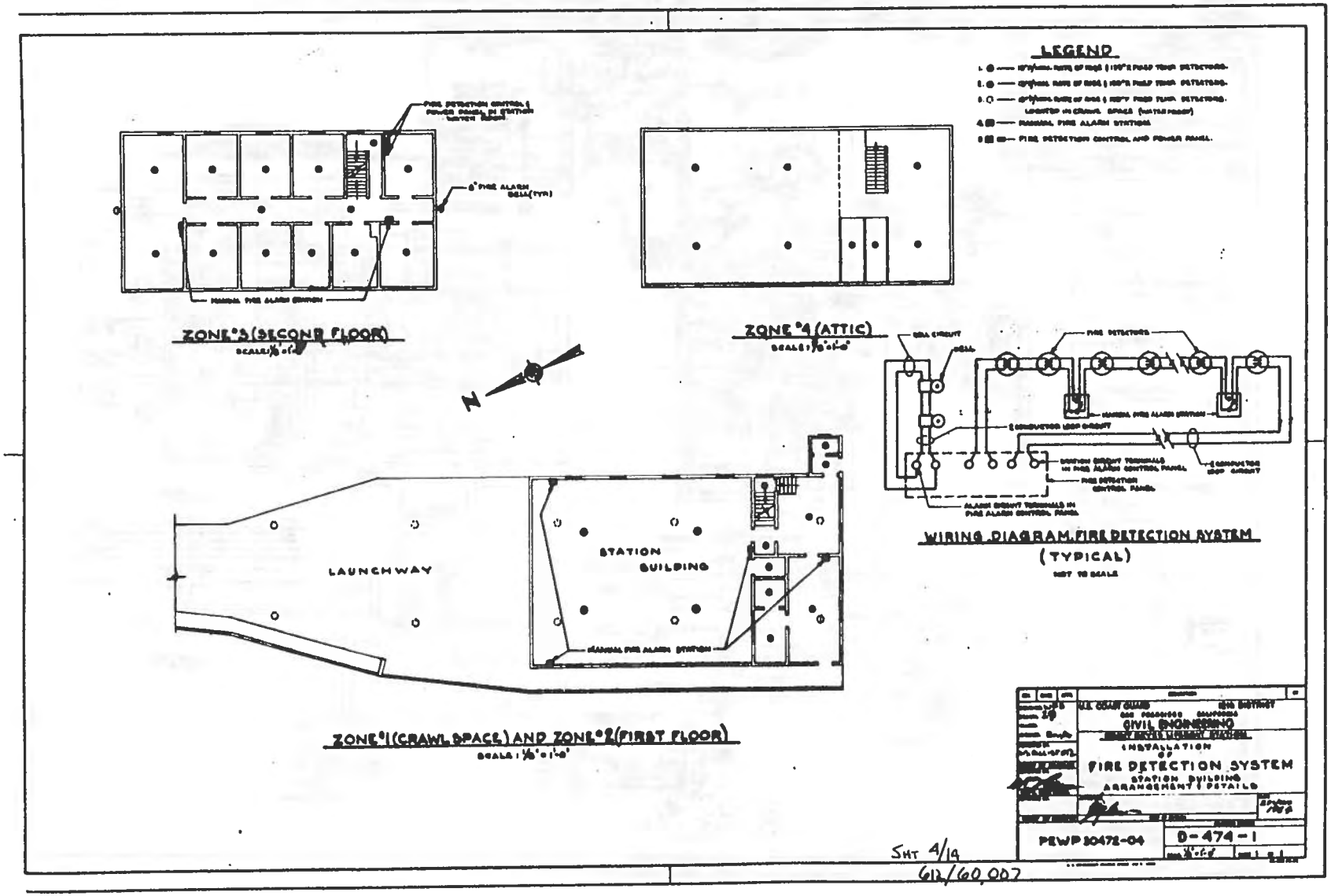
SHT 6/7

612/60,010


Bogia Cable Elev. 14.7'
N 24° 19 E BOATHOUSE
Property Line
Permit boundary
Edge of Cliff (Approx.)
Tower Location "3 Rocker Mon, White, 6" above grd. @Elev 139'
Drake's Crew 1 6"x8" x 96" Ar. RW (Knocker Removed)
PALADINI WHARF
20,000 Gal. Reduced Water Storage Tank
10,000 Gal. Reduced Water Storage Tank
BASE LINE N 65°41'W OFFSET 6' FROM BOATHOUSE
Underground Access Road
5' R/W
SCALE 1"=40'
Antenna Radials @ 3° are = 120 radials
Rock Pt. 1'2" iron Rod
GROUND RADIALS (OOF EVERY 3° (BURIED TO 12")
Barb Wire
7'6"
1'x6"x16' Red Rails
5'
Spacing 8'
6"
6'2
Posts set 8'0" O.C.
Dip buried section of posts in preservative phenol solution
SECTION A-A
Typical
SCALE 1/2"=1'0"
TRUE NORTH
To Antenna Tower
Radius 100'-0"
PART PLAN
PERIMETER FENCING
SCALE 1/8"=1'0"
SKETCH
Field Book: "Pt. Reyes" p. 27.
GENERAL NOTES
1. Site survey made 20 March, 1962, by W. Irwin, G. Bliss, in accordance with permit description.
2. Elevations shown refer to M.L.L.W., and are approximate
Corrected to "AS BUILT"
U.S.C.G. 13th DISTRICT SAN FRANCISCO, CALIF.
CIVIL ENGINEERING
POINT REYES LIFEBOAT STA.
PARTIAL PLOT PLAN
RADIO ANTENNA SYSTEM
30 MARCH 1962
U.S.C.G. CHIEF OF DIVISION
W.O. 3221-62
C. G. DRAWING NO.
C-SK-228-1
REV. 0

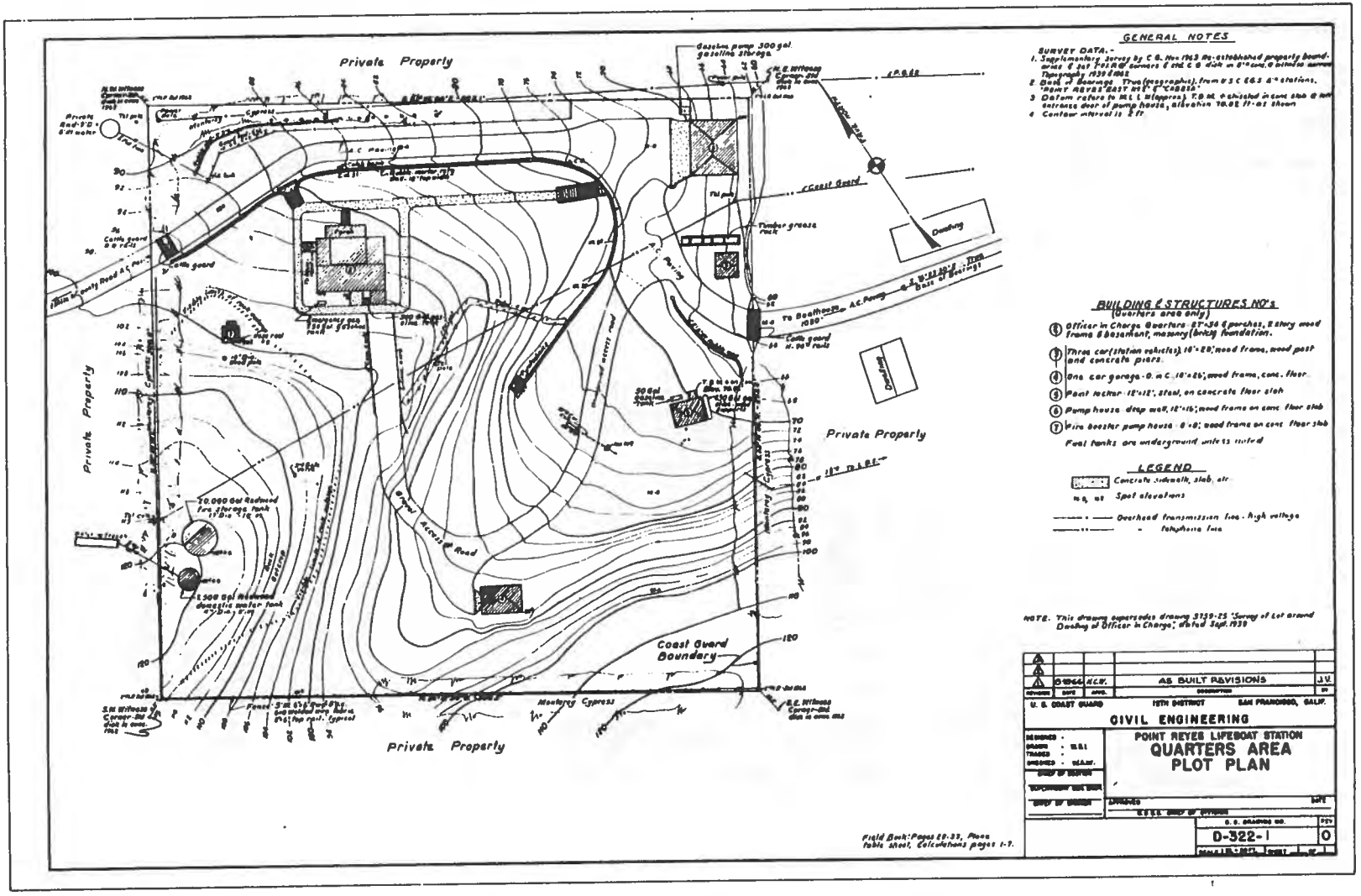

HEADPT
PANTRY
MESS DECK
BOAT ROOM
PANTRY
GALLEY
LAUNDRY
CORRIDOR
RADIO R.M.
HEADPT
SOUTH
FIRST FLOOR PLAN
SECOND FLOOR PLAN
SCALE 1/4" = 1'
GALLEY INTERIOR ELEV.
SCALE 1/2" = 1'
SOUTH
SWBD. MAIN DISTRIBUTION PANEL
DETAIL "A"
WIRING DIAGRAM
U.S. COAST GUARD
11TH DISTRICT
SAN FRANCISCO CALIFORNIA
CIVIL ENGINEERING
FT REYES LIFEBOAT STATION
ALTERATIONS TO EXISTING
BARRACKS BLDG.
D-425-1

ELECTRICAL SYSTEM
CIVIL ENGINEERING
612/6000)



SHT 4/19

612/60,007



GENERAL NOTES

SURVEY DATA.-

1. Supplementary Survey by C.G. Nov 1943 re-established property boundaries & set "PRIM" corners E and C.B. disk on 8" dead, 6 bitted to corners. Topography 1939 data.
2. Basis of Bearings. True (astronomic), from M.S.C. E&S 4" stations, "POINT REYES EAST 1911" & "CABRIA".
3. Datum refers to M.L.L.W. (approx.) T.B.M. + chiseled in conc. slab @ north entrance door of pump house, elevation 10.02 ft. as shown.
4. Contour interval is 2 ft.

BUILDING & STRUCTURES NO's

(Quarters area only)

1. Officer in Charge Quarters 27'-36' 6 porches, 2 story wood frame & basement, masonry (brick) foundation.
2. Three car (station vehicles) 16'-28', wood frame, wood post and concrete piers.
3. One car garage - O. in C. 18'-26', wood frame, conc. floor.
4. Pool shelter 12'-12', steel, on concrete floor slab.
5. Pump house deep well, 12'-16'; wood frame on conc. floor slab.
6. Fire booster pump house 8'-8'; wood frame on conc. floor slab.

Fuel tanks are underground units as noted.

LEGEND

- Concrete sidewalk, slab, etc.
- Spot elevations
- Overhead transmission line - high voltage
- Telephone line

NOTE. This drawing supersedes drawing 3339-25 "Survey of Lot around Dwelling of Officer in Charge," dated Sept. 1939.

1	8-19-44	A.C.W.	AS BUILT REVISIONS	J.V.
REVISIONS	DATE	APPD.	DESCRIPTION	BY

U. S. COAST GUARD — 11TH DISTRICT — SAN FRANCISCO, CALIF.

CIVIL ENGINEERING

DESIGNED - TRACED - CHECKED - APPROVED - CHIEF OF SECTION - SUPERINTENDING CIVIL ENGR. - CHIEF OF DIVISION

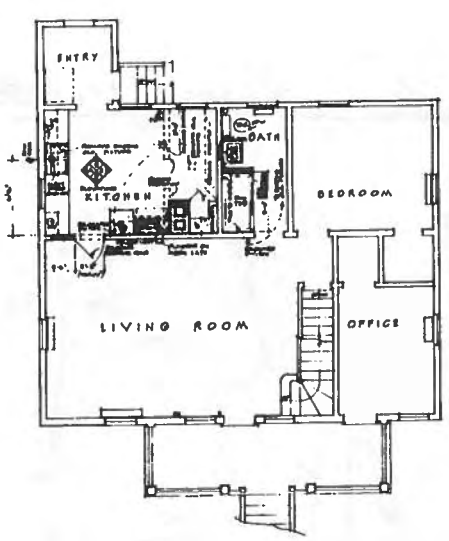
POINT REYES LIFEBOAT STATION
QUARTERS AREA
PLOT PLAN

APPROVED — DATE

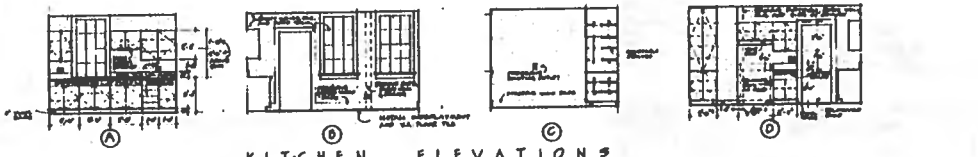
U.S.C.G. CHIEF OF SECTION

U. S. COAST GUARD NO. D-322-1 — SHEET NO. 0

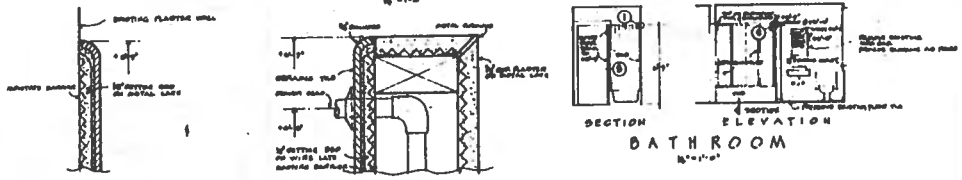
SCALE 1 IN. = 100 FT. — SHEET 1 OF 1



FLOOR PLAN

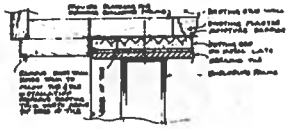


KITCHEN ELEVATIONS



BATHROOM

(1) AT EXISTING WALLS (2) AT NEW PARTITION



(3) AT DOOR JAMB

TILE DETAILS AT BATHROOM

NOTES & LEGEND

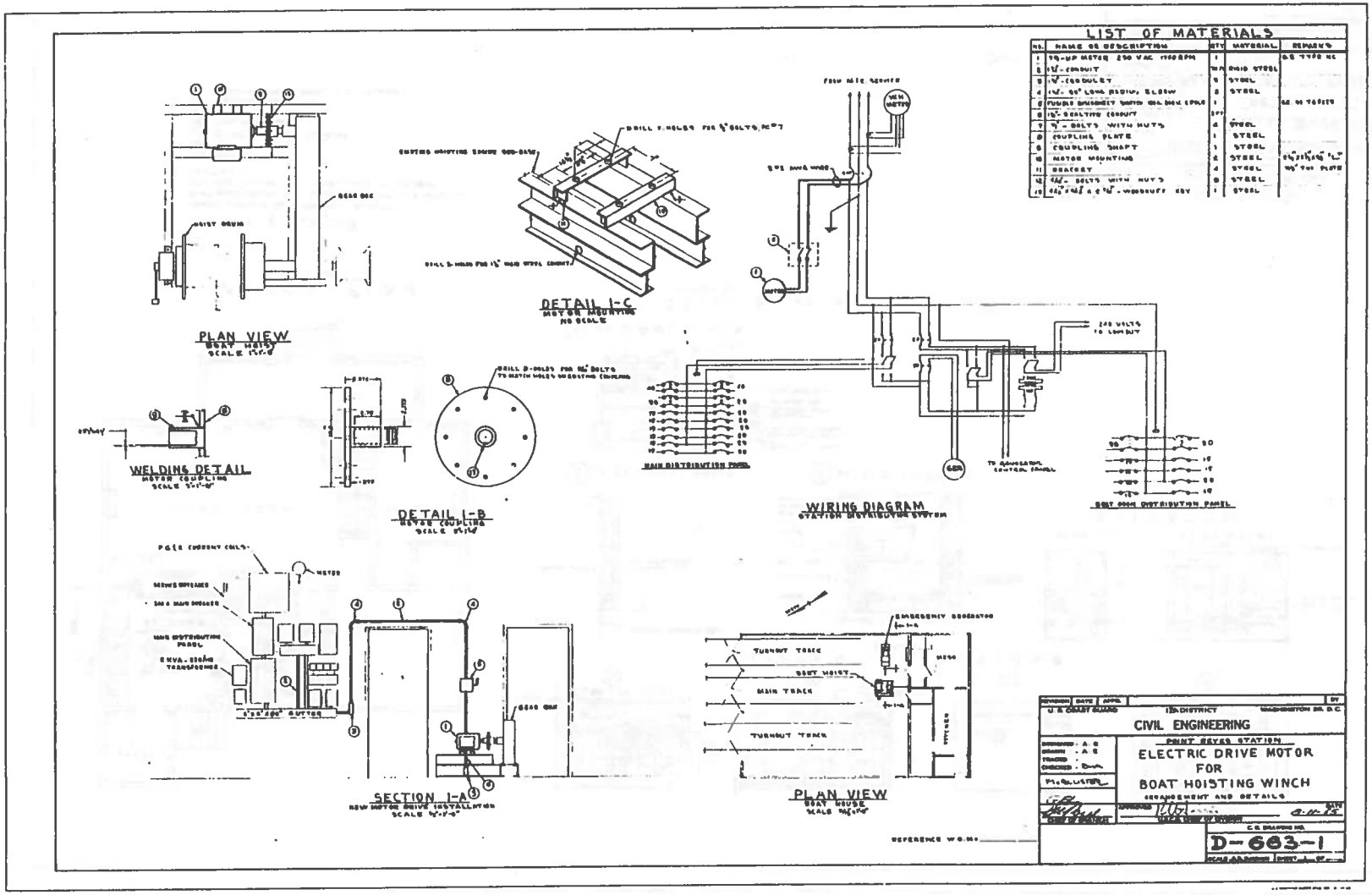
1. REMOVE SINK AND ALL BATHROOM FIXTURES
2. PAINT WALLS, CEILING, AND ALL WOOD DOOR AND WINDOW TRIM AND MOULDING IN KITCHEN AND BATHROOM
3. LEGEND:
   - EXISTING WALL
   - NEW PARTITION
   - PARTITION TO BE REMOVED
   - DUAL RECEPTACLE
   - WALL MOUNT FIXTURE
   - CEILING MOUNT FIXTURE
   - CEILING MOUNT FIXTURE TO BE REMOVED

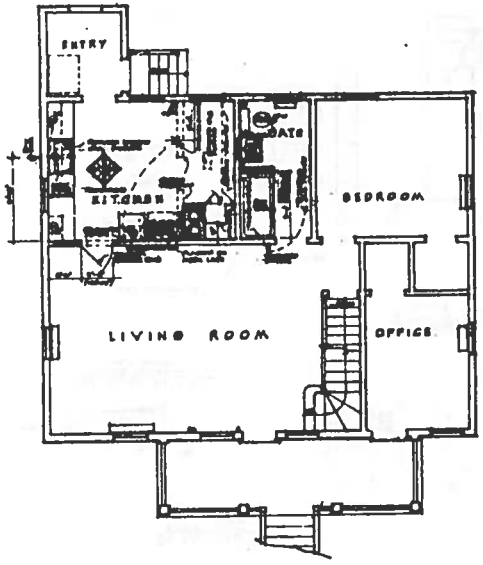
U.S. COAST GUARD 12TH DISTRICT SAN FRANCISCO

CIVIL ENGINEERING

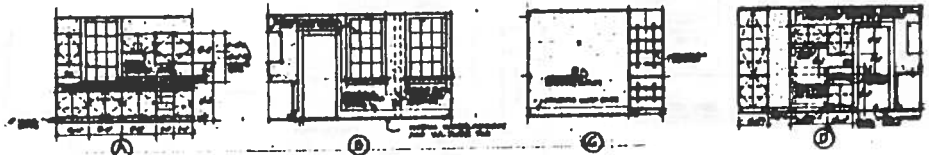
POINT REYES STATION L[illegible]
FAMILY QUARTERS REMODELING

D-781-1


LIST OF MATERIALS
PLAN VIEW
DETAIL I-C
MOTOR MOUNTING
WELDING DETAIL
DETAIL I-B
WIRING DIAGRAM
SECTION I-A
PLAN VIEW
CIVIL ENGINEERING
ELECTRIC DRIVE MOTOR
FOR
BOAT HOISTING WINCH
ARRANGEMENT AND DETAILS
D-683-1



FLOOR PLAN

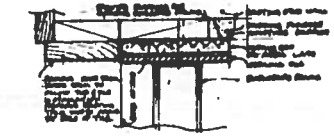


KITCHEN ELEVATIONS

① AT EXISTING WALLS ② AT NEW PARTITION

SECTION ELEVATION

BATHROOM



③ AT DOOR JAMS

TILE DETAILS AT BATHROOM

NOTES & LEGEND

1. PAINT DOOR AND ALL BATHROOM FIXTURES
2. PAINT WALLS, CEILING, AND ALL WOOD DOOR AND WINDOW TRIM AND MOULDING IN KITCHEN AND BATHROOM
3. LEGEND:
   - EXISTING WALL
   - NEW PARTITION
   - PARTITION TO BE REMOVED
   - FULL PARTITIONS
   - WALL MOUNT FIXTURE
   - CEILING MOUNT FIXTURE
   - CEILING MOUNT FIXTURE TO BE REMOVED

CHIEFS HOUSE
LIFE BOAT STATION

U.S. COAST GUARD 12TH DISTRICT SAN FRANCISCO

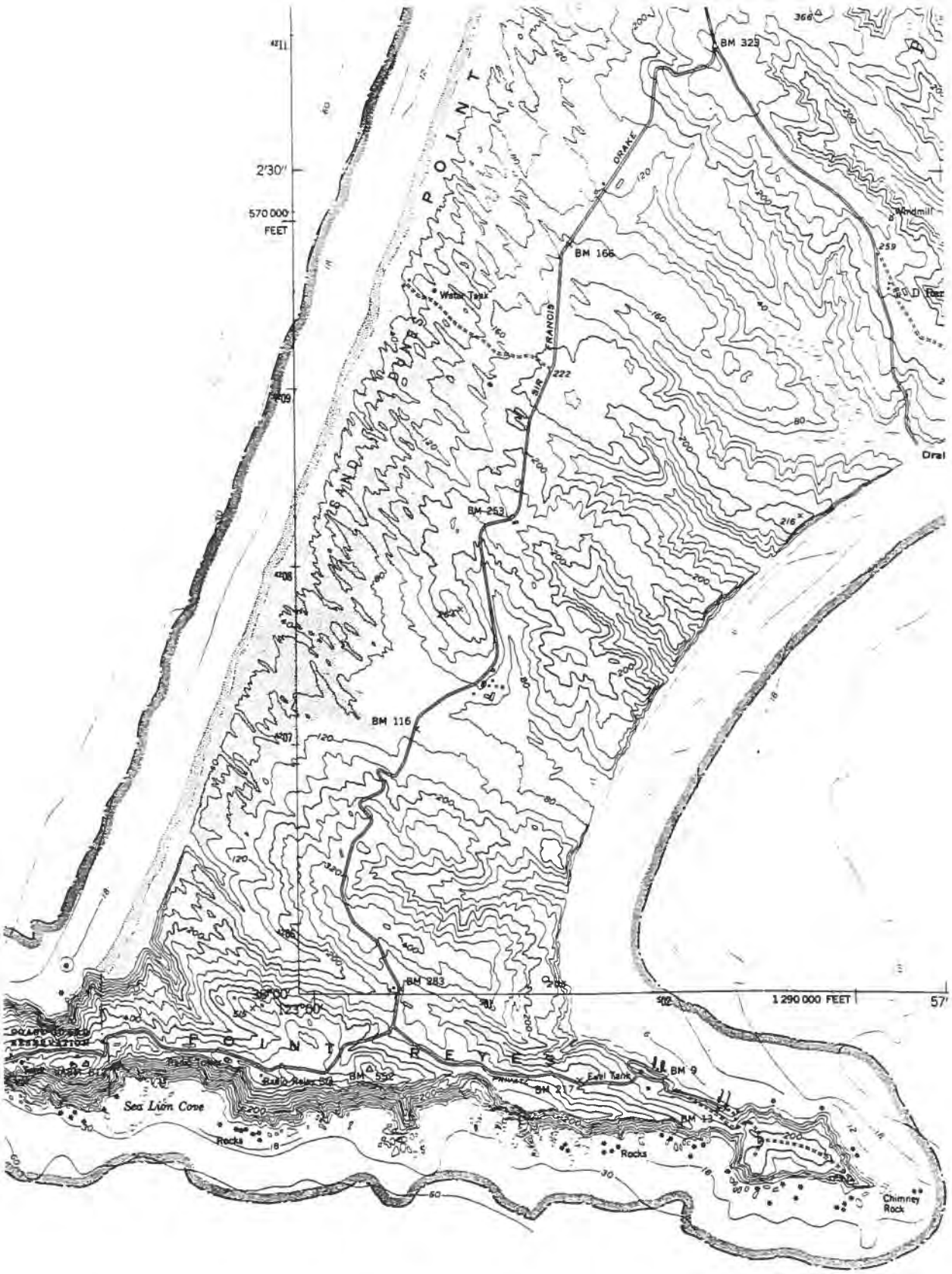
CIVIL ENGINEERING

POINT REYES STATION L/D
FAMILY QUARTERS REMODELING

SHT 1/3

ACD 1/17/....

D-781-1


POINT REYES
DRAKE
BM 325
BM 166
BM 253
BM 116
BM 283
BM 552
BM 217
BM 9
BM 13
Windmill
Water Tank
Radio Tower
Radio House
Sea Lion Cove
Rocks
Rocks
Chimney Rock
Oral
2'30"
570 000 FEET
1 290 000 FEET

IV. ARCHITECTURAL ANALYSIS, POINT REYES LIFEBOAT STATION BOATHOUSE

A. Introduction

The prime objective of this section of the report is to compile the architectural information about the Lifeboat Station that has accumulated over the years. During the past 64 years, the boathouse has been subjected to several alterations of various scope. Even with these alterations, the building still features a substantial amount of original fabric that is important in both architectural and historical terms (Figure 1).

B. Assessment of Character-Defining Features/Existing Conditions

This section of the HSR will incorporate historic data, document the structure in its existing condition and identify the building's character-defining features.

1. Exterior

a. Character-Defining Features

Exterior character-defining features of the building consist of the original wood siding, original wood double-hung windows, and wood trim, exterior lighting above doors, large doors on the north side of the boat room and the historic boat launch ramp. The simple architectural form of the lifeboat station building itself, and its location in a most beautiful and unique setting, are also character-defining features.

Figure 1 - Southwest view of boathouse and launch ramp from above.

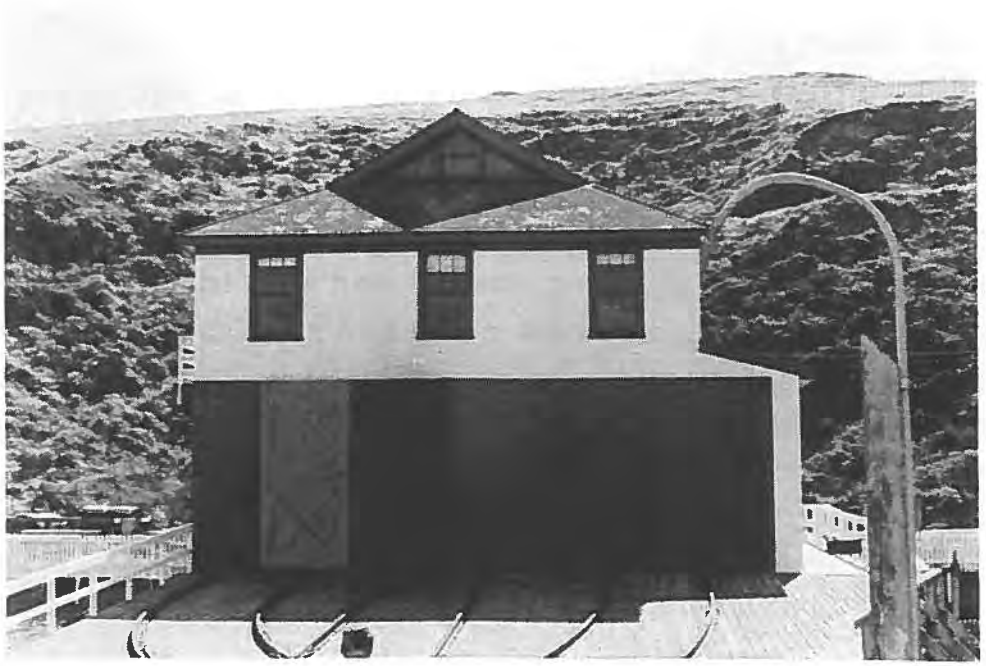


Figure 2 - North elevation of the boathouse showing wall openings.

b. Wall Surfaces and Openings

The two-and-a-half story rectangular structure is of wood frame construction. Exterior walls are sheathed with horizontal wood siding with vertical wood trim at the corners and a horizontal frieze below the soffit. Most siding and trim appears to be original fabric. Except for the removal and replacement of some smaller windows on the south elevation (noticeable by seams in the siding), some indentations in the siding and trim caused from disk sanding, and blistering paint, the original siding is in good condition.

Electrical service to the building comes into and is attached to the south elevation of the building. An electrical panel box, meter, fire alarm and kitchen exhaust fan are also located on this wall. Other than lighting fixtures, all other exterior wall surfaces are free of mechanical and electrical equipment.

The boathouse, simple in form, is punctuated heavily by windows and doors on all four elevations. The north elevation (facing Drakes Bay) consists primarily of three very large double doors, designed to be accessible for storage of the motor lifeboats. The large type T 36-foot motor lifeboat was stored in the center bay while the 26-foot rail-launched surfboats were stored in the end bays. Also on the north elevation are three double-hung windows on the second story of the building (above the boat doors) and three small windows in the attic gable of the roof (Figure 2).

The east elevation exhibits two rows of six windows each, one row on the first floor and one row on the second floor. All openings on the east side are uniform in size except those windows which are located on the shed entry room and at the landing of the first floor stair. The east elevation of the entry room has a small, 2-over-2 wood window (Figure 3).

The south elevation (hillside) of the boathouse has three large double-hung windows grouped together in the middle of the wall on the second floor. The first floor has two smaller double-hung windows at the kitchen and two double-hung windows in the mess hall next to the entry room. The south side of the entry room also features a paneled wood door with a 2-over-2 window.

Figure 3 - East elevation of the boathouse showing wall openings.

Figure 4 - West elevation of boathouse showing wall openings

The west elevation is similar in design to the east with the exception of the 1946 addition which expanded the first floor. A shed roof covers the addition. The window placement in the addition remains similar to the original configuration, with five double-hung windows on the first floor and six windows on the second. Two doors are located on this elevation, one which leads directly into the boat room and the other into the kitchen (Figure 4).

The head heights of all the windows on all four elevations match, while the sill heights vary.

c. Windows and Doors

The existing windows in the boathouse are important historical features to the building. All the windows in the structure are wood double-hung with the exception of the two small windows in the gable ends of the roof (Figure 5). The majority of the windows in the structure are 6-over-6 and are the same size with the exception of the kitchen windows and the window at the landing of the interior stairway. They are all smaller.

All window sashes are simple in design and show little ornamentation other than the kitchen window and the window located on the second story, east side, first window from the south. The upper stile of these windows extends below the upper meeting rail. Several windows in other structures at the lifeboat station, including the residence, garages, pumphouse and other private structures in the immediate area also

Figure 5 - Typical double-hung window on boathouse.

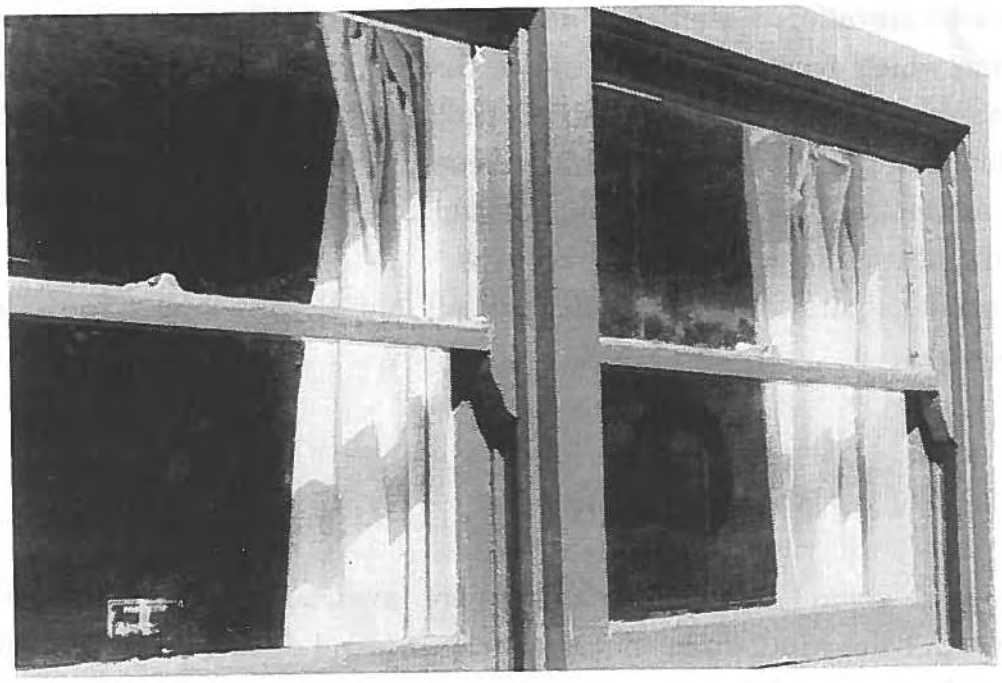


Figure 6 - Kitchen windows showing decorative upper stiles.

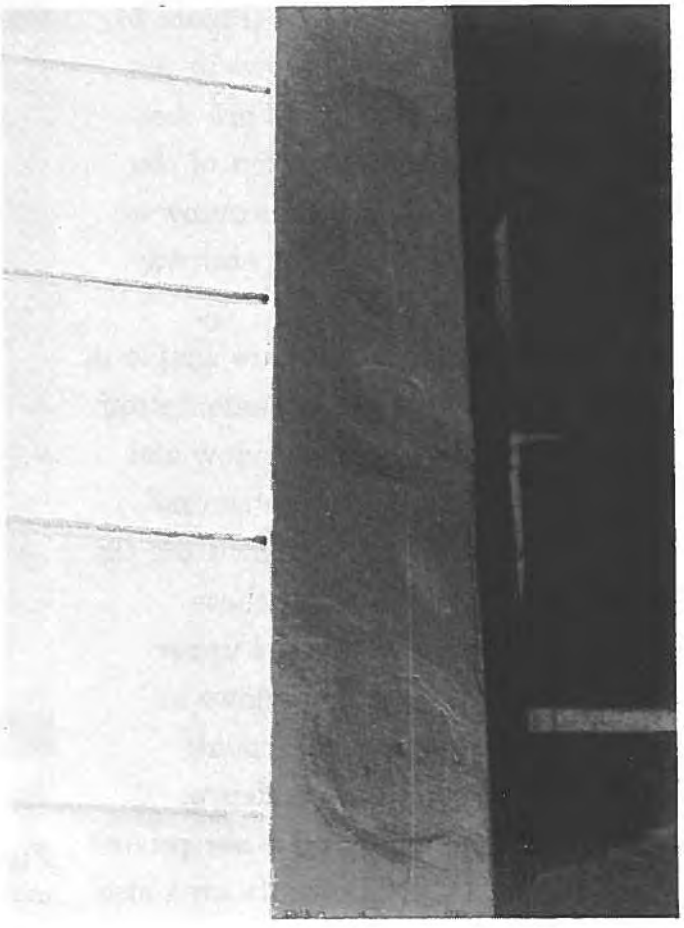


Figure 7 - Window trim damaged by disk sanding

feature these decorative upper stiles (Figure 6).

The windows throughout the structure vary in existing condition. As a result of several exterior painting jobs over the years, most of the upper sashes of the windows are painted closed. During an exterior painting job (date not known) a large amount of the original window trim was damaged by disk and belt sanding. Large deep circles and sanding marks, along with some missing fabric is the result of that paint removal operation (Figure 7). At the time of this report, large blisters in the paint were present on the windows and window trim.

On the interior of the windows, many of the ropes have been painted, making their operation difficult. In general, all of the 2-1/2" thick window sills are in good condition and show little sign of deterioration.

Hardware on the double hung windows typically consists of a brass crescent window lock in the center of the check rail and two brass hook window lifts on the bottom rail. The counter balancing system on the windows consists of a rope, pulley and weight.

Similar to the residence at the Point Reyes Lifeboat Station, the boathouse had wood framed storm windows. They were hinged to the top of the window frame by two small hook-like brackets. The storm windows were held open with casement adjusters. No sign of the adjusters remain.

d. Wood Doors and Door Hardware

The boathouse displays several different styles of wood doors on its exterior. Though replaced or repaired in previous rehabilitation efforts (once during the 1946 remodeling and again in the 1980s), the large double doors that provide access to the boat room remain as important character-defining features (Figure 8).

The three pairs of these doors are constructed like barn doors, with an upper and lower criss-cross structural frame on the inside. They are sheathed on the outside with beaded vertical and tongue and groove boards. The actual size of these doors are 11'-6" high and vary in width with the east door 9'-0" wide, the center door 11'-0" wide and the west door being the widest at 13'-0". Each of the doors swing out for boat launching and are constructed the same with a 10" bottom rail and 9" top rail and stiles. The horizontal cross rail is 9-1/2" wide while the

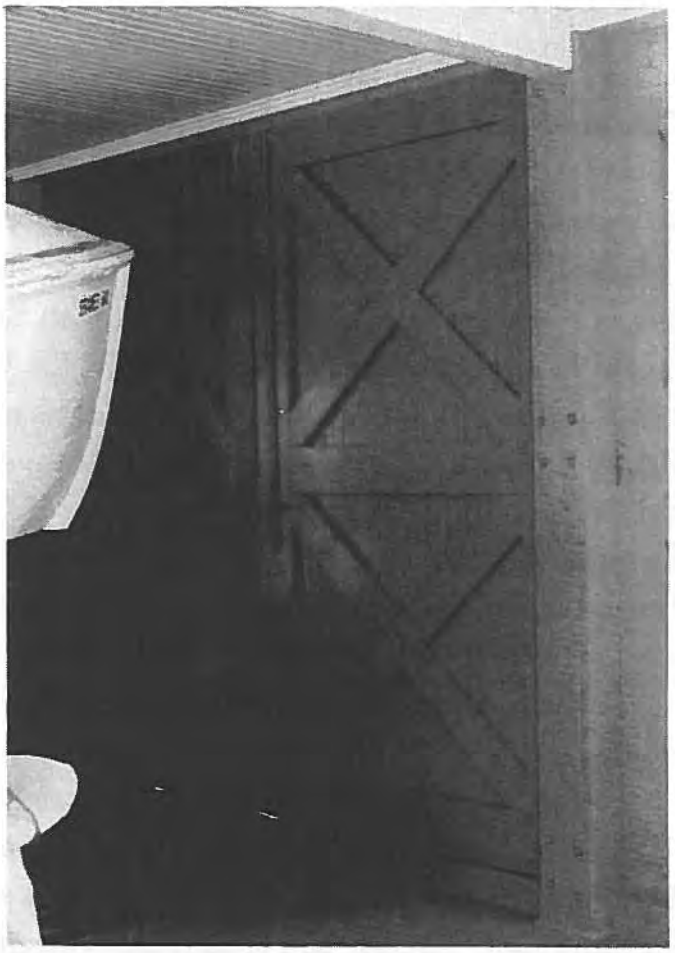


Figure 8 - View of inside of large double boat doors.

Figure 9 - Original location of door hold now cut off level with deck.

upper and lower cross members are 7-1/2" wide. All structural members of these doors are 2" thick.

All three doors are raised above the floor by a six-inch wood curb. The doors are in excellent condition and function properly. A missing part of the door system is the 4" x 4" vertical post which acted as a door stop/hold. The post originally went through the floor of the launchway and was bolted to the frame from below. Recently, this post was cut level with the floor surface (Figure 9).

The existing hardware on the double doors was installed during the 1980s rehabilitation and consists of three heavy steel strap hinges bolted to each door on the exterior. Doors are secured on the inside by a variety of surface bolts. Typically, from the inside, the door on the left is closed first and bolted into the top door frame. When the left door is secured in place, the right door is closed and bolted into the frame at both the top and bottom. The surface bolt which secures the top of the door consists of a 4- to 5-foot long rod attached to the door which is pushed up into a hole in the top frame. The surface bolt at the bottom of the door consists of a 12" to 14" rod attached to the door, which is pushed in the downward direction into a hole in the 6" curb.

The door on the west side of the building that leads directly into the boatroom has three large horizontal raised wood panels and measures 2'-10" wide by 6'-9" high by 1-1/2" thick. The original lockset has a brass escutcheon and oblong shaped knob. The door was lockable at one time by a skeleton key and a cylinder lock; however, the park now keeps the door locked by use of a hasp and padlock.

Three matching exterior doors, installed during the 1988-89 rehabilitation, are located at the kitchen, second floor exit stair and at the entry room. These doors are new, paneled vertically on the bottom with 2 over 2 glazing on top. As required by handicap accessiblity standards, contemporary lever-type locksets were installed on all three doors. These doors also have new brass butt hinges. Only the new exterior door into the entry room has a closer.

e. Roof

(1) Roof Surfaces

The Point Reyes Lifeboat Station boathouse has a hip roof on the original portion of the building, and shed roofs on the 1946 west addition and east entry room. The hip roof, on the north and south ends of the structure, rises to a point where it dies into a windowed gable (Figure 10).

Roofing material on the original building portion is wood shingles attached to 1" x 6-3/4" tongue-and-groove sheathing on 2-1/8" x 7-1/2" rough-sawn rafters. The ridges are covered with shingles. The existing shingles were painted red when installed in 1976. Weathering during the intervening 15 years has resulted in a worn and faded appearance. This roof portion shows years of wear with cupped and missing shingles.

The shed addition on the west side was reroofed with red asphalt roll-roofing laid in an overlapped horizontal fashion during the 1988-89 rehabilitation. Currently, the shed roof is in good condition. Soffits on this portion of the

Figure 10 - View of boathouse showing hip, gable and shed roof configurations.

structure are constructed of tongue-and-groove boards and appear to be in sound condition. Some portions of the 2" x 8" fascia in this roof section are in poor condition. Fascia, soffit, and the horizontal frieze below the soffit are painted green to match the window trim.

The roof of the entry room shed of the building is currently covered with wood shingles. This portion of the structure was reroofed during the 1988-89 rehabilitation and is also in good condition.

(2) Gutters and Downspouts

At the present time the boathouse has no gutters or downspouts. Historical photographs show that the building had metal gutters in 1956 (Figure 11); at one time it may have had wood gutters similar to those currently found on the residence and other outbuildings at the Point Reyes Lifeboat Station. Though the building has recently been repainted, depressions in the siding and on the fascia indicate where the original downspouts and gutters were once attached (Figure 12).

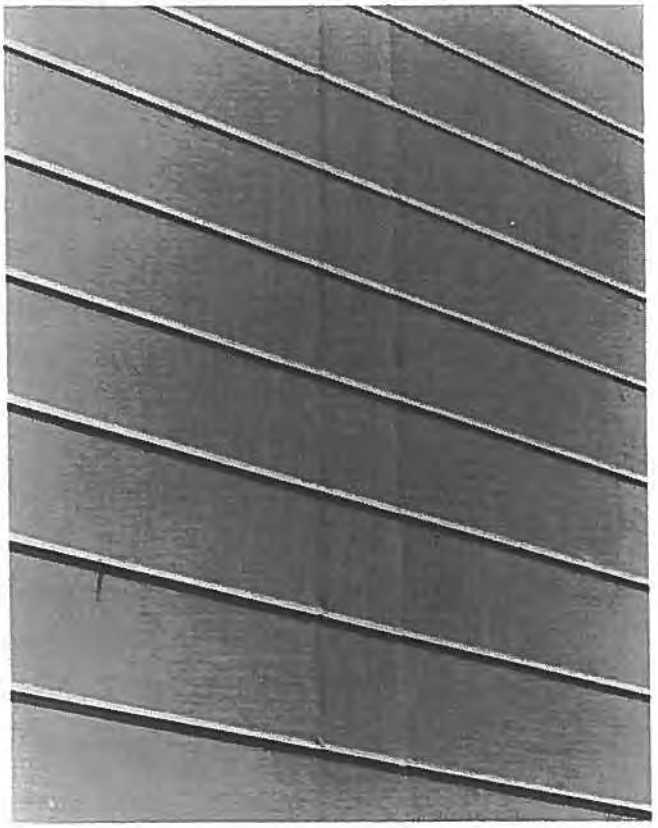


Figure 11 (above) - Detail of 1956 photo showing metal gutters (U.S. Coast Guard). Figure 12 (right) - Indentation in siding from old downspout.

(3) Chimney

The boathouse has a single red brick chimney originally used by the boiler. The chimney is located above the boiler room near the east end of the roof. Inspection of the chimney in the attic indicates that it is in poor condition. Considerable deterioration of the mortar joints is evident; in some places the mortar has disintegrated into a powdery substance. Conditions above the attic level are assumed to be similar.

f. Walkways and Stairs

The original drawings and old photographs of the boathouse indicate that a walkway has always existed on the west side of the structure. As indicated on the drawings the original 4'-9" wide walkway was constructed of the same material used on the launchway. In 1946 when the east side of the building was pushed out and the launchway rebuilt and enlarged, the walkway was also rebuilt to provide continued exterior access.

During the 1988-89 rehabilitation, the walkway on the west side of the building was rebuilt and a new wider walkway added to the south side of the structure. By providing this walkway, a formal entrance to the kitchen and mess hall was established. A handicapped accessible ramp at the southeast corner of the walkways (for access to the east and south walkway), was also constructed during the 1988-89 rehabilitation (Figure 13). The walks are wood frame construction with 4" x 4" vertical posts, 2" x 4" rails and 2" x 6" treated decking. All posts and railings are painted white to match the building's siding.

g. Exterior Stair

An exterior stairway was constructed on the east side of the structure as part of the building's latest rehabilitation (1989). To satisfy current codes, one of the original bedrooms on the second floor was redesigned into an exit corridor that leads to a new exit door. The door for the stairway access made use of the opening

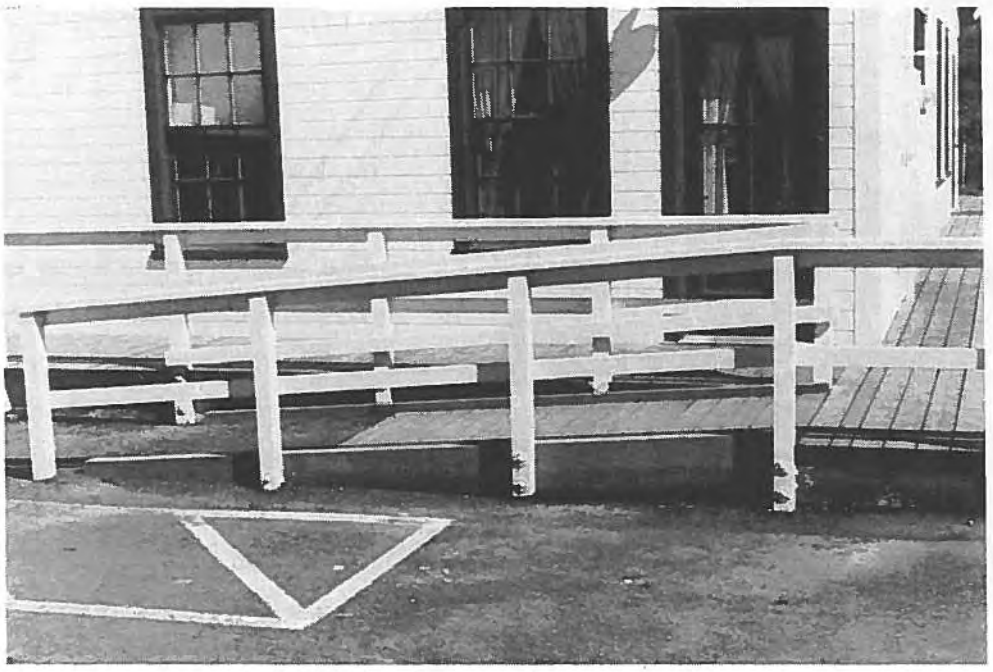


Figure 13 - New handicap accessible ramp and footwalks on the east and south elevations of the boathouse.

of one of the original double-hung windows. The landing at the top of the stairs cantilevers out from the exterior wall, requiring no additional support from the ground. The stair resembles the walkways and launchway construction with treated timber carriages and treads, open risers and white painted posts and rails.

The exterior stair, designed and constructed by the park, consists of 4" x 14" rough sawn timber stringers attached to cantilevered joists at the top of the stair. The cantilevered landing consists of 4" x 10" joists extending into the structure 12' 0" and bolted to the existing second floor joists. The stair treads consist of 4" x 14" rough sawn timbers attached to the stringers by bolts through steel angles. Two steps up from ground level is another landing consisting of timber joists with 2" x 6" decking.

The guardrail on the stair is similar to that which exists on the walkways with 6" x 6" posts attached to the stringers, 2" x 4" intermediate nailers and a 2 x 8 top nailer and rail. In addition to the 2" x 8" top rail, a 1-1/2" diameter steel handrail, attached to the posts with steel brackets, was provided as required by code. Other than the treads and the rough sawn stringers, the remaining

Figure 14 - Exterior stair on east elevation of boathouse.

components of the stair are painted white to match the exterior siding (Figure 14).

h. Launchway

The marine launchway extends 240 feet from the north side of the building. Its construction is of treated timber piles, with heavy timber framing above and below the water line. All structural wood members are connected by bolts. The structure resists lateral forces by the use of cross bracing (Figure 15). The current launchway varies in width with the outer most portion being

Figure 15 - Underside of launchway showing bolted connections and deteriorated cross-bracing.

approximately 20'-6" wide, while the portion against the building is approximately 44'-0" wide. A walkway on each side of the rail system, reached by a ramp on the west walk and steps on the east, extends to the end of the launchway. Three pairs of 85-pound tracks exit the boat room, curve to a common line in the center of the launchway and, using crossovers, continue side by side into the water (a more common system would use switches which would converge the three pairs of rails to one).

i. Site Features and Ancillary Structures

A white picket fence is found on both the east and west sides of the boathouse on the cribbage that was originally built as a retaining wall to provide an area for parking near the building. Because historical photographs show a picket fence in this location, a new one of similar appearance to the original was built in 1990. Pickets are approximately 3'-0" high, made of 1" x 3" boards and cut off at the top at a 45-degree angle (Figure 16).

Figure 16 - Picket fence, flagpole and small building west of boathouse.

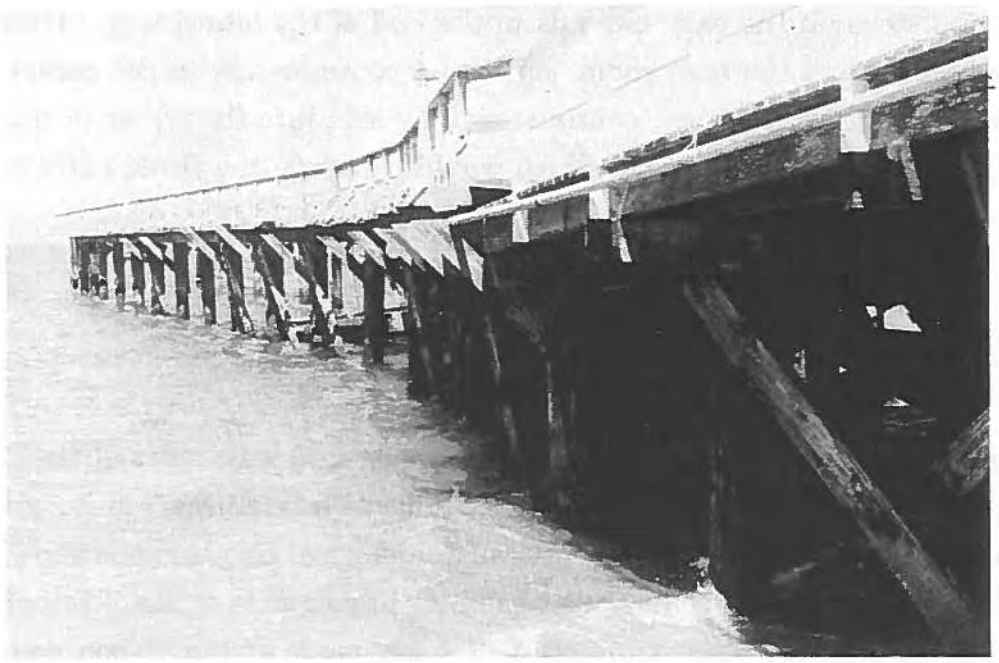


Figure 17 - Launch ramp from west side.

On the west side of the building, within the area retained by the cribbage, is a wooden flag pole (a flagpole was originally mounted on the launchway until 1946). Also on the west side of the building is a small wood building containing fire supression equipment. A large boulder added to the site in 1991 exhibits the site's National Historic Landmark plaque. On the east side of the building sits a dumpster, picnic tables, propane tank and a small roof covering a septic tank.

The existing launchway dates from 1946. A recent inspection report (Baumgard DSC, 1991), temporary stabilization in 1989, and some emergency stabilization executed in 1975-76, substantiates the need for a thorough structural analysis leading to recommendations for the launchway (Figure 17).

Records indicate that the piers supporting the boathouse itself are original, and although recent visual inspection (Baumgard DSC, 1991) indicates that they are in sound condition, they should be included in this recommended evaluation of the entire system.

Like the pier structure, the rails are in poor condition and should be included in the analysis and evaluation for stabilization.

2. Interior

a. Character-Defining Features

Although the interior of the structure has been subjected to several modifications over the years by both the United States Coast Guard and the National Park Service, many character-defining features remain, especially in the boatroom where little has been changed. Some of the existing historical character-defining features include the stairs and railings leading to the second floor, the original paneled doors and hardware on the second floor, the tongue-and-groove woodwork of the floors, walls and ceiling of the boatroom; the life jacket drying bar spanning columns in the boatroom; the rails and launching cradles in the boatroom; and other original boatroom equipment, cabinets, benches and ladder.

The boathouse is simple in plan with the largest portion of the first floor being occupied by the boatroom on the north end of the building and the entry room, kitchen, mess hall, handicapped sleeping room with bathroom, boiler room and stairway to the second floor all on the south end.

The second floor of the building consists of six sleeping rooms and a men's and women's toilet and shower room. A large room at the north end of the second floor, once called the crew's drill room or day room, is now used as a classroom. Also off the hall is an access corridor that leads to the attic steps and a new exit corridor that leads to the new exterior fire stairway.

b. First Floor

(1) Boat Room

a) Walls and Ceilings

The boat room walls and ceiling are sheathed with 1" x 3" tongue-and-groove wood siding (Figure 18). The lower portion of the walls and all of the window and door trim are painted grey while the upper portion of the walls are painted yellow. The grey color on the lower portion of the walls steps up and down at different

locations along each wall. The ceiling is painted white, including the exposed beams and the top one-third portion of the structural columns. In a few cases, yellow paint was used along with black paint, in a striped warning format, on the lower portion of the columns and on the ladder stair. The ladder stair, attached to an interior structural column, is used to access a boat while being stored in the west bay of the room.

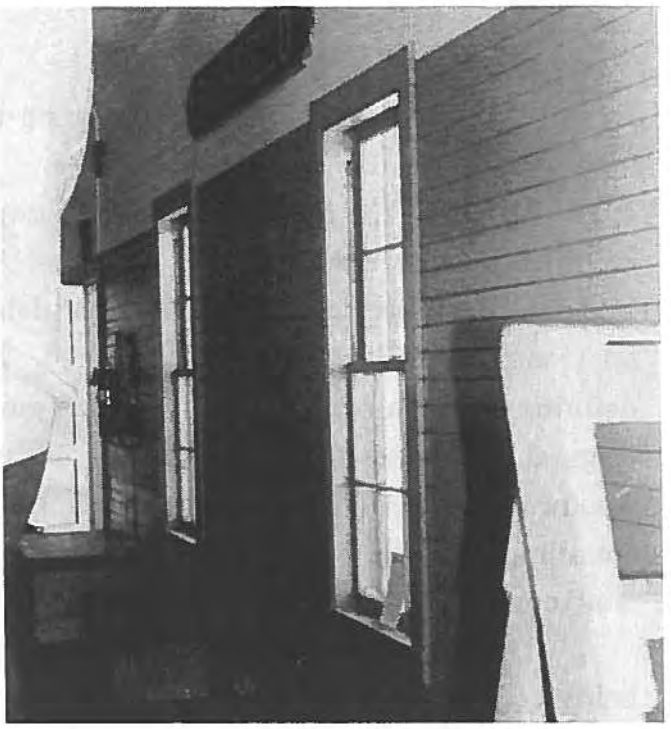


Figure 18 - Tongue-and-groove walls, floor, and ceiling in boatroom.

b) Floors

When the boathouse was scheduled for rehabilitation in 1988-89, the park decided that it was important for the boat room to retain its historical appearance. Because of this decision, not only the original wall and ceiling surfaces remained, but the original floor as well. The floor of the boatroom consists of 1" x 3" tongue-and-groove boards with no reveal, laid in an east to west pattern over a heavy structural floor system. The rail tracks, attached to the floor in the center and west bay, also remain in their historical location.

The floor of the boat room is painted grey, the same color as the bottom portion of the tongue-and-groove walls.

c) Woodwork, Trim and Cabinets

In general, the boathouse features little decoration or trim. Window and door trim consists of 1" x 4-1/4" painted wood trim with no decoration or carving. A 2-3/4" trim board with a 3/4" molding is applied below the 1-1/8" thick window sill. The baseboards in the boatroom are 7-5/8" high by 1" thick. The top of the

baseboard has an applied decorative molding. A 1" quarterround trim piece is applied to the face of the baseboard at the floor. The only other trim found in the boatroom is the simple 1" quarterround that is applied to the corners of the room and at the location where the walls meet the ceiling.

One of several historically significant features remaining in the boatroom is a wooden bollard mounted to the floor in the south corner of the east bay. The 15" high bollard is approximately 8" square, painted the same color grey as the floor and walls, and shows years of wear and rope marks. The originally square bollard, now round at the base, is covered with a metal cap (Figure 19).

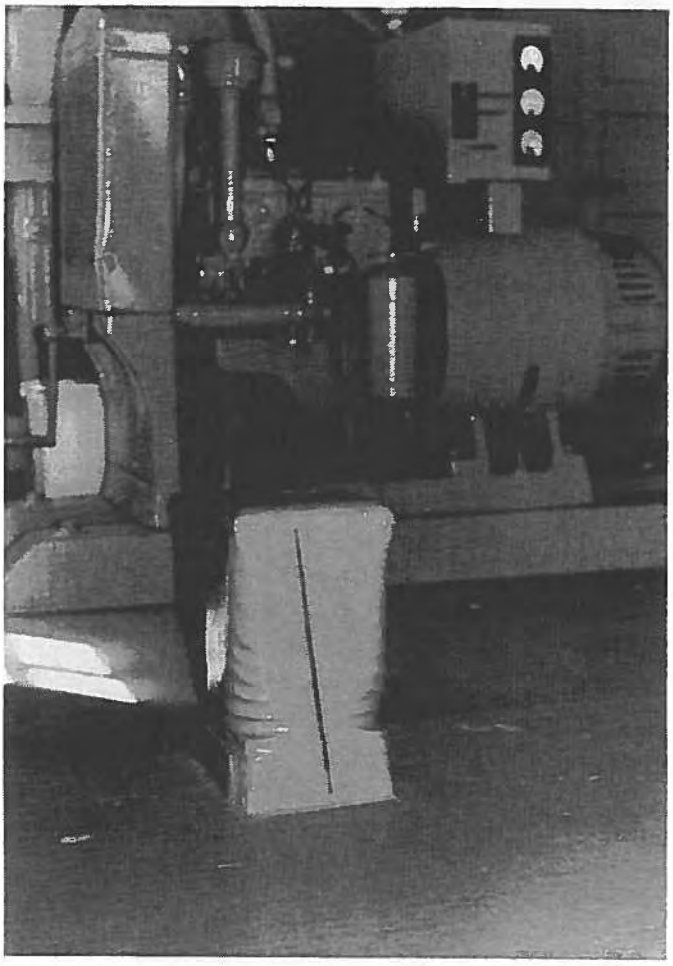


Figure 19 - Wooden bollard in boat room showing rope marks.

A few other historic items remain in the boat room, including built-in cabinets and benches. On the east wall between two double-hung windows, a wood cabinet measuring approximately 7'-1 1/2" wide by 4'-0" high is mounted to the wall about 2'-6" above the floor. The cabinet has two large doors attached with three hinges each and is lockable by a hasp and padlock and two surface bolts. The cabinet has a 2-1/2" frame on the front, is about 1'-2" deep and is painted grey to match the floor and walls.

A second cabinet is located in the northeast corner of the room and is also mounted to the wall and painted grey. This cabinet, more primitive than the other, has no doors but consists of four shelves divided into two sections. Below the cabinet, and also attached to the west wall, is a wood bench.

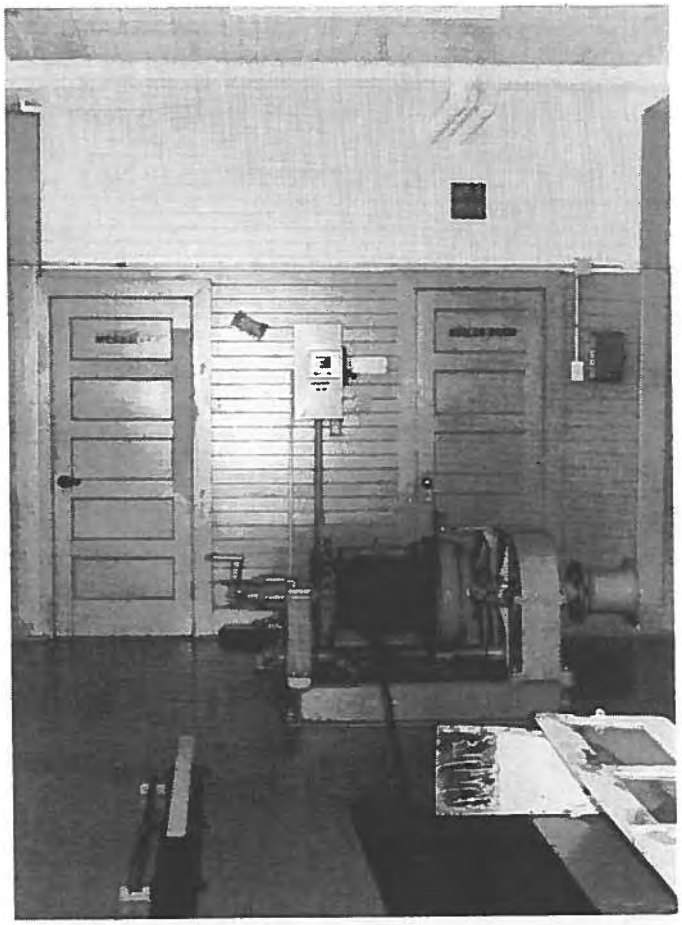


Figure 20 - Original wood-paneled doors in the boat room.

The cabinets, benches, window and wall trim described above, and the boat winch and generator equipment also found in the boat room, are also painted grey.

d) Doors and Door Hardware

The doors leading from the boat room to the mess hall, from the boat room to the boiler room, from the mess hall to the pass-through under the stairs and from the boat room stairs to the first floor stair landing, appear to be original. These doors are painted grey (white on the sides facing away from the boat room) and constructed of solid wood with five raised panels. The dimensions of each vary. The door from the boat room to the mess deck measures 2'-8" x 6'-6", while a similar door from the boat room to the boiler room measures 2'-6" x 6'-8". The door at the top of the boat room stair leading to the landing of the first floor stair measures 3'-0" x 6'-9". The door which leads from the mess hall to the pass-through scales 2'-6" x 6'-8" (Figure 20).

In the case of all four of the original boat room doors, the panels are approximately 10" high and vary in length depending on the door width. The existing doors have a 4-1/4" top rail, 4" lock rails, 9" bottom rail and 4-1/4" stiles. A 1" x 4-1/4" trim board borders the top and sides of each door.

The door from the boat room to the boiler room has original hardware consisting of:

* round solid brass knob

* broad bevel escutcheon plate w/skeleton key hole
* one pair full mortise brass butt hinges

The door from the boat room to the mess hall has hardware consisting of:

* knob and lever lockset with bronze finish
* one pair full mortise brass butt hinges

(2) Other First Floor Rooms

a) Walls and Ceilings

Some walls and ceilings on the first floor were replaced during the 1988-89 rehabilitation of the building. The walls and 10'-8" high ceilings in the kitchen, mess hall, entry room, handicap accessible sleeping room and bathroom are sheathed with gypsum board and painted white. In certain areas where fire walls were required, multiple layers of gypsum board exist. In the boiler room, the gypsum board was taped but never painted.

The passage space under the stairs to the second floor and between the mess hall and boatroom, has tongue-and-groove boards on the east wall. A small access door which leads to the space below the stairs is also provided on this wall. A celotex-type material covers the sloped ceiling. The remaining walls in the passage space are covered with gypsum board.

b) Floors

The concrete floor of the boiler room is one of the few floors in this section of the building that remain unaltered. All other floor surfaces in the south half of the structure, including the kitchen, mess hall, pass-through, entry room, handicap accessible sleeping room and bathroom were replaced with 12" green/grey colored square vinyl tiles designed to match the original tile flooring. Based on the Room Finish Schedule shown on the 1988-89 rehabilitation drawings, the kitchen and the

handicap accessible bathroom floors were scheduled to be covered with sheet vinyl; however, at some time, the decision was made to cover all the floors in that portion of the structure with the same material.

c) Woodwork, Trim and Cabinets

Because the walls in the kitchen, mess hall, entry room, handicap accessible sleeping room and the handicap accessible restroom all have new gypsum board walls and ceilings, little original woodwork remains. In these rooms, however, new baseboards were installed that resemble the old. The new base boards are also about 8" high and have both a molding on top and quarterround at the bottom. The quarter-round that was once on the corners of the walls and ceiling no longer remains. Several of the original doors in this portion of the building have been replaced. Most of the original door trim, other than that on the mess hall/kitchen door, remains.

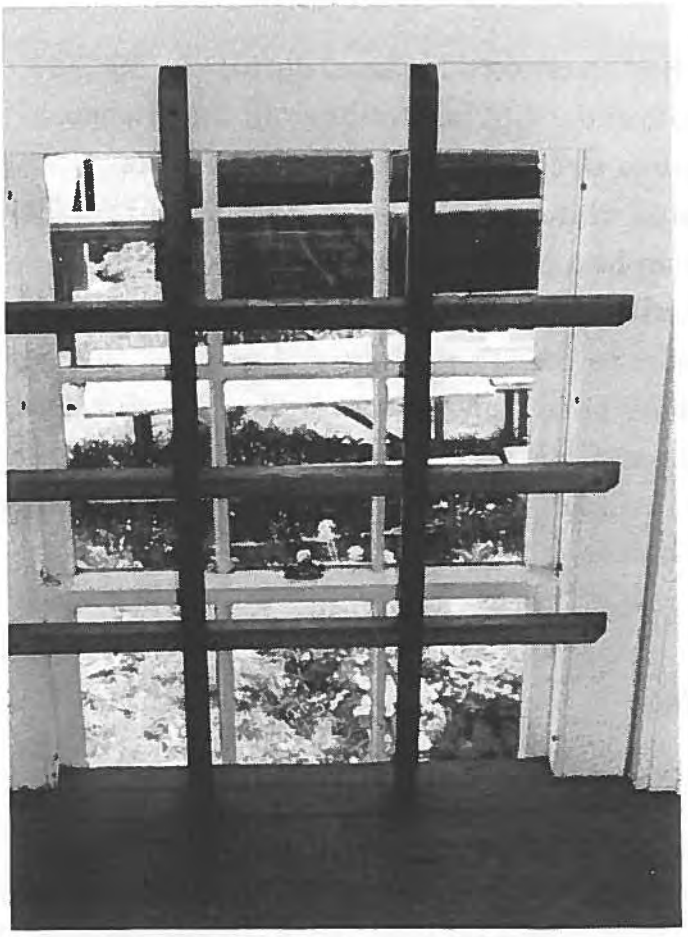


Figure 21 - Window with new grid at stair landing.

Because windows in the building have not been altered, the original window trim remains intact. Also, because a window is located at the landing of the stair, an unpainted wooden grid was mounted to the inside window frame to protect it from damage. The contemporary-looking grid consists of 2" x 2" boards, cross lapped and finished with a polyurethane sealer. The grid is attached to the inside window frame with screws (Figure 21).

According to building plans

dated February, 1951, the kitchen was scheduled for a major remodeling including new cabinets, sink, tile and windows. During the 1988-89 rehabilitation, the kitchen was remodeled again. Except for the cabinets, virtually everything else in the kitchen was replaced or altered. Located on the south wall of the kitchen, the cabinets consist of both base and upper units with drawers and cabinets. Painted white, the cabinets feature the original 1950s hardware. However, a new plastic laminate top simulating the previous one, and a new sink and faucet were installed during the 1988-89 work.

The kitchen base cabinet has doors under the sink, with drawers on each side. Another set of cabinet doors is located on the west end of the base cabinet with two drawers above. Above these drawers, just under the counter top, is a pullout cutting board. On the east side of the base cabinet, next to the dish washer, is a single cabinet door. Base cabinet doors, drawers and frames are constructed of both solid woods and plywood. On the east side of the windows, three upper cabinets extend up to a soffited ceiling, while on the west side of the windows only one upper cabinet still exists (Figure 22).

As part of the redesign of the entry room during the 1988-89 work, a new wood bench and coat storage rack were added. The wood bench, attached to the east wall of the entry room, is constructed of 2" x 4" ledgers bolted to the wall with six 2" x 4's used for the seat and a 2" x 6" for the front skirt. The bench, 2'-0" deep by 1'-4" high off the floor, is finished with a clear varnish. A coat storage rack, mounted to the north wall of the entry room, utilizes wood dowels for hooks and is finished with a clear varnish to match the bench.

Figure 22 - Kitchen, with upper and lower cabinets, new appliances, and new floor tile.

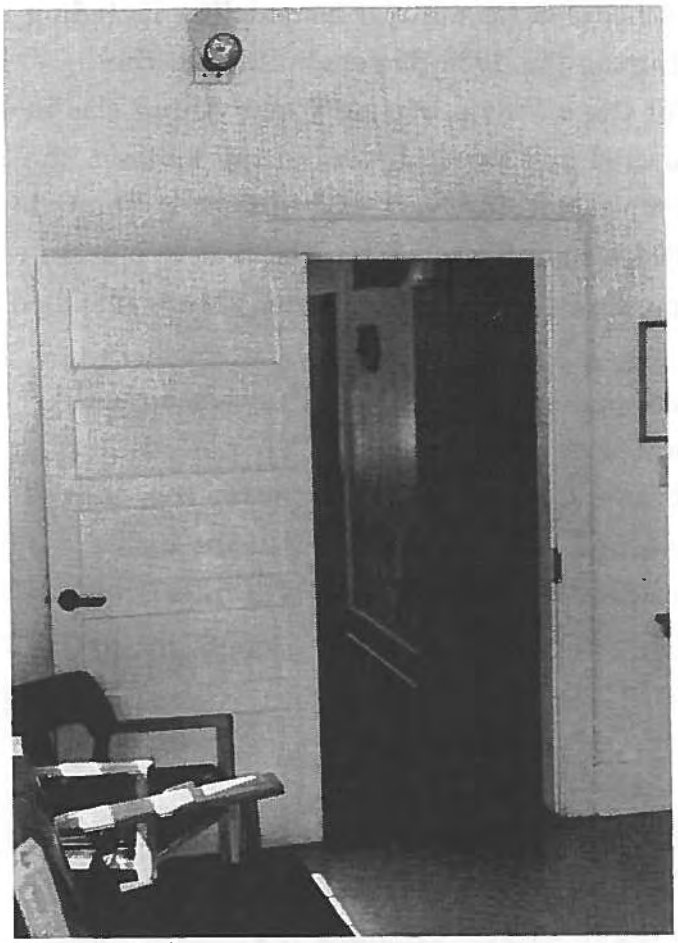


Figure 23 - New wood-paneled door between mess hall and kitchen.

d) Doors and Door Hardware

Three doors were installed during the 1988-89 building rehabilitation (Figure 23). The doors, one linking the mess hall to the kitchen, one the kitchen to the handicap accessible sleeping room, and one the handicap accessible sleeping room to the handicap accessible bathroom, are painted white and measure 3'-0" x 6'-8". Specifically manufactured to match the existing historical doors, the new doors are solid core and each feature five equally spaced raised panels.

Replacement hardware is found on doors from the mess hall to pass-through, kitchen to the first floor sleeping room, first floor sleeping room to the handicap accessible bathroom and consists of:

* knob and lever lockset with bronze finish
* one pair full mortise brass butt hinges

c. Second Floor

(1) Sleeping Rooms and Classroom

a) Walls and Ceiling

Walls and ceilings of the sleeping rooms on the second floor are sheathed with gypsum board and painted white. These surfaces are assumed to be original.

b) Floors

Floors in these areas consist of the original tongue-and-groove Douglas fir floor boards, 3-1/4" wide with no reveal. After removal of the vinyl tile and glue from a previous remodel, these floors were beautifully refinished and coated with polyurethane (1988-89). For the most part, these floors are wearing well and remain in excellent condition. In the day room, however, the floor is showing wear from classroom use. Chair legs are pitting and marking the flooring.

c) Woodwork, Cabinets and Trim

Similar to the first floor, the woodwork on the second floor is simple and features little decoration. Woodwork in the hall and sleeping rooms consists of a baseboard, chair rail, and a quarterround molding at the wall/ceiling intersection and at the corners of all the walls. The baseboards are original and match those found in the boatroom. New quarterround moldings were applied to these floors at the bottom of the baseboard (Figure 24) after the floors were refinished in 1988-89. At one time a partition was installed dividing the classroom into two spaces; however, this wall has been removed and the walls have been refinished and painted. The quarter-round trim which was originally located at the wall corners and ceiling was not replaced.

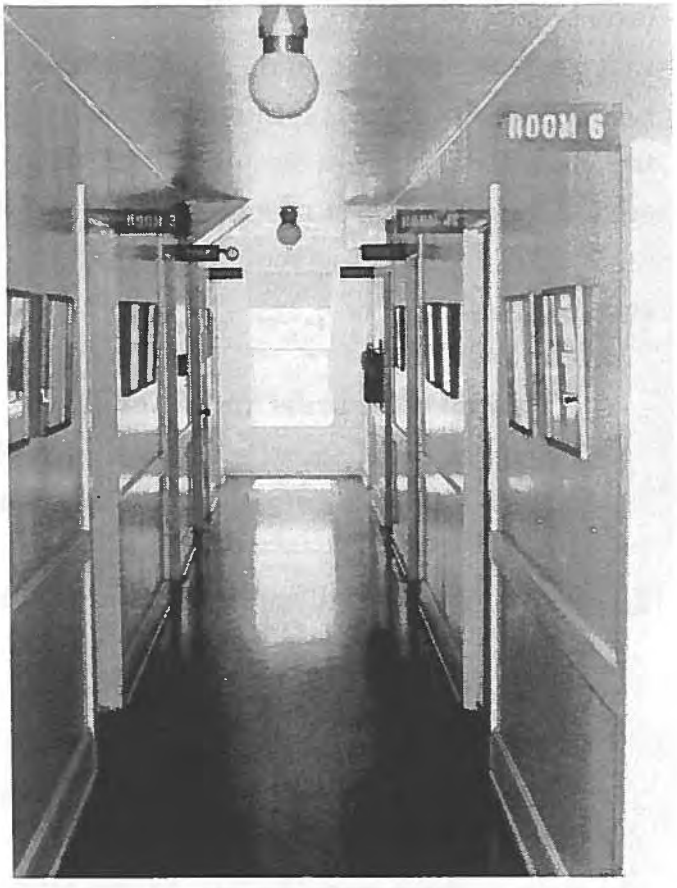


Figure 24 - Second floor hall.

Chair rails, 1" x 4-1/4" and 3'-0" high to the top, are attached to the

walls in the hall, classroom, stairs and in all of the sleeping rooms. Except for a new closet and the new exit corridor, door and window trim on the second floor is original to the building. All trim here is painted white. Wood signs, reproduced to match originals, are mounted to the top outside edge of each door frame. Each sign, built of plywood and stained, is stenciled with white letters indicating the room number.

d) Doors

All of the doors leading from the hall into the sleeping rooms, bathrooms, attic stair and classroom are original. These doors, like the historic doors remaining on the first floor, are painted white, are solid wood core, and display five raised panels. The sleeping room doors and the bathroom doors scale 2'-8" x 6'-8", the door to the attic stair measures 2'-6" x 6'-8" and the historical classroom door measures approximately 2'-10" x 6'-8". Two new solid core, raise paneled doors that replicate original units were added to the second floor during the 1988-89 rehabilitation. One is located near the north end of the second floor, just south of the classroom where a sleeping room was redesigned into a new exit corridor. The second is located on a new storage closet. Both are painted white.

The six sleeping room doors and the bathroom doors have original hardware consisting of:

* round solid brass knob
* broad bevel escutcheon plate w/skeleton key hole
* one pair full mortise brass butt hinges

The door from the hall into the classroom has new and old hardware consisting of:

* new round knob - black
* old broad bevel escutcheon plate w/skeleton key hole
* one pair full mortise brass butt hinges - old

The door leading from the hall to the attic stair has new and original hardware consisting of:

* best lockset with round knob
* one pair full mortise brass butt hinges

The doors from the hall to the exit corridor and the new closet door have new hardware consisting of:

* knob and lever lockset with bronze finish
* one pair full mortise brass butt hinges

(2) Shower Rooms

a) Walls

As a result of extensive remodeling of the second floor bathrooms, original baseboards were replaced with vinyl and new toilet partitions were constructed of 2" x 4"s with plywood infill panels. The toilet partitions are finished with clear sealer. Wall and ceilings are covered with painted gypsum board.

b) Floors

The bathrooms are the only rooms on the second floor with a floor surface other than wood. In these two rooms, the 1950's vinyl tile flooring was replaced during the 1988-89 work with 12" square green/grey floor tiles similar to ones removed from other areas on this floor as part of the same project.

(3) Attic

To satisfy code requirements, four gypsum covered, wood stud walls were constructed in the attic during the latest rehabilitation of the building. These walls are taped but have been left unpainted. The ceiling of the attic is unfinished with original rafters and roof sheathing exposed.

To make this space usable for storage, a random width wood floor was provided some time during the structure's history.

Currently, two items exist in the attic that require description. A white painted wood cabinet consisting of several drawers, stencilled with the name of the contents in each, was once attached to the roof rafters and the floor boards by a series of 2" x 4"s. The crudely constructed system was once used for storage of boiler, electrical and automobile parts. When the gypsum board walls were installed, the cabinet was disassembled and moved from its original location. The individual components of the cabinet were never reattached to the wall or surfaces and remain scattered throughout the attic.

Besides the cabinet just described, an electrical wire or rope storage spool was attached to the floor and roof of the attic. At one time two sets of notched 2" x 4"s were attached to the floor and rafters on a slant to hold several spools. Currently, this piece of equipment is also stored in the attic; however, it to was disassembled during the latest building rehabilitation.

(4) Stairs

Three interior stairs provide access between the floors of the boathouse.

a) First Floor Stair

Probably the most utilized stair on the interior of the boathouse is that which links the first floor to the second. This stair, located in the northeast corner of the mess hall, rises five steps to a corner landing where the stair makes a 90 degree turn to the left and rises another twelve steps to the second floor.

Original to the building, the stair consists of wood steps covered with rubber treads featuring a diamond pattern, and wood risers. The exposed edges of the steps (the area not covered by the rubber tread) are painted the same color grey as found on the floor of the boatroom. The risers, stretchers, baseboards and other woodwork, as well as the woodwork which encloses the lower portion of the stair, were all painted white during the 1988-89 work.

Because the lower portion of the stair protrudes out into the mess hall, a guard rail was provided on the left side. Still original to the stair, the guard rail consists of five tubular metal balusters extended down and bolted to the stringer. The top rail of the balustrade consists of two parts, a metal rail welded to the balusters and a wood rail mounted to the top of the metal rail (Figure 25).

Figure 25 - Lower portion of the first floor stair.

The portion of the stair which leads from the landing to the second floor has handrails mounted on both walls. The railings, connected with brass brackets to a mounting board, attach a distance of about 3'-0" from the floor, and are approximately 1-1/2" in diameter. They are finished with a clear varnish that exposes the natural grain. The ends of the railings turn into the wall and are attached to a circular mounting block which is attached to the wall. Immediately before the return, at the top and bottom of both handrails, a nautical-type detail consisting of twisted cord is found. A single strand of cord, twisted and wrapped around the handrail, covers approximately 7" of the railing. At the bottom and the top of the twisted cord detail, two sets of three single twisted strands are braided together and wrapped around the railing. Running diagonally just below the median of the cord cover is a length of two strands of twisted cord, twisted again for a more prominent appearance, and wrapped diagonally around the railing. At the current time, the handrailings and the twisted cord details are in good condition (Figure 26).

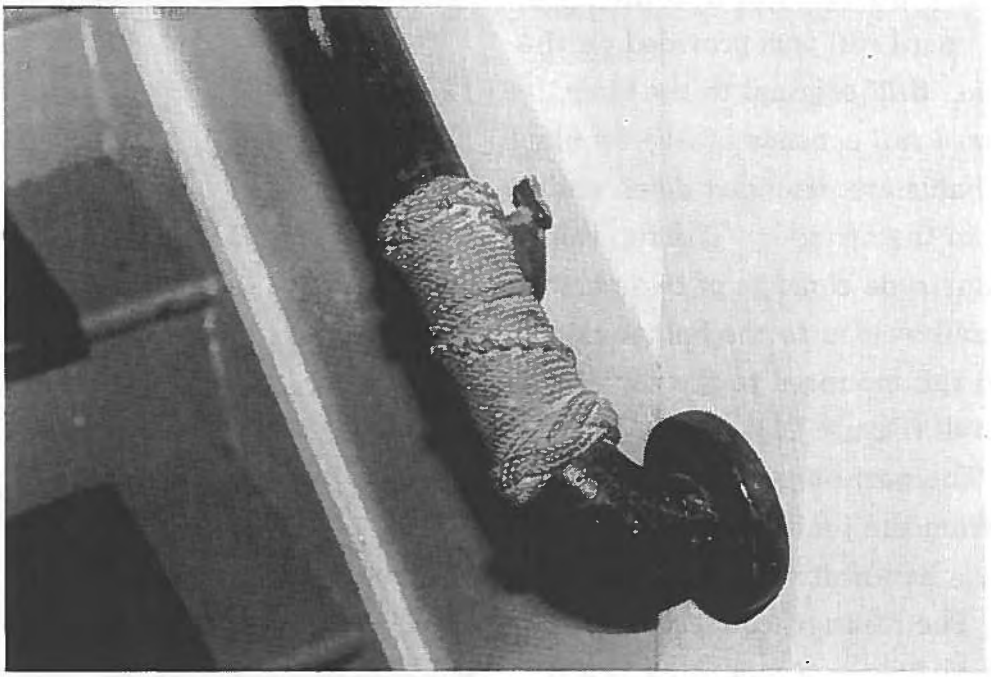


Figure 26 - Nautical-type twisted cord detail on first floor stair handrailing.

b) Attic Stair

One of the least utilized stairs in the boathouse is the one that leads from the second floor to the attic. This stair, like the one on the first floor, is also constructed of wood treads and risers. The stair has diamond-patterned, rubber treads with the exception of the top three steps which are covered with rubber treads similar to the ones found on the first floor stair. The edges of the steps are painted grey. The floor just above the top step is painted in a yellow and black striped warning pattern. The baseboard, handrailing mounting board and the walls on the sides of the stair are all painted white.

The handrails at the attic stair are wood and resemble those on the first floor stairs minus the twisted cord detail.

c) Boat Room Stair

The remaining stair on the interior of the structure is located in the boatroom. This stair, not original to the structure, leads from the southeast corner of the boatroom up to the landing of the stair located in the mess hall. The boatroom stair is also of wood frame construction; however its appearance is primitive compared to the other stairs in the building. The location of the original stairway, oriented north-south, is evident on the east wall behind the current stair.

The boatroom stair includes heavy timber stringers with two 2" x 6" boards, spaced about 1/2" apart, for treads. The stair rises from west to east, has four treads, five open risers and a landing at the top constructed of 2" x 6" boards butted together. An open balustrade, consisting of 4" x 4" posts with a rounded 2" x 4" railing, is attached to the landing on the north (open) side of the stair. This stair is painted grey (Figure 27).

Figure 27 - Stair in boat room leading to first floor landing.

3. Existing Structural Conditions

Although a formal structural analysis has not been conducted of the boathouse, it seems to be in good structural condition. Considerable stabilization and emergency repairs have been executed on the pier system in recent years (1976 and 1989). Since the pier system under the launchway was last replaced in 1946, indications are that some severe structural problems remain. The pier system under the boathouse itself is original (1927) construction.

Beginning at the bottom of the structure and working up, the building is supported by several wood piles with 10" x 10" caps. Resting on the pile caps, running in a east and west direction, are 6" x 6" wood beams. Above the beams, running in a north and south direction, are alternating 2" x 12" joists and 6" x 12" stringers. Exposed 3" tongue-and-groove flooring is applied to the joists and stringers in the boat room. It is assumed that the sub-floor in the south portion of the boathouse is wood tongue-and-groove. However, during the 1988-89 rehabilitation, new vinyl tiles were applied, making it difficult to determine existing materials.

The building's exterior walls are constructed of 2" x 6" wood studs and are sheathed with tongue-and-groove wood siding. All interior walls are constructed of 2" x 4"s and the interior wall sheathing varies from tongue-and groove boards to gypsum board.

Second level floors are constructed of 2" x 10" joist running in an east to west direction and are supported by beams and columns below. Flooring on this level also consists of 3" tongue-and-groove boards refinished during the latest rehabilitation of the building.

Since the attic has always been used for storage, a finished floor was not provided. However, to allow passage through the space, random width floor boards were laid in a north to south direction over 2" x 8" second floor ceiling joists. Roof rafters consist of 2" x 8"s. The ceiling is not finished.

The chimney is supported on an 8"-thick concrete pad which rests on 4" x 12"s laid on their sides which in turn rest on the 6" x 12" beams. This entire system is supported by a two foot square group of wood piles.

The marine railway is an elaborate structure composed of many 14" diameter treated timber piles set approximately 12'- 0" on center into the ground.

Above the water, the timbers are connected together with bolted cross-bracing. The top of the railway is sheathed with 2" x 6" decking and walkways with wood guardrails extend out the entire length of 240' from the building. On April 3, 1991, Structural Engineer Kevin Baumgard visited the boathouse and stated in the trip report (dated May 1, 1991, and included in Appendix E) that the framing on the lifeboat station appeared to be in good condition. However, also stated was the fact that several problems on the marine launchway exist including:

* many of the bolted connections show signs of severe corrosion.

* lateral cross-bracing on the piles is severely decayed. In some cases, it is rotted completely through.

* piles for the marine railway and dock indicate signs of decay. As an emergency stabilization measure, the park had to fill the rotted cores of some marine railway piles with concrete.

* the cable connection for the marine railway winch is very corroded. The wood members used to protect the timber beam are crushed. The beam is not damaged.

4. Existing Mechanical System

The existing mechanical system was installed in the boathouse when it was rehabilitated in 1988-89. The new mechanical system consists of the following: Hot water baseboard heaters in all rooms, operated from a central hot water boiler (model no. WG 150) by Ajax Boiler, Inc. Gardena, California; a new 4" diameter flue connecting the boiler to the existing chimney; and two, ceiling hung unit heaters in the boat room. Currently the existing system is in excellent operating condition. However, because the gypsum board walls and ceiling have not been finished, the mechanical space itself does not meet current fire safety code requirements.

5. Existing Electrical Conditions

The electrical system was updated in 1975-76 and again during the 1988-89 rehabilitation. The boat room is the only space on the first floor where new lighting fixtures have not been installed. The existing fixtures in the boat room were installed some time in the 1960's and consist of 4'-long, 4-bulb fluorescent fixtures mounted to the ceiling in the center of each bay.

In the southern portion of the first floor, existing ceiling fixtures in the entry room, mess hall, and sleeping room were replaced with new fixtures consisting of a matte white canopy with an oval sphere. Fixtures in the handicap accessible bathroom are similar to the ceiling fixture. However, these oval sphere fixtures are wall mounted. The kitchen has one 12'-long fluorescent fixture mounted to the ceiling over the counter. New brass-plated switch and outlet plates replaced old covers. In the entry room mounted above the door, a new single face exit sign with an emergency power pack was installed.

New electrical fixtures were also installed on the second floor during the 1988-89 rehabilitation. All sleeping rooms, bathrooms, classroom and hall fixtures were replaced with matte white canopy fixtures with opal spheres. A new fire detection system was installed throughout the structure. Smoke detectors are centered on the ceilings of all the rooms on the second floor, including the sleeping rooms, although not required by the Life Safety Code since the corridor smoke detectors are connected directly to the first floor and the building's fire alarm system.

As previously mentioned, electrical service comes from overhead lines from the hill above the boathouse. The lines are attached to the south side of the structure at which point a large conduit carries all electrical wiring to the meter and breaker box. The meter and breaker box are attached to the south wall of the building near the kitchen windows.

On the exterior of the building, above the kitchen doors and the door to the boat room (on the west side) are incandenscent light fixtures with standard dome reflectors. The reflectors are white painted metal and are mounted to the wall by use of bent conduits. On the second level, flanking the new exit door, are two new incandescent fixtures with white die cast aluminum guards displaying a nautical appearance. Other than the fluorescent fixtures in the boatroom, all the remaining

lighting fixtures are relatively new and in excellent condition.

6. Existing Plumbing System

The existing plumbing system in the building also appears to be in good working condition. During the 1988-89 rehabilitation, new fixtures were installed throughout the building. Because handicap accessibility was required with this work, a new bathroom was provided on the first floor complete with a new shower, water closet, and lavatory. On the second floor, the previous fixtures were also replaced with new shower stalls, water closets and lavatories. All new plumbing fixtures are white.

In the kitchen, a new under-the-counter dishwasher was installed as well as a double compartment sink. Some years earlier, a stainless steel hand wash sink was installed in the kitchen area.

The existing waste water system is composed of a recently updated 1,500 gallon septic tank located on the east side of the building and an 800 gallon septic tank located on top of the hill. From the lower septic tank, waste from the building is pumped up the hill on the south side of the boathouse to the other septic tank and the leach fields. The existing septic and leach field system is working properly and is in good condition.

C. Physical Chronology, Boathouse

Like the Point Reyes Lighthouse and Equipment Building, extensive intervention has occurred at the boathouse over the past several years. As a result of the many alterations over the years, a substantial amount of data including drawings, historic and recent photographs, construction records, field notes and interview reports are available and are relied upon heavily for this report.

1927 In March 1927 the initial boathouse construction was completed. Drawings, dated 1924, of the original construction are cataloged in the park and at the Technical Information Center at the Denver Service Center under number 612/60,007. Although the building appears to have been generally constructed according to the

Figure 28 - Boathouse, circa 1928; note the white trim, white handrailing. (NPS)

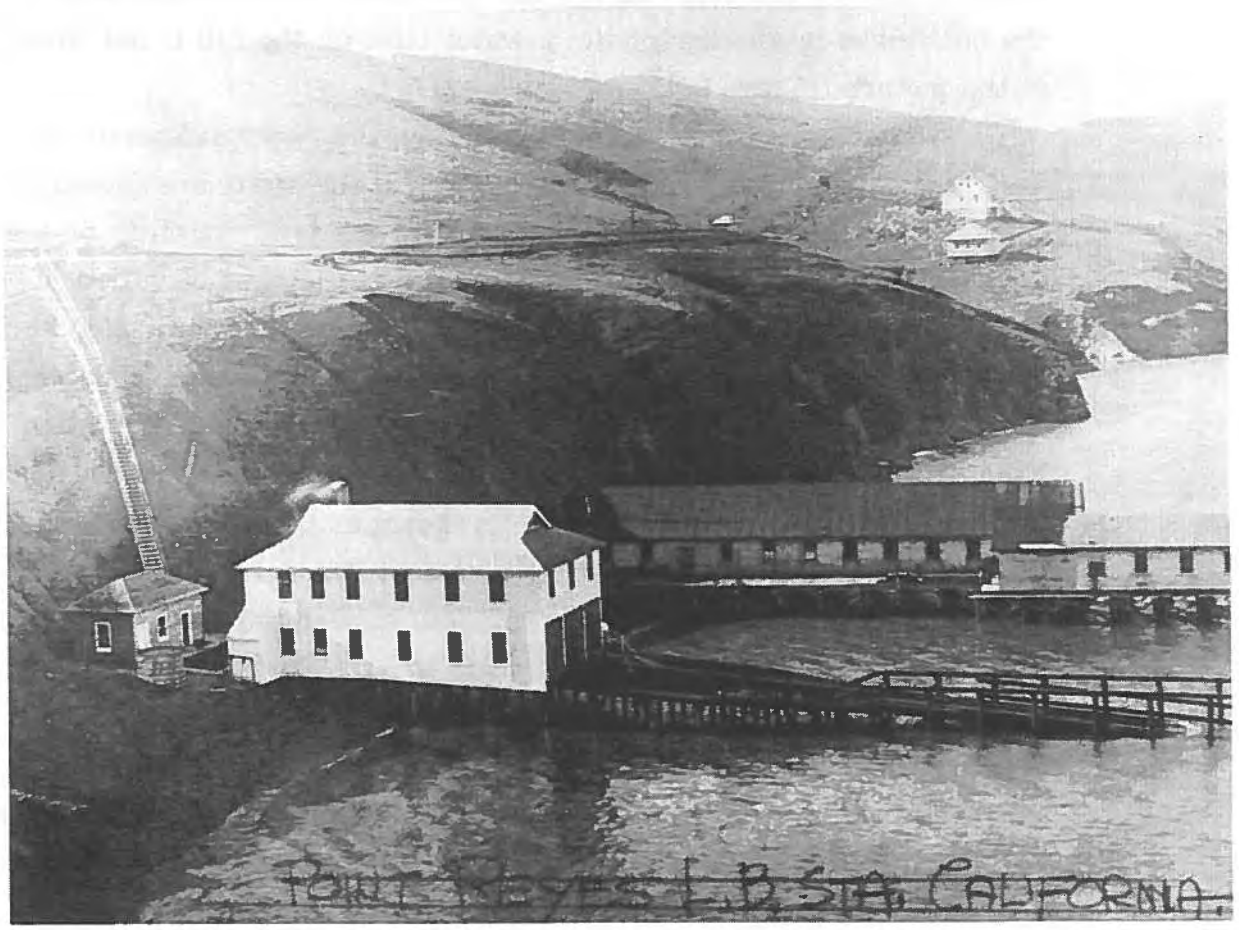


Figure 29 - View of the station circa 1928 shows the white boathouse with white trim, and unpainted powerhouse and garage. (U.S. Coast Guard)

original plans, some changes were made during construction. The boatroom was originally scheduled to have a floor to ceiling height of 10'-0" but was actually built at 12'-0". As a result of this change the large boat doors were also changed in height from 9'-6" to 11'-6".

Photographs from this period indicate that the building, including all trim, was painted white. Only the sash of the double hung windows appear to have been painted a dark color. Also shown is a single marine launch railway and a walkway on the west side of the structure. The guardrail on the walkway was painted white, while the marine launch railway was left natural (Figure 28). A small unpainted generator house, a single water tank near the generator

house and the wood steps on the hill are shown on the south side of the boathouse in another photo; a water tank on the hill is not shown in the picture (Figure 29).

On the east elevation of the building, the two windows on the first floor at the mess hall and the landing of the stairs are shown smaller than the other windows. The small window, currently on the east wall of the entry room, did not exist. On the west elevation of the building, two rows of six double hung windows are shown, and one door at the kitchen. The north elevation, symmetrical in design, is shown with three large doors on the first floor, three double hung windows on the second, and a double hung and two fixed windows in the gable. A U.S. Coast Guard sign is shown mounted to the north wall of the building just above the large boat doors. Roofs of the boathouse and the generator building both appear unpainted shingles.

1939 The year 1939 brought a new road and electricity to the building. As mentioned above, access to the boathouse prior to 1939 was by wood stairs that started at the top of the hill and worked their way down to the south side of the building. According to drawings dated 1939 (drawing no. 612/60,010), the Works Progress Administration constructed a new road making it possible for the Coast Guard staff to drive to the building.

1942-43 Drawings dated 1942 (drawing no. 612/60,007) show that some modifications to the boathouse were planned, and records indicate the the work was completed. The upstairs bathroom was remodeled and enlarged around this time and new sinks, showers and toilets were installed. Also at some time during this period, a shower was removed from the entry room and replaced with a washroom.

Also in 1942 a quonset hut was erected near the southeast corner of the boathouse. The quonset hut appears to be about one-third longer than the width of the boathouse, with three rectangular windows in the center of the wall on the north side (Figure 32).

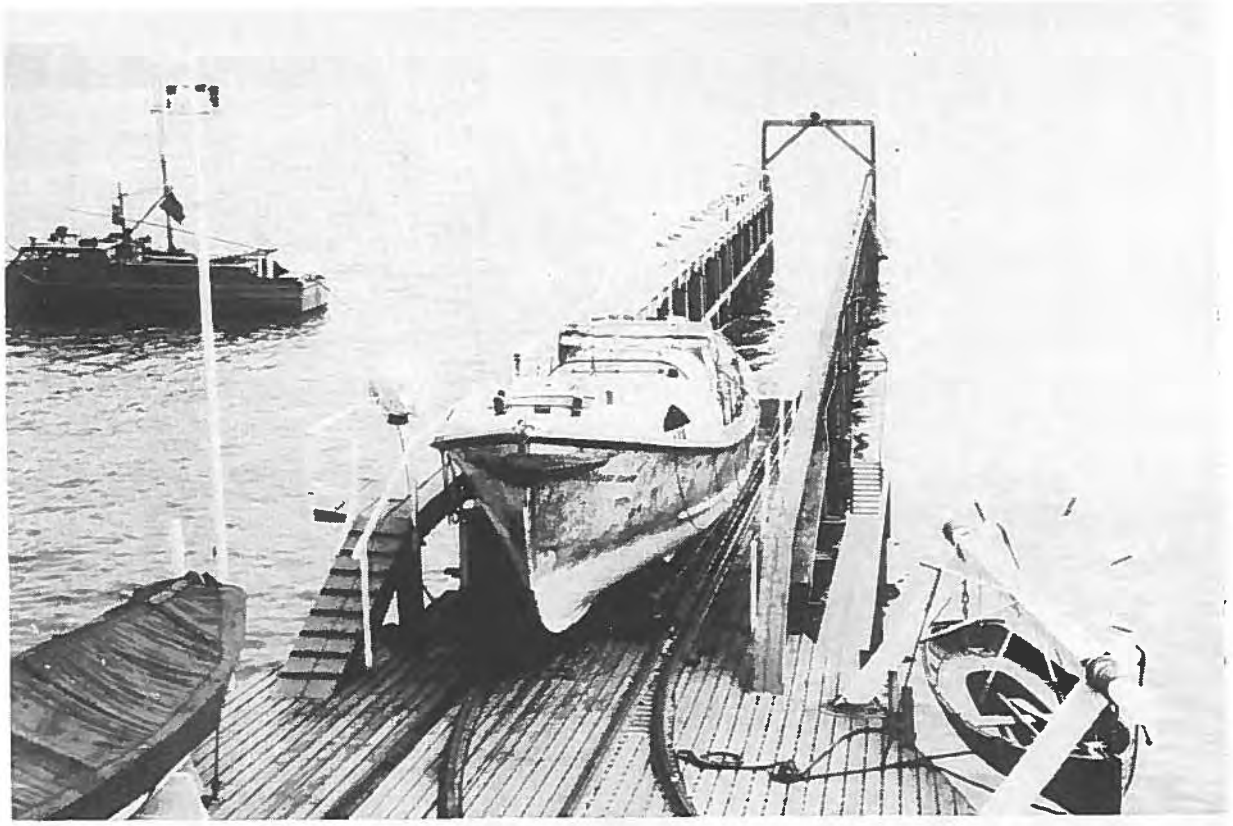


Figure 30 - New footwalk and guardrail, west side of the launchway, 1943. (NPS)

Photographs from circa 1943 show a new guard rail and walk on the west side of the marine railway launch ramp (Figure 30).

1946

In 1946, the boathouse was remodeled extensively. Drawings dated 1938-1941 (drawing no. 612/60,007) show several items scheduled to be updated. At this time the launchway and pier system were completely replaced. Although the new ramp remained one boat wide at the water, the major design change occurred near the building where the ramp was widened and new rails were laid (Figure 31), allowing boat storage to all three bays of the building. Also at this time, the building itself was widened on the west side with a shed addition (Figure 32). As a result of the new addition, the large boat doors were replaced. It appears that existing windows from the original elevation were reused in the addition in their approximate, original location. Red, roll roofing covered the addition (Figure 33).

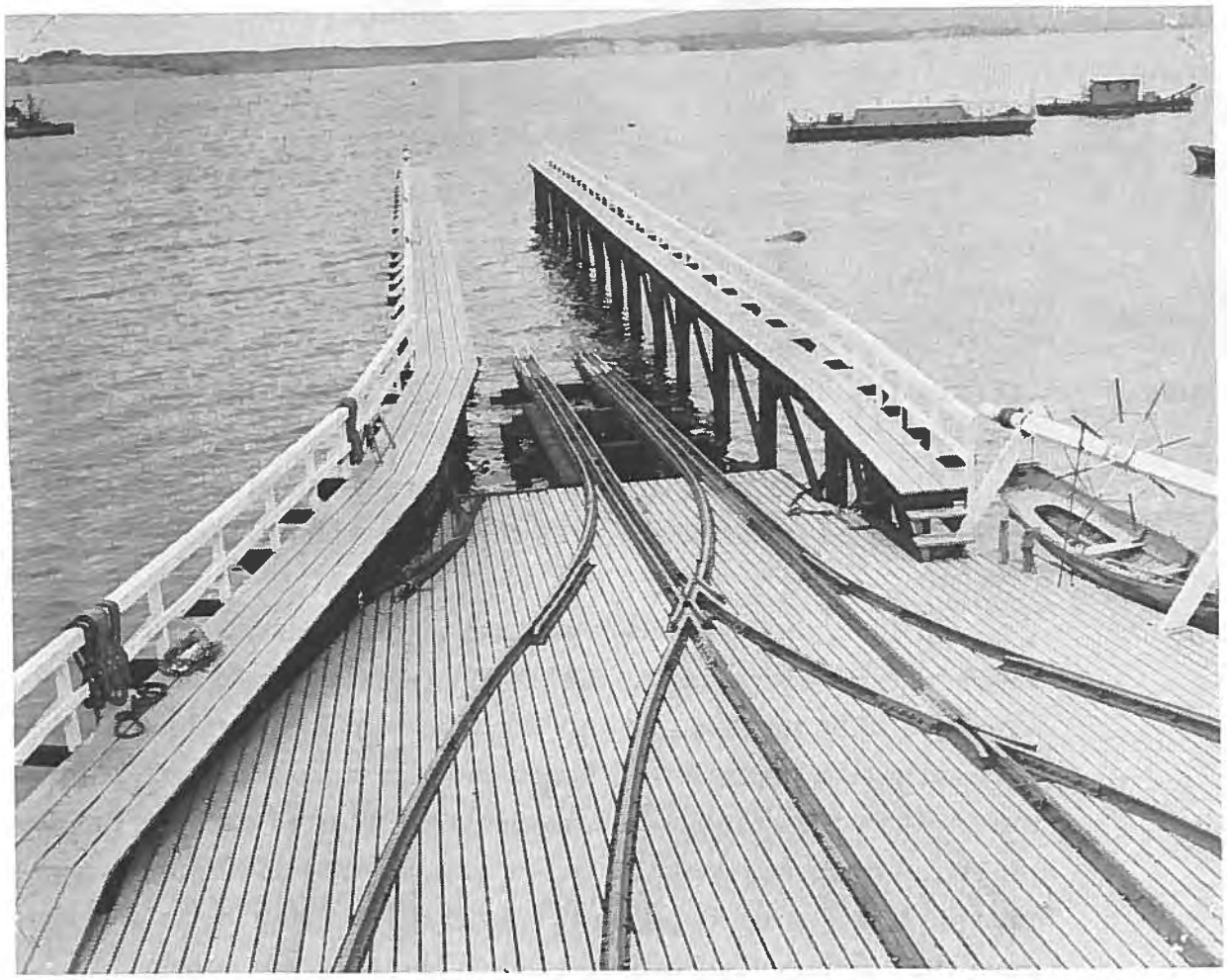


Figure 31 - New launchway as it appeared in 1946. (NPS)

Figure 32 - New launchway and shed addition, 1946. Note flagpole, quonset hut, water tanks on hill behind boathouse. (NPS)

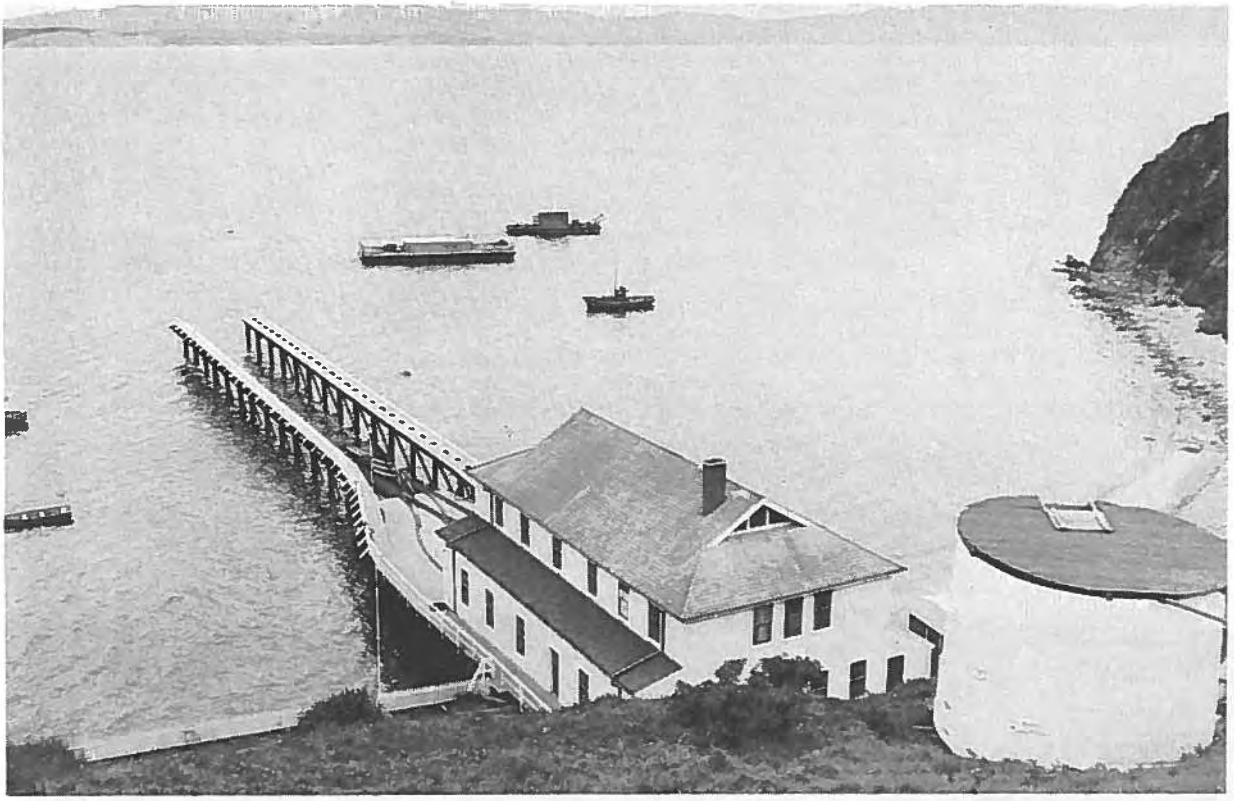


Figure 33 - Shed addition with red roll roofing, 1946. (NPS)

A few other construction activities also occurred during this time, including the removal and replacement of the Coast Guard Sign from the north side of the building to the west side, removal and replacement of the flagpole from the marine railway launch ramp to the parking lot, installation of two new picket fences along the north edge of the parking lot on the west side of the building and on the retaining wall on the east side, and probable addition of the bell tower. By 1946 the generator building was painted white.

An emergency fire pump house was built adjacent to the Officer-in-Charge quarters around 1946-1948.

1951 Drawings dated 1951 (drawing no. 612/60,007) indicate that the kitchen was to be remodeled. Again, it is not known exactly when or how much construction occurred. The drawings called for new cabinets, a sink, counter tops and new tile floor. As documented in photographs, on the south wall, the larger double-hung windows were

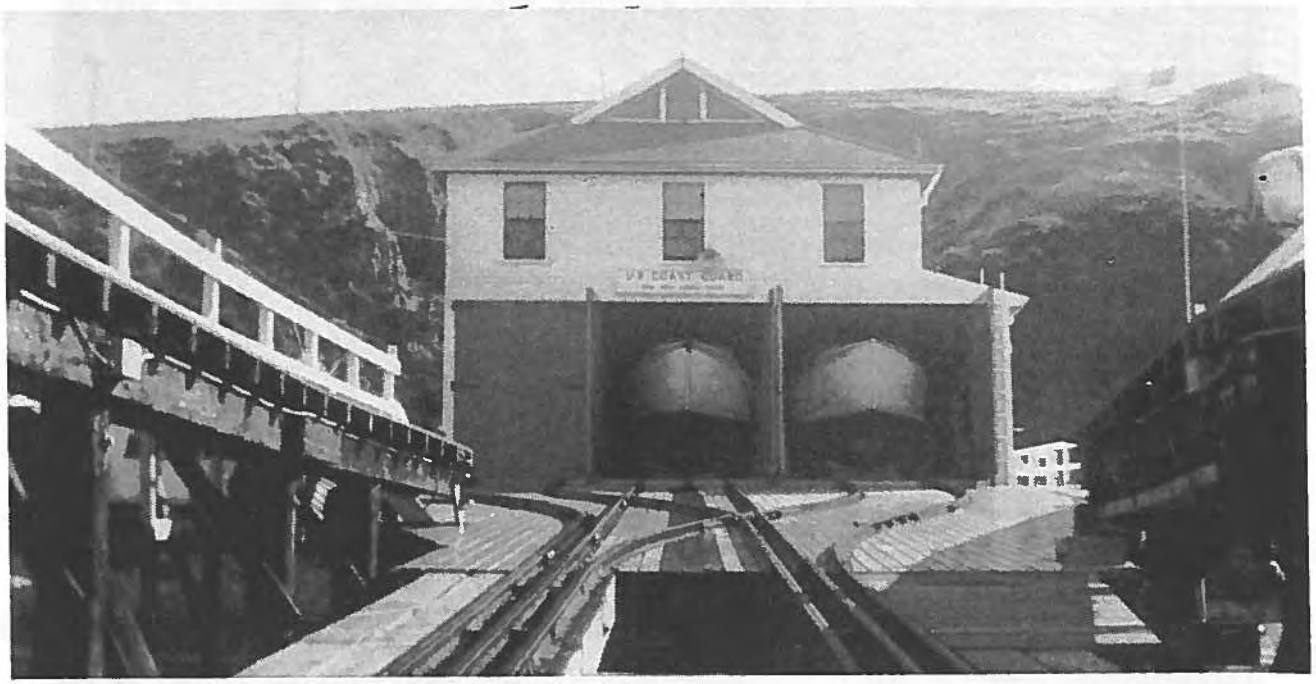


Figure 34 - Note sign above open boat room doors, about 1955. (Dean Garrison)

replaced with smaller double-hung units. As shown on a photograph dated 1951, a very small addition, about the size to accommodate a water heater, was also added to the south side of the building between the kitchen and mess hall windows.

1954 A 1954 the quonset hut was torn down apparently because of its location on non-government property.

1955 Plans dated 1954 (drawing no. 612/60,009) indicate that a new water storage tank site had been established on the hill above the boathouse. A new 10,000 gallon water tank, an identification platform with the letters 313 on it, and three new fuel tanks were eventually installed in 1955.

1956 In January, 1956 the boathouse area fell victim to a series of severe mud slides. Several photographs show the extent of the damage that occured on the south side of the building. The road to

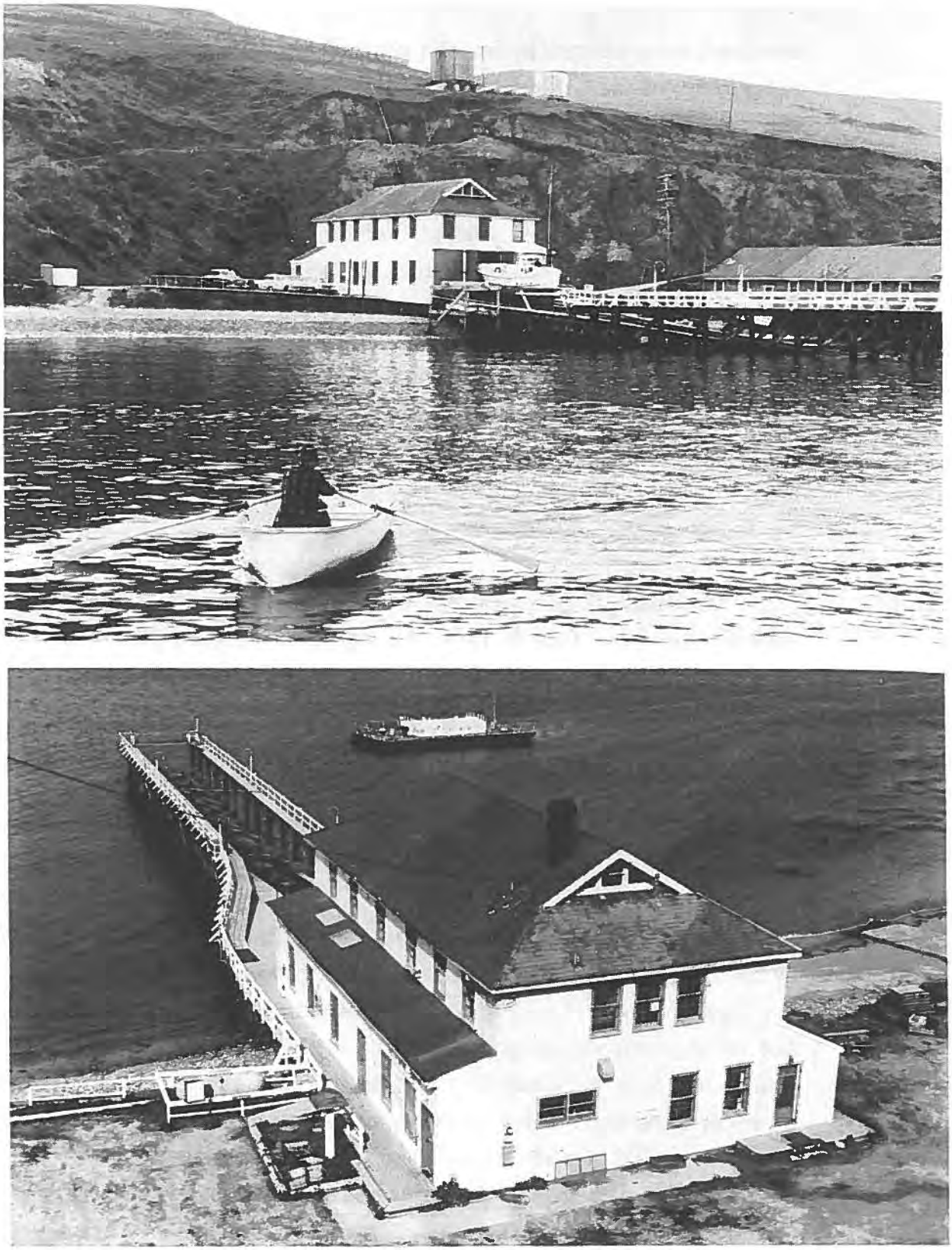
Figures 35 and 36 - Slide damage at boathouse, 1956. (NPS, Charlie Riedmuller)

the boathouse, the gas pump, the generator building, as well as the entry room of the boathouse were all damaged. Early photographs show the generator building surviving the first slide. However, a later slide pushed it off its foundation thereby completely destroying it (Figures 35 and 36). By late 1956 all slide damage, including the removal of the generator building, had been cleaned up and repaired. The only thing added to the boathouse during this time was the installation of a new heating boiler.

1957 According to drawings (drawing no. 612/60,007) and verified by interviews, 1957 brought only minor improvements to the boathouse. A new stove hood, complete with duct and blower, was installed in the kitchen while some drainage improvements and paving were done at the building site.

1959-62 Very little happened to the boathouse in the way of remodeling between the years 1959 to 1962. In 1959 a new 20,000 gallon redwood water tank was constructed on the hill above the boathouse, and in 1960 a new water supply system was developed by Paladini Fish Company. A 1962 photograph of the boathouse shows that the building was still painted white, except for the window frames which were, for the first time, painted a dark color (Figure 37). A new radio antenna was also installed on top of the hill in 1962.

1963-65 Construction drawings (drawing no. 612/60,007) and verification by the former Officer-in-Charge show that between 1963 and 1965, the boathouse would undergo yet another minor remodeling. According to the drawings, a new sink, dishwasher, tile floor, and countertop were to be added to the kitchen and new sinks and wainscot were to be added to the upstairs bathrooms. Drawings were also done in 1964 for the installation of a new fire detection system and in 1965 a new electric winch was installed replacing the original gasoline winch in the boat room.



Figures 37 and 38 - Boathouse in 1962, top, and in 1972, bottom. (NPS)

1969 The Point Reyes Lifeboat Station, including the boathouse, was abandoned by the United States Coast Guard and turned over to the National Park Service (Figure 38).

1975-76 In October of 1975, $16,400.00 was spent under Work Order No. 8530-7002-404 for emergency stabilization at the boathouse. The funding provided was used specifically for stabilization work on the boathouse, marine railway launch ramp and other selected structures at the Point Reyes Lifeboat Station. The following repair and stabilization work was done on the marine railway launch ramp: 1) removal and replacement of the old decking on the catwalk; 2) installation of additional bracing on the catwalk pier; 3) replacement of handrails along both boat dock and catwalk; 4) installation of new electrical service, light fixtures and standards on catwalk; 5) painting of catwalk deck grey and handrails white; and 6) preparation and painting of boat dock grey.

After completion of the railway launch ramp, the following stabilization and repair work was done to the boathouse: 1) rehabilitation and replacement of the boat room doors; 2) replacement and repair of windows; 3) preparation and painting of the exterior; 4) reroofing of the upper roof with wood shingles; and 5) reroofing of lower roof with roll roofing.

1988-89 From 1988 on into 1989, the boathouse underwent an extensive rehabilitation. Because the park conducted the work, a work order number was not issued and specifications were not prepared. The only information available for the work is what is indicated on construction drawings prepared by San Francisco architect Charles Desler. The drawings have been cataloged into the park filing system under number 612/60085. On the first floor the following items were included in the work: 1) a new sleeping room and handicap accessible bathroom replaced the old laundry and pantry; 2) kitchen remodel including new countertop, stove, hood and other appliances; 3) new electrical fixtures, exit signs, switch plates, outlet covers and smoke

detectors; 4) new entry room with bench and coat hooks in place of old bathroom; 5) all interior walls and ceilings painted; 6) new vinyl tile flooring installed in south end of building; 7) painting of floor, walls, and ceiling of boatroom; 8) new security system; and 9) new exterior door into entry room, new door from mess hall to kitchen, new doors into sleeping room and handicap accessible bathroom.

The following work was completed on the second floor as part of this rehabilitation: 1) men's and women's bathrooms completely remodeled including new fixtures, showers, toilet partitions, vinyl tile flooring and painting of walls and ceiling; 2) removal of old floor tile from hall and sleeping rooms; 3) all hall and sleeping room wood floors refinished and all walls and ceilings painted; 4) new electrical fixtures, switch plates and outlet covers; 5) new smoke detectors; 6) new rubber treads on stairs on both first floor and attic stairs; 7) removal of partition wall in northern most sleeping room to create conference room; 8) original sleeping room on east side reconfigured into new exit corridor and storage closet and original window replaced with new exit door; and 9) new doors to exit corridor, storage closet and second floor exit.

Work in the attic included: 1) installation of new wood framed, gypsum board covered attic draftstops aligned with the walls of the sleeping rooms below; 2) removal of original 2" x 4" storage racks and the wire spool racks; and 3) removal of storage closet at the top of the stairs.

During the rehabilitation of the building, the entire mechanical system was replaced as follows: 1) original cast iron radiators were removed (currently stored in attic) and replaced with new hot water baseboard heaters; 2) reinstallation of the original mess hall radiator in upstairs southeast sleeping room; 3) installation of two new ceiling-hung unit heaters in the boatroom; 4) installation of new hot water boiler (model no. WG 150) by Ajax Boiler, Inc. Gardena, California; and 5) new 4" diameter flue was connected to the existing chimney.

Exterior work included in the rehabilitation consisted of: 1) addition of new deck with guardrail on south elevation of building; 2)

addition of new handicap accessible ramp up to the deck on southwest corner of the building; 3) new wood frame stair to the second floor added to east elevation; and 4) new wood shingle roof on entry room.

1990 Contract No. CX 8000-0-0025: Painting Various Buildings, Point Reyes National Seashore. This work included painting the exterior of the boathouse and the new redwood picket fence (see paint schedule). Work was performed by All Wright Painting. A sixty day construction period beginning September 25, was set for the work and the painting was completed on time and accepted by the National Park Service on November 29.

D. Missing or Deteriorated Historical Features

Because the boathouse is simple in design, little ornamentation was originally applied to the structure. The boatroom has more original historic fabric left than any other room in the building. Although most of the equipment in the boatroom remains, some selected items have been removed. The items listed below are those missing or deteriorated:

* The original bare bulb incandescent light fixtures in the boatroom were replaced sometime during the 1960's with fluorescent light fixtures.

* The work benches that were attached to the south wall of the boatroom have been removed.

* Wood benches once lined the west wall of the boatroom; all but one have been removed.

* Various wood cabinets, once installed in the boatroom, have been removed. Note that one cabinet is still attached to the east wall as described in the Woodwork Section of this report.

* An original pulley is missing from the floor of the boatroom.

* Some of the building's original interior and exterior signage is missing or has been painted over.

* Because the doors were being damaged, the original 4" x 4" hold-open posts for the large boat doors were cut off even with the floor of the dock.

* The original standard dome light fixture that was once mounted to the north wall above the large boat doors is missing.

* All original (and any subsequent replacement) gutters and their metal downspouts were removed and never replaced. The absence of the gutters and the downspouts change the appearance of the exterior of the structure.

* In some locations throughout the building, quarterround mouldings once applied to the corners of walls and ceilings are missing.

* Since most of the building is now equipped with new light fixtures, the original fixtures have been disposed of.

* Especially on the first floor, a major portion of the original door hardware was replaced with lever-type hardware to provide for handicap accessibility.

* As mentioned previously, the building's mechanical system was completely updated during the 1988-89 rehabilitation. Originally the building was steam heated by use of a boiler and cast iron registers located below the windows of each room. The original registers, with the exception of one still in operation in a second floor sleeping room, were replaced with modern hot water baseboard heaters. The original registers are currently being stored in a small room in the attic.

* At one time the building's double-hung windows were covered with wood venetian blinds. No window coverings are present now; however, some of the original blinds are being stored in the attic. Also related to the windows, and missing from the building, are the original storm windows.

* Old photographs show an alarm mounted to the wall on the second floor. Currently this alarm is missing.

* Since the structure has recently been rehabilitated, very little deterioration of fabric exists. The only sign of current deterioration is that of the roof shingles, the fascia board on the east side, some wear on the nautical rope detail on the first floor stair handrails and on the marine railway as previously mentioned.

* At one time a bell with a small wood cover was located on the east side of the building. Approximately twenty years ago, the station bell was stolen.

V. Significant Findings and Recommendations

Alterations to the Point Reyes Lifeboat Station have generally responded to equipment and personal changes brought about by the Coast Guard over the years in their routine operation of the facility. These changes, particularly those that remain intact today, and help in the physical display of the changing technology of the service provided, and in illustrating life styles of the crews housed, are all important in understanding the evolutionary history and significance of this landmark structure. As such, these building changes as described, along with regional building features, stretch the period of significance for the lifeboat station from its date of construction completeion in 1927, to the time of National Park Service ownership in 1969. The changes instituted by the National Park Service in their adaptive reuse of the structure in 1988-89 to overnight meeting center, marks a significant change in the building's history that makes information presented in this document critical in understanding future, longterm maintenance and preservation needs. The preservation needs of the new use, that of meeting center, may fall short of the overall preservation and maintenance requirements in the protection of the facility as a whole. For this reason, this section of the report will be divided into four parts: 1) Pier and Rail System, 2) Boathouse Exterior, 3) Boathouse Interior, and 4) Other Structures. A brief section covering future compliance requirements for work and recommendations for future investigation follows this information.

A. Pier and Rail System

As with any marine type of pier construction like that found at the Point Reyes Lifeboat Station, deterioration, eventually leading to the need for complete replacement, is expected. Estimates for the life expectancy of such construction varies, but is generally in the neighborhood of 25 to 35 years. The fact that the pier system supporting the deck and rails from the boathouse out was last replaced in 1946, indicates that a formal evaluation of this entire system is warranted. A recent inspection report (Baumgad DSC, 1991), temporary pier stabilization and restructuring in 1989, and some emergency stabilization of the launch ramp

executed in 1975-76, substantiates the need for further investigation of the structure, probably leading to major rehabilitation or replacement of all or parts of the structure.

Records indicate that the piers supporting the boathouse itself are original, and although recent visual inspection (Baumgard DSC, 1991) indicates that they are in sound condition, they should be included in this recommended evaluation of the entire system.

Means to arrest obvious deterioration of the rail system and its connection points at the deck of the pier must also be examined. In some cases, deterioration is extensive enough that original profiles of material are no longer discernable. And, as usually is the case with such metals, deterioration will occur at geometric rates once protective outer shells of the materials are lost. Evaluation of, and recommendations for treatment of the rail system could be part of the pier evaluation as described above, or be accomplished as a separate project.

As configuration of the pier and rail system has been modified over the years, the rehabilitation and/or reconstruction of it will require concurrance with appropriate compliance entities through the Regional Office of the National Park Service in Section 106 compliance in meeting standards of the National Historic Preservation Act of 1966. Design for the project must take into account availibility of compatible materials and concurrance with modern engineering standards as appropriate in establishing an historically proper final solution.

The study, and the ultimate execution of a project to rehabilitate and/or reconstruct the pier and rail system, will require considerable expenditures of money and manpower. Preplanning for such an undertaking should commence at the park level as soon as possible.

B. Boathouse Exterior

The exterior character defining elements of the boathouse -- original wood siding, original double-hung wood windows and trim, some lighting fixtures, large boat room doors, original roof line -- even in their somewhat modified state, have remained intact probably better than any other structure of its type on the west coast. Even what might be considered major modifications to the building's

exterior, an example being the west side shed addition in 1946, generally contribute in some degree to the historical significance of the structure as a whole in illustrating the life saving function at Point Reyes. Modifications that were part of the adaptive reuse of the building by the National Park Service in 1988-89, most noteable the addition of an exterior stair from the second story of the buildings east facade, were carefully considered and approved through appropriate entities to minimize impact on integrity of more important historic features. In the case of adaptive reuse as found here, compromises that may impact an ideal historic setting often have to be made for continued use of the structure. It is important for the Park to insure that the adaptive use and contemporary needs surrounding it remain compatible with preservation needs in protecting these most important character defining elements. Should it become necessary to change the adaptive use of the boathouse, or if the character of its existing use changes in a way that may adversely impact the historic resource, proper planning must insue prior. It is important for the park to maintain strict control over use of the facility in a way that protects it, and to continue to maintain it in a way worthy of its historical importance.

The most recent building rehabilitation done by the Park Service in 1988-89 has left most exterior building fabric in a sound, maintainable condition. Beyond regular maintenance that should be systematically be executed by park staff as outlined in their Maintenance Management program, and eventually through work defined in a more comprehensive Historic Structures Preservation Guide (see recommendations "Recommendations for Future Investigation"), desirable exterior intervention would fall into two catagories. The first category includes work that will improve the seviceability and longevity of fabric. Work in this category should take priority over work in the second, that being the reintroduction of building features (ie. signage, historic lighting, landscape features etc.) that are "decorative" in nature, but that when added appropriately, contribute to overall building integrity.

If the reintroduction of any elements in the second category is anticipated, an overall plan listing all of them, and their placement, should be fowarded to the regional office for concurrance and required compliance action. Even if these elements are to be introduced over an extended period of time, it is important to deal with their introduction in a comprehensive manner. Proper evaluation should

eliminate the introduction of inappropriate or confusing materials.

Work in this second category could include the restoration of launchway and other exterior lighting, restoration of the 4x4" door stops on the launchway, reconstruction of the bell tower, and the reintroduction of historic signage.

Currently, items that would fall in category one include the reintroduction of wood gutters and downspouts. This action would better control rain run-off and decrease erosion around the perimeter of the building as well as decrease water splashing against it. Another item in this category would be the evaluation of the existing paint system on the exterior of the building leading to appropriate longterm intervention and maintenance. It is believed that the structure has never been stripped completely of built-up layers of paint that are most likely compromising the integrity of the wood siding. Current paint failures most likely relate to that fact, or with the lack of appropriate preparation and application of the last coating -- or both. Other work that will be necessary for protection of the exterior weather shell and should be planned for by the park in the near future include replacement of the shingle and rolled roofs in-kind, the reintroduction of exterior storm windows and the stabilization of the brick chimney.

C. Boathouse Interior

Although the interior of the boathouse has changed considerably over the years, the configuration, size and much interior fabric in the sleeping rooms, drill or day room, and boatroom has remained generally intact. Changes to service areas, including the kitchen, bathrooms, service porches and mechanical spaces have occurred several times over the history of the building. The last major series of changes to the interior were designed to change its historic use of lifeboat station to an overnight meeting facility for park and public use. All applicable Life Safety Code issues for this new use were met. As with the exterior work, appropriate compliance with the National Historic Preservation Act of 1966 was sought and received for this work. Since so little historic fabric remains in the service areas, future preservation and maintenance should focus on maintaining these spaces as they appear today. Changes to associated areas and the lack of detailed information regarding original construction would make trying to recreate

an earlier historic period inappropriate. Should changes to these spaces be required in the future, compliance actions similar to those executed in the adaptive reuse rehabilitation executed by the National Park Service in 1988-89 should be initiated.

Again, like with exterior intervention, some activities are required in meeting code requirements, and/or in meeting preservation and maintenance standards in protecting long term physical integrity. Other proposed intervention may be more decorative in nature.

As the building underwent a recent rehabilitation project, it is generally in a maintenance level condition. Two projects that should be considered by the park are: making all windows operable (some have been painted shut) and the completion of required fire separations in the room where HVAC equipment is located. Also, this room should not be used for storage of any material.

Like with the proposed addition of appropriate decorative items to the exterior, similar interior work should be done as part of a complete plan. It may be appropriate to divide the plan into two sections -- the boatroom and second story -- but it is still important to understand the total and long term intent of such work. This holds true even if the work is to be phased over time. Projects that may be considered with this planning include the reintroduction of incandescent lighting in the boatroom, restoration of other interior lighting and signage, replacement of some missing wood trim and the restoration of and reinstallation of wood venetian blinds.

D. Other Structures

As with the physical evolution of the boathouse building itself over the years, support structures on site have come and gone according to changing numbers and comfort needs of staff, technical advancements with the physical system present (e.g., roads, water and sewage), and an occasional weather-related disaster. Without more specific information generated through a cultural landscape report for the site and more extensive studies for specific structures regarding historic site circulation, building and land use patterns, other site features, vegetation etc., ancillary buildings to the lifeboat station should be

maintained through the park regular maintenance program. Maintenance and rehabilitation work should be done following appropriate NPS guidelines and only after regulating compliance is accomplished. Any proposed work should perpetuate the existing and/or historic use of these facilities until the time that future research and needs justify a change in that use.

One specific project that deserves immediate attention is the foundation repair at the residence. Also, when garage door replacement is required at the three-door structure, the one contemporary unit should be replaced with one matching the original style.

VI. Evaluation of Effect of Recommended Treatments

The determinations of effects of recommended treatments are made in accordance with section 36 CFR 800.3 of the Advisory Council on Historic Preservation's "criteria of effect." The following are excerpts from NPS-28, Chapter 4, page 3, on compliance with Section 106 of the National Historic Preservation Act of 1966.

> The Advisory Council's criteria of effect require the Service to take a broad view of effect and the associated range of casual actions. Effect follows not only from actions having a direct physical impact on cultural resources and taken to preserve, modify, or use them, but also from an undertaking near a cultural resource, inside or outside a park or National Register boundary, that may introduce "visual, audible, or atmospheric elements that are out of character with the property or alter its setting."
>
> Application of the criteria will yield one of the following findings for a project (or recommendations): no effect, no adverse effect, or adverse effect.

Recommended treatments having no effect on the character-defining features of the Point Reyes Lifeboat Station are as follows:

1) Archival or appropriate conservation storage of all paint and fabric samples.

Recommended treatments that are considered as having no adverse effect and that would have an overall beneficial effect on the character defining features of the structures on site are as follows:

1) Pier and Rail System
   a. rehabilitation and or reconstruction of the pier and decking system of both the building and rail sections
   b. rehabilitation and or replacement of the rail system

2) Boathouse Exterior
   a. reintroduction of wood gutters and downspout
   b. correction of deficiencies in existing paint system
   c. replacement of shingle and rolled roofing systems in-kind
   d. reintroduction of exterior storm windows
   e. stabilization of brick chimney
   f. treatments more "decorative" in nature but that add to the interest and interpretive message to be presented might include the reintroduction of appropriate, historic signage and lighting
   g. reconstruction of bell tower
   h. replacement ofthe 4x4" door stops on the launchway

3) Boathouse Interior
   a. making all double-hung windows operable
   b. completion of fire separation of HVAC space (to be addressed immediately)
   c. reintroduction of appropriate incandescent lighting in the boatroom and other historic lighting as may be appropriate

d. replacement of missing wood trim details
e. restoration of appropriate interior signage
f. reinstallation of venetian blinds

4) Other Structures
a. foundation repairs at residence
b. garage door replacement with historically appropriate unit

No recommendations in this report are considered to have an adverse effect on the character-defining features of the Boathouse or the other structures on site.

VII. Recommendations for Future Investigation

1) Historic Structures Preservation Guide. An Historic Structures Preservation Guide (HSPG) for the boathouse should be programmed for and implemented into the park's maintenance program soon. This would provide the necessary long term inspection, maintenance and housekeeping specifications.

2) Cultural Landscape Report. A site specific Cultural Landscape Report would provide information explaining how the site functioned beyond occupation of individual structures. Significant circulation patterns, land use patterns, vegetation and other site features can all be important in understanding the lifeboat station's history and site use.

3) HABS Documentation. The National Landmark status of the Lifeboat Station warrants Historic American Buildings Survey drawings of it.

4) Historic Structures Reports. More extensive documentation of the ancillary structures to the station could be useful in understanding significance as well as provide a course of action for their preservation and maintenance.

5) Paint Sampling and Documentation. It is recommended that any further paint work be supported by appropriate paint conservation methodology, documentation and storage.

APPENDIX A

DESCRIPTION OF OTHER BUILDINGS AT POINT REYES LIFEBOAT STATION

Residence

The residence at Point Reyes Lifeboat Station is located west of the boathouse and high on the hill overlooking Drake's Bay. The residence sits among several other structures and on the north and east sides is surrounded by a stone faced retaining wall. On the north side of the retaining wall is a road that leads down the hill to the boathouse.

The wood frame residence was constructed in 1926-1927 and exhibits two stories with a closed-in porch on the north side and a entry room (mud room) on the south side. On the exterior of the building a heavy wood lattice constructed of three-inch wood boards was provided to screen the under side of the north porch and the south entry room. Both the north porch and the south entry room are accessed by wood steps with steel pipe hand railings. In addition to the porch and the entry room, the main level of the residence consists of a kitchen, living room, bedroom, bathroom and office accessed from the north porch. The second floor is comprised of two bedrooms and a closet on either side of the corridor. Interior stairs lead from the first floor down to the basement where a new furnace, utility room, bathroom and storage space is located.

Other than minor maintenance and some cosmetic work, the interior of the residence appears to be in good condition. All interior woodwork, other than the stairs leading from the living room to the second floor, is painted as well as all of the walls. All ceilings have a textured surface. The majority of the interior doors are original, having five raised panels and the original hardware. The kitchen has textured walls and ceilings and several built-in wood cabinets with a plastic laminate counter-top and a stainless steel sink. Several of the light fixtures are original as are plumbing fixtures in the bathrooms. All carpeting is wall-to-wall

Figure 1 - Northeast corner of the residence.

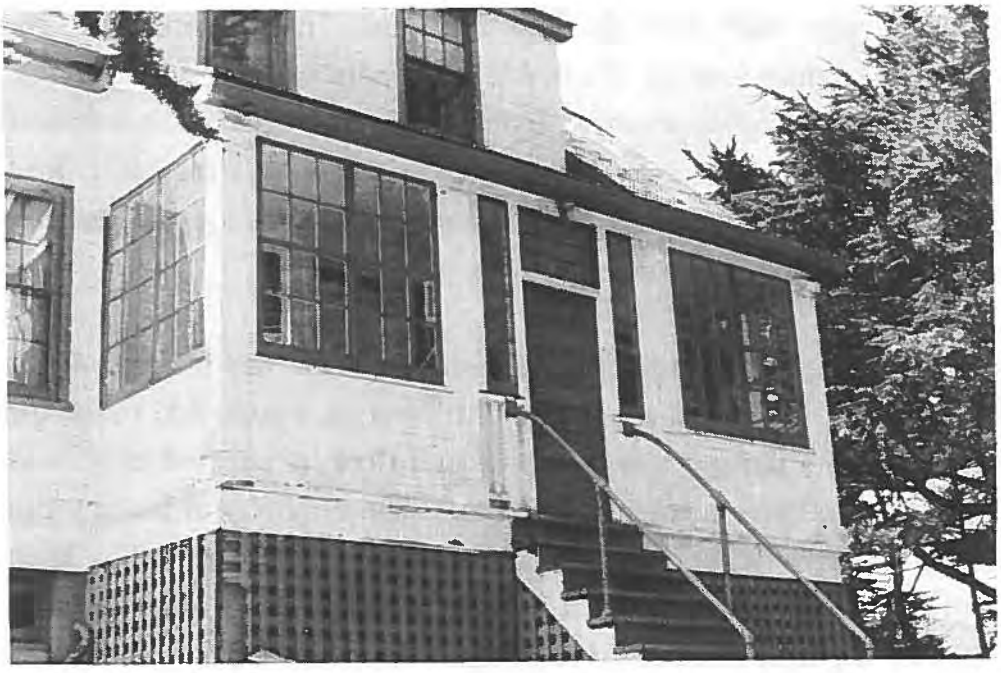


Figure 2 - Enclosed porch on the north elevation of the residence.

low pile and appears to have been glued to the wood floor. A propane heating stove sits in the living room with its stove pipe connected to the original brick chimney.

The residence has a poured-in-place concrete foundation and wood framed walls clad with horizontal v-joint siding, five-inch exposure, and vertical trim at the corners. Currently the window trim, lattice and the 2" x 10" fascia is painted grey. The siding is painted white. The structure has several 6-over-6 double hung wood windows with 1-over-1 exterior storm windows attached to the side of the window frame with piano hinges. Originally the storm windows were hinged to the top of the window frame by two small hook-like brackets and held open with casement adjusters. The residence has several basement windows as well as an access door on the west side. Several other double hung windows of various sizes are found on the east and west elevations of the residence. Fixed windows were installed on the north porch.

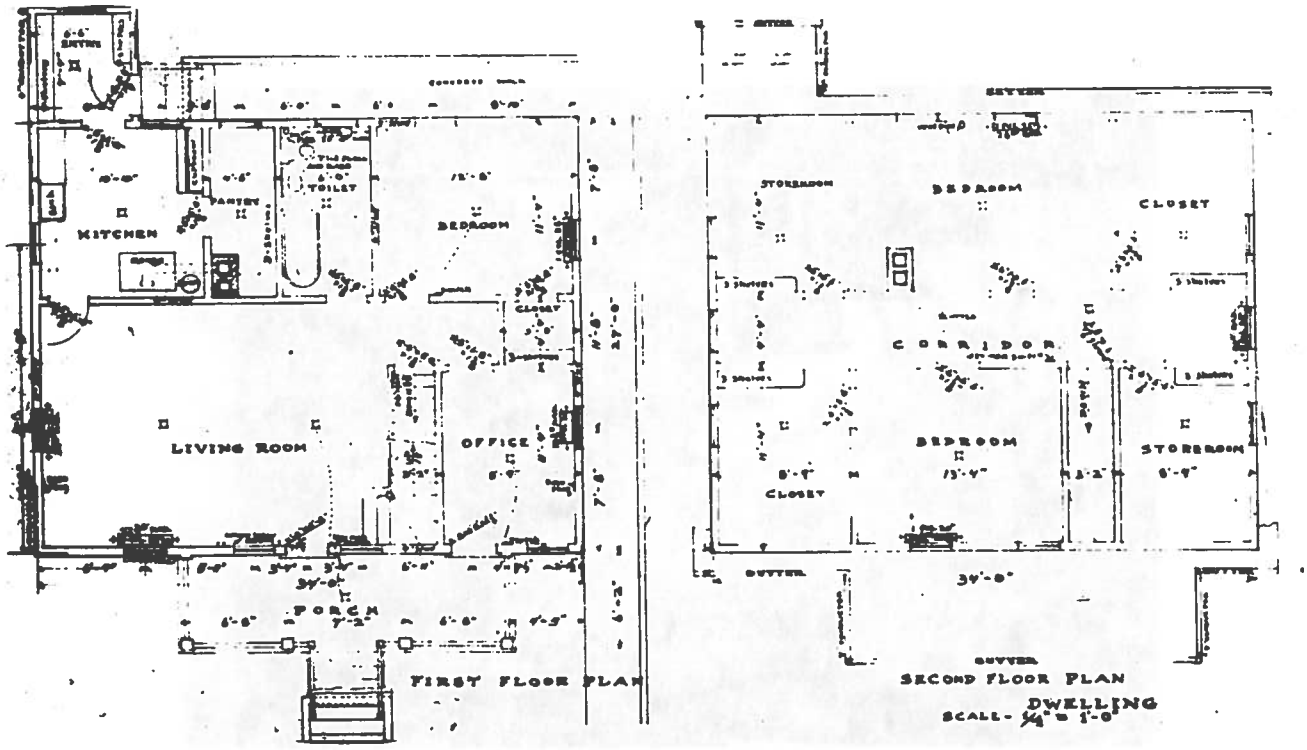


Figure 3 - First and second floor plans of the residence.

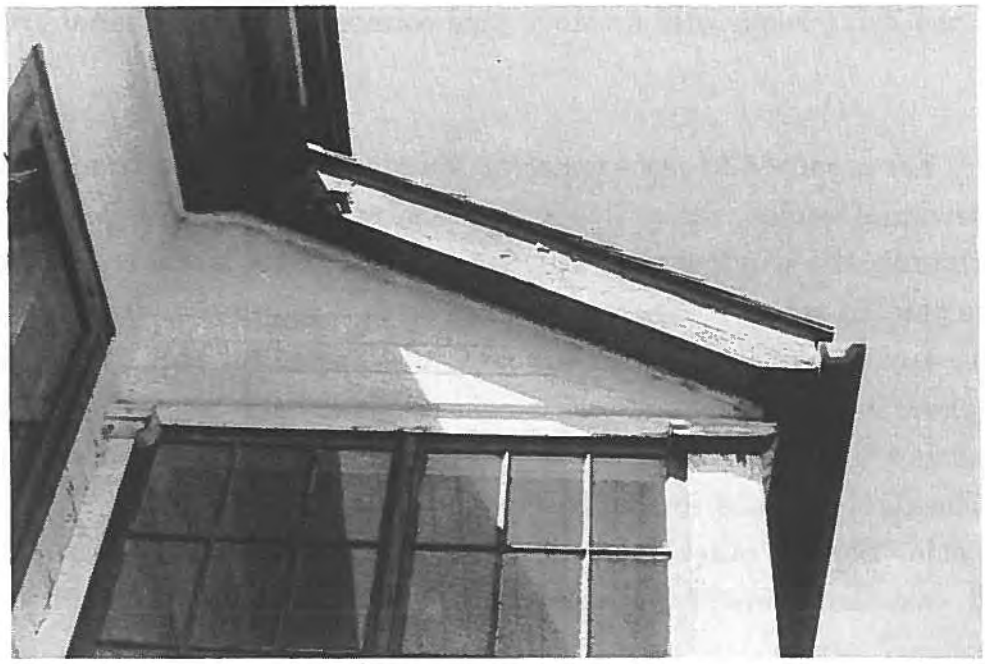


Figure 4 - Exterior detail, residence. Note the missing wood trim and need for paint.

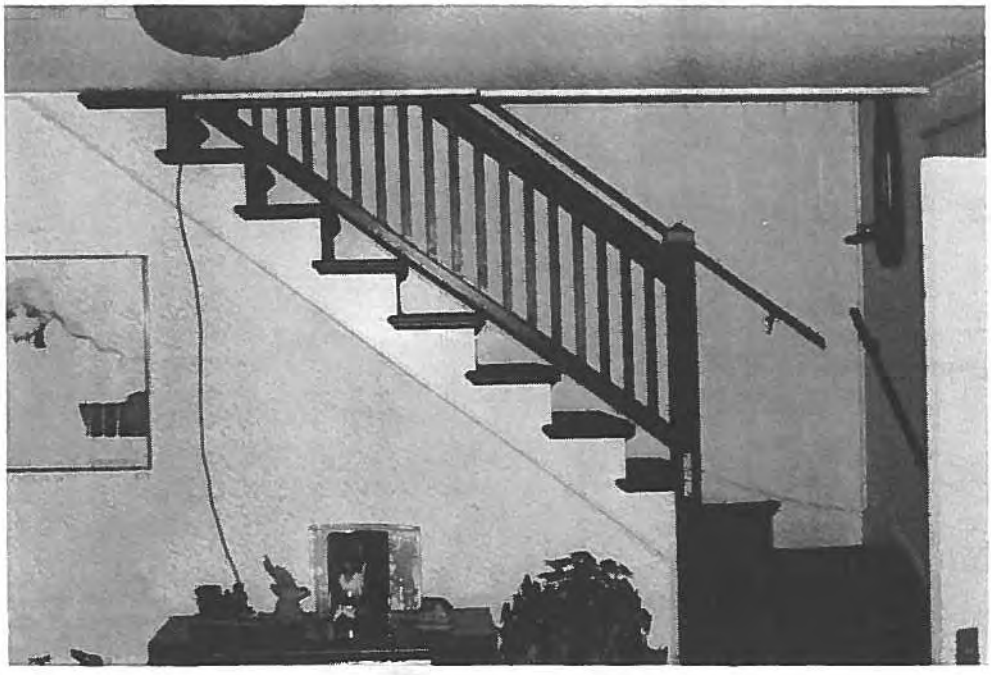


Figure 5 - Interior of residence, stairs leading from living room to second floor.

The roof of the residence is covered with sawn cedar wood shingles both on the main roof, the dormers and on the porches. The soffit material on the main roof is tongue and groove while plywood is used on the dormers. A red brick chimney protrudes from the dormer on the south side of the roof while a newer metal chimney pipe projects from the northwest corner near the ridge of the main roof. In several instances, the original wood gutter system is deteriorated or missing. Currently, the only gutters on the house are attached to the main roof. All downspouts consist of three-inch metal pipe.

In several other areas, primarily the north porch, original wood trim is deteriorated or missing. In a few areas, original exterior woodwork needs to be repaired and in some cases replaced. The northeast corner of the concrete foundation has settled and cracked but is scheduled to be repaired soon. The entire exterior needs painting.

For additional information on the residence, see Appendix F, Field Notes.

Figure 6 - Two water tanks on hill above residence.

Water Tanks

Currently two water tanks are located on the hill just above the residence. Both tanks are constructed of wood and rest on heavy timber mats on top of concrete supports. The larger of the two tanks appears to be the newer of the two, however, both tanks are in good condition. The tanks are constructed of vertical boards tied together with round metal straps. Both tanks are painted white and have ladders leading to the top.

Stone-Faced Retaining Wall

The stone-faced retaining wall, located on the north and east sides of the residence, was built in 1940 after the road leading to the boathouse was constructed. On the northeast corner and near the west end of the wall are concrete steps providing access to the residence from the road and garage. Near the west end, the wall is approximately five feet high, however, near the northeast corner it rises to approximately ten feet high. The wall, constructed from local field stone, appears to have some horizontal banding but no distinct pattern characteristics.

Figure 7 - Northeast corner of stone-faced retaining wall with concrete steps.

Large Garage

Below the residence and across the road from the northeast corner of the stone retaining wall is a large three-bay garage built by December, 1927. The garage was constructed in a shingle style to match some of the other smaller buildings in the area. It bears no resemblance to either the residence or the boathouse. Like several of the other structures located at the Point Reyes Lifeboat Station, the garage is wood frame construction and painted white with grey trim. Exterior walls are sheathed with sawn shingles and the hipped roof is covered with sawn cedar wood shingles. Attached to the fascia of the building are built-in wood gutters with three-inch metal downspouts similar to those found on the residence.

On the west side of the garage are two large overhead garage doors and one smaller passage door hinged at the side. The east elevation of the building has three 1-over-1 double-hung windows spaced evenly across the facade and the north and south elevations have one window each located in the center of the wall. At one time a toilet, no longer functional, was installed in the crawlspace of the garage which was accessible by a door on the east side.

Figure 8 - West elevation of large garage.

Figure 9 - Southeast view of large garage.

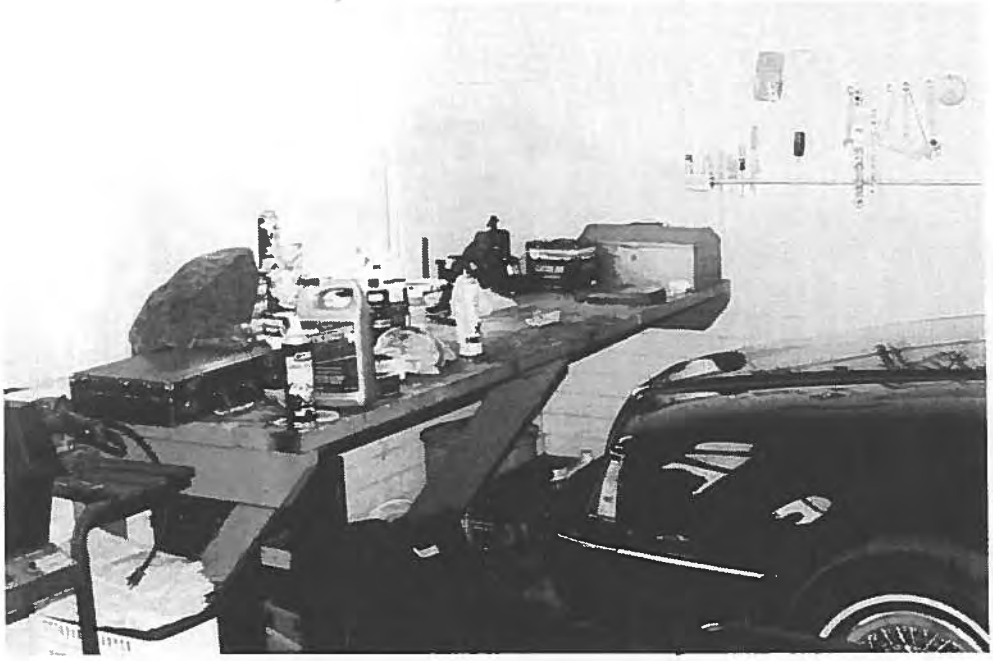


Figure 10 - Interior of garage. Note the built-in workbench and tongue-and-groove interior siding.

The garage consists of two separate interior spaces. The north portion of the space includes two car bays while the south portion includes one bay. All interior walls and ceilings are finished with tongue and groove siding. Interior walls are painted yellow, the floor grey and ceilings white. In the north bay, a "trap" door floor panel can be removed, providing space to work under vehicles from the buiding crawl space. A ladder, built directly into the wall, provides access to the attic. Other than a workbench attached to the east wall of the large bay, no other equipment or furnishings exist in the garage.

Small Garage

On the road that continues past the large garage and up the hill on the south side of the residence, a smaller version of the large garage was built in December 1927. This garage, also built in the shingle style, has a hipped roof covered with sawn cedar wood shingles. The smaller garage has only one bay accessed by an overhead garage door on the west side. The north elevation is punctuated by a raised wood panel door and a 1-over-1 double-hung wood window. The east elevation has one

Figure 11 - North elevation of small garage.

Figure 12 - West elevation of the garage showing overhead door.

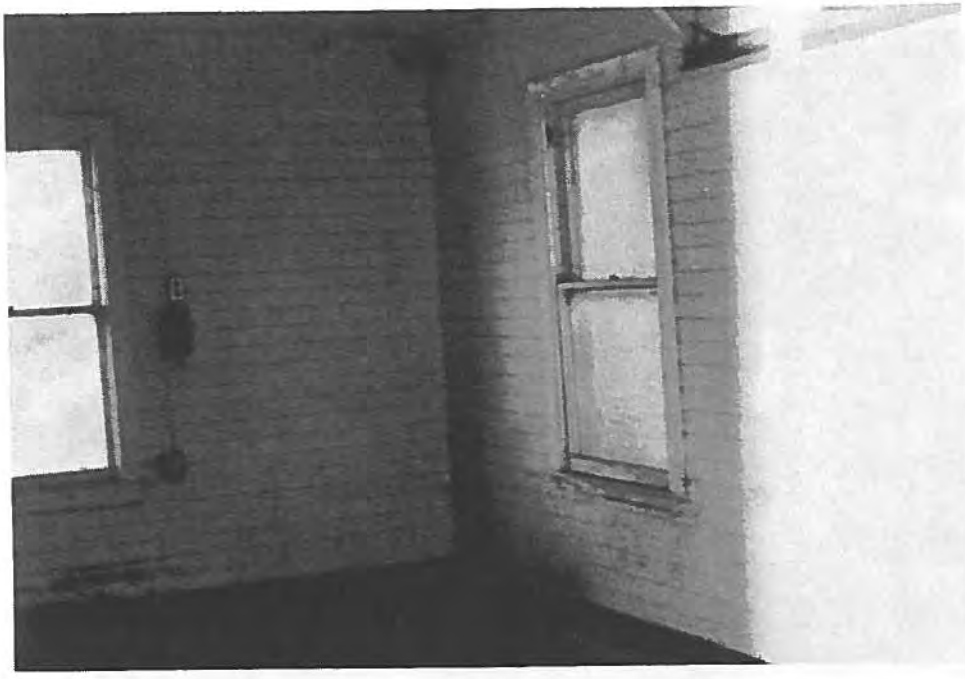


Figure 13 - Interior of small garage.

window and the south elevation has two windows. The interior of the garage is finished the same as the large garage with tongue and groove wall siding painted yellow with a white painted ceiling and a concrete floor.

Large Pumphouse

Just below the small garage, and very similar in design, is a small pumphouse that was also constructed in December, 1927. This building was also constructed in the shingle style with a hipped roof. Also like the small garage, the pumphouse has a raised wood paneled door and a window on the north side. Different from the other ancillary buildings in the area, this structure has 2-over-2 double-hung windows instead of 1-over-1. The small pumphouse has two windows on the south side and one window on the east and the west sides. A small roof vent protrudes from the south side of the roof. The floor in the building is concrete and pumping equipment is still housed in the structure.

Figure 14 - North elevation of pumphouse.

Figure 15 - West view of pumphouse.

Figure 16 - South elevation of pumphouse showing roof vent.

Fire Booster Pumphouse

Located immediately to the south and west of the residence is a small structure referred to as a fire booster pumphouse. The exact date the building was constructed has yet to be determined, however, an oral history states that it was constructed in the late 1940s.

Although the building has a hipped roof and double-hung windows, it resembles the residence more than the shingle-style garages because of its five-inch exposured, v-rustic horizontal siding and vertical trim. The building is painted white and has a hipped roof covered with sawn cedar wood shingles like the other buildings nearby. The south and east sides of the pumphouse have 1-over-1 wood windows while the north side has a wood raised paneled door with three windows. The west side of the structure has no protrusions. There are no interior wall finishes; however, the floor is concrete and the original equipment remains intact.

Figure 17 - Southwest corner of fire booster pumphouse.

Figure 18 - East elevation of fire booster pumphouse.

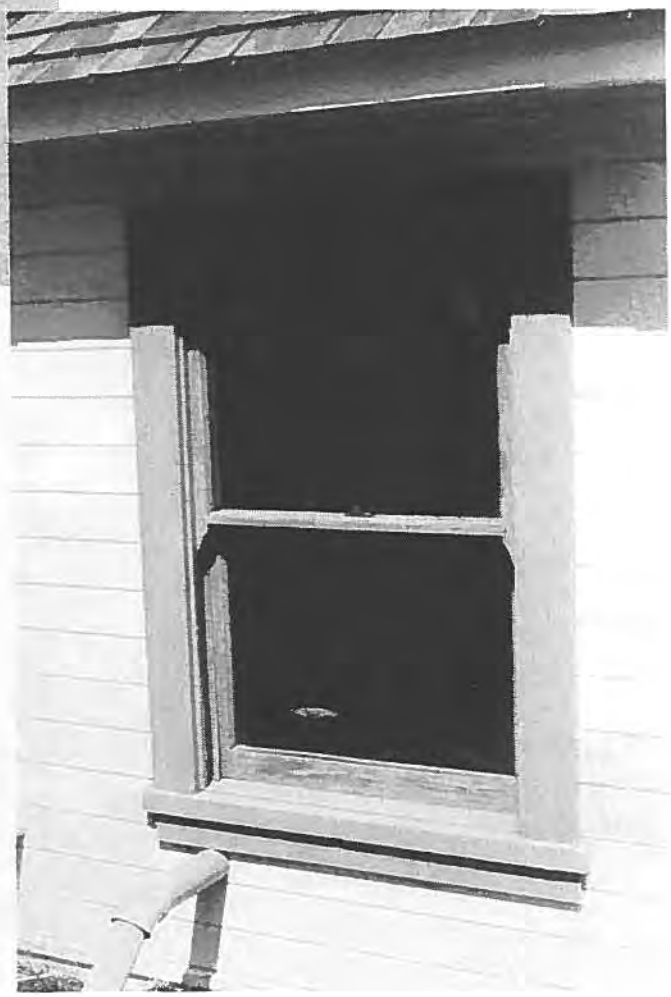


Figure 19 - Typical double-hung window in fire booster pumphouse.

Other Structures

A few other structures in the area need to be mentioned briefly. South of the residence a small stone curb is located on both sides of the driveway. Other than the curb acting as an outline for driveway, no other explanation exists for its purpose. A date has not been determined as to when the stone curb was installed.

Also directly behind the house is a tall lattice fence installed to screen an existing fuel tank. Although the lattice may have been a recent addition to the fence, the posts appear to be old. The small fuel tank rests on two concrete supports and is located just west of the fence and driveway. Both the fence and the fuel tank are painted white.

On the hill overlooking the boathouse is a large water tank, three small steel tanks, and an abandoned concrete and timber mat once used to support another large water tank. The existing water tank is built like the water tanks near the residence with vertical boards held in place by round metal rings on the exterior. The tank is not functional and has weathered leaving it free of paint. The smaller steel tanks, painted yellow, are also in a deteriorated condition and beginning to rust.

Figure 20 - Stone curb along driveway at residence.

Figure 21 - Large deteriorated water tank and three smaller steel fuel tanks above boathouse.

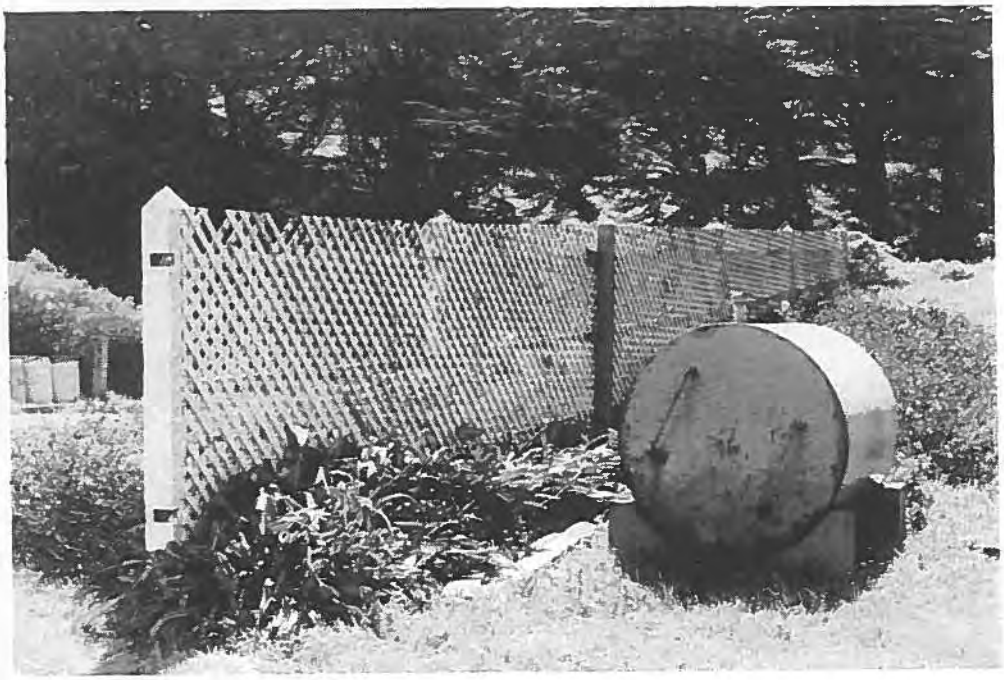


Figure 22 - Lattice fence and small steel tank located on the south side of the residence.

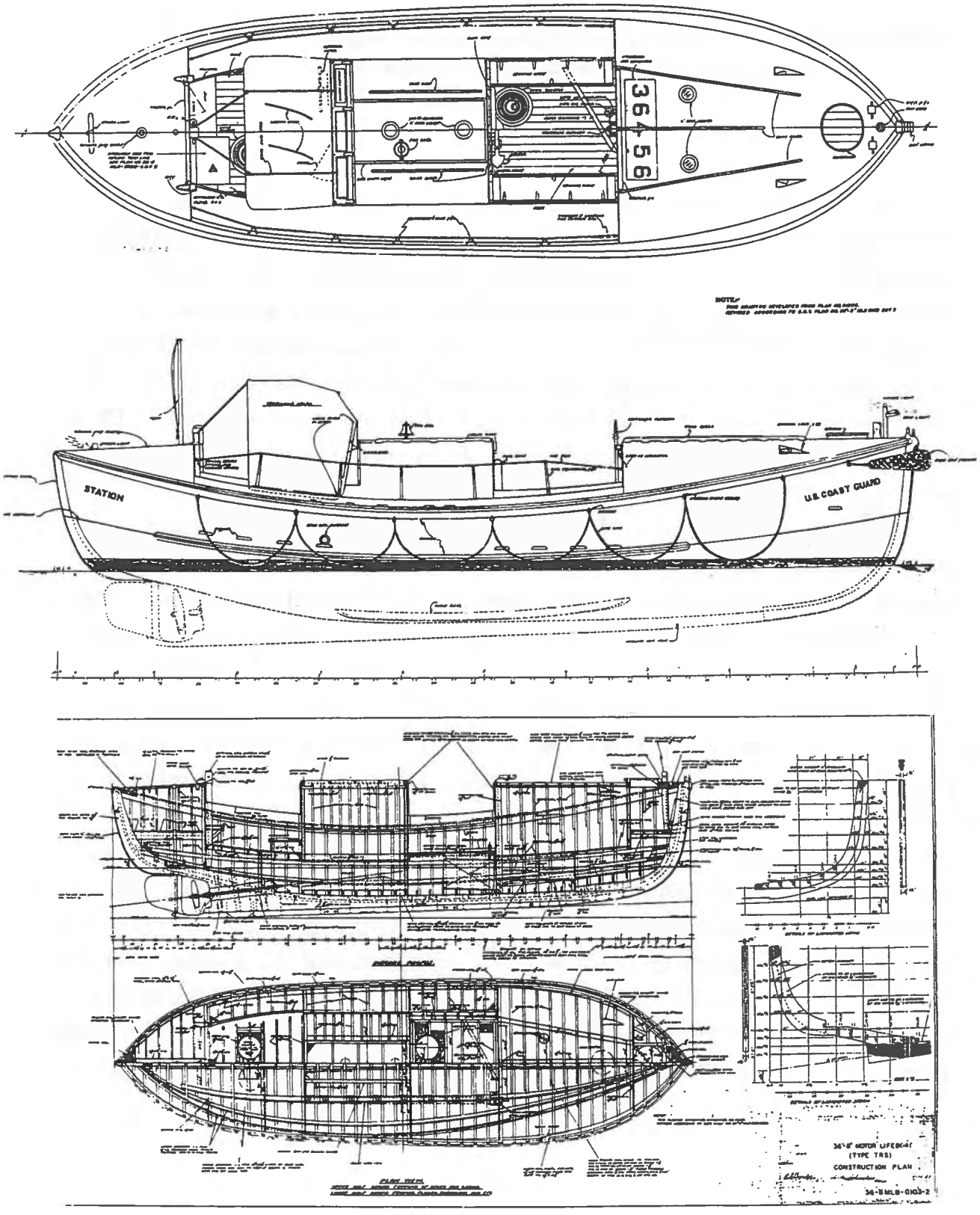
APPENDIX B - U. S. Coast Guard Motor Lifeboat Number 36542
By Douglas Brooks, NPS Marine Carpenter

1. Introduction

Lifeboat No. 36542, once in service at Point Reyes and included as part of the lifeboat station's National Historic Landmark designation, is an excellent example of the type of sea rescue craft that formed the mainstay of the Coast Guard's fleet from the 1930s through the 1970s. The design superseded the smaller, open 26-foot motor surfboats, which in turn had replaced the 26-foot rowing craft used by the United States Lifesaving Service since the 1860s. Though the 36-foot motor lifeboats went through several design changes (types T, TR and TRS) in the course of forty years of service, from outward appearances they were essentially unchanged.

The basic design was a self-righting, self-bailing hull, double ended and powered by a gasoline (later diesel) engine placed amidships. The self-righting capability was guaranteed by the placement of a 2000 pound bronze shoe on the bottom of the keel. This created a low center of gravity which, when combined with the buoyancy created by five watertight compartments, insured that the boat would right itself when capsized. A Detroit Diesel 471 engine is housed in the midships trunk cabin and drives a single, centerline propeller through a reduction gear. The forward cabin was for the protection of persons rescued, and is designed to be watertight. The aft cabin was for the stowage of towing lines and gear. The cabins are separated by two well decks which have scuppers designed to drain them. A fold down windscreen mounted aft of the engine compartment was for the protection of the helmsman, who steered a wheel mounted on the aft bulkhead of the engine room. An emergency tiller was provided should the steering gear fail.

The boat's engine and instruments are intact, along with all the bronze hardware including folding rails, hatch covers and portholes. The only significant pieces of gear missing from the boat are its anchors (25 lb. and 100 lb.) and bell.

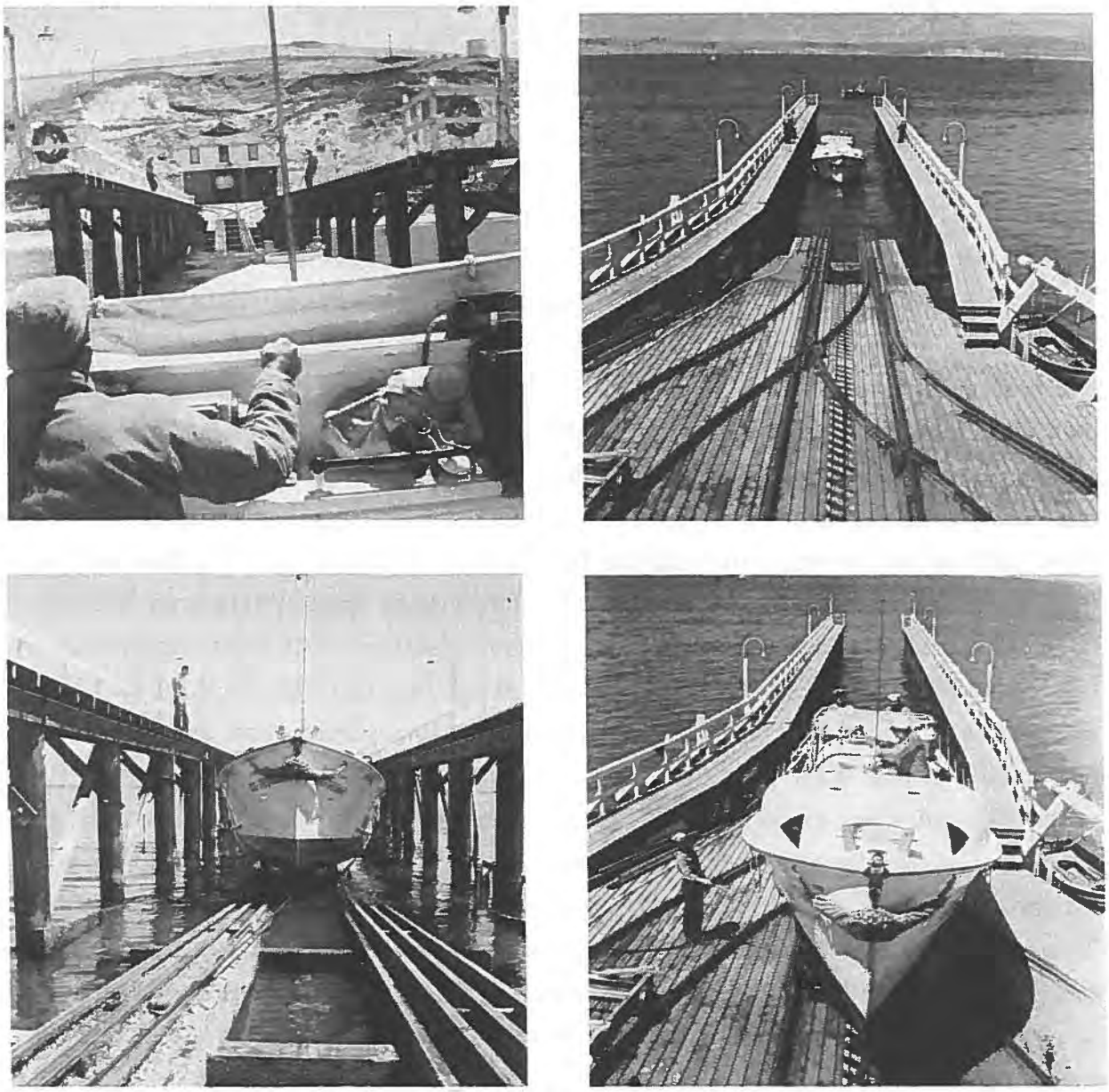


Boat plans for type TRS, 36-foot, 8-inch motor lifeboat. (U.S. Coast Guard)

2. Particulars

Length overall: 36 ft. 8 in.
Beam: 10 ft. 6 in. over rails
Draft: 3 ft. 4 in.
Freeboard: 1 ft. 1 in. to well decks/ 2 ft. 5 in. to deck.
Displacement: Approximately 20,000 pounds

All vessels of this type were built at the Coast Guard shipyard in Curtis Bay Maryland. Hull No. 36542, a type TRS, was built in 1953 and delivered to Point Reyes Lifeboat Station after a short time at Arena Cove Lifeboat Station in Northern California. Hulls No. 36543 and 36544 were built by 1956 and were the final vessels of this type built. The Coast Guard had strict specifications for the construction of these boats. Drawings of the type TRS specify cypress planking below the waterline, Philippine mahogany planking topsides with a white oak sheerstrake. In fact, No. 36542 is planked with a mixture of cypress and mahogany topsides and a combination of white oak and cypress sheerstrakes. The most likely explanation is that during the final wooden boat construction at Curtis Bay stockpiled materials were being used. The hull is framed primarily with steam bent white oak frames, with some sawn frames installed at the bow and stern. A heavy sheer clamp runs inside the frames the full length of the hull, as do bilge stringers and two side stringers. In addition, a heavy guard runs the length of the hull on top of the sheer plank. All guards, clamps and stringers are white oak, and provide tremendous longitudinal stiffness to the hull. The turtleback houses are comprised of two layers of white pine with a layer of canvas in between. The forward house has sawn and bent frames while the after house has sawn frames. The exterior of the the houses is covered with a layer of #10 canvas bedded in paint. All five bulkheads are marine plywood. In general, the quality of materials used in the boat is excellent and the workmanship is first rate.



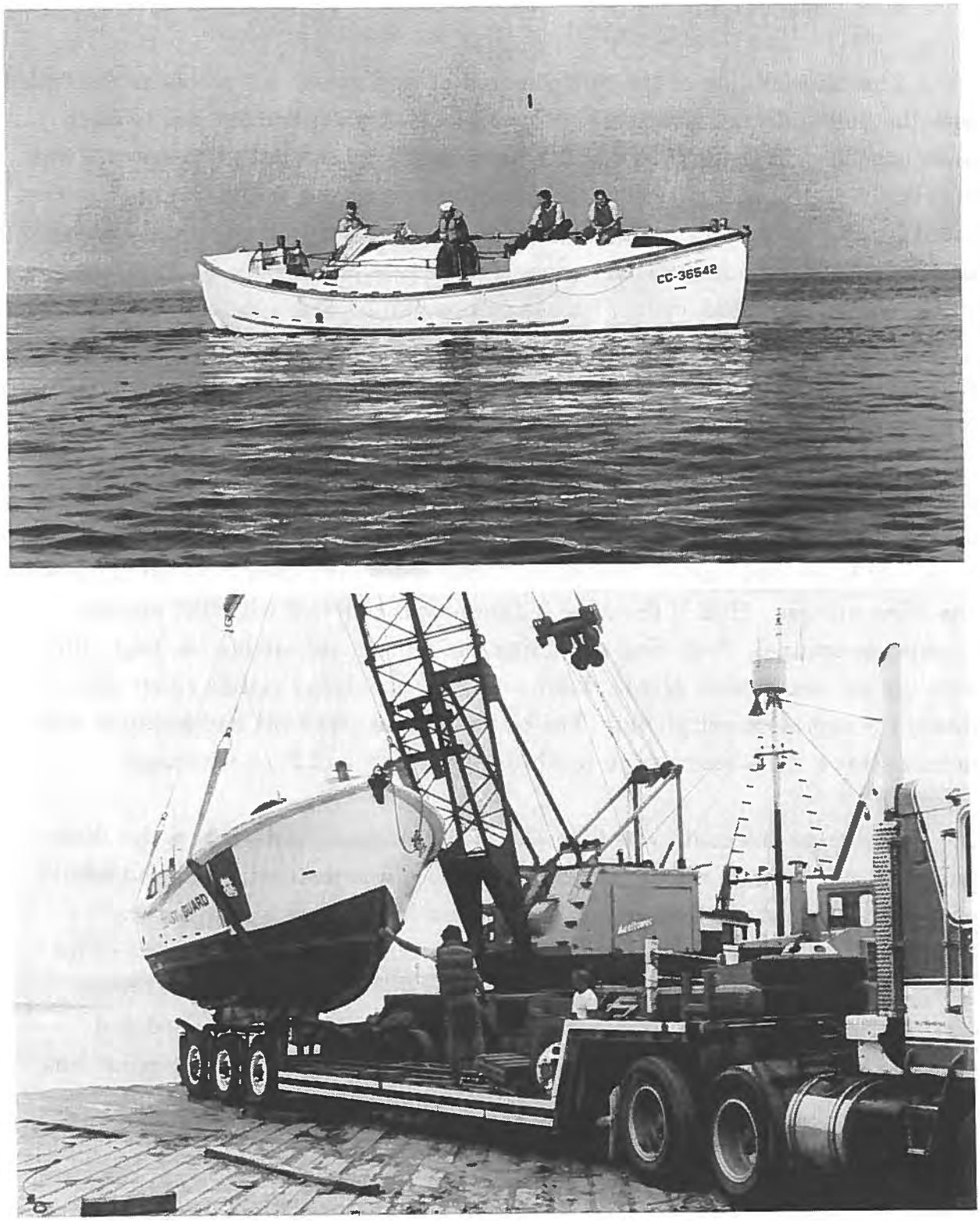
Four views of the motor lifeboat returning to the boathouse: 1) approaching the launchway, two men ready on the pier; 2) being guided to the proper position on the carriage and secured; 3) being hauled up the launchway; 4) being washed down and prepared for storage. Photos taken in 1957 by Richard Levesque.

3. Restoration

The deterioration of the hull centered on two areas. All problems associated with the hull and superstructures were caused by dry rot damage due to fresh water standing on the hull. The after house sufferred the most damage and was completely destroyed by dry rot. This deterioration spread to the frames, covering boards, sternpost and planking. The same problems were found on the starboard side of the forward house. There some of the house planking had rotted, along with the covering board, clamp, frames and planking. Fresh water was also trapped between the guards, rotting the sheer plank along the entire starboard side and the guards for 3/4 of their length. The canvas covering the forward house was cracked and peeling.

The restoration began with the removal off all rotten pieces from the hull, and a thorough documentation of construction techniques, materials and fastenings. The upper three feet of the sternpost was replaced, a new piece scarfed to the old laminated timber. Six pairs of frames aft were then replaced along with one bilge stringer. Half of the after bulkhead was renewed with 3/4" marine plywood as original. Following reframing, planking could commence, beginning with the top two cypress planks, followed by six mahogany planks either side and finally the cypress sheer planks. The planks were steam bent and fastened with bronze screws. The seams were caulked with cotton and filled with seam compound.

The same procedure was followed on the starboard side, where the sheer and three planks were replaced. The after house was then reframed and rebuilt, using pine and canvas. Sections of the forward house were similarly repaired. Both houses were then canvassed and the covering boards were replaced. The guards were steam bent and fastened to the outside of the sheer with bronze carriage bolts. Finally, the entire hull and cabins were sanded, primed and painted. The bottom was scraped and a coat of hard type antifouling paint was applied.



Top, No. 36542 afloat in Drakes Bay, 1962 (Courtesy of Jim Crunk); bottom, boat being loaded at Humboldt Bay for travel to Point Reyes, 1982. (NPS)

APPENDIX C - List of Classified Structures, PORE (excerpt)


```
STRC
NUM       IDLCS

PR-110    09234  NAME:OLEMA LIME KILNS
                 NAME:
                 NAME:
                 MATL:FOUN.                        WALLS WOOD
                      ROOF                         OTH
                      SUB                          SUPR
                 SIGF:U                COND:F      IMPACT:U
                 DATA:NR 76000217                  HABS
                      BIBNUM                       HAER
                 LEGAL:FEE   MGT.CAT: C                        DATE:
                 MGT.AG:NO   NR STAT:1 ENTERED-DOCUMENTED      DATE:
                 APPROV.ULT.TRMT:PP  COST:          6000       DATE:
                 TEXT:1850,STABILIZED


PR-116    16044  NAME:WATER STORAGE TANK-SMALL (LIFEBOAT STATION)
                 NAME:
                 NAME:
                 MATL:FOUN.                        WALLS WOOD
                      ROOF                         OTH
                      SUB                          SUPR
                 SIGF:U                COND:P      IMPACT:U
                 DATA:NR                           HABS
                      BIBNUM                       HAER
                 LEGAL:FEE   MGT.CAT: B                        DATE:
                 MGT.AG:NO   NR STAT:0 UNDETERMINED            DATE:121878
                 APPROV.ULT.TRMT:PP  COST:             0       DATE:  87
                 TEXT:10,000 GAL,CONCRETE+TIMBER FOUNDATION,REPAINT


PR-117    16045  NAME:WATER STORAGE TANK-LARGE (LIFEBOAT STATION)
                 NAME:
                 NAME:
                 MATL:FOUN.                        WALLS WOOD
                      ROOF                         OTH
                      SUB                          SUPR
                 SIGF:U                COND:P      IMPACT:U
                 DATA:NR                           HABS
                      BIBNUM                       HAER
                 LEGAL:FEE   MGT.CAT: B                        DATE:
                 MGT.AG:NO   NR STAT:0 UNDETERMINED            DATE:121878
                 APPROV.ULT.TRMT:PP  COST:             0       DATE:  87
                 TEXT:12,000 GAL,CONCRETE&TIMBER FOUNDATION
```

STRC NUM IDLCS

PR-118 09235 NAME:GARAGE (AT RESIDENCE) (LIFEBOAT STATION)
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:F IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:
APPROV.ULT.TRMT:RH COST: 0 DATE:
TEXT:15X20FT, WOOD SHINGLED HIP ROOF

PR-119 09236 NAME:PUMPHOUSE (AT RESIDENCE) (LIFEBOAT STATION)
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:G IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:
APPROV.ULT.TRMT:PP COST: 0 DATE:
TEXT:15X12FT,WOOD SHINGLED HIP ROOF,CONCRETE FOUNDATION

PR-120 16046 NAME:STONE FACED WALL (AT RESIDENCE) (LIFEBOAT STATION)
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:F IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:110179
APPROV.ULT.TRMT:PP COST: 0 DATE: 87
TEXT:RETAINING WALL WITH 2 SETS CONCRETE STAIR,CRACKED

STRC NUM IDLCS

PR-121 16047 NAME:WATER STORAGE TANK-SMALL (LIFEBOAT STATION)
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:P IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:110179
APPROV.ULT.TRMT:PP COST: 0 DATE: 87
TEXT:10,000 GAL,10FT HIGH,12FT DIA.,CONCRETE BASE

PR-122 16048 NAME:WATER STORAGE TANK-LARGE (LIFEBOAT STATION)
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:P IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:110179
APPROV.ULT.TRMT:PP COST: 0 DATE: 87
TEXT:14,500 GAL,18FT DIA,14.5FT HIGH, CONCRETE BASE

PR-123 09237 NAME:FIRE PUMPHOUSE (LIFEBOAT STATION)
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:G IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:
APPROV.ULT.TRMT:PP COST: 0 DATE:
TEXT:10X10FT,1 STORY

STRC NUM IDLCS

PR-124 16049 NAME:LOW ROCK RETAINING WALL (LIFEBOAT STATION)
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:F IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:110179
APPROV.ULT.TRMT:PP COST: 0 DATE: 87
TEXT:50',RANDOM RUBBLE, OVERGROWN,NEEDS STABILIZATION

PR-125 09238 NAME:BOATHOUSE-BOAT STATION
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:G IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:
APPROV.ULT.TRMT:RH COST: 0 DATE:
TEXT:45X62FT,L-SHAPED,2 STORIES,SHINGLED HIPPED ROOF

PR-125.5 22267 NAME:LIFE BOAT STATION-LAUNCH RAMP & DOCK
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:P IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:
APPROV.ULT.TRMT:RH COST: 0 DATE:
TEXT:

STRC NUM IDLCS

PR-126 09239 NAME:THREE STALL GARAGE (LIFEBOAT STATION)
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:G IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:
APPROV.ULT.TRMT:RH COST: 0 DATE:
TEXT:27X30FT,WOOD SHINGLED HIPPED ROOF

PR-134 22268 NAME:MAIN HOUSE
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:F IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: C DATE:
MGT.AG:SU NR STAT:0 UNDETERMINED DATE:
APPROV.ULT.TRMT:PP COST: 0 DATE:
TEXT:

PR-137 22269 NAME:OLD HAY BARN
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:P IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: C DATE:
MGT.AG:SU NR STAT:0 UNDETERMINED DATE:
APPROV.ULT.TRMT:PP COST: 0 DATE:
TEXT:

STRC
NUM IDLCS

PR-140 22270 NAME:CHICKEN HOUSE
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:P IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: C DATE:
MGT.AG:SU NR STAT:0 UNDETERMINED DATE:
APPROV.ULT.TRMT:PP COST: 0 DATE:
TEXT:

PR-159 09240 NAME:COMMANDER'S RESIDENCE (LIFEBOAT STATION)
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:G IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:
APPROV.ULT.TRMT:RH COST: 0 DATE:
TEXT:34X42FT,2 STORIES,AN ATTIC,GABLE ROOF

PR-180 09241 NAME:MAIN HOUSE (PIERCE RANCH)
NAME:
NAME:
MATL:FOUN. WALLS WOOD
ROOF OTH
SUB SUPR
SIGF:U COND:G IMPACT:U
DATA:NR HABS
BIBNUM HAER
LEGAL:FEE MGT.CAT: B DATE:
MGT.AG:NO NR STAT:0 UNDETERMINED DATE:
APPROV.ULT.TRMT:RH COST: 61756 DATE:
TEXT:50X60 FT,2 STORIES

NPS Form 10-900 (Rev. 8-86) THE MARITIME HERITAGE OF THE UNITED STATES NHL STUDY OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Point Reyes Lifeboat Station

other names/site number

2. Location

street & number Drakes Bay ☐ not for publication

city, town Point Reyes ☒ vicinity

state California code CA county Marin code 041 zip code

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☒ building(s)	6	____ buildings
☐ public-local	☐ district	____	____ sites
☐ public-State	☐ site	3	____ structures
☒ public-Federal	☒ structure	____	____ objects
	☐ object	9	____ Total

Name of related multiple property listing: ____

Number of contributing resources previously listed in the National Register 9

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. ☐ See continuation sheet.

Signature of certifying official ____ Date ____

State or Federal agency and bureau ____

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official ____ Date ____

State or Federal agency and bureau ____

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register. ☐ See continuation sheet. ____ ____

☐ determined eligible for the National Register. ☐ See continuation sheet. ____ ____

☐ determined not eligible for the National Register. ____ ____

☐ removed from the National Register. ____ ____

☐ other, (explain:) ____ ____ ____

Signature of the Keeper Date of Action

8. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
Government-lifesaving	Government

7. Description

Architectural Classification (enter categories from instructions)

Coast Guard Standard Plan

Materials (enter categories from instructions)

foundation concrete / pilings
walls wood
roof composition shingle
other N/A

Describe present and historic physical appearance.

The Point Reyes Lifeboat Station, built in 1927, consists of National Register of Historic Places listed structures located within the boundary of Point Reyes National Seashore at the western end of Drakes Bay on the California coast. Closed by the United States Coast Guard in 1968, the station is now owned by the National Park Service.

THE DRAKES BAY LIFEBOAT STATION AS BUILT AND MODIFIED

The Point Reyes Lifeboat Station was built on a rare stretch of sand on an otherwise rocky coastline south of Point Reyes, which abruptly thrusts out into the Pacific 40 miles northwest of San Francisco, creating the western end of Drakes Bay. Placed near the end of the point, the station is exposed to the extreme conditions of climate and topography that created a need for a lifeboat station: heavy fog, high winds, and angry surf. The boathouse, the principal structure of the station, stands at the base of the hills and cliffs of the point, with its piers and lifeboat launching marine railway extending into the bay. Above, perched on the hillside, stands the rest of the complex.

As built, the station included the boathouse, a spacious officer-in-charge's residence, two garages, storage sheds, powerhouse, water storage tanks, a flagstaff, lookout tower, and rock retaining walls. As it stands in 1989, the station has changed little. Several minor outbuildings have vanished, a dirt road was relocated farther up the hill after a landslide, and a water tower removed from its wood frame base and placed on concrete foundation. These changes were all made during the operational history of the station. [1]

[x] See continuation sheet

Boathouse

The primary structure at the station is the boathouse, built in 1927. Designed to house type "T" 36-foot motor lifeboats, the boathouse quartered the station's crew on its second floor. A rectangular, two-and-a-half story wood frame structure 60 by 40 feet in area, the boathouse rests on a concrete and wood piling foundation. Finished with horizontal wood siding, the boathouse is painted white with gray trim and has a hip roof covered with red cement-asbestos shingles. The windows are double-hung wood sashes, six over six. The interior of the building is equally divided between boat storage and living quarters for the crew. The first floor is primarily occupied by the boat deck, which as built housed a 36-foot motor lifeboat and a 26-foot rail-launched surfboat. A second 36-foot motor lifeboat was added to the station in 1934 and the surfboat was placed outside. In May 1940, a shed addition on the eastern facade of the boathouse allowed the shifting of the tracks for the second 36-foot motor lifeboat to that side of the building. [2] The rails for the surfboat were removed from inside the station, leaving only the two rails for the motor lifeboats. Each set carries a launching cradle. The third set of rails were retained outside the boathouse, though, so that the surfboat could be placed on a cradle and launched down the launchway like the motor lifeboats.

As built the boathouse employed a gasoline-powered winch to haul up the boats. In 1965, an electric winch, with manual override, was installed as a replacement. [3] It remains in the building and is operational. The walls of the boat deck are tongue-in-groove siding; on the front facade are the three sets of double-hung doors that swing out for boat launching. The Electrolux 100W electric furnace, manufactured by the S.T. Johnson Co. of Cakland, California, is located on the boat deck. It exhausts into a flue that leads to the boathouse chimney.

The first floor also houses the mess deck. A large kitchen, remodeled by the Coast Guard in 1951, 1963, and recently rehabilitated by the National Park Service, and the pantry, now converted into a bathroom, are located at this level. The floors are linoleum, the walls plastered, and the lighting is fluorescent tube. From the mess deck, a short flight of stairs step down to the boat deck, while another stairway, with 17

SEE CONTINUATION SHEET

risers, leads to the second floor. The stairway has a hardwood rail with the ends served with lashing in a nautical manner. The second floor, or the berth deck, contains six 10- by 12-foot bedrooms, each sleeping two men, a radio room (with all equipment removed), an office, a large recreation room, and a bathroom with showers. The bathroom was originally a smaller space; it was enlarged and two shower stalls installed in 1942. It was again modernized, along with the galley, in 1963. [4] From the second floor, a stairway leads to the loft, which makes up the half-story. The loft was divided into various small closets with an open storage area in the center. During 1988-1989 renovation, firewalls were installed to divide the loft into several smaller spaces while preserving the closets and a series of wood drawers containing spare plumbing and electrical parts for the building.

An elevated walkway on the eastern facade of the boathouse leads to the launching ramp in front of the building. The heavily planked ramp, mounting the launching rails, continues out 40 feet to the water's edge, the rails converge into a single set of tracks that run another 60 feet or more into the water, resting for much of their length on pilings tied together with heavy wooden beams. On each side of the railway are two elevated piers that extend to the end of the railway. Around 1940, davits with a manual windlass were mounted on the northern dock for launching the surfboat formerly stowed in the boathouse. The davit and windlass assembly was dismantled after 1968.

Officer-in-Charge's Quarters

The officer-in-charge's quarters, built in 1927, is a rectangular, two-story wood frame structure 20 by 50 feet in area. It has a full basement. Covered with horizontal wood siding painted white, the building has double-hung wood sash windows, six over six, with a plain surround painted gray. The gable roof, with two dormers, is wood shingled and painted red. A single brick chimney for the fireplace is located at one end. There is a front and a back porch; both are enclosed because of the harsh, damp, cold climate. There are six rooms on the first floor; the living room, kitchen, pantry, a bathroom, bedroom, and small office. There are four rooms on the second floor; two bedrooms, each with spacious walk-in closets, and two large storerooms. The interior walls are plastered, with high

SEE CONTINUATION SHEET

ceilings, hardwood floors, and a hardwood stairway that leads to the second floor. An original brass cap, shaped like a pyramid, tops the newel post. The interior has not been substantially modified and reflects the utilitarian accommodations of government-supplied quarters. The bathrooms, kitchen, and electrical fixtures were modernized by the Coast Guard in 1966. Around the same time, the fireplace was bricked up because of the violent winds that occasionally swept down the chimney. [5]

Outbuildings

Between 1927 and 1942 the Coast Guard built fourteen outbuildings and auxiliary structures as part of the lifeboat station complex. Outbuildings constructed in 1927 were a three-car garage, a one-car garage, two storage sheds, a powerhouse, four redwood water tanks, bellpost, drill post (for rigging the breeches buoy), lookout tower, and flagstaff. As of 1989, only the two garages, powerhouse, and the watertanks remain at the station. A pumphouse built in 1935, as well as the gravel road leading into the station and stone retaining walls alongside the road, are the other structures present. The road originally went only to the officer-in-charge's residence; it was extended in 1937 to reach the boathouse.

The three-car garage, a square wood frame structure about 28 feet square with horizontal wood siding, sheathed with No. 1 sawn cedar shingles, and a wood shingle hipped roof, is painted white with red roof and gray trim. There are five wood sash windows, double hung, one over one. Three garage doors face the driveway, with a small door on the east side. The one-car garage, which was probably built as a workshop and later housed the officer-in-charge's automobile, is a 12- by 20-foot rectangular wood frame structure. It has horizontal wood siding sheathed with No. 1 sawn cedar shingles, painted white. The hip roof is wood shingled and painted red. There are four double hung wood sash windows, one over one, with the garage door on the west facade and a small door on the north facade.

The powerhouse is a square, 12- by 12-foot wood frame structure with horizontal wood siding sheathed with No. 1 sawn cedar shingles painted white. The generator and an electric pump

SEE CONTINUATION SHEET

installed in the building were later removed and the interior of the building is empty except for the concrete pad and steel piping that connects to the station's well, which went dry in 1934. To replace it, a new well was drilled and a pumphouse was built in August 1935. This small 10- by 10-foot wood frame building has horizontal wood siding, painted white. [6] It is connected to the new well and feeds the station's four redwood water tanks. The four redwood water tanks for the station remain on site, two on the hillside above the residence and two above the boathouse. The two tanks above the boathouse were moved from their original location after a landslide in 1956; they are now farther up the hillside.

Structures not present that were built after 1927 include several non-official residences built on the hillside by the surfmen for their families, two cottages built in 1936 for station personnel, a WWII temporary Quonset hut that was built as a recreation room around 1942, and an 85-foot high guyed aluminum radio tower erected in 1962 and removed in 1968. The residences were demolished sometime around 1956. The Quonset hut was demolished by the Coast Guard around 1960.

36-FOOT MOTOR LIFEBOAT NUMBER 36542

One of the 36-foot motor lifeboats employed at this station is now owned by the National Park Service and is usually housed in the boathouse. Built at the Coast Guard yard at Curtis Bay, Maryland, in 1953, the boat, a type "TRS," is numbered 36542. There were three types of 36-footers; the original type "T," the "TR" of 1931, and the "TRS" of 1938. Number 36542 is an excellent example of the once-common 36-foot motor lifeboats, hundreds of which were built between 1908 and 1956; less than a dozen of these vessels survive in the United States today. 36524 is currently at the Marshall Boat Works in nearby Marshall, California, where it is hauled out. The 36-foot motor lifeboat is a rescue craft designed to remain afloat and self-right in adverse sea conditions. It was the first standard motor-propelled lifeboat type adopted by the Coast Guard for lifesaving. The double-ended hull is fully-enclosed by three turtleback trunks and two well decks. The hull is divided into several watertight compartments, with a GM 4-71 marine diesel

SEE CONTINUATION SHEET

engine turning a single screw. The oak-framed and oak and cypress-planked vessel has a solid oak keel reinforced with a cast-brass shoe, with clamps and stringers providing longitudinal support along with two substantial rubrails on the outer hull. The hull is 36.8 feet long, with a 10.6-foot beam and a 3.4-foot draft. [7]

NOTES

1
The station was previously documented for the National Register of Historic Places in 1979 and 1985; see James P. Delgado, Gordon Chappell, Anna C. Toogood, and F. Ross Holland, Jr., "National Register of Historic Places Inventory/Nomination Form, Point Reyes Lifeboat Rescue Station Station," Unpublished manuscript report, National Park Service, Western Regional Office, San Francisco, June 10, 1979 and June 5, 1985. For the purposes of this study, another site evaluation was undertaken by the author on June 12, 1989.

2
"Point Reyes Station, Additions-Alterations & Repairs to Boathouse and Launchway, U.S. Coast Guard, Civil Engineering Office, San Francisco," drawing # 3759-31, May 1940. Copy on file at Point Reyes National Seashore, Point Reyes, California.

3
"Point Reyes Station, Electric Drive Motor for Boat Hoisting Winch," U.S. Coast Guard, 12th District, Engineering," drawing D-663-1, August 11, 1965. Copy on file at Point Reyes National Seashore, Point Reyes, California.

4
"Point Reyes Lifeboat Station, Improving Bath & Washing Facilities in Sta. Bld'g, United States Coast Guard, San Francisco District, Engineering," drawing 3759-38, April 1942. Also see "Pt. Reyes Lifeboat Station, Alterations to Existing Barracks Building, U.S. Coast Guard, 12th District, Civil Engineering," drawing D-425-1. October 28, 1963. Copies on file at Point Reyes National Seashore, Point Reyes, California.

SEE CONTINUATION SHEET

5
"Point Reyes Station LB, Family Quarters Remodeling, U.S. Coast Guard, 12th District, San Francisco, Civil Engineering," drawing D-781-1, December 7, 1966. Copy on file at Point Reyes National Seashore, Point Reyes, California.

6
"Pump House & Piping, Layout for Water Supply, Point Reyes C.G. Station, Pt. Reyes, Calif., U.S. Coast Guard, Office of the Civil Engineer, Government Island, California," drawing 3759-18, September 1935. Also see "Point Reyes Station Water Well, U.S. Coast Guard, Civil Engineer's Office, Washington, D.C.," drawing 101180, November 2, 1935. Copies on file at Point Reyes National Seashore, Point Reyes, California.

7
Don Birkholz, "Conditional Survey of 36' Motor Lifeboat #36542, for Point Reyes National Seashore, National Park Service." Unpublished manuscript report, Tri-Coastal marine, Inc., October 1987, pp. 2-3.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:
☐ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D NHL CRITERIA 1,4

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

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Maritime	1927-1939	1927
Politics/Government	1927-1939	1927
Humanitarian	1927-1939	1929, 1930, 1931
NHL XII L: Business: Shipping and Transportation		
NHL XIV B: Ships, Boats, Lighthouses, and Other Structures		

Cultural Affiliation: N/A

Significant Person: N/A

Architect/Builder: U.S. Coast Guard

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

The Point Reyes Lifeboat Station was built to rescue seamen whose misfortune it was to wreck on the treacherous shores of the Point Reyes peninsula, which abruptly interrupts the ocean highway off the Pacific coast. Vessels making landfall from transpacific passages usually aimed for, and turned south at Point Reyes for San Francisco. Strong currents, thick fogs, and shifting winds drove ashore vessels seeking shelter in the point's lee. Between 1595 and 1939, more than 30 vessels engaged in coastal and transpacific trade were lost there, and more than 20 other major vessels were stranded or victims of maritime accidents. Because of the large number of shipwrecks on the peninsula, a lifesaving station was built in 1888 on the Ten-Mile Beach of Point Reyes, serving until 1927, when it was relocated to Drakes Bay.

The United States Life-Saving Service, later incorporated with other services to create the U.S. Coast Guard, was established in 1878 to render aid to the hundreds of shipwrecked vessels and mariners lost annually on the nation's coasts and lakeshores. A variety of station types were developed for various launching conditions, most employing manually launched surfboats hauled across beach sands to the ocean. Other stations on rocky coastlines employed railways to launch boats. The development of motor lifeboats in the early years of the 20th century revolutionized lifesaving, and a number of earlier stations built on sand beaches were decommissioned in favor of more centrally

☒ See continuation sheet

located rail-launching stations on more protected shores because the motor lifeboats had a quicker response time. The result was felt at Point Reyes with the relocation of the station and the construction of a boathouse and launchway for motor lifeboats in the lee of the Point on the protected waters of Drakes Bay. This type of station served until the mid-1960s, when the development of the 44-foot motor lifeboat led to the quick abandonment of the 36-foot motor lifeboat and the rail-launching lifeboat stations.

For 80 years the lifesaving and lifeboat stations of Point Reyes provided a humanitarian service to Pacific coast shipping, one of the nation's vital maritime trades routes; half of those years were served by the station on Drakes Beach with its motor lifeboats. A typical example of a rail-launching station with launchway and cradle-launched 36-foot motor lifeboats, the Point Reyes Lifeboat Station is the only unaltered station of this nationally employed type remaining on the Pacific Coast. It retains its principal structures, the majority of its secondary structures, and most importantly its launchway, tracks, launching cradles, and one of its 36-foot motor lifeboats.

The preceding statement of significance is based on the more detailed statements that follow.

THE UNITED STATES LIFE-SAVING SERVICE AND THE COAST GUARD

It is a traditional responsibility of mariners to assist vessels in distress, and the annals of the sea are filled with accounts of masters and crews who risked all to save others on foundering or burning ships. U.S. Government vessels honored this tradition, but it was not until 1832 that the government formally introduced the concept of Federal responsibility for rescuing mariners in distress. That year, the Secretary of the Treasury instructed the masters of several U.S. revenue cutters to cruise in the winter months to render what aid they could to shipwrecked vessels. However, many ships were cast upon the nation's shores where no other vessel could reach them, and the saving of life and property was the responsibility of those ashore. In 1786, the Massachusetts Humane Society was founded to provide assistance to those wrecked on the shores of Cape Cod, and other

SEE CONTINUATION SHEET

organizations followed suit, building houses of refuge on isolated beaches so that men cast ashore would not perish from the elements. [1]

In 1847, the federal government first recognized the need for a government response to shoreside wrecks. A small appropriation was granted for lifesaving equipment at a number of lighthouses. In 1848, this appropriation, which was not used, was followed by a $10,000 appropriation to place lifesaving equipment on the New Jersey shore, where large numbers of vessels were cast up after failing to make the New York harbor entrance. Under the supervision of the United States Revenue Marine, stations were built to house the equipment, but skilled lifesavers were not provided. [2] In 1854, superintendents for the Jersey stations were provided for by Congress, but paid crews were not made available until after 1871, when Congress allocated $200,000 for that purpose.

The need for a professional government-supported service devoted to lifesaving became a paramount concern, and in 1878, Congress established the United States Life-Saving Service (USLSS), with money to build additional stations and provide for professionally-trained, paid crews to man them. Within four years, the service had grown to encompass 189 stations across the United States--139 on the Atlantic seaboard, seven on the Pacific coast, five on the Gulf coast, 37 on the Great Lakes, and one at the Falls of the Ohio at Louisville, Kentucky. [3] In nearly all cases, these stations were isolated boathouses and quarters built on sandy stretches of ocean beaches; the pounding surf forced the lifesavers to haul lifeboats on surf carts over the sand and launch them into the waves by hand. The majority of East coast lifesaving stations were of this surf-launching type; it was only on rocky coastlines, sheltered harbors, the Great Lakes, and the Pacific coast that elevated launchways were built to slide boats down a ramp and into the water. However, some stations with launchways were built on sandy beaches after 1900 to accommodate a new type of lifeboat.

The Life-Saving Service was never able to utilize marine steam propulsion in its lifeboats; steam engines were too bulky and heavy, as well as too easily extinguished in a swamped, surf-

SEE CONTINUATION SHEET

lashed boat. In September 1899, though, the first motor lifeboat, a standard 34-foot pulling boat fitted with a 12-horsepower Superior gasoline engine, was launched and tried out on Lake Michigan. The USLSS commissioned a group of experts, headed by Professor C.H. Peabody at the Massachusetts Institute of Technology, to study lifeboat mechanization and design. "The commission threw its weight in favor of power boats and offered invaluable technical advice." [4] The USLSS began mechanizing its boats in 1905; more than a dozen motor lifeboats were in service by year's end. By 1913, more than 70 motor lifeboats and 70 power surfboats were in service; two years later, as the Life-Saving Service merged with other agencies to constitute the U.S. Coast Guard, 80 motor lifeboats and nearly 150 power surfboats were on the inventory. [5] There were two types of motor lifeboats--the original 34-foot boat, with 25 hp engines, and the 36-footer, introduced after 1905, with a heavier 35 hp engine.

These craft, with fixed propellers and heavier construction, could not be surf launched. Hence, after the introduction of the motor lifeboat, a number of former lifesaving stations were rebuilt as lifeboat stations with elevated marine railways; the first was Wood End Station on Cape Cod, with the ways leading into the sheltered waters of Provincetown Harbor. The 1908 introduction of the 36-footers, however, set a standard for the American motor lifeboat that lasted for five decades. Throughout the United States, motor lifeboats were employed at lifeboat stations--those with launchways--while the old-style "pulling" surfboats were used at lifesaving stations.

These two basic station types were built in numerous architectural variations and adapted to regional conditions. By 1924, the 36-foot motor lifeboats made up the majority of craft used, though a number of pulling boats, and, thanks to improved technology, 26-foot, 12 hp gasoline engined surfboats were also found in the various stations around the country. The newly created United States Coast Guard continued to maintain the old stations, building new ones as well, so that by 1929, the apparent "high water mark," there were approximately 250 lifesaving and lifeboat stations in the United States. [6]

SEE CONTINUATION SHEET

THE POINT REYES LIFESAVING AND LIFEBOAT STATIONS

The Point Reyes peninsula claimed California's first recorded shipwreck in 1595, when the Spanish exploring vessel San Agustin was driven ashore in Drakes Bay. No other vessel is known to have wrecked there until 1841, but following the discovery of California gold in 1848, the rise of San Francisco as the nation's principal port on the Pacific and increased transpacific and coastal shipping resulted in more wrecks. Only the ranchers who lived on the peninsula, and occasionally the keepers of Point Reyes light were available to rescue stranded mariners, and often they were of little or no help, as eight major wrecks between 1866 and 1886 demonstrated. In the latter year, the U.S. Life-Saving Service, which had established its first station on the Pacific coast at San Francisco just eight years before, approached Point Reyes landowner Charles Webb Howard to negotiate acquiring a station site. In January 1888, the USLSS purchased a 3-1/2-acre plot on the peninsula's "Ten-Mile Beach" from Howard. The site stood three miles north of the point, and as the name implies, on a flat ten-mile expanse of sand, giving a view of ships off the beach and the headlands. A lifesaving station was built in 1888 and equipped with surfboats; it served for 39 years. [7]

The station faced vicious surf which not only made rescue attempts dangerous but also made training in boat launching and rescue techniques unncessarily hazardous. Three surfmen lost their lives while launching their boats on the beach between 1889 and 1927. The station was also ill-sited to assist wrecks in Drakes Bay around the southeast side of the point, and it was there that the majority of wrecks occurred as vessels sought shelter in the lee of Point Reyes. Around 1894, the USLSS built an auxiliary boathouse on Drakes Bay to respond to wrecks there and for training; in 1913, they purchased three adjacent parcels of property on the bay for a new boathouse, residence, and lookout.

The new station was not built for thirteen years. This was because of the 1915 absorption of the USLSS into the Coast Guard, the United States' entry into the First World War in April 1917, and unexplained further complications. The deteriorating old

SEE CONTINUATION SHEET

station on Ten-Mile beach remained in use. Then, in January 1925, the Coast Guard drew up plans for the new station on Drakes Bay. The new facility was to be a lifeboat station, with launchway, gasoline-powered winch to hoist the boats up, a combination boathouse/crew's quarters, officer-in-charge's residence, hot water heating, electrical lighting, and garages; all considered luxuries to the crew in a nearly 40-year old station suffering from years of deferred maintenance. The Fred J. Maurer Company's low bid of $42,162 was accepted early in 1926, and in July of the same year Maurer's men began to work. During construction, the station received its first authorization for a power lifeboat. On September 17, 1927, the crew moved into the new boathouse and residence, even though all of the station buildings were not yet complete. [8]

In the 41 years the station at Drakes Bay was in commission, the surfmen responded to numerous distress calls, hauling fishing boats and yachts out of the surf, and towing out of gas vessels to the fish company piers on Drakes Bay. In this fashion, in just ten years, the new station's crew saved $3,000,000 worth of property and assisted 45 vessels in distress. [9] Included in those figures were three major shipwrecks in the immediate vicinity of the station. The first was on the evening of June 27, 1929. The 946-ton steam schooner Hartwood, laden with wire cable, steel, pipe, and sugar, and carrying 26 persons, crashed ashore on the rocks of the point. The heavy seas and rocks began to break the wooden hull apart, and the captain ordered all hands to abandon ship. Two boats were launched. Thirteen people, including the captain's wife, 5-year-old son, and the 7-year-old son of the first mate, slid down the falls into the boats. Heavy seas prevented the launching of the smaller workboat, leaving 13 men stranded on the ship.

The lifeboat crews had meanwhile responded to Hartwood's telegraphed SOS and quickly located the steam schooner's boats. The occupants were taken to the station while the Coast Guardsmen rigged a breeches buoy on the cliffs above the wreck. As the cable alternately sagged and snapped taut with each roll of the ship, three men were hauled to safety. The breeches buoy was abandoned after the third came ashore, however, as the increasing swell was cracking the cable like a whip. By running the motor

SEE CONTINUATION SHEET

lifeboat close to Hartwood, the crew was able to pass a line to the ship. Most of the men crossed over the line, hand over hand, to reach the launch. Meanwhile, the crew on shore raised the breeches buoy cable and pulled the last two Hartwood crew members ashore. The steam schooner quickly broke up. [10]

Nearly a year later, on May 8, 1930, the Atlantic Richfield Company gasoline tanker Richfield stranded on the reefs off Chimney Rock, tearing her hull open to the sea and spreading gasoline over the water. The crew abandoned ship and were rescued by the motor lifeboat crew from the Point Reyes Station, who had witnessed the tanker's grounding. Attempts to pull the tanker free failed, though, and the Coast Guard posted a mariner's warning prohibiting open fires at sea in the vicinity of Point Reyes until the ship had broken up and her gasoline cargo dispersed on the waves. On November 7, 1931, the freighter Munleon, carrying 800 tons of general cargo, ran ashore at the point near the spot Hartwood had been lost at two years previous. Holed by rocks, Munleon settled into the water as the Coast Guard motor lifeboat hove into view. Three separate trips in the lifeboat brought the 28-man crew to safety, but Munleon was abandoned to the surf and rocks as a total loss. [11]

Apart from these and a few other adventures, the Coast Guard crew at the station, like firemen, spent much of their time preparing for the time when disaster would strike. Maintaining equipment and drilling occupied much of the time. Other than assistance calls and the occasional shipwreck, nothing altered the routine except once, when tragedy struck the station on November 23, 1960. The 36-foot motor lifeboat CG 36542, with two Coast Guardsmen as crew, were dispatched that evening to tow a disabled fishing boat into Bodega Bay. Late that night, about an hour away from the station, the crew radioed that they would soon dock. That was the last time they were heard from. The next morning, searchers found the lifeboat cast up on Ten-Mile Beach, with the propeller turning. The crew was gone. An air-sea -land search failed to turn up the missing men, but by year's end their bodies washed ashore. The best explanation was that a large wave capsized the boat off the point, throwing the two men into the water. The self-righting lifeboat came up, and, engine running, continued on its way, leaving the crew behind in rough, dark seas. [12]

SEE CONTINUATION SHEET

The 36-foot motor lifeboats were fast becoming obsolete by the 1960s. Coast Guard experiments resulted in the postwar development of the 44-foot motor lifeboat. The 36-footers were last built in 1956, when the final batch of 58 boats was launched. The 44-foot motor lifeboat, a steel-hulled craft with twin diesel engines, fire and salvage pump, and modern navigation equipment, has been termed "the finest rescue boat in the world." The first built, CG 44300, was launched and successfully tested in 1962. The Coast Guard ordered 25 of the new boat, which gradually began to replace the 36-footers. By the 1970s, only a handful of 36-footers were left in service, as compared with 105 of the 44-foot boats. [13] A number of older station with adequate dock facilities were converted into 44-foot boat stations, with their launchways removed or left idle and the boat deck converted into offices or quarters. This was done, for example, in 1971 at the Fort Point Station inside the Golden Gate. Other older stations that could not be converted to 44-foot boat use were decommissioned, sold, or demolished.

The impact of this decision was felt at Point Reyes. The old station was not equipped to handle the new boats. Many of its responsibilities were taken over by a new station at Bodega Bay to the north. Commissioned on July 6, 1963, the Bodega Bay Station employed both a 44-foot and a 36-foot motor lifeboat. Lifeboat CG 36542, used at Point Reyes, was transferred to Bodega Bay in 1963. There, it and the 44-foot boat were engaged in some 150 routine calls per year, usually assisting fishermen with engine trouble. By 1978, CG 36542 was the last 36-foot motor lifeboat in active service in the United States, another indication of the rapid changes wrought by the introduction of the 44-foot boat. [14] As Bodega Bay shifted into operation, Point Reyes declined, and in 1968, the station was decommissioned after 41 years of lifesaving service at Drakes Bay and 80 years of service on the Point Reyes peninsula. The vacant station was transferred to the National Park Service in 1969 since the surrounding land was now part of Point Reyes National Seashore; in 1981 the Coast Guard transferred 36-foot motor lifeboat 3CG 36542 to the National Park Service for interpretive use at the station.

SEE CONTINUATION SHEET

THE RAIL-LAUNCHING LIFEBOAT STATIONS OF THE PACIFIC COAST

The construction of the new station building at Bodega Bay, and the reconstruction of the lifeboat station at Fort Point, and equipping both with the new 44-foot motor lifeboat reflected similar moves elsewhere in the Coast Guard. One of the few dozen lifesaving and lifeboat stations built on the Pacific coast, the Point Reyes station outlasted many of its predecessors. There were only eight stations in California, around a dozen stations in Oregon, and an equal number in Washington. [15] Of these, approximately a dozen employed a launchway; these were among the last stations to be closed in the 1960s in favor of new stations deploying the 44-foot motor lifeboats now in service, or remodeled for the same. Of all of these stations, only four are known to possess a launchway; these have been closed off, the boat decks converted, and their doors removed or sealed. Only Point Reyes retains an unaltered boathouse, launchway, with rails, cradles and boat on the Pacific coast. As such, she is the best example of the Pacific coast variation of a nationally-employed and significant type of lifeboat station.

NOTES

1
Robert Erwin Johnson, Guardians of the Sea: History of the United States Coast Guard, 1915 to the Present (Annapolis: United States Naval Institute, 1987), p. 4.

2
See Robert F. Bennett, Surfboats, Rockets, and Carronades (Washington, D.C.: U.S. Coast Guard/Government Printing Office, 1976) pp. 10-31 passim.

3
Johnson, Op.cit, p. 7.

4
Stephen H. Evans, The United States Coast Guard, 1790-1915: A Definitive History (Annapolis: United States Naval Institute, 1949), p. 187. The annual report for the U.S. Life-Saving Service for 1913 reports on the rapid incursion of the 36-foot motor lifeboat.

SEE CONTINUATION SHEET

5
Ibid, p. 188.

6
Johnson, Op.cit, p. 124.

7
Ralph C. Shanks, Jr. and Janetta Thompson Shanks, Lighthouses and Lifeboats on the Redwood Coast (San Anselmo, California: Costano Books, 1978) pp. 28-31.

8
James P. Delgado, Gordon Chappell, Anna C. Toogood, and F. Ross Holland, Jr., "National Register of Historic Places Inventory/ Nomination Form, Point Reyes Lifeboat Rescue Station," unpublished manuscript report, National Park Service, Western Region, 1979, section 8, p. 3.

9
Ibid, section 8, p. 4.

10
See David Buller and James P. Delgado, "Losses of Major Vessels Within the Drakes Bay Survey Area," in Larry Murphy, ed. Submerged Cultural Resources Survey, Poirtions of Point Reyes National Seashore and Point Reyes-Farallon Islands National Marine Sanctuary: Phase I-Reconnaissance (Santa Fe: National Park Service, Southwest Cultural Resources Center, 1984) pp. 57-58.

11
Ibid, pp. 72-80 passim.

12
Shanks, Op.cit, pp. 40-41.

13
Johnson, Op.cit, p. 313.

SEE CONTINUATION SHEET

14
Shanks, Op.cit, p. 40.

15
See Delgado et al., Op.cit, section 8, p. 5-8, and Oregon State Historic Preservation Office, "Historic U.S. Coast Guard Life-Saving Facilities on the Oregon Coast," unpublished manuscript, Oregon State Historic Preservation Office, Salem, July 1980.

9. Major Bibliographical References

PLEASE SEE FOOTNOTES CITED IN TEXT.

☐ See continuation 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

Specify repository: Point Reyes National Seashore

10. Geographical Data

Acreage of property 13

UTM References

	Zone	Easting	Northing
A	10	502400	4205160
B	10	502500	4205040
C	10	502420	4204875
D	10	501960	4205060

E 10 502000 4205160

☐ See continuation sheet

Verbal Boundary Description

Please see continuation sheet.

☐ See continuation sheet

Boundary Justification

The boundary encompasses the original boundary of the station and incorporates all nominated features.

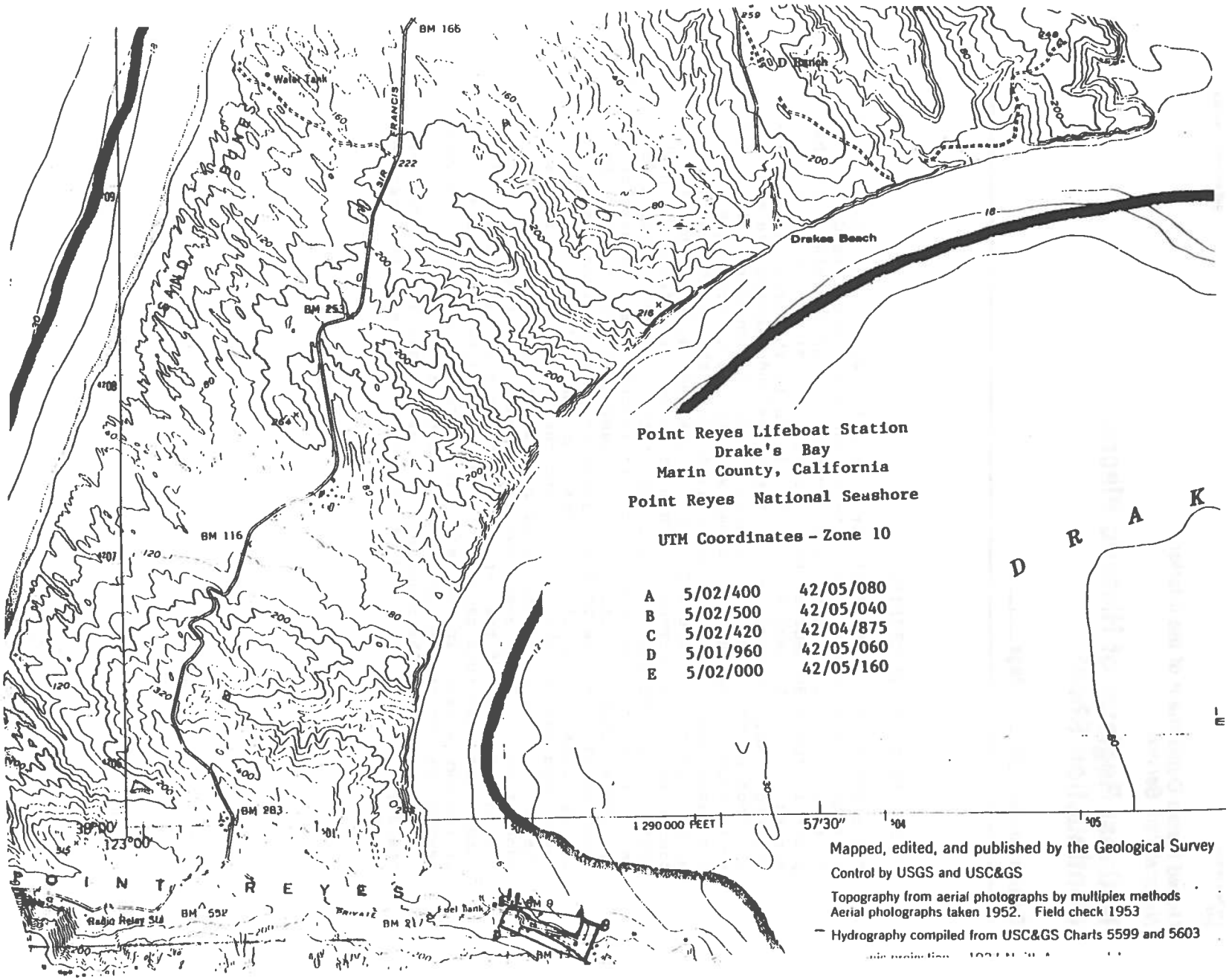
☐ See continuation sheet

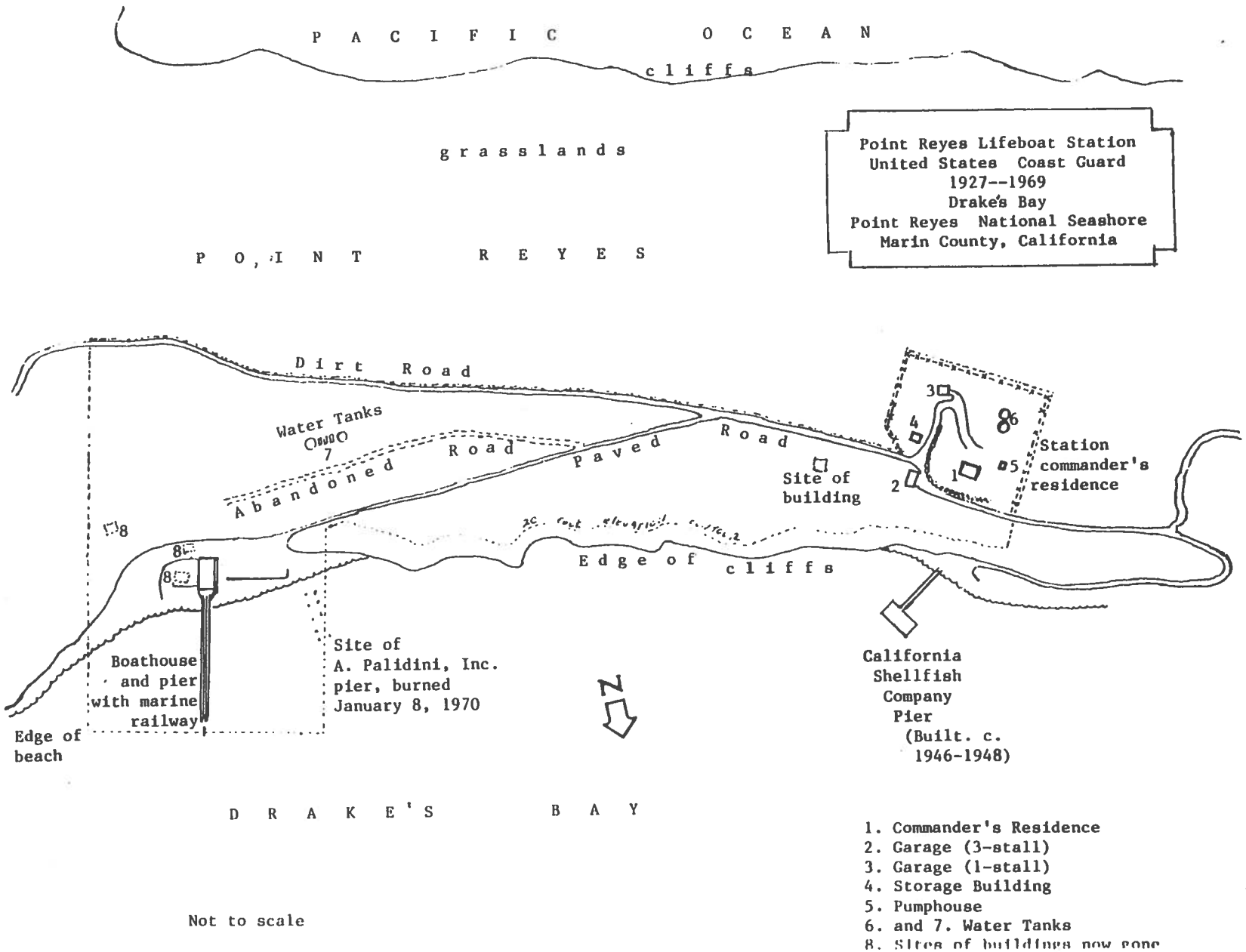
11. Form Prepared By

name/title James P. Delgado, Maritime Historian
organization National Park Service (418) date July 10, 1989
street & number P.O. Box 37127 telephone (202) 343-9528
city or town Washington state D.C. zip code 20013-7127

VERBAL BOUNDARY DESCRIPTION

The boundary begins 10 feet north from the end of the Coast Guard pier in line with the centerline of the pier, and extends 120 feet east at right angles to the centerline of the pier. At that point it turns 90 degrees to the right (south), and extends across the small beach and up the cliffs to the south side of the dirt road which extends across the grasslands toward the end of the foot of the point to the east. Then the boundary follows the south edge of that dirt road westward to its intersection with the paved road: from that point it follows the south side of the paved road to the gate and fence on the east side of the station commander's (OIC) compound. Then it follows the fence southeast, south, west, and north, around that portion of the compound that is south of the paved road, until it reaches the gate west of the residence: then it continues on the same line down the hill and down the cliff to the 20 foot elevation contour along the cliffs inside Drakes Bay until again reaching the north side of the paved road between the compound and the boathouse. It follows the the south edge of the paved road as it descends along the edge of the hillside east toward the boathouse, until it reaches a point 120 west of the centerline of the pier, at which point it turns north and runs parallel to the centerline of the pier until it reaches a point in the water on a parallel to a point 10 feet beyond the end of the pier, and at right angles to its centerline. Then the boundary turns east again in alignment with the first segment described, following that line to the starting point.


BM 166
Water Tank
FRANCIS
D Ranch
Drakes Beach
BM 252
BM 116
BM 283
38°00'
123°00'
POINT REYES
Radio Relay Sta
BM 552
PRIVATE
BM 217
del Bank
BM 8
BM 1
Point Reyes Lifeboat Station
Drake's Bay
Marin County, California
Point Reyes National Seashore
UTM Coordinates - Zone 10
A 5/02/400 42/05/080
B 5/02/500 42/05/040
C 5/02/420 42/04/875
D 5/01/960 42/05/060
E 5/02/000 42/05/160
DRAKE
1 290 000 FEET
57'30"
Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography from aerial photographs by multiplex methods
Aerial photographs taken 1952. Field check 1953
Hydrography compiled from USC&GS Charts 5599 and 5603


P A C I F I C O C E A N
cliffs
grasslands
P O I N T R E Y E S
Point Reyes Lifeboat Station
United States Coast Guard
1927--1969
Drake's Bay
Point Reyes National Seashore
Marin County, California
Dirt Road
Water Tanks
7
Abandoned Road
Paved Road
Site of building
Station commander's residence
Edge of cliffs
Boathouse and pier with marine railway
Site of A. Palidini, Inc. pier, burned January 8, 1970
Edge of beach
California Shellfish Company Pier (Built. c. 1946-1948)
N
D R A K E ' S B A Y
1. Commander's Residence
2. Garage (3-stall)
3. Garage (1-stall)
4. Storage Building
5. Pumphouse
6. and 7. Water Tanks
8. Sites of buildings now gone
Not to scale

APPENDIX E - Trip Report, Historical Architect and Structural Engineer

H34 (DSC-TWE)
PORE-199-35
JOMU-137-35

JUN 2 8 1991

Memorandum

To: Manager, Western Team, Denver Service Center

From: Steve Burke, Historical Architect, Western Team, Denver Service Center

Reference: Point Reyes National Seashore, Pkg. 199, Drake's Bay Lifesaving Station - Historic Structure Report, PT: 35

John Muir National Historic Site, Pkg. 137, Martinez Adobe Historic Structure Report, PT: 35

Subject: Modification of Trip Report - Information Gathering and Building Inspection: Point Reyes National Seashore and John Muir National Historic Site, April 1-5, 1991

PURPOSE:

The purpose of our trip was to meet with park and regional staff at both parks to gather information and begin documenting and investigating the present condition of both structures for the preparation of Historic Structure Reports. Another purpose of our trip was to meet at the Martinez Adobe, John Muir National Historic Site, with an Advisory Committee from the Getty Conservation Institute who is researching seismic strengthening of adobe structures. Team members from the Denver Service Center that participated in the trip include the following:

PORE

4/1 - 4/3	Steve Burke, Historical Architect
4/3	Kevin Baumgard, Structural Engineer

JOMU

4/4 - 4/5	Steve Burke, Historical Architect
4/1 - 4/5	Diane Rhodes, Archeologist/Historian
4/4 - 4/5	Kevin Baumgard, Structural Engineer
4/4 - 4/5	Chuck Svoboda, Electrical Engineer

DISCUSSION:

PORE

Steve Burke met Hank Florence, Historical Architect, Western Regional Office, and park staff on Monday, April 5, to discuss scope of services, task directive, and schedule for the Drake's Bay Lifesaving Station Historic Structure Report. After review of task directive, the project was divided up into park, region, and DSC tasks. It was decided that DSC would provide the Architectural Analysis section of the report which includes existing conditions/assessment of character defining features, physical chronology, and measured drawings. The park and region will complete the remaining sections of the report and the park will prepare the final draft. Tuesday and Wednesday were used as days to gather information at the site. On Wednesday, Kevin Baumgard visited the site to conduct a visual structural inspection of the buildings (See Recommendations in APPENDIX A).

JOMU

On Monday, Diane Rhodes met with park staff to discuss the research she has to complete for the history section of the report and to evaluate the scope and focus of archeological investigations needed. Diane spent the week completing her research by searching files at the Contra Costa County Recorder's Office, the North American Title Company, the Contra Costa County Library, and the California Historical Society Library. On Thursday, Chuck Svoboda, Steve Burke, Kevin Baumgard, Hank Florence, and Diane Rhodes met with park staff at the site to gather information and continue to document and investigate the structure. Thursday and Friday morning, Chuck Svoboda conducted a condition assessment of the electrical systems, while Steve Burke and Kevin Baumgard indicated areas that needed further destructive investigation. Thursday, we met with the Advisory Committee of the Getty Conservation Institute. On Friday morning, we met with Archeologist Scott Carpenter who suggested ways that archeology could contribute to the report. Also, on Friday, we managed to view another historic adobe in the Martinez area. (For Getty Conservation Institute Comments, see APPENDIX C)

FINDINGS:

PORE

Architectural

During the past 64 years the boathouse has seen some minor as well as major alterations made by both the United States Coast Guard and the National Park Service. During the trip, a room-by-room existing conditions assessment and historic fabric assessment, as well as the documentation of the character defining features, was conducted by Steve Burke. The exterior characteristics were also documented. An assessment of the current use of the structure was conducted by the park, region, and DSC. It was decided that the attic space is not adequate in size and fire codes would not permit the use of the space for sleeping or meeting without a fire suppression system.

Structural

The lifeboat station is a two-story wood-framed structure. The foundation is a system of treated timber piles. The framing on the lifeboat station appears to be in very good condition. There were no signs of earthquake or wind induced lateral distress. No abnormal deflections were observed in the lifeboat station. The timber framing above the waterline for the dock and marine railway appears to be in good condition.

A visual inspection of the piles and the underside of the structure revealed the following problems:

1. Many of the bolted connections show signs of severe corrosion.

2. Lateral cross-bracing on the piles is severely decayed. In some cases, it is rotted completely through.

3. Piles for the marine railway and dock indicate signs of decay. As an emergency stabilization measure, the park had to fill the rotted cores of some marine railway piles with concrete.

4. The cable connection for the marine railway winch is very corroded. The wood members used to protect the timber beam are crushed. The beam is not damaged.

JOMU

Architectural/Structural

Since most of the existing condition information was gathered during a previous trip, time spent at the adobe was used to investigate other areas that may need further destructive investigation. It was found that little information exists to help date the additions to the adobe; however, after further investigation and archeological studies are conducted (scheduled for early May or early June), some clues may be discovered. Because an interim structural analysis was completed previous to this trip, little other structural assessment was done. After touring the structure with the Getty Conservation Institute's Advisory Committee, several comments regarding the existing structural condition of the adobe were made. (See Getty Comments in APPENDIX C)

Electrical

The adobe is currently serviced by an overhead service drop from a Pacific Gas and Electric power pole. The service consists of 120/240 volt, single-phase power with a 60 amp disconnect fused at 45 amps. Remnants of the original Knob and Tube wiring system are still intact; however, none of the original wiring system is currently in use. The adobe was rewired with standard type NM nonmetallic sheathed cable (Romex), typically used in residential construction. Overall, the installation of the non-metallic sheathed cable was done quite poorly and should be upgraded. According to the park staff, a fire alarm system consisting of indoor and outdoor heat detectors was added to

the adobe in 1968. These detectors are still in operation; in 1987, the existing fire alarm system was upgraded and an intrusion alarm system added. The intrusion alarm system consists of two sets of motion detectors located near the front and rear entrances to the adobe.

History/Archeology

Additional history data was collected; however, background information on the construction history of the adobe is extremely limited. Very few historical photographs of the structure exist in the park files. Diane met with one of Ignacio Martinez' descendants who came out to the adobe and provided her with additional background information on the Martinez family and the adobe.

RECOMMENDATIONS - (SEE APPENDIX A AND B)

Signed

Steve Burke - Team Captain/JOMU

Attachment

Approved for Distribution

(Sgd) Henry R. Espinoza JUN 28 1991

Ch., Branch of Design, Western Team, DSC Date

cc w/att.:
Reg. Dir., Western Region
Supt., Point Reyes NS

bcc w/att.:
WRO--Kenkel, Florence
DSC-TWE--Baumgard, Higgins

TWE:SBurke:hls:6/28/91:2221

APPENDIX A: DEFICIENCIES AND RECOMMENDATIONS FOR BOATHOUSE AT DRAKE'S BAY LIFESAVING STATION

ARCHITECTURAL RECOMMENDATIONS FOR HSR:

1. It is recommended that a more thorough code analysis be conducted to determine possible use of attic space.

ARCHITECTURAL DEFICIENCIES, RECOMMENDATIONS TO BE INCLUDED IN HSR:

1. Because the resource is located in a remote location, a study should be done recommending a fire suppression system for the building, and its overall cost.

2. As normally done by the park, the Regional Historical Architect should continue to be consulted prior to conducting work on the building.

3. Before the warranty expires on the current paint job, it is recommended that the painter be brought back to the site to correct peeling paint problems and to discuss why the new paint is failing.

STRUCTURAL DEFICIENCIES, RECOMMENDATIONS TO BE INCLUDED IN HSR:

1. Conduct a more extensive investigation of the marine piling. Assess the condition of the timber piles and connections, and make recommendations. The investigation could be followed up with the design of a new piling system and preparation of the construction documents.

2. Replace severely corroded bolted connections with stainless steel bolts.

3. Replace cable connection for the railway winch. Remove wood members protecting the timber beam and replace them with fabricated stainless steel plates to prevent crushing of the wood.

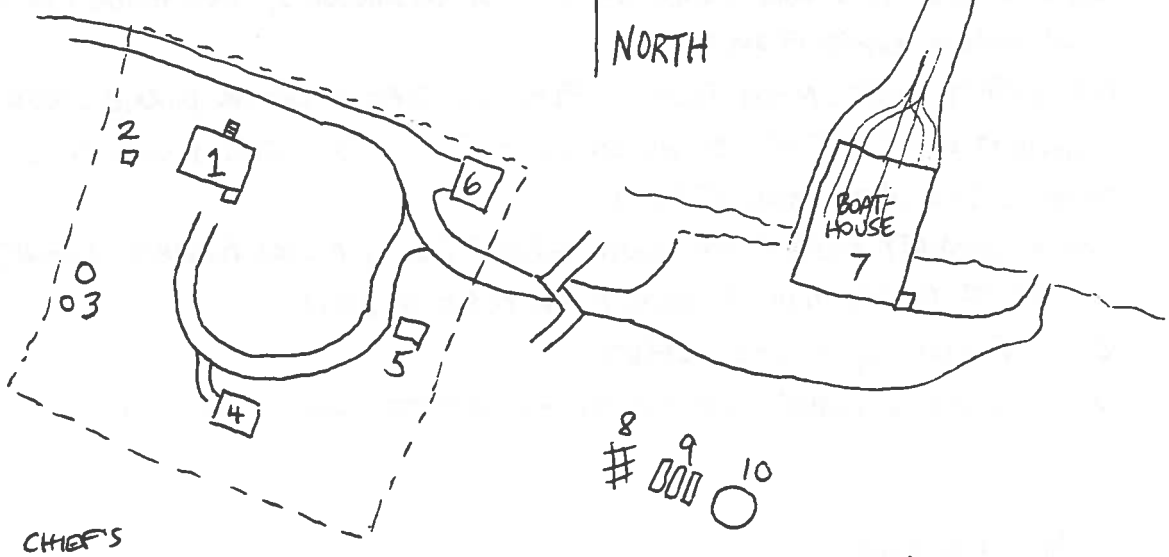
4. The lifeboat station should have a complete structural analysis completed to verify compliance with current building codes (Uniform Building Code and Uniform Code for Building Conservation). This analysis is important because the lifeboat station is being used for overnight accommodations. Architectural upgrading has been recently completed to meet fire code requirements. This analysis should be completed in conjunction with the pile inspection.

5. Although a recent inspection of the timber piles on the marine railway may have been conducted a few years ago and the railway deemed safe, due to life safety considerations and protection of property, Kevin Baumgard, DSC structural engineer recommends that the railway not be used until further investigation of the timber piles is conducted and evaluated. See page 3 of this report for Kevin's structural findings after his visual inspection of the marine railway.

APRIL 2+3, 1991
D. LIVINGSTON

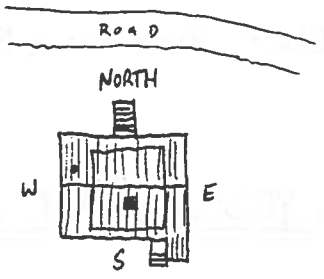
PT. REYES LIFEBOAT STATION

ROUGH SITE PLAN



CHIEF'S
1. ~~COMMANDER'S~~ RESIDENCE
2. PUMPHOUSE (EMERGENCY FIRE)
3. WATER TANKS
4. GARAGE (1-STALL)
5. PUMP ~~POWER~~ HOUSE
6. GARAGE (3-STALL)
7. BOATHOUSE + MARINE RAILWAY
8. WATER TANK FOUNDATION
9. DIESEL TANKS } OUT OF USE
10. WATER TANK }

NOT TO SCALE

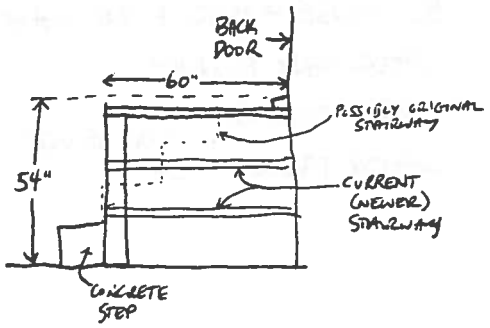


COMMANDER'S RESIDENCE

CONCRETE FOUNDATION - POURED IN PLACE
WOOD FRAME BUILDING
T+G WOOD SIDING - 5" EXPOSURE
MOST WINDOWS 6/6 DOUBLE HUNG WITH 1/1 STORM WINDOWS, PIANO HINGED ON SIDE, ORIGINALLY HINGED FROM TOP
T+G SOFFET UNDER MAIN ROOF - PLYWOOD SOFFET UNDER DORMER ROOFS
ATTACHED WOOD GUTTERS, NONE ON DORMERS - 3" METAL DOWNSPOUTS
SAWN CEDAR WOOD SHINGLE ROOF
BRICK CHIMNEY EXITS FROM SOUTH DORMER ROOF; METAL FURNACE CHIMNEY EXITS FROM N.W. CORNER NEAR PEAK OF ROOF
2x10 FASCIA W/ 3" T+G SOFFETT
3" WOOD LATTICE UNDER ENTRY PORCH - CONCRETE SLAB UNDERNEATH

SOUTH ELEVATION

3 WOOD BASEMENT WINDOWS W END.
WOOD STAIRS AT BACK DOOR - ENTERS INTO ORIGINAL SHED ENTRYWAY
BACK STEPS REPLACED - 8" CONCRETE STEP POSSIBLY FROM ORIG. STAIRWAY
FOUR 6/6 WINDOWS ON GROUND FLOOR - ONE ON LEFT IS TALLER



COMMANDER'S RESIDENCE (CONTINUED)

WEST ELEVATION

3 - 3/3 DOUBLE HUNG WINDOWS + 3 6/6 D.H. WINDOWS
3-PANE CELLAR WINDOW IN END.
3 CONCRETE STEPS DOWN TO CELLAR DOOR - PIPE RAILS

NORTH ELEVATION

PORCH FIXED 6/6 WINDOWS - COLUMNS - RAILING
3" WOOD LATTICE UNDER PORCH
POSSIBLY ENCLOSED AT SOME EARLY DATE
MISSING DOWNSPOUT, POSSIBLY ROTTEN GUTTER
MISSING TRIM DETAIL @ TOP OF 2 COLUMNS
SEVERELY CRACKED FOUNDATION
METAL FURNACE VENT EXITS ON ROOF WEST OF DORMER
CONCRETE GARDEN DECORATION W/ ROCKS ON TOP (DECORATIVE)

EAST ELEVATION

SAME AS WEST, EXCEPT FOR SHED ENTRY PORCH, NO CELLAR DOOR
ONE WINDOW HAS BRACKETED BOTTOM OF UPPER SASH, SIMILAR TO BOATHOUSE

COMMANDER'S RESIDENCE (CONTINUED)

INTERIOR

ALL WOOD TRIM IS PAINTED
ALL WALLS ARE SMOOTH CELOTEX (?), KITCHEN IS TEXTURED
1/4 ROUND TRIM IN ALL CORNERS
BASEBOARDS MATCH BOATHOUSE
MOSTLY 5-PANEL WOODEN DOORS W/ ORIGINAL BRASS HARDWARE

BACK PORCH

SCHOOLHOUSE LIGHT FIXTURE
DOOR TO KITCHEN REMOVED - OPENED OUT
BUILT-IN CABINETS
REFRIGERATOR INSTALLED

KITCHEN

TEXTURED WALL + CIELING SURFACE
BUILT IN CABINETS
ALUMINUM SINK, FORMICA TOP
RANGE

LIVING ROOM

INTERESTING LIGHT FIXTURES (2) ON CIELING - DON'T WORK
PROPANE STOVE W/ HEAT-PROOF WALL
WOOD WINDOW TO PORCH PAINTED CLOSED
GLUED INDOOR/OUTDOOR CARPETING
DOOR TO BASEMENT STAIRS
STAIRWAY TO UPPER FLOOR

COMMANDER'S RESIDENCE (CONTINUED)

STAIRWAY/STAIRCASE

LIVING RM TO UPSTAIRS HALL, CURVED (CORNER)
REDWOOD (?) BANISTER
BRASS CAP ON BANISTER POST → 
BANISTER IS LOOSE
LIGHT DOWEL RAIL ADDED OPPOSITE BANISTER
DOOR AT TOP (TO HALL) HAS WINDOW
CARPET STRIP UP CENTER - TACKED

RADIO ROOM (FRONT ROOM, EMPTY, OFF FT. PORCH)

TRANSOM WINDOW OVER DOOR
5-PANEL DOOR
BROWN SHEET LINOLEUM ON FLOOR
SMALL RADIATOR
FURNACE CHIMNEY (METAL) PASSES THRU IN S.W. CORNER
SMALL ADDED BENCH
CLOSET, DOOR REMOVED

PORCH

ENCLOSED ORIGINALLY?
3" T+G CIELING
3" TYPICAL T+G DECKING
6/6 WINDOWS

COMMANDER'S RESIDENCE (CONTINUED)

BEDROOM

GLUED INDOOR/OUTDOOR CARPET
CLOSET

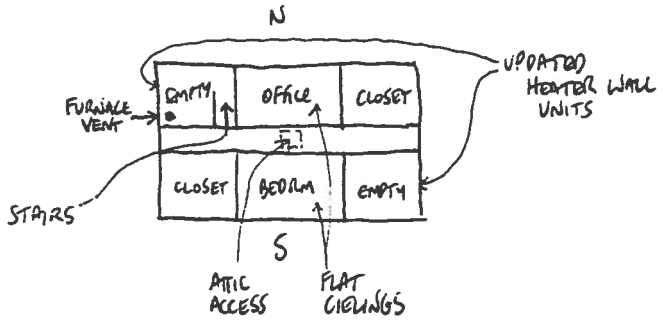
BATHROOM

2½" CHAIR RAIL 50" FROM FLOOR TO BOTTOM OF RAIL
POSSIBLY ORIGINAL TILE/FLOORBOARD
SM. HEXAGONAL TILE FLOOR
EXPOSED SEWER PIPE FROM SECOND FLOOR IN S.E. CORNER
BUILT-IN MIRROR, MEDICINE CABINET
POSS. ORIGNAL TOILET
OLD RADIATOR W/PIPES
UPDATED FIXTURES
NEW SHOWER/TUB (TILED)

UPSTAIRS HALLWAY

3¼" T+G WOOD FLOOR
5 DOORS OFF HALLWAY, 1 WINDOW @ EITHER END
RADIATOR

UPSTAIRS ROOMS



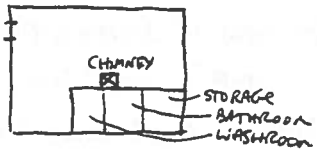
COMMANDER'S RESIDENCE (CONTINUED)

BASEMENT ACCESS BY EXTERIOR DOOR, WEST SIDE, AND STAIRWAY FROM LIVING RM.

CONCRETE SLAB FLOOR + FND. WALLS

FINISHED CIELING

3 ENCLOSED ROOMS ON S. SIDE: WASHROOM (LARGE OLD SINK), BATHROOM (OLD SINK), ~~[illegible]~~ STORAGE; BUILT W/ 3" T+G WALLS



CHIMNEY (BRICK) W/ GHOST OF BOILER PIPE(?)

WORK BENCH, SHELVES

NEWER FURNACE

USED FOR STORAGE, UTILITY

YARD

CONCRETE WALKS

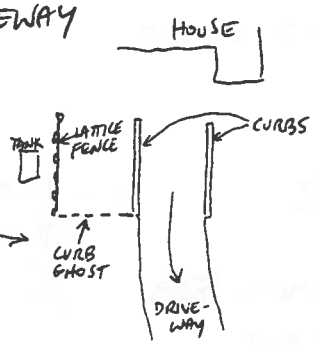
CONCRETE CURBS (OLD) ON TOP PART OF DRIVEWAY

DIAGONAL LATTICE FENCE HIDES GAS TANK

GHOST OF CONC. CURB UNDER VEGETATION

MOWED GRASS

ROCK WALL W/ 2 STAIR ENTRANCES



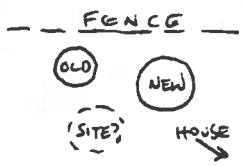
PUMP HOUSE

8'4" x 8'4"

8' FROM SOFFET TO BARGE BOARD
12" OVERHANG

DOOR IN NORTH SIDE, W/6-PANE WINDOW, NUMBER PLATE AT TOP FRAME
WINDOW IN SOUTH SIDE, 1/1 DOUBLE HUNG - 35" WIDE, 54" HIGH, 5½" TRIM (SIDES + TOP), 2¼" SILL, 3" TRIM UNDER SILL.
PIPES ENTER LOWER WALLS, SOUTH + WEST SIDES
CONCRETE FND./SLAB
WOOD VENT AT FLOOR, EAST SIDE
PUMP INSIDE
SAME SIDING AS HOUSE (BUILT TO MATCH)
HIP ROOF, SAWN CEDAR SHINGLES
PLYWOOD SOFFET

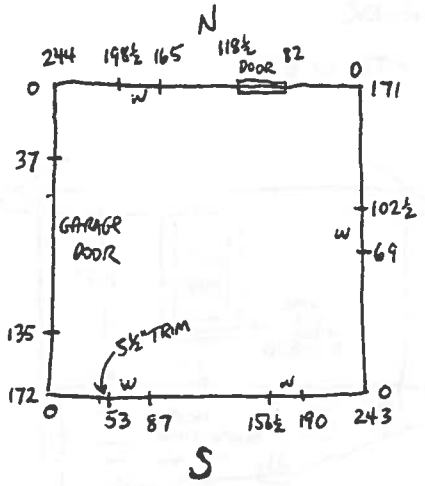
WATER TANK

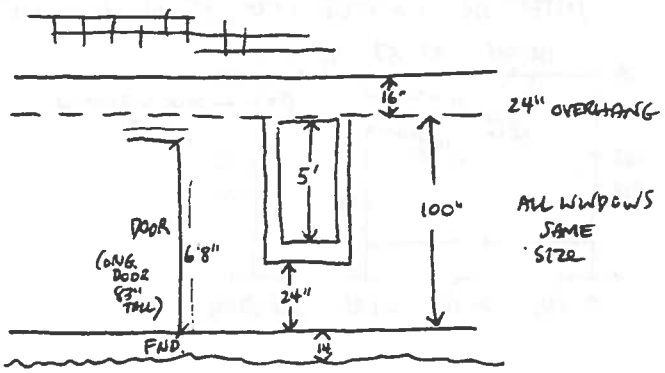


OLD TANK
WOOD, W/METAL ROUND STRAPS
CONCRETE FND.
WOOD LADDER, ROOF

GARAGE (1-STALL)

CONCRETE FND./SLAB
SAWN SHINGLE SIDING, PAINTED WHITE, 5" EXPOSURE, NO CORNER TRIM ↗ GRAY TRIM
SAWN CEDAR SHINGLE ROOF (HIPPED)
Y1 WINDOWS, DOUBLE HUNG.
S. SIDE HAS 2 BRACKETS FOR ?
NEWER DOOR, BROKEN BOTTOM SECTION, NEW HARDWARE
2×6 RAFTERS
INTERIOR WALLS FINISHED W/ 3" T+G, YELLOW (ORIG. REQ), GRAY FND./FLOOR ↗ +CIELING WHITE CIELING
SOME SORT OF HANGER APPARATUS MT. ON CIELING KV
ATTIC OPENING COVERED W/ PLYWOOD
ELECTRICITY





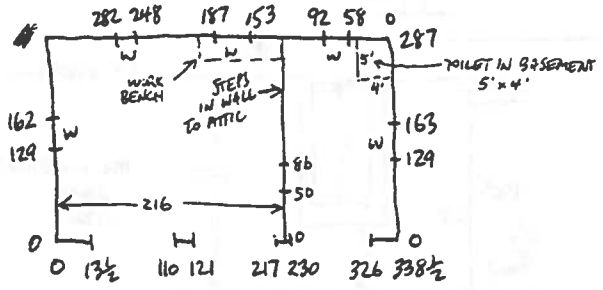
GARAGE DOOR 89" HIGH

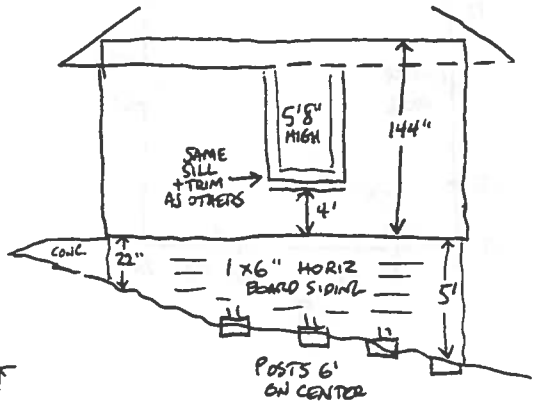
POWER HOUSE (WATER CHLORINATOR)

CONCRETE FLOOR/FND. - 2 CONCRETE MOTOR (?) SLABS ON FLOOR
UNFINISHED INTERIOR
SAME EXTERIOR FEATURES AS GARAGE - EXCEPT CLIPPED RAFTER TIPS
CONCRETE ENTRY SLAB

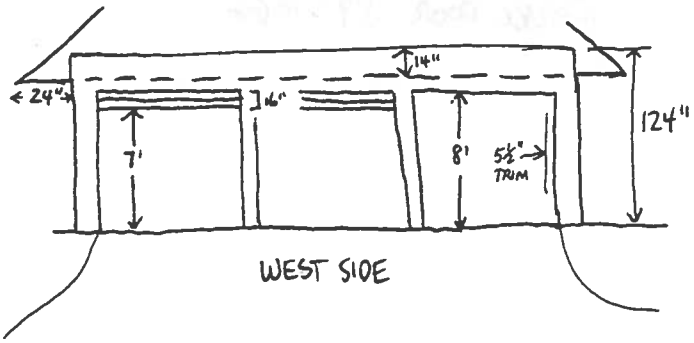
GARAGE (3-STALL)

ON 8x8" POSTS, 16" CONCRETE PIERS (SQUARE)
SAWN SHINGLES W/ 5" EXPOSURE
WOOD GUTTERS (MATCHES HOUSE), 1 3/4" DIAM. GALVANIZED DOWNSPOUTS
3 PLYWOOD GARAGE DOORS: 2 OPEN ON TRACKS, 1 IS A 2-DOOR TRADITIONAL
SMALL TOILET ENCLOSURE IN BASEMENT, S.E. CORNER
INTERIOR: FINISHED T+G, YELLOW, WHITE CIELING "PTD. IO 67"

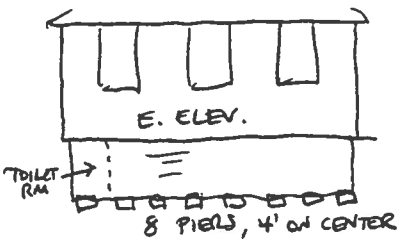




SOUTH ELEV.



WEST SIDE



APPENDIX G - Notes by Robert M. Cox, former WRO Historical Architect

LIFE SAVING STATION ... POINT REYES N.S. 29 April 1980

A STONE FACED WALL.

Termed a "rock wall" on the National Register Form, it should have been called a "stone faced wall".

A random ashlar stone faced retaining wall in 3 segments seperated by two sets of reinforced concrete stairs. The wall is faced with split stone in a concrete wall. The top of the wall is consistently 18 to 20 inches thick and is finished as the front with split stone.

The wall varies in height from zero inches at one end to the highest mark of 9 feet 6 inches near the longer stair, and tapers down to 1 foot high on the opposite end.

Both sets of stairs lead to the front of the old Coast Guard residence. The 1st segment of wall is 69 feet long and the 1st stair has 12 risers. The second segment is 185 feet long and ends at the second stair which has 26 risers. The final wall segment is 130 feet long. The wall is in excellent condition with only one large crack that occurs near the highest part of wall. This crack probably occurred because the wall was built without expansion joints.

The three segments and two stairs that link them form a semi-circle around the front garden of the residence.

LIFE SAVING STATION ... POINT REYES N.S. 29 April 1980

A ROCK WALL

Termed as a "stcne wall" on the National Register form, it should have been called a "rock wall".

A low rock retaining wall beside and parallel to a roadway. This random rubble wall with mortared joints is about 50 feet long. At one end it is two feet high and at the other end it is 3 feet 3 inches high.

The wall is now overgrown with grasses and weeds so that only the top part is visible. At either end it appears to have tumbeled down and should be stabilized after it is cleared of overgrowth to expose the wall.

This wall parallels a flat concrete walk or other construction at grade level. It is overgrown so that its extent and purpose are unknown.

ESTIMATE TOTAL = $400.00

LIFE SAVING STATION ... POINT REYES N.S. 29 April 1980

Water Storage Tanks at the residence.

A pair of wood water storage tanks on a slight hill overlooking the Life Saving station residence.

Each redwood tank sits on a set of 4 heavy concrete support walls which lift the tanks 30 inches above grade.

The larger is painted white and rests on a grid of 4 X 12 timbers which in turn sit on the concrete supports. This larger tank has a capacity of ~~11½ thousand~~ 20,000 gallons and is 18 feet in diameter. It has a low conical wood roof painted red. Tank sides are reinforced with a series of metal iron rods spaced at about 9 inches on center vertically.

The smaller redwood tank is unpainted, has exterior metal reinforcing rods and a ~~10 thousand~~ 7,500 gallon capacity with a 12 foot diameter. It has a flat wood roof also unpainted.

Both tanks appear to be in good condititon. The larger tank should be repainted, including its roof.

ESTIMATE TOTAL = $250.00

LIFE SAVING STATION ... POINT REYES N.S. 29 April 1980

Storage tanks located on the coastal hillside behind and above the old coast guard life saving station at Point Reyes.

This complex was the water and diesel fuel storage area for the life boat station. It includes two large redwood water storage tanks and three metal diesel oil storage tanks.

The larger round water storage tank has a capacity of ~~12~~ 20 thousand gallons and rests on a set of 4 heavy concrete walls plus a grid of 4 X 12 timbers. The tank is unpainted and the sides are reinforced by a series of round metal rods, three or four of which have loosened and slipped down the side of the tank. Half of a top metal band has rusted off, and the flat wood roof which is painted black is missing approximately one quarter of its roof boards. Reinforcing rods and the top band should be repaired and the wood top rebuilt after the tank interior is cleaned.

The smaller round water storage tank has a capacity of 10 thousand gallons and is supported on a set of 4 concrete walls with a grid of 4 X 8 timbers. This tank has a flat wood top and a hinged opening for interior access. The tank is painted white, its sides are supported by a series of round metal bands or rods. Any rods which are loosened should be tightened, and the exterior should be repainted.

Diesel fuel oil was contained in a group of three yellow painted storage tanks arranged horizontally and set between the two water storage tanks. These tanks are supported on concfete piers. Each tank is 10 feet long and 3 feet in diameter, they are rusting, and should be cleaned and painted.

ESTIMATE TOTAL = #1550.00

APPENDIX H - Examples of Inspection Report (1934) and Station Log (1939), from National Archives

683

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Office of Inspector,
Western Area.

306 Custom House,
San Francisco, California.
24 September, 1934.

From: Chief Boatswain (L) Alfred Rimer.
To : Inspector, Western Area.

Subject: POINT REYES COAST GUARD STATION; Twelfth District; Inspection Report.

1. The Point Reyes Coast Guard Station, Twelfth District, situated near Point Reyes, California was inspected on 9 - 12 September, 1934 (commencing inspection at 10:00 p.m., 9 September and finishing at 10:00 a.m., 12 September, 1934).

2. The list of complement of the Point Reyes Coast Guard Station includes the names of the members of the crew followed by their service numbers, ratings and the number of years in the service:

John N. Buckley	(101-457)	C.B.M.(L)	9 yrs.in service. Officer-in-
Delbert D. Bossingham	(101-129)	B.M.2c(L)	8 yrs. in service.charge.
Wilfred R. Gardes	(103-865)	Mo.M.M.1c(L)	10 yrs. in service.
Steve S. Toth	(110-383)	Surfman	4 yrs. in service.
Woodley T. Clark	(215-022)	Surfman	3 yrs. in service.
Thomas D. Halstead	(215-054)	Surfman	1 yr. in service.
Justin D. Clark	(215-056)	Surfman	1 yr. in service.
Charles H. Collier	(215-028)	Surfman	2 yrs. in service.
William C. Thompson	(215-029)	Surfman	2 yrs. in service.
Henry B. Moore	(107-602)	Surfman	5 yrs. in service.
Arthur S. Phillips	(108-375)	Surfman	4 yrs. in service.

Surfman Justin D. Clark was on authorized leave of absence and did not participate in drills and exercises during this inspection.

Surfman Henry B. Moore was absent sick in hospital and was not present at the station during this inspection.

B.M.2c. (L) Delbert D. Bossingham was unable to participate in practices which required physical exertion owing to sprained right ankle. This injury was received in line of duty and the Public Health Officer directed him not to engage in strenuous exercises.

3. General muster was held at 9:00 a.m., 10 September, 1934. The crew was mustered in front of the station, each man dressed in clean blue dress uniform and leggings. The rules governing the general muster at stations were observed by the officer-in-charge, and after the roll was called, the inspecting officer inspected the uniforms and asked each member of the crew if he had any complaints to make, if the mess arrangement was satisfactory

-1-

and if the meals were properly prepared by the surfman designated to the duty of the station cook. No complaints were made by any member of the crew and no irregularities were noticed.

The crew was then exercised in facings, rests, salutes, school of the recruit and school of the squad.

Following infantry drill, the crew was mustered in the sleeping quarters, each man beside his bed, upon which the articles of clothing comprising his entire uniform outfit were laid out for inspection.

Each man had his complete uniform outfit. The articles of clothing were either rolled and stopped or neatly folded to preserve their appearance, and were properly stencilled with the owner's name. The clothing lockers and the sleeping quarters were neatly arranged.

Though the bedding on all beds were clean, the pillows and mattresses were found inadequately provided with pillow and mattress covers. B.M.2c (L) Bossingham had one pillow and two mattress covers; Mo.M.M.1c (L) Gardes had one pillow and one mattress cover only; Surfman Toth had only one mattress cover and no pillow cover; Surfman W. T. Clark had no covers on the pillow and mattress; Surfman Collier had one pillow and one mattress cover; Surfman Holstead had only one mattress cover; Surfman J. D. Clark had no covers for pillow and mattress.

Article 304 Regulations governing the Uniforms, 1930, "Prescribed Outfit for Men" required that each man shall be provided with two mattress and two pillow covers.

Nine of the eleven beds were found unfit for further use and were surveyed on 11 April, 1934. The proceedings of the board of survey were approved by Headquarters on 25 April, 1934, but to date of inspection, the old worn out beds are still in use.

General muster was satisfactorily conducted. The crew as a whole made a neat appearance, and it was evident that proper instructions are given in military exercises.

An excellent discipline is maintained. At morning colors, the crew is mustered, facing the flag pole, standing at attention and saluting during the hoisting of the ensign. At evening colors, the crew as a whole is not mustered, but any man in sight, stands at attention, and salutes, if covered, during the lowering of the ensign.

The officer-in-charge stated that about a half hour weekly is devoted to instructions in military courtesies and exercises.

Instructions in small arms target practice were given during the months of March and April, 1934, and the firing of the courses A, B and C, were completed on 27 April, 1934.

4. Motor lifeboat No. 4467, self bailing surfboat No. 779 and dinghy No. 1878 were used in boat dril, which was held on Drakes Bay and consumed about four and one half hours. The launching of the selfbailing surfboat and the skiff was effected from the launchway, and as the members of the crew were in close proximity of where the boats were it was not timed.

The crew was exercised in the handling of the motor lifeboat under power and sails. The motor started without difficulty and ran smoothly throughout the drill. The handling of the motor lifeboat under sails manifested very good seamanship.

In the selfbailing surfboat the crew was exercised under oars, using all evolutions prescribed by the Instructions for U.S. Coast Guard Stations, 1922, for a boat drill, and also under sail, strictly following the general rules for small boats under sail. A strong northwest wind was blowing throughout the boat drill, requiring good judgement and skill in handling the boat under sail. In the dinghy, each member of the crew was required to demonstrate his ability in rowing with a pair of oars. Each member of the crew is a proficient oarsman, and all except Surfman A. S. Phillips, have qualified as good swimmers by passing the swimming tests prescribed in Article 83 (1), Instructions for U.S. Coast Guard Stations, 1922. Owing to very unfavorable condition of weather and sea, the capsize drill and swimming tests were omitted. In boat drill, the crew as a whole attained a mark of 3.25.

5. The beach apparatus drill consisted of recitation and practice. In recitation, each member of the crew was required to recite his duties and the duties of the next higher number in the drill. The practice consisted of rigging of the service beach apparatus gear over a distance of approximately 75 yards from the drill pole to the sand anchor and the carrying out of the drill as set forth in "beach apparatus drill". A six ounce powder charge was used to fire the laid No. 9 shotline over the drill pole. The accuracy of aim was excellent, and from the time of command "action", until the landing of the man at the crotch, five minutes forty five seconds elapsed. A permanently buried post was used instead of the regulation sand anchor for the reason that the only ground available to practice with the beach apparatus gear is on a hill side and due to the rocky formation, it is impossible to bury a sand anchor. At the close of the drill, each man was required to bend on the hawser cutter ready for hauling off, and to recite as he demonstrated the bending on. Each man has a very good knowledge in the use of the hawser cutter. The beach apparatus practice was last held at night on 27 July, 1934. The requirements of Article 1659 (2), Regulations is that the beach apparatus drill shall be held at night once each month. The beach apparatus drill consumed about one hour fifteen minutes and was very satisfactorily conducted. In recitation, the crew as a whole attained a mark of 3.8, and in practice a mark of 4.0.

6. Resuscitation drill included recitation and practice. Recitation comprised the rules for restoring the apparently drowned, employing the Howard and Sylvester method, adaptation of the Schafer (or prone pressure) method, instructions for saving drowning persons by swimming to their relief, and the

effects of cold frostbite. In practice, the whole crew participtated and rotated until each man was exercised in the several positions. Excellent team work was exhibited by the members of the crew in this practice. After the crew as a whole was exercised, each man was required to perform the drill without assistance, using the Schafer, or prone pressure, method; reciting the rules and demonstrating by motions as he proceeded. At the close of the drill, the medicine chest was opened and the officer-in-charge questioned each member of the crew on the uses of the contents therein. The use of tourniquet, hot water bottles, bricks and dry flannels was also demonstrated.

Two hours and thirty minutes were utilized in resuscitation drill. In recitation, the crew as a whole attained a mark of 3.9 and in practice a mark of 4.0. The resuscitation drill was exceptionally well conducted. The hot water bottles were found in good condition and the medicine chest was neatly stowed and well supplied with the necessary medicines.

7. Signal drill consisted of recitation and practice. Recitation embraced the description of alphabet flags and all pennants, definition, methods of signaling, general instructions, signaling by flags, Morse signaling, signaling by flashing light, sound, semaphore, wigwag and flashing light, including procedure signals and signs, ship and air craft distress signals, pilot signals, quarantine signals, towing signals, small craft, storm, wind direction, and hurricane warnings and Coast Guard signals, as compiled in the International Code of signals, American Edition, volume 1, visual, 1931.

The practice in the International Code of signals was held out of doors with regulation flags. The crew was divided into two squads, the larger one sending and the smaller one receiving test messages prepared by the inspecting officer. The test messages contained from ten to twelve hoists, requiring the use of nearly all the flags and pennants of the International Code. The squads were placed well beyond hearing distance.

To ascertain the proficiency of each member of the crew in the semaphore, wigwag and flashing light methods of signaling, test messages were sent. The test messages used in the semaphore signaling consisted of twenty ordinary words of five letters each, so selected that each letter of the Aalphabet was included. The test messages used in the wigwag and flashing light methods of signaling contained seventeen ordinary words of five letters each and of three groups of numbers of five figures each, so selected that each letter in the alphabet and each number between 0 and 9 were included. The tests in the semaphore and wigwag methods of signaling were held out of doors with regulation flags, and the test in the flashing light signaling was held in doors with the small electric signal set and out of doors with the large electric signal light. In each of the above described tests the sender and receiver was placed out of hearing distance so that nothing could interfere with effective signaling.

Marks for proficiency in signaling were assigned in strict accordance with the standards prescribed in Article 1656 Regulations. In addition to the above mentioned tests, each member of the crew was required to send and to

receive plain language messages, prepared by the inspecting officer and which required the use of the various procedure signals and signs, in the semaphore, wigwag and flashing light methods of signaling. The signal tests were extensive and consumed seven hours and fifteen minutes. The general average of efficiency marks in all methods of signaling, including recitation and practice, attained by the crew as a whole was 3.35. It is recommended that the members of the crew be given more instruction in the flashing light method of signaling. Several members of the crew barely made proficiency in that method of signaling.

Instead of the prescribed numeral pennants of the International Code of signals, this station is furnished with numeral flags of the Coast Guard visual Manual, Communication Instructions for U.S. Coast Guard, 1930. This deficiency should be corrected as soon as practicable.

8. Recitations in mariners compass, rules of the road, motor boat laws, customs and navigation laws, buoys, general rules for boats under sail, management of boats in surf, beaching them, etc., boat salutes and boat etiquette utilized two hours and the crew as a whole attained an efficiency mark of 3.3. Surfman Halstead barely made proficiency in the above recitations, attaining a mark of 2.5. Surfman Phillips was absent on watch and was not present when the recitation in the above subjects were held.

9. The large electric signal light is kept in the lookout tower, situated about 3/8 mile east by south from the station, and was used in flashing light signaling at night on 11 September, 1934, and no difficulty was experienced in reading messages sent by it at that distance. It is recommended that on some convenient night, the motor lifeboat be manned and at a distance of four or five miles, communicate with the lookout tower by means of the large electric signal light, to ascertain the efficiency of this light, for signaling over long distances.

10. Fire drill was held at 9:25 p.m., 10 September, 1934, in total darkness, and from the time of oral alarm until water was thrown on the designated scene of the supposed fire, one minute two seconds elapsed. Eight members of the crew responded to the alarm and efficiently performed their allotted duties. 100 feet of 1½ inch fire hose was used in drill. At the command "secure", the crew was mustered and each man was required to recite his duties in the fire drill.

11. The Point Reyes Coast Guard Station is now adequately provided with articles of fire fighting equipment. An additional Fyr-Fyter, carbon tetrachloride type, fire extinguisher of one quart capacity has been furnished and is attached to the head of the stariway leading into the attic of the main station building, as recommended in last inspection report. There is, however, still a scarcity of water for fire protection for the quarters for the officer-in-charge, pump and power house, and the combined apparatus house and garage, which are located about 1,000 feet northwesterly direction from the main station building. Each article of fire fighting

equipment was inspected and was found in good condition. The location of the six inch double action Excelsior fire pump, the 300 feet of 1½ inch cotton rubber lined fire hose, five carbon tetrachloride type fire extinguishers of one quart capacity, three soda and acid type fire extinguishers of 2½ gallon capacity, and the fire pails is the same as stated in the last inspection report. The soda and acid type fire extinguishers were last charged on 4 January, 1934.

12. The state of repair of all station buildings, launchway, etc., is the same as previously reported.

13. No provision has been made for an adequate supply of water, the same deplorable condition exists as previously reported.

14. Each article of equipment on the service beach apparatus cart was carefully examined.

15. The Point Reyes Coast Guard Station is provided with two aneroid barometers. One is located in the lookout tower and the other in the main station building. At 7:50 a.m., 11 September, 1934, the readings of the station barometers were compared with the reading of the barometer at the U.S. Navy Radio Direction Finder Station, Point Reyes, California. The barometer in the lookout tower registered 29:82; in station building 29:76 and at the Radio Station 29:92.

16. Each boat and boat equipment at this station was inspected; the description and condition are as follows:

(a) The 36 foot 8 inch type TR motor lifeboat No. 4467 was built by the Coast Guard Depot, Curtis Bay, Md., in 1934, and was received at the Point Reyes Coast Guard Station on 30 June, 1934.

General description: Carvel, keel, round bottom, pointed stern, selfbailing and self righting, side and hold air cases, spray hood, single screw, propelled by motor and sails, fitted with cabin and deck erections.

Materials used in the construction of the hull: keel-long leaf pine; deck - white pine; planking - cypress; gunwales and frames - oak; fuel tank - bronze; rudder - brass cast; air cases - cork blocks.

The 100 H.P., model L-6 Sterling Engine Company motor was installed by the Coast Guard Depot in April, 1934.

The equipment was in excellent condition and complete in detail, except for fire prevention rules which were not posted in the engine compartment.

The motor lifeboat No. 4467 is equipped with four carbon tetrachloride type, fire extinguishers, of one quart capacity and the Lux fire extinguishing system. The Lux carbon dioxide cylinders are installed in the forward compartment. The cylinders were disconnected, examined and weighed on 10 September, 1934. The weights were as follows: cylinder No. 103637 - gross weight 116 lbs; tare weight - 81 lbs; net weight - 35 lbs. Cylinder No. 103657 - gross

weight - 119 lbs; tare weight - 81½ lbs; net weight - 37½ lbs. The location of the carbon tetrachloride type fire extinguishers are as follows: one on the after bulkhead in the forward compartment, one on the forward bulkhead outside the after compartment, two in the motor compartment (one on starboard side aft, and one on the port side forward). All fire extinguishers, including the Lux system, were in good condition. The condition of the hull and motor of motor lifeboat No. 4467 is excellent.

(b) The 36 foot type H motor lifeboat No. 2161 was, on 24 July, 1934, under authority of Headquarters' letter, dated 5 April, 1934 (CR-23), transferred from Fort Point Coast Guard Station. This boat during this inspection was out of commission, undergoing general overhaul and painting.

(c) The 25 foot 6 inch selfbailing surfboat No. 779 was built by F. C. Beebe, Greenport, N.Y. in 1907. The condition of the hull is the same as noted in last inspection report. The equipment was complete in detail and in good condition. Deficiencies noted in last inspection report have been remedied.

(d) The 18 foot 5 inch pulling dory No. 3947 was built by Anderson and Cristafani, San Francisco, California, in 1931. The condition of the hull is excellent. The equipment was complete and in good condition.

(e) The 18 foot 3 inch pulling dinghy No. 1878 was built at the Coast Guard Depot, South Baltimore, Md., in 1921. The hull and equipment were in good condition.

(f).The 36 foot, type H motor lifeboat No. 3042 was on 13 July, 1934, under authority of Headquarters' letter dated 5 April, 1934 (CR-23) transferred to Humboldt Bay Coast Guard Station.

17. Since last inspection, the service beach apparatus cart has been appreciably improved by transferring the body of the cart onto a pneumatic rubber tired trailer fitted with a towing apparatus. The station truck also is provided with a towing shackle into which the tongue of the beach apparatus trailer can be coupled. This method facilitates rapid transportation of gear to distant points. Each article of equipment on the beach apparatus cart was inspected and was found in excellent condition. The shotlines were tested with service powder charges on 10 September, 1934, and then were properly tagged, indicating the date the tests were made. The contents of the haversack were complete and in good condition. The powder charges were properly marked and dated. The Milburn light used in conjunction with beach apparatus gear is in good condition.

18. The International, model 1933 A-4-145 W.B. two ton truck, was received at the Point Reyes Coast Guard Station on 12 December, 1933, and until 31 August, 1934 it has covered 4925 miles. Due to poor roads and heavy loads carried, the truck shows considerable wear, regardless of the excellent care it is receiving. It is recommended that the body of the truck and motor be painted.

19. The number, model and condition of small arms supplied the Point Reyes Coast Guard Station is as follows:

(a) Four .30 caliber, model 1903 Springfield rifles.

No. 397240 - good
No. 399392 - good
No. 652973 - good
No. 887621 - good

These rifles were received since last inspection. Rifles which were enumerated on last inspection report were sent to Coast Guard Depot to be reconditioned.

(b) Four .45 caliber, model 1911 Colt automatic pistols.

No. 702 - good - A new slide has been provided since last inspection.
No. 12795 - good
No. 41301 - good
No. 42622 - good

(c) One .22 caliber, Winchester rifle No. 13711 - good.

(d) One .45.70 caliber, Naval Co., Roslyn Pa., No. 383-A, Patent 1787004 shoulder line throwing gun, provided with 10 projectiles, 25 cartridges and 3 approved, corset lacing type, shotlines - all good. This gun and accessories are part of equipment of motor lifeboat No. 4467.

(e) Lyle gun, 1883, No. 222 is in excellent condition; is part of equipment on the service beach apparatus cart.

Lyle gun, 1883, No. 248 is in very good condition and is part of equipment on the drill beach apparatus cart.

(f) Four bayonets, four scabbards, four rifle and four pistol belts, four holsters, and other accouterments are in good condition.

(g) This station is also furnished with one pair Towers hand cuffs and one pair Towers leg irons, provided with one interchangeable key - all in good condition.

(h) The .45.70 caliber, Sharps shoulder line throwing gun with accessories, listed on last inspection report, was transferred to Humboldt Bay Coast Guard Station in connection with motor lifeboat No. 3042.

All small arms at the Point Reyes Coast Guard Station receive excellent care, and are neatly stowed in their respective places. The rifles, pistols, bayonets and other accouterments are kept under lock and key in a regulation arms locker. The arms locker is located in the boat room, on the lower floor of the main station building.

Small arms ammunitions and explosives are kept in the small arms locker and in the store room, located in the attic of the main station building, under lock and key and are issued by the officer-in-charge as needed.

A daily check and examination of all small arms, ammunitions and explosives are made by the officer-in-charge and appropriate entry to that effect is made in the station log.

20. Water lights in the motor lifeboat No. 4467, selfbailing surfboat No. 779 and on the service beach apparatus cart were examined and were found in good condition.

21. All station records are neatly and correctly kept in accordance with existing regulations and instructions. The station log, Regulations, Pay and Supply Instructions, Ordnance Instructions, and Record of Public Property were found posted to date. The filing system is in accordance with Headquarters' instructions.

22. A general mess is maintained at this station and the members of the crew, except C.B.M.(L) John N. Buckley, receive rations in kind. Careful attention was paid to the preparation and serving of meals by the inspecting officer. The food served to the men was wholesome, well balanced and properly prepared. C.B.M.(L) John N. Buckley, under authority of Headquarters' letter dated 12 April, 1934 (PA-20-73-421) is receiving a commuted ration in the sum of 50 cents per day. The officer-in-charge stated that due to the increased cost of living, the amount of the authorized ration was barely sufficient to subsist upon.

23. CLASS AND CONDITION OF BOATS AT THIS STATION.

CLASS	No. on boat plate	Condition of hull	Year built	Condition of machinery	Year installed.
TR motor lifeboat	4467	Excellent	1934	Excellent	1934
H motor lifeboat	2161	Good	1924	Good	1924
S-B surfboat	779	Fair. Still serviceable	1907		
Pulling dory	3947	Excellent	1931		
Pulling dinghy	1878	Good	1921		

24. Orally examined and marked on a scale of 4.0, the chief petty officer and petty officers, of this station in the following subjects:

Name	Rating	Rules of the road	Elem. Nav.	Legal powers of the C.G.	Nav. & custom laws
John N. Buckley	C.B.M.(L)	4.0	3.5	3.5	3.8
Wilfred R. Gardes	Mo.M.M.1c(L)	4.0	3.0	3.0	3.2

Office of Inspector,
Western Area.
683

24 September, 1934.

25. C.B.M.(L) John N. Buckley is an energetic chief petty officer, his devotion to duty and interest in the service set an excellent example for the men under his charge, which accounts for the general contentment of the personnel and excellent discipline maintained at the station. Many improvement about the station were in evidence since last inspection.

Alfred Rimer

Alfred Rimer.

Office of Inspector,
Western Area
683

First Indorsement

San Francisco, Calif.,
26 September, 1934.

From: Inspector, Western Area.
To : Inspector in Chief (via Officer-in-Charge, Point Reyes Coast Guard Station, Commander, Twelfth District and Commander, San Francisco Division).

Subject: Point Reyes Coast Guard Station; Twelfth District; Inspection Report.

Reference: (a) Circular No. 110, 2 August, 1934, Paragraph 6 (c).
(b) Letter, Inspector in Chief, 4 February, 1933 (I-680).
(c) Letter, Inspector in Chief, 30 August, 1933 (I-680).
(d) Article 1886 (4), Regulations.

1. Forwarded. Approved.

2. Attention is invited to paragraph 22 of basic communication. The complement of this station is subsisted on a ration allowance (ration in kind) not to exceed seventy-five cents per man per day under the provisions of article 940(d), Pay and Supply Instructions. Apparently this allowance of a ration at a maximum cost of seventy-five cents per day per man, due to the increased cost of living, is barely sufficient to subsist on.

3. Attention is invited to paragraph 25. In view of the statement contained in this paragraph C.B.M.(L) John N. Buckley is recommended for the commendation of Headquarters.

F. H. Young.
Acting.

Copy to:
Headquarters (Original & 1 copy).
OinC, Point Reyes C.G. Station.
Commander, 12th District.
Commander, S.F. Division.
One copy with all indorsements to
Inspector, Western Area
with all indorsements.
File, Inspector, Western Area.

Form 2623
TREASURY DEPARTMENT
U. S. Coast Guard
Revised April 1937

TRANSCRIPT OF THE LOG, Point Reyes Station, S.F. District. J.N. Buckley
Ch. Bos'n. (L) *Officer in Charge.*

Wednesday (Day) 27 December (Date), 19 39

Hour	Wind Direction	Wind Force	Barometer	Thermometer	Weather		Surf
4	S.E.	2	29.98	49	6	c.z.	R.
8	S.E.	3	30.10	50	6	c.	H.
Noon	S.E.	5	30.08	50	6	c.z.	R.
4	S.E.	6	30.08	49	6	c.z.	R.
8	S.E.	5	30.08	49	6	c.z.	R.
Mid.	S.E.	5	30.08	48	6	c.z.	R.

VESSELS AND AIRCRAFT SIGHTED FROM STATION:
Square-rigged vessels ____ Airplanes (land) ____
Schoohers ____ Seaplanes ____
Sloops ____ Dirigibles ____
Barges in tow ____
Steamers 6
Motor boats 21

PATROLS AND LOOKOUTS

Station Watch of PATROL No.	Name	Direction	Period of Time	LOOKOUT No.	Name
4	Steve S. Toth 110-383		Mid. - 2a.m.	5	Jesse F. Thomas 215-091
5	Jesse F. Thomas 215-091		2a.m. - 4a.m.	9	John M. Brown 215-128
9	John M. Brown 215-128		4a.m. - 6a.m.	10	Richard L. Walsh 215-135
			6a.m. - 8a.m.	11	Ellis M. Moore 215-142
			8a.m. - Noon	3	Albert J. Bateman 100-669
			Noon - 4p.m.	4	Steve S. Toth 110-383
			4p.m. - 6p.m.	5	Jesse F. Thomas 215-091
5	Jesse F. Thomas 215-091		6p.m. - 8p.m.	9	John M. Brown 215-128
9	John M. Brown 215-128		8p.m. - 10p.m.	10	Richard L. Walsh 215-135
10	Richard L. Walsh 215-135		10p.m. - Mid.	11	Ellis M. Moore 215-142

MEMBERS OF CREW (INCLUDING OFFICER IN CHARGE) ABSENT THIS ENTIRE DAY, EXCEPT THOSE ON AUTHORIZED LIBERTY
(All absences on liberty will be noted under Record of Miscellaneous Events of the Day)

Names	Hour and Date Left Station	Cause of Absence
Sidney L. Jackson 105-272	Noon, 26 Dec., 1939.	Al.
William B. Coe 215-115	5:00p.m., 6 Nov., 1939.	Ah.

COMPLEMENT

	WO	CBM(L)	Other Enl. Men
Authorized	1		13
Present	1		10
Aod			
Al			1
AWL			
Ah			1
Ahom			
Vacancy			1
Extra No.			

	Fuel	L. Oil	Gasoline
Received	0	0	0
Expended	0	0	17
Remaining	0	105	1014

Vessels boarded (motor boats excluded) American ____ Foreign ____
Motor boats boarded ____ American ____ Foreign ____
Drills held, enumerate: Flashlight. Semaphore. Wig-wag. International Code of Signal.

Vessels reported ____
Motor boats reported ____
Motor boats seized ____
Vessels seized ____
Number of rations issued ____
Cases of assistance ____
Lives saved or persons rescued from peril ____
Cases of resuscitation ____

U.S. GOVERNMENT PRINTING OFFICE 2—7937

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 8:00 A.M.

6:30 a.m. Detailed Max A. Hieber, Jr. (215-117) Surfman, to proceed to Point Reyes Station, Calif., with truck No. 1627 and transport WPA workers to this unit.

7:00 a.m. Telephone tested, reception good.
Crew performing morning duties.
Started engines of motor lifeboats and all other engines, all in condition.

8:00 A.M. to 4:00 P.M.

8:00 a.m. Morning colors.

8:05 a.m. Inspected station buildings, boats, apparatus, and ordnance equipment, results satisfactory.

8:15 a.m. Max A. Hieber, Jr. (215-117) Surfman, returned to the station with truck No. 1627.

8:15 a.m. Crew exercised at Flashing light, until 8:45.

8:45 a.m. Crew exercised at Semaphore, out of doors with regulation flags, until 9:15.

9:15 a.m. Crew exercised at Wig-wag, out of doors with regulation flags, until 9:45.

9:45 a.m. Exercised and instructed crew in International Code of Signals, out of doors with regulation flags, until 11:00.

11:00 a.m. Crew employed until 11:45, at odd jobs about station.

1:00 p.m. Crew employed until 3:00, sandpapering boatroom deck, and assisting McPhail Fuel Co., of San Rafael, Calif., to install a oil heating unit and a hot water heater.

1:30 p.m. Ch. Bos'n.(L) J.N. Buckley, departed on 47 hours liberty.

4:00 p.m. to Midnight.

4:00 p.m. Changed dials of time detectors, dials properly marked.

4:00 p.m. Detailed Max A. Hieber, Jr. (215-117) Surfman, to transport WPA workers to Point Reyes Station, Calif., with truck No. 1627 and he returned to the station at 6:00.

Evening colors at sunset.

Received the following: 1-copy each of Amendment Nos. 9 and 10, to the Personnel Instructions; 1-copy each of Personnel Bulletin Nos. 33-39 and 34-39; 1-copy H/L, 14 December, 1939 (CM-800), and 1-copy Register, U.S. Coast Guard, July 1, 1939.

8:00 p.m. Inspected station buildings, boats and apparatus, results satisfactory.

10:00 p.m. Made final night inspection.
Expended 8 gallons of gasoline to borrowed truck, and 9 gallons to truck No. 1627.

J.N. Buckley
Officer-in-Charge.

NOTE.—Do not write below this line. If additional space is required, use an extra sheet of paper (standard size), and head it with day and date. 2—7957

VII. BIBLIOGRAPHY

Books and Periodicals

Becker, Robert J. "The Story of the Point Reyes Life Saving Station" (typescript). "Supplemental Historical Report, Point Reyes National Seashore Proposal." San Francisco: National Park Service, no date.

Brown, Bliss. "Point Reyes Coast Guard Station" (typescript). WPA Writers Project, 1936.

Buller, David and Delgado, James. "Losses of Major Vessels Within the Drakes Bay Survey Area." Submerged Cultural Resources Survey (Larry Murphy, ed.), Phase I - Reconnaissance. Santa Fe: Submerged Cultural Resources Unit, Southwest Cultural Resources Center and San Francisco: Western Regional Office, National Park Service, 1984.

Delgado, James P. "National Register of Historic Places Registration Form" (typescript), 1989.

Department of Commerce, Bureau of the Navy. Merchant Vessels of the United States, Year Ending June 30, 1926. Washington: Government Printing Office, 1926.

Giambarba, Paul. Surfmen and Lifesavers. Centerville, Mass.: Scrimshaw Publishing, 1967.

Levesque, Richard A. "The Point Reyes Lifesavers: The End of an Era" (manuscript), 1974.

Livingston, Dewey and Snow, Dave. The History and Architecture of the Point Reyes Light Station. Point Reyes: National Park Service, 1990.

Marin Journal, San Rafael, California.

Mason, Jack. Point Reyes Historian. Vols. I-VII. Inverness: North Shore Books, 1976-1984.

Mason, Jack. Point Reyes: The Solemn Land. Inverness: North Shore Books, 1970.

Mason, Jack. Point Reyes West. Inverness: North Shore Books, 1980.

Oliver, Edward F. "The Last Voyage of the Henry Bergh." Ships and the Sea, Summer 1957.

Noble, Dennis L. A Legacy: The United States Life-Saving Service. Washington: U. S. Coast Guard Historian's Office.

San Francisco Call-Bulletin.

San Francisco Chronicle.

San Rafael Independent.

San Rafael Independent Journal.

Santa Rosa Press-Democrat.

Scheina, Robert L. United States Coast Guard Cutters and Craft, 1946-1990. Annapolis: Naval Institute Press, 1990.

Shanks, Ralph. "The United States Life-Saving Service in California" (two parts). Sea Letter, Number 27, Spring 1977 and Number 31, Summer 1980. San Francisco: National Maritime Museum.

Shanks, Ralph and Shanks, Lisa Woo (ed.). Guardians of the Golden Gate: Lighthouses and Lifeboat Stations of San Francisco Bay. Petaluma: Costaño Books, 1990.

Shanks, Ralph C., Jr. and Shanks, Janetta Thompson. Lighthouses and Lifeboats on the Redwood Coast. San Anselmo: Costaño Books, 1978

Toogood, Anna Coxe. Historic Resource Study: A Civil History of Golden Gate National Recreation Area and Point Reyes National Seashore, California. Denver: Historic Preservation Branch, Pacific Northwest/Western Team, Denver Service Center, National Park Service, U. S. Department of the Interior, 1980.

U. S. Treasury Department, Coast Guard. Instructions for United States Coast Guard Stations 1934. Washington: United States Government Printing Office, 1934.

Webber, Bernard C. Chatham: The Lifeboat Men. Orleans, Massachussetts: Lower Cape Publishing Company, 1985.

Wilkinson, William D. "Nineteenth-Century Coastal Lifeboats in the Collection of the Mariners Museum." Wooden Shipbuilding and Small Craft Preservation. Washington: The Preservation Press, 1976.

Willoughby, Malcolm F. The U. S. Coast Guard in World War II. Annapolis: United States Naval Institute, 1957.

York, Eugene V. "The Architecture of the United States Life-Saving Stations." Thesis, Boston University, 1983.

York, Wick. "The Architecture of the U. S. Life-Saving Stations." The Log of the Mystic Seaport, Volume 34, Number I, Spring 1982.

Archives and Libraries

Bancroft Library, University of California, Berkeley
National Archives and Records Administration, Washington, D.C.
National Archives and Records Administration, Suitland, Maryland
National Archives and Records Administration, Pacifc Sierra Region Records Center, San Bruno, California
National Park Service, Western Regional Office, Historic Preservation Office
Marin County Library, Anne T. Kent California Room, San Rafael
Marin County Recorders Office, San Rafael
Point Reyes National Seashore, files and museum collection
San Francisco Maritime National Historic Park, Shaw Library
San Rafael Public Library
United States Coast Guard, Aids to Navigation Office, Long Beach
United States Coast Guard, Engineering Department, Oakland
United States Coast Guard Historian's Office, Washington, D.C.
United States Coast Guard, Real Property Division, Alameda

Personal Interviews

Lawrence "Lefty" and Adeline "Sis" Arndt
Tessie Mendoza Brazil
Jim Crunk
Roger Dewey
Ron Ferguson
Dean and Betty Garrison
Jack Kersch
Mel Leathers

Richard Levesque
Jerry H. Lewis
Joan Rapp Mayhew
Joe Mendoza
Robert Reeves
Charles Riedmuller
Ralph Shanks
Steve Toth
Wick York